Middlesbrough Council

Local Transport Plan 3
2011 – 2016

Middlesbrough
moving forward

Contents

1 Introduction

1.1 Middlesbrough - The Town

Situated on the north east coast of England, with a population of 139,500, Middlesbrough is at the centre of the Tees Valley conurbation, which has a total population of 650,000, centred round the River Tees.

The Tees Valley itself is strategically positioned between Newcastle to the north and Leeds to the south. Middlesbrough is the sub regional centre at the heart of the Tees Valley City Region and serves a substantial hinterland between these two major regional centres.

The area's economic strengths were built on iron and steel, shipbuilding, heavy engineering and chemicals. It retains strengths in several of these areas, but massive industrial restructuring has changed the face of the town's economy. The service sector is now the main economic driver and the town centre provides most of the town's employment. Middlesbrough's geography and its historical legacy combined are key drivers in setting the Town's priorities. Its high levels of disadvantage, as measured by indicators such as unemployment and ill-health, present challenges to the Council.

The employment history of the area means that there are relatively low levels of entrepreneurship together with reduced aspirations. These are issues common to many areas, which have experienced similar industrial decline.

It is for these reasons that regeneration and the accessibility that underpins it are considered the imperatives for Middlesbrough, to raise expectations and give equality of opportunities for all its people.

1.2 Middlesbrough - The Council

Middlesbrough elected Ray Mallon as its first directly elected Mayor in May 2002 and he was re-elected in 2007. It is one of only a handful of local authorities with a directly elected Mayor and external evaluation by the Audit Commission has judged that the system is working well in Middlesbrough.

The Council is a lead partner in delivering the aspirations of the Middlesbrough Sustainable Community Strategy. Middlesbrough Partnership's vision is:

> "Middlesbrough will be a thriving, vibrant community where people and businesses succeed."

The Council's contributions to the delivery of the Community Strategy aims are based upon the "Raising Hope" agenda set by its directly elected Mayor and supported by the Council's executive and non-executive councillors.

The Mayor's "Raising Hope" agenda is built on four pillars:

- a clean, safe environment, in which people can go about their business without fear of crime and anti-social behaviour;
- physical regeneration of the town's run-down sites and buildings;

- a business-friendly enterprise culture which welcomes would-be investors;
- a transport network which can meet the needs of a town on its way up.

Education and care of young people and support to vulnerable people in the town provide a foundation for these pillars.

As part of his "Reduction Agenda", the Mayor wants to work with and through our partners and communities to reduce the barriers that currently slow our progress. As well as reducing the tolerance of low standards, low horizons and low expectations in our town; and reducing people's desire to go elsewhere to live, for leisure, shopping, culture and the arts, he specifically wants:

- to support **children and learning -** he wants to see reductions in the each of the following - the numbers of children leaving school without qualifications, school exclusions and absence from school;
- to improve **transport -** he wants to see reductions in the proportion of journeys made by car as well as fewer road traffic accidents;
- to promote **healthier communities and care -** he wants to see reductions in alcohol abuse, smoking, obesity, consumption of fatty foods, stress-related illness and the numbers of deaths from heart disease and strokes;
- to create **safer and stronger communities -** he wants to see reductions in overall crime, household burglaries, vehicle crime and anti-social behaviour;
- to promote the **economic vitality of Middlesbrough -** he wants to see reductions in unemployment, benefit dependency and the numbers of unfit homes;
- to transform our local **environment -** he wants to see reductions in carbon dioxide emissions and land-filled waste

Transport continues to make an important contribution to all these objectives and not simply those directly relating to transport.

1.3 The Third LTP & The Mayor's Transport Strategy

The Mayor's Transport Strategy, together with the National Transport Goals has formed the basis of the third LTP for Middlesbrough. This is also linked to the Local Development Framework and Sustainable Community Strategy though the Mayor's "Raising Hope" agenda mentioned above.

To ensure that the Mayor's Transport Strategy and the LTP puts transport users priorities at the heart of the provision of these services the Mayor's Transport Strategy has formed the core of the consultation arrangements for the new LTP document. This has helped to promote a close understanding between the public and the Mayor as to what are the key transport issues in the town.

The Transport Strategy supports the aims of the Local Development Framework in promoting Middlesbrough's economic and social development and improving the environment, and is in line with other corporate policies.

The LTP will continue to provide a targeted approach to prioritising transport improvements, addressing the diverse needs of our town and the areas within it. It will be progressively implemented across Middlesbrough over the next five years, taking account of local circumstances and the resources available.

2 Connecting the Tees Valley - A Statement of Transport Ambition

2.1 Transport and the Economy

The National Infrastructure Plan published by the Treasury during October 2010 in response to the spending review, provides detailed evidence of the Government's commitment to continue to strengthen the nation's capital assets, including its transport system:

> *"For the economy to flourish, people, goods and information must move freely. Businesses across all regions and industries need the right conditions to grow. Reliable infrastructure: energy, water, transport, digital communications and waste disposal networks and facilities, are essential to achieve this. Ensuring these networks are integrated and resilient is vital."*

Indeed it goes as far as to say that there have been decades of underinvestment in many cases. It recognises that transport provides the crucial links that allow businesses and individuals to prosper and with the right level of investment in the right infrastructure, an effective transport network can:

- Contribute to fiscal consolidation whilst supporting a competitive economy;
- Support sustainable economic growth and tackle climate change; and
- Promote greater localism.

This commitment to transport is welcomed although it is vital that the benefits of large projects are equitably delivered across the country.

The Coalition Government has signalled a number of priorities for its transport programmes. Alongside the effective prioritisation of public spending on transport and the vigorous pursuit of efficiency, the Government has highlighted the primacy of two transport challenges of national importance[1], namely:

- Supporting growth by improving the links that move goods and people around our economy; and
- Tackling climate change through policies which deliver technology and behaviour that will decarbonise mobility as we progress through the 21st Century.

Transport is recognised as a key driver for the national economy and a major catalyst for wider economic growth and regeneration, as well as having a key contributory influence on the climate change agenda. Traditionally it has been difficult to precisely define the benefits and costs that are derived directly from transport in both these areas but recently there has been something of a step change in this respect.

In 2006 the Stern Review[2] confirmed the risks posed by climate change and concluded that the benefits of early action to tackle this outweigh the potential

[1] Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit
[2] Stern Review on the Economics of Climate Change, HM Treasury, 2006

costs. The Review proposed that Government policy to reduce emissions should be based on carbon pricing, development of low-carbon and high-efficiency technologies and the removal of barriers to behavioural change. Soon afterwards, the Eddington Study[3], commissioned the Department for Transport (DfT), confirmed the fact that transport plays a key facilitating role in achieving sustained economic prosperity. In particular it outlined the main mechanisms and provided supporting evidence to show how transport impacts on the economy and, following the Stern Review, it also recognised that full carbon costs must be included in the assessment of transport options.

These recommendations have since been fully incorporated into Government thinking over the last few years and have helped to set the agenda for transport policy that has emerged during this period. Crucially both studies have also led to the wider impacts of transport being much better accounted for when transport schemes are appraised. Against this backdrop however, particularly in light of current financial constraints in the early years of the 2010s, the emphasis is as much on getting the most out of existing resources as it is on providing new infrastructure.

The Government has identified a new hierarchy for infrastructure investment within the National Infrastructure Plan. Prioritising the maintenance and smarter use of assets, followed by targeted action to tackle network stress points and network development and, finally, delivering transformational, large scale projects that are part of a clear, long term strategy.

The benefits to the wider economy of a fit for purpose transport network are undeniable. Creating Growth, Cutting Carbon[4], the Government White Paper launched at the beginning of 2011 has a vision for a transport system that is an engine for national economic growth, but one that is also greener and safer and improves quality of life in our communities, in line with the new localism agenda.

Transport is viewed very much as the engine for national economic growth but, in line with the new localism agenda, is also viewed as key to improving the quality of life within individual communities whilst helping facilitate the desired move to a low carbon economy. Improved transport links between international gateways, cities and key economic areas are recognised as vital to ensure a balanced economic growth across the whole country. The Government's continued commitment to the delivery of a high-speed rail network is evidence of this in an on-going drive to bridge the traditional North-South divide. This also provides further vital evidence that the Government feels that major transport infrastructure can unlock barriers to economic growth.

In 2010 the country witnessed the culmination of a sustained and unprecedented period of global financial recession. As a consequence, the spending review of October 2010 was one of the most severe in history yet despite this, transport budgets, particularly for large capital projects, fared relatively well, being cut by a significantly lower than average level. This confirmed how important transport investment is to the national well-being.

Over the last few years, largely spearheaded by the Northern Way initiative, which has represented the interests of local authority areas right across the north of England, a great deal of evidence has been gathered which confirms the strong link between transport and the north's economic future. As a result the Northern Way Growth Strategy promotes transport as a priority area for transformational change and highlights why enhancing connectivity both to and within the north, particularly by public transport, is so important. In the Tees Valley the link between transport, economic growth and regeneration has also been recognised

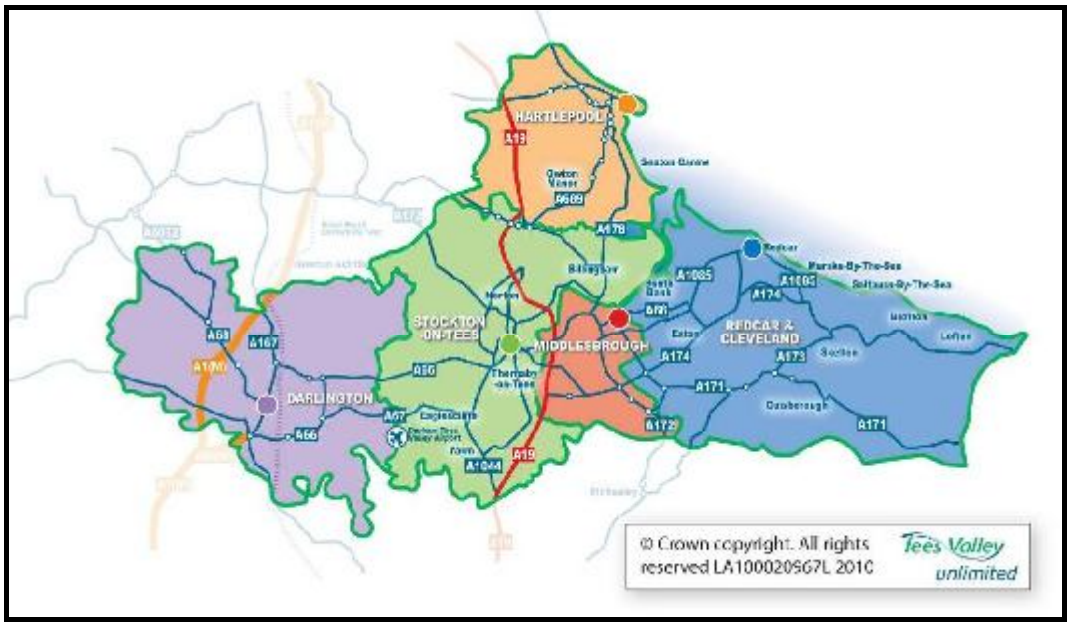
[3] The Eddington Transport Study: The Case for Action, HMSO, 2006
[4] Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, DfT, Jan 2011

for some time. The Tees Valley Economic and Regeneration SoA , which is the most recent vision for the Tees Valley economy over the next 15 years, highlights the important role that transport will play in facilitating this. The SoA is complemented by the Tees Valley Economic and Regeneration Investment Plan, which provides the detailed delivery plan for transport priorities, economic regeneration, and housing investments.

This document, the Statement of Transport Ambition for the Tees Valley, now expands on this, by identifying specific objectives and priorities for transport over the next 10-15 years, which will help make the vision a reality.

2.2 Tees Valley Transport Challenges

The Tees Valley is one of two city regions at the heart of the North East of England. The Tees Valley consists of five local authority districts - Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton-on-Tees – and has a sphere of influence that extends into parts of neighbouring County Durham and North Yorkshire. The Tees Valley and its wider sphere of influence has a population of around 875,000, of which more than 650,000 live in the five Tees Valley local authorities.



2.2.1 Economic and Regeneration Statement of Ambition

Tees Valley Unlimited (TVU), a partnership between the five Tees Valley Local Authorities, local regeneration agencies and business leaders, has mapped out its vision for the Tees Valley through its Economic and Regeneration *Statement of Ambition*[5].

This vision builds upon the successes of the last decade, including the continued development of process industries, the growth of container traffic through Teesport, the continued growth of the service sector, the regeneration of town

[5] Tees Valley Unlimited Economic and Regeneration Statement of Ambition, Draft No.9 September 2010

centres, and the provision of new educational infrastructure. The Tees Valley has significant economic assets including the largest integrated area of heavy industry in the UK, containing petrochemicals, energy and industrial biotechnology plants of a world scale, the fourth largest port in the UK, a steel industry specialising in construction steels and a world class advanced engineering industry. There is also a significant export economy, focused around the port. The advantageous position on the River Tees and associated port related businesses is a major asset.

Each of the centres has its own strengths. These include the market town and mainline connectivity of Darlington, the marina facilities and business incubation space in Hartlepool, Teesside University and the cultural and retail facilities of Middlesbrough, the rural and coastal splendour of Redcar & Cleveland and the engineering companies and business connectivity of Stockton[6].

From this foundation, going forward the two key ambitions are:

- to drive the transition to a high value low carbon economy; and
- to create a more diversified and inclusive economy

As part of delivering this second ambition, the *Statement of Ambition* (SoA) identifies the benefits of a joined up and connected polycentric Tees Valley. This requires recognition that the Tees Valley as a whole will offer the range of facilities needed to attract growth, but that individual Boroughs will bring their own distinctive advantages to the offer. The polycentric model recognises the importance of not only the core retail and service centres, but also the roles of the other centres of activity, be they the other employment and town centres or, for example the North South Tees industrial complex as the focus for specialised industrial development and employment as the Tees Valley moves through its transition to a low carbon economy.

The development of the SoA responds to the critical indicators in the Tees Valley, indicators that compel the overall approach adopted to be one that focuses on the economy, and on tackling the socio-economic consequences that arise from its relatively poor performance. These indicators show a clear picture. The Tees Valley has an economy that is performing less well than the UK as a whole, with the most recent figures showing the Tees Valley's GVA per head to be only 77% of the national average[2]. Unemployment levels are higher than the national average, and issues of deprivation and relatively poor quality of life are widespread. The Tees Valley has 5.8% unemployment, compared with 4.7% in the North East as a whole and 3.5% nationally[7], and all five of the local authorities are within the 30% most deprived of the 354 local authorities nationally[8].

The SoA sets out a clear vision for the Tees Valley, one that responds to its economic geography and builds on the strengths of each economic centre. As each centre builds on its strengths, it is clear that good transport within and between the centres of activity is vital, be they town centres or industrial complexes, in order that people can access the range of economic, educational and service opportunities that 21st Century living offers.

Hence, this Statement of Transport Ambition in turn responds to the SoA, and building on significant work on transport in the Tees Valley and wider North East of England since 2008, sets the context for delivering improved transport networks and services in support of the wider vision.

[6] Tees Valley Unlimited Economic and Regeneration Statement of Ambition
[7] Local Enterprise Partnership: A Proposal, September 2010
[8] Based upon the rank of average score

2.2.2 Transport Evidence

This transport evidence base has been built up over the last three years, including:

- an August 2008 study[9] by ONE North East of the evidence supporting the identification of transport challenges across the North East of England in response to the Eddington Transport Study[10], the Stern report on climate change[11] and Towards a Sustainable Transport Strategy[12];
- the formal response to government on Delivering a Sustainable Transport System (DaSTS)[13] from the North East region[14]; and encompassing work that specifically addresses the transport issues that exist in developing a pro-active response to the challenges of supporting economic regeneration in the Tees Valley as set out in the Tees Valley Area Action Plan (AAP)[15].

This last piece of work follows on from City Region Transport Strategy[16], which identified that there was a clear need to bring together development proposals and the required transport improvements with a clear forward programme. The development of the AAP to date has been a model of partnership and collaborative working between local authority partners and the Highways Agency.

The June 2009 response from the North East region to Government highlighted the transport challenges facing the North East of England, and identified a number of evidence gaps that needed to be addressed in preparing a robust investment plan going forward. This response to Government outlined a work programme of evidence based study to inform the development of a long term strategy to 2030, and a programme of prioritised investment in transport over the next 10 to 15 years. Three reports produced as part of the first phase of this work programme are of particular relevance in informing and providing the foundation for this transport strategy for the Tees Valley, namely:

- the Tees Valley City Region Connectivity and Accessibility Study[17];
- the North East Strategic Connections Study[18]; and
- the North East Rural Transport and Connectivity Study[19].

2.2.3 The Tees Valley Transport Challenge

Key local authority, business and other public sector leaders in the Tees Valley, through Transport for Tees Valley[20], prioritised three transport challenges, based

[9] North East Transport Priorities Evidence Review, JMP for ONE North East, August 2008
[10] The Eddington Transport Study: The Case for Action, HMSO, 2006
[11] Stern Review on the Economics of Climate Change, HM Treasury, 2006
[12] Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, Cm 7226, HMSO, October 2007
[13] Delivering a Sustainable Transport System, DfT, November 2008
[14] Delivering a Sustainable Transport System - Submission to the DfT from the North East Region: Strategic Priorities and Work Programme, Arup, June 2009
[15] Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009
[16] Connecting the Tees Valley – The City Region Transport Strategy, 2007
[17] Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010
[18] North East Strategic Connections, Aecom for ONE North East, May 2010
[19] North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

on the national transport challenges in place prior to May 2010. The three challenges remain consistent with the Coalition Government's primary goals for transport.

- Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;
- Improve the connectivity and access to labour markets of key business centres;
- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.

The evidence supporting these three challenges has been examined in detail within the earlier 2010 study programme, and has identified a number of detailed issues, which in turn have influenced the identification of options to tackle the transport challenges within the Tees Valley. The three challenges are considered in the following sections and can be summarised as follows:

- Resilient Network Connectivity;
- Access to Employment; and
- Reducing Carbon Emissions.

The Coalition Government has also signalled that it wishes to see strong leadership and autonomy within local communities, led by local government, business and other key stakeholders. In transport, many issues that can be tackled at the local level emerge, and indeed the Coalition Government has identified that social justice and quality of life are important outcomes that improved transport can deliver. These local challenges include road safety, local network management, highway maintenance (including management of local infrastructure assets), and the delivery of local infrastructure that supports active travel such as walking and cycling. Tackling each of these challenges through local action will contribute to delivering outcomes that are important with each locality, and will help to enhance health and quality of life in local communities across the Tees Valley.

2.2.4 Resilient Network Connectivity

The transport priorities that flow from this challenge are strongly influenced by socio-economic evidence, and the performance of the existing Tees Valley transport network.

This comprises of issues on two levels, namely:

- Travel patterns and journey experiences on urban, regional and local passenger networks that provide local accessibility for a range of purposes; (and are therefore closely related to the challenge on access to labour markets);

[20] Comprising Cabinet Members and Senior Officers from the Local Authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, as well as representatives of Government Office North East, One North East, the Association of North East Councils (ANEC), the Highways Agency, Network Rail, the Environment Agency, PD Ports (as owners of Teesport), Peel Holdings (as owners of Durham Tees Valley Airport), the North East Chamber of Commerce (NECC), the Confederation of British Industry (CBI), Arriva, Stagecoach, Northern Rail, Durham County Council and North Yorkshire County Council

- Freight and passenger movements to and from national and international gateways to the Tees Valley.

Good international and national linkages are important as the Tees Valley economy grows. Some of the industries are, as noted earlier, nationally important, and good rail and road connectivity into and beyond the Tees Valley is fundamental to the continued success and future of these industries.

2.2.5 The Current Position

The economic geography and peripheral nature of the North East region as a whole is one of the greatest challenges and this is partciularly true for the Tees Valley, as it contains a number of centres within a very small area. This lack of a single dominant commercial centre has transport implications and means that good interconnectivity is vital for the Tees Valley to function effectively. Consequently, the communities within the Tees Valley are highly interdependent with intense commuting and other flows in multiple directions. This presents a challenge to create and sustain a viable public transport network and has resulted in an over reliance on the use of the private car.

Maintaining and improving transport links to London is important to help capture potential productivity benefits. Recent work commissioned by ONE[21] confirmed that improved links to other city regions including the two national capitals and Leeds, would provide economic benefits to the North East. ODPM research on core cities[22] asserts "that an indication of physical connectivity is given by the fastest available journey times to London by rail".

An earlier ONE report[23] demonstrated that international airports are vital infrastructure that contribute to the competitiveness and prosperity of regions (both in terms of business and inward tourism). Durham Tees Valley Airport (DVTA) has, in common with other regional airports, seen a decline in passenger numbers. Retention and modest growth of existing markets in the future is vitally important for the Tees Valley. DVTA had a throughput of 288,296 passengers in 2009 representing a significant decline from 2008, when the passenger throughput was 645,138[24]. In particular the KLM Amsterdam service is fundamental to the airport as the connectivity to a major international hub is vital to local business - the core market for the airport.

Located on the East Coast Main Line (ECML), Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, making it a 'gateway' for rail journeys into and out of the Tees Valley. Rail patronage on routes to and from the Tees Valley highlights the importance of this key main line link with over 360,000 annual return trips from Darlington to London stations[25]. Movements to London stations are less pronounced from the east of the Tees Valley, with only 33,000 annual return trips from Middlesbrough, for example.

However, in comparison to its excellent north-south connectivity, Darlington is relatively inaccessible from other key centres within the Tees Valley. Journey times to Darlington from Middlesbrough and Stockton (as adjacent key centres) are relatively poor, taking between 40-60 minutes by public transport[26], compared to a journey time of 19-23 minutes for car travel[27]. There are, for

[21] North East Transport Priorities – Evidence Gaps Study, Steer Davies Gleave for ONE North East, 2009
[22] State of the English Cities, ODPM, 2006
[23] North East Transport Priorities Evidence Review, JMP for ONE North East, 2008
[24] CAA data, 2009
[25] Office of Rail Regulation / Northern Rail LENNON 2009/10 data
[26] Accession output, including walk time between town centres and stations and any wait times
[27] AA online route planner, accessed October 2010, does not include walk time between car park and destination

example, currently no direct train services from Stockton to Darlington – passengers have to change at Thornaby station, a journey that would take between 35 and 50 minutes. This relatively poor east-west connectivity by rail within the Tees Valley impacts on the external connectivity of the Tees Valley as a whole and reduces the attractiveness of the excellent north-south links from Darlington to potential users from the rest of the Tees Valley. Capacity issues at Darlington are currently acting as a constraint to enhancing these local rail links. The Eureka timetable has delivered a number of enhancements to local services, however this uses up all available capacity.

External connections from the Tees Valley to London (via Northallerton, Thirsk and York) are also provided by the Grand Central services from Hartlepool and Eaglescliffe. Four services a day are currently offered on this route, with journey times of between three and three and a half hours to London. In terms of internal connectivity, Eaglescliffe offers important supplementary rail access options to London and the south from the Middlesbrough-Stockton conurbation and eastern parts of the Tees Valley.

From Middlesbrough, Thornaby and Yarm, important links are available to York (which provides further links to London and the south), Leeds and the North West (including Manchester Airport). However, links within the vicinity of Middlesbrough station are operating close to capacity in terms of train paths, due to an extensive and frequent freight train operation, which exists alongside an intensive passenger rail service. The current Middlesbrough-York journey times along this line are also a constraint.

Rail patronage in the Tees Valley has grown at a considerably higher rate than that of the North East as a whole, or nationally. However, rail journey times are currently uncompetitive compared with the car within the Tees Valley, as is illustrated by the Darlington example above. Given the predicted increase in car ownership in the Tees Valley, this advantage of car journey times is likely to generate increased trips on the road network. Therefore, it is imperative that rail services are enhanced, to ensure that rail is a competitive alternative.

Besides high fares, rail passengers in the region consider capacity, punctuality and frequency of trains to be below expectations. Recent research[28] reported that service availability on Sundays, early in the morning and late in the evening is often poor. This evidence emphasises the importance of a number of factors in ensuring the competitiveness of rail. These include competitive journey times, increased frequence, better information, improved interchange and other journey experience issues.

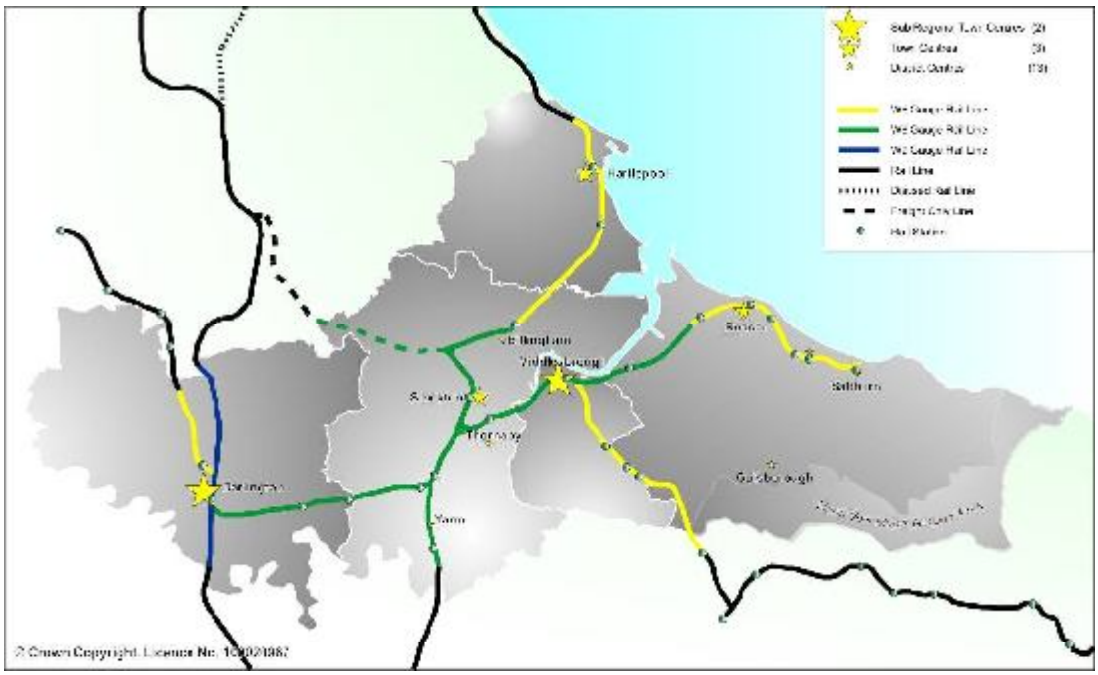
Teesport is by some margin the most important port in the North East, and in 2009 the fourth most important port by goods lifted in the UK. Teesport is not only an important asset to the local Tees Valley economy, but represents a significant regional and, indeed, national asset.

There is a significant opportunity and justification for the development of a deep-sea container terminal in the north of England. To realise the full potential of this opportunity, PD Ports is developing a £300 million deep-sea container terminal on the south bank of the River Tees, which will be known as the Northern Gateway Container Terminal (NGCT). However, the proposal to expand the container side of the port's operation raises fundamental issues regarding freight access to and from Teesport.

Container traffic being transported by rail (rather than by road) is not only consistent with the UK's sustainability aims, but is also much more cost-effective for freight operators. However, there are severe constraints for unitised (i.e.

[28] North East Strategic Connections, Aecom for ONE North East, May 2010

container) traffic that prevents full access between Teesport, the ECML and beyond. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. The figure below shows current rail gauge clearance, illustrating that the local rail network linking Teesport to the national rail network has gauge clearance no better than W8 at present, and the ECML itself is only W9. To ensure that the potential of rail freight is realised, W9[29] loading gauge clearance on rail links can be tolerated economically, but W10 clearance is optimal[30].



Rail gauge clearance is not an issue isolated to the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.

The main north-south road links to the Tees Valley are provided by the A1(M), a key national motorway network link for the west of the City Region, while the east of the City Region is served by the A19(T). The main east-west links are provided by the A66(T) and A174(T).

These key links provide the main source of strategic trip making for the Tees Valley, delivering vital connectivity to the North East and the rest of the UK.

The strategic function of these links will need to be maintained and enhanced with certain improvements still required on the A1(M) and A66(T) to bring these strategic routes fully up to the required standard.

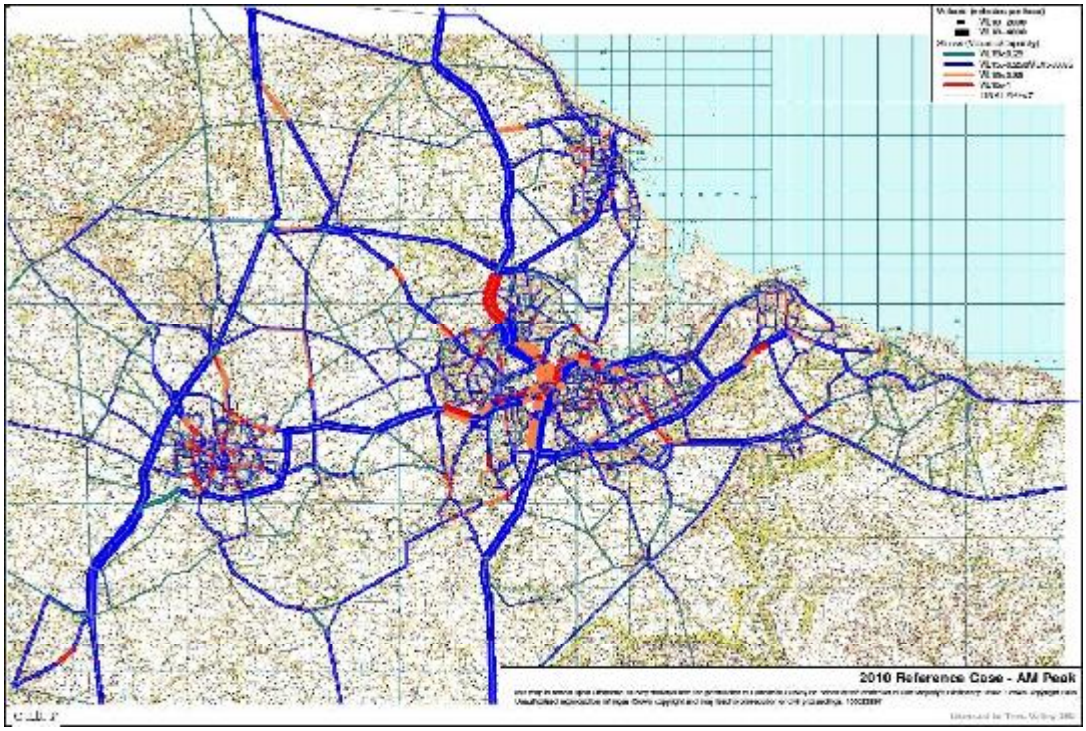
The Tees Valley will continue to work in close partnership with the Highways Agency to deliver an agreed network management strategy to ensure that the network remains fit for purpose.

[29] The W9 gauge allows small deep-sea containers and restricted European containers and swap-bodies.
[30] W10 gauge accommodates 9'6" deep-sea containers

Aggregated traffic flow data indicate that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley. This trend follows the economic growth experienced in this period, with more trips accessing the Tees Valley in general, and specifically in key employment growth areas (such as Darlington and Hartlepool).

Traffic flow data show that there has been variability across the Tees Valley, with a wide range of growth rates dependent upon location. Counts to the north of the Tees Valley, across the South East Durham and Teesside to Hartlepool "screen lines" show the highest growth rates. Since 2004, traffic levels have remained broadly static, with a combined growth in traffic of around 11% over the decade.

The network map shown below is from the Tees Valley TRIPS model, showing the 2010 morning peak hour. This illustrates how current congestion is focused in the Strategic Road Network.



Whilst the Tees Valley does not suffer from widespread traffic congestion to the same extent as some city regions, there is congestion on localised sections of the local and trunk road networks. Congestion is evident on critical routes such as the A19-A66 interchange encompassing the Tees flyover and links to Middlesbrough, A19 south of Wynyard, and the A1053 access to Teesport and important local arterial roads. This represents a significant threat to local, regional and national economic priorities, and serves to reduce economic potential, especially at peak times.

Of particular significance is the congestion on the A19 northbound carriageway exacerbated by traffic accessing the Wynyard Park development. This congestion could affect access to Seal Sands and the North-South Tees Area proposals, hindering access and the distribution of goods, potentially stifling regeneration proposals for the area.

There is also a build up of trips on a number of radial routes leading to Darlington centre and rail station, with potential negative implications for access to this important gateway to the Tees Valley. If congestion in the Tees Valley worsens, there is a risk that this could ultimately stifle economic growth.

2.2.6 Key Issues

The evidence on current use of and the quality of journey experience on the transport networks in the Tees Valley leads to the following issues being identified:

- The importance of links to London and the rest of the English regions to the south, especially neighbouring Yorkshire, and the role that Darlington can play as the gateway to the Tees Valley, especially for rail services;
- The importance of Teesport and good road and rail connections to the port, including on wider national and regional networks, as well as good direct local access;
- The threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increases in congestion and other adverse impacts from growing car use, including environmental impacts.

2.2.7 What we have done

The Tees Valley Metro project continues to be the main focus for future rail enhancements in the area. The key long term outcomes that Tees Valley Metro will deliver are:

- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day - compared with 30 - 60 minutes today;
- Darlington to Saltburn end-to-end journey time of no more than 48 minutes – compared with 53 minutes today;
- Additional tracks to provide sufficient capacity to meet the demands of the next 20 – 30 years, including freight movements;
- A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport station;
- Additional new stations at Morton Palms, Teesside Park, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
- Improvements to existing stations; and
- Newer, lighter trains.

Whilst these outcomes remain valid, a pragmatic approach has been taken with the project split into different phases linked directly to timescales for likely delivery. Phase 1 of the Metro project comprises 'early win' schemes for which

funding has been secured and are either now complete or under/approaching construction. These schemes include:

- Eaglescliffe station – new ticket office, improved passenger waiting facilities, accessibility improvements and an extension to the existing car park.
- Hartlepool station – improved passenger waiting facilities, accessibility improvements and a new bus/rail interchange.
- Middlesbrough station – a new entrance to the north of the station, linking to the Boho and Middlehaven developments.
- Thornaby station – accessibility improvements.

A number of targeted local highway network improvements have been delivered as the first stage of tackling this challenge. These include:

- The Darlington Eastern Transport Corridor, linking Haughton Road to the A66. Improving links from Darlington to the East and opening up development land;
- The North Middlesbrough Accessibility Scheme, comprising a number of highway improvements to improve access to the area of Middlesbrough north of the A66 including Riverside Park and the Middlehaven development site; and
- The roundabout interchange at the A19(T)/A174(T) has been signalised on the three trunk road approaches, capacity has been improved on the A174/A1053/B1380/Western Gateway Roundabouts in association with the Northern Gateway Improvement and improvements are to be made to the South Tees Eco Park access.

