

**MIDDLESBROUGH COUNCIL**

<b>Report of:</b>	Director for Environment and Community Services
<b>Relevant Executive Member:</b>	Executive Member for Environment
<b>Submitted to:</b>	Executive
<b>Date:</b>	4 September 2024
<b>Title:</b>	Integrated Transport Strategy update
<b>Report for:</b>	Decision
<b>Status:</b>	Public
<b>Council Plan priority:</b>	A successful and ambitious town
<b>Key decision:</b>	No
<b>Why:</b>	Not applicable
<b>Subject to call in?:</b>	Yes
<b>Why:</b>	Non-Urgent

**Proposed decision(s)**

That the Executive approves the updated *Integrated Transport Strategy (ITS)* to support the wider economic growth of Middlesbrough, and the pursuit of external funding to enable delivery.

**Executive summary**

The Council adopted the Integrated Transport Strategy (ITS) on 12<sup>th</sup> December 2018 as part of the Strategic Transport Strategy Executive Report

[https://moderngov.middlesbrough.gov.uk/Data/Executive/201812181300/Agenda/\\$att1015374.doc.pdf](https://moderngov.middlesbrough.gov.uk/Data/Executive/201812181300/Agenda/$att1015374.doc.pdf) and approval report can be found here

<https://moderngov.middlesbrough.gov.uk/Data/Executive/201901221300/Agenda/att1015537.pdf>

Since this time, several national policies and technical guidance from Central Government have been formulated and amended, and the Council has undertaken refreshed traffic modelling works. This has been incorporated into the updated ITS document as a refresh to ensure it is relevant. It is recommended that the Council approves the updated strategy document to ensure that the Council can deliver its objectives in a prudent manner; as set out within the strategy.

## **1. Purpose**

- 1.1 The purpose of this report is to re-fresh the Integrated Transport Strategy; aligned with updated policy and government strategy.
- 1.2 The approval will support the wider economic growth of Middlesbrough and the pursuit of external funding to enable delivery.

## **2. Recommendations**

2.1 That the Executive

- Approves the updated Integrated Transport Strategy

## **3. Rationale for the recommended decision(s)**

- 3.1 The approval will reference changes to Government policy and strategy since the formation of the approved strategy in 2018; allowing the Council to deliver and develop infrastructure that better meets the need of Middlesbrough.
- 3.2 This will support the wider economic growth of Middlesbrough, and the pursuit of external funding to enable delivery.

## **4. Background and relevant information**

- 4.1 The following documents have been used to inform the updated version of the Integrated Transport Strategy
  - [Active Travel England - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
  - [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
  - [teesvalley-ca.gov.uk/business/wp-content/uploads/sites/3/2023/03/BSIP-Brochure-Dec-22-5.pdf](https://teesvalley-ca.gov.uk/business/wp-content/uploads/sites/3/2023/03/BSIP-Brochure-Dec-22-5.pdf)
  - [UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

## **5. Other potential alternative(s) and why these have not been recommended.**

- 5.1 Do nothing. If the Council does not approve and endorse the updated ITS, this would result in a significant challenge to delivering future sustainable transport programmes across Middlesbrough, due to an approved strategy not being in place.
- 5.2 Not having an approved strategy in place, could indicate that the Council has not considered mitigation measures to support new transport and housing schemes across the town. This will result in a disjointed approach between local, regional and national approaches to facilitate economic growth; presenting a weaker methodology for seeking funding from future external funding sources.

## **6. Impact(s) of the recommended decision(s)**

6.1 The impact of the decision ensures that the Council is co-ordinated in its approach to promoting sustainable transport initiatives at every stage in the planning, implementation and maintenance of its local highway network. This will result in providing mitigation measures that simultaneously align with both internal and external strategies and policy frameworks. This will further strengthen the Councils position toward succeeding in its ambitious growth plans, while simultaneously delivering a fit for purpose and resilient transport network.

## **7. Financial (including procurement and Social Value)**

7.1 The strategy will not result in additional demand on the Council's revenue or capital budgets. Currently, £1.657m Highways Incentive capital grant from the Department of Transport has been identified as available resource to fund these schemes in 2024/2025 and £1,065m annually to fund these schemes in future. This is built into the current Capital Programme.

7.2 By endorsing this strategy, this will strengthen the possibility of attracting any additional funding as it demonstrates the Councils commitment, and forward planning to delivering specific initiatives.

## **8. Legal**

8.1 There are no legal implications for the Council associated with the report's recommendations, as the approval and endorsement highlight the methods and schemes to be adopted. Each individual scheme will be impact assessed accordingly prior to commencing.

## **9. Risk**

9.1 In relation to the Strategic Risk Register, the relevant risks are outlined below.

- a. O1-005 - If poor economic growth occurs, then this will reduce public and private sector investment in the town, including town centre retail, housing development and business.
- b. O8-008 - If effective partnership working is not achieved, then this will reduce the Council's ability to deliver strategic priorities and key services, resulting in reduced outcomes for local communities.

9.2 These risks are all mitigated to an extent by the proposed approach.

## **10. Human Rights, Public Sector Equality Duty and Community Cohesion**

10.1 There are no implications on Human Rights, equality, and community cohesion because of approving this document. All policies are based upon improving the highway network for all residents and highway users based on increasing accessibility to services.

**11. Climate Change / Environmental**

11.1 Approving this document will assist Climate Change and Environment as the strategy is to support Sustainable Transport, which reduces emissions associated with different forms of vehicular transport.

**12. Children and Young People Cared for by the Authority and Care Leavers**

12.1 The approval of this document will support young people cared for by the authority and care leavers as it will improve accessibility to modes of transport that do not require the use of a private vehicle. This will ensure that social mobility is promoted, which is more prevalent for users that have less disposable income.

**13. Data Protection**

13.1 No data will be required to be collected as part of approval of this document. Any subsequent projects that are delivered as part of this strategy document will be subject to data protection requirements as required.

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

Action	Responsible Officer	Deadline
Continue to work with TVCA and external partners to implement mode specific projects	Chris Orr	Ongoing

**Appendices**

1	Middlesbrough Integrated Transport Strategy 2024 - 2038
2	
3	

**Background papers**

Body	Report title	Date
n/a		

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