# Middlesbrough
moving forward

## EXECUTIVE MEMBER - REGENERATION

Date: **Wednesday 12th January, 2022**
Time: **1.00 pm**
Venue: **Council Chamber**

## AGENDA

Charlotte Benjamin
Director of Legal and Governance Services

Town Hall
Middlesbrough
Tuesday 4 January 2022

MEMBERSHIP

Councillors E Polano (Chair), ,

**Assistance in accessing information**

**Should you have any queries on accessing the Agenda and associated information please contact Susie Blood, 01642 729645, susie_blood@middlesbrough.gov.uk**

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# MIDDLESBROUGH COUNCIL

Middlesbrough
moving forward

| Report of: | Director of Regeneration, Richard Horniman |
| | Executive Member for Regeneration, Eric Polano |
| Submitted to: | Executive Member for Regeneration- 12 January 2022 |
| Subject: | Middlesbrough Council Local Implementation Plan (LIP); Consultation findings |

**Summary**

| Proposed decision(s) |
| --- |
| It is recommended that the Executive: <br> a) approve and adopt the draft LIP into a formal Council policy document; and, <br> b) acknowledges the broad satisfaction (of responses) of the draft LIP following the conclusion of public consultation. |

| Report for: | Key decision: | Confidential: | Is the report urgent?[1] |
| --- | --- | --- | --- |
| *Decision* | *Yes* | *No* | *No* |

| Contribution to delivery of the 2020-23 Strategic Plan | | |
| --- | --- | --- |
| **People** | **Place** | **Business** |
| Working with communities and external stakeholders to improve the lives of our residents. | Securing improvements in Middlesbrough's housing, transport infrastructure and attractiveness, improving the town's reputation, creating opportunities for local people and improving our finances. | Promoting investment in Middlesbrough's economy and making sure we work as effectively as possible to support our ambitions for People and Place. |

| Ward(s) affected |
| --- |
| The strategy affects all wards. |

**What is the purpose of this report?**

1. To seek adoption of the LIP following public consultation.

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[1] Remove for non-Executive reports

1

**Why does this report require a Member decision?**

2.  An Executive decision is required in order to adopt policy that will influence the Council's policy framework.

**Report Background**

3.  Under the devolved powers of the Tees Valley Combined Authority (TVCA), there is an expectation that each Local Authority within the region produces a LIP, in line with the Strategic Transport Plan (STP) produced by TVCA.

4.  The LIP provides the local context and content as to how the local Highway Authority (Middlesbrough Council) will deliver local transport priorities and initiatives to ensure delivery of the overarching objectives of the STP.

5.  The draft LIP was approved for public consultation as per Executive on 16/2/2021. The public consultation survey and draft versions of the LIP were live from 9AM Monday 26th July until midnight on 3rd September.

6.  During this period, 25 responses to the questionnaire (appendix 1) were submitted. Broadly, the consultation feedback was supportive of the LIP. The full analysis of the responses can be found in appendix 2.

7.  **Survey Summary**

   - Most people were supportive of the six headline transport objectives (68% Agree/Strongly Agree)
   - Priority ranking of the six objectives are as follows:

| | % respondents | | |
|---|---|---|---|
| **Priority** | **High** | **Medium** | **Low** |
| Reduce casualties | 76 | 20 | 4 |
| Manage congestion/traffic flow | 60 | 24 | 16 |
| Network reliability/resilience | 64 | 24 | 12 |
| Improve air quality | 56 | 28 | 16 |
| Remove transport as a barrier | 44 | 32 | 24 |
| Modal shift | 20 | 52 | 28 |
| Average response | 53 | 30 | 17 |

   - Responses indicated that the targets set were realistic (40%), ambitious (16%) or neutral (12%)
   - 44% of responses did not agree with the hierarchy of need, whereas 56% of responses agreed/strongly agreed, or were neutral, with the proposed hierarchy.
   - Concerns were raised over the hierarchy of need relating to private cars being at the bottom of the priority list.
   - 68% of responses had not heard of the Councils transport planning tools.
   - Generally, responses were supportive of making improvements for pedestrians, cyclists, bus, rail and private vehicles.

2

| Improvement proposals | % | | | | |
|---|---|---|---|---|---|
| | Strongly disagree | Disagree | Neither agree or disagree | Agree | Strongly agree |
| Pedestrians | 12 | 4 | 28 | 36 | 20 |
| Cyclists | 16 | 4 | 24 | 28 | 24 |
| Bus | 8 | 4 | 32 | 36 | 16 |
| Rail | 8 | 0 | 20 | 44 | 28 |
| Freight | 12 | 0 | 48 | 28 | 8 |
| Private Car | 12 | 4 | 32 | 28 | 24 |
| Highway Maintenance | 4 | 0 | 24 | 28 | 36 |
| Behaviour Change | 4 | 12 | 44 | 32 | 8 |
| Accessibility | 4 | 0 | 40 | 32 | 24 |
| Policy & Corporate | 4 | 0 | 64 | 16 | 12 |
| Funding | 0 | 0 | 40 | 36 | 20 |
| **Average response** | **8** | **3** | **36** | **32** | **20** |

- Responses highlighted a preference for additional investment in highways maintenance and travel behaviour change
- The majority of responses were supportive of making transport more accessible

| Mode | % use | | | | |
|---|---|---|---|---|---|
| | Regular | Sometimes | Would use with improvements | An interest | No interest |
| Walking | 52 | 24 | 4 | 0 | 12 |
| Cycling | 20 | 16 | 20 | 12 | 12 |
| Bus | 8 | 16 | 12 | 16 | 28 |
| Rail | 4 | 24 | 28 | 16 | 16 |
| Freight | 4 | 0 | 4 | 4 | 72 |
| Private Car | 80 | 12 | 8 | 0 | 0 |

- 88% of respondents live in Middlesbrough
- 72% of respondents travel in Middlesbrough on a daily basis

**Review of Identified Concerns**

8. Largely, the responses received were positive and in support of the LIP document,as presented. The hierarchy of need proposals however did not follow this trend (44% strongly disagreed/disagreed). Some of the comments received included:

- Car owners bring money to the economy
- Car owners travel from further afield
- Accessibility issues for those with physical health constraints
- Car is convenient

9. The proposal of a hierarchy of need does not mean that the Council will not make improvements for private vehicles.Instead, it reflects the requirement to assess the needs of other transport modes, whilst designing and investing in tranport improvements. For example, in developing highway improvement programmes, the policy ensures that the proposals are not detrimental to alternative modes of transport that are more vulnerable/less damaging and is clearly stated in the LIP.

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However, from reading the comments submitted, there appears to be a misunderstanding of the proposal and its consequences. It is therefore proposed that the policy document progresses without amendment.

**What decision(s) are being asked for?**

10. It is recommended that the Executive:

 a) approve and adopt the draft LIP into a formal Council policy document; and,

 b) acknowledges the broad satisfaction (of responses) of the draft LIP following the conclusion of public consultation.


**Why is this being recommended?**

11. The Council is required to produce a strategy document to identify how it will improve its transport network. The LIP has been produced by the Transport & Infrastructure team, under the guidance of TVCA's STP and both the Mayor's strategy and Council's Strategic Plan.

12. Public consultation has been sought, which was predominantly in favour of the strategy document. It recommended that any alterations in relation to the document following public comment are not required.

**Other potential decisions and why these have not been recommended**

13. Not approving the LIP. This has been discounted, as it has been developed following guidance of corporate and strategic objectives and in addition to broad support from the public consultation exercise for the document.

14. Approve the draft LIP with alterations following public consultation. This has been discounted as the responses from the consultation process were largely positive and the concerns raised are mitigated.

**Impact(s) of recommended decision(s)**

15. The recommended decision will consolidate the Councils strategy for improving the transport network, allowing stakeholders to shape the content of the document. This will ensure that the Council is complying with the expectations of TVCA under devolved powers, while remaining transparent in its approach.

*Legal*

16. No legal implications are identified at this stage.


*Financial*

17. No financial implications are associated with the LIP, however the LIP will be used to develop Capital Programmes and External Funding bids, in to the future.

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*Policy Framework*

18. There is an expectation from TVCA that Middlesbrough Council produces a LIP, in line with its STP. As this is a strategy document, it will continue to shape existing and future policy.

*Equality and Diversity*

Equality and diversity issues would be considered as part of any future programme, as and when any specific elements are progressed.  This would be considered for smaller schemes, however the LIP has been subjected to an Equality Impact Assessment as an overarching strategy document.

*Risk*

19. In absence of the LIP, we are without a policy framework, which may prejudice transport planning and investment and future external funding opportunities.

**Actions to be taken to implement the decision(s)**
20. ;
    - Publicise adopted document on the Council website and appropriate forums
    - Utilise the strategy to develop the transport network and provision  of transport planning in Middlesbrough

**Appendices**

Appendix I – Consultation Questionnaire
Appendix II – Consultation responses

**Background papers**

The Executive report of February 2021 was used to assist in writing this report. .

**Contact:**   Chris Orr
**Email:**   chris_orr@middlesbrough.gov.uk

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Middlesbrough Council Local Implementation Plan Consultation Questionnaire

Middlesbrough Council has drafted a Local Implementation Plan (LIP) to provide a local plan that supports the Tees Valley Combined Authority's approved Strategic Transport Plan (STP). This aims to identify the local transport priorities that will be used to achieve help the Council and regional objectives.

LINK POLICY

The draft LIP has been viewed by Executive, and approved to commence to public consultation. As part of the development of the LIP, Middlesbrough Council is engaging its stakeholders to gain opinion on the content of the document.

The opinion of the Councils stakeholders are important in order to deliver a strategy that people understand are invested in, therefore your time and comments are appreciated.

1) Do you agree with the six specific transport objectives that will guide Middlesbrough in its transport policy?

☐ Strongly agree;
☐ Agree;
☐ Neither agree or disagree;
☐ Disagree;
☐ Strongly disagree.

Do you have any comments regarding the transport objectives?

| |
|---|
| |

2) What priority would you give to each of the objectives identified?

| Objective | High | Medium | Low |
|---|---|---|---|
| Reduce the number and severity of casualties on the Borough's highway network | | | |
| Minimise congestion and manage traffic flow on the highway network | | | |
| Improve highway network reliability and resilience | | | |
| Improve local air quality | | | |
| Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities | | | |
| Provide targeted interventions and measures to assist mode shift and allow highway users to make informed travel choices | | | |

Do you think that the Council should be addressing any alternate transport objectives?

(Free text)

3) Do you think that the targets set for each outcome are:
Realistic
Ambitious
Under ambitious?
Other (Please specify)

4) Do you agree with the "hierarchy of need", which places more emphasis on sustainable transport/vulnerable road users?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the "Hierarchy of Need"

|  |
|---|

5) Do you have comments relating to how to better integrate transport modes?
(free text)

6) Do you have comments about the monitoring process?
(free text)

7) What do you think the Council should do to assist in addressing the long term decline in public transport patronage?
(free text)

8) How would you like to engage with transport planning and information (website etc?)?
(free text)

9) Are you aware of the Councils transport planning tools, such as Connect Tees Valley and Let's Go Tees Valley?
Yes – Connect Tees Valley
Yes – Let's Go Tees Valley
Yes - Both
No

The following questions relate to the proposals within the LIP Action Table

10) To what extent do you agree with the proposals for improving conditions for pedestrians?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the pedestrian proposals?

|  |
|--|
|  |

11) To what extent do you agree with the proposals for improving conditions for Cyclists?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Cycling proposals?

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|  |

12) To what extent do you agree with the proposals for improving conditions for bus?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Bus proposals?

|  |
|--|
|  |

13) To what extent do you agree with the proposals for improving conditions for Train?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Train proposals?

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│                                                               │
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14) To what extent do you agree with the proposals for improving conditions for Freight?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Freight proposals?

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15) To what extent do you agree with the proposals for improving conditions for Private vehicles?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Private Vehicle proposals?

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│                                                               │
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16) To what extent do you agree with the proposals for improving conditions for Highway Maintenance/asset management?

- ☐ Strongly agree;
- ☐ Agree;
- ☐ Neither agree or disagree;
- ☐ Disagree;
- ☐ Strongly disagree.

Do you have any comments regarding the Maintenance/asset management proposals?

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│                                                               │
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17) To what extent do you agree with the proposals for improving conditions for Behaviour change?

☐ Strongly agree;
☐ Agree;
☐ Neither agree or disagree;
☐ Disagree;
☐ Strongly disagree.

Do you have any comments regarding the behaviour change proposals?

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18) To what extent do you agree with the proposals for improving conditions for Accessibility?

☐ Strongly agree;
☐ Agree;
☐ Neither agree or disagree;
☐ Disagree;
☐ Strongly disagree.

Do you have any comments regarding the Accessibility proposals?

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19) To what extent do you agree with the proposals for improving conditions for Policy and Corporate?

☐ Strongly agree;
☐ Agree;
☐ Neither agree or disagree;
☐ Disagree;
☐ Strongly disagree.

Do you have any comments regarding the Policy and Corporate proposals?

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20) To what extent do you agree with the proposals for improving conditions for Funding?

☐ Strongly agree;
☐ Agree;
☐ Neither agree or disagree;
☐ Disagree;
☐ Strongly disagree.

Do you have any comments regarding the Funding proposals?

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21) Do you have any other comments about the Councils LIP?
(free text)

These questions relate to you. No personal information will be kept, and we will only contact you regarding this survey if you provide your details.

22) Which of the following modes of transport do you currently use, or would be interested I using with improved services and infrastructure?

|  | Use regularly | Use sometimes | Would use with improved infrastructure / services | Have an interest | Have no interest |
|---|---|---|---|---|---|
| Walking |  |  |  |  |  |
| Cycling |  |  |  |  |  |
| Bus |  |  |  |  |  |
| Rail |  |  |  |  |  |
| Freight |  |  |  |  |  |
| Road |  |  |  |  |  |

23) Please tick all that apply to you regarding your relationship/interaction with Middlesbrough

|  | Live in Middlesbrough | Work in Middlesbrough | Visit Middlesbrough | Travel through Middlesbrough | Other (please specify) |
|---|---|---|---|---|---|
| Do you? |  |  |  |  |  |

24) How frequently do you access the transport/infrastructure network in Middlesbrough?

Daily

Weekly

Monthly

Less frequently

# Middlesbrough Council Local Implementation Plan Consultation Questionnaire

○ **To what extent do you agree or disagree with the six specific transport objectives that will guide Middlesbr…**

Page 15
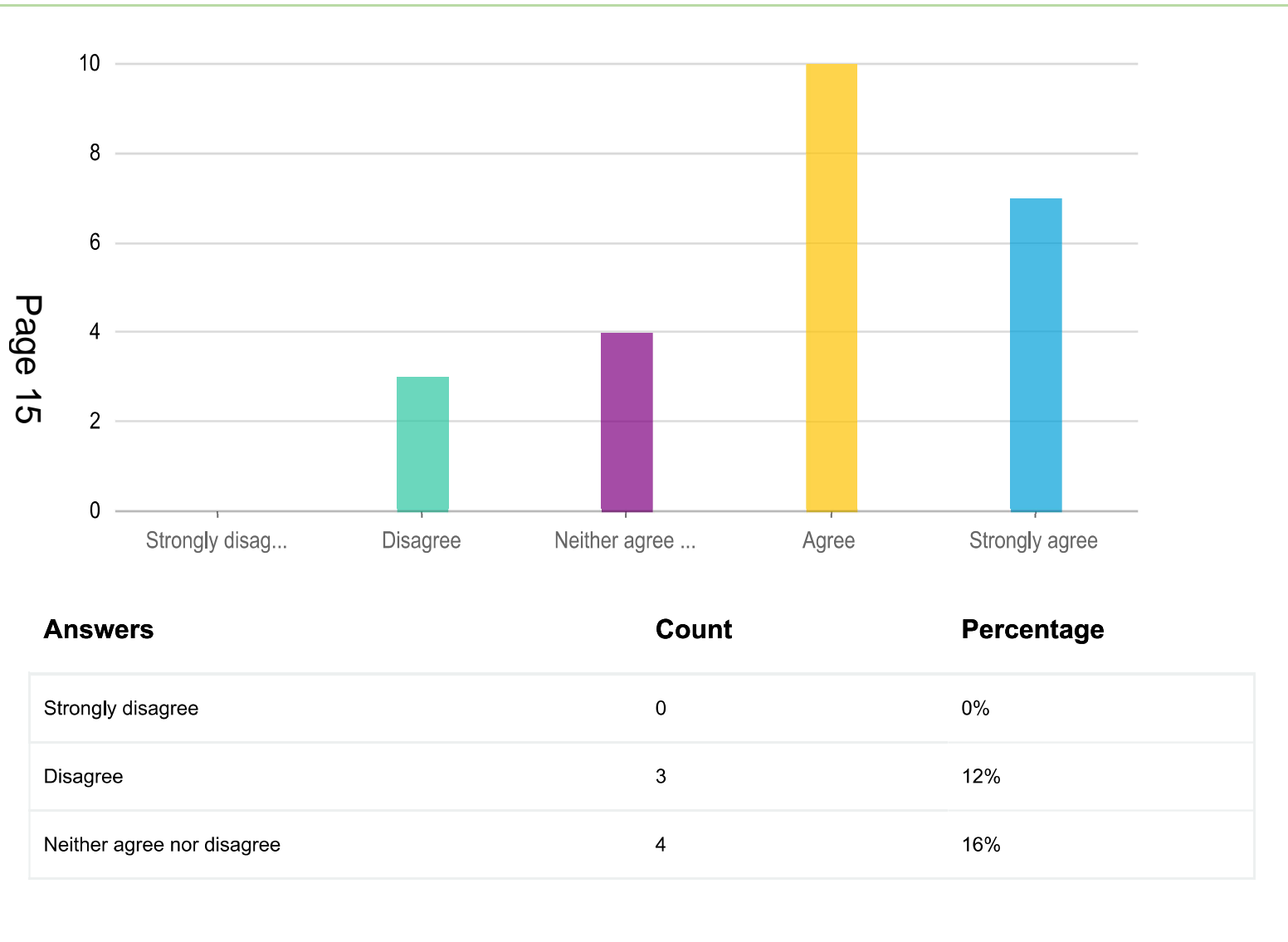


| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 0 | 0% |
| Disagree | 3 | 12% |
| Neither agree nor disagree | 4 | 16% |

| | | |
|---|---|---|
| Agree | 10 | 40% |
| Strongly agree | 7 | 28% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the transport objectives?**

The word cloud requires at least 20 answers to show.

| **Response** | **Count** |
|---|---|
| Your hierarchy places private car users last. You need to think really carefully before you do this. Car users are usually the ones bringing more money to the economy than public transport users. They're often the ones coming from outside the local area. Don't alienate them. There is a reason for the huge growth in out-of-town shopping sites like Teesside Park. People want easy access and much of the time that is gained by using cars. Especially for those with children or with health problems. | 1 |
| This is what councillors want, not the public. You can not even keep up with maintenance now | 1 |
| The refusal to adopt the local plan including the Stainton way extension flies in the face of the objectives trying to be achieved. The plan for road including the country park has been worked on for years a part of an integrated road network required to reduce traffic congestion encouraging both cycle and bus use whilst coping with expected future housing needs and a more balanced Council tax base. To push increased traffic flows onto an existing road network to satisfy protest groups is completely contrary to the themes running through this report. | 1 |
| Pretty good on paper, will be even better if it is seen through. | 1 |

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| | |
|---|---|
| No | 1 |
| Make the main roads, A66, A174, A174 etc more attractive than more local roads by ensuring they are free moving and safe. Average Speed cameras could help in this regard and also reduce traffic pollution by keeping traffic moving at lower speeds and in a uniform manner. | 1 |
| Local air quality will go by the cars on the road. A lot of people with cars got the cars they could afford and there are a lot of people who can't afford to buy a hybrid or electric car to cut pollution down. Plus as for public transport, it's too expensive. | 1 |
| It's easy to come up with high level objectives such as these but the LIP only says (page 9) how they will be monitored, not how they will be achieved. They are, therefore, meaningless. | 1 |
| It would be nice to see a clear graphic showing what roads will be upgraded or built to reduce congestion ,pinch points and improve traffic flow | 1 |
| I agree with the objectives but not the prioritization of the objectives. | 1 |
| Cycling should be above pedestrians as there is already things in place for them and has been for hundreds of years. Roads are in a terrible state and in the last year had destroyed a rear wheel on my pedal bike, two tyres and 2 inner tubes! Kind of makes me want to continue driving. | 1 |
| Bikes are the way forward , not building more roads | 1 |
| Because I do not think you put the private car last in this hierarchy | 1 |
| At time private car is the only way. For example I'll need to drop my son at nursery in Hemlington then get to work on Marton Road. Public transport wouldn't be an option as much as I'd want it to be. | 1 |
| | 0 |

Answered: 14  Skipped: 11

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**> What priority would you give to each of the objectives identified?**