In addressing issues on the strategic road network, £3.9 million of funding has been secured towards the delivery of the first phase of the Network Management Strategy, which will see the Highways Agency install traffic lights at five entry slip roads along the A19 and A66. This *Tees Valley Ramp Metering scheme*, which will help to improve the efficiency and operation of the core trunk road network at peak times, has gained full funding approval and is programmed to be delivered by the Highways Agency on behalf of City Region partners by April 2011. The scheme is to be funded through the Community Infrastructure Fund (CIF), enabling important housing growth to be delivered across the Tees Valley that may otherwise have been delayed due to impacts on the strategic network.

The five Tees Valley Authorities have also worked with the Highways Agency and transport operators to develop an overall strategy for building up an Urban Traffic Management and Control (UTMC) system that will support the area's future transport needs. The base system is expected to be operational in 2011.

2.2.8 What we will do

Phase 1A of the Tees Valley Metro project includes the following early deliverables for which detailed funding bids have been submitted to Government:

- A new east side entrance to Darlington Bank Top station, including a fully accessible new footbridge link to the station, bus/rail interchange facilities, pick-up/drop-off facilities and a new pedestrianised link to

the Central Park development site and the residential areas along Yarm Road.

- A enhanced station at Redcar Central, including new fully accessibility routes, improved passenger facilities at the station, bus/rail interchange, pick-up/drop-off facilities, and three new pedestrian links – one each to the new civic quarter, to the town centre and new seafront and to Redcar & Cleveland College.

- A new station at James Cook University Hospital, which offers a wide range of district general hospital services and specialist services to the Tees Valley, South Durham and North Yorkshire.

In addition there is committed investment for rail infrastructure improvements in the Tees Valley to ensure that the network is capable of accommodating 9'6" freight containers. This mainly involves platform alterations or changes to rail signals with the largest single scheme being the partial reconstruction of the overbridge at Dinsdale rail station. Upgrading the freight rail network to W10 gauge clearance standard will unlock constraints on the growth of PD Ports logistics platform at Teesport, which will create 1,000 direct jobs over the next ten years. With the implementation of the rail gauge enhancements and the associated works to the passenger network, PD Ports is aiming for a 20% mode share by rail once the new facility is open.

There are a number of critical rail infrastructure improvements identified within the rail investment Control Period 4 to 2014 that will benefit businesses and communities within the Tees Valley. However, funding remains a consistent barrier to delivery of many of these improvements, which include Boldon East Curve reinstatement, York-Northallerton and Northallerton-Eaglescliffe line speed increases, and Stillington Branch signalling and line speed improvements.

Beyond 2014, Phase 2 of the Tees Valley project is planned to include track capacity and signalling improvements along the Darlington to Saltburn line (providing east – west connections), with new stations established at Morton Palms (Darlington), Durham Tees Valley Airport, Teesside (retail and leisure) Park, and the Ings in Redcar, in line with future developments. There will also be improvements to existing stations along the route, and an examination of the best means of replacing life-expired rolling stock to allow increased frequencies whilst minimising any increase in operating costs.

Phase 3 is then planned to deliver track capacity and signalling improvements along the line running between Hartlepool and Nunthorpe (providing north – south connections) including new stations at Queens Meadow Hartlepool and Nunthorpe Parkway, together with improved facilities and information at other stations along the route. Service frequency increases are also included within this phase.

As part of the re-franchising process, which is likely to involve longer franchise awards from 2013 onwards, we will lobby strongly to ensure that some of these improvements, particularly those relating to new/improved rolling stock and certain investment at stations, are included within the specification of the appropriate new franchise(s).

It is anticipated that the required investment in gauge enhancement across the wider rail network, to complement the committed works to Teesport, will be delivered though the freight or line-based Route Utilisation Strategies at the national level.

Further highways solutions will be developed to accommodate an improving economy and mitigate against rising congestion. This will include network management, junction improvements and capacity enhancements both within the Tees Valley as outlined within the Implementation Plan and on the national networks (e.g. A19 roundabouts in Sunderland and the A1 Leeming-Barton).

In addition to this we will:

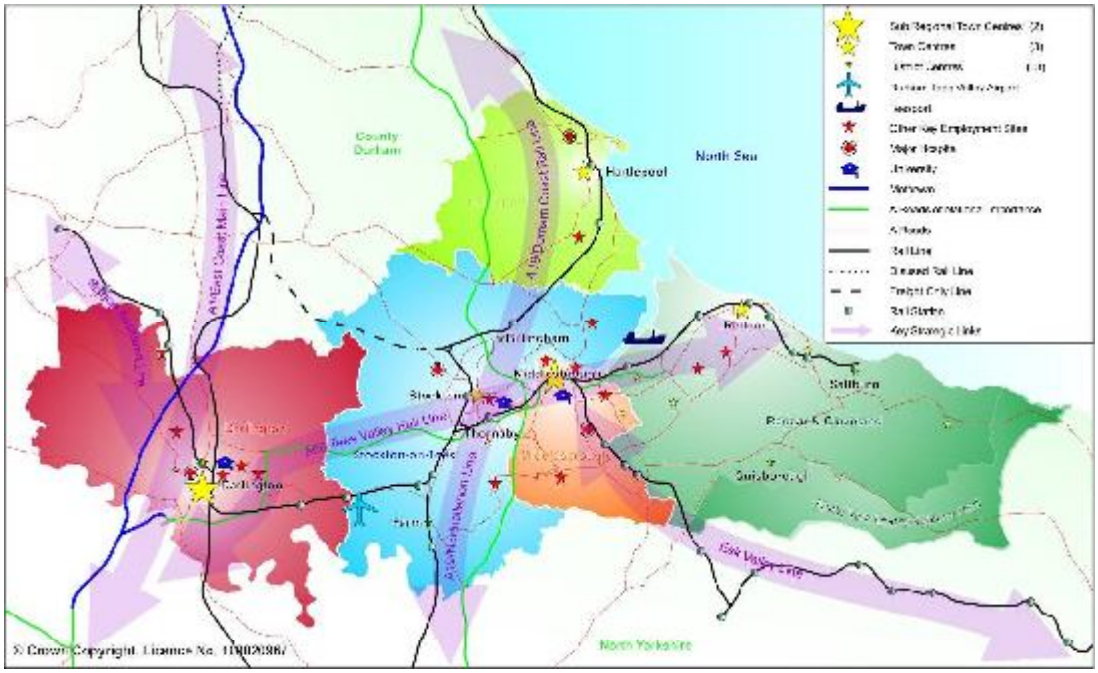
- Promote the enhancement of bus and coach networks. The Tees Valley Bus Major Scheme (included in detail within Chapter 4) aims to deliver improvements to the journey experience of bus users and will provide a local urban network which interfaces with other national and international networks; and
- Promote the enhancement of cycling and walking networks, including their use for shorter journeys and integration with bus and rail networks for longer journeys.

2.3 Access to Employment

The polycentric nature of the Tees Valley means there isn't a single dominant centre of commerical activity. The economic strategy for the area should aim to stimulate growth and regeneration by focussing on existing town centres and key employment sites. Each of these locations will then play to its strengths rather than compete against one another, meaning that the Tees Valley will have all the necessary services and facilities, but not necessarily all in one place.

The future spatial priorities identified by TVU suggest that this polycentricism will become more pronounced as the Tees Valley develops. This will accentuate the need for good connections to, from and between the diverse labour markets and other local services.

The polycentric nature of the labour markets is shown below:



Whilst highway and rail network enhancements (as discussed in more detail in the previous chapter), along with improved facilities for active travel will be important, it will be fundamental to improve access by local bus in tackling access to employment.

2.3.1 The Current Position

Evidence on journeys to work and peak hour trip making patterns in the Tees Valley shows that car commuting accounts for a higher proportion of journeys to work in the Tees Valley than in the North East as a whole, which is in turn at higher levels than in the UK[31]. This is despite car ownership levels in the Tees Valley being lower than the national average (although slightly higher than the North East as a whole).

In contrast, car ownership in the Tees Valley is forecast to rapidly increase (at a higher rate than the national average), and this gap is forecast to close significantly by 2021 when only 27% of Tees Valley households are likely to have no access to a car, compared with 34% in 2001. This compares to a figure of 23% nationally. During this time, growth in the number of two and three car households in the Tees Valley is forecast to be significantly higher than the national average as car ownership grows from a low base[32].

This signals the threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

Approximately 90% of the Tees Valley's workers live in the Tees Valley and each centre is relatively self-contained, with high levels of trip making being confined within each district[33]. More recent evidence from the Tees Valley TRIPS model, (which includes updated data from more recent surveys over the last decade), demonstrates that this high level of self-containment of trips in the Tees Valley remains.

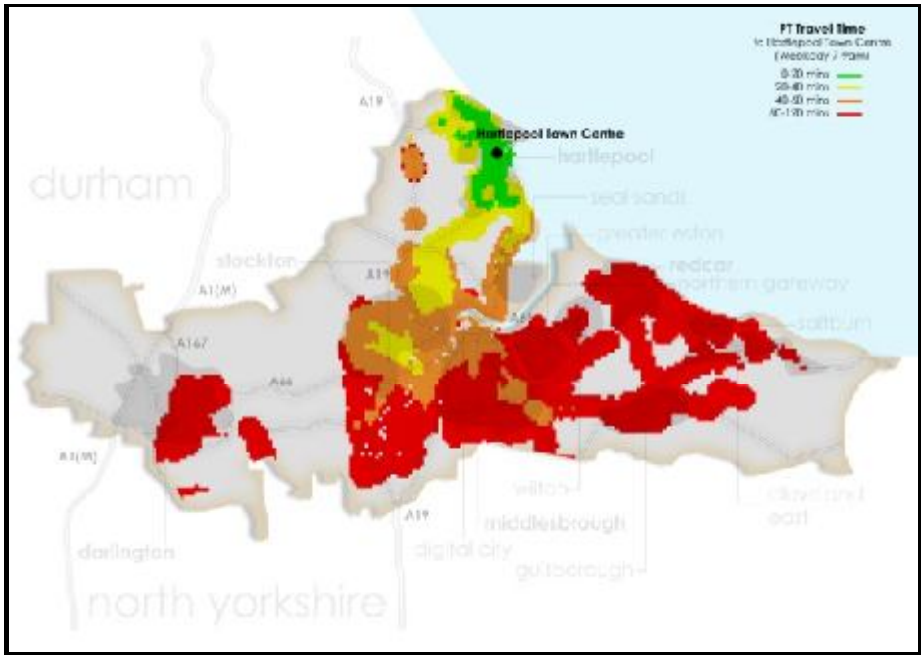
It is clear that local bus services will be vital in tackling this challenge. In recent years decline in bus patronage has been significant, from 44.2 million passenger journeys in 2002/03 to 36.9 million in 2009/10. Despite declining patronage, the bus remains the most important form of public transport in the area in terms of passenger numbers and distance travelled.

The lack of a single dominant commercial centre has made it more difficult in the Tees Valley than elsewhere to create and sustain viable bus networks. As a consequence, the bus network across the Tees Valley is not particularly well co-ordinated, a characteristic resulting from a history of piecemeal network development. However, bus inter-connectivity will be important to support the Tees Valley's economic strategy, which focuses on economic specialisation within different areas.

Bus punctuality across the Tees Valley is also declining with all five districts continuing to fall short of the Traffic Commissioners' desired performance target of 95% of buses being on time.

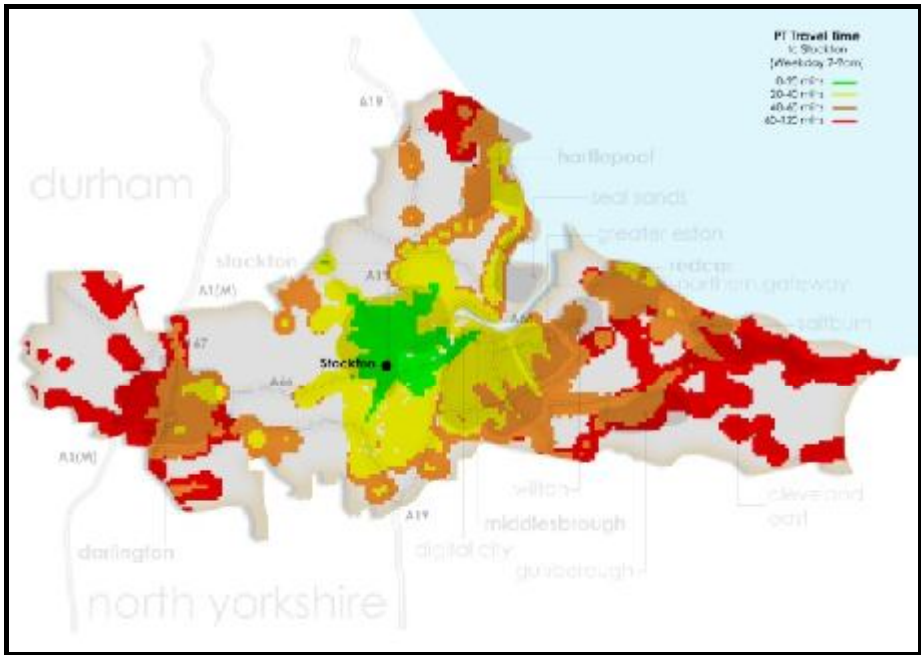
[31] Department for Transport, National Travel Survey 2007-2008
[32] Connecting the Tees Valley – The City Region Transport Strategy, 2007
[33] ONS, Census 2001

There is a complex range of operator-exclusive and multi-operator tickets available to public transport users in the Tees Valley, which act as a barrier to increasing use. Opportunities for simplification as an encouragement to new and existing users, including the evolving north east integrated smart ticketing system, should be looked at as part of measures to improve the attractiveness of public transport services in the Tees Valley. Due to their relative location on the periphery of the Tees Valley, Darlington and Hartlepool in particular have relatively poor public transport connectivity to other labour markets within the Tees Valley. The plan below illustrates Hartlepool's lack of connectivity with only journeys from the surrounding urban area involving a travel time of 20 minutes or less.



Comparatively, Stockton has good connectivity within the 40 minute travel time boundary by public transport, which includes Middlesbrough, Hartlepool, Darlington centre and Redcar.

This is illustrated below.

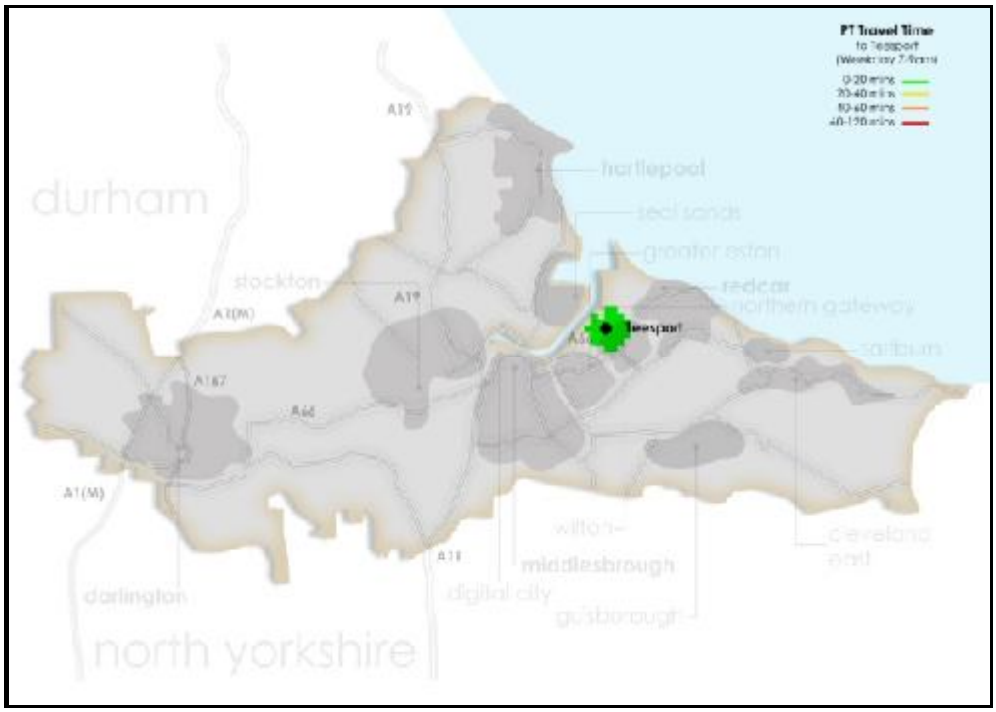


However, using the example of Stockton, a centre with relatively good public transport connectivity, car journey times between Stockton and other principal centres are considerably lower than an equivalent journey on public transpor. For example 10 minutes to Middlesbrough, 21 minutes to Hartlepool and 20 minutes to Darlington[34].

Furthermore, evidence shows that some of the economic regeneration priority locations in the North-South Tees Area have exceptionally poor accessibility by public transport from the Tees Valley as a whole[35].

Teesport itself and the opportunities in associated economic sectors in and around the port estate represent a major economic opportunity, not just for the Tees Valley directly, but for the whole of the North of England. Growth of port centric warehousing and distribution at Teesport has already contributed significantly to the local economy, and has the potential to develop further on the Teesport estate. Around 2,000 people are already employed on the port, and coupled with the existing and future distribution related jobs there is a pressing need for good transport links to the area from both Middlesbrough and from Redcar and East Cleveland.

There is increasing pressure to provide high quality, frequent public tranpsort services to Teesport if the area is not to become reliant on car access for employment and economic opportunities. Existing public transport accessibility to Teesport, or more pertinently the absence of such access, is illustrated below.



[34] AA online route planner, accessed October 2010, does not include walk time from car park to destination
[35] collated in the Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

The *North East Rural Transport and Connectivity Study*[36] assessed the role of transport in widening access to economic and social opportunities within the diverse rural communities across the region. The study presented three case study areas, one of these being East Cleveland, an area on the periphery of the Tees Valley. East Cleveland is an area of significant contrasts, with considerable variation in accessibility to economic and social opportunity, serving to heighten inequalities across the area.

The consultation and analysis of evidence in East Cleveland identified a series of common challenges that influence transport and accessibility issues in rural communities, namely:

- Access to employment and other services: The availability of public transport in remote locations is a major barrier to accessing the increasingly limited employment opportunities, particularly for those who do not have access to a car.
- Awareness and perception of travel options: Negative perceptions of public transport services and availability even in relatively accessible locations.
- Cost of transport: The cost of transport is a key barrier to accessibility in rural areas, particularly for those on low incomes or working part-time in accessing employment opportunities, and for young people accessing education, leisure and part-time work.
- Involvement of the transport sector – transport consistently represents the main barrier facing rural communities. The transport sector needs to be visibly involved in demand-led approaches to providing access to a range of opportunities.

2.3.2 Key Issues

The evidence on existing journey to work patterns and the quality of transport networks in supporting access to employment in the Tees Valley highlights the following issues:

- A range and choice of transport to key labour markets is important in order to provide opportunity for everyone to access appropriate employment;
- Car use is higher than the national average for commuting. Options that provide alternatives or manage demand need to be developed before rising levels of car ownership reinforce these patterns;
- Economic specialisation within the Tees Valley as part of the vision for regeneration is likely to reinforce the Tees Valley's polycentric form. Sustainable transport solutions that support this economic vision to provide better quality links between the centres will be vital;
- The availability of public transport in remote locations is particularly limiting job opportunities for those who do not have access to a car.

[36] North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010

2.3.3 What we have done

Significant progress has already been made to some aspects of the local bus service in improving access to local employment. Many of the improvements also have a significant positive impact on access to a wide range of opportunities throughout the day, not simply employment.

The bus operators continue to invest in new vehicles. For example, Arriva introduced over 50 new buses in 2010, equivalent to around one fifth of their Tees Valley fleet; 15 new Stagecoach buses, predominantly branded for use on their key inter-urban service 36, linking Middlesbrough with Stockton, Billingham and Hartlepool, entered service by the end of September 2009; and bus replacement at Leven Valley has continued with the fleet being the first in the Tees Valley to be fully low floor and wheelchair accessible.

New infrastructure supports these service improvements, including the completion and opening of Hartlepool Interchange in August 2010.

Real time journey information is being rolled out on some of the main bus corridors. All Arriva and some Go North East services now feed real time information into the call centre journey planner, traveline-txt (the text messaging service), as well as the mobile internet Next Buses service, enabling passengers to receive live data for short notice journey enquiries. The *Connect Tees Valley* web site, managed by Tees Valley Unlimited, provides information on all modes of transport in the area, including holding the current timetables for all public transport services operating in the Tees Valley as well as details of forthcoming service changes, both permanent and as a result of road works and events.

A major Tees Valley Bus Network Improvements scheme is being progressed by the local authorities in partnership with bus operators Arriva and Stagecoach. This will provide a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes across the Tees Valley. This scheme achieved final approval from the DfT in June 2010 confirming that £37.5 million of central Government funding (£57.6m in total) would be made available. This is now being delivered over a five year period to 2015.

The investment is being focused largely on the core, frequent and commercially provided tier of the hierarchical bus network, to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. However, all services will benefit to some degree from the measures.

New infrastructure delivered as part of the scheme includes the completion and opening of Hartlepool Interchange in August 2010 and improvements to Mandale Gyratory and Marton Road.

2.3.4 What we will do

The provision of a range of bus services to new and emerging employment opportunities is fundamental if these jobs are to be accessible to people across the Tees Valley, regardless of whether they own a car.

A Quality Partnership Agreement between operators and the local authorities is being developed. Designed to recognise and protect the current investment by

the bus operators, and to ensure that this continues alongside the ongoing delivery of the Tees Valley Bus Network Improvements.

In addition to this we will:

- Continue to develop the Tees Valley Metro project to improve connections to and between employment centres;
- Improve the reliability of the highway network through the Network Management Strategy;
- Ensure that development is facilitated at pinchpoints: Wynyard (A19/A689), Portrack Lane Relief Road and Redcar/Northern Gateway; and
- Recognise and enhance the role of cycling and walking networks in catering for shorter commutes.

2.4 Reducing Carbon Emissions

As the UK and its constituent local authorities seek to address the impacts of climate change, it is also important that transport does not add to the changing climate through further emissions of greenhouse gases. This remains one of the main tenets of national transport policy under the Coalition Government, which has signalled the importance of both technological improvements and behavioural change in reducing carbon emissions from transport[37].

Partners in the Tees Valley have identified that it is important to develop economic and spatial plans and supporting transport systems in the future that do not add further to problems with respect to our changing climate.

Significant contributions to reducing CO_2 from transport can be delivered through tackling local trips, through the promotion of active travel such as walking and cycling for short trips, and through targeted programmes of *smarter choices*. Targeting energy use in the transport system, such as the management of the use of lighting may also contribute to reductions.

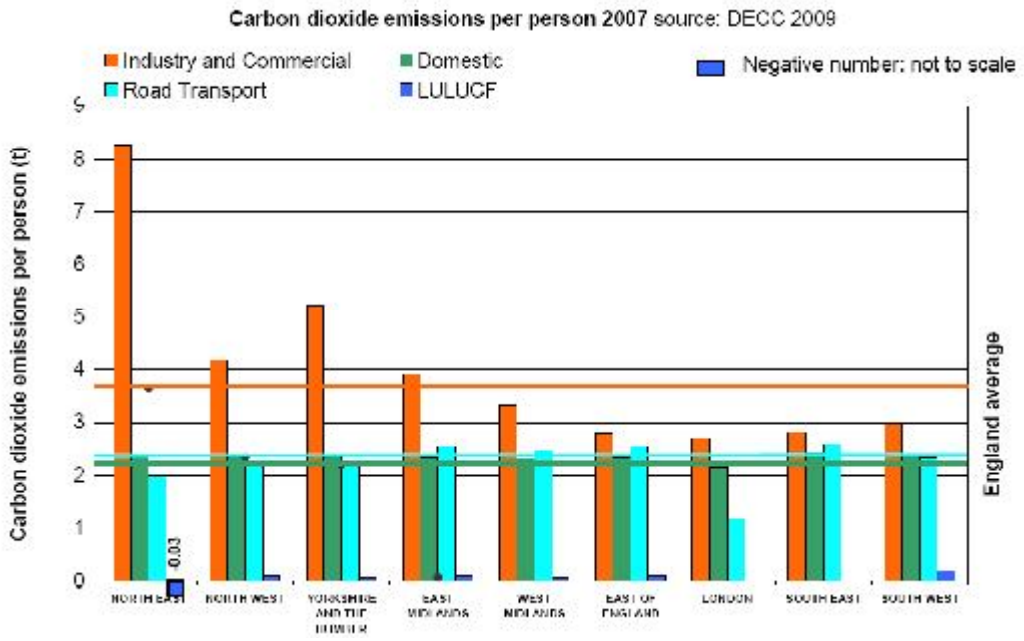
2.4.1 The Current Position

Forecasts for climate change indicate that adverse weather conditions are likely to be more frequent in the future, which has implications for the North East of England's transport infrastructure[38].

In 2005, the Tees Valley's total carbon emissions were around 20 million tonnes (across all sectors, around 7 million tonnes if emissions regulated under the EU Emissions Trading Scheme are excluded.)[39]. Recent data published by the Department for Energy and Climate Change[40] shows that in 2007 carbon emissions were approximately 6.7 million tonnes

[37] Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit
[38] North East Climate Change Adaptation Study, Royal Haskoning for sustaine, 2008
[39] Tees Valley Climate Change Strategy 2006-2012, Tees Valley Climate Change Partnership, 2007
[40] UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

In 2007, most emissions in the Tees Valley (4 million tonnes, or 59% of total emissions) came from industry[41]. The overall decline is largely due to contraction and refinement of industry in the Tees Valley over the last decade. However, the graph below shows carbon emissions from industry in the North East are still significantly greater than the average for England. In contrast, the North East has the lowest per capita emissions from transport (with the exception of London).



Note: LULUCF represents land use, land-use change and forestry

The Tees Valley Climate Change Strategy, published in 2010, includes a target reduction of greenhouse gas emissions of 21% by 2020 against a 2005 baseline. This will align the strategy and action plan with the Climate Change Act 2008 and follow a uniform method of measurement.

Whilst current emissions from road transport are comparatively small compared to those from other sectors (1.3 million or 18% of total)[42], it is important not to ignore the significance of road transport - a contribution that will represent a greater proportion of emissions over time as programmes to reduce emissions from industry take effect. The use of private vehicles (diesel and petrol cars) accounts for 65% of total road transport emissions. This is despite car ownership being considerably lower in the Tees Valley than the national average. Road transport emissions per capita for the Tees Valley are higher than for both the North East and the UK. Road transport emissions per capita are particularly high in Middlesbrough and Stockton-on-Tees.

There are a range of measures that will contribute to reducing carbon emissions from transport. The 2009 Carbon Reduction Strategy for Transport[43] stresses that whilst technological and efficiency improvements are important, they will not themselves be sufficient to reduce carbon emissions to the extent needed.

Such technological improvements include the use of electric and low emission vehicles; the development of a recharging network for such electric and plug-in

[41] UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009
[42] Tees Valley Climate Change Strategy, 2010-2020
[43] Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future, DfT, July 2009

hybrid vehicles; the development of sustainable biofuels and alternative fuel sources; and improved broadband coverage to help reduce the need for travel. Alongside technological improvements, cultural and behavioural changes are fundamental to achieving the reductions in carbon emissions necessary, whether by changing travel behaviour itself, or making the decision as an individual or society as a whole to invest in lower carbon technology. Important aspects of this behavioural change include the use of active travel modes and lower emission alternatives, influencing driving behaviour through applying "eco driving" techniques, and enforcing speed limits.

A wide range of measures aimed at influencing travel behaviour and cultural change are now firmly established in the main stream of transport planning in the UK. Known as Smarter Choices (after the report of that name[44]), this is a range of interventions aimed at encouraging a greater use of active travel and less environmentally damaging travel modes, whilst reducing the need to travel in general. These techniques are based around persuasion, realising the importance of positive incentives, rather than punitive measures, to encourage behaviour change.

It is important, however, to emphasise that targeted programmes of Smarter Choices measures can deliver a range of improved outcomes across the community, including individual and community wide health benefits from increased walking and cycling, local environmental benefits, and a range of equity and social justice benefits.

Estimations based on household surveys suggest that the Sustainable Travel Towns programme (implemented in Darlington, Peterborough and Worcester) resulted in annual per capita carbon savings of approximately 50kg of CO2 in 2008, compared to 200445. This estimate used per capita changes in car driver kilometres for trips <50km from the weighted dataset, and emission factors published by Defra/DECC based on an average-sized car. At a town-wide level and accounting for increases in population, there was a combined estimated saving of 17,510 tonnes of CO2 per annum in 2008 across all three towns. Whilst this figure only reflects reductions in car driver distance on journeys of less than 50km, it is equivalent to a reduction in UK average annual per capita emissions from car driving of approximately 4.4% for journeys of all lengths.

2.4.2 Key Issues

The evidence on carbon emissions from surface transport in the Tees Valley shows:

- The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions continue to rise. Options need to address the threat posed by rising car ownership and use on these trends

2.4.3 What we have done

There has been a significant record of achievement across the Tees Valley in delivering programmes of activity that promote less environmentally damaging and lower carbon forms of transport. These include:

[44] Cairns, Sloman, Newson, Anable, Kirkbride and Goodwin, Smarter Choices – Changing the way we travel, DfT, July 2004

[45] Sloman, Cairns, Newson, Anable, Pridmore and Goodwin, The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report, 2010

- Darlington Local Motion project, funded initially by the DfT's sustainable demonstration town programme, but continues to deliver sustainable transport improvements;
- A range of cycling initiatives such as doitbycycle.com, an online cycle journey planner, Bike-it training in schools, the Active Travel project, the Stockton Active Travel Hub, and a range of events through the year;
- The continued improvement of pedestrian and cycle facilities;
- The Darlington Cycle Demonstration Town project;
- Workplace and school travel planning across the Tees Valley; and
- Roll-out of electric vehicle charging points through the Office for Low Emission Vehicles (OLEV) Plugged-In Places programme[46].

Many of the small scale initiatives community scale and will be therefore delivered through the LTPs.being delivered across the Tees Valley described above continue to be rolled out. Whilst important to the Tees Valley as a whole, much of this activity is either borough specific or on a local

2.4.4 What we will do

Tees Valley-wide programmes of Smarter Choices measures, on a scale akin to that delivered through the Local Motion programmes to 2009, will provide the impetus across the Tees Valley to deliver significant travel behaviour change. These include personalised travel planning, marketing and information.

In addition to this we will:

- Promote a modal shift from private car to bus and rail use through, marketing and awareness raising, allied to service quality improvements and bus stop and rail station improvements through the Bus Network Improvements and Tees Valley Metro; and
- Reduce the carbon emissions from the Tees Valley bus fleet in partnership with the major bus operators, through the Bus Network Improvements and through improved rolling stock for Tees Valley Metro.

2.5 Delivering the Transport Ambition

There is a clear need to continue to improve both external and internal connectivity of the Tees Valley. The £70 million already secured up to 2014 will go a long way to developing a reliable and integrated bus, rail and strategic road network.

It is vital that links from our key assets at Teesport and Durham Tees Valley Airport to national and international hubs and markets are maintained and built upon to support our global industries. Rail and road links between the Tees Valley and London and other city regions should also be enhanced and journey times reduced in order to optimise the accessibility of the Tees Valley to national markets.

[46] ONE North East website news item, 25 February 2010

Enhanced connectivity within the Tees Valley is equally important to ensure that residents and visitors can access employment, education, health care, retail, leisure and other key opportunities, not just within each community or authority area but across the area as a whole. As residential, retail and employment areas continue to be redefined, the ability to move around the Tees Valley quickly and easily continues to be of vital importance, particularly to the significant proportion of the population who do not have access to private transport.

It is vital, for both businesses and for individual travellers, that the resilience of our transport networks is maintained and enhanced. A degree of certainty/stability relating to journey time and network condition is vital in the day to day transport decision making for both individuals and businesses. It can also be key to long term locational decisions made by businesses. The provision of resilient and reliable transport networks is therefore vital to the Tees Valley's future economic competitiveness, building on the work already undertaken with the Highways Agency and Network Rail.

Based on the evidence, issues and commitments described previously, to enhance the connectivity of the Tees Valley to support our economic and regeneration ambitions, we will:

- Continue to invest in our bus network alongside the 20 or so routes that will benefit from significant investment in the next five years, examining cost effective ways to provide linkages to the core commercial routes that will benefit from this investment, and developing an integrated smart ticketing system alongside other partners in the North East;
- Work with the rail industry to secure the development of Tees Valley Metro to use the rail network in a much more efficient way to connect our main centres, service the new industries and develop strategic park and ride opportunities, with greater scope for the negotiation of future rail franchises to provide services that better meet the needs of future users rather than relying on historic patterns of demand and scheduling;
- Provide targeted highway infrastructure investment to support specific development proposals and improve the management of the strategic road network as part of a joint development plan agreed with the Highways Agency; and
- Continue to enhance links to and from our national and international gateways including Teesport and Durham Tees Valley Airport.

We would wish to promote a joint investment planning approach between the Tees Valley and the national agencies, and to devolve responsibility for the appraisal of smaller scale strategic projects (below £20 million) to local partnerships to speed up the delivery of those agreed priorities that unlock private sector investment.

The Statement of Transport Ambition: Implementation Plan sets out the packages/schemes which will deliver this Statement of Transport Ambition. It will be kept up-to-date in line with changing development assumptions and funding opportunities and will be monitored by TVU.

The Tees Valley Economic and Regeneration Investment Plan sets out an ambitious but realistic programme of public sector investment which recognises the significant reductions in public spending over the period to 2014/15 whilst building a strong economic case for investment through the Regional Growth

Fund to unlock barriers to private sector growth. This will be led and monitored by the TVU Leadership Board.

At a local level, the Tees Valley Local Authorities will:

- Look to invest in "smarter choices" measures, to reduce car travel (and hence greenhouse gas emissions) and increase access to services for all those within the Tees Valley;
- Continue to maintain existing walking, cycling and highway networks to an appropriate standard, to maximise their reliability and functionality; and
- Deliver road safety measures and education to contribute to better safety, security and health, and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

The five Tees Valley Local Authorities' third Local Transport Plans outline transport strategy and delivery at a local level. These will be monitored and delivered by each individual Local Authority.

3 Consultation on the Third LTP

Middlesbrough Council are committed to engaging with the public to seek views and opinions about the services they provide ensuring the provision of good quality services which meet the demands and needs of the Community. Consultation on this LTP is following a two stage methodology. Firstly we have gathered information on what the Community consider are their transport priorities and secondly with our partners upon the draft LTP. This will result in an LTP that is embedded in what the Community considers to be the main aims and transport priorities in Middlesbrough during the next five years.

