

## Strategy (what?)

MBC Mayoral objectives	MBC corporate objectives (2023)	STP ambitions	MBC LIP ambitions
<b>People</b>	Physical regeneration - Investing in Middlesbrough to provide and improve facilities that improve the town's reputation, create opportunities for people and improve our environment	1) To provide a high quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley	1) Reduce the number and severity of casualties on the Borough's highway network
<b>1) Reducing crime and anti-social behaviour head-on</b>	1) We will successfully promote Middlesbrough's reputation as our town's reputation, and attract new residents, visitors and investors	2) Social opportunity - helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing	2) Minimise congestion and manage traffic flow on the highway network
<b>2) Ensuring Middlesbrough has the very best schools</b>	2) We will transform our town centre, improving its accessibility, developing Centre Square as an iconic Tees Valley office, leisure and retail space for digital, media and leisure businesses, and building new homes to promote town centre living	3) Economic growth - delivering the Strategic Economic Plan and the economic growth plan of Tees Valley Local Authorities, helping businesses to grow and flourish	3) Improve highway network reliability and resilience
<b>3) Ensuring our town is an excellent leader in an environmental town</b>	3) We will improve Middlesbrough's environmental performance, investment in the surrounding area to encourage business growth	4) Environmental protection & enhancement - addressing the impact of the transport network on the environment and supporting the legislative requirements to reduce carbon emissions and air and noise pollution	4) Improve local air quality
<b>Place</b>	4) We will implement our cultural strategy - investing in our existing cultural assets, creating new performance spaces and introducing a new programme of festivals and events across the town	5) Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities	5) Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities
<b>4) Transforming our town centre with new buildings that inspire</b>	4) We will develop Middlesbrough as a residential, leisure and commercial centre of national significance	6) Provide targeted interventions and measures to assist mode shift and allow highway users to make informed mode choices	6) Provide targeted interventions and measures to assist mode shift and allow highway users to make informed mode choices
<b>5) Building more town centre homes and providing our green spaces</b>	5) Our business base will continue to grow, with new commercial workspace and support for innovation sectors	7) Increase in number of Middlesbrough residents employed	7) Increase in number of Middlesbrough residents employed
<b>6) Making Middlesbrough look and feel amazing</b>	7) We will build new homes to meet the needs and aspirations of a growing population, and ensure that the right facilities are in place to support this, meeting national sustainable commissioning where people want to live	8) Increase in number of businesses registered in Middlesbrough	8) Increase in number of businesses registered in Middlesbrough
<b>Business</b>	8) We will make Middlesbrough a great - protecting and creating public spaces, creating green spaces, and planting 50,000 new trees		
<b>7) Winning investment and creating jobs</b>	Social regeneration		
<b>8) Introducing a new era of investment, prospecting, and winning with local business</b>	10) We will strengthen Middlesbrough's economy, create new jobs through our Investment Prospect, and winning with local business		
<b>9) Creating positive perceptions of our town on a national level</b>	10) We will increase educational and vocational attainment of local children and adults, creating a workforce that meets the need of current and future employers		
	10) We will ensure that all adults and children and young people feel safe, working with our partners to reduce crime, and social behaviour and drug dealing by establishing a stronger and more visible presence in the town centre and in local communities and ensuring tougher penalties on persistent offenders		
	10) We will continue to promote the welfare of our children, young people and vulnerable adults and protect them from harm, abuse and neglect		
	10) We will transform children's services to stay together where it is safe for them to do so, and reduce the need for children to be looked after by us		
	10) We will work with communities to improve local health and wellbeing, focusing in particular on building healthy, poor mental health and substance misuse		
	10) We will join up health and social care, working with partners to ensure admissions to hospital and improve support and care once people are discharged from hospital		
	10) We will work closely with local communities to make sure our roads, streets and public spaces are safe, clean, bright, clear and well lit and introduce community street-lighting and improvement activities		
	10) We will work with local communities to reducing Middlesbrough's disadvantage status, and introduce healthy working with our partners, placing services at the heart of communities		
	<b>Business Imperatives</b>		
	10) Achieving greater value for money when buying services and managing our contracts		
	10) Improving the financial performance of services we charge for, and making by new income from a range of commercial activities		
	20) Leading all areas of delivering services, working with local commission and our partners		
	20) Making it easier to access our services online and by phone, reducing the need for unnecessary face to face contact		
	20) We will make sure that our business management practices, including how we manage financial, performance, projects, risk and assets, compare with those of the best performing councils, and achieve good outcomes for our communities		
	20) We will be more open, transparent and engaged, being genuine in sharing our values, and deliver our promises		
	20) We will become recognised as an employer with employees who are happy in their jobs, demonstrate our values, and deliver our promises		