○ ○ **Reduce the number and severity of casualties on the Borough's highway network**
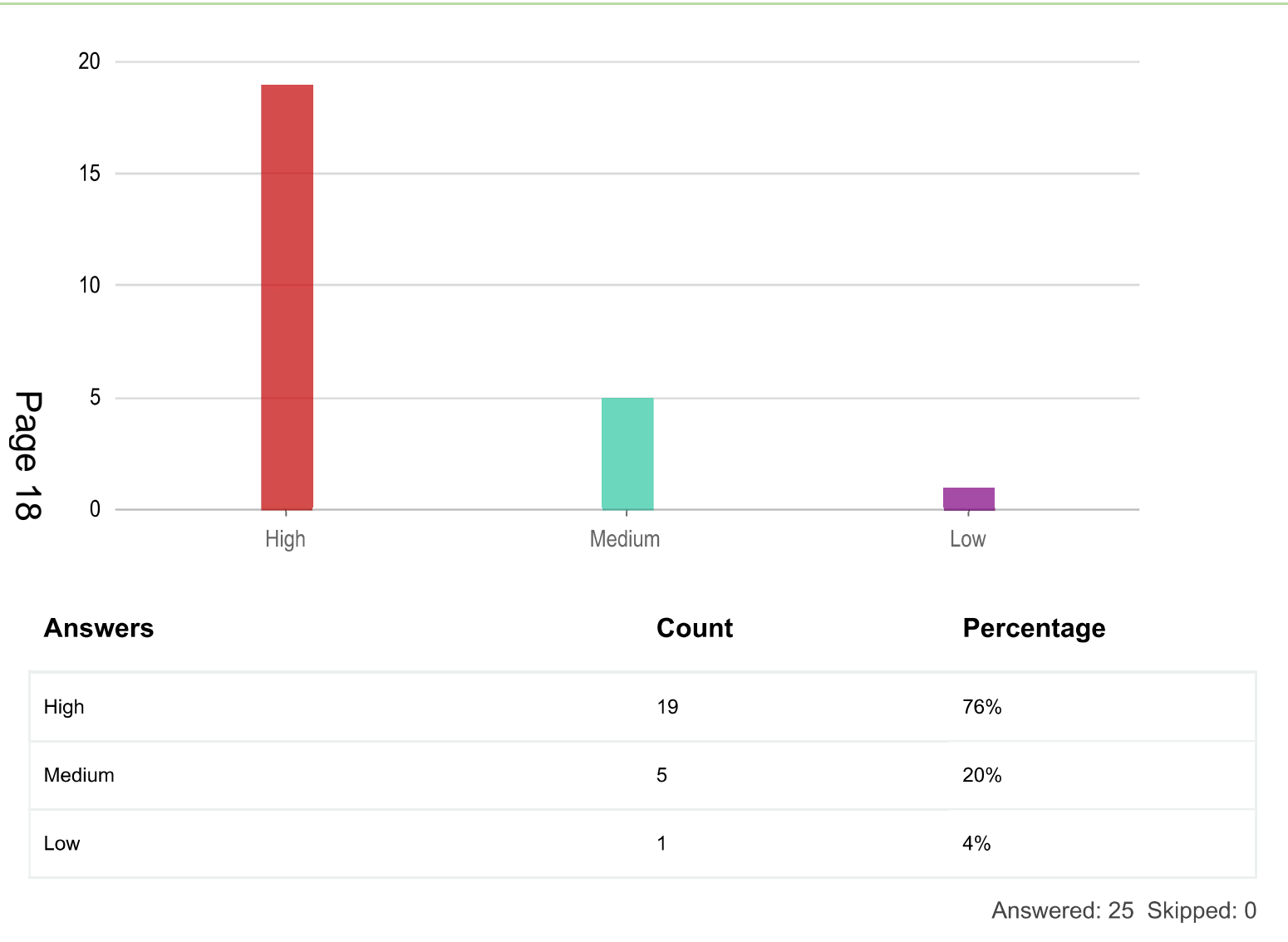


| Answers | Count | Percentage |
|---------|-------|------------|
| High | 19 | 76% |
| Medium | 5 | 20% |
| Low | 1 | 4% |

Answered: 25  Skipped: 0

○ ○ **Minimise congestion and manage traffic flow on the highway network**
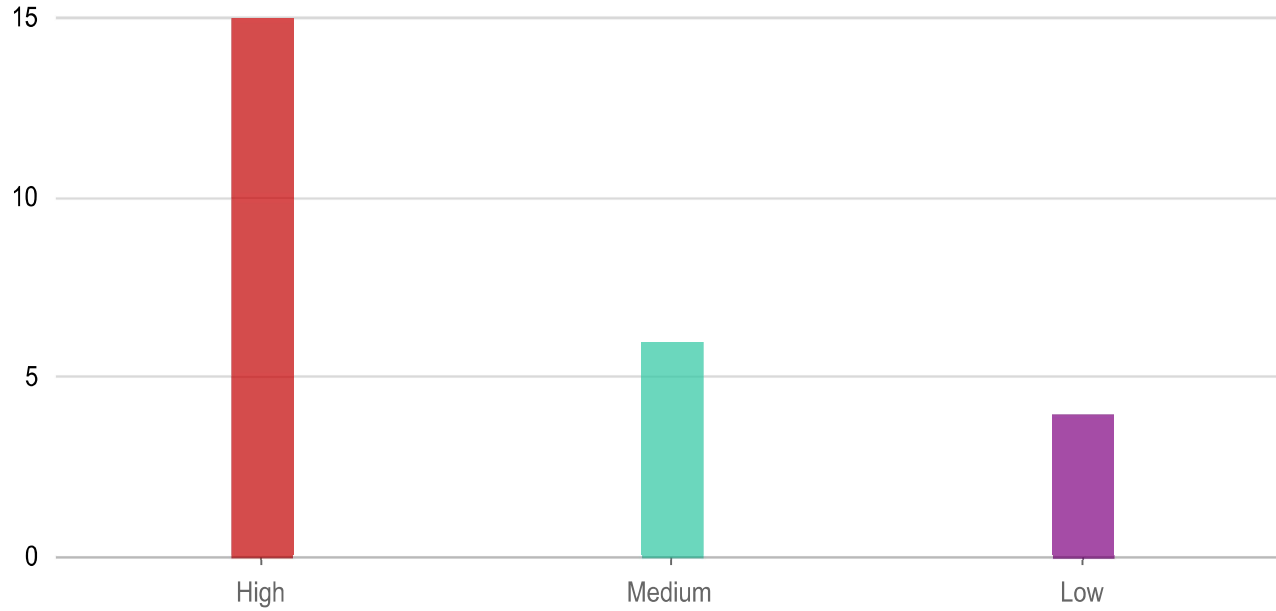
| Answers | Count | Percentage |
|---------|-------|------------|
| High | 15 | 60% |
| Medium | 6 | 24% |
| Low | 4 | 16% |

Answered: 25  Skipped: 0

○ ○ **Improve highway network reliability and resilience**
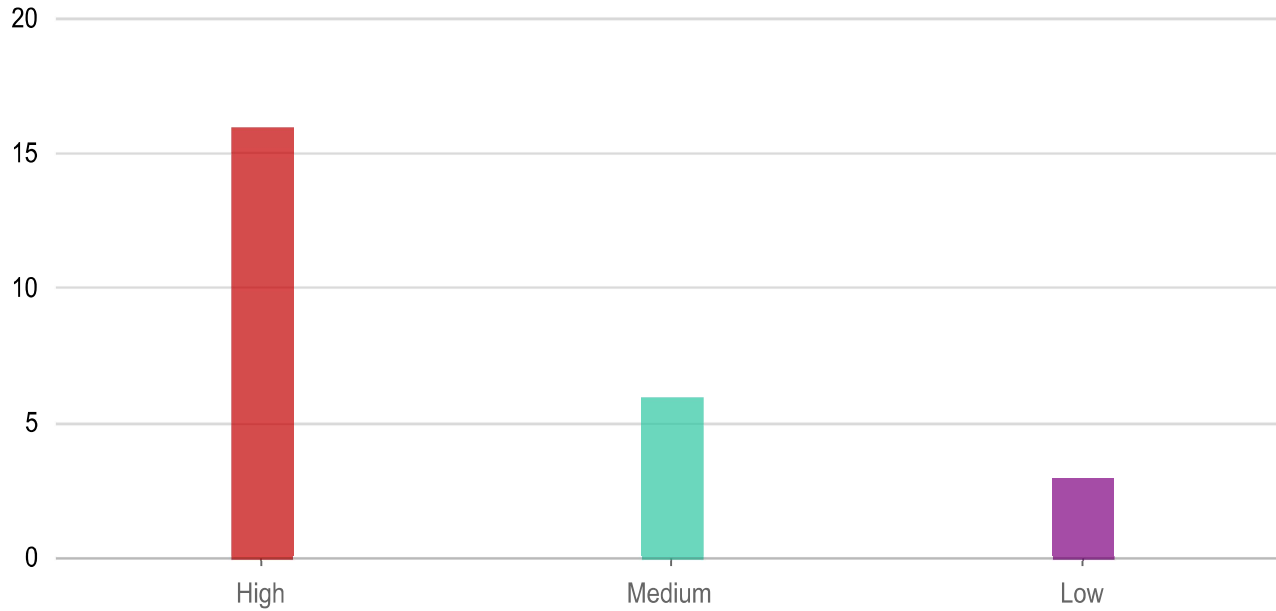
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| Answers | Count | Percentage |
|---|---|---|
| High | 16 | 64% |
| Medium | 6 | 24% |
| Low | 3 | 12% |

Answered: 25  Skipped: 0

○ ○ **Improve local air quality**
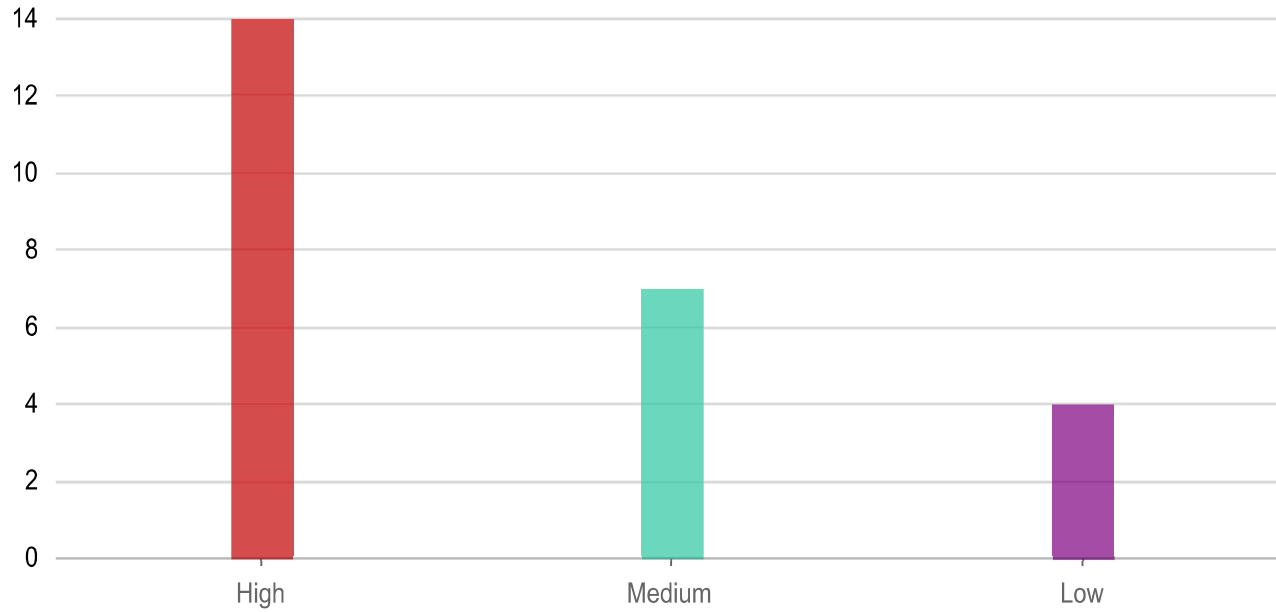
| Answers | Count | Percentage |
|---------|-------|------------|
| High | 14 | 56% |
| Medium | 7 | 28% |
| Low | 4 | 16% |

Answered: 25  Skipped: 0

○ ○ **Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities**
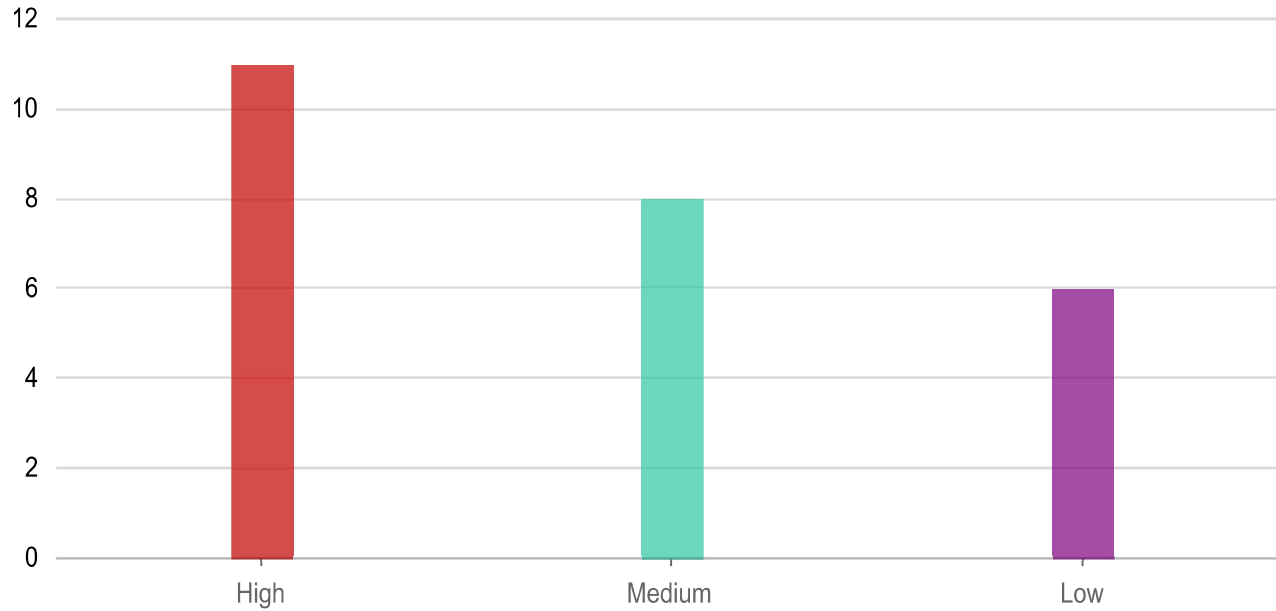
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| Answers | Count | Percentage |
|---|---|---|
| High | 11 | 44% |
| Medium | 8 | 32% |
| Low | 6 | 24% |

Answered: 25  Skipped: 0

⊙ ⊙ **Provide targeted interventions and measures to assist mode shift and allow highway users to make infor…**
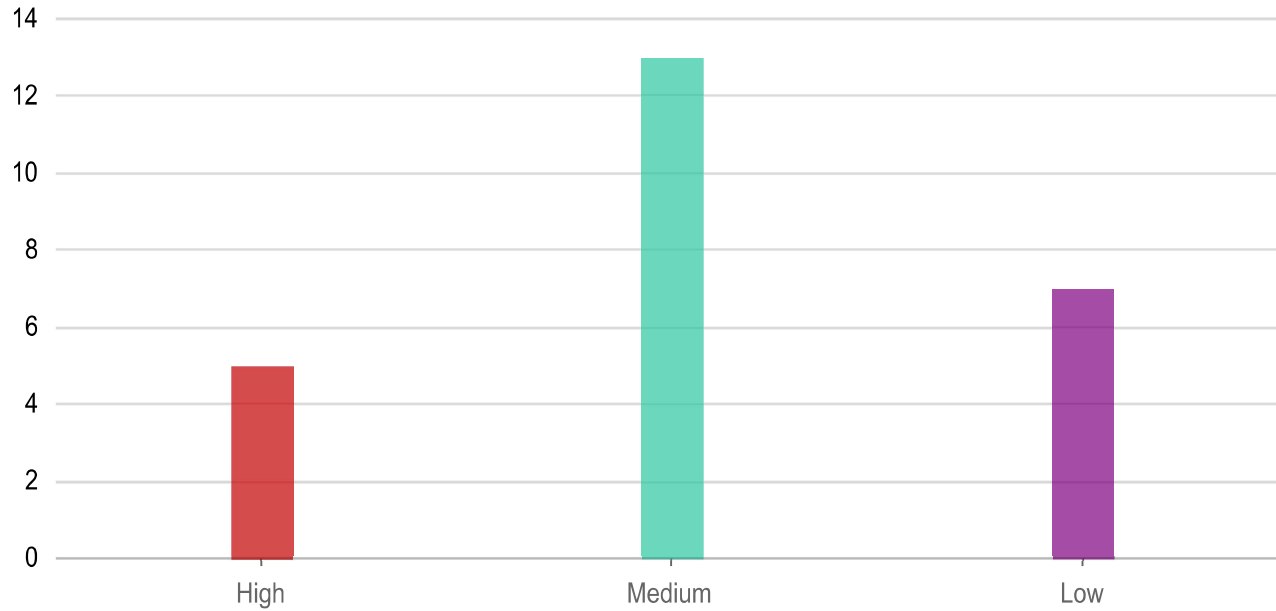
**Page 23**

| Answers | Count | Percentage |
|---------|-------|------------|
| High | 5 | 20% |
| Medium | 13 | 52% |
| Low | 7 | 28% |

Answered: 25  Skipped: 0

○ **If you think the Council should be addressing any alternate transport objectives, please provide details bel…**

The word cloud requires at least 20 answers to show.