Some of the key elements of the first stage of this consultation process are as follows:

- Extensive consultation has taken place with regard to the Mayor's Transport Strategy; this new document explained to residents what the LTP could mean for them if we are successful in delivering various planned actions (Copies are available on request). Local media channels promoted the Mayor's Transport Strategy and encouraged the Community to complete a questionnaire based upon their perception of various transport issues currently and how they felt we should perform in delivering such services in the future. The questionnaire was available to residents in the form of a booklet and on-line and distribution of the questionnaire was targeted at specific consultation forums including:

    - Middlesbrough College
    - Cleveland College of Art & Design
    - Older Person's Forum
    - Physical Disability Forum
    - Learning Disabilities Partnership
    - Community Council Cluster Forum
    - The Local Strategic Partnership (Transport Theme Group)
    - The Local Strategic Partnership (Health & Social Care Group)
    - The Local Business Forum

- In order to provide a very robust response to the questionnaire it was posted to Middlesbrough Council's Voiceover Panel, which is a group of people who have elected to receive various consultation documents. The response to the Transport questionnaire was good with 752 residents from a total of 1250 completing and submitting the questionnaire. A summary of the analysis of the results can be found in paragraph 3.3.

- A successful consultation event was held with the Community Council Cluster Forum. This was attended by cluster representatives who then cascaded the information and distributed questionnaires to their own Community Councils. The representatives decided that they specifically wanted to focus upon two main transport issues which were speed reduction and highway maintenance. Feedback from the forum can be found in paragraph 3.1.

- The Local Strategic Partnership (LSP) transport theme group, whose membership consists of a wide range of representatives were consulted upon the Mayor's Transport Strategy. They agreed that the strategy reflected & had synergy with the Community Strategy and One Planet Living objectives. Consultation has also taken place with the Health & Social Care LSP. It is imperative within this LTP that close links are established and shared objectives achieved with health partners particularly relating to our active travel ambitions.

Good progress has been made over the last two years within the Middlesbrough Healthy Towns initiative particularly the successful delivery of the active travel

projects and excellent working relationships with health partners has been established. The consolidation and continuation of the key successes from the Healthy Towns initiative with particular emphasis upon the active travel theme will guarantee sustainability for the future. This will assist us in distributing walking and cycling information to patients & staff and continue working with the PCT to deliver workplace travel planning to staff. This includes improved accessibility to James Cook University Hospital for staff and patients resulting from a safe routes to work programme funded through the Healthy Towns initiative.

Middlesbrough continues to have a lower than average life expectancy compared to the national average, encouraging healthy life styles to ensure better health, wellbeing and independence are key factors to closing the gap between levels of health of Middlesbrough residents and the national average.

The Learning Disabilities Partnership were particularly pleased about the introduction of the bridge card within Middlesbrough, this has greatly helped those with disabilities travel with greater confidence whilst using public transport. They also welcomed the development of a travel training forum at Priory Woods school in Middlesbrough which would enable children and adults to undertake training within a safe but realistic environment, helping them to gain travel independence.

The results from all the consultations described above will aid prioritisation to target those specific areas of transport where expenditure is needed most and have guided the development of our five year implementation plan.

3.1 Community Council Cluster Group Forum

A number of questions were posed at the Cluster Forum and these are listed below:

3.1.1 Speed Reduction

Question 1

Do you agree with the concept of a blanket 20mph zone in neighbourhood areas throughout Middlesbrough?

Cluster groups generally agreed that whilst they did not necessarily want blanket application of 20mph zones in neighbourhood areas, they thought that there should be a more targeted approach based upon the number of accidents on particular streets, most agreed that 20mph speed limits should be imposed around schools. The general consensus was that traditional traffic calming measures such as road humps should be avoided and more signage/activated signs should be used to slow traffic down. The idea of using "pace" cars was generally accepted as a tool to help reduce the speed of cars. There would be more detailed consultation on 20mph zones after some initial work has identified the likely areas to be affected.

Question 2

How can Community Councils assist us with the consultation and management of neighbourhood 20mph zones?

It was agreed by the cluster groups that the community councils can assist in raising the awareness/educate residents of 20mph zones through Community Council newsletters.

3.1.2 Highways Maintenance

Question 1:

Following the recent announcement that Middlesbrough Council will invest 6 million pounds into maintaining our road and transport network, can you give your ideas about how we will ensure that the investment provides sustainability in future years. Some of the issues we would like to discuss with you are:

a. Using tarmac as opposed to flagging on our footpaths?

It was acknowledged by the cluster groups that although tarmac was thought of as not a very attractive material it was safer and cheaper than paving stones. It was agreed that paving stones should be used within neighbourhoods, which are close to the town centre, and within conservation areas.

b. Tarmacing the grass verges which are constantly subject to vehicle trespass?

Consensus of opinion was that verges, which are consistently damaged, should be tarmaced however it was acknowledged that less green areas does cause drainage problems due to excess surface water not being soaked away.

c. Using high quality materials to enhance our environment for sustainability?

The cluster representatives were in favour of using high quality materials and acknowledged that they would perhaps have to wait longer for a scheme to be implemented due to the higher financial costs of using such materials

d. In order to get rid of the problem of vehicles parking on footpaths we would propose to introduce dropped crossings to enable parking within residents own property?

This was thought of as a good idea and would help reduce the problem of cars obstructing footpaths, however this is not possible in terraced streets, cluster representatives thought it would be beneficial to give street wardens greater powers of enforcement in problem areas i.e. outside of schools.

Question 2:

How can the Community Councils help us with long term monitoring and evaluation of highway projects?

It was agreed that it was imperative to inform residents of the schemes prior to their commencement and to give contact details for any problems/issues during completion
Agreed the use of Community Council newsletters could be used for post evaluation of projects.

3.2 Scrutiny

The LTP3 itself and certain areas of delivery have received examination through the Council's scrutiny arrangement and these areas are listed below:

- Verge Maintenance
- Public Transport
- Speed Cameras
- Highway Flooding
- Residents Parking
- Town Centre Parking
- Winter Maintenance
- LTP3

The scrutiny action plans will be addressed as part of the on-going development of the LTP during the currency of the plan.

3.3 Public Questionnaire

As mentioned earlier, questionnaires have been used to ask respondents to score 53 issues of transport for both how respondents perceived the transport issues currently and how they felt it should be in the future. The analysis examined the issues raised over all the sections using mean scores and a summary of the results are given in the following paragraphs.

Respondents were asked to rate a list of transport issues for where they thought we were at present and where they think we should be in 5 years. The rating scale was 1 = excellent, 2 = good 3 = OK 4 = poor and 5 = very poor.

From the result a mean score was calculated for each of the transport issues and the results are ranked in the tables below.

3.3.1 Poorest Scoring for "Where We Are At Present"

The higher the score the poorer respondents think we are presently with the transport issues (3= OK. 4= poor, 5 = very poor) Three of the top four highest scoring issues were in the climate change and carbon reduction section

Question	Section	Transport Issue	Mean score
Q 6.10	Climate Change and Carbon Reduction	Electric (low CO2 emission) vehicles	3.835
Q 6.6	Rail	Park and ride facilities	3.740
Q 6.10	Climate Change and Carbon Reduction	Cycle hire schemes	3.690
Q 6.5	Cars	Cost of parking	3.583
Q 6.10	Climate change and Carbon Reduction	Travel plans	3.577
Q 6.9	Business Issues	E-commerce to reduce need to travel	3.464
Q 6.5	Cars	Condition of roads	3.393
Q 6.9	Business Issues	Employee facilities	3.378
Q 6.8	Quality of Life Issues	Congestion	3.350
Q 6.9	Business Issues	Travel plans and subsidised bus and rail tickets	3.343

3.3.2 Best Scoring for "Where We Are At Present"

The lower the score the better respondents think we are presently with the following transport issues. (1 –excellent 2 = good, 3 = OK). The three lowest scoring issues were in the pedestrians section.

Question	Section	Transport Issue	Mean score
Q 6.1	Pedestrians	Pedestrianisation (Town Centre traffic free area)	2.004
Q 6.1	Pedestrians	Dropped kerbs and crossings	2.273
Q 6.1	Pedestrians	Pedestrian safety	2.341
Q 6.8	Quality of Life Issues	Street lighting	2.419
Q 6.1	Pedestrians	Signposting	2.447
Q 6.4	Taxis	Taxi ranks (number, location)	2.512
Q 6.8	Quality of Life Issues	Security (CCTV)	2.608
Q 6.4	Taxis	Quality of fleet	2.651
Q 6.8	Quality of Life Issues	Road casualty reduction	2.674
Q 6.3	Buses	Bus Service (quality, reliability)	2.750

3.3.3 Lowest Expectations for "Where We Should Be in 5 Years."

The higher the score the less expectation respondents have of where we will be in 5 years. Four of the top five highest scoring issues were in the freight section.

Question	Section	Transport Issue	Mean score
Q 6.7	Freight	Loading bays on street	1.956
Q 6.10	Climate Change and Carbon Reduction	Electric (low CO2 emission) vehicles	1.955
Q 6.7	Freight	Lorry parking in residential areas	1.952
Q 6.7	Freight	Out of hours deliveries (night time)	1.911
Q 6.7	Freight	Driver training	1.871
Q 6.9	Business Issues	E commerce to reduce need to travel	1.855
Q 6.8	Quality of Life issues	Traffic calming	1.848
Q 6.7	Freight	Transfer from road to rail	1.842
Q 6.2	Cycles and Motorcycles	Motorcycle parking	1.840
Q 6.8	Quality of Life Issues	20 mph zones	1.818

3.3.4 Highest Expectations for "Where We Should Be in 5 Years"

The lower the score the more expectation respondents have of where we will be in 5 years. Three of the lowest scoring issues were in the pedestrian section.

Question	Section	Transport Issue	Mean score
Q 6.1	Pedestrians	Pedestrian Safety	1.376
Q 6.1	Pedestrians	Pedestrianisation (Town Centre traffic free area)	1.400
Q 6.1	Pedestrians	Dropped kerbs and crossings	1.453
Q 6.3	Buses	Safety on buses	1.474
Q 6.1	Pedestrians	Signposting	1.493
Q 6.3	Buses	Bus service (quality, reliability)	1.514
Q 6.3	Buses	Driver training/disability awareness	1.523
Q 6.3	Buses	Bus information	1.532
Q 6.4	Taxis	Safety in taxis	1.534
Q 6.5	Cars	Safety in council car parks	1.537

3.3.5 Highest Ranked Differences Between "Where ~We Are Now" And "Where We Should Be in 5 Years".

The greatest difference for where we are now to where we should be in 5 years is for park and ride facilities, electric (low CO" emission) vehicles and cost of parking

Question	Section	Transport Issue	Mean score
Q 6.6	Rail	Park and ride facilities	2.009
Q 6.10	Climate Change and carbon Reduction	Electric (low CO2 emission) vehicles	1.880
Q 6.5	Cars	Cost of parking	1.813
Q 6.10	Climate Change and carbon Reduction	Cycle hire scheme	1.771
Q 6.5	Cars	Condition of roads	1.740
Q 6.10	Climate Change and carbon Reduction	Travel plans	1.716
Q 6.9	Business Issues	Travel plans and subsidised bus and rail tickets	1.617
Q 6.9	Business Issues	E commerce to reduce need to travel	1.609
Q 6.8	Quality of life issues	Employee facilities (showers, cycle parking0	1.600
Q 6.9	Business issues	Congestion	1.562

3.3.6 Additional questions

Additional questions were raised in the Mayor's Transport Strategy as follows:

Question 7. *"To what extent do your agree or disagree that a fair system of managing demand for road use should be used if necessary?*

35.2% of respondents either agreed or strongly agreed, 19.8% neither agreed or disagreed, 42.6% disagreed or strongly disagreed and 2.3% didn't know.

Question 8. *"To what extent do you agree or disagree with the proposal to build the east Middlesbrough by-pass?"*

76.1% of respondents either agreed or strongly agreed, 8.3% neither agreed or disagreed, 13.7% disagreed or strongly disagreed and 2% didn't know.

Question 9*. Respondents were asked to rank which top three National Goals set out by central government they thought were top priorities for Middlesbrough?*

Results showed that 41% of respondents thought that supporting economic growth was their highest priority, second and thirdly 34% & 30% respectively ranked improving the quality of life and a healthy natural environment as their next important objectives.

3.4 Consultation with other Groups

The Council also wished to consult with other strategic transport agencies, local businesses and other appropriate consultees as listed below followed by feedback on specific issues raised during this process.

Natural England	Environment Agency
English Heritage	Durham-Tees Valley Airport
Highways Agency	Arriva North East Ltd
Tees Port Authority	Chamber of Commerce
Northern Rail	Transpennine (First Group)
Hackney Carriage Association	Stagecoach
Leven Valley Coaches	Freight Association
Cycling, Touring Club	Middlesbrough Primary Care Trust
Confederation of Passenger Transport	Town Centre Company
Disability Forum	Middlesbrough Football Club
Tees Valley Authorities	Tees Valley Unlimited
Tees Valley Rural Community Council	NECTAR

3.4.1 Freight Transport Association

The Association welcomed the importance the plan places upon Tees Port and the need to ensure that the area has the appropriate gauge cleared route to allow for the higher cube box containers what will need to flow through the Port. Concerns were specifically raised regarding safe lorry parking, which are addressed in Middlesbrough's Parking Strategy and are as follows:

> *The drivers of freight vehicles are obliged to take statutory breaks and rest periods as directed by EU drivers' hours legislation. Consequently there is a need to provide adequate and suitable parking facilities for lorries for both short-stay and overnight periods. These should be located close to large industrial sites, ports and major highway interchanges and offer a high standard of facilities for drivers together with secure parking for vehicles. However, the lack of a comprehensive approach to the provision of such facilities combined with increased pressure to develop land in urban areas has resulted in goods vehicles being forced to park in less suitable locations in both urban and rural areas.*

The existing pay and display lorry and coach park at Cannon Park will be relocated as part of the future redevelopment of the area. Thus it is necessary to plan for a replacement facility to serve the requirement of the area.

The provision of any new facility needs to take account of the environmental quality of the chosen location and mitigate against potential detrimental impacts.

There is however already a privately operated overnight secure lorry park facility at the 'Cleveland Truck Stop' which is situated just east of the Middlesbrough borough boundary close to the A66 and Tees Port. Given the current financial constraints facing local authorities it is unlikely that the Council would view investing in developing further overnight secure lorry parking facilities as a priority where this was already being provided in the area by an established private sector operation.

3.4.2 Durham – Tees Valley Airport

The Airport are supportive of the plan and are willing to work with all the Tees Valley Authorities to improve transport links especially improved freight access.

3.4.3 Tees Valley Rural Community Council

The Council recognise that Middlesbrough is a largely urban area however it does contain the villages of Stainton and Thornton and therefore the plan must take account of the needs of residents in the borough's outlying areas. The Council are pleased to see the reference to the North East Rural Transport and Connectivity Study in section 2 and its key recommendations regarding accessibility, awareness and perception of travel options, cost barriers and the need for demand led solutions apply to rural and urban areas alike, however poor public transport in the villages limits accessibility to key services. The Rural Council urge Middlesbrough Council to consider user-led community based transport initiatives (both rural and urban) in a best value approach and are pleased that Middlesbrough Council will be submitting a Local Sustainable Transport Bid in April 2011.

3.4.4 Highways Agency

The Highways Agency were generally supportive of the plan particularly the importance and emphasis on integrating the policies and objectives of the LTP and LDF. The Highways Agency would welcome initiatives to provide alternative routes on the local highway and public transport routes to relieve the growing congestion problems at the A19/A174 and the A19/A66 junctions. The proposals to develop housing and employment sites to the South of Middlesbrough will increase commuting into the town centre and the agency urge the Council to introduce policies to improve the capacity in the local transport network from the south and east of Middlesbrough which they consider to be vital to the successful delivery of these sites. They welcome the Councils continued emphasis on implementing travel plans with major employers in the town and wish to see the Council implement a travel plan with monitored targets for use of sustainable modes of travel for all significant new development for employment and housing.

3.4.5 Cycling Touring Club (CTC)

The club commended the plan and its excellent objectives.

3.4.6 English Heritage

English Heritage support the plans objectives in promoting sustainable transport choices, to promote accessibility by public transport, walking and cycling and to reduce the need to travel especially by car. However English Heritage is also keen to ensure that the historic environment is protected and that all programmes, major schemes and other major elements proposed in the LTP are carefully appraised as to their potential impact on the historic environment. English Heritage generally welcomes the proposals for the reuse of existing structures either for the reinstatement of public transport provision or the introduction of new transport proposals.

Concerns were raised regarding the removal of grass verges and their valuable

contribution to the historic character and appearance of local neighbourhoods. Middlesbrough Council are very aware that the removal of a grass verge can have a negative impact upon a neighbourhood and will always work to try to maintain verges whenever possible, should removal of a verge be deemed necessary then this will be only as a result of extensive consultation with residents. Middlesbrough Council are committed to protecting its heritage and the transport asset management plan endeavors to register and take care of our assets through regular repairs and maintenance.

3.4.7 NECTAR (North East Combined Transport Activist's Roundtable)

NECTAR commented that the LTP is too focused upon the needs of those travelling by car, however they acknowledge that public transport provision is reliant upon the commercial viability of routes and that evening and weekend services are poor within Middlesbrough. They have concerns about the extent of our rail services and that extra train services should be provided especially a parallel rail route along the A19. NECTAR are supportive of our walking and cycling initiatives but state that there are gaps in the network especially on principal roads. They are concerned that too much emphasis is placed upon funding from local developers to improve the transport network.

The LTP balances all the highway requirements of its community and therefore it would be foolish not to include plans for those choosing to travel by car hence the detailed information regarding car parking. Financial resources are reducing, the Council is accountable to its residents in prioritising the services it provides and the transport vision which NECTAR describes of increased rail and bus services is one which is desirable but unachievable in the present financial climate. The Council will continue to support public transport services but are limited by a declining budget. The Council will continue to seek developer contributions to extend and provide both public transport services and new highways infrastructure to new development sites however we will continue to invest and improve the existing transport network in the long term for the benefit of our community.

3.5 Performance Trends and Benchmarking

Throughout the last 10 years we have consulted at regular intervals upon the services we provide and given residents feedback relating to the monitoring of transport targets as to whether we have achieved some of the planned improvements we set ourselves. The Neighbourhood Survey has regularly collected transport related information with particular emphasis upon accessibility, bus services and customer satisfaction with a range of issues whilst travelling on the public transport network. Below is a summary of the findings of the 2009-10 survey, a full analysis is available on request.

A third (33%) of Middlesbrough residents state that they have no access to a car in their household. The most common response was that residents have one car in their household, which was given by 45% of residents, while a further 17% have two cars and 5% have three or more. These results are consistent with those recorded in 2007.

When asked about their use of the bus within Middlesbrough, over two in five (43%) residents state that they never use the bus. Overall, 44% of residents use a bus at least monthly, including 23% who do so at least once a week and 12% who do so almost everyday.

Bus usage varies spatially across Middlesbrough. Those living in the East are significantly more likely than those in the other three operational areas to use the

bus almost everyday (18%). Conversely, at the other end of the scale those living in the South are significantly more likely than those elsewhere to state they never use a bus within Middlesbrough (55%). Responses also suggest that those living outside of the WNF areas are significantly more likely to never use a bus than those within WNF areas (49% c.f. 37%). These spatial variations appear strongly related to the patterns of car ownership.

Looking at the views of bus users (defined as those who use the bus within Middlesbrough at least once a month) shows:

- 86% of bus users are satisfied with the ease of boarding buses;
- 82% of bus users are satisfied with the provision of public transport information;
- 81% of bus users are satisfied with bus reliability;
- 76% of bus users are satisfied with the condition of bus shelters; and,
- 80% of bus users are satisfied with the local bus service overall.

The National Highways and Transport Public Satisfaction Survey 2009 (a copy is available on request) gives an overall performance assessment relating to a range of transport services and compares Middlesbrough's performance with that of another 30 local authorities across the country. This provides excellent benchmarking information particularly with those displaying similar demographic and geographic similarities.

3.6 Strategic Environmental Assessment (SEA)

The SEA is a process to ensure that significant environmental effects arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision-makers, monitored and that opportunities for public involvement are provided.

For LTP3 the Tees Valley Authorities have procured a joint SEA for both the Tees Valley Transport Strategy and the projects and interventions, which will flow from this into the individual Tees Valley LTPs. This has ensured that where ever possible we have been able to build on our joint working within the Tees Valley and deliver a common / similar range of projects especially in term of bus and rail transport. We have also looked towards our Local Development Frameworks, which contains our economic, regeneration and transportation aspirations and exemplified these in the LTP3. Hence the Strategic Environmental Assessment and the Habitat Regulations Assessment for these documents will used as appropriate to assist in the assessment of any impact on the environment.

The Middlesbrough Local Development Framework and the LTP have similar main findings in terms of the of the SEA (subject to final consultations) and an indication of the implications of these is presented below:

- There are no new Major schemes identified within the LTP. Should any emerge in the future they will be subject of a full Environmental Impact Assessment in accordance with the DfT requirements for major schemes,

- Infrastructure improvements may have localised adverse effects. These effects can be mitigated by undertaking an EIA or similar at the implementation stage, or adhering to construction codes of practice and design guides previously assessed through our Environmental Management Strategy,

- The urban landscape will be positively affected if we correctly

specify, design and introduce street furniture, signs, lighting, public transport infrastructure and traffic calming measures into the streetscape,

- Employment and the local economy will be positively affected by most of the proposed interventions,
- Promotion of regeneration has the potential to have a significant adverse affect on the environment (local air quality and climate change) by stimulating growth in the levels of road traffic. However the initiatives to reduce congestion hot spots manage traffic growth and encourage sustainable modes and will have positive balancing affects,
- Community Safety will be positively affected by most schemes especially those with a crime and road safety focus,
- Promotion of healthy lifestyles will be positively affected by encouraging people to walk and cycle,
- Accessibility will be positively affected by most schemes especially those targeted at improving access to public transport and improving travel horizons.

3.7 Habitat Regulations Assessment

To the east of Middlesbrough and outside the area covered by the LTP, the Teesmouth and Cleveland Coast Special Protection Area (SPA) is a significant environmental resource. The SPA is a wetland of international importance due to its breeding, wintering and migrant bird populations. The SPA comprises intertidal sand and mudflats, rocky shores, sand dunes, salt marsh and freshwater marsh, which provide nesting, feeding and roosting habitats. Areas outside the designated site are used by SPA species for feeding and roosting birds.

The Core Strategy of the Local Development Framework (which includes consideration of transport issues) has been subject to an Appropriate Assessment (AA) as required under European and Domestic regulations. The assessment concluded that there were unlikely to be any significant effects upon the Teesmouth and Cleveland Coast Special Protection Area (SPA) / Ramsar or North York Moors SPA / Special Area of Conservation (SAC) sites. Sufficient safeguards are in place, in the form of over-arching policies (CS1, CS4 and CS21) to ensure that the Core Strategy would not have a significant effect on the integrity of these sites. This same AA will also apply to the LTP3.

4 Transport – the wider context

4.1 National Policy

The national transport goals provide the context within which all local transport plans should be written. Each local transport plan must therefore look to achieve the following:

- Supporting national **economic growth**, by delivering reliable and efficient transport networks;
- Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- Contributing to **better safety, security and health** and longer life expectancy by reducing risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial;
- Promoting greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- Improving **quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

4.1.1 Economic Growth

Transport is vital to the success of the UK economy. Transport networks enable the movement of goods and people. However, it is acknowledged that at certain times of the day and in certain locations our roads and railways reach capacity; causing congestion and unreliable journey times.

The Eddington Transport Study concluded that the increasing impacts of congestion could cost an extra £22 billion worth of time in England by 2025. To improve the performance of existing networks, Eddington suggests targeting additional capacity where it is needed, in order to meet the growing demand for travel. This means taking a co-ordinated approach to developing transport networks where planned future development takes place.

4.1.2 Tackling Climate Change

Transport generates around half of the UK's carbon dioxide emissions that are not within an emissions trading scheme. The Stern Review undertook an analysis of the economic impact of climate change on the World economy. The review concluded that the cost of failing to address climate change is likely to be between 5%-20% of global GDP compared to a cost of around 1% of global GDP to act.

At an international level the government has agreed to an ambitious national target for an 80% reduction in greenhouse gases on 1990 levels by 2050, with an interim target of 26% by 2020. The 2008 Climate Change Act provides a legally binding framework for achieving these targets. To ensure the UK meets its carbon reduction targets an independent committee has been set up to monitor the progress of carbon reduction. The government will release five yearly carbon budget reports. This is supported by the 'Low Carbon Transport: A Greener

Future' strategy which sets out how the government intends to reduce greenhouse gas emissions from transport including through the use of low carbon technology and promoting active travel.

4.1.3 Contribute to Better Safety, Security and Health

Low carbon transport investment can enhance the safety, security and health of the population, not only by reducing CO2 emissions, but also by promoting safe transport infrastructure and active travel, such as walking and cycling.

The Government's road safety strategy 'A Safer Way' recommends that road safety strategies should be produced with the objective of reducing casualties, especially deaths and serious injuries. Local road safety strategies will look to continually improve road safety records whilst supporting the wider agenda for encouraging active travel.

In England two-thirds of adults and a third of children are either overweight or obese. Without action this is estimated to rise to almost nine in ten adults and two-thirds of children by 2050. Increasingly sedentary life-styles have given rise to a future of 'life-style diseases' such as strokes, diabetes, cancer, and heart and liver disease. The governments *"Healthy Weight, Healthy Lives: guidance for Local Areas"* identifies the solution to be eating less and increase the amount of physical activity an individual undertakes. It is recognised that in a modern society it is difficult to achieve this; however, walking and cycling to work and school can play an important role in achieving this.

4.1.4 Promote Greater Equality of Opportunity

The role of transport is far-reaching. It has the ability to provide access to employment, health, leisure and retail facilities. For this reason it is important for transport networks to be accessible, affordable, available and acceptable to all. In developing and enhancing transport networks, consideration should be given to the accessibility needs of those with disabilities, those in rural areas, low-income populations, and the elderly. The government's 2006 white paper "Strong and Prosperous Local Communities" looks for service delivery to enhance equality of opportunity by bringing together local partners and delivering services within the heart of the community.

4.1.5 Improve Quality of Life and a Healthy Natural Environment

Planning Policy Statement 1 (PPS1) identifies the need for delivering sustainable development. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. The impacts of transport on quality of life range from social inclusion to noise, air quality and healthy lifestyles. Transport can also impact on the quality of our natural environment and cause visual intrusion on the landscape. Major new transport infrastructure will only be planned and developed where alternatives measures cannot achieve the required outcome. Where major infrastructure is required, this will form a package of wider measures, which will aim to actively enhance and improve our resident's quality of life.

4.2 Local Development Framework (LDF)

The LDF Core Strategy sets out the principal elements of the planning framework for Middlesbrough. It comprises a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation

framework with clear objectives for achieving delivery.

4.2.1 Vision for Transport in 2023

The LDF stated vision for transport in Middlesbrough in 2023 is as follows:

> "Middlesbrough is at the heart of a connected city region transport network. The public transport system has been transformed; new fast rail services to Newcastle and Darlington are complemented by a high quality metro and bus system, which provides direct services between central Middlesbrough and many of its neighbourhoods. Over 50% of residents travel to work, learning or leisure using public transport. The capacities of the A19 and A174 have been expanded to cater for growth"

4.2.2 Spatial Objective - Transport

The LDF identifies Spatial Objective 8 relating to Transport as follows:

> "Improve connectivity within Middlesbrough, the Tees Valley city region and to other regions. Poor connectivity is seen as a barrier to growth in the Tees Valley City Region. Successful regeneration and delivery of many of the priorities of the Council and its partners will require investment in the transport network and infrastructure. This will involve working with developers, Tees Valley Regeneration, neighbouring authorities, transport providers and operators, Regional Transport Board and the Highways Agency, to focus activity on:
>
> - Improving the rail and bus network;
> - Improving inter urban transport links between Middlesbrough and its neighbours; particularly Stockton town centre, Teesport and South Tees area;
> - Improving the strategic network, in particular the A66 and A19 trunk roads;
> - Improving access, particular by public transport, to key regeneration projects;
> - Improving links with Durham Tees Valley Airport; and
> - Improving accessibility from rural areas to the sub-regional centre and key facilities such as the James Cook University Hospital.
>
> This will ensure that a sustainable transport network, which promotes a modal shift away from the car and is integrated with development, is achieved."

4.2.3 LDF Transport Strategy

Transport has an important influence on the quality of life and economic prosperity of Middlesbrough. An efficient and effective transport system is essential if the spatial vision is to be achieved. This means not only creating a transport network within Middlesbrough that allows communities to access those facilities and services they need, but also one where linkages with areas outside of Middlesbrough are effective and efficient. These external linkages will be

required to ensure that Middlesbrough and Stockton town centres develop as part of the urban core at the heart of the Tees Valley city region.

LTP3 aims to support the strategic context for the development of transportation policies and proposals in the LDF

This will be achieved by the Council working with partner organisations to identify what the existing capacity of the network is and where improvements are required, and bringing these forward both in terms of the local and strategic networks. An important element of the transport network will be facilitating the development priorities identified in policy CS1 of the LDF

The transport strategy outlined here will contain a set of core principles and spatial elements, which will identify how they will be addressed in specific transport corridors. These transportation corridors are central to the delivery of the spatial vision and development priorities. They provide an opportunity to identify and implement an integrated package of transport measures that will improve accessibility and connectivity into and beyond Middlesbrough. One of the principal strands of this strategy will be improving connectivity between Middlesbrough and Stockton town centres. An important prerequisite of any successful city region is its connectivity and infrastructure. It is essential that the Stockton- Middlesbrough urban core at the heart of the city region is well plumbed in both strategically, and internally, such that the benefits of the core's assets can be felt throughout the city region. The A19 and A66 roads are an important element in achieving this connectivity.

Middlesbrough has a reasonable bus and rail network, but retains a high dependency on use of the private car. This situation is unlikely to change in the short-term. There is a need to ensure that viable alternatives to the private car are in place before any significant change can be implemented. To insist upon changes before alternatives are available could damage a fragile economy, reduce investor confidence, and lead to further decanting of businesses to out of town locations.

4.2.4 A19 Corridor

The A19 corridor is identified as a regional transport corridor. It is a major corridor that provides an important communication link with areas to the north and south of the Tees Valley. Whilst it is a strategic route that has an important role to play in accessing the major development initiatives within the Tees Valley city region, it also acts as a local route. This dual role impacts upon the ability of the road to function in its strategic capacity. It is important therefore to examine ways in which local traffic can be removed from the A19, increasing capacity and reducing congestion. Thus, whilst improvements will be sought to the road and its junctions, a package of complementary measures should also be introduced into the surrounding road and public transport network to support the role and function of the A19.

4.2.5 A66 Corridor

This is the principal east-west transport corridor linking Middlesbrough with the A1 and the strategic gateways of Durham Tees Valley Airport to the west, and Teesport to the East. Only that part of the A66 from the A19 junction westwards is part of the trunk road network. It is however an important road in the context of the development priorities within the town. Developments at Greater Middlehaven, Riverside Park and the town centre will be accessed via the A66. Unlike some of the other corridors the A66 corridor is also important in terms of public transport accessibility. It also accommodates the Middlesbrough to Darlington railway line, and the principal bus routes connecting Middlesbrough and Stockton town centres.

The A66 links several development opportunities between Middlesbrough and Stockton town centres, and beyond to Teesport and the South Tees area. It has a pivotal role to play in the delivery of a number of Stockton/Middlesbrough Initiative proposals. There are therefore some significant opportunities to improve the transport network within this corridor to improve capacity and accessibility and facilitate connectivity and the development of strategic projects at the heart of the Tees Valley city region. This in turn will help create a high quality gateway into the city region that will assist in attracting further investment and growth

4.2.6 East Middlesbrough Corridor

The two principal elements of this corridor are the Esk Valley railway line and Marton Road. It forms one of the main corridors for people travelling into the town from the south, but Marton Road suffers from significant congestion problems particularly at peak times. Conversely the Esk Valley railway line is under utilised and has potential to help improve accessibility into the town. The corridor has the potential to contribute to improved connectivity and accessibility, particularly in conjunction with a park and ride scheme to the south of the Marton Road area. It will be necessary to undertake further feasibility work to assess the potential for the corridor, which could include the construction of new highway links with the primary intention of releasing road space for public and sustainable transport on the existing parallel routes.

The James Cook University Hospital, one of the major medical facilities in Europe, is situated within the East Middlesbrough corridor. Measures to improve accessibility to the hospital are being explored further including applications for funding to enable the construction of a new rail halt on the Esk Valley line.

4.2.7 A174 Parkway Corridor

The A174 Parkway is part of the trunk road network within Middlesbrough. It connects the A19 with the industrial areas of Wilton International and Teesport, in the neighbouring Borough of Redcar & Cleveland. In the context of the Tees Valley city region it is an important strategic corridor. Developments in the south of the borough, in particular Greater Hemlington, may have an impact upon the functioning of this corridor. These developments provide an opportunity to take forward a package of measures that can help to improve the corridor's contribution to the delivery of a prosperous city region.

The corridor is wider than just the A174 and takes in the nearby east-west transport routes, including the B1380. This route could play an important role in developing east-west public transport links and relieving pressure on the A174.

4.2.8 Demand Management

National car parking guidelines are interpreted locally across the Tees Valley in the Highway Design Guide that is regularly reviewed by the five unitary authorities.

In the town centre, it is important to get the right balance between short and long-stay parking and a regime of charging to support the role of Middlesbrough as the primary centre for the Tees Valley. Evidence from a recent study indicated that the overall level of parking provision compares favourably with other equivalent centres, as does customer satisfaction. The quality and security of the car parks is good, but there are issues of the quality of access and signage, both by car and foot. As car park sites are redeveloped, it is current policy for

equivalent reinstatement of parking spaces, but it can be difficult and costly to achieve this aim.

In existing residential areas it is important to avoid problems by proper control of on-street parking. In new development, parking standards have to be sufficient to prevent excessive on-street parking. Yet parking must not dominate the street scene and should not detract from a pedestrian-friendly environment.

4.2.9 Safety

Reducing the number of road traffic accidents and casualties is an important part of the Mayor's 'Reduction Agenda'. Many of the measures that can be introduced to help reduce road casualties can be carried out within master plans and development briefs for new development and implemented through conditions and obligations attached to planning permission. The crucial issue is to consider holistically how to promote pedestrian-friendly environments and encourage more journeys to be taken by means other than the car.

4.3 Middlesbrough's Sustainable Community Strategy

The Middlesbrough Partnership has developed a long-term vision for the town, which has been adopted by all partners. The shared vision is that by 2023:

"**Middlesbrough will be a thriving, vibrant community where people and businesses succeed.**"

To realise the vision for Middlesbrough requires all agencies and stakeholders from all sectors of the community to come together. No one agency or service can alone achieve the vision. Middlesbrough Partnership has chosen to structure this strategy and the partnership around six priorities and cover the major challenges that face Middlesbrough today. These priorities form the key themes of the Sustainable Community Strategy and provide a framework for how Middlesbrough Partnership will respond to the major challenges and deliver the overall vision for Middlesbrough.