## Action (how?)

LIP themes	What we want to achieve?	How this will link to ambition overview of these (corporate)	What will we do to achieve this?	MBC Mayoral	MBC corporate	STP	LIP
Pedestrians	More people walking safely for transport, recreation and leisure	Walking is an accessible and cost effective mode of travel, increasing the accessibility of transport for short journeys and supporting residents with access to private cars to access services and employment opportunities. This also helps to reduce congestion and improve the local environment by reducing pressure on the network and being more sustainable. As an active travel mode, participation also helps people to improve their health and well-being. The current trend of reducing number of people getting along business will place pressure to provide alternate mode accessibility such as cycling.	Further develop the Council's walking strategy, which will guide and monitor the Councils position	3A	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Create a highly, consistent network along defined strategic corridors on North/South, East/West and new orbital routes which will make connections to provide accessible areas to provide accessibility across the whole Tees Valley	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with TCVA on the LCWP programme to develop ambitious infrastructure proposals	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Continue to deliver child road safety initiatives in schools, such as pedestrian training	3	8.9	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with TCVA to promote walking as a mode of transport	3	8.9	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Providing high quality facilities at key destinations and Superstreets to ensure full integration with other modes of travel	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Middlesbrough Environment City to continue to provide and improve services provided by Middlesbrough Cycle Centre	3	2.8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Support the development of the new Bus Partnership Agreement, which will improve the service and accessibility of the bus network	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Cyclists	More people cycling safely for transport, recreation and leisure	Cycling is an accessible and cost effective mode of travel, increasing the accessibility of transport for short journeys and supporting residents with access to private cars to access services and employment opportunities. This also helps to reduce congestion and improve the local environment by reducing pressure on the network and being more sustainable. As an active travel mode, participation also helps people to improve their health and well-being. The current trend of reducing number of people getting along business will place pressure to provide alternate mode accessibility such as cycling.	Further develop the cycling strategy which will guide and monitor the Councils position	3A	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Create a highly, consistent network of Cycle Super Highways (defined strategic corridors on North/South, East/West and new orbital routes) which will make connections to provide accessible areas to provide accessibility across the whole Tees Valley	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with TCVA on the LCWP programme to develop ambitious infrastructure proposals	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Continue to deliver child road safety initiatives in schools, such as cycleability training	3	8.9	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with TCVA to promote cycling as a mode of transport, encouraging mode shift and behaviour change	3	8.9	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Providing high quality facilities at key destinations and Superstreets to ensure full integration with other modes of travel	3.6	2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Middlesbrough Environment City to continue to provide and improve services provided by Middlesbrough Cycle Centre	3	2.8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Support the development of the new Bus Partnership Agreement, which will improve the service and accessibility of the bus network	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Bus	Higher bus patronage	Bus travel provides a viable transport option for medium to longer journeys. It is more affordable and accessible than private cars, providing an option for accessing services. It is a low emission form of transport, and helps to reduce congestion and improve traffic flow by removing the need for more single occupancy vehicles. Data about how many vehicles could be removed by 1 bus? This increases the ability to access jobs and services, and can be easily integrated with other modes of travel such as rail and walking to access door to door journeys. The current trend of reducing number of people getting along business will place pressure to provide alternate mode accessibility such as bus	Facilitate the development of the new Bus Partnership Agreement, which will improve the service and accessibility of the bus network	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			The creation of defined strategic corridors on North/South, East/West and new orbital routes, which will provide bus priority measures and enable connection into adjacent Active Travel links or fill missing links in facilities through financial contributions and/or physical measures	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Provision of Superstreets serving Local Centres and destinations including Middlesbrough Railway Station, Middlesbrough, Teesside University, James Cook University Hospital and the Victoria Centre along the strategic corridor	3.4	2.8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Provision of a high quality Public Transport Interchange in the heart of the city centre through TMM proposals	3.4	2.8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work to extend the Demand Responsive Transport to include Middlesbrough	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Through the Bus Partnership develop a fleet structure to support regular commuting by bus	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Facilitate and promote smart ticketing across different modes of public transport in the Tees Valley and beyond, thus contributing to the high level goal of the TCVA to provide a seamless, integrated travelling experience for the public	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Provide bus priority measures to support travel by bus and reduce single occupancy car travel	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Continue to support Middlesbrough Punctuality Improvement Partnership	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Train	Higher train patronage	Rail transport provides an accessible and cost effective mode of travel for medium to longer journeys. Using its own infrastructure, wage providers refer to the highway network, which also being a low emission mode of transport. This increases the ability to access jobs and services, and can be easily integrated with other modes of travel such as bus, cycle and walking to access door to door journeys. The current trend of reducing number of people getting along business will place pressure to provide alternate mode accessibility such as rail travel.	