**Response**　　　　　　　　　　　　　　　　　　　　　　　　**Count**

| | |
|---|---|
| They would do with making public transport less expensive and finding a way to put a scheme out there to encourage people to be able to buy cycles. A lot of people I know would be willing to cycle places but, just can't afford to get a bicycle and the gear. Plus encourage those using bicycles to actually use the cycle lanes where they a provided and not the road. | 1 |
| Stop stealing publicly owned land/greenspace, to propose and encourage road building | 1 |
| Potholes and street lighting | 1 |
| Park and ride options could be looked at. I'm for the bicycle lanes on Linthorpe Road, most places in town are easily accessible within at least five minutes walking distance from the multi storey car parks. | 1 |
| Making roads safe for cycling. Paths safe for pedestrians | 1 |
| Make effective use of the current infrastructure rather than pretending that building roads over greenfield sites will solve anything. Stop pretending that congestion is a serious problem given the short time each day when it occurs - and admit that the major cause is bad design of road featurss such as the A19/A66 interchange. Create a practical document which is understandable by people in general, rather than usign jargon such as "mode shift". | 1 |
| Look at cities and the issues they have. Primarily too many traffic lights, one-way systems, lack of parking, too much infrastructure that turns a 5 minute journey into a 40 minute journey. | 1 |
| Increase cycle lanes in town . Remove barriers along existing cuckt ways allowing easier access for novice and disabled riders | 1 |
| In order to persuade people onto public transport it has to be more attractive - cheaper and as quick if not quicker than using the car. Being cheaper can only be achieved by subsidising the service which I can't see happening. The make bus journeys as quick or quicker would need bus lanes on most major routes - not possible without causing congestion on our road network | 1 |

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| | |
|---|---|
| Improved cycle network, making far more cycle paths that join onto existing routes. | 1 |
| Improve road congestion on Marton road , reduce hgv use on this route Nunthorpe parkway proposal is not viable and there is no demand for bus or increased rail services | 1 |
| I think the above is fine but there are many existing side roads and main roads that are in desperate need of resurfacing. Maybe sort that before any other grand plans. | 1 |
| Cycle purchase incentives like the cycle to work scheme, health logging for when you cycle with rewards to incentivise it and grants for employers to instal safe places to store bicycles and showers. | 1 |
| | 0 |

Answered: 13  Skipped: 12

**Page 25**

**Do you think that the targets set for each outcome are:**
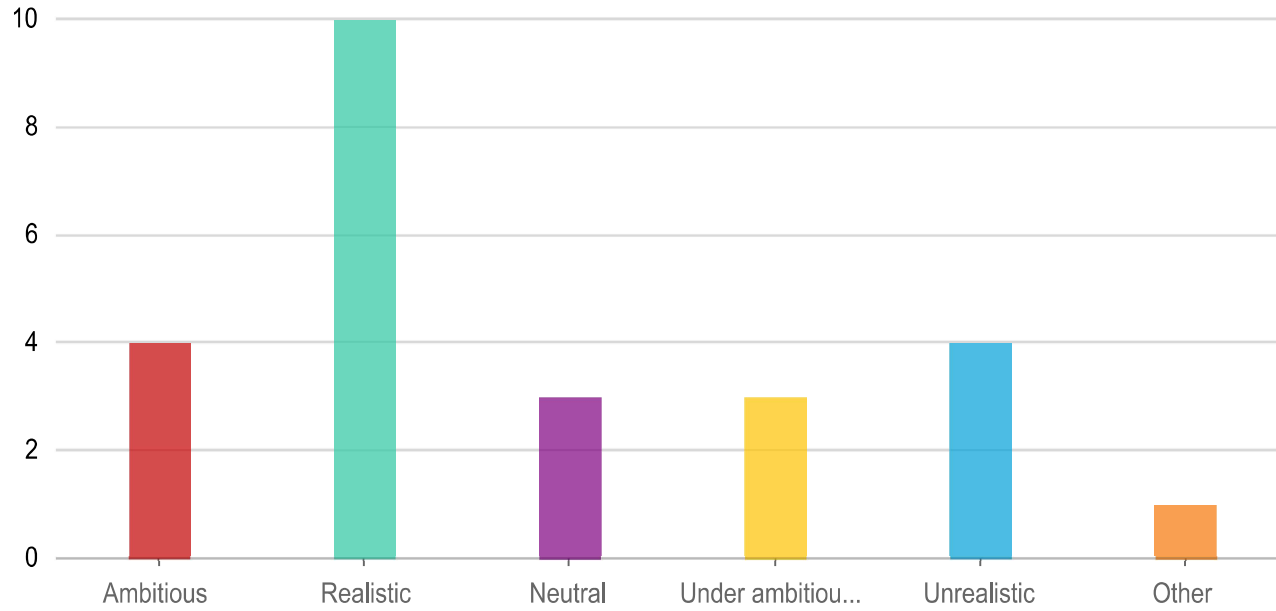
## Page 26

| Answers | Count | Percentage |
|---|---|---|
| Ambitious | 4 | 16% |
| Realistic | 10 | 40% |
| Neutral | 3 | 12% |
| Under ambitious | 3 | 12% |
| Unrealistic | 4 | 16% |
| Other | 1 | 4% |

Answered: 25  Skipped: 0

○ **To what extent do you agree or disagree with the "Hierarchy of Need", which places more emphasis on su…**
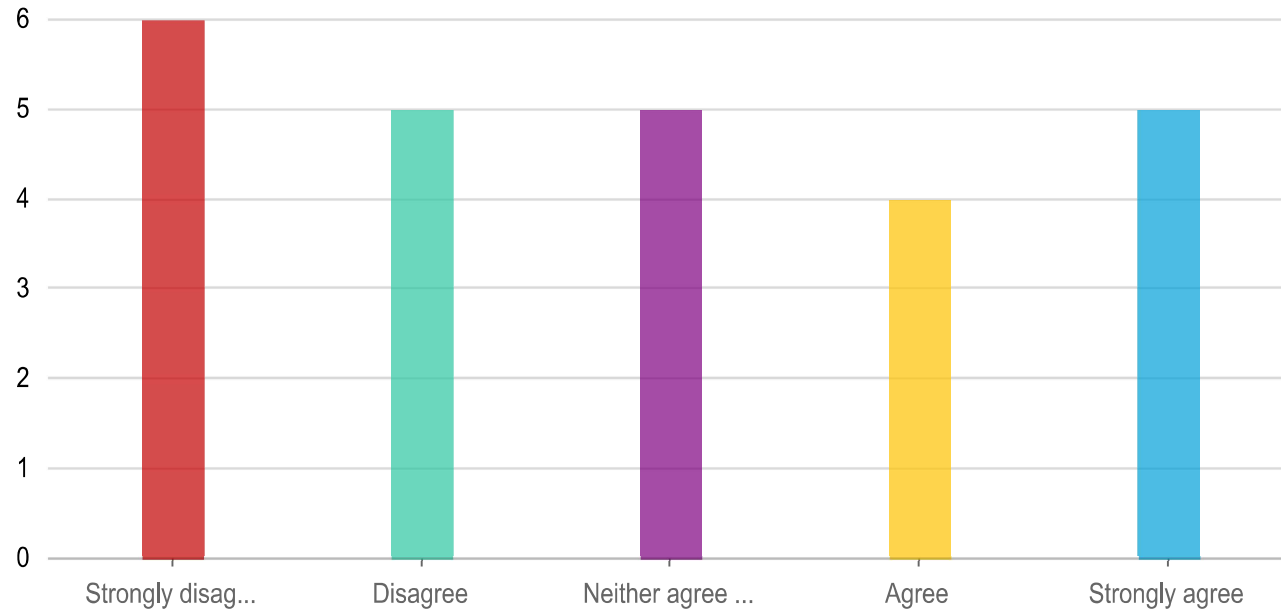
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| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 6 | 24% |
| Disagree | 5 | 20% |
| Neither agree nor disagree | 5 | 20% |
| Agree | 4 | 16% |
| Strongly agree | 5 | 20% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the "Hierarchy of Need"?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| You're putting the money-makers last. As per my previous comment: Your hierarchy places private car users last. You need to think really carefully before you do this. Car users are usually the ones bringing more money to the economy than public transport users. They're often the ones coming from outside the local area. Don't alienate them. There is a reason for the huge growth in out-of-town shopping sites like Teesside Park. People want easy access and much of the time that is gained by using cars. Especially for those with children or with health problems. | 1 |
| The way society is built around people having to go to work, after dropping children off at childcare or school, it makes it very difficult for families to not have to rely on a private car being used as an onward journey. If this is the last need it is going to impact on family life and family needs significantly. For example, when my child was one I had to take them to childcare before work, this meant catching 2 busses to get to childcare and then for me to walk to work. I had to leave the house at 7am (getting up earlier to be ready) and then we would not get home again until 7pm. This was for two years and was not sustainable at all, it was very difficult for both of us emotionally. Not to mention I also had a subsidised bus pass and it was becoming unaffordable. I would have to change my current job now which is a 20min drive away now if I had to rely or afford public transport. | 1 |
| Some people are car dependent. Due to life demands it is not always possible to walk/cycle to school, drop children off and walk/cycle to work and reverse on the evening. However, where possible development of walk/cycle opportunities should be taken, though best kept apart so that pedestrians do not become victims to cycle impacts. A lot of people do not want to travel by bus, they prefer to travel with people they know and feel safe with. | 1 |

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| | |
|---|---|
| Public transport should be higher, the offerings at the moment (inparticular rail links and journey times/cost) is a disgrace | 1 |
| Of course preferential treatment should be afforded to those choosing to walk cycle or use public transport ideally funded through levy's on car use but of course no political party could put that to the electorate it would be political suicide. Providing facilities like cycle lanes to encourage changes as is happening is worth a try | 1 |
| No | 1 |
| Middlesbrough is a large town and walking is not a reality.The ownership of cars has quadrupled,so it makes sense that cars are the first priority,,that means more roads ,better roads without potholes | 1 |
| Looks good on paper and doesn't really address the real issues , just a management sound bite which lacks vision , clarity | 1 |
| It encourages people to exercise more. People have become lazy taking trips in cars to corner shops when they could easily walk | 1 |
| If I wanted to walk or cycle I would not of spent thousands of pounds getting myself a car | 1 |
| I don't think Middlesbrough will follow this at all. Car is seen as king. | 1 |
| Face up to the fact that haphazard, car based, residential development in Middlesbrough over 5 or 6 decades has created the current situation. Stop pretending that simply coming up with a hierarchy, rather than making practical proposals, with change anything. | 1 |
| Cyclists should be top even though it'll annoy drivers. | 1 |
| | 0 |

Answered: 13  Skipped: 12

Page 29

○ **The Council is keen to improve intermodal journeys to improve the attractiveness of sustainable/longer di…**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Towns should be linked by walk/cycle routes that are wide enough to accommodate both safely. Along the Tees Barrage from Middlesbrough is heavily overgrown and leads to cycle / pedestrian conflict, it also makes the users feel unsafe. Do not let these facilities fall into neglect or they will not be used. Think about 'pop up' cafes along such routes, like the coffee van at the barrage, it makes them more attractive and creates local jobs. | 1 |
| The railway provision in Middlesbrough, being limited to the north and east of the town, is meaningless for day to day travel for the majority of residents. The same sort of thing can be said of safe cycling routes (which are confined to the area between Coulby Newham and the own centre). Words are meaningless unless they identify practical proposals. | 1 |
| Making roads safer for cyclists and paths safer/bigger for pedestrians | 1 |
| Getting the public to see how good it could be with specific advertising etc. | 1 |
| Electric buses to lower emissions | 1 |
| Demand for Whitby to middlesbrough rail services are a white elephant . on a regular basis ,passenger on these trains comprise of 2 persons , the driver and guard Heavily subsidised for hourly services .. No private business would operate this way Journeys are required but not hourly from 600 - 2300 ish | 1 |
| Connections to rail are particularly poor. I am not aware of any overall plan for a connected cycle network, which would be a great asset if it could be reasonably independent of the road network e.g. routes to Teesside shopping park and into town | 1 |

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| | |
|---|---|
| Building roads attracts congestion. Improve public transport and stop building on the fringes | 1 |
| Build new bus station near the railway station . Move cycle centre to BOHO site for easier access | 1 |
| Any effort at trying to integrate is commendable but difficult to achieve given peoples addiction to the motor car. | 1 |
| | 0 |

Answered: 10  Skipped: 15

○ **The Council is proposing to monitor data to better understand transport patterns, and assess the impact o…**

The word cloud requires at least 20 answers to show.

**Page 31**

| Response | Count |
|---|---|
| Yes , make it independent Previous traffic surveys ref Marton crawl were inaccurate and outdated | 1 |
| Traffic flows can be proved or disproved depending on the time they are taken and the desired outcome. | 1 |
| There is no information provided as to how the monitoring proposals were formulated and how valid they are - even points out that there could be anomalies. Surely, to be meaningful, it should be known whether or not there are anomalies before spending scarce resources on something which may be worthless. | 1 |

| | |
|---|---|
| The developments at Tees Dock and Tees Works will lead to increased traffic volumes. Monitor routes to the se locations and work with Highways England to do the same on A19 and A174. Monitor Acklam Road to tr affic volume. Explore deliverable interventions for areas found to need then, explore experimental temporar y solutions to see what works, monitor others ideas. Look at areas where pedestrians frequently get struck by vehicles, consider raised crossings, white downlighting, speed reduction. | 1 |
| No | 1 |
| Log journeys on an app for willing volunteers see if it works or has impact. | 1 |
| It needs to be regular and accurate. | 1 |
| I think you monitor to suit what you want to do anyway. | 1 |
| Do it on a school day and a Saturday over the course of a month! | 1 |
| | 0 |

Answered: 9  Skipped: 16

**○ The use of public transport has declined in recent years, what can Middlesbrough Council do to increase u…**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Until you force people not to use a car you do not have a cat in hells chance. | 1 |
| Times, availability and price. Work with transport providers, e.g. instead of a weekly ticket sell a 10-journey t icket. | 1 |

Page 32

| | |
|---|---|
| Take certain elements of transport like cars off main roads into town. Promote the benefits of health with a point card for bike/bus travels. | 1 |
| Stop wasting money on non viable services just because it makes media opportunities and the council look good | 1 |
| Stop building roads. Stop giving permission for fringe green wedge development | 1 |
| Stop allowing the building of housing estates which encourage use of private cars - i.e. stop allowing the building of residential developments on greenfield sites which are not going to be provided with public transport by private companies because of lack of demand. | 1 |
| Reinstate cycle lanes so bus stops reappear allowing traffic to flow and not wait for passengers to board bus . Make bus fares cheaper | 1 |
| Make it more affordable and reliable as well as reducing travel times | 1 |
| Make it cheaper. If travelling backwards and forwards everyday, it works put cheaper to drive a car than it does by bus. | 1 |
| I moved into the area and the day passes and costs are quite high to catch the bus as a family. The ticket prices were hard to access which is instantly off putting. | 1 |
| I have no suggestions regarding this, walking would come ahead of a bus for me. Last time I was on a bus the driver was on and off with the accelerator and brake and made me feel sick in a few stops, even accelerated towards a red traffic signal. COVID will not have helped. | 1 |
| Have more stops, faster services, something more efficient than we currently have. | 1 |
| Electric buses to reduce carbon footprint, with charging points for younger generation | 1 |
| Don't know I'm afraid. | 1 |

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| | |
|---|---|
| Cure Covid! ;-) live tracking of busses via an APP | 1 |
| | 0 |

Answered: 15  Skipped: 10

○ **The Council aims to provide seamless information to allow people to make informed travel choices. How w…**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Yes | 1 |
| Website. | 1 |
| Website, app. | 1 |
| website and the love Middlesbrough magazine | 1 |
| Social media | 1 |
| Middlesbrough bus station and website | 1 |
| Is there any point in the council putting resources into such information provision when the Internet is alread y overflowing with such services? What information could the council provide which is not already out there? | 1 |
| Be like Berlin. | 1 |
| APP | 1 |

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| | |
|---|---|
| An online website, and leaflets placed in libraries, Hubs etc. | 1 |
| A web based information system could be multi modal to provide complete journey information together with a single ticket. | 1 |
| A site or app like Rome2Rio. | 1 |
| | 0 |

Answered: 12  Skipped: 13

○ **The Council works with Tees Valley Combined Authority to provide a suite of transport planning tools for t...**
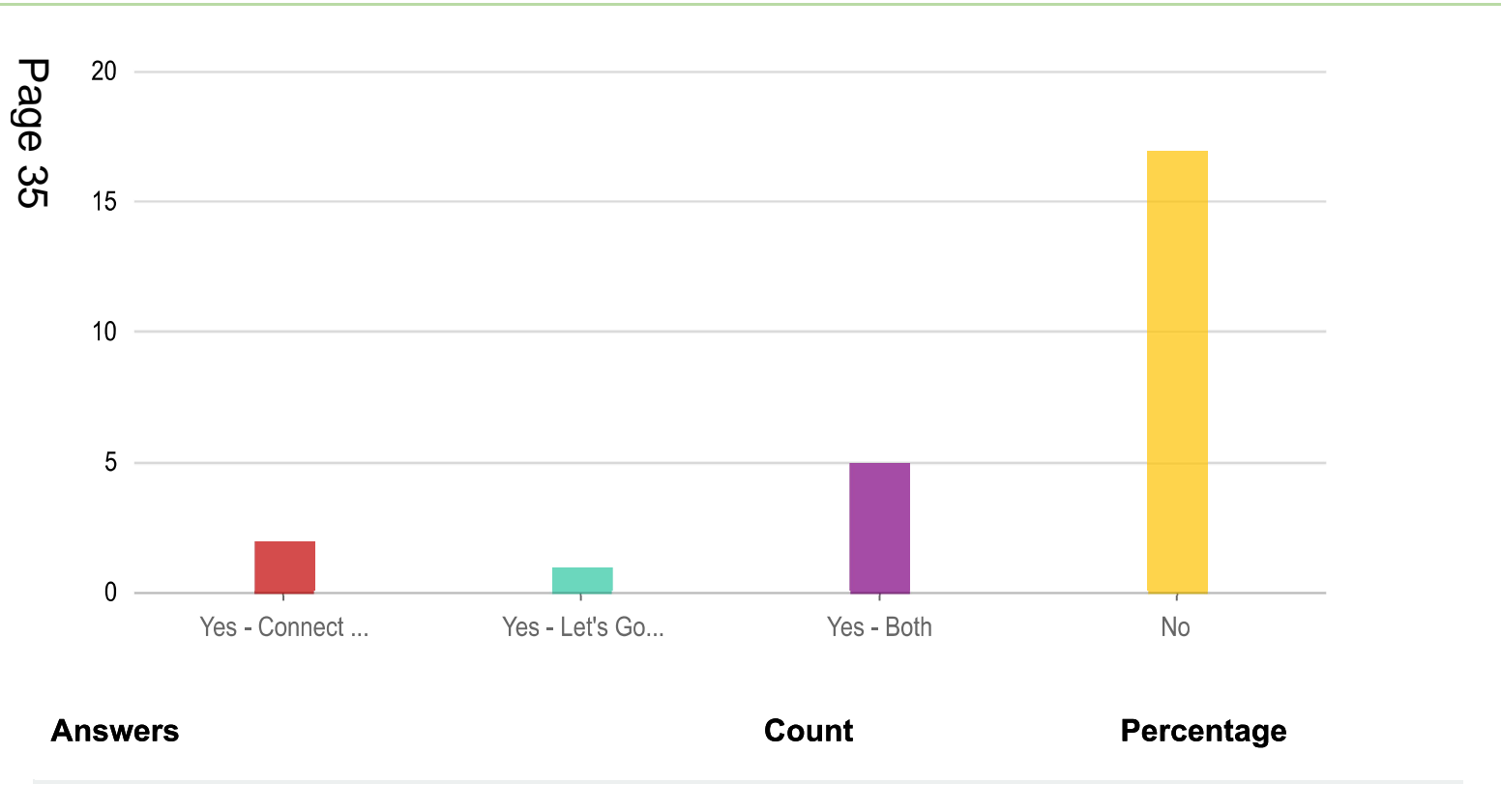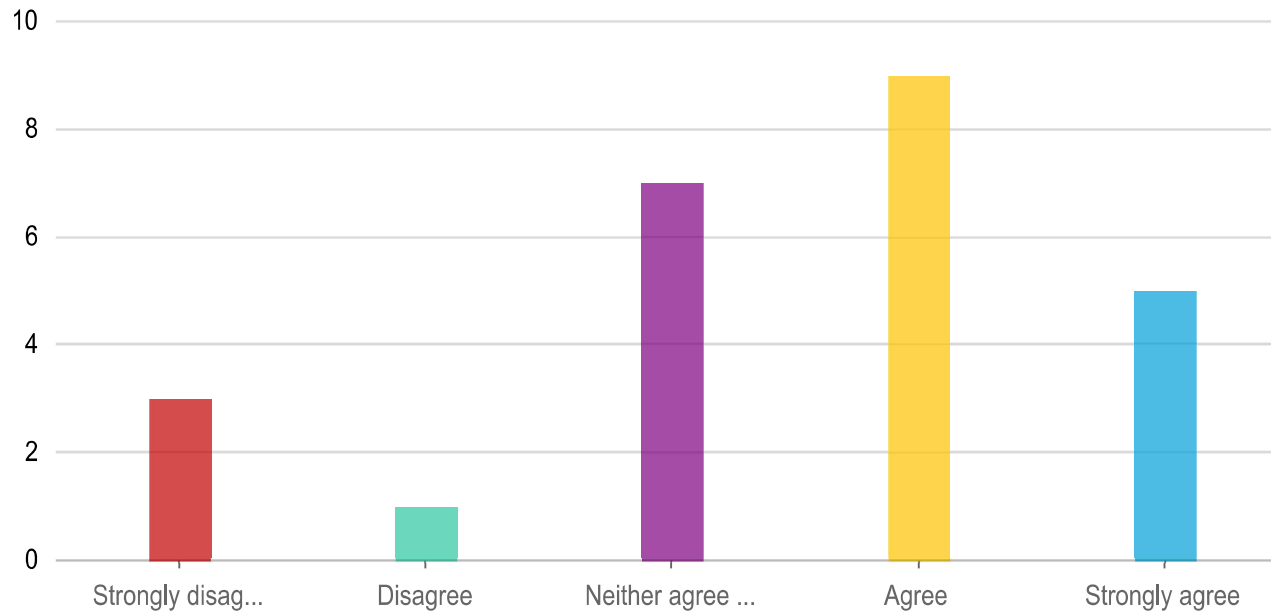


| Answers | Count | Percentage |
|---|---|---|

| | | |
|---|---|---|
| Yes - Connect Tees Valley | 2 | 8% |
| Yes - Let's Go Tees Valley | 1 | 4% |
| Yes - Both | 5 | 20% |
| No | 17 | 68% |

Answered: 25 Skipped: 0

**○ To what extent do you agree or disagree with the proposals for improving conditions for pedestrians?**

Page 36



| Answers | Count | Percentage |
|---|---|---|

| | | |
|---|---|---|
| Strongly disagree | 3 | 12% |
| Disagree | 1 | 4% |
| Neither agree nor disagree | 7 | 28% |
| Agree | 9 | 36% |
| Strongly agree | 5 | 20% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the pedestrian proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Too much jargon and meaningless waffle with a distinct absence of practicality. | 1 |
| Poor footpath conditions around Boro | 1 |
| People need to pay attention when walking. | 1 |
| Pedestrian facilities should be just that, not shared spaces. A parent with a child should be able to relax and feel safe, not constantly have to look over their shoulder. Better connectivity to shops and other facilities and points of interest could encourage walking. | 1 |
| Make sure all pedestrians know about crossing the road. As a lot of the time they either don't look when they cross or if there is traffic lights, they'll cross whilst it is still on green for road users. | 1 |