Middlesbrough Sustainable Community Strategy Themes:

- creating stronger communities;
- creating safer communities;
- supporting children and young people;
- promoting adult health and well-being, tackling exclusion and promoting equality;
- enhancing the local economy; and,
- securing environmental sustainability.

For each Sustainable Community Strategy Theme, Middlesbrough Partnership has developed the following aims:

4.3.1 Creating Stronger Communities

The Middlesbrough Partnership's aim for Middlesbrough is for it to be a place where people who live and work there have a real sense of belonging. A stronger community is a community that promotes community cohesion and increases

voluntary and community engagement, especially amongst those at risk of social exclusion.

4.3.2 Creating Safer Communities

Middlesbrough's people will feel safe. Middlesbrough Partnership aims to do this by reducing crime and anti-social behaviour, improving community safety and ensuring that the local community is reassured and confident that their concerns and fears are being addressed.

4.3.3 Supporting Children and Young People

Middlesbrough's continued prosperity is firmly linked to future achievements of its children and young people. To be successful as a town, it must ensure that its children and young people are able to succeed. Middlesbrough needs to nurture and retain its young talent and, regardless of their background, young people should be able to enjoy their childhood and grow up in a safe environment that prepares them fully for adult life.
Middlesbrough will therefore ensure its children and young people have the best possible start in life with access to opportunities that will help them develop to their full potential and contribute positively to the local community.

4.3.4 Promoting Adult Health and Well-being, Tackling Exclusion and Promoting Equality

Middlesbrough Partnership will work with Middlesbrough's residents to achieve substantial improvement in the health, as well as a significant reduction in the health inequalities, of people living in Middlesbrough. Middlesbrough Partnership will improve the quality of life of vulnerable people in Middlesbrough.

4.3.5 Enhancing the Local Economy

Middlesbrough will be a place where economic growth meets the needs and aspirations of its people, projecting a positive image of somewhere that:

- people want to do business
- people want to work and live
- people want to be.

4.3.6 Securing Environmental Sustainability

Middlesbrough Partnership will improve the way Middlesbrough looks and feels, making it a better and safer place to live, work and invest. It recognises that everyone has a part to play to ensure that they make the future safer and leave a healthier and more sustainable environment for their children.

5 Middlesbrough's LTP3 Ambitions

The Council has identified seven LTP3 ambitions that will help to deliver the local priorities set out in the Middlesbrough Sustainable Community Strategy (SCS), The Local Development Framework (LDF), the Tees Valley Vision (TVV) and supports the national goals.

Our LTP ambitions relate to the seven areas listed below:

- Highways Maintenance
- Network Management
- Active Travel
- Road safety
- Public Transport
- Sustainable Living
- New Development and Strategic Projects

The Table below shows how the LTP Ambitions meet the local and national policy priorities.

LTP Ambitions	National/Local Objectives							
	Economic Growth	Climate Change	Safety and	Equality	Quality of Life	LDF	SCS	TVV
Highways Maintenance	✓	✓	✓	✓	✓	✓	✓	✓
Network Management	✓	✓	✓			✓	✓	✓
Active Travel		✓	✓	✓	✓	✓	✓	✓
Road Safety			✓		✓	✓	✓	✓
Public transport	✓	✓		✓		✓	✓	✓
Sustainable Living	✓	✓	✓	✓	✓	✓	✓	✓
New Development	✓		✓		✓	✓	✓	✓

The Indicators and targets associated with these transport ambitions are described in section 6.5

5.1 Highways Maintenance

5.1.1 Introduction

Transport plays a fundamental role in supporting regional and local economic growth, tackling climate change and improving social exclusion.

The government has identified modern transport infrastructure as pivotal to driving economic growth, as well as improving well-being and quality of life.

Executive approval for the authorities Transport Asset Management Plan (TAMP) was received during November 2007. This approval covered a suite of documents including Highway Network Management Plan, Highway Maintenance Plan and Highway Safety Inspection Manual, all of which are necessary to the delivery of highway services throughout Middlesbrough.

Meanwhile the collection of inventory and condition data continues to take place in order to enable more accurate assessments of the value and trend in condition of all of the highway and other infrastructure assets. Particular attention in future years will be given to recording underground assets relating in the main to street lighting cables and highway drainage infrastructure.

Maintenance policies have been based on the acceptance and introduction of the recommendations made in the code of practice for highway maintenance, 'Well-maintained Highways'. This includes for the delivery of highway services through a comprehensive asset management plan that is based upon 'risk assessment', 'maintainability and sustainability' and 'performance management'.

During the review period a 'Value for Money' study has been ongoing which led to changes in the procedures taking place to ensure that a robust Safety Inspection regime and response was being delivered. Sustainability and Serviceability were also revisited through this process, this will lead to further recommendations to be considered for establishing future service standards taking into account findings from customer surveys carried out across the town. In the short term this has enabled a review of the 5 year maintenance plan to be carried out.

Maintainability and Sustainability are fundamental to all considerations. Procedures are now in place to ensure these considerations are applied to all maintenance projects and also regeneration and new development proposals. These procedures also ensure that changes to highway and other infrastructure give full consideration to the need for climate change adaptation and mitigation measures. Current service delivery arrangements and future proposals for procurement of our services will encompass the above considerations; these will be evaluated within the tender appraisal processes.

Performance management is being developed in several ways. This includes new measures that monitor the accuracy of opening and closing notices for works, along with other requirements introduced through the Traffic Management Act 2004 to minimise congestion. There are procedures introduced to inform asset managers of the changes being introduced by developers and service deliverers alike. In support of this there is also a regime of performance indicators and customer satisfaction surveys that are monitored and used to influence future maintenance decisions.

5.1.2 Existing Highway Network

The highway network is, almost certainly, the most valuable asset that any local

authority owns, looking after the network is key priority for every Council, as such its maintenance is a significant factor in ensuring that people and goods move freely, safely and efficiently around Middlesbrough.

Middlesbrough Council has a responsibility, as the local highway authority, for a highway network of over 900 Km of footways and 500 Km of roads, excluding the A19 and A174 trunk roads. The council aims to ensure that all roads and footways are maintained in a safe condition having regard to the amount and nature of the traffic using them. It is also the aim to provide a road network with a condition and environment that are acceptable to the people of Middlesbrough and the travelling public. In the pursuit of this aim, the Council is committed to ensuring that all funds available for the service are used as effectively as possible.

The Council will promote environmentally sensitive practices in its Highway Maintenance operations and, especially, with regard to the specification of materials. Particular care needs to be exercised in areas of high scenic or heritage value, such as Conservation Areas, Areas of Outstanding Natural Beauty, and town centres.

The Council will improve the accessibility of our streets to the benefit of all users. Policies and information will take in to account the diverse needs of all users and communities, particularly older or disabled people, ethnic minorities and vulnerable road users.

5.1.3 Current conditions and performance

In order to demonstrate continuous improvement, performance has to be regularly measured and this is undertaken through performance indicators, standards and targets.

At the time of writing there is uncertainty over the future requirement for National Indicators. Until such clarity, this section is based on previously used indicators. Whatever decision is taken nationally, it will still be important to demonstrate to the people of Middlesbrough how well Highways Maintenance is being delivered.

The National best value performance indicators are set by Government and those reflecting service delivery are specified by DfT. Authorities have to measure all the indicators relevant to the service they provide, although the targets themselves are set locally by the authorities after taking account of Government guidance.

The National (NI) and Best Value Performance Indicators (BVPI) and results that are applicable to highway maintenance are as follows:

NI 168 (BVPI 96 replaced by BV223) Condition of principal roads.

Period	Value
2004/05 (BV 96)	29%
2005/06 (BV 223)	14%
2006/07	4%
2007/08	4%
2008/09	1%
2009/10	**1%**

Currently 1% (321 metres.) of the total length A class roads are in need of maintenance.

NI 169(BVPI 97a replaced by BV224a) Condition of non-principal classified roads

Period	Value
2004/05 (BV 97a)	10.7%
2005/06 (BV 224a)	20%
2006/07	7%
2007/08	6%
2008/09	2%
2009/10	**2%**

Currently 2% (854 metres.) of the total length of B & C roads are in need of maintenance.

BVPI 97b (replaced by BV 224b) Condition of non-principal unclassified roads

Period	Value
2004/05 (BV 97b)	7.4%
2005/06 (BV 224b)	10.2%
2006/07	8.5%
2007/08	6.5%
2008/09	9%
2009/10	**7%**

Currently 7%(32.13Km.) of the total length of residential roads are in need of maintenance.

Although the current set of National Indicators are to be discontinued it is the intention of Middlesbrough Council to continue measuring condition and performance in order to report a Gross Replacement Cost of its Highway Asset for Whole of Government Accounts and to monitor trends.

5.1.4 Highway Maintenance

The Council seeks to provide a high quality service with the aim to work with and support the people of Middlesbrough to fulfil our mission to be a "responsive and caring Council providing good quality and efficient services".

The successful management and maintenance of the highways network is fundamental to the ability of the council to deliver this vision. . To this end Middlesbrough Council have approved an additional investment of £2m. per annum, from 2010/11 – 2012/13, to undertake highway maintenance repairs on Middlesbrough's unclassified residential road and footway network.

To undertake this duty and in seeking to achieve these aims, the following strategies have been incorporated:

- to monitor the proportion of the maintenance budget spent on programmed structural maintenance to bring it in line with the national average
- to continue to give a high priority to the Principal Road Network, heavily trafficked routes and areas of high pedestrian usage

- to engage in regular consultations with users to ascertain views, needs and priorities
- to programme and prioritise works, having taken into account the results of user consultations, consistent with the risk management strategy

- to maximise expenditure on works on the highway, whilst ensuring that sufficient and appropriate data is collected to enable informed decisions on priorities for expenditure to be taken

- to continue to develop the use of condition data and other management information in accordance with the development of UKPMS

- continuous development of Middlesbrough's Transport Asset Management Plan (TAMP)

- to ensure that highway maintenance activities are undertaken in accordance with the principles of the Code of Practice for Highway Maintenance Management "Well – maintained Highways"

5.1.5 Verge Maintenance

It is clear that, despite efforts to encourage means of transport other than the car, the number of cars on our roads is still increasing and thus the problem of parking on footways and verges is intensifying. This is most evident in older areas of Middlesbrough where roads are narrow and houses were built without car access provision.

During 2009, the Council agreed to the investment of additional resources to tackle the increasing problem of grass verge damage across the Borough, this identified a need to have a common approach to the prioritisation of projects. In 2010 Executive Member approval was given to new guidance of the process for prioritising the maintenance of damaged grass verges.

5.1.6 Street lighting

Street lighting has continued to be seen as an area for 'invest to save' initiatives and lies central in the department's targets for energy savings in order to achieve the objectives of the Council's Climate Change Community Action Plan.

The Council's long term street lighting service provider is working with the authority towards pioneering new technology that can bring about further energy savings through LED technology and improved control equipment that provides for dimming and lower levels of lamp switching where appropriate. The partnership also provides for review and evaluation procedures that will ensure best value and future proofing is built into our supply chains. In conjunction with this Middlesbrough Council has developed a Carbon Management Strategy, which is available for viewing on the Council's web site. In this strategy, Street Lighting will play a significant part in energy reduction and achievement of the required CO2 emissions. The latest energy purchase agreement includes for the purchase of 100% 'clean energy' for all street lighting as part of our embedded Environmental Management Strategy.

5.1.7 Bridge maintenance

Bridges and other Highway Structures are fundamental to the transport infrastructure; they form essential links in the highway network. Middlesbrough Council maintains highway structures to ensure that they are Safe for Use and Fit for Purpose.
To ensure that a suitable standard of Highways Structures integrity is maintained, the recommendations contained in "Management of Highway Structures: A Code of Practice 2005" have been adopted.

The priorities for repairs to bridges, footbridges, retaining walls, gantries and embankments are:

- Repairs to ensure public safety, such as repairs to damaged parapets and bridge joints.
- Work to restore or maintain structural stability, such as re-pointing of arches and concrete repairs.
- Routine maintenance such as cleaning drainage systems and removing weeds.
- Measures to ensure long-term durability of structural components such as painting and re-waterproofing.

The following list indicates the identified bridge maintenance needs up to 2014

2011 - 2012

- Cannon Street and Newport Road over bridges on the A66. (Bridge No. 3134 and 3133.) Cost: £200,000.

  The western side parapet of the Cannon Street bridge on the A66 was damaged in a road traffic accident and the Council was unable to trace the owner responsible for the damage. The existing parapets of both of these bridge are below current standards and therefore, it is proposed to replace the full length of parapet rails and posts.

2012 - 2013

- White Bridge - Belle Vue (Bridge No. 3206.) Approx Cost: £1million

  The existing footbridge which links Berwick Hills and Park End to Belle Vue is a reinforced concrete structure spanning the railway line from Middlesbrough to Nunthorpe .The concrete supports to the structure are showing signs of distress and are supported by temporary shoring. The concrete balustrades are spalling and the hand railing is corroding over the full length of the bridge. Funding is needed to demolish the bridge and erect a replacement.

- Newport Bridge and approach span (Bridge No 3102/ 3133.) Approx Cost: £1 million.

  Stockton and Middlesbrough Councils jointly own this bridge. The bridge was last painted in 1998 and the paint system throughout the structure is breaking down and allowing corrosion of the steelwork. Funding is required for Middlesbrough Council's contribution to painting both structures.

- Transporter Bridge (Bridge No 3112) Approx Cost: £1 million.

Stockton and Middlesbrough Borough Councils jointly own this bridge. The bridge was last painted in 2003 and the paint system throughout the structure is breaking down and allowing the corrosion of the steelwork. Funding is required for Middlesbrough Council's contribution to painting the structure.

2013 – 2014

- Longlands Bridge (Bridge No. 3204) Approx Cost: £2 million.

  The Longlands Bridge spans the rail link from Middlesbrough to Nunthorpe. At the present time there is a weight limit on this structure and the proposed strengthening work would enable the weight restriction to be lifted and heavy goods vehicle could again use the road link.

5.1.8 Transporter bridge & Newport Bridge

The Transporter Bridge and the Newport Bridge are jointly owned by Middlesbrough and Stockton Councils who are the main stakeholders concerned with the management and maintenance of the bridges.

The Transporter Bridge and surrounding area lies in phase 2 (2007-2015) of the multi million pound Middlehaven project, which will see the regeneration of 100 hectares of land stretching from Middlesbrough Football Club's Riverside stadium to the Riverside Park Industrial estate.

Stockton and Middlesbrough Council's are pursuing ambitious proposals to celebrate the bridge's centenary on 17th October 2011 and subsequently create a sub-regional and national visitor centre and tourist attraction. The Councils are seeking a multi -million pound grant from the Heritage Lottery Fund in order to realise their plans. It is also proposed to repaint the Transporter Bridge during the first two years of the LTP.

The Management and Maintenance Plan, developed for the Transporter Bridge, will be adopted by Middlesbrough and Stockton Borough Councils and reviewed annually with a strategic review every five years. Maintenance staff will carry out the planned weekly, monthly, quarterly and yearly inspections of the structure and any maintenance requirements identified will be undertaken by the "in-house" maintenance staff or specialist contractors.

5.1.9 Winter Maintenance

Middlesbrough Council as Highway Authority has a duty to maintain the highway under Section 41 of the Highways Act 1980. The Council has additional duties under the Highways Act 1980 Section 41(a), as amended by the Railways and Transport Safety Act 2003 in respect of snow and ice.

The duty is to ensure so far as is reasonably practicable that safe passage along the highway is not endangered by snow and ice, but it is not an absolute duty. "Reasonably practicable" and "endangered" are open to interpretation on the facts of each case, so in essence, the Council must show that reasonable steps have been taken to discharge the duty.

Over recent years the impact of climate change has become noticeable, with an increasing number of snow events. Climate change, however, is not only likely to

mean milder and wetter winters in general, but also more frequent occurrences of severe weather events. In 2009 and 2010 we experienced severe winter weather with the heaviest snowfall in recent memory, resulting in widespread disruption to travel across much of the UK. Public transport was interrupted or unable to operate in several parts of the country and many roads became impassable, affecting access to essential services. These events provided a reminder that it is critical for the economy and for society that local authorities prepare for winter conditions. Good preparation will help ensure disruption is minimised and conditions are as safe as possible.

A local authority's winter maintenance service facilitates safe and free movement around key parts of the highway network in winter conditions. It deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. It is a key aspect of highway maintenance and is specifically designed to: enable economic and community activity to function as normally as possible through the winter to keep important parts of the highway network free from the dangers of ice and snow, so far as reasonably practicable.

The Winter Maintenance service involves:

- weather forecasting and prediction of local conditions,
- preventative treatment of selected roads, footways and cycle
- ways to inhibit ice forming, (SALTING and GRITTING)
- treatment of ice and snow. (SNOW CLEARANCE)

The Council's response to frost and snow warnings is pre-planned as outlined within the Winter Maintenance Plan. On receipt of an adverse weather forecast the operational plans will be activated and put into operation by the duty officers concerned.

5.1.10 Summary

In line with Government policy Middlesbrough Council will undertake its Statutory Duty to manage and maintain the Highway Network and address Road Safety as a priority ahead of providing network improvements.

By following Highway Asset Management Plan principles a strategy that pulls together all the relevant goals, objectives, plans and methods in use within the Council can achieve:

- A modern transport infrastructure for a dynamic entrepreneurial economy
- A network critical to improving well being and quality of life
- A greener and more sustainable environment

5.1.11 What could this mean for Middlesbrough residents?

A well-maintained, good quality road and footpath network promotes quality Pedestrian, Cycle, Bus, Rail, Freight and Car journeys.

- Transport that aids the recovery of the **Local Economy**, assisting weaker areas whilst maintaining and growing stronger areas.

- Addressing problems of **climate change** by reducing energy use, maintaining footways and cycleways to encourage sustainable travel. and protecting the **natural environment** through use of sustainable drainage systems.

- Promotes **Safer and Healthier** travel through maintaining transport networks that provide easy access by foot and cycle to key destinations including the town centre and education establishments.

- Providing **access to services** by an improved transport infrastructure.

- Better **highway maintenance** to keep our roads, bridges and street lighting in good condition.

- Reducing **carbon emissions** through choosing sustainable maintenance options and light replacements.

- A Winter maintenance Plan that ensures **safety and accessibility**

5.2 Network Management

Under the Traffic Management Act 2004 the Council has a duty to minimise congestion and keep traffic flowing. Delays on the highways have a significant impact on the towns productivity and economic performance, carbon emissions, air quality and our residents overall wellbeing. This section will set out highways policy options that will help to reduce congestion on the existing network and manage future predicted traffic growth.

The Network Management Duty reflects the importance placed nationally on making the best use of the existing road network. It extends to the exercising of our powers as highway authority and street authority and any other power used to regulate, or co-ordinate, the uses made of any road. However, it is also recognised that the duty is placed alongside all our other obligations, objectives and policies and does not take precedence over them. In developing its Network Management Plan Middlesbrough Council has been mindful of the Traffic Management Act Network Management Duty Guidance and the subsequent Intervention Criteria Order. Middlesbrough's Network Management Plan considers these issues in detail and proposes actions and performance measures to assist in demonstrating compliance with the duty under the following criteria.

5.2.1 Considering the Needs of All Road Users

The Traffic Management Act 2004 placed a duty on the local authority to manage their network to secure the expeditious movement of all traffic. Traditionally traffic has implied vehicular traffic, however, we consider pedestrian, cyclist and other non-motorised traffic using the network and particular attention is given to the requirements of people with disabilities.

It is not appropriate, or practical, to apply the same level of network management to the whole of the network and therefore a hierarchical approach has been taken. Issues that determined the development of the network hierarchy included existing hierarchies, highway maintenance, winter maintenance, reinstatement category, classification, traffic sensitivity, abnormal

load routes, public transport routes, emergency services strategic routes, cross-boundary issues, modal consideration (vehicle/pedestrian/cyclist) and diversion-routes.

5.2.2 Coordinating and Planning Works and Known Events

The planning and co-ordination of planned events is essential in minimising the disruption to traffic on the network. Works need to be undertaken by many groups for specific purposes, local authorities need to maintain, repair and renew roads; utility organisations need access into the highway to install and maintain their apparatus.

Pre-programmed meetings are held between Middlesbrough Council and all statutory undertakers at prescribed periods, programmes of works are exchanged, potential conflict in works or projects identified and co-ordinated accordingly. In addition to these meetings the network management team also hold regular internal co-ordination meetings to discuss highway works programmes from our own authority works promoters and any other planned events that may cause disruption to highway users.

Significant development of the Asset Management Register has also enabled our highway maintenance team to develop a five year works programme which is added to the street works register and is used for advanced forward planning during our regular co-ordination meetings.

The Traffic Management Act 2004 also gives local authorities additional powers, in addition to the existing legislations, to manage all activities undertaken on the highway, especially in the timing of works on specific roads and routes. These powers have been introduced and are used, particularly for those projects identified on strategic roads and routes which require more detailed planning and timing as these works have the potential to cause most disruption and delay by virtue of the volumes of traffic using these locations.

Planned events can also cause congestion on the network, these can include sporting events, carnivals, parades and demonstrations. A register of Planned Events is maintained and the information disseminated to nominated stakeholders. Consultation with stakeholders can then take place to ensure that network management decisions will be informed, in particular with respect to potential conflict or temporary changes in network management hierarchy. Typically these can be regular events and past experience can prove valuable in making informed decisions. Middlesbrough Council has developed an Events Guidance Document, which outlines the legal and consultative requirements to those organisers planning events, which will take, place on or near the highway. A Public Events Safety Advisory Group has been formed to consider those events likely to attract significant numbers of visitors.

5.2.3 Providing Information Needs

A range of travel information is available at the Council's offices, Community and Sports Centres, Libraries etc. in relation to public transport, information is provided for local, regional and national travel by the relevant organisations and is provided free of charge. Technical network information for both local and regional networks is transferred to and received from a number of groups including the Highways Agency, Auto-Link, Neighbouring Councils, Emergency Service groups etc. Advance notice of major works is provided to the emergency services and bus operators via our regular Officers Traffic Group meetings. Middlesbrough Council's Traffic Manager is leading a project with the other Tees

Valley Traffic Managers to implement proposals for a region wide web based mapping search facility. This will allow travellers access to highway activity information across the region from a single source thus enabling more accurate journey planning.

In accordance with national guidelines, Middlesbrough Council update their National Street Gazetteer (NSG) information at regular interval this in turn gets uploaded to the NSG hub and ensures that the information provided on the gazetteer is up-to-date and reliable.

5.2.4 Incident Management and Contingency Planning

Unplanned highway incidents disrupt the normal operation of the transportation system and incidents will vary in nature, location and severity.

Middlesbrough Council are in a position to respond to unplanned incidents and to achieve this we have developed a comprehensive set of contingency plans, contained within our Network Management Plan. This will ensure that key officers will be able to respond quickly to incidents so as to minimise delays and congestion for all users of the network. Where is deemed to be a major incident the Cleveland Emergency Planning Unit (EPU) will coordinate incident control. Cleveland E P U provides an emergency planning service to four of the local authorities within the Tees Valley. The Traffic Manager is part of the Council's strategic contingency planning team, thus ensuring that emergency decisions take account of the network management duty. For example, the diversion of traffic onto another part of the network may have a negative impact on works already planned. The Traffic Manager would be in a position to inform the decision process with the potential effects it may have and also review the planned works programme, recommending temporary changes to accommodate the particular emergency.

5.2.5 Dealing With Traffic Growth

Our aim is to use travel planning to assist in addressing one of the key elements in LTP3. The Route Management Strategy will help tackle congestion along our main transport corridors. The 'Smarter Choices' report indicated that travel planning can assist towards the reduction of peak hour urban traffic by up to 21 per cent and peak hour non-urban traffic by up to 14 per cent, and reduce overall car use between 10 and 25 per cent.

Workplace travel planning isn't new to Middlesbrough. We have for some time worked in partnership on new plans with large businesses and new developments such as the University Of Teesside, Middlesbrough College and Job Centre Plus, to aid in devising, developing and implementing of travel plans.

We currently have many business tools in place for the workplace travel planner to utilise with employers. The main aspect is the *www.teesvalleytravelplans.co.uk* website which all five Tees Valley authorities are promoting and using. The site covers all aspects of workplace travel plans including staff surveys, links to planning conditions and guidance on how to effectively market a travel plan such as car sharing of which (smarter choices) research suggests that an active member of a scheme may reduce their annual mileage by 4500km per year, which will have a significant impact on congestion in and around Middlesbrough. We currently have 45 per cent of all major employers in the town covered by a workplace travel plan. The next two major employers will be Middlesbrough Council and Middlesbrough College.

Middlesbrough currently monitors traffic flow and growth utilising strategic traffic counter sites around the town and the information from these traffic counters is analysed at regular intervals. In addition Middlesbrough also undertake an Annual Traffic Survey Review and produce a report detailing all the information gathered from both fixed counter sites and any mobile counts taken during the year. In conjunction with the traffic counters Middlesbrough employ Urban Traffic Control (UTC) to regularly monitor strategic junctions in the central areas of the town.

5.2.6 Existing Highway Network

Middlesbrough is well served by the current local and strategic network with relative ease of access to the town centre from the A19 and A66 trunk roads.

To the south of the town centre the principal North - South routes include the:

- A171 (Ormesby Bank, Cargo Fleet Lane);
- A172 (Marton Road, Stokesley Road, Dixons Bank);
- A1032, B1365 (Heywood Street, Acklam Road, Hemlington Lane, Stokesley Road);
- Ormesby Road.

5.2.7 Traffic flow information

Annual traffic surveys are carried at locations along these routes and the table below demonstrated that for the last 5 years there has been minimal change in the volume of traffic on these key corridors. This suggests that there is little scope for traffic growth on these corridors at peak times and as such congestion occurs a key junctions in the peaks. Also there is limited spare capacity across the network to cope with any disruptions on individual routes due to incidents.

Road Number	2005 (average)	2009 (average)	% change (average)
A66 (9 sites)	48,206	47,684	-1%
A171 (4 sites)	17,129	17,329	+1%
A172 (11 sites)	19,718	18,376	-1%
A1032, B1365 (12 sites)	15,913	15,220	-4%
Ormesby Road (2 sites)	17,261	17,548	+2%

5.2.8 Existing Travel Patterns

The 2001 census data showed that within the Tees Valley, Middlesbrough has the lowest percentage of self-contained Tees Valley trips and is clearly, as the sub regional centre, the most significant net importer of traffic. There are very strong links with Stockton, Redcar and North Yorkshire.

Evidence from the 2009 Neighbourhood survey shows that 31% of residents use a car to travel to work, this includes 27% who drive alone in their own car. There is a slight decrease of 4% from the 2007 survey. In 2009, 53% of residents

stated that they do not work, so if these individuals are removed from the sample and the percentage are re-calculated, 68% of Middlesbrough workers use a car to travel to work.

5.2.9 Congestion

Middlesbrough does not suffer from the widespread congestion experienced in other urban areas. However, congestion does occur at key points on our highway network at certain parts of the day and there is evidence that car ownership is increasing and anecdotal evidence that congestion is a growing problem. The major regeneration proposals within Middlesbrough will inevitably increase pressure on the highway network and will increase congestion if mitigating measures are not introduced.

Our approach is simple, We will encourage freer flowing roads by better network management, make improvements for sustainable modes to encourage the use of walking, cycling and public transport and encourage fewer trips by managing demand.

We will target this initiative to the main arterial routes and specific junctions, which are either subject to significant levels of congestion or will be likely to suffer from congestion in the near future. This will be achieved through route management strategies for the target roads identified in paragraph 5.2.7 above, showing existing traffic volumes.

This approach ensures that both maximum effort and resource is applied to those roads that require intervention and that a comprehensive approach is taken to address all the issues that affect traffic movement rather than seeking piece meal solutions to isolated problems. We believe that this approach will offer significant benefits in terms of abating congestion.

As part of the Tees Valley Bus Network Improvement Scheme, Middlesbrough is leading on the procurement and development of a linked computer system for the Tees Valley called the Urban Traffic Management and Control System. This enables the collection of various live traffic data from various feeds, to assess the current state of the network and then derive a set of strategies that can be implemented to ease traffic flow generally and bring in specific actions to inform motorist of incidents and network condition to enable them to make informed travel choices. The major scheme funding 2010-2014 will enable the basic system to be procured. Additional funding will need to be used over the next 5 years to develop the system to include: Variable message signs (initially for car parking); Automatic number plates journey time monitors, traffic cams for web viewing, real time bus information and the development of web and mobile phone based information service through the Tees Connect web portal.

This system will provide for the first time, real time data that the Council can use to better manage the network.

5.2.10 Car Parking Services

The overall aim of the parking service is to provide, operate and enforce on and off street parking in accordance with Council objectives and in the interests of road safety, traffic management and crime prevention

5.2.11 Middlesbrough Parking Statistics 2008/2009 & 2009/2010

Middlesbrough Council operates 3,207 parking spaces in 13 pay & display car parks in Middlesbrough Town Centre including the Zetland & Captain Cook Square Multi Storey Car Parks. There are also a number of privately operated car parks

including those associated with the Mall and Hill Street shopping centres and Sainsbury's Supermarket. These private facilities provide most of the shopper parking in the town centre.

The Council's car parks were used by 1.3 million vehicles in 2008/2009 and 1.2 million vehicles in 2009/2010. There was an 8.5% reduction in car park usage in 2009/2010 compared with 2008/2009 caused by the economic downturn. Levels of use for each of the Council's town centre pay and display car parks are shown in the following table:

Car Park	Spaces	Type	Number of vehicles	
			08/09	09/10
Captain Cook Square	780	Long & Short Stay	500000	450000
Buxton Street	93	Short Stay	100000	90000
Gurney Street	69	Short Stay	37000	32000
Mima	37	Short Stay	18000	16000
France Street	531	Long Stay	210000	200000
Zetland	897	Long Stay	230000	220000
Denmark Street	137	Long Stay	60000	55000
Station Street	116	Long Stay	55000	50000
Wood Street	45	Long Stay	12000	10000
Cannon Park	228	Long Stay	35000	30000
Cannon Park Way	250	Long Stay	13000	10000
Jedburgh Street	13	1 Hour Stay	11000	9000
Elm Street	11	1 Hour Stay	15000	13000
Total Council Spaces	**3,207**		**1,296,000**	**1,185,000**
Private Car Parks				
The Mall	588	Short Stay	-	-
Hill street Centre	653	Short Stay	-	-
Sainsbury's Supermarket	550	Short Stay	-	-
Dundas Shopping Mall	150	Short Stay	-	-
Middlesbrough Leisure Park	163	Short Stay	-	-
Total Private Spaces	**2,104**			
Total Town Centre Spaces	**5,311**			

5.2.12 Middlesbrough Parking Strategy

In 2009 the Council adopted a parking strategy and associated five year action plan for Middlesbrough, concentrating on the town centre and its fringe. The strategy recognised that the level of provision, accessibility, safety, pricing structure and attractiveness of car parking can directly impact upon:

- The vitality and viability of the Town centre
- Congestion within the Town centre
- The use of other sustainable travel modes

- Air Quality
- Residents' quality of life
- Crime rates.

The parking strategy is intended to form part of the integrated thinking on transport, planning, economy, environment and public safety and is designed to support the development and implementation of the Town Centre Strategy and the Local Transport Plan.

A number of key points form the basis of the strategy proposals. These include the importance of:

- Promoting economic growth and regeneration by providing safe, and accessible parking in appropriate locations within a quality environment

- Reinforcing Middlesbrough Town centre as the principal retail centre for the Tees Valley City Region and the Stockton-Middlesbrough urban core as the principal centre for shopping, culture, leisure and civic administration

- Providing a parking strategy that can accommodate the expansion of the town into Cannon Park and Middlehaven, while also continuing to support the existing centre

- Delivering major regeneration schemes at Greater Middlehaven to create sustainable communities that will make a significant contribution to Middlesbrough's role within the Tees Valley City region.

- Establishing an environment that encourages and supports economic vitality and a quality of life that attracts both people and businesses to Middlesbrough

- Reducing the number of car journeys, as a proportion of total trips, to help combat congestion and air quality and associated noise issues whilst supporting the economic role of the Town centre

- Promoting more sustainable travel choices linking improvements to public transport provision and perception with parking provision and pricing, whilst still maintaining the economic vitality and viability of the different areas of the town

- Improving road safety and providing sustainable parking solutions

- Ensuring that parking facilities within the town are safe, convenient and accessible for all users and comply with the Disability Discrimination Act 1995

- Adopting a charging strategy within Council owned car parks to ensure self-sufficiency and encourage economic and retail vitality

- Providing a service which is financially sustainable including investment to improve the security, environment and diversity of parking experience in Middlesbrough.

The Parking Strategy contains a five-year action plan to support the achievement of the strategy objectives;

Action	Target Date	Progress/Dependencies
Undertake a study to inform the siting of a new off-street car park to service the Town centre	Study to commence April 2009 and be complete by April 2010	Study completed. Existing capacity sufficient to accommodate parking demand up to 2023.
Establish an appropriate mechanism for seeking and retaining Developer contributions for off site parking	Awaiting development of S106 SPD	Economic downturn reducing the speed of development. Changes to planning gain procedures within LDF process.
Undertake a review of potential parking measures to meet the needs of current and future evening economic activity	April 2010	Review completed. The Council continues to work closely with the private parking providers and the town centre partnership to adapt the service to better meet the needs of the night-time economy.
Replace free limited waiting with on-street pay and display across the whole of the Town centre	April 2012	On going programme funded by the LTP
Review pedestrian access to and from car parks and the Town centre	Review 2009 Implement improvements from 2010	Need to secure funding for funding improvements resulting from review.
Determine method of parking demand projection for Middlesbrough	April 2010	Completed as part of study to assess need for additional town centre parking
Introduce a variable message car park guidance system	April 2009 through to April 2011	Urban Traffic Control system upgrade, Funding to be identified to implement scheme in phases
Investigate Park and Ride possibilities	March 2010	Delivery of Major Bus Network enhancement scheme. Outcome of Tees Valley wide study Link to other developments of major transport schemes
To work towards making provision to replace the current lorry park facility	2011	Dependant on development of existing site and planning gain contributions to fund relocation. Lack of potential operators for a new facility
Produce an annual monitoring report	2009/10	Parking Annual Report for 2008/2009 & 2009/2010 completed and published on the Council's website.

5.2.13 Car Park Security

The security of parking facilities is an important factor in attracting both people and businesses into the town centre. In view of this the Council have for many years been implementing a rolling programme of security improvements in Council car parks funded from various sources including the parking budget, the LTP, the Single Regeneration Budget and the Home Office CCTV initiative. This has resulted in a steady reduction in car park crime along with increased confidence and reduced fear of crime amongst car park users. Town centre Council car parks are now virtually crime free leading to increased usage as motorists choose to park in a secure environment rather than in vulnerable on street locations. This coupled with the added effect of civil parking enforcement displacing on street parking into car parks has had the added beneficial effect of reducing congestion by freeing up road space on sensitive routes.