Continue to work in partnership with Train Operating Companies and Community Rail Partners to promote rail travel	3	3.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Ensure that new developments are designed in such a way to integrate with the adjacent transport network and deliver the appropriate infrastructure to provide wider strategic links or fill missing links in facilities through financial contributions and/or physical measures	3.4, 5.6	1.2.7.8.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Deliver Middlesbrough Station master plan, including heritage quarter improvements	3.4.6	2.3.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Deliver direct London services from Middlesbrough	3	3.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with operators to improve frequency of local trains	3	3.8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Improvements to non-car accessibility to Middlesbrough Railway Station to allow it to become a key entry point to the wider multi-modal transport network serving Middlesbrough and the Tees Valley	3	3.8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Promotion of services to improve modal shift and behaviour change	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Facilitate and promote smart ticketing across different modes of public transport in the Tees Valley and beyond, thus contributing to the high level goal of the TCVA to provide a seamless, integrated travelling experience for the public	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with RBCS and TCVA to secure funding to deliver a new park and ride station in Hartburn	3	3.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Highways England to identify improvement schemes to improve the efficiency of the SR16 around Middlesbrough with benefits to local road (increasing capacity on A66)	2.10	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Freight / Goods	Minimising congestion and maintaining traffic flow on the highway network, whilst increasing the volume of goods transported	The flow of goods is imperative to a successful economy, particularly where there is a major port with close proximity of Middlesbrough. Ensuring that goods can be transported ensures that the local economy can thrive, and therefore increase the economic opportunities for the area including increasing the number of jobs and the value of those opportunities. Making improvements to the efficiency of the transportation of goods reduces the environmental impact, whilst also helping to increase congestion and maintain traffic flow.	Continue to develop New Tees Crossing business case	7	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Highways England to identify improvement schemes to improve the efficiency of the SR16 around Middlesbrough with benefits to local road (increasing capacity on A66)	2.10	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Identify funding streams to deliver improvements on the A66 under MBC control	7	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Invest in the highway network to improve safety, journey time reliability and traffic flow improvements	3	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with TCVA to develop gauge clearance on rail network	3.7	3.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Deliver LTMIC across the region to improve communications with highway users	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Improve the offer to support ULEV vehicles	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Continue to develop New Tees Crossing business case	7	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Invest in the highway network to improve safety, journey time reliability and traffic flow improvements	3	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Highways England to identify improvement schemes to improve the efficiency of the Strategic Road Network (increasing capacity on A66)	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Private car	Minimise congestion and manage traffic flow on the highway network	Although a trend of fewer people in the UK are gaining driving licences in Middlesbrough, the private car is the 'go to' mode of transport for the majority of the population (70% of people travel to work by this mode). Although efforts are being made to reduce the reliance upon this mode of transport it is an essential component of improving traffic flow, improving public health and improving the local environment. The car will play a role in transportation and the property of the local economy. Making improvements to the quality of the highway network will manage traffic flows within this mode. This is necessary to deliver the economic and social ambitions of the authority. Encouraging people to car share will reduce the number of vehicles on the road on the network, which will assist in managing traffic flow and reducing congestion. Ultra Low Emission Vehicles (ULEV) provides the opportunity to assist in reducing emissions and subsequently improve the local environment, improving infrastructure to support the growing sector will allow the benefits to be realised.	Continue to develop New Tees Crossing business case	7	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Invest in the highway network to improve safety, journey time reliability and traffic flow improvements	3	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Work with Highways England to identify improvement schemes to improve the efficiency of the Strategic Road Network (increasing capacity on A66)	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Identify funding streams to deliver improvements on the A66 under MBC control	7	2.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Continue to promote and encourage car sharing via car share clubs	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Review and update Parking Strategy	3	2	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Speed management schemes	3	8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			South Middlesbrough Highway Improvements	3	7.