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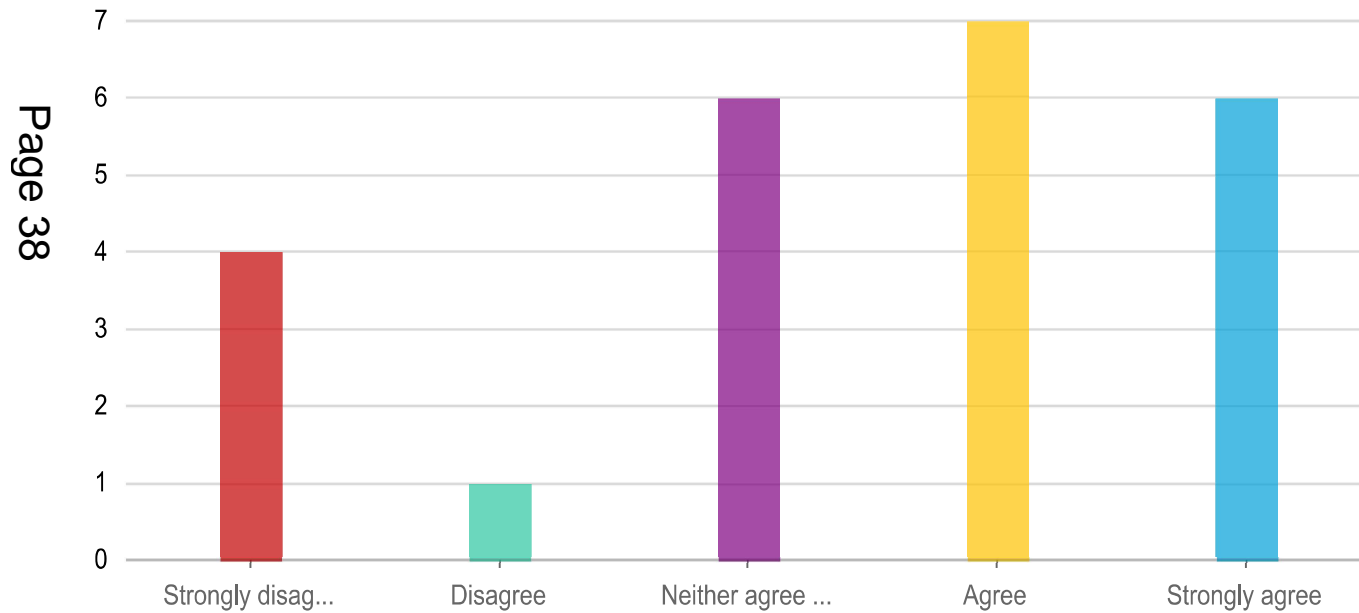| | |
|---|---|
| Maintain what you do, this never happens | 1 |
| Keep promoting the health benefits, I walk more or less everywhere where possible. | 1 |
| | 0 |

Answered: 7  Skipped: 18

## ○ To what extent do you agree or disagree with the proposals for improving conditions for Cyclists?



| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 4 | 16% |

| | | |
|---|---|---|
| Disagree | 1 | 4% |
| Neither agree nor disagree | 6 | 24% |
| Agree | 7 | 28% |
| Strongly agree | 6 | 24% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the Cycling proposals?**

The word cloud requires at least 20 answers to show.

Page 39

| Response | Count |
|---|---|
| Too much jargon and meaningless waffle with a distinct absence of practicality. | 1 |
| The roads are to poor to safely cycle on. To many pot holes. Cycle lanes also suddenly end. | 1 |
| Set up secure bike parks, enclosures to make it safer to bring a bike into towns. | 1 |
| Safe bike storage options, ease of leaving bike at shops etc without fear of it being stolen. Family bike storage options. | 1 |
| No | 1 |
| More cycle lanes are needed and to be honest, they would die with being next to the pavement rather than on the side of the road, as this will make it safer for them. | 1 |

| | |
|---|---|
| Just the roads are currently terrible! | 1 |
| Increased connectivity via cycle only routes would increase cycle use and also help reduce collisions on roads and reduce pollution. The connectivity to all parts of Cleveland & Tees Valley is important, links to main and developing employment areas is crucial. If secure bike parking (including adult tricycles) is made available at locations it may be that bike use could increase to a wider age group that included electric assisted pedal cycles. | 1 |
| Improve cycle lanes all the way down Marton/Acklam Lane. Some parts are narrow/ few lanes and dangerous for bikes. | 1 |
| Be careful not to promote cycling to the detriment of car/road users, e.g. narrowing roads or closing lanes. | 1 |
| After installation of cycle networks carry out take up surveys - no good ploughing on if no reponse is happening. | 1 |
| | 0 |

Answered: 11  Skipped: 14

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○ **To what extent do you agree or disagree with the proposals for improving conditions for bus travel?**
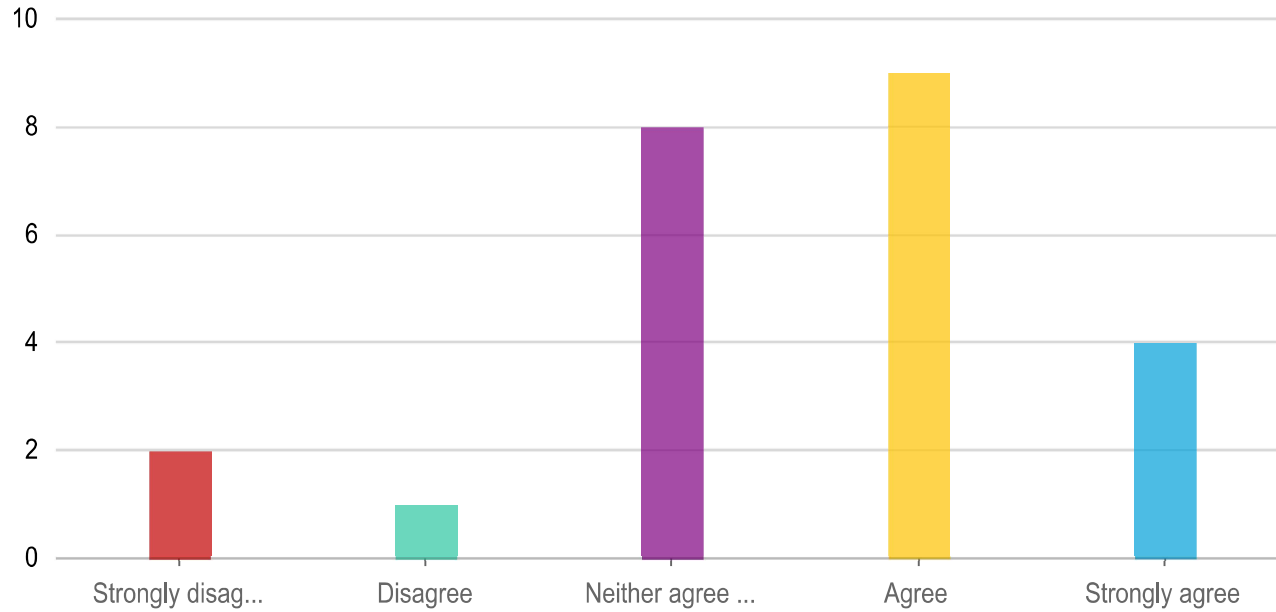
Page 41

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 2 | 8% |
| Disagree | 1 | 4% |
| Neither agree nor disagree | 8 | 32% |
| Agree | 9 | 36% |
| Strongly agree | 4 | 16% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the Bus proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Too much jargon and meaningless waffle with a distinct absence of practicality. | 1 |
| Offer special deals as an encouragement for using buses. | 1 |
| If the passenger numbers increase then it makes sense to try and expand and upgrade the system and allow improvements in the delivery of their services at key locations. However, a balance must be made between this and cycling uptake. There will always be a demand for bus travel in particular for those who do not have access to alternatives for whatever reason. | 1 |
| Bus travel needs to be made cheaper. It also needs to be accessible for those with learning disabilities who don't like crowded spaces or don't like change in routine (autistic people). | 1 |
| Bus stop upgrades | 1 |
|  | 0 |

Answered: 5  Skipped: 20

○ **To what extent do you agree or disagree with the proposals for improving conditions for Rail travel?**
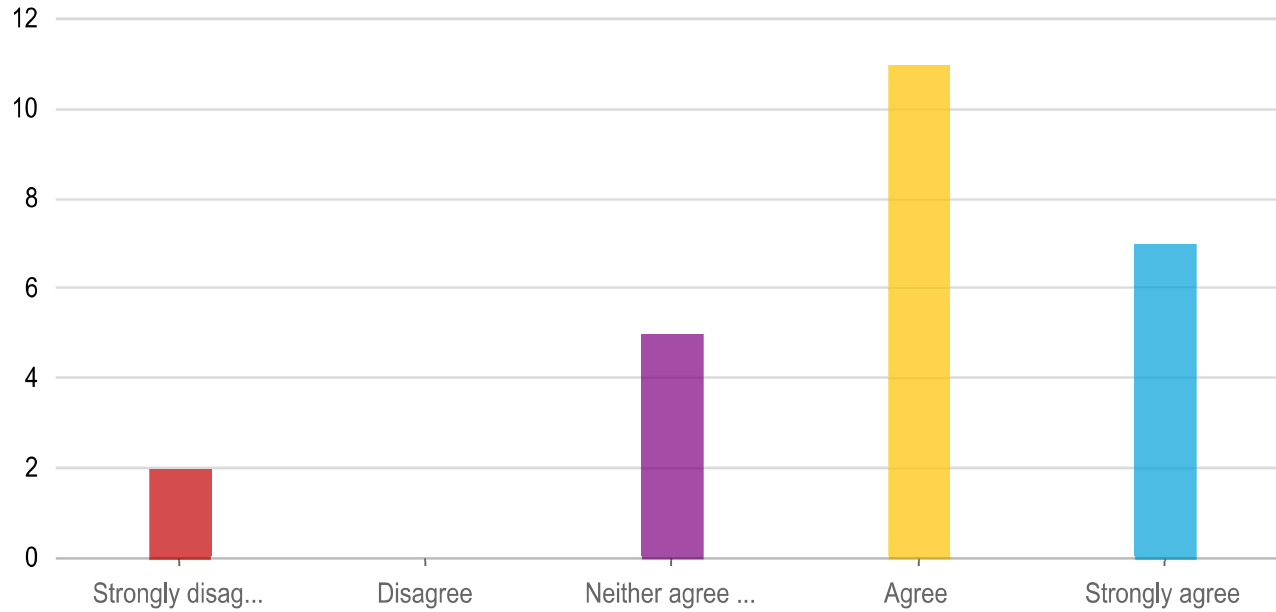
Page 42

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 2 | 8% |
| Disagree | 0 | 0% |
| Neither agree nor disagree | 5 | 20% |
| Agree | 11 | 44% |
| Strongly agree | 7 | 28% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the Rail proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| The development of Mbro Railway Station and the London link is important to help kick start inward growth and travel into Middlesbrough for work as well as outward travel. Improvement in the ability to get a seat on a train is paramount. Availability of more frequent local journeys throughout Tees Valley could help all partners develop. This could also help with the commercial (good freight) side of the railway. | 1 |
| No | 1 |
| Need more stations available to travel to and more regular. | 1 |
| Middlesbrough to Darlington and beyond is necessary | 1 |
| Laughable when the rail infrastructure serves such a tiny proportion of residents as far as daily travel is concerned. Too much jargon and meaningless waffle with a distinct absence of practicality. | 1 |
| Keep it affordable and accessible to everybody. | 1 |
|  | 0 |

Answered: 6  Skipped: 19

Page 44

○ **To what extent do you agree or disagree with the proposals for improving conditions for Freight?**
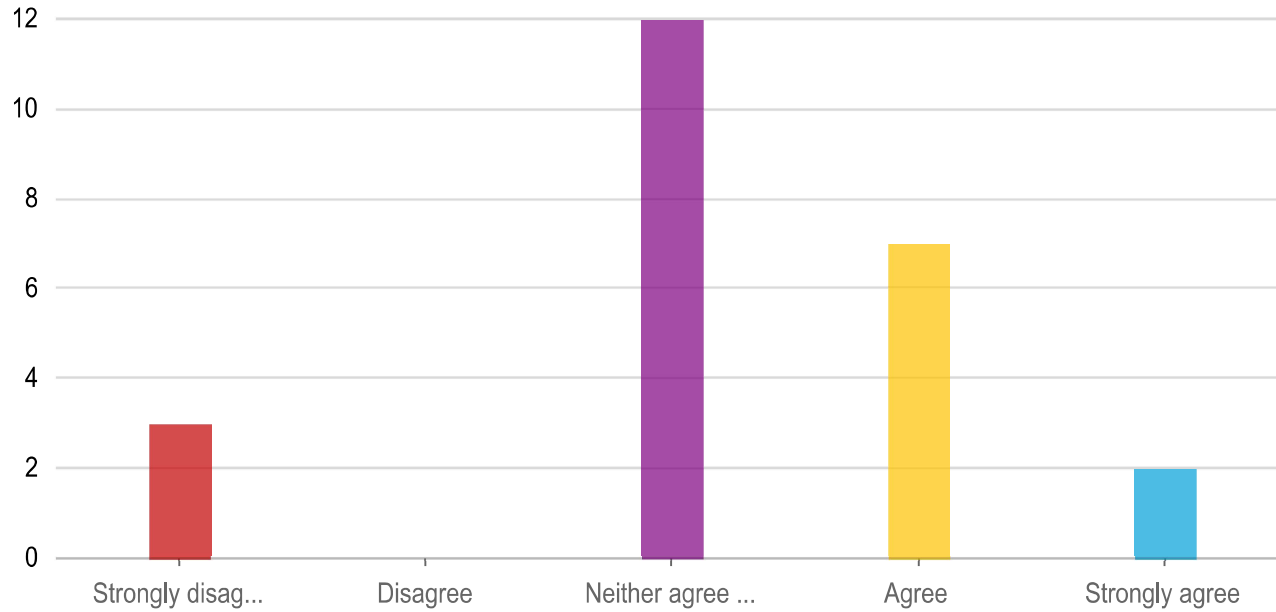
**Page 45**

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 3 | 12% |
| Disagree | 0 | 0% |
| Neither agree nor disagree | 12 | 48% |
| Agree | 7 | 28% |
| Strongly agree | 2 | 8% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the Freight proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| The most efficient journeys will save time and money. | 1 |
| Nothing is said about preventing over large vehicles from using roads which are not designed for them - e.g. articulated lorries parking on roads to deliver goods to convenience stores just because that is what companies want, rather than using smaller vehicles which can access exiting delivery bays. Too much jargon and meaningless waffle with a distinct absence of practicality. | 1 |
| No | 1 |
| In order to maximise our grown opportunities and position in the country/world, we need to ensure freight can freely move in and around our area and be exported and imported and circulated in a highly productive and timely manner. It is essential our road, rail and air facilities are world class and at the same time, as green as possible. | 1 |
| | 0 |

Answered: 4  Skipped: 21

○ **To what extent do you agree or disagree with the proposals for improving conditions for Private vehicles?**
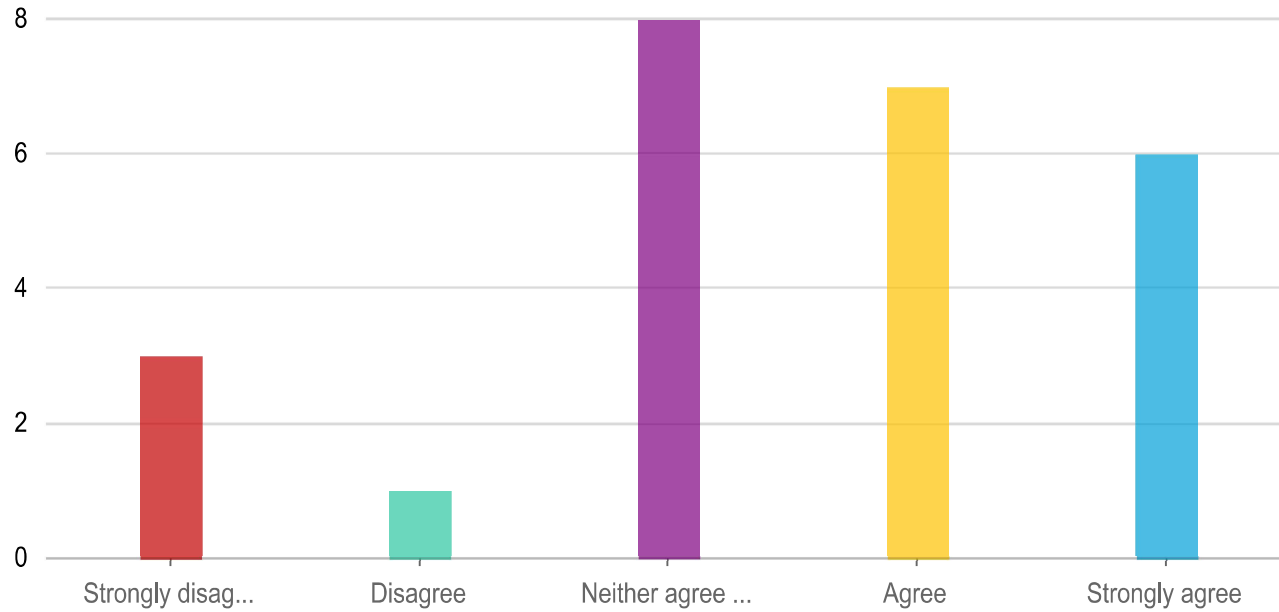
Page 46

Page 47

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 3 | 12% |
| Disagree | 1 | 4% |
| Neither agree nor disagree | 8 | 32% |
| Agree | 7 | 28% |
| Strongly agree | 6 | 24% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the Private Vehicle proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| You need to be zero carbon by 2030. Building new roads and encouraging cars won't achieve this | 1 |
| The road network is the main artery feeding the area. Although there is a drive to electric vehicles, there is not yet the infrastructure to support it and in a few years the issue of spent batteries may become a concern. Diesel vehicles are generally identified as being the main concern,; that does not; however, take into account the fact that for years diesel cars have been EURO 6 compliant and buses are slowly catching up. These vehicles do not fall foul of city pollution restrictions. Car needs to be taken to support the use of personal transport as it transports people to towns, schools etc. How many new estates have a school, doctors, shops linked to the estate? Local shops and facilities for local people could help reduce car travel except where deemed necessary. | 1 |
| The LIP totally fails to recognise that congestion is relatively unimportant in Middlesbrough because it is confined to short periods of the day and simply does not happen through most of the day. Stop pandering to road designers and look at the big picture. | 1 |
| No | 1 |
| Need to make it easier for those travelling by private car to get to places and probably not classed as Middlesborough but the roundabout at the bottom ormsby bank would do with being turned into traffic light junction instead of a roundabout to help traffic flow better. | 1 |
| Limited plans for electric or hybrid charging provisions | 1 |
| Encourage people to use alternatives for local trips. | 1 |

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| | |
|---|---|
| As said earlier we must accept a rising population which we need has to have matching infrastructure in oth er words increased major routes. Even if by reducing our pollution levels with electric or hydrogen powered vehicles or cycling it is inevitable vehicle numbers will increase. To refuse an increase in major routes will si mply mean worse congestion and energy waste. | 1 |
| | 0 |

Answered: 8  Skipped: 17

○ **To what extent do you agree or disagree with the proposals for improving conditions for Highway Mainten…**
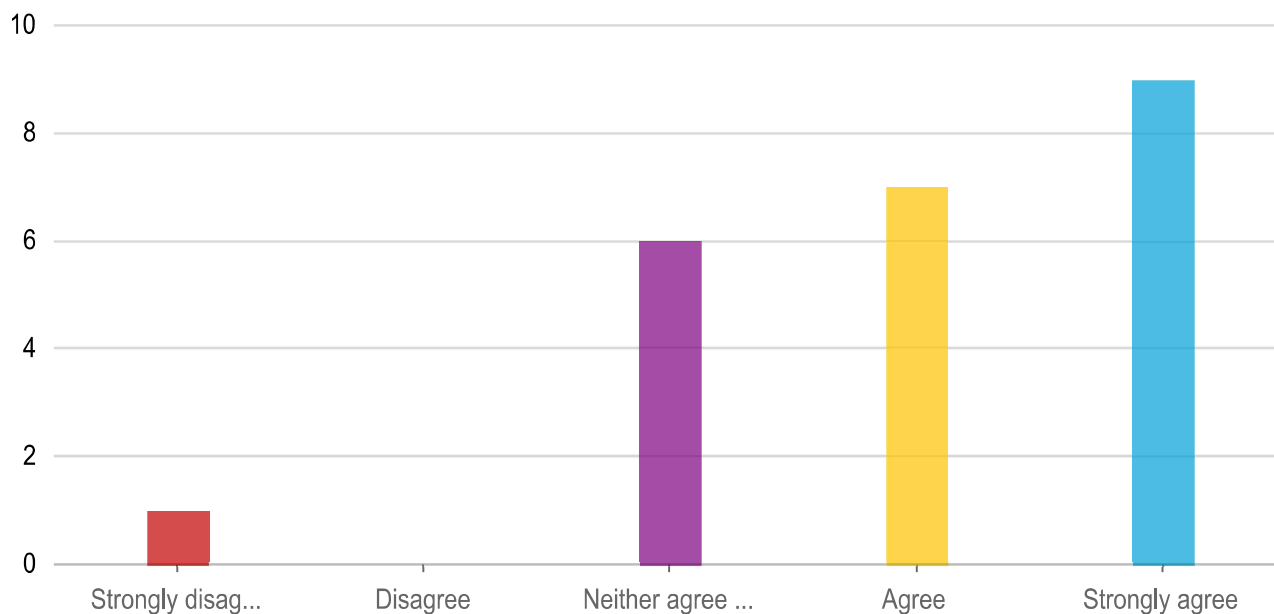


| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 1 | 4% |

| | | |
|---|---|---|
| Disagree | 0 | 0% |
| Neither agree nor disagree | 6 | 24% |
| Agree | 7 | 28% |
| Strongly agree | 9 | 36% |

Answered: 23  Skipped: 2

○ **Do you have any comments regarding the Maintenance/asset management proposals?**

The word cloud requires at least 20 answers to show.