Levels of car crime in Council car parks have been at an all time low for the past two years with only 6 reported incidents in 2008/2009 and 6 again in 2009/2010. This equates to less than one incident for every 200,000 vehicles parking. All 10 of the Council's main town centre car parks have now achieved "Park Mark" Safer Parking Award status. "Park Mark Safer Parking Awards" are granted to car parks in recognition of active and effective measures being put in place to create a safe and secure environment for car park users. The "Park Mark" awards underline the Council's on going commitment to reducing crime and the fear of crime in all its parking facilities making the town centre a safe and attractive location for people to visit and shop.

5.2.14 Car Parking Management

Parking management continues to be a effective traffic management tool on street by directing motorists to the most appropriate and safest places to park and controlling their length of stay to minimise congestion and to make the most efficient use of valuable town centre on street spaces.
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A programme of replacing town centre on street limited waiting parking spaces with pay & display continued in 2008/2009 & 2009/2010 with more than 700 parking spaces now controlled in this way. The pay & display ticket machines installed for these schemes incorporate a centralised monitoring and audit facility providing real time data on usage, machine status, ticket supply and income. On street pay and display will continue to be rolled out across the town centre to make the most efficient use of on-street parking resource by encouraging turnover, facilitating easier enforcement and to provide additional income to support the operation of Civil Parking Enforcement.

A number of on street business parking areas have also been created to support the operational parking needs of town centre businesses. In 2008/2009 & 2009/2010, 85 business parking permits were issued for the business parking bays in the town.

As part of the Government's "Plugged In Places" project charging points for electrically powered cars are being installed in the Council's main town centre car parks. In order to encourage this more sustainable form of transport drivers of electric cars will be able use these facilities free of charge. The scheme is being part funded by Government Office NorthEast.

5.2.15 Tariff Structures

Within the town centre, priority continues to be given to the shopper and short stay visitor parking whilst longer stay parking is available for commuters around

the periphery. In order to support the town centre during the current financial downturn increases in town centre parking charges have been limited to long stay for the past two years. Parking charges are set on the basis of a small annual inflation rise to ensure that the parking service remains self financing whilst minimising any adverse effects on the economy and regeneration of the town centre.

5.2.16 Disabled parking facilities

The Council is committed to providing high quality facilities in its car parks for blue badge holders. The Council allows free parking without time limits in all its pay and display car parks for blue badge holders. This provision applies to all spaces in all types of car parks (long, short and limited-stay) and not just in dedicated disabled bays.

Following a review of disabled parking facilities across the town additional dedicated disabled parking bays have been installed in Council car parks and in a number of on street locations over the last two years funded from the LTP. The Council has also been working closely with the local Primary Care Trust to identify locations outside doctors surgeries and health centres across the town where dedicated disabled parking bays are required. We have also been able to fund the installation of these facilities from the LTP.

Abuse of the blue badge scheme and disabled parking facilities and the misuse of badges continues to be a major source of concern for the disabled community. Our Civil Enforcement Officers are continuing our programme of routine inspections of blue badges to ensure they are being used correctly and to deter abuse of scheme by able-bodied drivers. We have also set up an on line reporting facility on the Council's website for alleged cases of blue badge misuse. These efforts have resulted in a marked reduction in the numbers of drivers found misusing badges in Middlesbrough.

5.2.17 Residents Parking

Residents' parking for over 12,500 properties encircle the town centre to ensure that these residential areas are not affected by indiscriminate commuter parking as a result of the town centre parking policies.

A new residents parking area was introduced around Teesside University in 2009 covering 2500 properties. The Council worked closely with the University on the design of the scheme that has helped them to implement their Green Travel Plan. The University and the Council have jointly provided a free park and ride facility for students at Cannon Park. The implementation of the residents zone has also encouraged staff and students to consider alternative forms of transport thus reducing the environmental impact of students' vehicles on the University and its surrounding area.

A further Residents Parking Zone in part of the Beechwood area of Middlesbrough came into operation in November 2010. The purpose of the scheme is to reduce congestion for residents and buses by removing parking associated with staff and visitors to the James Cook University Hospital. The Residents Parking Zone is in operation Monday to Friday 8am to 6pm. Residents included in the zone have been issued with permits for themselves and their visitors. The scheme has cost £20000 and has been funded from a contribution from the South Tees NHS Trust as part of a planning obligation agreement with the Council over the construction of a new oncology unit.

5.2.18 Car Parking Services Aspirations

Short Term Aspirations

- Maintaining a quality parking service whilst recognising the need to make savings and reduce expenditure.
- Implement new Residents Parking Schemes in Gresham & Linthorpe Village areas subject to funding.
- Introduce a variable message car park guidance system.
- Update pay & display ticket machine monitoring system to web based solution.
- Implement improvements in Captain Cook Square & Zetland Multi Storey Car Parks required to ensure compliance with Disability Discrimination Act
- Continuing the programme of introducing on street pay and display and business parking across the town centre.
- Maintaining 'Park Mark' Safer Parking Award status for all main car parks
- Maintaining car park crime at least at the current all time low levels.
- Continue to improve town centre parking facilities for disabled badge holders.
- Continue Blue Badge Inspection and enforcement campaign.

Medium/Long Term Aspirations

- Manage the parking implications for the town centre resulting from the potential development of the Cannon Park area.
- Investigate as part of a wider Tees Valley study the feasibility of park and ride sites.
- Continue the installation of electric vehicle charging points in car parks and on street across the town.
- Implement improvements to pedestrian access to and from car parks and the town centre.
- Introduce new enforcement powers for parking and moving traffic offences when they become available.
- Expand cashless parking and travel options through the development of the RingGo mobile phone parking payment system to include low emission RingGo only car parks.

5.2.19 Summary

Some of Middlesbrough's roads are often congested at peak times and although accidents continue to reduce to the lowest recorded levels, they are still too common. The way we maintain the network can add to these problems. The LTP will set priorities for action, which include, tackling congestion and reducing the impact of traffic; making streets safer and more secure; managing the use of road space more effectively; and making streets more attractive and sustainable by appropriate maintenance. The Council will continue to make the case for the East Middlesbrough Transport Corridor package of projects and other road construction, where there is a proven case to support the "City Region" economy. Car trips account for 55% of all weekday journeys by a vehicle to work in Middlesbrough. The LTP will systematically promote and plan to improve public transport, walking and cycling to provide real alternatives to car travel without stalling the regeneration of the town. The car will, however, continue to play an important role. There will be a range of measures to improve conditions for the car user. We will seek to promote the use of electric vehicles to reduce carbon

emissions.

5.2.20 What could this mean for Middlesbrough Residents?

- Better **management of the road network**, with more priority for buses, pedestrians and two wheeled transport; to help make them more attractive choices for travelling and, in commercial areas, providing for freight, deliveries and business needs;
- An **Urban Traffic Management Control** system to better integrate the various systems which exist to manage the highway network and reduce congestion;
- Better **co-ordination of streetworks** to reduce disruption and delays;
- Better **enforcement of traffic regulations** – parking, loading and bus lane controls to improve the flow of traffic;
- Improving the **local environment** by supporting initiatives which give greater priority to the use of our streets as social spaces and for public transport, walking and cycling;
- Reductions in **congestion** and improvements in **journey time** reliability;
- Improved **information** for drivers regarding parking availability and journey times;
- **Parking charges** that reflect the carbon emissions of vehicles;
- Promote **car sharing** to reduce single person car journeys.

5.3 Active Travel

Active Travel refers to an approach to travel and transport that focuses on physical activity, walking and cycling. Given that in the UK over 50% of car journeys are less than 3 miles, there is scope to replace car journeys with more active forms of travel. Ensuring that transport systems provide effective access for everyone, including disadvantaged groups and disabled people, to jobs, services and social networks is a core aim of national and local transport policy. Walking and cycling are good for boosting health and, when replacing short journeys by car, they can also reduce congestion levels and CO2 emissions. Walking or cycling can be a quicker and lower cost alternative to the car or public transport for many short journeys and are often the easiest ways for most of us to get more physically active.

However, there are a number of barriers that prevent people walking and cycling more. They can be actual physical barriers, but they can also just be habitual or perceived barriers. Most people know that more physical activity and a healthier diet is good for them and that walking and cycling are easy ways to keep active. Despite this, simply having a car often means it becomes people's automatic choice for many short, everyday journeys. The Chief Medical Officer has advised that adults should aim to achieve at least 30 minutes of moderately intense activity on five days of the week (60 minutes everyday for children and young people). Building physical activity into our daily travel patterns can go a long way

to improving our overall levels of health.

5.3.1 Middlesbrough's Health Profile

The outcomes for health are to not only reduce the health inequalities of people living in different wards of the Borough i.e. life expectancy, but also improve the quality of that life, then promoting active travel as part of a lifestyle choice, should be high up on the Public Health agenda.

Over the last 30 years the average distance people walk each year has fallen by one fifth, while the distance people cycle annually has declined by one quarter; and although in the last decade these distances have stabilised, they have shown no evidence of recovering to past higher levels. Nearly one quarter of all trips are one mile or less, and over 40 percent are within two miles and so potentially suitable distances for either activity. Improving the actual and perceived safety of walking and cycling will help to increase the uptake of these activities.

NHS research has shown that regular physical activity of moderate intensity, such as brisk walking or cycling, can bring about major health benefits as well as significant future cost savings for the NHS. Increasing levels of physical activity can contribute towards achieving reductions in coronary heart disease and obesity, hypertension, depression and anxiety. Even relatively small increases in physical activity are associated with some protection against chronic disease and are thought to improve a person's quality of life. Building active travel into our daily routines can go some way to enhancing our overall wellbeing, reducing the risk of suffering from poor health and reduce our dependence on others and the health service as we get older.

Public health evidence shows that keeping active, including walking and cycling, has far reaching physical and mental health benefits and helps to reduce the occurrences of cancer and heart disease, which are the main causes of death in Middlesbrough, as well as other health conditions such as diabetes and conditions occurring as a result of obesity. Middlesbrough was one of nine towns to be awarded 'Healthy Town' status in December 2008. The partnership headed by Middlesbrough Council and NHS Middlesbrough also received a grant of £4.1m to be spent by March 2011, on a range of interventions designed to tackle obesity by promoting increased physical activity and encouraging healthy eating.

By incorporating Active Travel as one of the four major themes in the Programme, the huge synergy between transport and the environmental benefits of achieving modal shift, and the health benefits of walking and cycling, were clearly recognised. The theme contained a number of projects, which were all designed to facilitate walking and cycling as a recreational activity, as a means of commuting to and from school and work, and as a an excellent, natural way to lead a healthy lifestyle. The projects of relevance include:

- Safe Routes to School and Workplace - a range of improvements to the infrastructure around selected schools and places of employment, improving accessibility for pedestrians and cyclists;
- Incentivised Cycle Schemes - offered subsidised cycles to schools and workplaces, together with national standard cycle training and cycle packs containing essential equipment.
- Mapping Project - designed to incorporate a range of existing, and new walking and cycling route maps and leaflets into a comprehensive pack.
- Prissick Cycle Park - in partnership with British Cycling to develop

a closed 1km road cycling circuit, with a clubhouse; becoming a base for cycling clubs to promote grass-roots cycling for beginners, and a focus for the future of cycling in Middlesbrough and the wider Tees Valley.

- Walking Initiatives - this project increased the number of primary age children walking to and from school. This has involved ensuring that all schools have School Travel Plans in place, developing an accreditation scheme to encourage implementation of these plans by the schools, developing selected, themed walks.

- IT Solutions - this project has allowed the Council to procure the 'walkit.com' web-site, providing a bespoke route planner service for people wishing to plan a route on foot within the town; and also to procure and install a number of electronic information kiosk terminals in several key public locations.

In summary, whilst the stimulus afforded by the Healthy Town Programme is yet to be fully assessed due to the programme ending in March 2011, it is already clear that there will be a significant Active Travel legacy for Middlesbrough. North East Active Travel has also been established to drive forward active travel as a key public health agenda for the North East region.

5.3.2 Cycling

Our focus in this period will be to expand upon the work carried out as part of the second local transport plan; by continuing to improve Middlesbrough's cycle network; by promoting cycling as an effective mode of travel and recreational use, achieving a modal shift in method of transport towards cycling - creating a seamless hierarchy for all journeys by cycle. We will improve the condition of our existing routes, where required, by improving the riding surface and lighting quality. We will further utilise a mixture of on road, off road and traffic free routes to provide a safe riding experience that will be marketed to encourage increased usage across the town. Promotion of cycle parking at all key service destinations, public buildings will be crucial, as will the continued support of Middlesbrough Cycle Centre.

Middlesbrough Cycle Centre. The Cycle Centre was the North East's first secure, staffed, town centre cycle-park, operated by local charity Middlesbrough Environment City in partnership with Middlesbrough Council. Opened in 2002 and now located inside the Middlesbrough Bus Station, the Cycle Centre offers cycle parking, showers and locker facilities from Monday to Saturday. Membership to the centre is now over 1600. Current peak usage exceeds 50 users per day. In addition to the cycle parking facility, the Centre offers free maintenance advice, minor repairs and route planning facilities. Shower and toilet facilities include provision for people with disabilities. It is seen as the face, place and home for cycling for Middlesbrough – its role has been a vital asset to the success of active travel to date.

The activities of the Cycle Centre include outreach cycle training in the local community, both from the Centre itself and in community venues across the town. Cycle training was a key provision delivered in the form of National Standards, and cycle maintenance training accredited through the Open College Network. This training addresses two of the key barriers to cycle use in the town, these being confidence to ride and ability to make minor repairs. Cycle Recycle schemes have enabled young people to restore a redundant cycle, receiving accredited training through the sessions. At the end of the training, participants are able to retain their cycles, improving mobility and access to training, employment and recreational opportunities. Towards the end of the second local

transport plan, over 500 people were involved in cycling activities, with over 200 receiving accredited training.

The Network. Improvements to the network have progressed well over the past 5 years. Strategic route installation has helped to make cycle journeys more accessible and safer for more people, echoing the overall cycling strategy ethos of 'more people cycling more often in a safer manner'. Arterial links into the town centre were addressed towards the end of LTP 2. Projects completed include improvements on Route 65 (Eastbourne Road – Ladgate Lane), James Cook University Hospital to Middlesbrough Town Centre (Marton Road Safe Routes) and the Longlands Road schemes. The routes are in prominent locations, and have measures in place to provide cyclists with their own space on the carriageway.

Along with specifically designated cycle paths, highways work is undertaken with the needs and requirements of cyclists in mind. For example, when traffic calming is installed, consideration is made for cycle gates; allowing cyclists to make their journey unhindered. The same applies for advanced stop lines (ASL), which are becoming increasingly prominent at many of the signalised junctions across the town. Middlesbrough's Cycling Strategy identifies where further strategic routes are required to achieve the overarching goal. In creating more cycle friendly infrastructure; conditions conducive to cycling are created. Subsequently, encouraging people to cycle, and help accommodate larger numbers of cyclists without increasing the levels of accidents.

Bearing in mind these aspirations, and the low topography and the location of the central business district, cycling in Middlesbrough has huge potential to help reduce the numbers of car journeys made within the Borough. Methods to promote cycling can also play a vital role in helping to reduce the levels of inactivity and obesity that is inherent within Middlesbrough; such as Sky Ride Middlesbrough 2010. The event was developed in partnership with British Cycling, BSkyB, and was organised and sponsored by Middlesbrough Council via the Healthy Town Programme. The main Skyride took place in August 2010, and saw 6,000 people take part in a family-based celebration of cycling. Skyride programme also involved training up some 25 'ride leaders' to lead over 30 'led local rides' of four different levels of difficulty, which has resulted in over 1,200 individuals taking part in recreational cycling between August and November 2010.

Cycle Counters. One of the major impacts on our cycle counts information during the second local transport plan; was adverse weather conditions. Currently, we do not grit our cycle paths. In such cases, cycling on the road network would appear safer, hence fewer journeys are captured.

The locations of the counters may need to be looked at in greater detail for the future. The counters are typically on routes that have been in place for several years. Although these routes are still used, new routes supercede them in terms of quality, directness and perceived safety. During the second local transport plan, cycling has increased 12.7% at locations where cycle counts are located

Our short/medium term capital aspirations are;

- Longlands Road & Ormesby Road phases 2 and 3
- Ladgate Lane
- Mandale Roundabout
- Green transport corridors (following major becks - Ormesby, Marton West, Spencer and Blue Bell)
- Long distance multi-user routes (Linking East / West along South Middlesbrough)
- Linking with Redcar & Cleveland at the Pinchinthorpe bridle way.
- A review of cycle parking

Our short / medium term revenue aspirations

- Continue to deliver Bikeability cycle training to primary school children in years 5 & 6
- Continue supporting Middlesbrough Cycle Centre
- Support another Sky Ride event, as well as local / guided rides
- Assist in establishing a Middlesbrough Recreational Cycle Club based at the Prissick Plaza cycle track
- Additions to Middlesbrough cycle folders/routes
- Introduce cycling related consultations with residents via the Council's website

Our short / medium term joined up / cross-service aspirations

- Multi-journey linkage improvement – Park and cycle locations, improvements at transport interchanges
- Continuous, safe cycle routes. 'joining the gaps'
- Continue seeking S.106 agreements on developments
- Establish maintenance (sweeping/cleansing) regime and winter gritting of major routes.

By combining the outputs from the capital and revenue schemes, we are seeking to achieve more journeys being made by bicycle, in a safer manner.

5.3.3 Walking

Most journeys involve some element of walking, and Middlesbrough is well placed to encourage greater levels of walking, particularly when accessing local services such as local shops or schools. The 2001 census indicated that walking levels within the borough are higher than the national average. We will continue to improve key strategic routes, whilst improving local networks to schools and local district centres. We will continue to actively encourage and promote walking through school, workplace and personalised travel planning.

Public Rights of Way Improvement Plan. Middlesbrough Council has long recognised the importance of the public rights of way network as a valuable recreational asset and plays an important role in accessibility. Therefore Middlesbrough Rights of Way Improvement Plan (ROWIP) not only looks at public rights of way but also considers the wider local access network, including access land, public open space and permissive access to the countryside. This commitment to improve the wider local access network can be seen in the ROWIP'S vision statement below: -

"To improve and enhance the natural enjoyment of the access network for both local and regional users and for the community as a whole"

It is intended that through the review and implementation of the ROWIP, that rights of way will become an integral part of the wider transport infrastructure and therefore assist the Council and partners in achieving our overall vision and aims. The ROWIP's Guiding Principles were identified from the Mayor's Raising Hope Agenda, which is built on four pillars and has guided the work undertaken over the last three years and will continue to do so in the coming months and years.

Managing public rights of way needs to be consistent with arrangements for managing an authority's wider asset base such as land and property set within the context of an asset management plan. The key principles of asset management are;

- Focus on lifecycle costing
- Management strategies for the long term

- Establishing and monitoring levels of service
- Managing risk of failure or loss of use
- Sustainable use of physical resources
- Continual improvement

During the previous two local transport plans, we have worked towards best value in respect to its access network and to achieve the principles of best value;

- Ensure that services are responsive to the needs of the community not the convenience of service providers
- Secure continuous improvement in the exercise of all functions, whether statutory or not, having regard to a combination of economy, efficiency and effectiveness.

The principles of Best Value are particularly relevant to public rights of way for the following reasons;

- Highways are a major public asset highly valued by the community
- Maintenance attracts a high level of public interest and concern
- Performance indicators have historically been difficult to quantify
- There has tended to be no robust framework for local comparison
- There has been an inefficient approach to whole life costing
- There is a wide and developing range of service delivery options.

With this in mind and considering the principles of Best Value, rights of way have continued to be measured in respect of ease of uses even though this is no longer a national indicator it is still recognised by most authorities as a useful way of comparing performance. During the second local transport plan, substantial improvements in the condition of the public rights of way network have been made, culminating in over 90 percent of the network being made easy to use for the last 5 years.

% of PRoW that are easy to use								
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
Targets	74	85	91	94	94	94	94	95
Results	74.5	85.3	94.2	95.7	94.3	92.9	92.8	

Achievements

- Purchase and development of a countryside access management system (CAMS)
- Major Path Improvement projects on Marton West Beck, Spencer Beck, Stainton Stell
- The creation of new links.
- A program of Furniture Improvements on Council Land
- Maintained an ease of uses score of over 90% for the last 5 years through a program of regular maintenance
- Development of Rights of way web pages on councils web site
- Development in partnership with the healthy walks coordinator of a series of walks, which are promoted, and way marked through Middlesbrough.
- A program of highway sign replacement with new design
- Production of the Rights of way Improvement Plan
- Production of a consolidated Definitive Map for Middlesbrough

Our short / medium term revenue aspirations

- Definitive Map Review
- Add to the map the paths identified as ROW on Council Land
- Investigation of all paths identified as possible ROW not on Council Land
- Develop the PROW Web Pages
- Maintain an Easy to use score of between 90 – 95%
- Review the ROWIP
- Review ROW Procedures

Our short / medium term capital aspirations

- Work on the creation of the multi user route from Nunthorpe to Stainton and links into Redcar and Cleveland, North Yorkshire and Stockton
- Reinstatement of the old stoned path in the Blue Bell Beck Corridor as a multi user route
- Ensure that a DDA audit is done on all recorded ROW in years 1 & 3 (every 2 years)
- Ensure that all furniture meets British Standards & Conforms to DDA
- Ensure that the Teesdale Way and Teeslink are signed on site
- Work with partners and other council departments to continue to educate and promote the public

5.3.4 Promoting equality of opportunity

Ensuring that transport systems provide effective access for everyone, including disadvantaged groups and disabled people, to jobs, services and social networks is a core aim of national and local transport policy. People's horizons can vary hugely depending on birth and geography, with household incomes varying widely - there are pockets of deprivation in even the most affluent areas. We will continue to identify where transport improvements can help redress any inequalities, and target our efforts to prevent poor accessibility from reinforcing wider social exclusion.

Access to services is not simply a transport issue. It is about the range of opportunities and choices that people have in connecting with jobs, services, friends and families. Their level of access will depend on where people choose to live, services are located, the availability of 'home delivery' of goods or services such as medical care, and the availability and affordability of transport. Improving accessibility can be achieved through changes to one or a mixture of these aims:

- Promote equality of opportunity irrespective of age, disability, race, religion and belief, gender re-assignment and sexual orientation.

- Ensure that those in disadvantaged and vulnerable groups do not suffer inequalities because of a particular diversity characteristic.

In order to achieve the above, the principles of 'equality of opportunity' are integrated into all areas of service delivery in this local transport plan. To directly address these objectives, we have initiated a number of projects aimed at encouraging safe, active and sustainable travel for all. Within these projects, emphasis has placed on the need to eliminate transport as a barrier for disadvantaged and vulnerable individuals.

5.3.5 Accessibility to key destinations

Sustainable transport acts a vital link to essential services such as health and education, yet is often seen the travel option of last choice. As a result, the second local transport plan worked at re-shaping our improving sustainable transport network, maximizing accessibility for our residents. Accessibility essentially describes the inter-relationship between people and places, and the role that pathways and promoters play, where people and places are the service users and locations, and pathways are the transport networks and promoters are cash and information incentives directed at targeted groups.

The relationship between deprivation, poor health, low educational attainment and high unemployment has been a long-standing issue within Middlesbrough for a number of years. A report by the Social Exclusion Unit during the first local transport plan identified key findings in that access to Employment, Education, Health, Food Retail and Social Activities were all hindered by transport.

Tackling social exclusion remained a high priority throughout the first two local transport plans, and will continue to be addressed through the third, as it supports one of the visions of the Mayor's Transport Strategy. The current level of accessibility to key service destinations has been modeled using the DfT Accession software (see table below).

Accessibility to Key Destinations			
Objective	Location	% of population within:	
		30 min	60 min
Access to Further Education, Training and Employment	Town Centre	90%	100%
	James Cook Hospital	96%	100%
		20 min	40 min
Access to Primary and Secondary Education	Primary Schools	99%	100%
	Secondary Schools	90%	100%
		30 min	60 min
Access to a Hospital	James Cook Hospital	96%	100%
		15 min	30 min
Access to a GP	GP Surgeries	100%	100%
		15 min	30 min
Access to Food Retail	Town & District Centres	56%	99%
		15 min	30 min
Access to Social Activities	Town & District Centres	56%	99%

5.3.6 Middlesbrough Shopmobility

The Disability Discrimination Act requires that we provide a highway network that does not prejudge people with disabilities or impairments. We will therefore continue to carry out improvements such as dropped crossings at crossing points and will further expand on the work of Middlesbrough Shopmobility.

Shopmobility is a national programme, which is adopted by towns and cities

throughout the United Kingdom, with currently over 350 schemes[47]. The Shopmobility principle is to provide mobility equipment to those who require assistance to conduct day to day functions such as shopping (food and clothes) medical appointments, banking/financial activity etc. For that purpose, most Shopmobility sites are located in town centres.

Shopmobility is a measure, which can help local authorities meet accessibility planning criteria, and form part of the Local Transport Plan. This would assist with the ongoing pressures with regard to funding for such schemes.[48]

The Middlesbrough scheme has over 4200 registered users, and has generated over 35,000 hires at the main Hill Street site. The scheme hires a wide range of equipment from mobility scooters, powered wheelchairs, manual wheelchairs, walkers and crutches. The scheme also has a couple of prams in store to assist families.

The Shopmobility scheme is an integral part of Middlesbrough town centre. Providing a vital link for disabled and elderly persons and meeting the need of Middlesbrough Council strategies – themes for the future the older person strategic plan 2007-2017 and more recently Middlesbrough council physical disability strategic plan 2009-2019.

The Shopmobility scheme in Middlesbrough is also a vital link to the disabled community and manages a number of smaller initiatives.

These are as follows:

Stewart ParkMobility. The satellite site has been a gradual development, with equipment first been loaned to the park to hire in 2008. The introduction of the government funded future job fund programme, allowed the scheme to develop into a fully staffed satellite. This was also supported by the heritage lottery development in the park in which accessibility was a concerning issue.

The satellite office opened on 6th April 2010, and achieved double the targeted hires for the summer season. Due to the development of the park, the satellite will not be open in 2011. However, work is underway to secure funding for staff in the new visitor complex in spring 2012, from which Shopmobility will be operating.

Changing Places. A significant proportion of people with profound and multiple disabilities cannot use standard disabled toilets. They need support from 1 or 2 carers to use the toilet or to be changed. Standard accessible toilets do not provide changing benches or hoists, are too small to accommodate more than one person.

The changing place facility is located in Middlesbrough bus station at the heart of the town centre. Opened in April 2010 the scheme is membership operated, to ensure all relevant health and safety information is passed to the user. Further changing places facilities are opening across Middlesbrough.

Workmobility. Finding a job can be difficult, but having a disability can severely reduce the chance of employment, this is despite all efforts of the disability discrimination act part 2 (1995). Workmobility is a WNF funded programme in which Shopmobility provides training and work experience for persons with

[47] National Federation of Shopmobility UK
[48] http://dptac.independent.gov.uk/pubs/shopmobility/pdf/0611shopmobility.pdf

disabilities, whist educating employers of the benefits and legal obligations of employing a disabled person.

Inclusiveness. The Shopmobility scheme assists with inclusiveness issues. It is a communication tool to reach disadvantaged communities and encourage participation in consultations. It has an escort element to the service, to assist those who have visual impairments and recently purchased a mobile induction loop to assist those with an audio impairment.

The future. The scheme currently is developing a mobility scooter-training programme, to attract the private owners to participate in a comprehensive, informative and practical experience.

With the implementation of the training programme in LTP3 the resulting actions are that mobility scooter users are safer and better educated on the correct usage and road safety elements of ownership. The scheme also has plans to provide services elsewhere in the authority, not just a retail sector. This was encouraged by the success of the Stewart Park mobility

Shopmobility Statistics				
Targets	Baseline (2009)	2011/12	2012/13	2013/14
New users	400 per annum	450	450	450
Hires	3000 per annum	3250	3500	3750
Training	-	100	150	200
Changing Places membership	-	50	50	50
Accidents/incidents	<5	<3	<3	<3
Trainees	5	5	8	10
Satellites	1	2	3	4

5.3.7 Middlesbrough Bus Station Access audit

Middlesbrough Council recently conducted an access audit on the bus station, located within the town centre, to determine the overall accessibility of the facility. A Changing Places toilet has recently been provided which meets the design guidance in BS8300: 2009 and the two existing accessible toilets have been upgraded to meet best practice design guidelines.

Recommendations have been made throughout audit have been categorised as short and long-term solutions. The short-term solutions are:

- Clean light fittings, replace broken bulbs to increase light levels
- Replace Family Information Services sign as per existing signs in

Bus Station
- Install accessible handrail in lift
- Improve colour contrast between external lift controls and wall
- Replicate timetable in an accessible location in Express Lounge
- Repair damaged surfaces at bus stands to limit trip hazards
- Replace worn signs at bus stands and outside male & female toilets
- Adjust door openers/closers to improve heavy door opening pressures at bus stands

The Tees Valley Bus Network Improvement project will enable some works to be carried out which will lead to improved accessibility for all passengers.

5.3.8 Middlesbrough Train Station

During the second local transport, the Station underwent an extensive refurbishment, with the introduction of new lifts; allowing improved access for all passengers. In addition, the old station buffet was fully renovated and is now back in use as the Traveler's Rest Café.

Additional seating was recently provided in the main Booking Hall area, in the form of restored church pews, which complement this Grade II listed building. The changes were recognised at the 2010 International Station Awards, where Middlesbrough won Best Medium, and Best Overall Station, beating off competition from 16 other stations.

5.3.9 Workplace Travel Planning

Travel planning is not a new concept, and considerable work has been undertaken during the second local transport plan period to establish the practice of travel plans into the relevant areas of service delivery that the Council provides. Travel plans focus on elements of our overall route management and accessibility strategies. They have the potential to assist people from disadvantaged communities, access employment by reducing incentives for car users by for instance; charging for on-site parking and using the revenue raised to provide incentives to use sustainable modes such as discounted public transport tickets.

However, one of the greatest differences highlighted in our consultation for this local transport plan for 'where we are now', and 'where should we be in 5 years' was; travel plans. In the 2010 Mayors Transport Strategy Voiceover Questionnaire, 55% of residents feel that we are poor / very poor with regards to travel planning. 80% of respondents believe that we should be rated excellent / good over the course of this plan.

Workplace travel planning, and travel awareness activities as a whole, will continue to be undertaken by the Council during the third local transport plan, and generate improved satisfaction from our residents / stakeholders. Employers across the town will also be further encouraged to provide incentives for car sharing and cycling to work, which will again provide a benefit for residents who do not have access to a car.

5.3.10 Personalised Travel Planning (PTP)

Known locally as 'Get there from anywhere …' (March 2009 - March 2011). The Personalised Travel Planning project was developed to provide support, advice and training on transport issues for working age Middlesbrough residents. Transport issues prevent many people in Middlesbrough from accessing all of the

employment, education and training opportunities available to them[49]. As a result, we developed the PTP project to provide support, advice and training on transport issues for working age residents living in some of our most socio-economically deprived wards, encouraging them to explore alternative and sustainable modes of transport.

The project removed some of the barriers individuals faced, by extending their travel horizons, enabling them to access new opportunities and services;

- By providing individuals with personalised travel plans (containing information about local transport services relating to their journey)
- By offering free and discounted travel vouchers as an incentive to encourage the individual to use public transport to access employment and education opportunities
- By offering a referral service to Middlesbrough Cycle Centre, where, on completion of a short accredited cycle maintenance Course, an individual will be provided with a recycled bicycle
- By promoting and encouraging sign up to the 2plus travel car-sharing resources, and associated journey-planning websites

5.3.11 Improving transport experiences for the elderly and people with disabilities

After consultation with user groups, focused predominantly on the problems that passengers experience when travelling on public transport, it became apparent that there is a distinct lack of practical support / resources available for the elderly, [50]individuals with physical disabilities, learning disabilities and mental health problems to develop the confidence and independent travel skills necessary to effectively access local services.

Accessibility, poor bus driver attitude and a lack of support when travelling were highlighted as some of the main issues facing these user groups.[51]
In order to ensure equality of opportunity for all, we deemed it necessary to tackle these problems and improve passenger experience; through a partnership with Middlesbrough Shopmobility, to develop a package of measures aimed at tackling the main barriers facing vulnerable public transport users.

Bridge Card. Bridge Card is a small credit card sized travelling aid for anyone who may need additional support travelling on buses and trains. Where an individual has difficulty using public transport because of age, disability, illness, lack of confidence, they can carry a bridge card. It was launched as a Tees Valley wide initiative in March 2010. 3000 cards have been distributed in Middlesbrough alone. The card is therefore available to anyone, irrespective of whether they also qualify for a national concessionary fare; thus improving public transport experiences for individuals who do not meet the full criteria set out in the National Concessionary Fares Scheme, and those with hidden disabilities.

'Bridge Card' does not entitle an individual to a concessionary or discount fare. It is designed to act as a prompt to public transport staff, and also as a reminder of their obligations under the Disability Discrimination Act 2005, to ensure that people with a disability are able to access public transport. On presenting the

[49] 52% of those living in WNF areas have no access to a car, compared to 14% of those living in non-WNF areas of town, *Source –Neighbourhood Survey 2009*.
[50] Those aged 65 and over are most likely to regularly use a bus within Middlesbrough (figure = 52% of respondents aged 65+), *Neighbourhood Survey 2009*.
[51] Also reflected in the Mayors Transport Strategy Voiceover Questionnaire 2010, Q6.3a Buses - where we are at present. The majority of respondents indicated that they felt bus information, bus shelters/stops, driver training/disability awareness and safety on buses was OK, poor or very poor - suggesting that improvements can be made in these areas.

card to a member of public transport staff, an individual can expect recognition that they may require extra help during their journey. This can range from; counting out money, to the use of special equipment such as ramps to enter or exit the vehicle.

Bus Buddies . 'Bus Buddies' is a one-to-one support service available for individuals who are looking to access employment, education and independent living opportunities, but who struggle to travel independently. The service relies on volunteers, who are fully trained with an enhanced CRB clearance, to support clients with physical and learning disabilities on regular journeys.

The aim of the service is to improve an individual's confidence and help them develop the skills needed to travel independently. Each volunteer provides training and information to develop a participant's road safety and personal safety skills, whilst also advising on coping strategies and journey planning. A participant's progress is continually monitored throughout the scheme and once the individual is confident and competent, they are assessed as ready to travel independently.

Priory Woods Independent Travel Training Centre. After investigating best practice examples from other Local Authorities towards the end of the second local transport plan, we developed a dedicated Independent Travel Training Centre at Priory Woods School, to facilitate travel training for people with learning and physical disabilities in Middlesbrough, and potentially the wider Tees Valley.

