

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: <ul style="list-style-type: none"> 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.

Report for:	Key decision:	Confidential:	Is the report urgent?¹
<i>Decision</i>	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.

¹ Remove for non-Executive reports

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:

Priority	% respondents		
	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.

	%				
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

	% use				
Mode	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 transport 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.

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 Council's 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.

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. .

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