Page 50

| Response | Count |
|---|---|
| The road network is in poor condition and needs investment | 1 |
| The road network has been allowed to deteriorate for decades and needs proper maintenance rather than patching - something which central government should support if it is serious about levelling up. | 1 |
| Road conditions are shocking and need drastic overhaul Sticking plaster approach is costly | 1 |
| Potholes, cracks | 1 |
| Potholes need sorting and some speed bumps because sometimes if I have a full car and I go over a speed bump, it scrapes something on the bottom of my car. | 1 |
| Must improve and must do better the standard of roads in this town is very poor,we are not a 3rd world country | 1 |

| | |
|---|---|
| Keep the roads and such in good condition. Give guidance on best routes etc. | 1 |
| Improve on current upkeep which is shocking. Some parts of the A66 are horrendous and it's a main road. | 1 |
| I would support a reduction in verge maintenance activities and use of natural barriers e.g. central reservation hedges to increase safety | 1 |
| A well maintained road network is essential to achieve the economic growth of the area. Neglected roads lead send a very poor message to those using the road and would not be likely to induce inward investment. It is essential that all our roads are maintained, white lined, have street lighting appropriate for their use and reflect the intended use. Well maintained roads could help spread the traffic flows and encourage cycling and walking and reduce pollution levels. | 1 |
| | 0 |

Answered: 10  Skipped: 15

**Page 51**

○ **To what extent do you agree or disagree with the proposals for improving conditions for Behaviour change?**
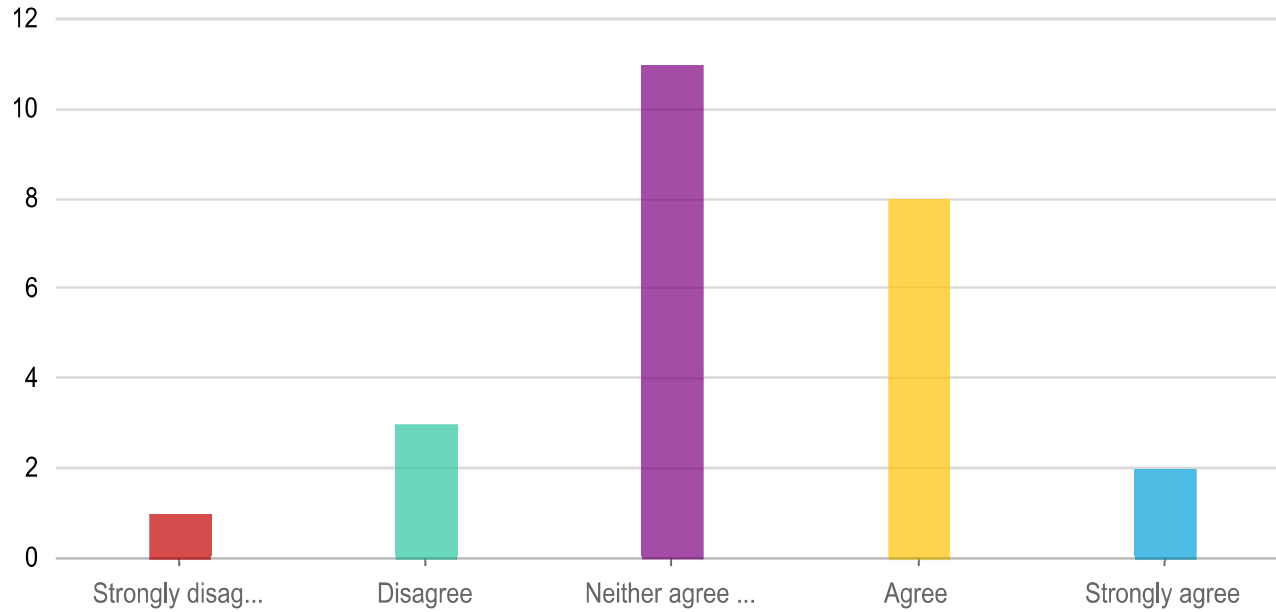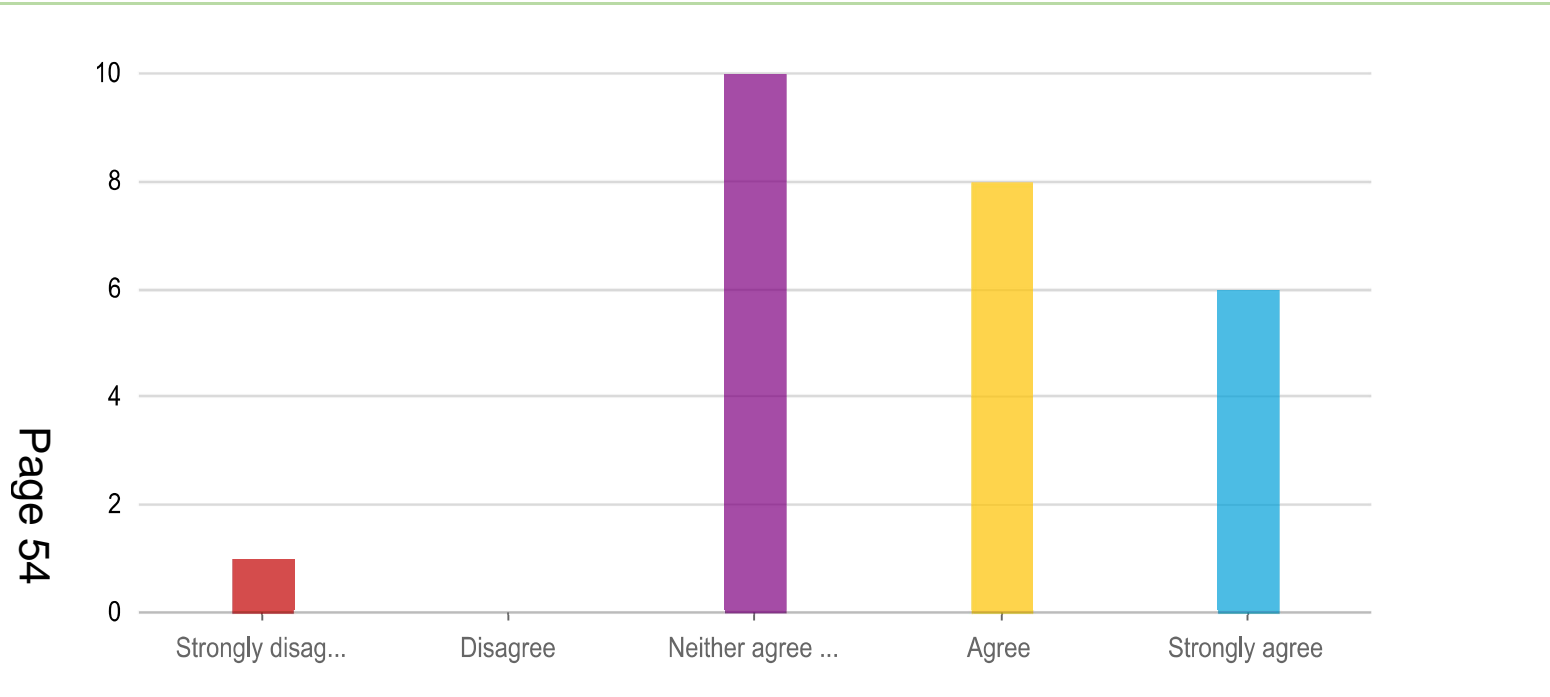
Page 52

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 1 | 4% |
| Disagree | 3 | 12% |
| Neither agree nor disagree | 11 | 44% |
| Agree | 8 | 32% |
| Strongly agree | 2 | 8% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the behaviour change proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| The council has to recognise that people will not change behaviour whilst private transport is affordable and far more effective than public transport. Change depends on far more changes to societal behaviour. Look, f or instance, at the effect of parental choice of schools rather than use of the nearest school. Many parents u se private transport as a result, often going miles further to drop off/pick up children on the way to/from their places of work. Look at the big picture rather than pretending it is a transport problem. | 1 |
| The bigger the push on this the better. | 1 |
| No | 1 |
| Need to teach people about how to behave on th roads, even if it means encouraging people to retake a tes t after so many years of driving. | 1 |
| King Canute springs to mind | 1 |
| I think MBC have to be brave and look 25 years ahead to keep up. Quite how it can be achieved I don't kno w. Drop off points for schools well away and electric school buses, trams to take children in, same for shopp ers. Light rail/guides bus routes to key locations with very frequent timetables, in order for this type of transp ort to work restrictions on other motor transport modes would have to be brought in. The electric scooters h ave been successful in some areas and illegal scooters and modified bikes are in use, the use of legal elect ric tri-cycles for local deliveries and to carry small number of passengers rickshaw style (or Land Train style transport) may be able to keep town centers vehicle free and help create large pedestrian areas suitable for all ages. These could be used to access key locations like shopping centers, hospitals, doctors etc. | 1 |
| I agree with what you are trying but find it a difficult task - people are selfish - it's the nature of the beast. | 1 |
|  | 0 |

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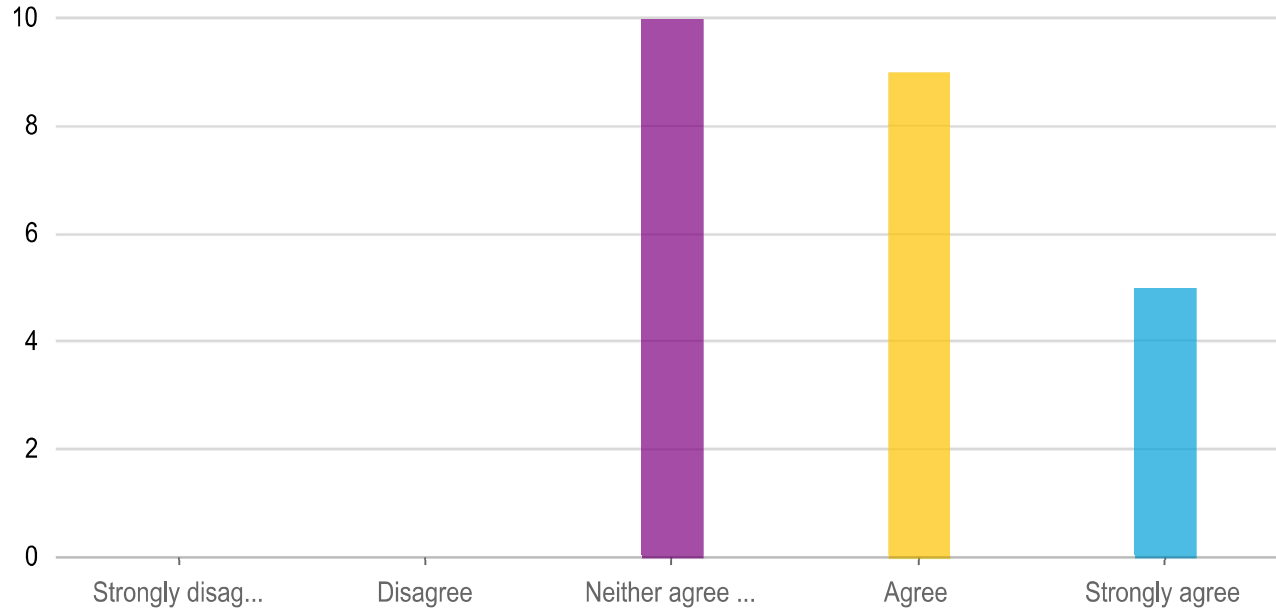
Answered: 7  Skipped: 18

○ **To what extent do you agree or disagree with the proposals for improving conditions for Accessibility?**

Page 54



| Answers | Count | Percentage |
| --- | --- | --- |
| Strongly disagree | 1 | 4% |
| Disagree | 0 | 0% |
| Neither agree nor disagree | 10 | 40% |
| Agree | 8 | 32% |
| Strongly agree | 6 | 24% |

Answered: 25  Skipped: 0

○ **Do you have any comments regarding the Accessibility proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| Wheelchair ect | 1 |
| Neutral. | 1 |
| It is essential that all people have equal access to facilities and opportunity for transport. | 1 |
|  | 0 |

Answered: 3  Skipped: 22

**Page 55**

○ **To what extent do you agree or disagree with the proposals for improving conditions for Policy and Corpor…**
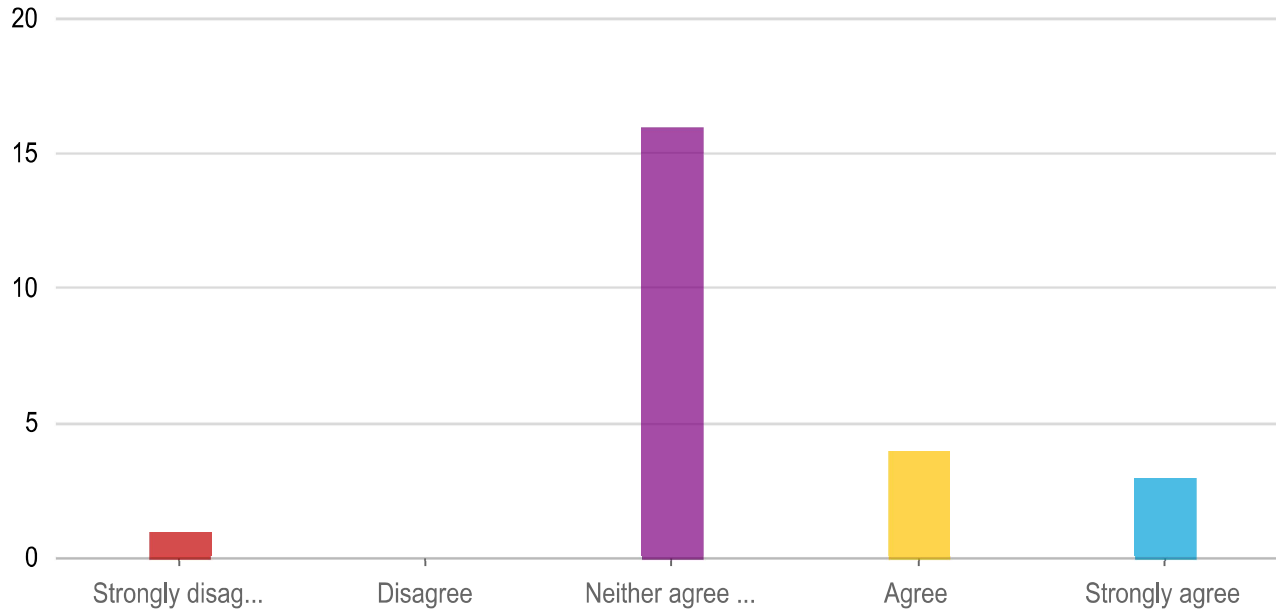
| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 1 | 4% |
| Disagree | 0 | 0% |
| Neither agree nor disagree | 16 | 64% |
| Agree | 4 | 16% |
| Strongly agree | 3 | 12% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the Policy and Corporate proposals?**

Page 56

The word cloud requires at least 20 answers to show.

| Response | Count |
|---|---|
| No | 1 |
| Neutral. | 1 |
| It is essential that Middlesbrough and the other councils within Tees Valley obtain money from developers in the area to help fund positive change. It is further essential that all councils have common aims so the new network joins seamlessly for all in our society. | 1 |
| Create policies based on practical outcomes rather than the latest theory or fashion. | 1 |
| | 0 |

Answered: 4  Skipped: 21

○ **To what extent do you agree or disagree with the proposals for improving conditions for Funding?**

| Answers | Count | Percentage |
|---|---|---|
| Strongly disagree | 0 | 0% |
| Disagree | 0 | 0% |
| Neither agree nor disagree | 10 | 40% |
| Agree | 9 | 36% |
| Strongly agree | 5 | 20% |

Answered: 24  Skipped: 1

○ **Do you have any comments regarding the Funding proposals?**

The word cloud requires at least 20 answers to show.

| Response | Count |
| --- | --- |
| No | 1 |
| Neutral. | 1 |
| It is essential that this is not just words on a document but words that are going to lead to positive improvements to our area that will help us to achieve our full potential and become prosperous area with the third biggest port, the deepest dock on the east coast strategically significant for wind farm development, an international airport and developing goods and passenger rail links. The A66 is not only the main east west road but is the main north south link between Folkstone to Stranraer. We need to be in a position to exploit this to its full potential. | 1 |
| Funding depends so much on central government. Don't waste time and resources coming up with proposals unless it is known that it won't be a waste because of likely lack of central government support. | 1 |
| Agree, but difficult to win people over to this | 1 |
| | 0 |

Answered: 5  Skipped: 20

○ **Do you have any other comments about the Councils LIP?**

The word cloud requires at least 20 answers to show.

| Response | Count |
| --- | --- |

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| | |
|---|---|
| not really | 1 |
| Mo | 1 |
| Look at the big picture rather than simply coming up with something which suits the preconceptions of high ways/planning officers. | 1 |
| Listen to your road engineers and other experts. This should not be political, it is for the good of the people and the future of the region, close the north south divide. Be bold and innovative. Make it happen. | 1 |
| It is about time another viable river crossing is built ,There is no detail on highway infra structure improveme nts ,especially with all the new builds in the south and west of middlesbrough | 1 |
| Encourage people to take the healthiest type of transport as much as possible. | 1 |
| | 0 |

Answered: 6  Skipped: 19

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## > Which of the following modes of transport do you currently use, or would be interested I using with improved services and infrastructure?