Construction of the Centre commenced under the 'Building Schools for the Future' programme. The centre is comprised of an external environment, which includes a static bus stop; Pelican, Puffin, Toucan and Zebra crossings; Belicia Beacons; pavement settings and an internal classroom learning area. It offers a space for people to learn basic road safety and travel skills, in safe and traffic-free surrounding. The centre offers training for children, young people and adults and will also be open for community and school use.

It is the third and final component in the delivery of a complete Independent Travel Training programme; it is also a longer-term solution to improving access to transport and promoting independence for all across the Tees Valley. The aspiration of the centre is to be able to offer this service to the neighbouring Tees Valley Authorities.

5.3.12 Summary of Active travel

This Local Transport Plan will promote walking and cycling, and continue to encourage these healthy means of transport by making them safer, more convenient and more attractive. As a result, we must ensure that new developments are planned in such a way as to increase the attractiveness of walking and cycling.

The LTP will promote accessibility and inclusiveness throughout the document, with Shopmobility key in achieving the objectives. Existing in an environment, which was not designed or built to specifications or guidance of the current day, creates obstacles. As authorities we cannot move or re-build every building, we can however reduce the obstacle, and Shopmobility provides a vital link in achieving this objective.

5.3.13 What could this mean for Middlesbrough Residents?

- Improving the local environment by supporting initiatives which give greater priority to the use of our streets as social spaces and for **public transport, walking and cycling**;
- Better conditions for pedestrians, such **as improved pedestrian crossings;**
- Better **maintained footways** and improvements to make our streets more **accessible and attractive to pedestrians**;
- An **accessible Public Rights of Way** system;
- A **cycle network**, maintained to a consistently, high standard;
- More secure practical **cycle parking**;
- Improved **health** through **active travel;**
- Promoting a more **inclusive society** to meets the needs and interests of all **disabled people** in relation to transport and the built environment.
- more inclusive environment giving great indep**endence and choice**
- education and confidence through the **transport training programmes**

5.4 Road Safety

Middlesbrough Council is committed to ensuring the safety of all users of the Borough's highway network, particularly vulnerable users such as cyclists and pedestrians, in line with its statutory duty under section 122 of the Road Traffic Regulation Act 1984. Therefore, Road safety has always been a high priority for the Council with our transport policies geared towards delivering a continued and lasting improvement in road safety problems across the borough. People travel daily and want a system that gets them from A to B safely, securely and without damaging the environment. These issues are identified together in the DaSTS goal to protect people's safety, security and health.

These issues are intrinsically linked with each having a direct impact on the others. For example, for people to feel confident about switching to alternative modes of transport, they will need to feel sufficiently safe in terms of road safety and personal security and they will want to feel that they are not being unduly affected by air pollution.

Traditionally, road safety actions have been based on the three E's approach (Engineering, Education, and Enforcement) with a new fourth E of Encouragement. We aim to continue addressing these issues through Education, Training & Publicity (ETP); working closely with Local Authorities across the North East. During LTP 2, we provided;

- Educational activities for all school aged children and young people attending college and university; in the forms of theatre education, practical road safety sessions, assemblies, seatbelt demonstrations, pre-driver presentations and driving simulator lessons.
- General road safety education in partnership the Police, Fire

Brigade, Extended Schools, Community Protection Teams and Street Wardens; in the form of community / organisational presentations, driver eyesight testing, older driver road shows, and crucial crew.
- Tailored presentations / training tailored to meet individual / group requirements in partnership BME communities, Shopmobility and Deaf Awareness. Literature can be provided in foreign languages. School resources are also available in translated materials
- Steps N Skills pedestrian and cycle training; which significantly contributed to the 41% reduction in child KSI casualties.

The Council, working in partnership with numerous external bodies, has made major progress over the life of the first and second LTPs towards achieving this aim, and is currently 'on track' to meet the challenging ten-year casualty reduction targets set in 2000.

Road safety in Middlesbrough is delivered through a 'four pronged' approach mentioned above , encompassing Engineering, Education, Enforcement and Evaluation. These four areas of activity are considered in more detail below.

5.4.1 Engineering

Numerous road safety engineering schemes have been introduced within the Borough over the life of the first two LTPs. As most of the traditional accident 'blackspots' have now been effectively 'engineered out', the focus in recent years has been on the introduction of area-wide traffic calming schemes comprising physical speed reducing features such as road humps and speed cushions. Although these schemes have been highly effective in terms of casualty reduction, they are expensive to implement and their ongoing maintenance places an increasing burden on the Council's limited revenue funding allocation.

Given the above, the Council intends to follow the lead set by Portsmouth, Oxford and other cities both in the UK and in Europe and move towards the introduction of area-wide, or 'blanket' 20 mph speed limits without supporting physical traffic calming measures. Based on the recommendations of a feasibility study carried out in 2010 by consultants a prioritised, three-year implementation programme has been developed, with those areas demonstrating the greatest benefit in terms of casualty reduction identified for implementation in Year 1.

5.4.2 Education

The Council has a proactive approach to road safety education. Although, as in many Authorities, road safety education has traditionally been targeted at schools, the Council has adopted an increasingly data-led approach in recent years, targeting 'high risk' groups – such as young male drivers – who are responsible for a disproportionate number of casualties on the Borough's roads, as well as offering advice, information and training to older drivers to ensure that casualty rates continue to stay low despite the increasing age of the population as a whole.

The Council recognises that a multi-agency approach is the most effective way of delivering the road safety message, and it works closely with numerous bodies – including Cleveland Police, Cleveland Fire Brigade and other Local Authorities in the Tees Valley sub-region and the North East region – to ensure that the often limited resources available to each partner are pooled and used to their best advantage. This approach will be particularly important over the coming years as a reduction in the funding available for 'hard' engineering schemes places an increased emphasis on the success of 'soft' education initiatives to continue the

downward tend in casualties witnessed over the last decade.

5.4.3 Enforcement

Whilst both engineering and education are aimed at encouraging safer and more responsible use of the highway network, the Council recognises that enforcement remains an important tool in delivering road safety. The Council is a member of the Cleveland Safety Camera Partnership, the operation of which has recently been reviewed to ensure that camera enforcement is targeted at locations with a history of speed-related casualties. As well as carrying out a programme of regular enforcement at ten 'core' sites, located primarily on the main routes into Middlesbrough town centre, camera enforcement is also undertaken where necessary at other locations, usually when triggered by complaints from Elected Members, Community and Parish Councils or members of the public about speeding traffic.

Since June 2009, drivers receiving a ticket for a 'low end' speeding offence have had the option of going on a Speed Awareness Course under the National Driver Offender Retraining Scheme (NDORS), rather than receiving three points on their driving licence. Under the terms of the Local Authority-led scheme operating in the Cleveland area, the bulk of the course fee is retained by Cleveland Police on behalf of the other partners and then reinvested in local road safety initiatives designed to further reduce casualties. Experience elsewhere has shown that, by making drivers aware of the consequences of excessive speed in this way, the rate of reoffending is significantly reduced.

The removal of ring-fencing of the Specific Road Safety Grant from 2011/12 onwards has prompted a further review of the Safety Camera Partnership to establish how it will be funded in the future. This review has recommended that the NDORS surplus identified above be used to meet the ongoing operational costs of the Partnership, therefore ensuring that this essential enforcement tool is retained in the future.

5.4.4 Evaluation

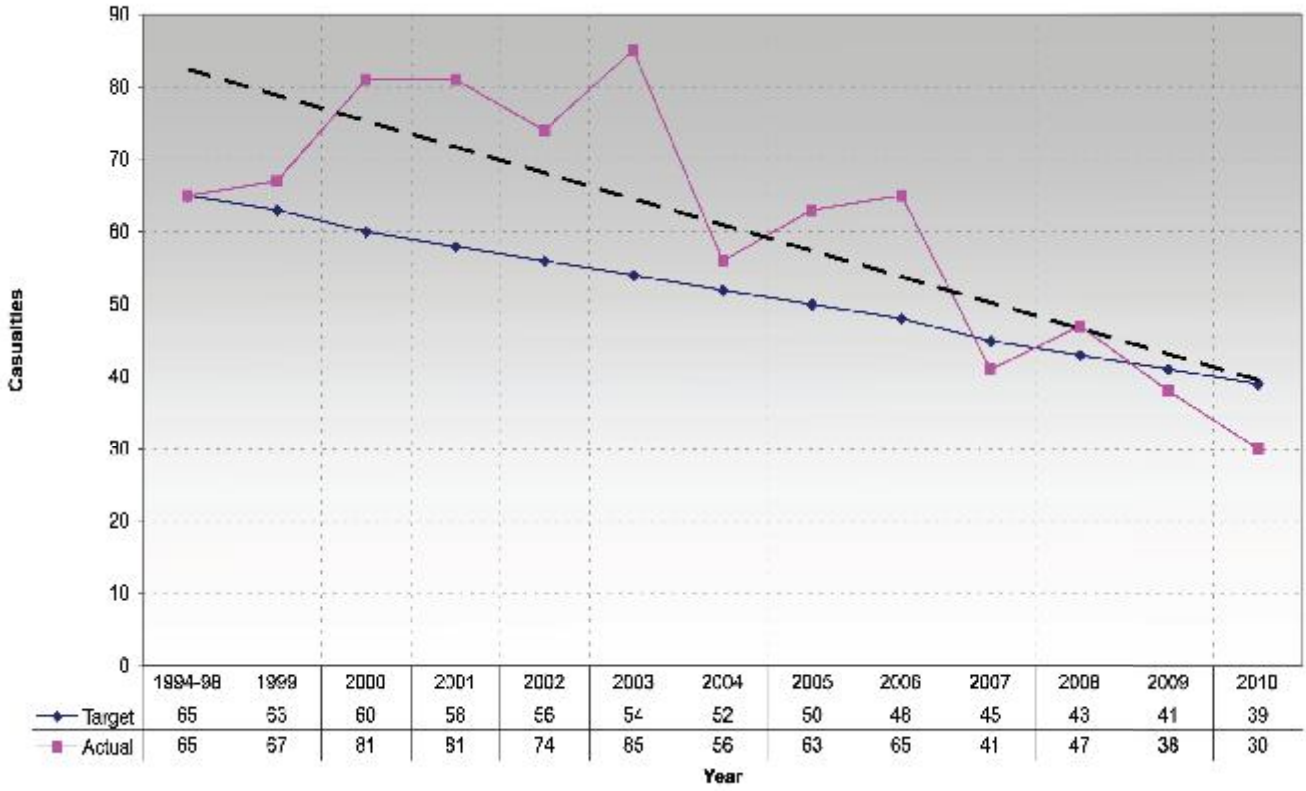
As mentioned above, the Council's adoption of a data-led approach to casualty reduction means that evaluation is a key component of road safety delivery. As well as publishing an annual Road Casualty Review, which provides a comprehensive analysis of the casualty data supplied by Cleveland Police, the Council – through the Cleveland Strategic Road Safety Partnership – also part-funds the North East Regional Road Safety Resource, which provides in-depth statistical analysis combining road casualty data with relevant information from a variety of other sources, including socio-economic data held on the MOSAIC database. This information is used to inform future education activity, for instance helping to pinpoint the most appropriate media to use when contacting target groups.

Figures below illustrate the progress made to date against the ten-year casualty reduction targets set in 2000. As can be seen, Middlesbrough has met the targets set for all three of the headline indicators – people killed or seriously injured (KSIs), children killed or seriously injured (Child KSIs) and slight injuries.

The Council is currently awaiting publication of the Coalition Government's Road Safety Strategy before setting casualty reduction targets for the period beyond 2010.

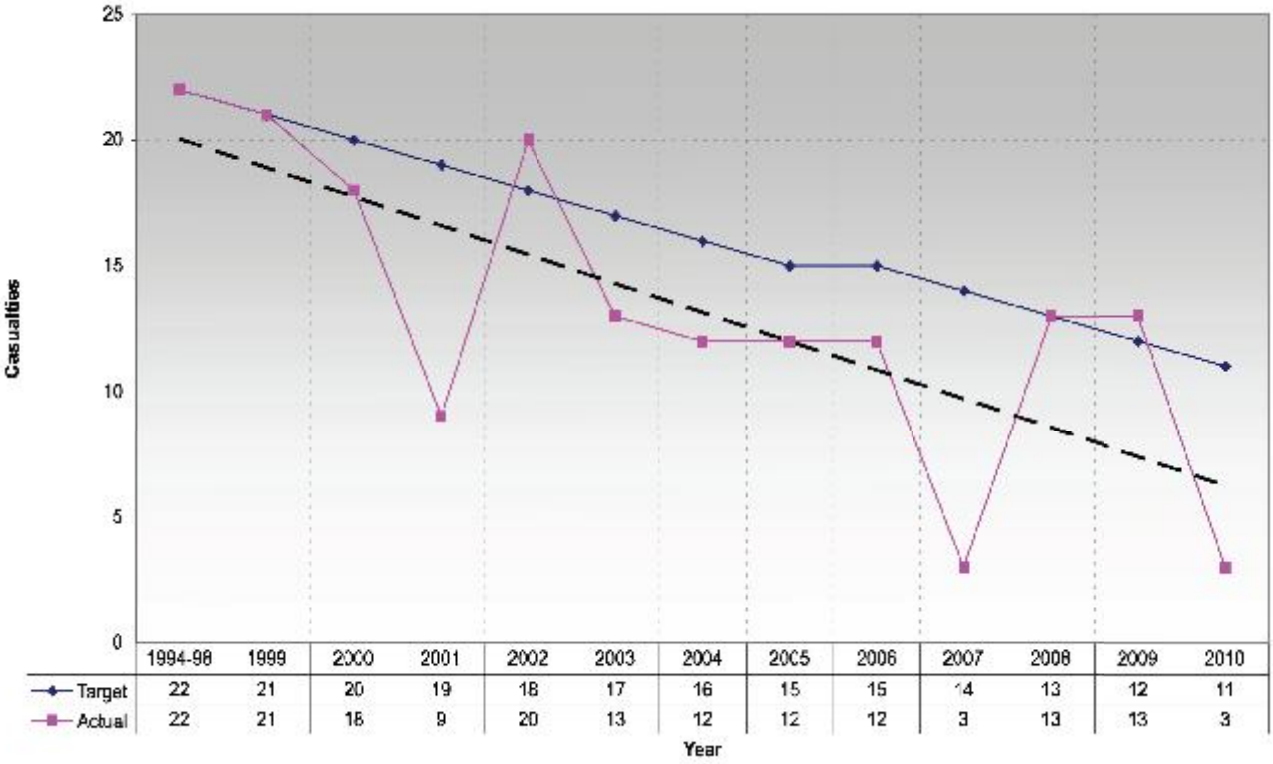
Category	1994-98 Baseline	2010 Target	2010 Actual
Slight Injury	693	623 (10% reduction)	**387 (44.2% reduction)**
Killed or Seriously Injured (KSIs)	65	39 (40% reduction)	**30 (53.8% reduction)**
Children Killed or Seriously Injured (Child KSIs)	22	11 (50% reduction)	**3 (86.4% reduction)**

KSI Casualties, 1994-98 to 2010: Target v. Actual



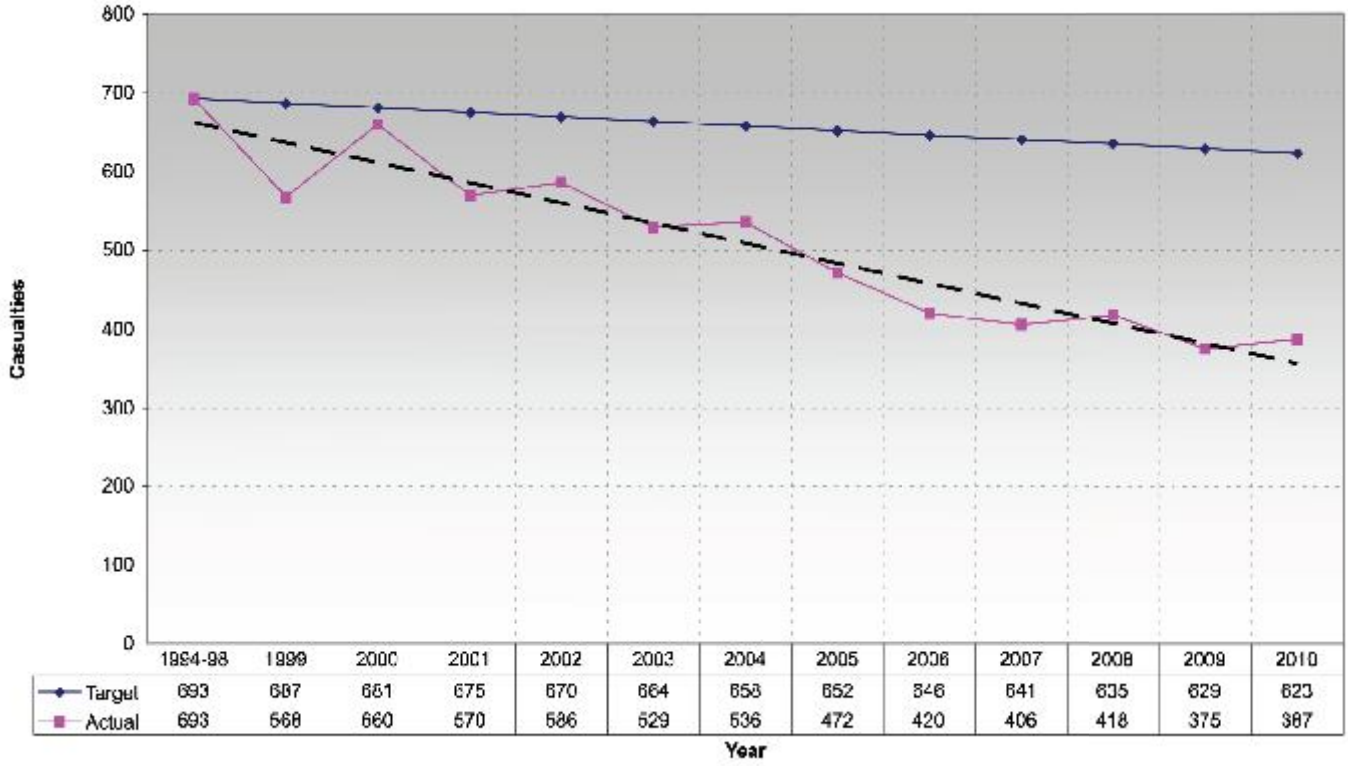
	1994-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Target	65	63	60	58	56	54	52	50	48	45	43	41	39
Actual	65	67	81	81	74	85	56	63	65	41	47	38	30

Child KSI Casualties, 1994-98 to 2010: Target v. Actual



	1994-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Target	22	21	20	19	18	17	16	15	15	14	13	12	11
Actual	22	21	18	9	20	13	12	12	12	3	13	13	3

Slight Casualties, 1994-98 to 2010: Target v. Actual



	1994-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Target	693	687	681	675	670	664	658	652	646	641	635	629	623
Actual	693	568	660	570	586	529	536	472	420	406	418	375	387

5.4.5 School Crossing Patrol Service

The National Guidelines for the Management of the School Crossing Patrol Services recommends that there should be 1 full time supervisor to 40 patrols. We currently exceed this with our coordinator carrying out the day-to-day management of the School Crossing Patrol Service (SCPS) at 48 sites, with 52 staff.

5.4.6 School Travel Plans

Due to changing legislation in Section 6 of the Education and Inspections Act 2006, there is a duty placed upon Local Authorities (LA's) to produce an annual Sustainable Modes of Transport Strategy in the wider context of transport to and from schools, further education establishments and other educational facilities. Through careful integration of the Travel Planning and Road Safety Services, modal shift to more sustainable transport modes should not result in increased levels of killed and seriously injured (KSI) casualties amongst vulnerable user groups.

Taking account of guidance already provided, and with the ability to be adapted through time in the light of guidance issued, the strategy attempts to set out:

- How the strategy will benefit the safety and well-being of the people living in local communities;
- How it will improve the environmental well-being of the local area;
- The context in which the strategy is set, and
- The strategic issues that need to be addressed and outlines an Action Plan for its delivery.

During the second local transport plan, all schools in Middlesbrough were able to produce a School Travel Plan (STP). We have one Independent school that does not have a STP, although the development of one has been included in their School Development Plan. All Special Schools / Pupil Referral Units in Middlesbrough have travel plans.

We secured funding to allow all schools to participate in the National STAR Accreditation Scheme. This scheme ensures long-term commitment to sustainable travel by schools. We will continue to work with the schools during the third local transport plan to further develop their schemes. 14 Primary schools participate in our Walk Once a Week initiative. Data is collected on a monthly basis and the class in each school with the highest percentage of pupils travelling to school sustainably, wins the Golden Shoe Trophy.

Walking zone maps have been developed for 8 schools, and include a 5, 10, and 15-minute walking zone, highlighting the various Park & Stride schemes available to schools. There are currently 4 walking buses in operations in Middlesbrough with one more in development. We continue to support this national initiative annually in May. 34 of Middlesbrough's 42 primary schools participated in the initiative in 2010.

Our short / medium term aspirations for Road Safety;

- As a result of a successful DfT bid; we aim to deliver Bikeability cycle training to over 6000 school children across the town.
- Re-evaluate the delivery of the pedestrian training programme, and how it can be improved to provide best value.
- Incorporate using software such as Mosaic, to profile social groups who are over represented in specific casualty groups
- Increase partnership working with local driving schools and the

fire brigade, allowing the creation of a 'road safety helpdesk'
- Introduce a Bluetooth messaging system to advertise and target various campaigns to young road users
- Continue to promote within schools, the National STAR Accreditation scheme.
- Prioritisation of Safe Routes to School schemes, ensuring infrastructure developments are aligned to updating school travel plans.
- Continued support for schools in delivering the various initiatives currently in place (WoW, Walking Buses, Walk To School Week, Park & Stride).

5.4.7 Summary

New national guidance for casualty reduction over the next ten years is yet to be confirmed but the Council will aim to continue the downward trend. The Government is likely to advise local transport authorities to achieve a further 33% reduction in the number of people killed and seriously injured, and a further 50% reduction, in child KSI casualties. A 10% reduction will the target for slightly injured casualties.

5.4.8 What could this mean for Middlesbrough residents?

- Further **reduce casualties** by implementing Road Safety measures to calm traffic and support initiatives such as Safer Routes to School and town-wide 20mph zones in residential areas.

- Improve the **safety of vulnerable road users**, especially those on two wheels and walking;

5.5 Public Transport

5.5.1 Buses

The bus network provides access to jobs in the town centre and also acts as a vital link to essential services such as health and education and yet it is often seen as a travel option of last resort. Traffic congestion, illegal parking and the effects of street works can make it difficult to run reliable services. Over the last ten years there has been a steady but slow decline in bus patronage, although it must be borne in mind that these reductions are set against a high level of usage when compared to the rest of the country and an increase in car ownership levels within the Tees Valley.

Over the past five years bus patronage has seen a small but steady decline as indicated in the table below:-

Middlesbrough Bus Patronage				
2005/06	2006/07	2007/08	2008/09	2009/10
10,423,669	10,128,016	10,293,000	10,631,000	9,820,299

The increase in 2008/09 was due to the introduction of the national concessionary scheme.

The introduction of the English National Concessionary Scheme in 2008 has helped to keep this decline to a minimum. Reimbursement to the operators is negotiated each year at a Tees Valley wide level currently with a set payment which gives financial certainty to both the operators and the local authority. Whether this continues in the current financial climate remains to be seen. The current scheme cost Middlesbrough £3.6 million with just over 24,000 passes issued, this includes 3,000 provided for disabled persons meeting the government's criteria.

To reverse this decline the Tees Valley has secured central government funding to implement the Tees Valley Bus Network Improvements, which includes £9m worth of improvements in Middlesbrough. This is an opportunity to provide a step change in investment in the bus network and provide an increase in the bus patronage figures.

5.5.2 Bus Network

Against the decline in bus patronage Middlesbrough Council has continued to invest in the bus network. 50% of all bus stops approximately 300 have raised platforms and bus shelters. The shelters are provided by Clear Channel under an agreement with and at no cost to the council. To improve security for the travelling public 38 shelters are covered by CCTV as well as 30% of buses.

It is recognised that the bus network suffers from being out dated, largely reflecting historic patterns of demand and therefore no longer matches many key passenger requirements as well as being over complex. It is also inconsistent with no clear structure with differing levels of provision. Against this traffic congestion is increasing levels of delays and unreliability of services resulting in passenger perception of poor services.

It is acknowledged that to make the network car competitive the move to core routes with fast reliable services is essential. The funding provided for the Tees Valley Bus Network Improvements is the opportunity for change. The proposed measures will provide improved bus stops and interchange facilities, enhanced bus information and remodelling of road layouts to provide improved journey times. Smart ticketing will allow better enhanced journey planning, particularly between different operators, providing a better and more integrated travel experience for the travelling public. Bus operators investing in quality accessible vehicles and the consistent provision of services to guarantee frequency of even headway will complement this. The network of services will be underpinned by the coordinated provision of high quality information in a wide variety of formats along with a clear focused, effective and recognised ticketing and branding.

5.5.3 Bus Station

Middlesbrough Bus Station remains as the hub of the bus services within the Tees Valley and is considered to be one of the best in the country. Footfall in the bus station has increased from 29,487 (November 2005) to 34,153 (November 2010) pedestrians per day, highlighting the vital role it plays in the network infrastructure. The modern passenger information system is due for a major overhaul as part of the bus network improvements. The new system will be state of the art with capability for processing real time and specific timetable information. It will also be linked into the North East Real Time system. This together with improvements to access and facilities for people with disabilities will help to transform bus travel within the Tees Valley.

5.5.4 Rail

The rail industry remains a difficult area in which to secure improvements that deliver solutions to local transport problems. It is however a priority to monitor existing service levels whilst seeking opportunity to develop new service and infrastructure improvements. The increase service provision between Middlesbrough and Nunthorpe has provided a vital link relieving some passenger pressure on the busy Marton corridor.

Park and Ride facilities are seen by many as vital in transferring passengers from the car to rail. In Middlesbrough it is difficult to see the benefit of park and ride due to the short distances between the boundary and Middlesbrough town centre. Town centre parking is available for those using Middlesbrough Station to travel further a field

Middlesbrough rail station has seen passenger numbers increase from 1,244,000 to 1,356,674 over the first four years of LTP2. Passenger facilities in the station have been improved with cycle parking and the provision of two lifts, funded by Network Rail, to provide access to all platforms. The station has just won an award for the most improved station.

Middlesbrough Station Rail Patronage (thousands of passengers)						
1999/00	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
953	1,202	1,244	1,302	1,350	1,356	-

Provision of a new rail halt at James Cook University Hospital and improvements adjacent to Middlesbrough Rail Station has received initial funding and design is currently underway. Funding for the Metro project is currently being reassessed and a bid is being placed with the Regional growth fund for £1.9m for the James Cook Hospital rail halt.

5.5.5 Taxis

Taxis continue to play an important role for providing demand responsive transport in the town. Hackney carriages and private hire vehicles in Middlesbrough were deregulated in terms of the numbers of vehicles during LTP1. Market forces ensure that taxi numbers meet demand whilst the council deals with quality standards. There are currently 432 Private Hire and 353 Hackney Carriages in Middlesbrough (190 saloons and 163 wheelchair accessible vehicles).

A major review carried out by consultants on the accessibility of hackney carriages and private hire vehicles and traffic management and ranking issues in the town centre was considered by the Council Executive in November 2010. It was agreed that the provisional action plan to improve accessibility and traffic management arrangements be approved.

5.5.6 Summary

It is recognised that to make the public transport network car competitive there needs to be a step change in investment. The funding already secured for the Tees Valley Bus Network Improvements will provide the foundation to build for the future. In the rail sector the council must use its influence to encourage the most appropriate investment in the infrastructure. Cooperation between all the stakeholders is essential to ensure limited resources are utilised in the most appropriate way to provide the best possible public transport network as we plan for the future.

Compared with buses, rail provides for a much smaller, but increasing, number of passengers in Middlesbrough with approximately 1.4 million people using the Middlesbrough rail station. Whilst rail use is increasing in Middlesbrough, the Council must use its influence to encourage the franchise holders and the Government to invest in the infrastructure. There is £5m available from the Department of Transport for design work for the the first phase of works to start our move to a Metro system in the Tees Valley.

5.5.7 What could this mean for Middlesbrough residents?

- Improved **bus journey times and reliability**, with more bus priority measures;
- **Improved information**, with clearer timetables, local maps, real time text and web-based updates etc;
- Improved **waiting environments**, with better, more secure shelters that have good lighting etc;
- Improved **safety and personal security**, with increasing provision of CCTV and closer working with the police and other agencies.
- The bus operators will **improve their vehicles**, with more new low floor fully accessible, low emission buses;
- A 15 minute service on the local **Tees Valley Rail network** in new trains when the Metro System is complete;
- An improved passenger experience and environment at **Middlesbrough Rail station,** including step-free access to all platforms;
- A **new rail halt** at James Cook University Hospital (subject to funding);
- **Park & Ride facilities** at outlying rail stations (subject to feasibility)

5.6 Sustainable Living

5.6.1 Equality of Opportunity

Access to the public transport network is generally good with most people living within 400 metres of a bus stop. Despite improvements to the transport system, it can also be difficult for disabled, hearing-impaired, visually impaired, learning disabled or older people to use public transport.

The move towards a more accessible transport system will seek to improve all facets of a journey including information, customer advice and interchange. The development of step-free access for our bus and rail stations will improve conditions for everyone.

We will try to ensure that new housing and employment is located in areas with good public transport, or where new public transport can be commercially introduced to improve accessibility.

In addition to promoting the use of sustainable travel alternatives through the introduction of smarter choice measures, LTP3 will also focus on actively managing the demand for car borne journeys. The combination of smarter choices and demand management restraints will play an important role in developing sustainable travel patterns across the borough as a whole – and will support the delivery of planned development over the course of the Local Development Framework.

Tailored information and training will remove barriers to travel for those who experience mobility, hearing, learning or visual impairment. Improving staff training will ensure that the access needs of older passengers are understood by all frontline staff, particularly bus drivers, station staff, and taxi drivers.

5.6.2 Quality of life

Transport and its impact on the public realm can affect people's quality of life in many ways. Journeys can be comfortable and smooth or slow and unreliable – this has an impact on the quality of people's lives. The effects of pollution and noise can have a significant impact on people's health and wellbeing.

The LTP will seek to use where possible, low noise materials to resurface roads and encourage the use of low emission vehicles.

Improving the provision of information can help people plan their journeys and promoting a commonsense approach to enforcement on the roads and will also improve the travel experience and reduce the intrusion of parked cars into residential areas. Reducing clutter caused by signs and road markings and introducing 'shared spaces' and low speed areas, will reduce noise and emissions and contribute towards better streets so that people can enjoy walking and cycling more.

The health impacts of transport can be improved through active travel; the uptake of physically active modes of transport can be promoted through information campaigns, travel planning, training and improved infrastructure.

5.6.3 Climate change

The climate is changing. Without urgent action to reduce emissions of greenhouse gases, the effects of climate change could be devastating. It is the Council's responsibility to point the way in tackling climate change and dealing effectively with the changes that are already affecting us.

We have already made progress in reducing carbon dioxide emissions from transport. Based on carbon dioxide data supplied by the Department of Energy and Climate Change (previously called National Indicator 186: per capita emissions in the Local Authority area) CO2 emissions from transport in Middlesbrough declined by 7% between 2005 and 2008.

Building on the award of Beacon Council for Tackling Climate Change in 2008, we signed up to the European Commission's Covenant of Mayors initiative. This not only commits the town to reduce its carbon dioxide emissions by a minimum of 20% by 2020 based on a 2005 baseline but also requires the council to identify how these carbon dioxide emissions will be reduced. Increasing the use of public transport, aiding the rollout of electric vehicles and encouraging cycling and walking all play a part.

5.6.4 One Planet Living

One Planet Living is about ensuring a sustainable future for Middlesbrough and our world. It is a robust model for sustainable living that has been designed by the sustainability experts BioRegional and WWF, the leading international environmental charity. Using 10 key principles, it shows us how we can all play our part by living greener lifestyles, saving us cash and helping to sustain and develop flourishing communities where we live and work.
Sustainability is more than just the environment. One Planet Living enhances social and economic wellbeing, as well as improving the local environment and reducing the harmful impacts we have on the planet. It offers a comprehensive approach to bringing lasting benefits to the whole community.
Through One Planet Living, Middlesbrough Council has committed to a target of a 60 per cent reduction in CO2 emissions by 2025, compared with 2009 levels. Sustainable Transport is one of ten principles in Middlesbrough's draft One Planet Living Action Plan. Sustainable Transport will contribute to the OPL plan through targets to increase the number of cycling trips in the town by 10% and to install 8 electric vehicle charging points around the town.

We will support the use of different technologies – switching to low carbon transport, such as electric cars and freight vehicles, combined with the introduction of new charging points on street. Home working and home deliveries can all reduce the need to travel. New ways of funding, designing and constructing public infrastructure and transport systems to withstand the impacts of climate change will be required.

5.6.5 Air quality

Continuous monitoring data is used for NO2 (annual mean) and Particulate PM10 (annual mean). The Tees Valley Environmental Protection Group has previously agreed that the permanent stations at the following locations provide the most representative available data for the monitoring of traffic trends:

- Stockton - Yarm High Street (national AURN network kerbside station)

- Middlesbrough MacMillan College (Local station, representative of target groups near A19/A66)
- Middlesbrough Elm Street (Local station, roadside conditions in central Middlesbrough)

The figures in Tables below show an overall decrease in measured pollutants from 2006 to 2009 (the period of LTP2) in Middlesbrough with all sites well inside the acceptable threshold values.

NO2 annual mean levels in the Tees Valley µg/m³					
	2006	2007	2008	2009	Threshold
Stockton- Yarm High Street	368	39	35*	#	40
Middlesbrough – Macmillan College	26	24	25	24	40
Middlesbrough – Elm Street	26	24	27	26	40
Middlesbrough – Breckon Hill AURN	22	21	21	19	40

* less than 6 months data
# No data due to monitoring unit moved to new location

PM10 annual mean levels in the Tees Valley µg/m³					
	2006	2007	2008	2009	Threshold
Stockton- Yarm High Street	28	26	28*	#	40
Middlesbrough – Macmillan College	22	22	18	18	40
Middlesbrough – Elm Street	24	21	19	18	40
Middlesbrough – Breckon Hill AURN	23	21	19	18	40

* less than 6 months data
# No data due to monitoring unit moved to new location

In recent years Middlesbrough has become more proactive with regard to requesting air quality assessments as part of the planning process.

Examples are as follows:

- Air quality assessments for each phase of the Middlehaven development.
- Air quality impact assessment for developments using biomass fuels.