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Corridor Improvements	3	7.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Individual Junction Improvements	3	7.8.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Maintenance	Maintaining the highway network to the highest possible standards	Ensuring that the highway network is maintained to ensure safety of users. This includes surfacing, lighting, drainage and structural maintenance. The highway network is often taken for granted, it is typically only when it is not fit for purpose, or that it is recognised that maintenance is therefore an imperative element to ensuring that the highway network functions effectively.	Carriageway maintenance	6	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Footpaths and verge maintenance	6	14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Street lighting provision	3A	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Structures and bridge maintenance assessments	6	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Flooding and drainage improvement/assessments/risk management	6	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Condition surveys	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Winter maintenance schedules	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Traffic signal maintenance	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Streetworks	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Reactive maintenance policy	16	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
Behaviour change	Enabling people to think about their travel options	Continuing to develop the highway network to facilitate greater car use in Middlesbrough is an aspiration. The majority of the Borough is developed, and increasing the number and width of roads is either impractical without demolishing buildings/engraving in to public space, or impacting upon local residents. Secondly, by making improvements to the local highway network, this reduces the demand placed upon infrastructure, reducing journey times and congestion encourages further uptake by more people. In order to combat this, the Council will work to develop alternate modes to the private car, which will assist in encouraging residents to achieve modal shift. This is an aspiration through a programme of Promotion, Education and Training alongside the physical measures that the Council will also work with partnering organisations to improve the image and accessibility of alternate modes of travel, and promote accordingly.	Provision and promotion of sustainable travel options	3	8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Deliver Personalised Travel Planning in a range of settings including job centres and colleges	3	8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			To implement a travel behaviour change programme for short trips, travel to work and the journey to school	3	8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Engaging schools to encourage changed behaviour in the next generation	3	8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Promotion and marketing of sustainable modes through Let's Go Tees Valley	3	8.14	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Engaging people with disability to ensure transport provision is implemented in an inclusive manner	6	2.7.14.16	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Secure Section 106/Capital receipt funding from developments to provide infrastructure to maintain impact on transport network	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Adapt travel plans to all of new developments	2.7.8	1.2, 3.4, 5.6	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Through the Bus Partnership develop a fleet structure to support regular commuting by bus	3	8	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Policy / corporate	Setting policies which support travel options for the benefit of the population	In order to develop the ambitions within this strategy, policy developments are required. This will ensure that the Council has the necessary policies in place to maintain the opportunities presented, and a clear direction to combat the current objectives. This will also ensure that the Council is a position not of challenge, but to play a role in the future. This is to ensure that policies will remain robust, but can be altered to reflect changing objectives, outcomes and opportunities.	Health and Safety	3.7
HALC (L1) - New Roads & Street Works Act 1991 - Full Code of Practice for Co-ordination of Street Works	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Transport Management Act 2004	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Traffic Regulation Orders, Traffic Regulation Act 1984	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Tees Valley Design Guide and Specification	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Highways England Design Manual for Roads and Bridges	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Highways England Specification for Highway Works	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
LEP1	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Air Quality monitoring	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Investment prospectus	3.7	7				1.2, 3.4, 5.6	1.2, 3.4, 5.6
Funding	Allocate funding in line with achieving the best possible opportunities to sustain further finance	The Council receives funding from a number of different sources in order to deliver the required projects and schemes. Capital receipt provides a key source of funding for infrastructure improvements, where revenue funding pays for recurrent, and cover behaviour change projects etc. The Council receives LTP funding annually from the DfT. All other funding is based on agreements or awarded applications/bids as part of competitive process. The Council will continue to seek additional sources of funding that will allow the objectives within the LIP to be achieved in the most positive timeframe.	LTP	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Council capital	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			SEKs	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Capital receipt	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Access funding	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Members small scheme	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Local growth funding	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Purchase	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			National Productivity Investment funding	3.7	7	1.2, 3.4, 5.6	1.2, 3.4, 5.6
			Transporting Cities Funding	3.7	7	1.2, 3.4, 5.6	1.2, 3.4