○ ○ **Walking**
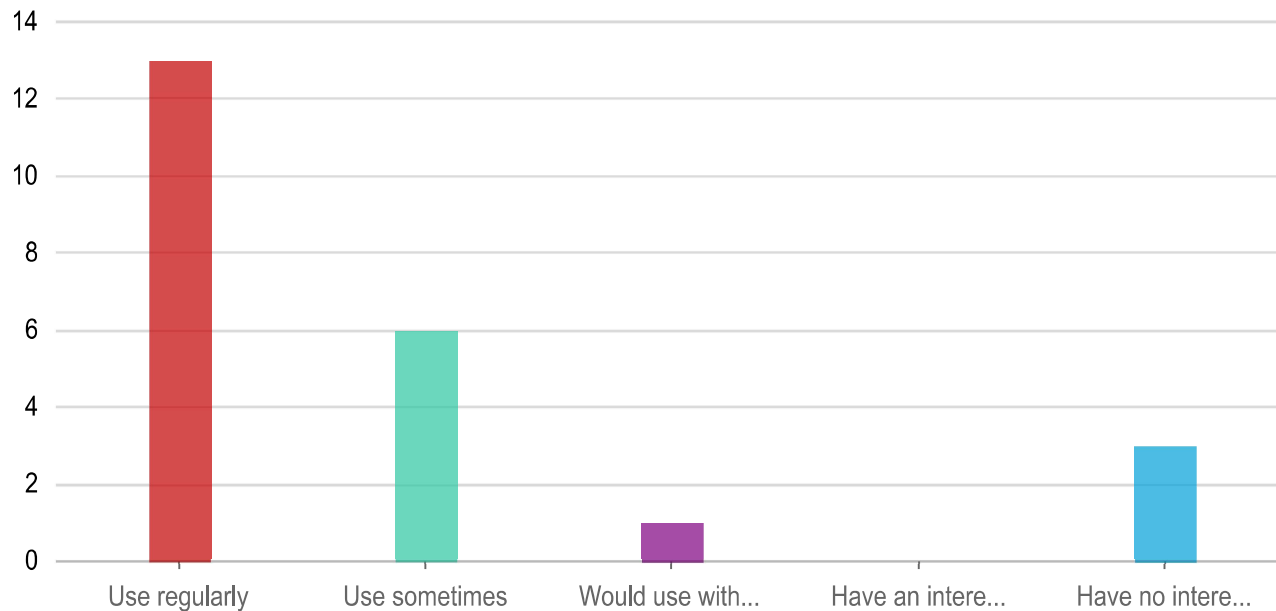
| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 13 | 52% |
| Use sometimes | 6 | 24% |
| Would use with improved infrastructure /services | 1 | 4% |
| Have an interest | 0 | 0% |
| Have no interest | 3 | 12% |

Answered: 23  Skipped: 2

○ ○ **Cycling**
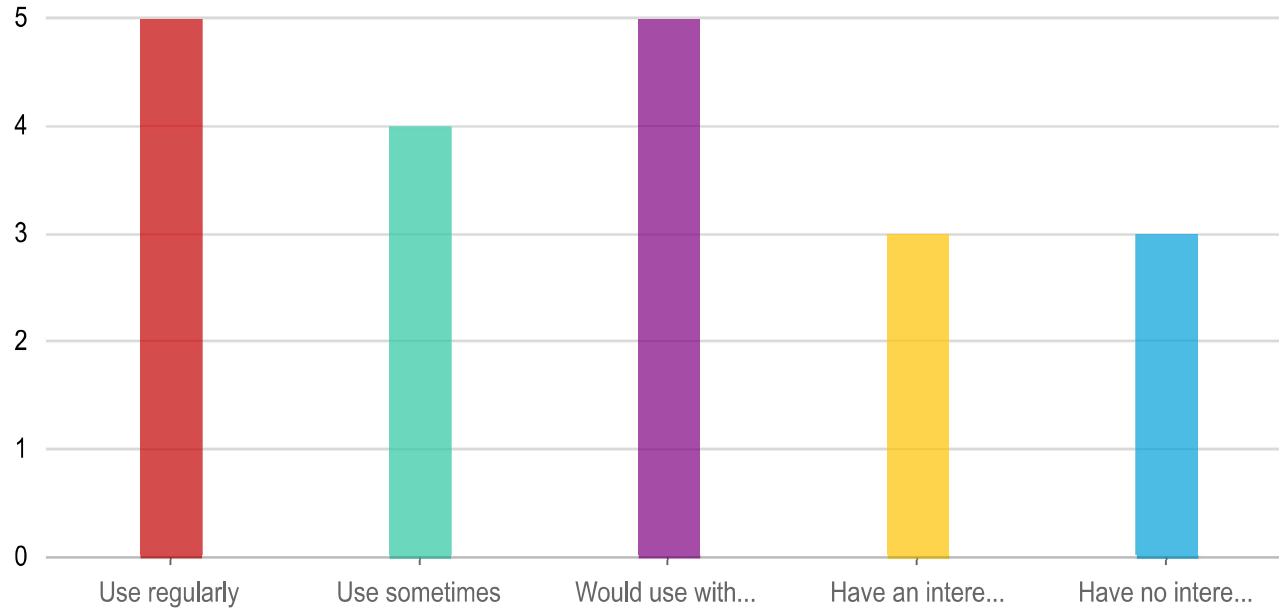
Page 61

| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 5 | 20% |
| Use sometimes | 4 | 16% |
| Would use with improved infrastructure /services | 5 | 20% |
| Have an interest | 3 | 12% |
| Have no interest | 3 | 12% |

Answered: 20  Skipped: 5

○ ○ **Bus**
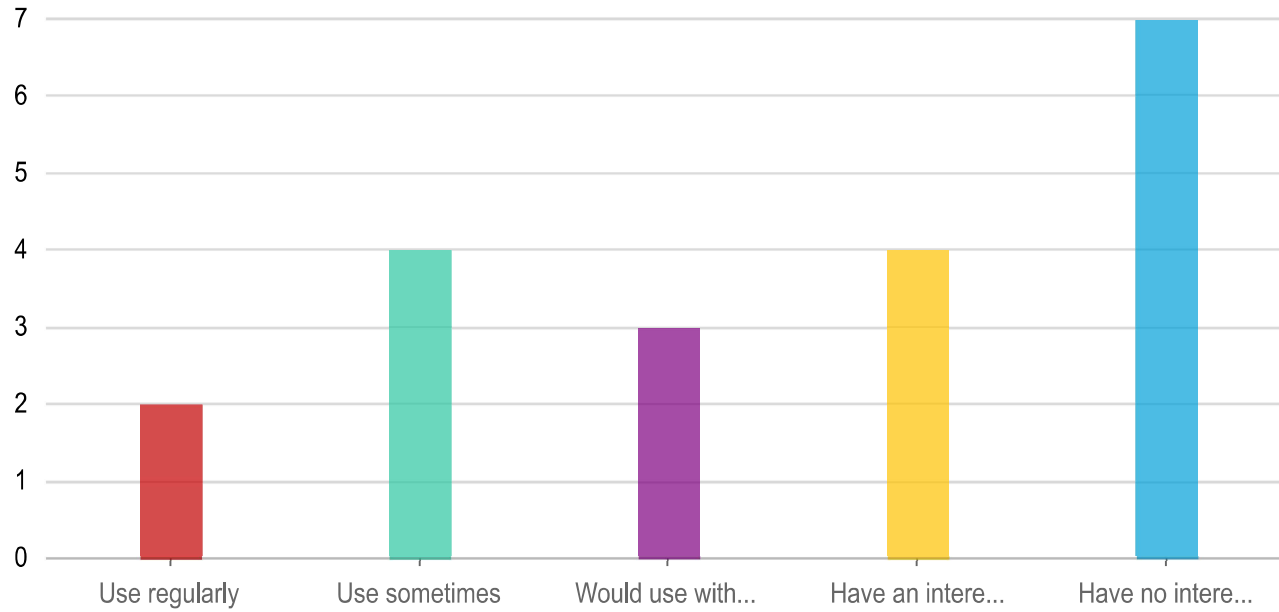
Page 63

| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 2 | 8% |
| Use sometimes | 4 | 16% |
| Would use with improved infrastructure /services | 3 | 12% |
| Have an interest | 4 | 16% |
| Have no interest | 7 | 28% |

Answered: 20  Skipped: 5

○ ○ **Rail**
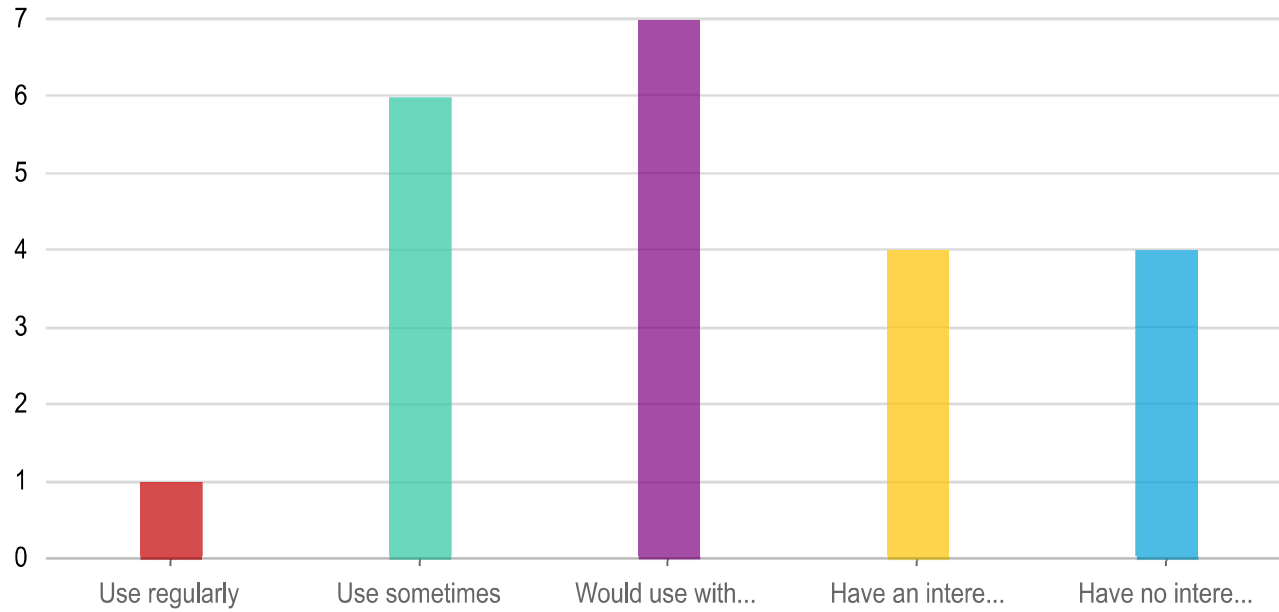
Page 64

| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 1 | 4% |
| Use sometimes | 6 | 24% |
| Would use with improved infrastructure /services | 7 | 28% |
| Have an interest | 4 | 16% |
| Have no interest | 4 | 16% |

Answered: 22  Skipped: 3

○ ○ **Freight**
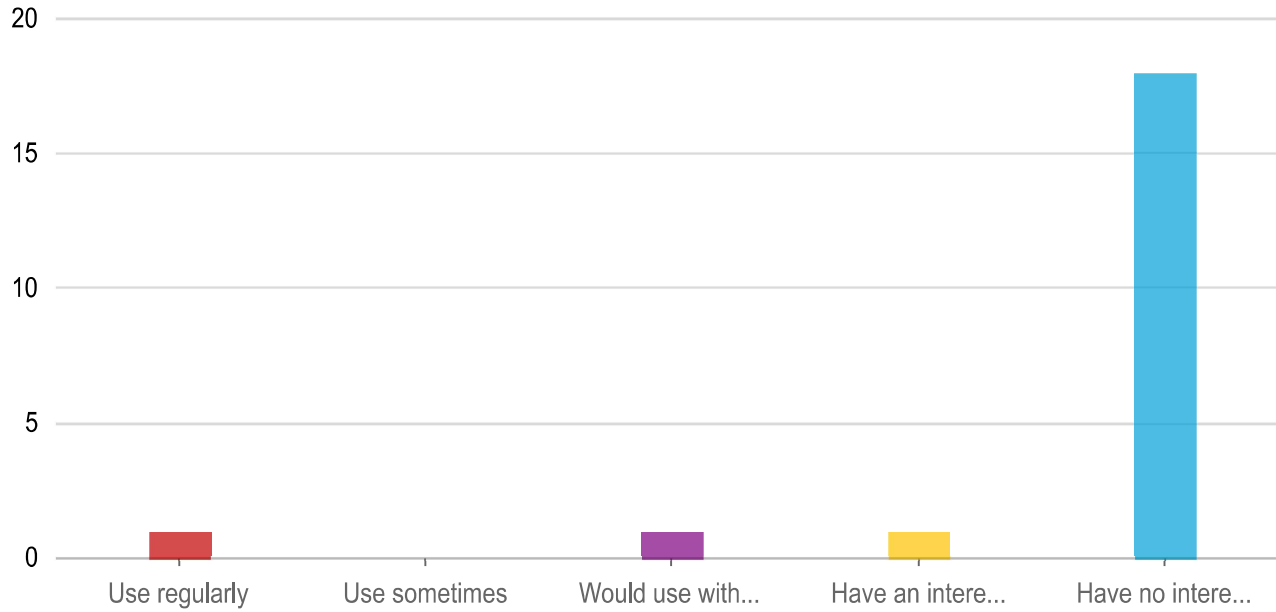
| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 1 | 4% |
| Use sometimes | 0 | 0% |
| Would use with improved infrastructure /services | 1 | 4% |
| Have an interest | 1 | 4% |
| Have no interest | 18 | 72% |

Answered: 21  Skipped: 4

○ ○ **Road**
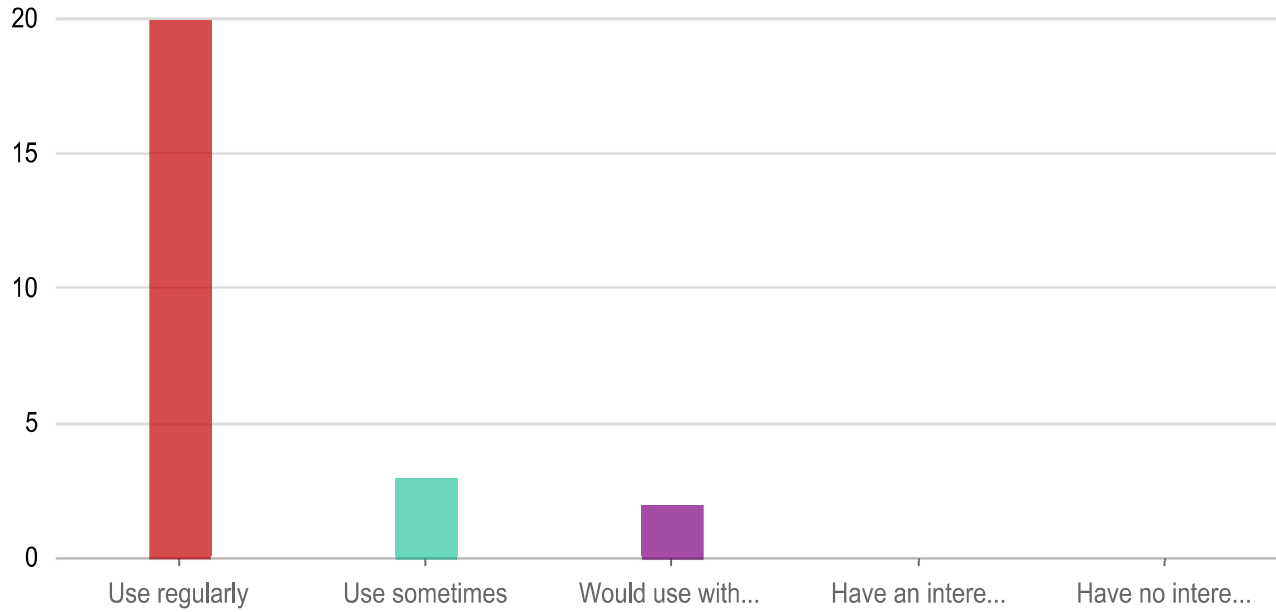
Page 66

| Answers | Count | Percentage |
|---|---|---|
| Use regularly | 20 | 80% |
| Use sometimes | 3 | 12% |
| Would use with improved infrastructure /services | 2 | 8% |
| Have an interest | 0 | 0% |
| Have no interest | 0 | 0% |

Answered: 25  Skipped: 0

○ **Please tick all that apply to you regarding your relationship/interaction with Middlesbrough. Do you:**
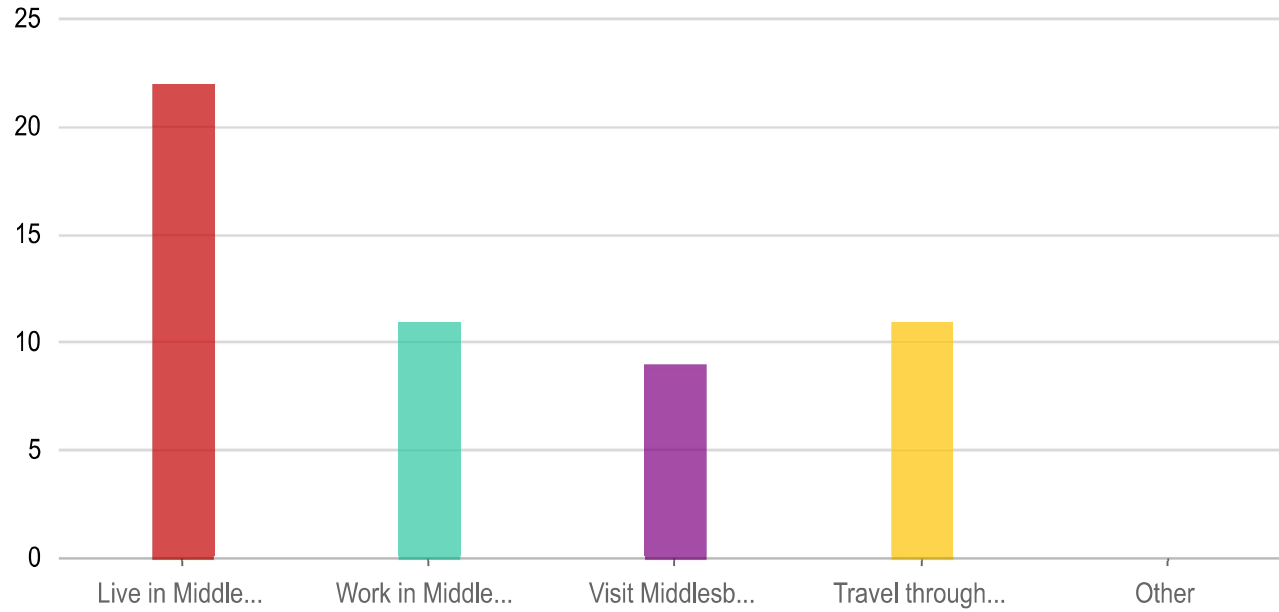
| Answers | Count | Percentage |
|---|---|---|
| Live in Middlesbrough | 22 | 88% |
| Work in Middlesbrough | 11 | 44% |
| Visit Middlesbrough | 9 | 36% |
| Travel through Middlesbrough | 11 | 44% |
| Other | 0 | 0% |

Answered: 25  Skipped: 0

○ **How frequently do you access the transport/infrastructure network in Middlesbrough?**
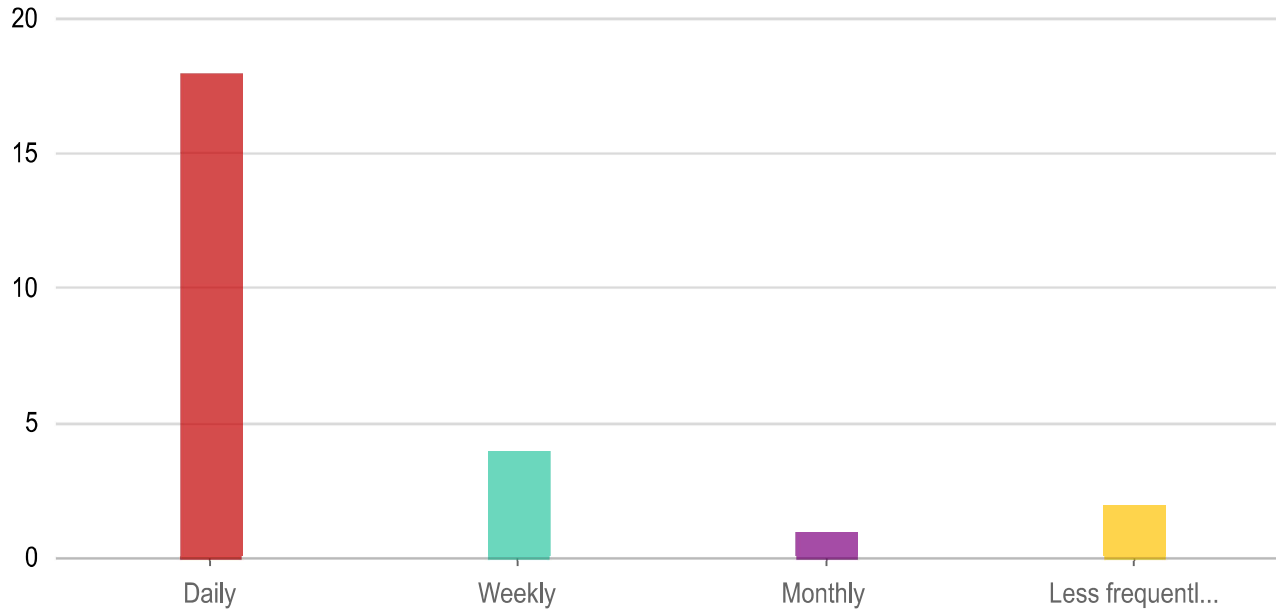
Page 68

| Answers | Count | Percentage |
|---|---|---|
| Daily | 18 | 72% |
| Weekly | 4 | 16% |
| Monthly | 1 | 4% |
| Less frequently | 2 | 8% |

Answered: 25  Skipped: 0

○ **Do you have any further comments about the Local Implementation Plan?**

The word cloud requires at least 20 answers to show.

| | |
|---|---|
| The answer to congestion is not more roads! | 1 |
| Stop buildin on green field sites . Develop existing roads to reduce car usage not build new ones | 1 |
| No | 1 |
| Neutral. | 1 |
| In parts very informative but underlying issues very vague Eg Nunthorpe parkway very vague , still. No update - comes across as an idea but no details , this has been in council paperwork's for 10 years plus and when will council just close this white elephant of an idea No demand , so let's close this pipe dream once and for all Rail services to and from Whitby , little explanation , no passenger data …need transparency by the hour/ day - this would indicate the correct use of service planning needs Ev charging hubs not described and should feature more | 1 |
| I would active travel work each day however the roads to access my work place are dangerous for pedestrians and cyclists. I live in yarm and work in acklam. The main route I use is the b1380(low lane). It has no streetlights, no path, overgrown hedges and grass by the roadside. It's an absolute deathtrap. Are there any plans in place to make this road more accessible for pedestrians and cyclists | 1 |
| good luck - a difficult sell. | 1 |
| | 0 |