5.6.6 Electric Vehicles

Electric vehicles are a relatively new concept in the North East, and more importantly; in Middlesbrough. As a result, one of the greatest differences highlighted in our consultation for this local transport plan for 'where we are now', and 'where should we be in 5 years' was; electric vehicles. Residents feel that we are poor / very poor with regards to electric vehicles. Respondents believe that we should be rated excellent / good over the course of this plan. Naturally, this local transport plan aims to change this perception.

The Plugged in Places (PIP) Programme is a nationally funded Government initiative led by the Office of Low Emission Vehicles (OLEV), which aims to;

- Create a critical mass of infrastructure in UK regions supporting Electric Vehicle (EV) adoption and growth
- Test out different approaches for recharging EVs, to inform future direction and standards

The opportunity to be involved in the first wave of electric vehicle charging installations was made available to the UK through an open competition in early 2010. The North East was one of 3 locations selected. The North East's Plugged In Places project will create a comprehensive network of electric charging infrastructure, across the North East region, over the next 3 years, with the aim of raising consumer and user awareness and confidence in electric vehicles as a practical alternative to existing technology.

The project is being managed by One North East, and will install over 1300 charging points over 3 years from April 2010. There have been 8 charging point locations identified within Middlesbrough (4 of which will be sited in 2 Council multi-storey car parks, and 1 at the fleet management depot), covering key locations across the town. The trial will provide information, which will assist in the roll-out of electric vehicle charging across the UK by:

- Advancing the development of common standards
- Evaluating different charging technologies
- Harmonising local incentives
- Understanding user-behaviours and impact upon infrastructure

The charging points have been identified as a potential option to reduce business mileage, subsequently aiding in the reduction of carbon emissions.

Our short / medium term capital aspirations are;

- Install the aforementioned 8 charging points across the town.
- Work with other service areas to seek and develop potential funding for the procurement of electric pool cars.

Our short / medium term revenue aspirations are;

- Assess the viability of introducing a town-wide electric car club.
- Incorporate the electric charging posts into the Council's car parking management strategy.
- Work with Tees Valley authorities and local businesses to introduce a cohesive strategy for the promotion and development of electric cars in the North East.

5.6.7 Noise Mapping

As part of the implementation of the European Directive 2002/49/EC, which requires the assessment and management of environmental noise, Middlesbrough Council, along with Stockton and Redcar and Cleveland Councils (as part of the Teesside agglomeration) are required to produce Noise Action Plans for identified locations which have high noise levels due to road traffic.

The process is ongoing, with guidance on the action planning process to be produced by the Department for Environment, Food and Rural Affairs (DEFRA) by Spring 2011. The Noise Action Planning process includes the consideration of possible actions that can be taken to control noise within the agglomeration, which can then be considered, remaining mindful of both engineering, and financial constraints.

As a Council, we are classed as both Noise Makers (Highways), and Noise Receivers (Environmental Health). We will review, and implement measures to mitigate noise pollution. This could be in the form of using noise reducing surfaces when re-surfacing our network, noise barriers to reduce transport noise, and recommend noise reducing tyres for our fleet of vehicles in-line with new DEFRA guidance.

5.6.8 Summary

The move towards a more sustainable and accessible transport system will seek to improve all facets of a journey including information, customer advice and interchange.

We will try to ensure that new housing and employment is located in areas with good public transport, or where new public transport can be commercially introduced to improve accessibility.

The reduction of emissions and noise has the potential to improve the quality of live for everybody.

5.6.9 What could this mean for Middlesbrough residents?

- New **homes and employment** will be located close to the public transport network wherever possible;
- People will be able to **plan their journey** using services that recognise that different passengers have different needs;
- Transport operators' staff will receive **awareness training** to better assist people with specific needs.
- **Better, easily obtained information** will make journeys easier to plan;
- **Streets** will be more open and **less cluttered** with **street furniture** and **commuter vehicles;**
- **Noise and emissions** will be better **controlled,** meaning more peace and quiet at home, at work and on the move;
- Cyclists and pedestrians will be assisted by better infrastructure and information, leading to better **health and environmental benefits.**

- Improved **management of the road network** will mean smoother traffic flows – helping to contribute to reducing emissions;
- The introduction of **electric vehicle charging points;**
- Schools and/or workplace **travel plans** will make it easier to plan journeys door-to-door using public transport, walking, cycling or car share.

5.7 New Development and Strategic Projects

The Core Strategy of the Council's Local Development Framework (LDF) sets out the long-term vision and strategy for controlling development within the town. It is therefore essential that LTP3 supports policies within the LDF Core Strategy and focuses on accommodating in a sustainable way, the demand for travel for both current and emerging travel patterns and forecast levels of planned development.

With network traffic growth and future development it is accepted that, without substantial infrastructure improvements, conditions will worsen. It is therefore essential to mitigate the impact that new development has on the transport network. In order to ensure this, the approach of LTP3 will directly support Core Strategy policies, in particular:

- CS 1 Spatial Strategy
- CS 4 Sustainable Development
- CS 17 Transport Strategy
- CS 18 Demand Management
- CS 19 Road Safety

5.7.1 New Development

There are a number of regeneration driven projects within Middlesbrough, all at various stages of delivery. Working with Tees Valley Partners and the Highways Agency, future traffic assessments of new developments have been undertaken to give high level indicators of where congestion hot spots would occur, if the expected traffic was generated onto today's network. From this, highway infrastructure and management improvements have been identified and are being delivered.

One of the most significant of these has been the building of the North Middlesbrough Access Road into Riverside Park completing the major interchange access points into the emerging Middlehaven Development.

Middlehaven is being delivered but the pace of development has slowed with the economic downturn. However there are signs of recovery with prospective developers now engaging with the Council over sites within the greater Middlehaven area. This area of the town has good links to the Railway station, where passenger numbers continue to rise and is a short walk from the towns Bus Station, thus is a highly accessible site. To reflect this a specific transport strategy was written to reduce the reliance on the private car for commuter journeys whilst still providing the excellent access links to the trunk road network desired by Developers.

The recently completed Town Centre Strategy for Middlesbrough proposed an extension to the current town centre to promote further investment in the town and improve the offer of Middlesbrough as the sub regional centre. The town

centre boundary extended north to include areas of Middlehaven, west to include Cannon Park (Western Gateway) and south to incorporate Linthorpe Road Central.

The Cannon Park Site has been a prospective development site for a number of years and currently a Master planning exercise is ongoing to provide the framework within which development can take place. The site is adjacent to the A66 and has good access points at Newport Interchange and Hartington Interchange. Part of the Master planning is to create a computer model to assess the impact of additional traffic on these junctions and Newport Road to determine improvements to minimise the impact of the extra traffic that will be generated. In addition Newport Road forms one of the main bus corridors in Middlesbrough and any works related to the development will include for a bus priority schemes to ensure improved access to the development and the town as a whole.

Development is not restricted to the town centre and there are areas particularly to the South of Middlesbrough that are identified for new development both commercial and housing. Hemlington Grange is the largest of the identified sites and as with Cannon Park assessments are being carried out to determine the impacts on the road network to determine not only the infrastructure requirements for the development itself but also whether improvements to the surrounding road network are required. As with all development sites opportunities to improve walking and cycling routes are considered along with opportunities to improve local bus services or facilities.

As other new housing sites come forward particularly in South Middlesbrough, the above considerations will be undertaken at the preplanning stage to try to ensure a sustainable development for the benefit of the new residents as well as those living in the neighbouring areas and to ensure that the existing road network is not compromised by unwarranted congestion.

5.7.2 Development Control

Traffic from new developments such as new housing, supermarkets, offices and factories have a significant impact on the capacity and operation of the highway network. The number of new trips from these developments can be significant and the Council as Highway Authority is a statutory consultee on all planning applications for new developments. There are three main roles to play with regards to planning permissions:

- Advising on the transport impacts of a development on the highway network. This includes the impact of new traffic on the safety and capacity of local roads, any improvements required to accommodate the new traffic.
- Advising on the requirements for any direct access onto the existing highway. This is both the type of junction (e.g. roundabout, traffic signals, T junction) and the details of its design.
- Instructing developers on the details of any new highways infrastructure on the development (e.g. housing estate roads, highway drainage) that they want the Council to adopt as highways.

The Council expects that the developer will fund all necessary highway and transport improvements needed to accommodate a new development.

5.7.3 Other Major Transport Projects

The Council will continue to review the need for necessary new strategic transport infrastructure beyond that set out in the Core Strategy. In particular we will focus on strategic projects that strongly promote the use of sustainable travel or will improve the operational efficiency of the transport network where there are no other suitable methods.

A major investment has been secured from central government to improve the core bus routes across the Tees Valley through an series of schemes under the banner of the Tees Valley Bus Network Improvements. This means £9million investment in Middlesbrough over 5 years to improve the reliability and punctuality of bus services along the main corridors. By providing these improvements it is hoped that more people will have confidence in the regular bus services and choose to use them more frequently and where appropriate for more commuter journeys. Not only will physical improvements to the highway be carried out but also major investment in the Middlesbrough Bus Station and the provision of a bus priority traffic light system to reduce delays and maintain services to timetable schedules.

Initial funding has also been secured for investigatory work into the provision of a Metro system for the Tees Valley, linked to major investment by the rail industry. Phase 1 of the Tees Valley system includes for improvements to Middlesbrough Station and the provision of a new halt at James Cook University Hospital. At the stage of writing this document it is not yet clear what the mechanism for future funding of major infrastructure works will be under the coalition government. The Tees Valley partners will be working closely together to establish the business case to try to secure the funding through whatever opportunities arise for major transport schemes.

The uncertainty of funding for major schemes has implications for possible future projects such as the East Middlesbrough Transport Corridor. However, it is the Council's intention to ensure that the line of this corridor is preserved for future transport related use.

Working closely with the Highways Agency methods of traffic management on the Trunk Roads (A19, A174) are being introduced to manage the flows onto the strategic network. A system of traffic lights known as Ramp metering is currently under construction. When for example the traffic becomes very slow moving on the A19 then traffic on the entry slip roads will be held back to smooth the flow on the main road. The slip road traffic will then be released in platoons and merge more easily with the main traffic. This and other traffic management techniques will become more widespread as it is not cost effective to continue to try to build more capacity into the road system. As mentioned under the Network Management section the introduction of a Urban Traffic Management and control system will give the Council more tools to help smooth traffic flows and provide better information for personal travel planning.

5.7.4 Summary

Middlesbrough maintains aspirations to develop further as the sub regional centre for the Tees Valley. Excellent highway links and an effective and efficient transport network are vital to attract prospective businesses and to meet the demand for new homes for residents. Through collaborative working and forward planning new development can add to the strengths of the town without the negative impacts of severe congestion.

5.7.5 What could this mean for Middlesbrough residents?

- More planned development can increase employment opportunities for the town, leading to a **stronger local economy**.
- **New homes with good access** both to services and the trunk road network will attract more people to live in Middlesbrough or to stay in Middlesbrough adding to the local economy.
- Improved **Public Transport networks**, both bus and metro will provide improved services for existing public transport users and also provide encouragement for less car based commuter journeys.
- Through improved **traffic management and information** the travelling public will have more choice regarding their **personal travel planning.**
- Through a managed approach to **major developments** residents can enjoy the benefits of new shops, new businesses and new homes with limited impacts on their mobility.

6 Finance, Deliverability and Performance

The plans and policies set out in this LTP reflect the Sustainable Community Strategies long term plans (2008-2023) which encompass the development of transport in Middlesbrough.

This Chapter sets out priorities and plans over five years (April 2011 to March 2016) that address the priorities and targets set out in the LTP as a whole. The Chapter also sets out what the arrangements are for overseeing delivery, managing risks and monitoring outcomes.

Finance rules divide the Councils money into two main types; capital and revenue, which are explained below

6.1 Capital Funding

In broad terms, Capital funding can only be used to provide or maintain assets with a lasting value and includes items such as roads, pavements, cycle ways, bus stops etc. This is often authorised by the Government as approval to borrow money, which is then paid back from Council Tax or income to the Council.

As part of the Government's Spending Review, the DfT announced a radical simplification of local transport funding, moving from 26 separate grant streams to just 4 as detailed below:

- a local sustainable transport fund (capital and revenue)
- major schemes (capital)
- block funding for highways maintenance (capital); and
- block funding for small transport improvement schemes (capital)

The Government has indicated that funding for LTP3 block grant is going to be provided as direct grant rather than borrowing approval.

In addition the Council can apply funding from its own resources if it wishes to support particular projects, which will help to deliver the agreed priorities for Middlesbrough. This funding can come from:

- From the Council's Capital or Revenue Programmes
- Through S106 agreements with developers
- Prudential Borrowing

Funding over the next five years remains very uncertain Nationally following the Comprehensive Spending Review and will be substantially reduced compared with the overall LTP2 funding as detailed below because exceptional bids for transport projects will no longer be entertained by the DfT. In the past this has funded such schemes as Cargo Fleet Lane Reconstruction (£1m), the A66 improvements and lighting (£3.2m) and the Transporter Bridge painting (£0.6m).
There was also an in-year reductions introduced by the Government during 2010/11, which amounted to some £550,000 for the last year of LTP2 in Middlesbrough.

6.1.1 LTP Block Allocations

The Government released planning guidelines for LTP block allocations in December 2010 with final allocations for years 1 and 2, and indicative allocations for years 3 and 4. These allocations are discussed in more detail in section 6.3 below

It is anticipated that capital funding for transport will be constrained for the life of this LTP with further reductions possible.

6.1.2 Major Scheme Funding

One major scheme is proposed during the period of this LTP. The Tees Valley Bus Network Improvement Scheme has recently received approval from DfT although a final revised cost profile is still to be agreed

6.1.3 Developer Funding

Substantial development is planned in Middlesbrough over the life of this LTP. In the past the Council has been successful in securing funding from developers to mitigate the impact of development. We will continue to require that developers fund improvements necessary to ensure that the impact of development on the transport network does not disadvantage existing users.

6.1.4 Prudential Borrowing & the Capital Programme

Over the period 2010/11 to 2012/13 the LTP block allocation for road maintenance is being supplemented by approximately £6M of Prudential Borrowing. This additional funding will make a significant impact upon the highways maintenance backlog especially for estate roads and footways.

Given the current financial uncertainty it is difficult to predict whether the Council will be in a position to afford to contribute from its own capital resources towards the upkeep of the highway asset in the same manner as over the last 5 years. Previous funding has contributed amongst other things to highway reconstruction projects, residents parking and traffic management.

6.1.5 Local Sustainable Transport Fund

In January 2011 the Government has issued guidance on how Local government can apply to the Local Sustainable Transport fund.

The criteria for the Fund include that the proposals must meet both of the following objectives and assessments will be made of the extent to which bids deliver against each of the criteria:

- Support the local economy and facilitate economic development, for example by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services;
- Reduce carbon emissions, for example by bringing about an increase in the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling.

The proposals which in addition meet some or all of the following objectives will be favourably considered in the assessment process:

- Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community;
- Improve safety;
- Bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction; and
- Actively promote increased levels of physical activity and the health benefits this can be expected to deliver.

The council therefore considers that a bid to the new Local Sustainable Transport Fund may best be focused on continuing a strand of the Healthy Towns project regarding active travel by providing incentives for cycling. This would seem to be the best match against the new fund criteria and the revenue/capital mix of the funding.

6.2 Revenue Funding

In broad terms, revenue funding can only be used to pay for the day-to-day operation of services and salaries. This money is provided from both government grants and council tax. The amount of government grant for transport is based on a formula, which considers amongst other things, items such as road length and traffic flows.

The Council understands the importance of revenue funding to support and supplement capital resources provided through the LTP process. The Council provides revenue funding to support staff in the following services:

- Highway maintenance
- Network Management
- Active Travel & Road safety
- Parking Services
- Highway Inspections & Utility Management

The roles of the staff within these groups have recently been reviewed to ensure that we can continue to effectively address the LTP ambitions. There are also a number of Lead Authority arrangements in the Tees Valley to which Middlesbrough contributes providing such services as traffic signal maintenance and geotechnical laboratory services.

The Council continues to provide significant support to public transport services in the town and the current levels of annual expenditure is identified below.

- Concessionary Fares £3.7m
- Subsidised Bus services £ 180,000

6.3 Use of Resources to meet LTP Objectives

6.3.1 Highways Maintenance

It is estimated that, in addition to predicted levels of revenue funding, significant levels of capital expenditure is required to keep Middlesbrough's highway network, bridges and street lighting in a steady state condition. Commencing in 2010-11 the LTP block allocation for maintenance was supplemented by prudential borrowing of £2M and will be continued at least for the first 2 years of LTP3.

The new Highway Maintenance Block allocation has been calculated through a need-based formula, which differs to that used previously and this has benefited the Council significantly. The allocations shown in paragraph 6.3.3 below indicate that we will receive approximately twice the previous allocation for at least the next two years and possibly four years of the LTP. However, this must be balanced against the need to encompass for the future, some of the larger recurring maintenance projects that we would have previously placed exceptional bids for, such as the Transporter Bridge repainting.

The DfT has also said that it is essential that highways maintenance continues to be prioritised, reflecting the economic and social importance of the highway network to local communities. This will safeguard the Towns largest single public asset and protect against the liabilities for future years that can be created from short term cuts in maintenance.

This fact has already been recognised by this Council given its ongoing additional investment into highway maintenance, which commenced last year.

If capital resources are significantly reduced in future years as a result of Government cuts in resources during the life of LTP3, the maintenance of the existing highway asset will remain a priority for the Council.

6.3.2 Integrated Transport

In contrast, the need-based formula allocation for the Integrated Transport Block has halved our allocation although this may recover to approximately 75% of the previous allocation in year 4 of the programme. The Integrated Transport Block is crucial to help local authorities improve road safety, reduce congestion and promote sustainable, healthy transport within their communities. . It is in this area where a bid to the new Local Sustainable Transport Fund may assist to boost funds and officers are currently considering the possibility of a bid as detailed below.

The priorities for the use of integrated transport resources to meet the objectives and priorities set out in this LTP have been established through a process of strategic appraisal, public and stakeholder consultation and discussion with elected members. The methodology and results for this consultation are described in Chapter 3 of this document.

The outcome of the above appraisal is that a broadly balanced integrated transport programme will be implemented, but giving priority wherever possible to those areas of public concern.

6.3.3 Allocation of Resources

The recently announced guidelines for LTP block allocations are given below. If the resource levels vary in future years, pro-rata adjustments will be made to

these amounts. This funding will be provided as capital grant and not supported borrowing as previously. The years identified as indicative allocation are still subject to change as a result of changes to the formulae or data.

	Final Allocation		Indicative Allocation		
	2011/12	2012/13	2013/14	2014/15	2015/16
Maintenance Block	£1,703,000	£1,736,000	£1,624,000	£1,558,000	No info
Integrated Transport Block	£962,000	£1,026,000	£1,026,000	£1,443,000	No info
Total	£2,665,000	£2,762,000	£2,650,000	£3,001,000	No info

6.3.4 Determining Detailed Allocations

Middlesbrough has a Transport Asset Management Plan in place. Condition surveys for all asset types provide information on asset condition and condition trends. Allocation of highway maintenance funds will be guided by an assessment of the needs of the various assets with the intention of achieving best value on a whole life basis from capital and revenue investment in maintenance.

The strategies in this LTP set out the ambition for improvements to integrated transport in the Town. The priorities will be identified and implemented through a pool of potential interventions during the life of the LTP. The extent to which it will be possible to implement these priorities will depend on the level of resources available.

Given the level of unpredictability about resources it is not currently practicable to establish detailed programmes of work for the whole LTP3 period. However the table below indicates the Implementation Plan for year 1 and 2.

In order to establish priorities for each of the annual programmes of work it will be the Council's intention to evaluate objectively the benefits of the schemes under development.

Annual programmes of work will be determined by the following:

- Total resource allocation as set out in the table above;
- Commitments for local contributions to Major schemes;
- Assessment of scheme benefits drawn from the list of interventions;
- Public and political priorities for any given year

LTP3 – 2 YEAR SPEND PROFILE 2011 – 2013 (£ thousands)

LTP Ambitions		2011/12	2012/13
Highway Maintenance	Carriageway and Footway maintenance	800	586
	Street Lighting	300	300
	Bridge Maintenance	175	100
	Disabled Access	50	50
	Transporter Bridge Access and Repainting	378	700
Highway Maintenance Total		**1703**	**1736**
Network Management	Car Park guidance system Corridor review programme General Traffic Management UTMC development	184	258
Active Travel	Cycle Infrastructure Longlands Road phase 2 Minor improvements	230	200
Road Safety	20 mph areas Linthorpe Village phase 2 Motorcycle Training	230	300
Public Transport	Tees Valley Bus Network Improvements (Bus Station Improvements)	238	238
Sustainable Living	Residents Parking Scheme	80	30
New Developments	Developer contributions	0*	0*
Integrated Transport Total		**962**	**1,026**
LTP Grand Total**		**2,665**	**2,762**

* New Development, Section 106 contributions are yet to be determined.

** LTP project management costs to be spread across all projects.

6.4 Programme Management

6.4.1 Risk Management

All Major schemes have their own detailed risk registers and risks for these schemes are managed through those risk registers.

However methods for managing those risks for the rest of the programme are identified in summary below.

- Funding – The level of funding is a fundamental risk to delivery of the LTP3. The approach to funding uncertainty is set out in paragraph 6.3 above.
- Deliverability of annual programmes – Deliverability of schemes within the relevant financial year will be one of the criteria used to establish annual programmes.
- Managing delivery and cost of annual programmes – the delivery of the LTP programme is monitored through the Council's budget & performance processes. The programme delivery will be closely monitored and annual programmes will be over programmed to ensure available resources are properly committed.
- Value for Money – There is a risk that investment does not achieve best value in delivering against outcomes. The procedure to guide investment to achieve best value is set out in paragraph 6.3 above
- Public and political support – This will be managed through appropriate and timely consultation.
- Partners - Support of partners e.g. Local Strategic Partnership, Bus and Train operators is essential in delivering many aspects of the LTP programme. Middlesbrough has a good working relationship with its partners and will ensure that this continues.
- Staffing resources and skills – Middlesbrough has an in-house delivery team and would seek external resources from other Tees Valley Councils or consultants to provide resources and skills not available in-house.

The management of risks with targets and indicators is identified in the following paragraphs

6.4.2 Performance management

In order to monitor and manage the delivery of the LTP, a number of indicators will be monitored through the Councils quarterly Budget and Performance Clinic system. This budget and performance monitoring plays an integral part in managing the overall LTP programme and will be undertaken with a bespoke software package.

The system of National Indicators is currently under review and will be included in addition to local targets and indicators that are specific to Middlesbrough.

The paragraphs below set out the Performance Management Framework. Targets have been set in consultation with neighbouring authorities in the Tees Valley to devise standard indicator definitions to enable the wider transport community to benchmark performance.

6.5 Targets and Indicators

6.5.1 Road Condition

LTP1 and LTP2 (previously NI 168 and NI 169) Road Condition Indicators relate to the carriageway condition of principal and non-principal classified roads. LTP3 is used as a local indicator to measure the condition of unclassified roads.

Following the acquisition of reliable machine based SCANNER survey data in 2005/06, a target trajectory was set during the second local transport plan period, for each of the above national indicators and the local indicator. By the end of LTP2, the condition of principal, non-principal classified and unclassified roads had significantly improved with maintenance intervention requirements at low levels.

On consideration of this progress, and after discussions regarding performance benchmarking with neighbouring authorities it has been decided to continue monitoring these road condition indicators, along with the new Footway Network Survey. The aim of this is to ensure that Middlesbrough's transport network remains reliable and efficient for economic and environmental sustainability.

In order to recognise the progress made during LTP2, and reflect the current maintenance intervention requirements of the network, new baseline data has been agreed. This is detailed in the table below. These baseline figures will be used to monitor progress throughout LTP3.

Indicator	Description	Baseline Year	Baseline Data
LTP1	Principal road condition	2009/10	1%
LTP2	Non-principal classified road condition	2009/10	2%
LTP3	Non-principal unclassified road condition	2008/10	8%
LTP4	Footway condition (FNS)	2008/10	TBC

At present, following National guidance, a SCANNER survey system is used to establish the percentage level of the principal road network, and non-principal classified road network, in need of repair.

For non-principal unclassified roads, a coarse visual inspection is undertaken to determine conditions. Each year, the condition of 25% of the non-principal unclassified road network is assessed. In addition, historical data, for the previous three years is then used to calculate the annual condition.

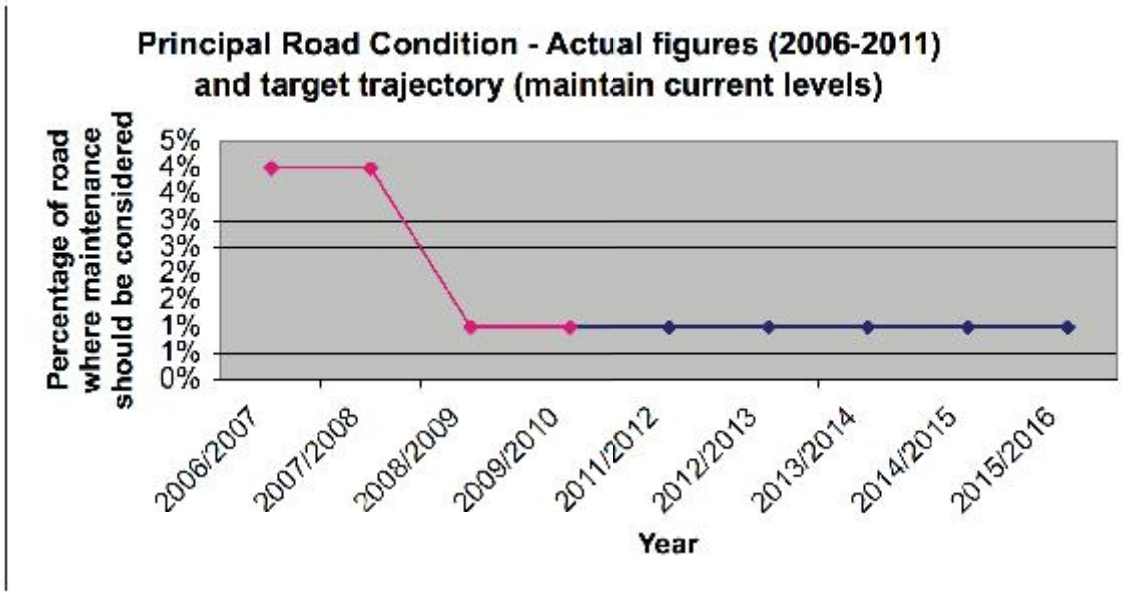
The footway network has traditionally been assessed, using a detailed visual inspection, for category 1, 1a and 2 footways. However, in 2010/ 11 the Footway Network Survey [FNS] was created to help Local Authorities build a cost effective picture of the entire footway network. As a result, this new method will be utilised to collect data regarding footway condition. Unfortunately, this change in measurement methodology means that, as yet, there is no reliable baseline data available for the whole footway network. A target will be set for the third LTP period once baseline data is made available for 2011/12.

Alongside monitoring Local Transport Plan targets, Middlesbrough Council will also report a gross replacement cost, and depreciation replacement cost for whole government account purposes.

Locally, managing road conditions will be achieved by using Middlesbrough Transport Asset Management Plan to prioritise expenditure and implement value for money maintenance interventions.

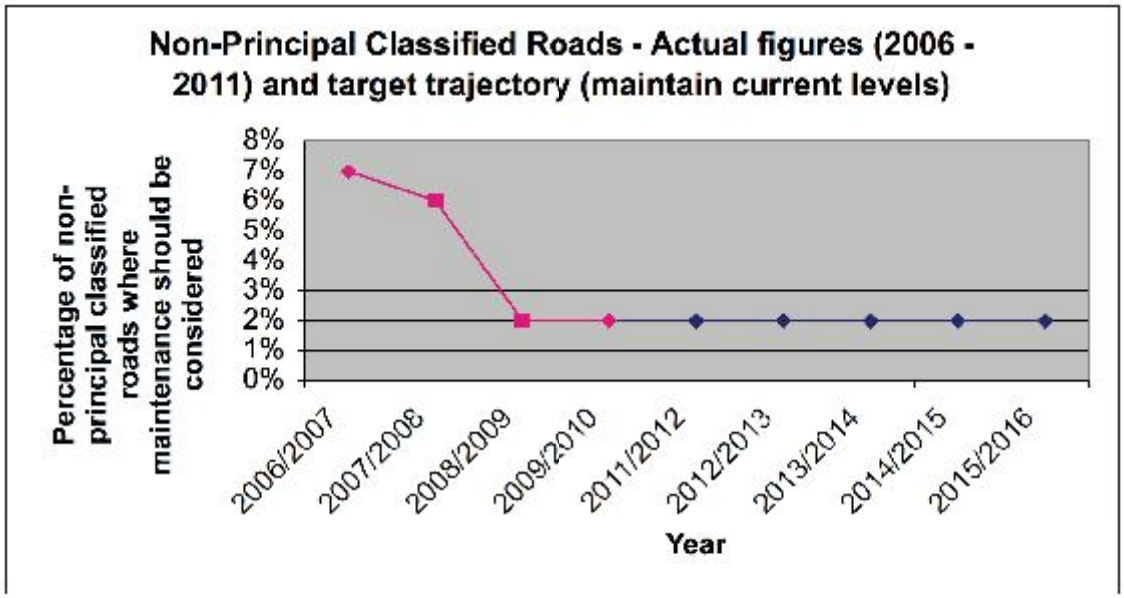
LTP1 Principal Road Condition
Target: Maintain 2009/10 conditions (straight line trajectory)

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Principal Road Condition	2009/10	1%	1%	1%	1%	1%	1%



LTP2 Non-Principal Classified Road Condition
Target: Maintain 2009/10 conditions (straight line trajectory)

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Non-Principal Classified Road Condition	2009/10	2%	2%	2%	2%	2%	2%

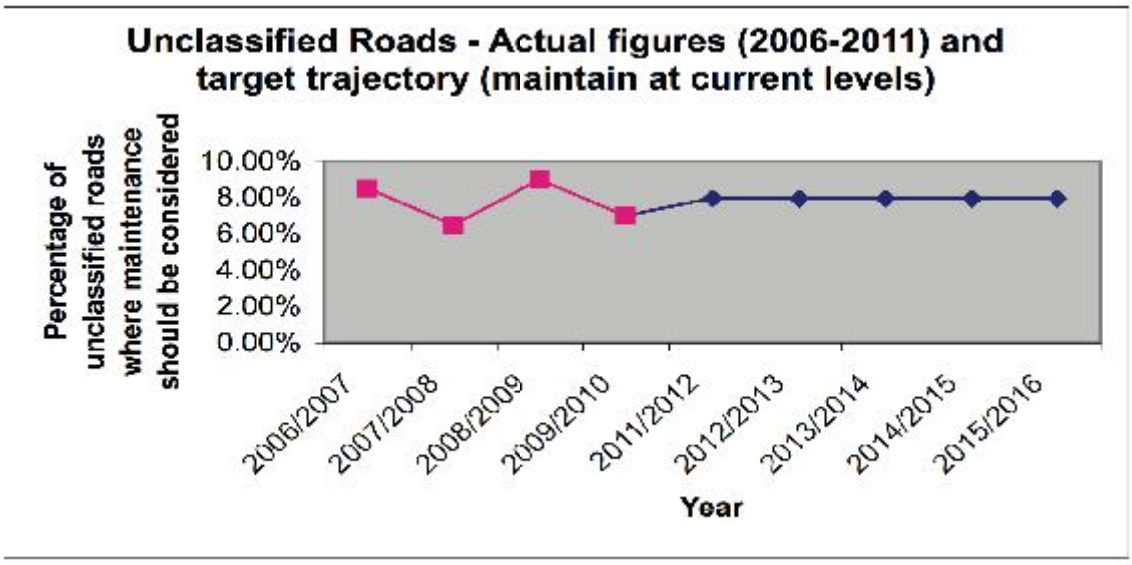


LTP3 Unclassified Road Condition

Target: Ensure that the condition of unclassified roads is maintained such that the extent of the network requiring intervention does not exceed 10% by 2015/16.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Unclassified Road Condition	2009/10	7% *	8%	8%	8%	8%	8%

*The baseline data is changeable dependant on the condition of roads following the adverse weather conditions during 2010/11. Baseline data will be confirmed once a complete data set is available for 2010/11.



LTP4 Footway Condition
Target : To be confirmed

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Footway Condition	TBC	TBC					

Risk Analysis – Road Condition

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP1 LTP2 LTP3 LTP4	▪ Changes in survey monitoring methodology affect reliability of results. ▪ Availability of financial resources limits the level of maintenance intervention that can be carried out on the network. ▪ Availability of financial resources to ensure long-term maintainability and sustainability of the network. ▪ Impact of pro-longed adverse weather conditions on the network. ▪ Road condition deterioration causes increased number of personal injury incidents.	▪ Potential increase/ decrease in costs associated with monitoring and assessing network condition. ▪ Inconsistent data, inability to form trends in data. ▪ Increased number of roads failing to meet satisfactory condition standard. ▪ Increase in long-term maintenance requirements as only short-term condition standards met. ▪ Increase in third party claims.	▪ Ensure measurement methodology is robust/ accurate and well understood. ▪ Ensure early intervention to limit further decline in road condition. ▪ Adequate resources made available to manage the current network conditions. ▪ Additional investment of £6million over 3 years to improve the condition of the unclassified road network to manageable standards. ▪ Transport Asset Management Plan ▪ Highway Network Management Plan

6.5.2 Casualty Reduction LTP 5, LTP 6, and LTP 7

LTP5 and LTP6 (formerly NI 47, NI 48) and LTP7 relate to the number of killed or seriously injured (KSI) casualties, child KSI casualties and slight casualties respectively. During the second Local Transport Plan period, progress toward achieving the 5-year targets, was monitored using 3 year rolling averages against a 2001 – 2004 baseline.

During LTP2 a target was set to reduce the total number of KSI casualties on Middlesbrough's roads by 20%. The actual reduction during this period was 48%; almost halving the original baseline figure.

New national guidance aims to continue this downward trend and advises local transport authorities to achieve a further 33% reduction in the number of people killed and seriously injured. Progress against this target will be measured against a new 2006-2009 rolling average baseline.

