

Highway Infrastructure Delivery Plan – 2024 - 2040

Introduction

Transport infrastructure plays a crucial role for everyday lives, and is critical to supporting a successful local economy, enhancing quality of life and place that people want to live.

Middlesbrough Council, as Local Highway Authority, have statutory requirements to manage our network efficiently. There is a need to consider movement of people as opposed to simply considering vehicles to take into account differing users requirements now and in the future.

The Councils Integrated Transport Strategy identifies aims and objectives required to ensure a well-planned, efficient, attractive fully integrated transport network to support Middlesbrough' physical, social, economic growth and status.

Over the past 30 years, traffic on the Town's roads has increased, and in some areas, there are increases in congestion. The current infrastructure asset requires modernising to ensure that it is operating efficiently and sustainably.

Building more roads is not financially or environmentally sustainable, however, to balance the current and predicted demand, infrastructure must be modified to remain resilient and support multi-modes of transportation, making the most efficient use of the available highway.

Context and supporting strategies.

The Integrated Transport Strategy (middlesbrough.gov.uk/media/24rcaxw2/integrated-transport-strategy-2018-28.pdf) identifies a hierarchy of need, highlighting the most vulnerable Road users and alternate modes need to be considered to improve safety and reduced reliance on private vehicles for transportation. 77% of journeys to work are undertaken by private cars. An increasing number of residents do not have the luxury of a private vehicle and are dependent upon sustainable transport. This dominance needs to be addressed as it is not sustainable, nor is it supportive of social mobility issues that.

As a result of National and Local housing and economic growth programmes, including LTN 1/20, The Council is looking to make highway improvements to address current and anticipated demand on the highway network, whilst creating infrastructure that supports alternate modes of travel. This will ensure that it creates a network that:

- Operates safely.
- Operates efficiently.
- Creates more reliable journeys.
- Operates sustainably.
- Improves the local environment.
- Supports public health agenda.
- Supports local economy.
- Improves people's lives, creating access to jobs, retail, education, and leisure opportunities.
- Supports social mobility.

Evidence base

The Council has a Strategic AIMSUM Transport Model covering the whole of the Borough. It uses this to consider the impact of proposed economic and housing growth over the next 15 years. This identifies the likely trip generation associated with development sites, which amalgamated with the

future movement demand, identifies locations where interventions are required to ameliorate the impact.

The AIMSUM model has identified several infrastructure modifications that are required to re-balance competing demand. On this basis, The Council will identify funding sources to deliver the required infrastructure in a timely manner, to realise its modal shift and achieve Council strategies.

Solutions

The following locations and proposals have been identified, which will:

- Improve safety.
- Encourage modal shift and multi-modal opportunities.
- Increase network efficiency and capacity.
- Create more connected and reliable journeys.
- Improve the door to door journey experience.

See table of interventions in appendix 1

See map of interventions in appendix 2

Funding

The Council acknowledges the cost associated with this ambitious package of improvements and is seeking funding from a variety of sources to deliver within the indicative timescales. There are several opportunities which will be explored, including:

- **Developer contributions:** Section 106 (s106) funding will be sought from developers as appropriate.
- **Local Growth Fund (LGF):** Available to support economic improvements across the Country.
- **Transforming Cities Fund (TCF):** Available to support economic improvements across the Country.
- **City Region Sustainable Transport Settlement (CRSTS):** Funding from the Department for Transport, passported to TVCA to support local improvements has been identified to implement schemes benefitting modal shift.
- **Low Emission Vehicle Infrastructure (LEVI):** Funding from Government has been made available to support the transition to Electric Vehicles. This will support charging opportunities.
- **Bus Service Improvement Plan (BSIP):** Funding from Government has been awarded regionally to improve and support bus services.
- **Local Transport Plan (LTP):** Awarded to all highway authorities, this allocation is used to support transportation needs in the authority.
- **Competitive Funding streams:** Organisations make funding available to Local Authorities to apply for making improvements based on national agendas, such as climate change, growth, road safety etc. The Council will make applications to appropriate funding pots when they become available.

Monitoring, targets, and outputs

The Council will continue to monitor the highway network throughout the life of the HIDP via traffic counts, public transport patronage monitoring and walking/cycling counts. The HIDP will support the targets within the ITS, namely:

- 1) Modeshift re-balancing to achieve.
 - 10% walking and cycling
 - 20% bus travel
 - 5% rail travel
 - 65% car travel
- 2) Accident reduction
- 3) Public transport accessibility and enhanced geographical and spatial network
- 4) More reliable journeys and reduced congestion