Answered: 7  Skipped: 18

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## Equality Monitoring

## Equality Monitoring > GENDER

**○ ○ Are you male or female?**
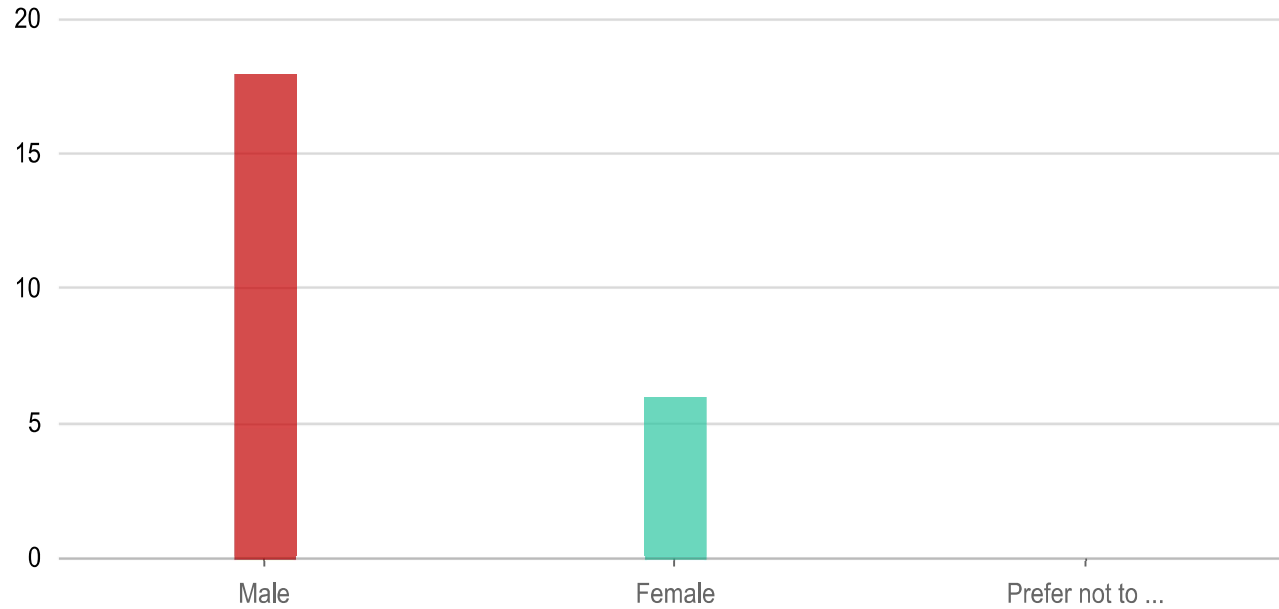


| Answers | Count | Percentage |
|---|---|---|
| Male | 18 | 72% |
| Female | 6 | 24% |
| Prefer not to say | 0 | 0% |

Answered: 24  Skipped: 1

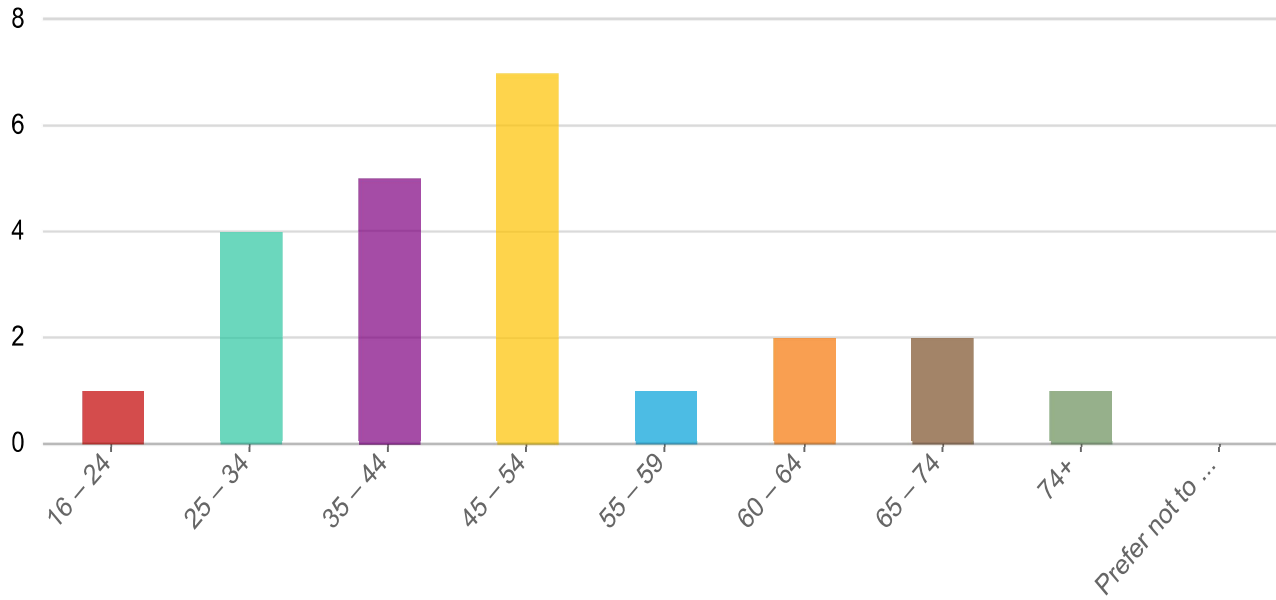**○ ○ Is your gender the same now as it was when it was assigned at birth?**
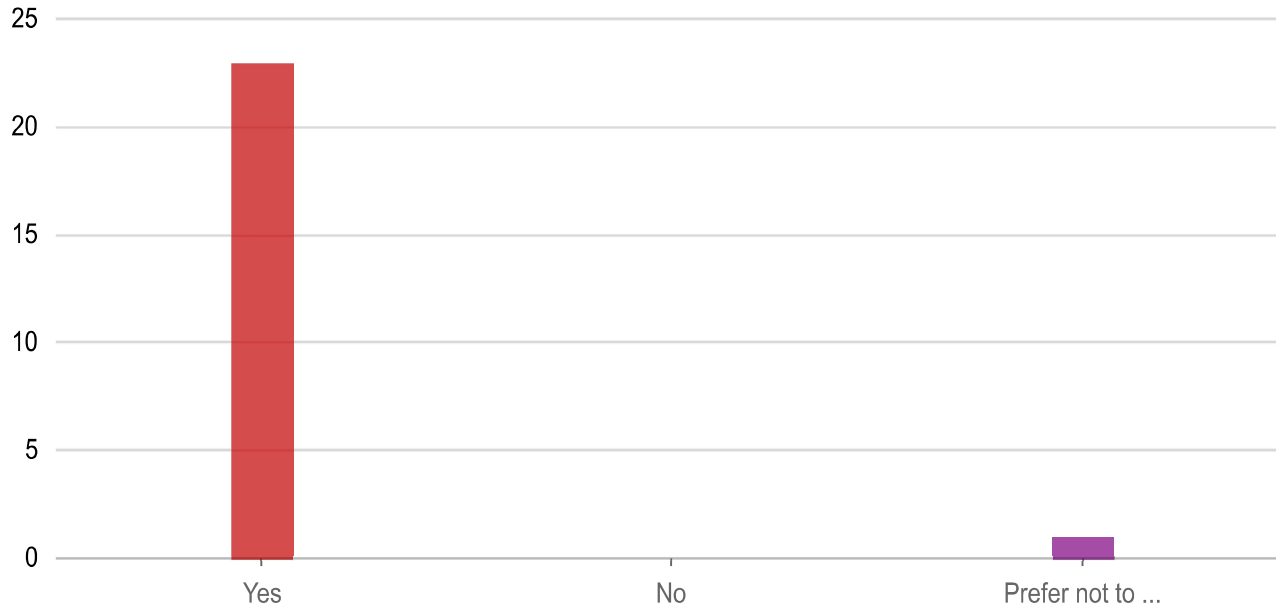
Page 70

Page 71

| Answers | Count | Percentage |
|---|---|---|
| Yes | 23 | 92% |
| No | 0 | 0% |
| Prefer not to say | 1 | 4% |

Answered: 24  Skipped: 1

## Equality Monitoring > AGE

### ○ ○ **Please indicate which of these age bands you fit into?**

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| Answers | Count | Percentage |
|---|---|---|
| 16 – 24 | 1 | 4% |
| 25 – 34 | 4 | 16% |
| 35 – 44 | 5 | 20% |
| 45 – 54 | 7 | 28% |
| 55 – 59 | 1 | 4% |
| 60 – 64 | 2 | 8% |
| 65 – 74 | 2 | 8% |
| 74+ | 1 | 4% |

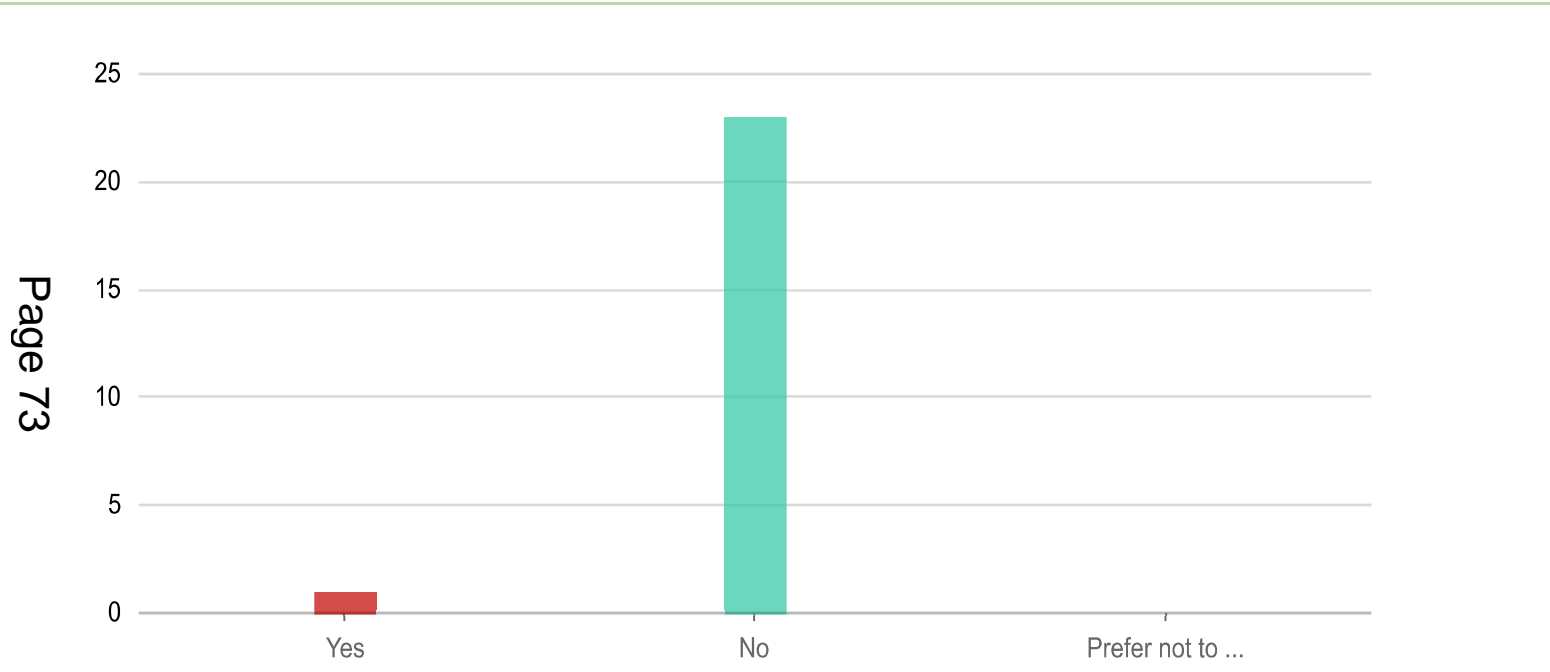| Prefer not to say | 0 | 0% |
|---|---|---|

<div align="right">Answered: 23  Skipped: 2</div>

## Equality Monitoring > DISABILITY

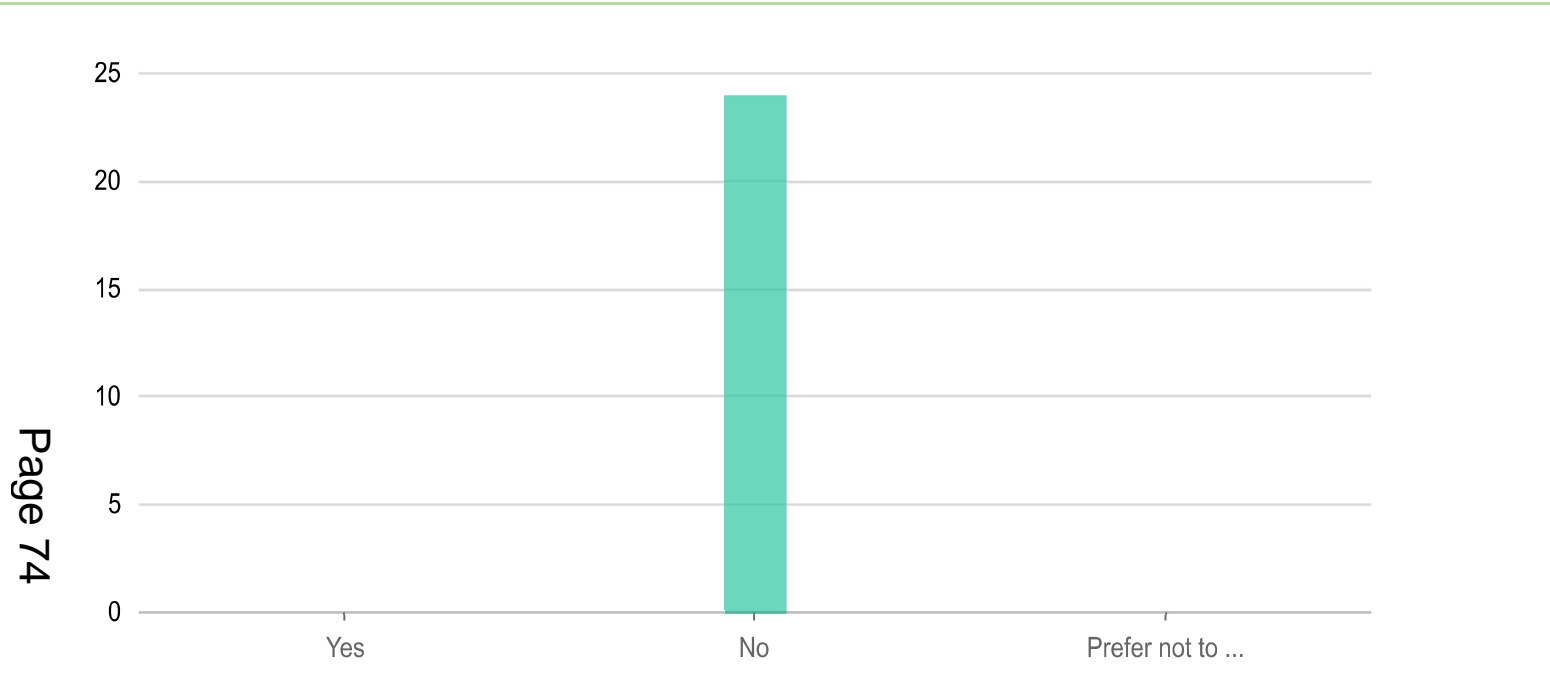### ○ ○ Do you consider yourself to be a person with a disability?



| Answers | Count | Percentage |
|---|---|---|
| Yes | 1 | 4% |
| No | 23 | 92% |
| Prefer not to say | 0 | 0% |

Answered: 24   Skipped: 1

○ ○ **Do you consider yourself to have a disability that makes accessing transport difficult?**



| Answers | Count | Percentage |
|---|---|---|
| Yes | 0 | 0% |
| No | 24 | 96% |
| Prefer not to say | 0 | 0% |

Answered: 24   Skipped: 1

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○ ○ **If yes, please specify what modes of transport are difficult for you to access:**

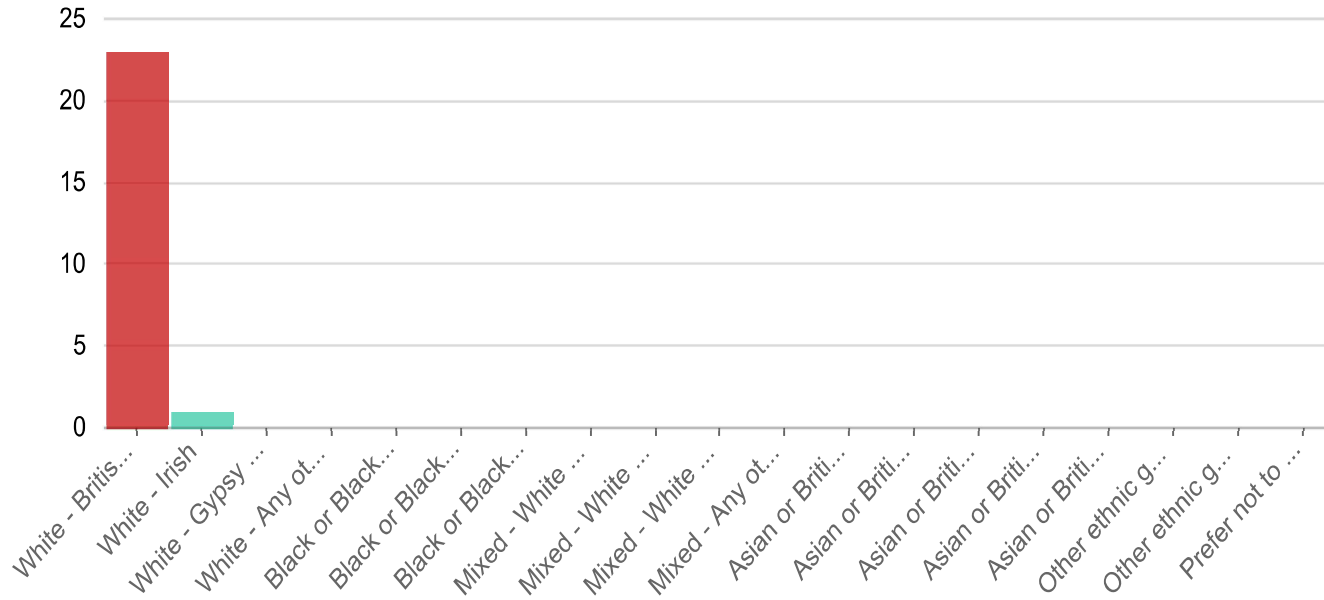The word cloud requires at least 20 answers to show.

| Response | Count |
|----------|-------|
| none | 1 |
|  | 0 |

Answered: 1  Skipped: 24

**Equality Monitoring > ETHNICITY**

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○ ○ **To which of these groups do you consider you belong?**