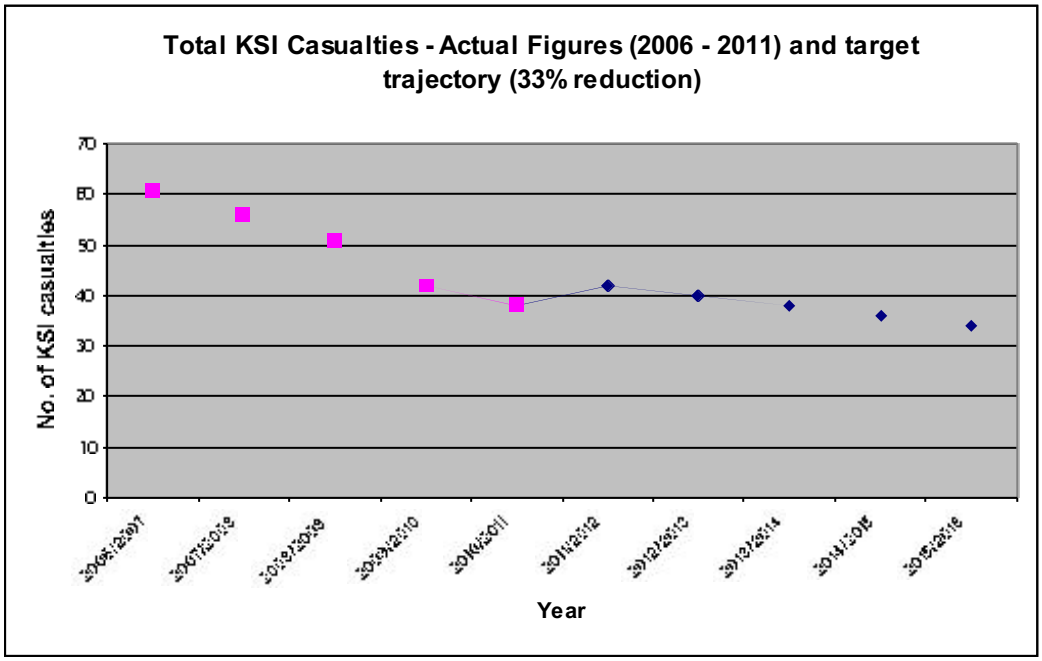
With regard to child KSI casualties, progress during LTP2 was in line with national aims, resulting in a 25% reduction in the total number of child KSI casualties between 2006 and 2011.

To ensure that Middlesbrough's local targets are consistent with those recommended nationally, a further 50% reduction, in child KSI casualties, is hoped for by 2020.

The total number of casualties slightly injured on the authority's roads had fallen by almost 44% over ten years. Using a 2006 –2009 rolling average baseline figure, a further 10% reduction in slightly injured casualties will be achieved by 2020.

LTP5 Total KSI casualties
Target: To reduce deaths and serious injuries by 33% by 2020

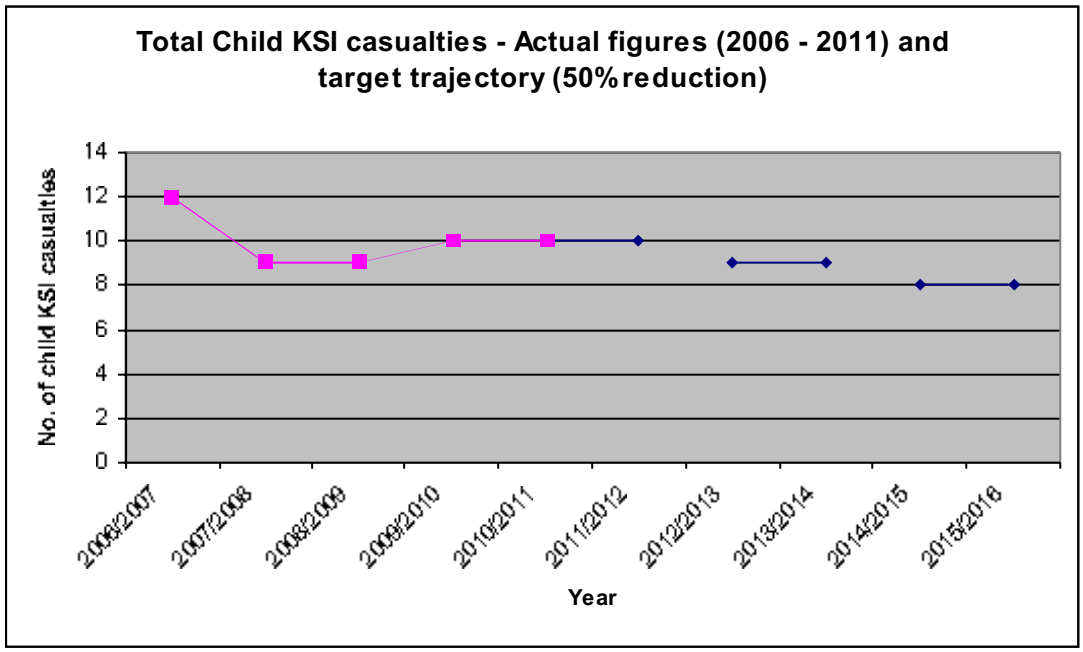
Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Total number of casualties killed or seriously injured	2006 – 09 Rolling Ave	44	42	41	40	38	37



LTP6 Child KSI casualties

Target: To reduce deaths and serious injuries to children and young people by 50% by 2020

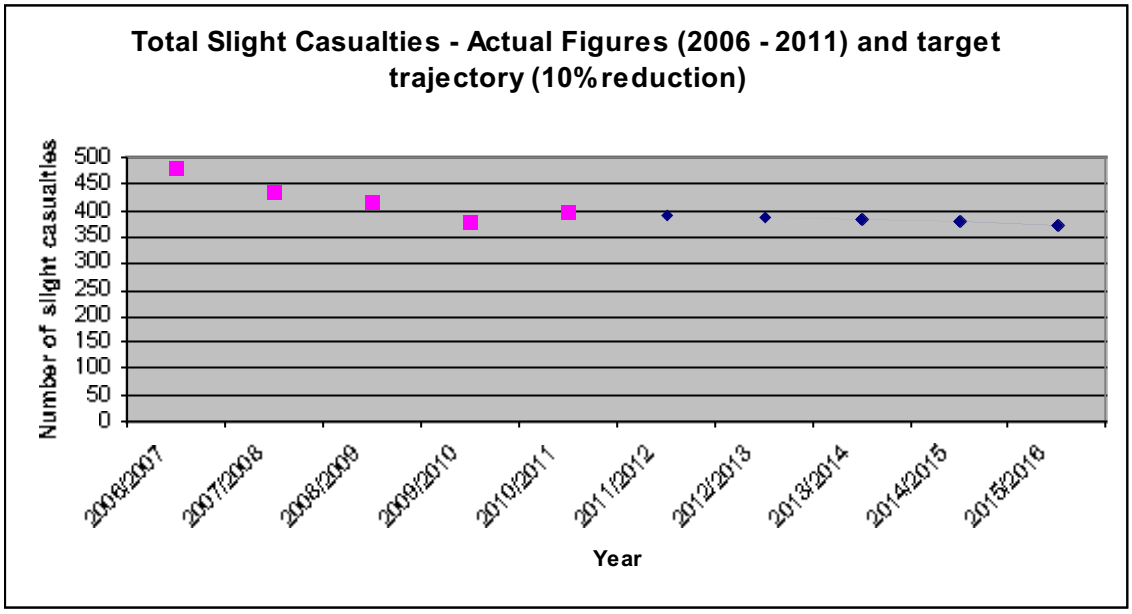
Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Child casualties killed or seriously injured	2006 – 09 Rolling Average	10	10	9	9	8	8



LTP7 Total Slight casualties

Target: To reduce the overall number of people slightly injured by 10% by 2020.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Total number of slight casualties killed or seriously injured	2006-09 Rolling Average	394	390	386	382	378	374



Risk Analysis – Road Casualty Reduction

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP6 LTP7	▪ Increase in casualty figures. ▪ Negative media attention regarding traffic and speed management issues. ▪ Availability of resources to deliver engineering and educational interventions. ▪ Failure to influence changes in road user behaviour.	▪ Increase in societal accident costs. ▪ Possible public rejection of traffic safety schemes. ▪ Lengthy consultation periods for engineering schemes.	▪ Mix of education, training and publicity measures to influence road user behaviour. ▪ Effective marketing ▪ Positive media engagement. ▪ Continued implementation of engineering measures. ▪ Continued investment in urban safety management schemes. In particular, 20mph zones.

6.5.3 Bus Patronage LTP8

LTP8 (formerly NI 177) relates to the total number of local bus passenger journeys originating in an authority area during a one-year period. It includes all services, but excludes school buses, or dial-a-ride services.

Over the last ten years there has been a steady decline in the numbers of passengers travelling by public transport in the Tees Valley. During LTP2, an attempt was made to restrict the decline in bus patronage to an average of 1% per year. Actual average decline during the last five years has been in line with this target trajectory. However, the difference in figures year on year has been

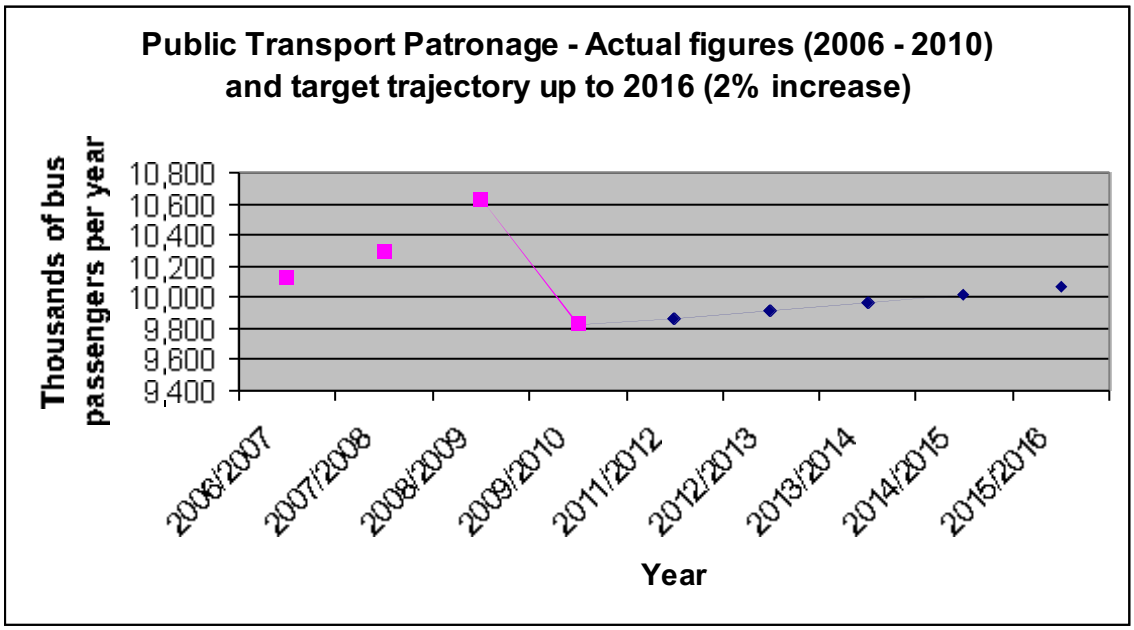
more ambivalent. This may be due, in part to the introduction of the English National Concessionary Fares Scheme in 2007.

The successful acquisition of central government funding to implement Tees Valley Bus Network Improvements will provide an opportunity to stem decline and eventually increase the numbers of people travelling by public transport.

LTP8 Bus Patronage

Target: Increase public transport patronage by 2% by the end of LTP3

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Thousands of bus passenger journeys (ie boardings) per year	2009/10	9,820	9,868	9,917	9,965	10,014	10,062



Risk Analysis – Bus Patronage

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP8	▪ Increased levels of car ownership. ▪ Reduction in bus usage. ▪ Reduction in bus service coverage, availability and reliability. ▪ Reduction in the number/ quality of vehicles and waiting facilities. ▪ Inaccessible services. ▪ Increase in the cost of travelling by public transport. ▪ Negative media information about public transport. ▪ Increase in number of crime incidents relating to the public transport network. ▪ Failure to encourage people to use public transport services.	▪ Declining bus patronage. ▪ Reduced accessibility of services. ▪ Increased congestion. ▪ Increased public fear of public transport related crimes. ▪ Poor public perception of transport.	▪ Tees Valley Bus Network Improvements. ▪ Continued investment in real time information. ▪ Continued investment in safety measures on buses, and at waiting facilities including CCTV ▪ English National Concessionary Fares scheme. ▪ Effective marketing. ▪ Positive media engagement. ▪ Provision of Travel Planning/ Travel Awareness services.

6.5.4 Rail Patronage LTP 9

Rail patronage is measured as passenger footfall at Middlesbrough Station.

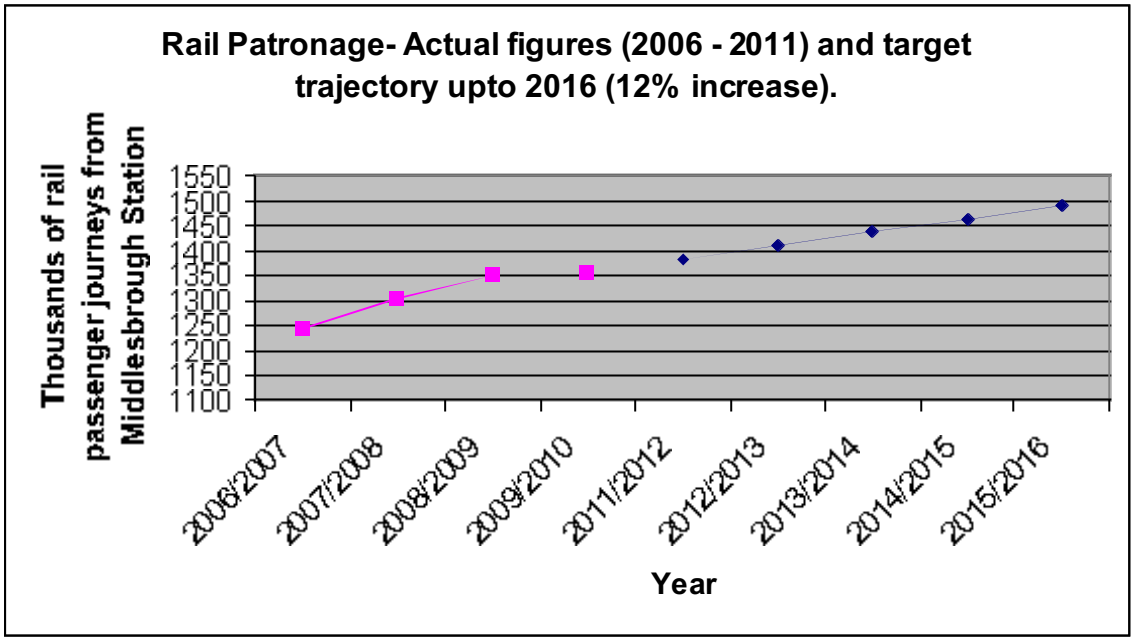
By 2009/10 rail patronage had increased by 21% against a 2004/05 baseline. Due to the difficulties associated with securing rail infrastructure improvements, it is highly likely that this increase is ascribed to organic growth in rail travel.

The aim is to increase patronage levels further by 10% over the third LTP period. In order to achieve this, continued investment and improvement to rail services will be priority.

LTP9 Rail Patronage

Target: To increase rail patronage by 10% (1,492,000 rail passenger journeys) by 2015/16.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Thousands of rail passenger journeys from Middlesbrough station	2009/10	1,356	1,383	1,410	1,438	1,464	1,492



Risk Analysis – Rail Patronage

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP 9	▪ Increased car ownership. ▪ Limited resources for improvements. ▪ Procedural difficulties in developing improvements to services or facilities. ▪ Capacity pressures. ▪ Negative media image of public transport. ▪ Increase in the costs of travelling by rail. ▪ Poor accessibility/ station facilities.	▪ Limited scope for service and infrastructure improvements. ▪ Extensive lead-in times for improvements. ▪ Lack of certainty regarding future rail service provision. ▪ Increased congestion. ▪ Negative public image of rail travel. ▪ Negative impact on particular community groups.	▪ Continued accessibility and service improvements at Middlesbrough station. ▪ Develop rail improvement proposals in partnership with rail operators and other stakeholders. ▪ Potential investment via Tees Valley Metro Project. ▪ Effective marketing. ▪ Positive media engagement. ▪ Provision of Travel Planning/ Travel Awareness services.

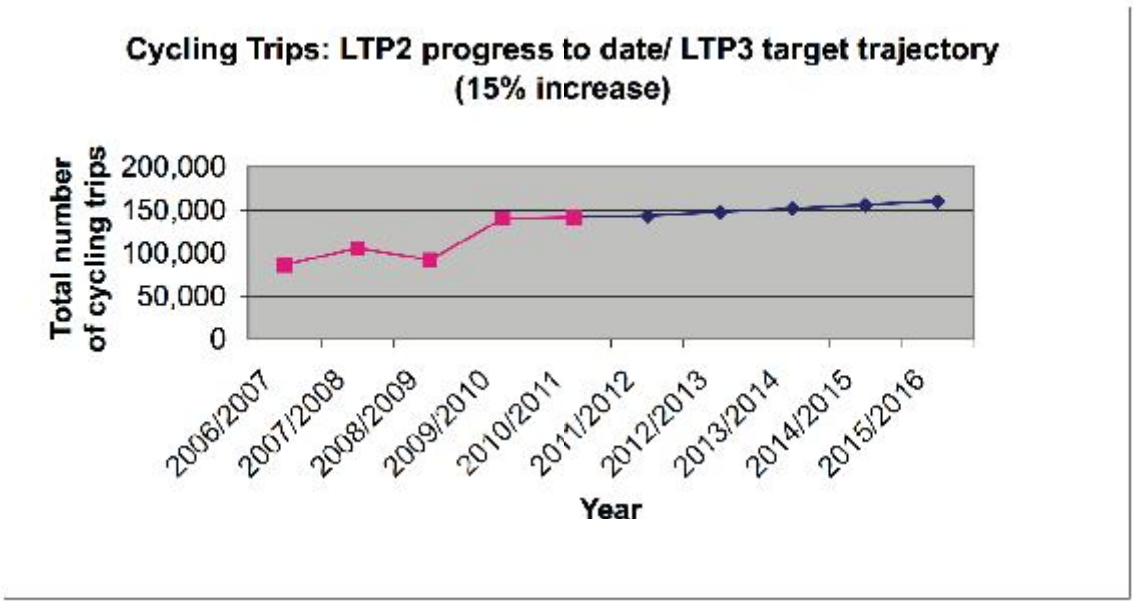
6.5.5 Cycling LTP 10

The increase in cycling trips during the second LTP notably exceeded anticipated levels, with a peak in the number of cycle trips recorded during 2009/10 and 2010/11. This directly correlates to the investment in cycling infrastructure, and service improvements for cyclists via 'Healthy Towns' funding.

Following this success and in order to sustain recent achievements, Middlesbrough Council has adopted a stretched target to increase cycle trips by another 15% over the next five years. A package of network improvements and initiatives to influence behaviour and attitudinal change, targeted specifically at cycling in schools and workplaces, will facilitate this increase.

LTP 10 Cycling Trips
Target: To increase the level of cycling by 15% by 2016.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Thousands of cycle trips	2009/10	139.34	143.52	147.70	151.88	156.06	160.24



Risk Analysis – Cycling Trips

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP 10	▪ Decrease in number of cycling trips ▪ Increase in number of trips involving vulnerable road users. ▪ Negative media image of public transport. ▪ Funding constraints. ▪ Deterioration of the Cycle network condition. ▪ Changes to the way cycle count data is collected/ managed. ▪ Failure to encourage people to cycle. ▪ Increase in cycle-related crime.	▪ Increased congestion and pollution. ▪ Poorer health. ▪ Potential increase in the number of cycling casualties. ▪ Poor public perception of cycling. ▪ Inconsistency in data monitoring.	▪ Intervention/ prevention measures to maintain current condition of cycle network. ▪ Continued investment in cycling infrastructure. ▪ Effective marketing. ▪ Positive media engagement. ▪ Provision of Journey Planning/ Travel Awareness services. ▪ Cycling Strategy. ▪ Ensure data monitoring methods are robust/ accurate and well understood.

6.5.6 Bus Punctuality LTP 11

Over the last five years, bus punctuality surveys have taken place to determine punctuality at starting points, timing points, non-timing points and average excess waiting times. This information provides an indication of bus punctuality in Middlesbrough. Bus punctuality improved during LTP2.

By working in partnership with bus operators and providing bus priority measures and real time information bus punctuality is something that Middlesbrough Council endeavour to improve further throughout the life of LTP3.

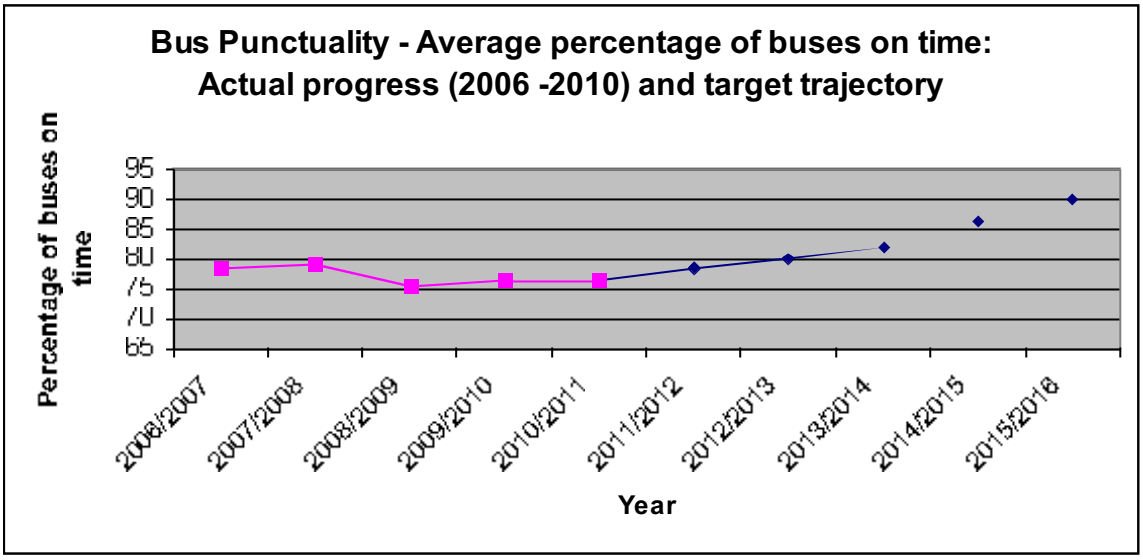
For LTP2, targets were set to improve bus punctuality by 2015. These will remain, with performance being measured against these during LTP3. This is also in line with the Tees Valley Bus Network Improvement objective to improve public transport competitiveness, against the car, through improved quality and journey time. These improvements should be particularly evident during the later years of the third local transport plan period.

Indicator elements	Baseline data [2009/10]	Target
(a) Percentage of buses starting their route on time (1 min. early and 5 min. late)	84.62%	90% average
(b) Percentage of buses on time at intermediate timing points.	67.78%	
	76.2%	
(c) Percentage of buses on time at non-timing points	63.66%	80%
(d) The average excess waiting time on frequent services routes	2.13 minutes	1 minute 33 seconds

LTP 11 (a) & (b) Bus Punctuality

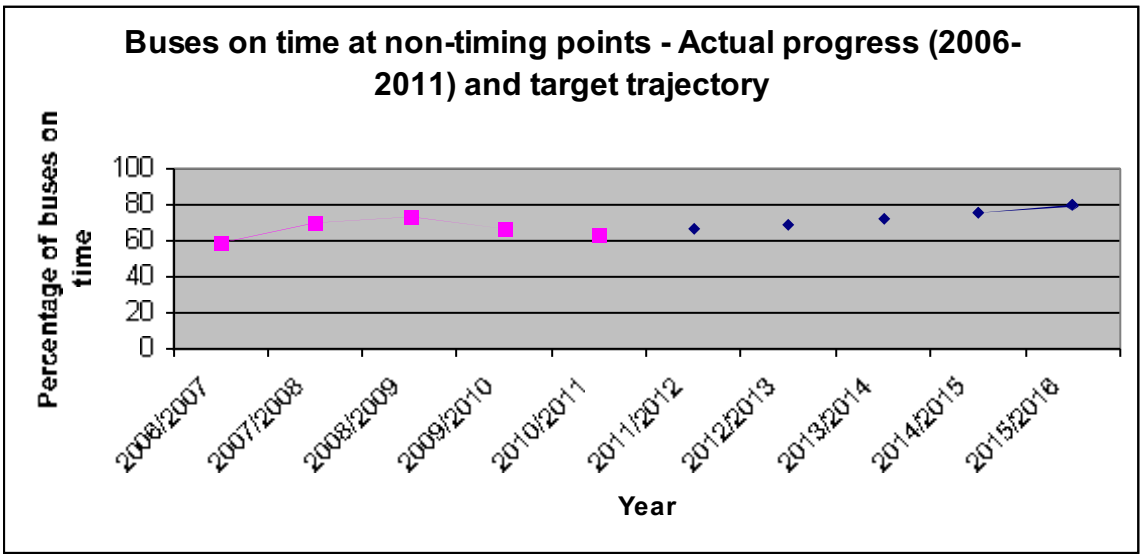
Percentage of buses on time (average)
Target: Increase the percentage of punctual buses to 90% by 2015

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Bus Punctuality	2010	76.2%	78.5%	81%	83%	86.5%	90%



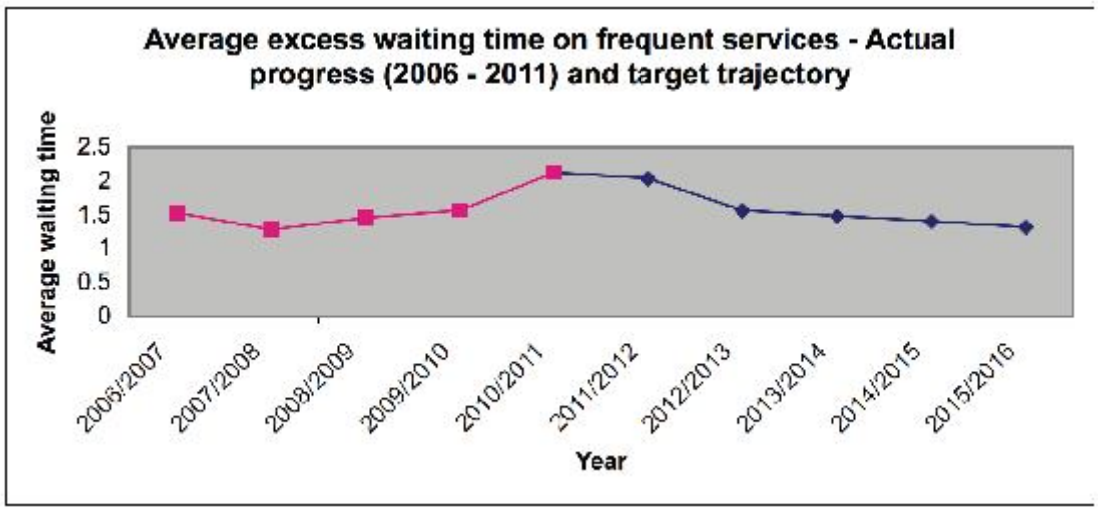
LTP 11 (c) Percentage of buses on time at non-timing points
Target: Increase the percentage of punctual buses at non - timing points to 80% by 2015.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Bus Punctuality	2010	63.66%	66%	68%	72%	76%	80%



LTP 11(d) The average excess waiting time on frequent services routes
Target: Decrease the average waiting time to 1 minute 33 seconds by 2015.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2011/12	2012/13	2013/14	2014/15	2015/16
Bus Punctuality	2010	2 min. 13 sec	2.05	1.57	1.49	1.41	1.33



Risk Analysis – Bus Punctuality

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP 11	▪ Late or early arrival of buses according to timetable. ▪ Availability of funding. ▪ Increase/ decrease in bus patronage. ▪ Dependency upon local bus operators. ▪ Increased congestion.	▪ Unreliable bus services. ▪ Less services available, longer timetable intervals ▪ Limited public transport choices ▪ Restraint upon regeneration ▪ Longer journey times. ▪ Poor public perception of services	▪ Continuation of funding for supported bus services. ▪ Tees Valley Bus Network Improvement. ▪ Continued investment in bus real time information and GPS bus tracking.

6.5.7 Traffic Flows in Urban Centres LTP 12

This indicator measures the changes in peak hour traffic flow at the Town Centre Cordon (see appendix). From 2006 to 2010, the flow of traffic into Middlesbrough Town Centre decreased by an average of 12%.

The progress made during LTP2 is detailed below:

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP2 Period				
			2006/07	2007/08	2008/09	2009/10	2010/11
Traffic flow at town centre cordon (Average peak hour flow)	2003/04	22,169	18,600	19,610	18,561	20,831	18,026

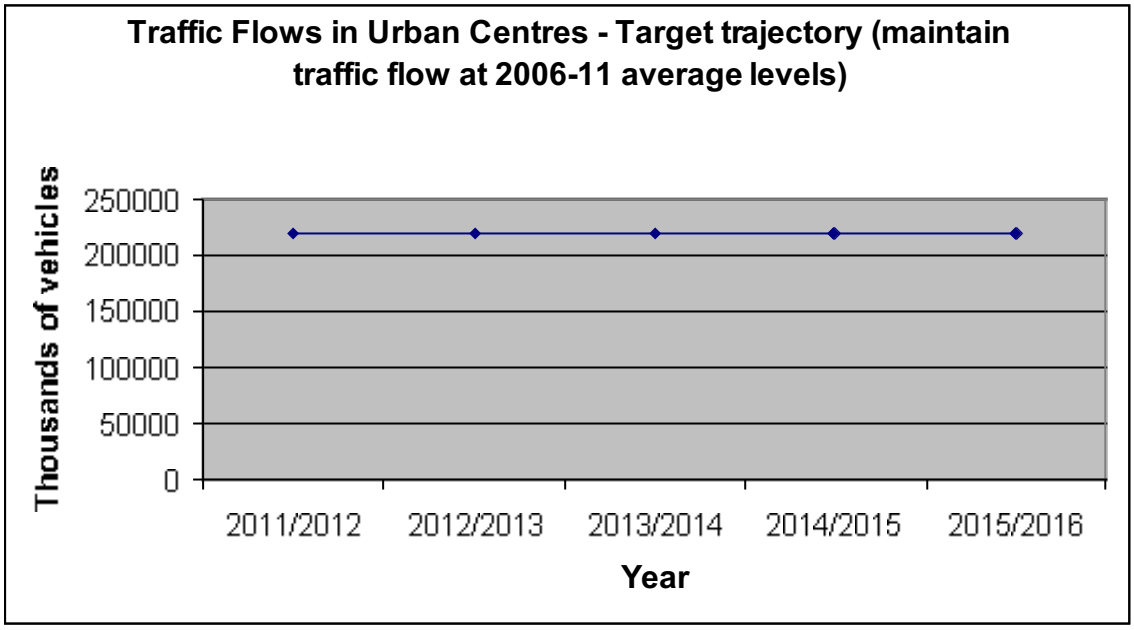
The information collected for this indicator is based on the number of people travelling in and out of the town centre at peak hour times; helping illustrate the relationship between local economic buoyancy and town centre traffic flow.

During the third local transport period, this indicator will be extended to cover all traffic flow into the town centre. This will capture peak period traffic flow, whilst also providing an opportunity to assess the total numbers of people travelling in and out of Middlesbrough Town Centre. This will also allow for a more comprehensive evaluation of transport links and the local economy.

The target during the third local transport plan is for traffic levels to remain the same. For regeneration purposes, this ensures that the local economy does not suffer detriment as a result of a decrease in the total amount of traffic flow into the Town Centre. However, it also prevents an increase in traffic flow and congestion levels. The numbers of vehicles using the network are therefore kept at a manageable level.

The baseline, against which performance will be measured, has been formulated using data collected during the second LTP period, from which a 5-year average has been calculated.

Indicator	Baseline Year	Baseline Data	Annual Targets During LTP3 Period				
			2006/07	2007/08	2008/09	2009/10	2010/11
Traffic flow at town centre cordon (24hr flow)	5 year average 2006-2011	219,758	219,758	219,758	219,758	219,758	219,758



Risk Analysis – Traffic Flows

Indicator Reference	Sources and Risk Triggers	Impacts and Consequences	Control Measures
LTP 12	▪ Decreased/ Increase in traffic flows	▪ Restraint upon regeneration/ economic vitality. ▪ Increased congestion. ▪ Increased journey times for those travelling to/from work.	▪ Continuation of monitoring/ improving network capacity. ▪ Effective marketing. ▪ Positive media engagement. ▪ Travel Planning/ Travel Awareness. ▪ Continued development/ improvement regarding the role of traffic management.

Indicator		Definition	Baseline Year	Baseline Data	Annual Targets During LTP3 Period					Link to LTP3 Ambitions						
					2011/12	2012/13	2013/14	2014/15	2015/16	Highway Maintenance	Network Management	Active Travel	Road safety	Public Transport	Sustainable Living	New Development
LTP1	Principal Road Condition	Road Condition (% of roads where structural maintenance should be considered)	2009/10	1%	1%	1%	1%	1%	1%	✓	✓					
LTP2	Non-Principal Classified Road Condition		2009/10	2%	2%	2%	2%	2%	2%	✓	✓					
LTP3	Unclassified Road Condition		2008-10	8%	10%	10%	10%	10%	10%	✓		✓	✓			
LTP4	Footway Condition	Footways in poor condition	2008-10							✓		✓	✓	✓	✓	
LTP5	Total KSI casualties	Number of people killed or seriously injured on roads	2006-09 rolling ave.	44	42	41	40	38	37			✓	✓		✓	
LTP6	Child KSI casualties	Number of children killed or seriously injured on roads	2001-04 rolling ave.	10	10	9	9	8	8			✓	✓		✓	
LTP7	Total Slight casualties	Number of slight casualties on roads	2006-09 rolling ave.	394	390	386	382	378	374			✓	✓		✓	
LTP8	Public Transport patronage	Thousands of bus passenger journeys (ie boardings) per year	2009/10	9,820	9,868	9,917	9,965	10,014	10,062		✓	✓		✓	✓	✓
LTP9	Rail Patronage	Thousands of Rail passenger journeys (ie boardings) per year	2009/10	1,356	1,383	1,410	1,438	1,464	1,492					✓	✓	✓
LTP10	Cycling Trips	Thousands of cycling trips at counters per year	2009/10	139.34	143.52	147.70	151.88	156.06	160.24	✓		✓	✓		✓	✓
LTP11(a&b)	Bus punctuality	% of Buses starting on Time	2010	76.2%	78.5%	81%	83%	86.5%	90%		✓	✓		✓	✓	
LTP11(c)	Bus punctuality	% of Buses on Time	2010	63.66%	66%	68%	72%	76%	80%		✓	✓		✓	✓	
LTP11(d)	Bus punctuality	Average excess waiting time	2010	2min13sec	2.06	1.57	1.49	1.41	1.33		✓	✓		✓	✓	
LTP12	Traffic Flow at Town Centre Cordon (24hr)	Vehicles passing the inner cordon	2006/11	219,758	219,758	219,758	219,758	219,758	219,758		✓					✓


Middlesbrough
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