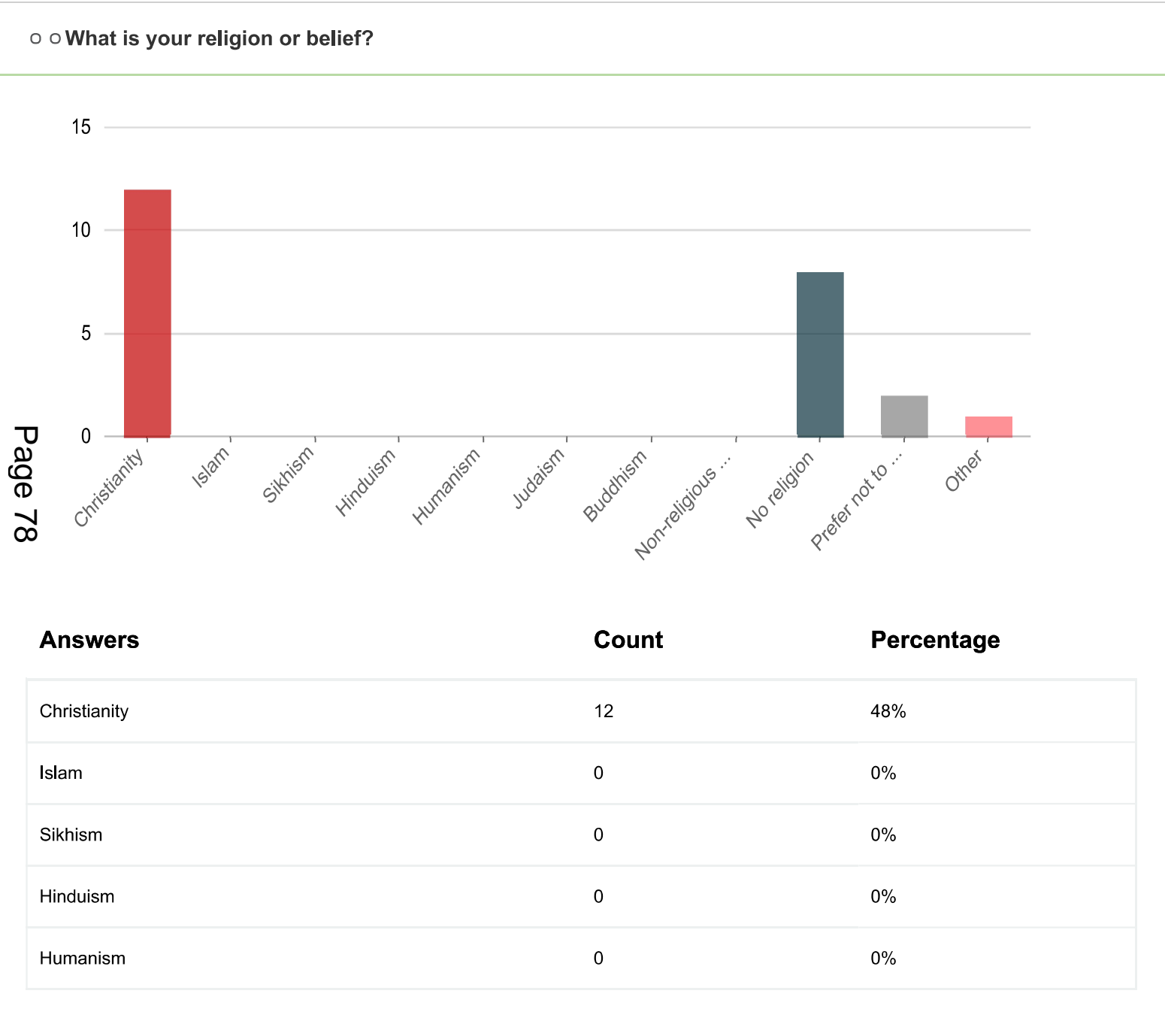| Answers | Count | Percentage |
|---|---|---|
| White - British | 23 | 92% |
| White - Irish | 1 | 4% |
| White - Gypsy or Irish Traveller | 0 | 0% |
| White - Any other White background (please write below) | 0 | 0% |
| Black or Black British - Caribbean | 0 | 0% |
| Black or Black British - African | 0 | 0% |
| Black or Black British - Any other Black background (please write below) | 0 | 0% |

| | | |
|---|---|---|
| Mixed - White and Black Caribbean | 0 | 0% |
| Mixed - White and Black African | 0 | 0% |
| Mixed - White and Asian | 0 | 0% |
| Mixed - Any other Mixed background (please write below) | 0 | 0% |
| Asian or British Asian - Indian | 0 | 0% |
| Asian or British Asian - Pakistani | 0 | 0% |
| Asian or British Asian - Bangladeshi | 0 | 0% |
| Asian or British Asian - Chinese | 0 | 0% |
| Asian or British Asian - Any other Asian background (please write below) | 0 | 0% |
| Other ethnic group - Arab | 0 | 0% |
| Other ethnic group - Any other background (please write below) | 0 | 0% |
| Prefer not to say | 0 | 0% |

Answered: 24  Skipped: 1

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○ ○ **If you have selected an 'Any other' ethnic group, please provide details below.**

There are no answers to this question yet.
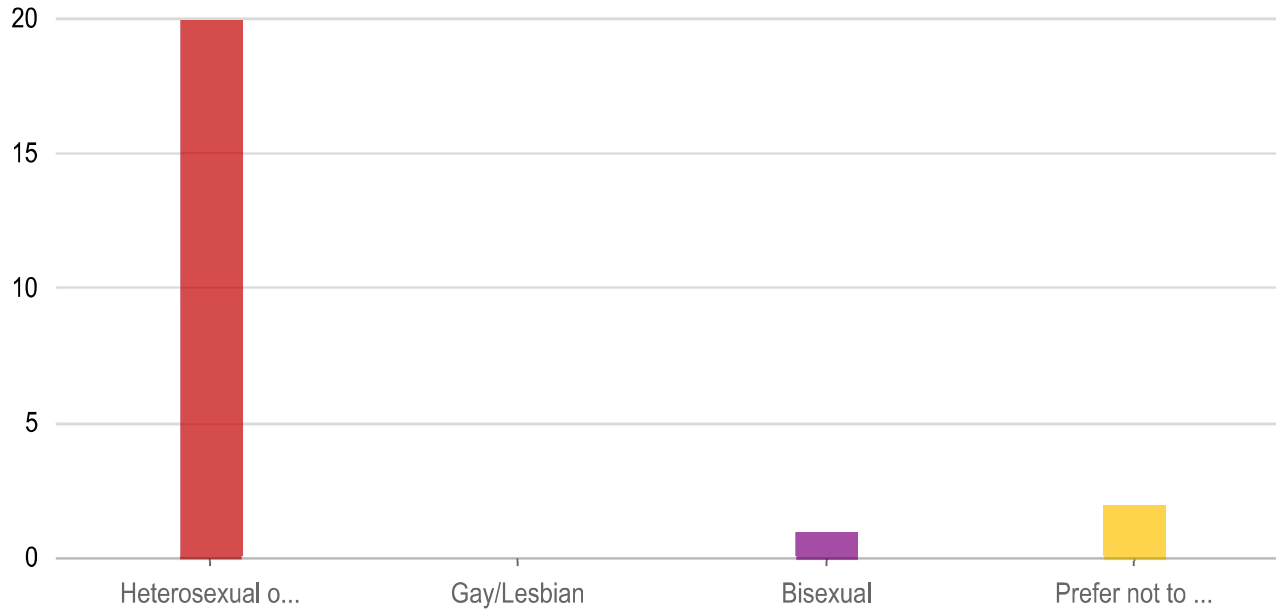
**Equality Monitoring > RELIGION OR BELIEF**

○ ○ **What is your religion or belief?**



| Answers | Count | Percentage |
|---|---|---|
| Christianity | 12 | 48% |
| Islam | 0 | 0% |
| Sikhism | 0 | 0% |
| Hinduism | 0 | 0% |
| Humanism | 0 | 0% |

| Judaism | 0 | 0% |
|---|---|---|
| Buddhism | 0 | 0% |
| Non-religious belief | 0 | 0% |
| No religion | 8 | 32% |
| Prefer not to say | 2 | 8% |
| Other | 1 | 4% |

Answered: 23  Skipped: 2

**Equality Monitoring > SEXUAL ORIENTATION**

○ ○ **What is your sexual orientation/sexuality?**

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| Answers | Count | Percentage |
|---|---|---|
| Heterosexual or straight | 20 | 80% |
| Gay/Lesbian | 0 | 0% |
| Bisexual | 1 | 4% |
| Prefer not to say | 2 | 8% |

Answered: 23  Skipped: 2

# MIDDLESBROUGH COUNCIL

Middlesbrough
moving forward

| Report of: | *Councillor Eric Polano, Executive Member For Regeneration* |
|---|---|
| | *Richard Horniman, Director of Regeneration and Culture* |

| Submitted to: | *Single Executive Member Meeting -12 January 2022* |
|---|---|

| Subject: | *Off-street Electric Vehicle Charging Point Installations* |
|---|---|

## Summary

| Proposed decision(s) |
|---|
| It is recommended that: |
| The Executive Member for Regeneration approves the proposals to work in partnership with Tees Valley Combined Authority and contractors EB Chargers to install electric vehicle charging points within Middlesbrough Council operated Car Parks. |

| Report for: | Key decision: | Confidential: | Is the report urgent?[1] |
|---|---|---|---|
| *Decision* | *Yes* | *N/A* | *No* |

| Contribution to delivery of the 2021-24 Strategic Plan | | |
|---|---|---|
| **People** | **Place** | **Business** |
| *The proposal will provide infrastructure to support people to uptake Electric Vehicles (EV) within Middlesbrough by providing up to date charging facilities within popular Council operated car parks.* | *The proposal will assist in making Electric Vehicles more attractive, and improve the local environment through zero emission journeys. This will help to reduce pollution, and make the area more attractive* | *By improving available services, the proposal will contribute to the resilience of the local economy, thereby ensuring that the transport network does not act as a barrier to future economic growth.* |

| Ward(s) affected |
|---|
| The wards that host the car parks are as follows: |
| Central Ward – Zetland, Captain Cook, France Street, MIMA |
| Marton East – Stewart park (pending further discussions surrounding accessibility) |

---

[1] Remove for non-Executive reports

**What is the purpose of this report?**

1. To seek Executive Member approval to work with Tees Valley Combined Authority (TVCA) and their preferred contractor EB, to install Electric Vehicle (EV) Charging Points at specified Council operated Car Parks within Middlesbrough.

**Why does this report require a Member decision?**

2. Although the installations are to be fully externally funded via TVCA, the value of the proposals are £230,936.82, which is over the financial threshold.  As a result, an Executive Member decision is required to allow the scheme to be progressed

**Background**

3. With the Government's ambitions for banning the sale of petrol and diesel fuelled vehicles by 2030, along with advances in technology that improves affordability and suitability; EV's are gaining popularity. The benefits of a changing fleet to more sustainably fuelled vehicles are well documented, and will be a major driver toward national Carbon reduction, and the Councils Green Strategy; aiming to be Carbon neutral by 2029.

4. As trends and behaviours change, alterations to infrastructure is required.  For EV's, the only alternate infrastructure required is charging facilities. The Council currently has a very limited public offer, subsequently creating a barrier to people being able to fully utilise, and adopt, EV's within Middlesbrough and the wider region.

5. Infrastructure is costly, and in times of rapid innovation and technological advances, investment can quickly become superseded and redundant. The Council benefitted previously in infrastructure via the Plugged in Places programme. The chargers were installed and over time / as the market has advanced; they do not provide the rapid charge facility or forward compatibility with many of the main models of vehicle that are popular on the market.

6. The Council is working with TVCA and the four other neighbouring authorities to develop a suite of infrastructure improvements and policy, to ensure consistency for provision across the region. TVCA has identified an allocation of funding within its Transforming Cites Fund allocation to support the delivery of publicly accessible EV charging points.

7. As part of this programme, TVCA undertook a tender exercise to appoint a preferential supplier to work with. There are a number of differing methods to delivering EV Charging Points (EVCP) ranging from fully funded / maintained at Authority's expense, to fully operated / installed and managed by a private company.

8. Following discussions at Tees Valley Management Group (TVMG), it was agreed that the most appropriate method of provision was a hybrid of the aforementioned options. This requires collaboration with an organisation that would assess / manage the infrastructure at their expense, but to make this more accessible; TVCA would provide the capital investment.

9. The successful tenderer is working on a call-off contract basis to identify costs, suitability and delivery of proposals for installations. TVCA (with other external funding ORCS (On-street Residential Chargepoint Scheme) being considered to support provision in Stewart Park (if this is supported / feasible) would provide the installation investment.

10. EB Charging provided the most competitive tender model. Their business model works on the basis of charging end users for the volume of energy that is used during a charging session. As part of the arrangements, TVCA have negotiated a share of the profit, which will be invested back in to the regional programme to deliver further infrastructure improvements.

11. The net cost to the Council is nil and it benefits from the installation of infrastructure at no cost to the authority, with all associated maintenance and administration costs being borne upon EB Charging. A legal agreement between the organisations establishes the requirements and expectations from all parties. There are no restrictions to the minimum number of chargers to be installed, or that EB is a sole provider of EVCP in Middlesbrough; enabling the Council being able to enter into similar arrangements with other providers at any time in the future.

12. The Transport & Infrastructure department has identified the following sites to form part of phase 1. These sites have had feasibility studies undertaken by EB Charging to assess their viability, levels of provision and capacity to connect to the national grid supply network. The following table provides the information.

| Location | Charger speed (kW) | No. chargers | No. sockets | Estimated installation cost (£) |
|---|---|---|---|---|
| France Street | 22 | 5 | 10 | £53,085.24 |
| MIMA | 50 | 1 | 2 | £48,021.38 |
| Stewart Park | 22 | 6 | 12 | £76,863.43 |
| Wood Street | 22 | 4 | 8 | £52,966.77 |
| Total | | 16 | 32 | £230,936.82 |

13. Under the proposals, the Council is set to:
a) Make benefit from £230,936.82 of infrastructure improvements
b) Create a more attractive service within car parks for EV uptake
c) Align with the Councils Green Strategy to improve local Environment through encouraging zero emission vehicles
d) Help to address local and national climate change agenda
e) Provide a service to residents and visitors to Middlesbrough
f) Have infrastructure maintained and administered at external expense
g) Have no responsibility for providing updated facilities in the event
h) Maintain the ability to invest in alternate companies/delivery models

**What decision(s) are being asked for?**

14. It is recommended that:

The Executive Member for Regeneration approves that the Council works with Tees Valley Combined Authority and contractors EB Chargers to install Electric Vehicle Charging Points at key Council operated Car Parks within Middlesbrough.

3

**Why is this being recommended?**

15. The proposal will allow the Council to provide a suite of EV Charging Points at no cost to the authority, while supporting TVCA to further invest into the charging network in Middlesbrough.

**Other potential decisions and why these have not been recommended**

16. The other potential decisions that have not been recommended include:

a) Do nothing.  This is not recommended, as the Council needs to provide EVCP facilities aligned with increasing demand across its own workforce and any other electric vehicle using its network. Doing nothing will not help the Council to realise the benefits of EV uptake.

b) Invest the Council's own resources in to the provision of EVCP. The cost assessment to provide the proposed infrastructure improvements is £230k. This requires a significant capital investment that is currently not budgeted for. This approach exposes an element of risk to the authority if uptake is not sufficient to make a return on the investment.  This proposed approach may be profitable to EB/TVCA, but this will be monitored, and the Council has opportunities to invest in its own charging facilities at any time.

c) The Council undertakes its own "procurement exercise" and appoints a similar contract of its own. This has been dismissed, as under the current arrangements, TVCA have been able to benefit from economies of scale due to being able to provide a regional market opportunity. If the Council was to undertake a similar procurement exercise, it is believed that the returned tender offers would not be as viable in terms of overall benefit. This would also mean that the Council would not benefit from the regional policy / approach being developed and would have to implement its own strategies.

**Impact(s) of recommended decision(s)**

*Legal*

17. There are legal issues associated with this proposal as it requires the authority to enter in to contracts with EB Charging for installations. Each location will be addressed individually.  Legal Services are aware of the proposals.

*Financial*

18. The net cost to the Council is nil. The charging points will still be covered by Council Civil Enforcement Practices as per all other vehicles on the network, so revenue is not expected to be affected. The infrastructure will be maintained at the expense of EB charging. Electricity use will be paid for by the end user.

**Policy Framework**

19. The decisions recommended within this report align fully with the Council's policy framework.

*Equality and Diversity*

20. It is not anticipated that any protected groups will be impacted upon negatively as a result of implementing the proposal.  Please see attached Equality Impact Assessment contained within the appendix.

*Risk*

21. The contract will be delivered in line with the Council's established risk management protocols.  Appropriate measures will be put in place to ensure that all risks associated with the scheme are minimised.

**Actions to be taken to implement the decision(s)**

22. Council officers will commence the implementation of the proposal upon approval.

**Appendices**

23. Equality Impact Assessment.

**Background papers**

24.  N/A.

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**Template for Impact Assessment Level 1: Initial screening assessment**

| Subject of assessment: | Off-street Electric Vehicle Charging Point Installations | | | |
|---|---|---|---|---|
| Coverage: | To cover the impact of providing Electric Vehicle Charging Point provision in Middlesbrough Council operated car parks | | | |
| This is a decision relating to: | ☐ Strategy | ☒ Policy | ☒ Service | ☐ Function |
| | ☒ Process/procedure | ☐ Programme | ☒ Project | ☐ Review |
| | ☐ Organisational change | ☐ Other (please state) | | |
| It is a: | New approach: | ☐ | Revision of an existing approach: | ☒ |
| It is driven by: | Legislation: | ☐ | Local or corporate requirements: | ☐ |
| Description: | Key aims, objectives and activities<br><br>In line with local and national agendas, the Council is keen to make provision to increase the uptake of Electric Vehicles. One of the barriers to uptake relates to the opportunities to charge vehicles. The Council currently has outdated facilities within some of its car parks, but is working to implement a wider and more consistent provision across its facilities.<br><br>Statutory drivers (set out exact reference)<br><br>The introduction of EV Charging Points will help to encourage the uptake of EV by removing the barrier of not having provision to charge vehicles. This is aligned with National Policy to ban the sale of petrol and diesel fuelled vehicles by 2030.<br><br>Differences from any previous approach<br><br>The variation between previous approach and proposed current is that external funders will provide the infrastructure, and fully manage/administer it. Parking policy will otherwise remain, including tickets, enforcement and accessibility.<br><br>Key stakeholders and intended beneficiaries (internal and external as appropriate)<br><br>Any Electric Vehicle driver that utilises a Middlesbrough Car Park where by there is a provision for Charging will benefit from this proposal.<br><br>Intended outcomes.<br><br>The Council intends to increase the uptake of Electric Vehicles on the Middlesbrough Highway network. This will bring about improved environmental benefits for the local area, and help to achieve local and national targets for Carbon reduction; particularly aligned to the governments ambitions to ban the sale of petrol and diesel fuelled vehicles by 2030. | | | |
| Live date: | November 2021 | | | |
| Lifespan: | N/A | | | |
| Date of next review: | N/A | | | |

| Screening questions | Response | | | Evidence |
|---|---|---|---|---|
| | **No** | **Yes** | **Uncertain** | |
| **Human Rights** <br> Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?* | ⊠ | ☐ | ☐ | The project aims to improve the uptake of electric vehicles. This will assist in improving local environment quality, and achieve national policy of the banning of petrol and diesel fuelled vehicles by 2030.  There are no fundamental changes to the car parks as a result of this proposal, other than designating allocated spaces to be used by Electric Vehicles only, which any electric vehicle owner can use. The remainder of the car park will be available on an as come first served basis; therefore this will not impact negatively upon human rights. <br><br> Evidence used to inform this assessment includes analysis of the Human Rights Act 1998. |

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* Consult the Impact Assessment further guidance appendix for details on the issues covered by each of theses broad questions prior to completion.

| Screening questions | Response | | | Evidence |
|---|---|---|---|---|
| **Equality**<br>Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?* | ☒ | ☐ | ☐ | The Public Sector Equality Duty (PSED) requires that when exercising its functions the Councils must have due regard to the need to:-<br><br>• eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;<br>• advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and<br>• foster good relations between persons who share a relevant protected characteristic and persons who do not share it.<br><br>In having due regard to the need to advance equality of opportunity, the Council must consider, as part of a single equality duty:<br><br>• removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;<br>• taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it; and;<br>• encouraging people who share a protected characteristic to participate in public life or in any other activity in which participation is low.<br><br>The project aims to increase the uptake of electric vehicles by providing facilities to support EV drivers. All electric vehicle charging bays will be installed to comply with accessible infrastructure specifications (space dimensions/ accessible charging cable heights etc), which will mean that people with mobility issues can access the facilities on a first come first served basis, as is the existing provision. Although there will be no designated disabled Electric Vehicle spaces, the accessible nature of all provision will mean that provision can be accessed by anybody. The Council will maintain any existing disabled only spaces within the car park, so there will be no alterations to the capacity to park for disabled people. Blue Badge holders will be able to utilise the charging space by deploying their badge, making benefit of free parking, but will still be required to pay for the energy they use for their vehicle, and comply with the rules and regulations in place otherwise that everyone will adhere to.<br><br>Evidence used to inform this assessment includes analysis of statutory guidance in relation to accessibility, including the Access for All legislation. |
| **Community cohesion**<br>Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?* | ☒ | ☐ | ☐ | The provision of Electric Vehicle charging facilities will be accessible by anyone who has an electric vehicle. Although Electric vehicles are not accessible to everyone (due to the higher cost of purchase), the spaces provided solely for this provision will still be subject to the same terms and conditions of parking (period of stay/payment/fines), and operational on a first come first served basis. Therefore, the Council is treating all car park users in an equitable manner, regardless of vehicle cost/status, reducing any potential community cohesion issus associated with affluence/economics. There are no other anticipated community variances that the provision are likely to generate, as the spaces are available to those with EV's on a first come first served basis. |

| Screening questions | Response | Evidence |
|---|---|---|
| **Next steps:**<br><br>⮌ If the answer to all of the above screening questions is No then the process is completed.<br><br>⮌ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed. | | |

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| **Assessment completed by:** | Chris Orr | **Head of Service:** | Sam Gilmore | |
| **Date:** | <mark>/11/2021</mark> | **Date:** <mark>**/ November / 2021**</mark> | | |