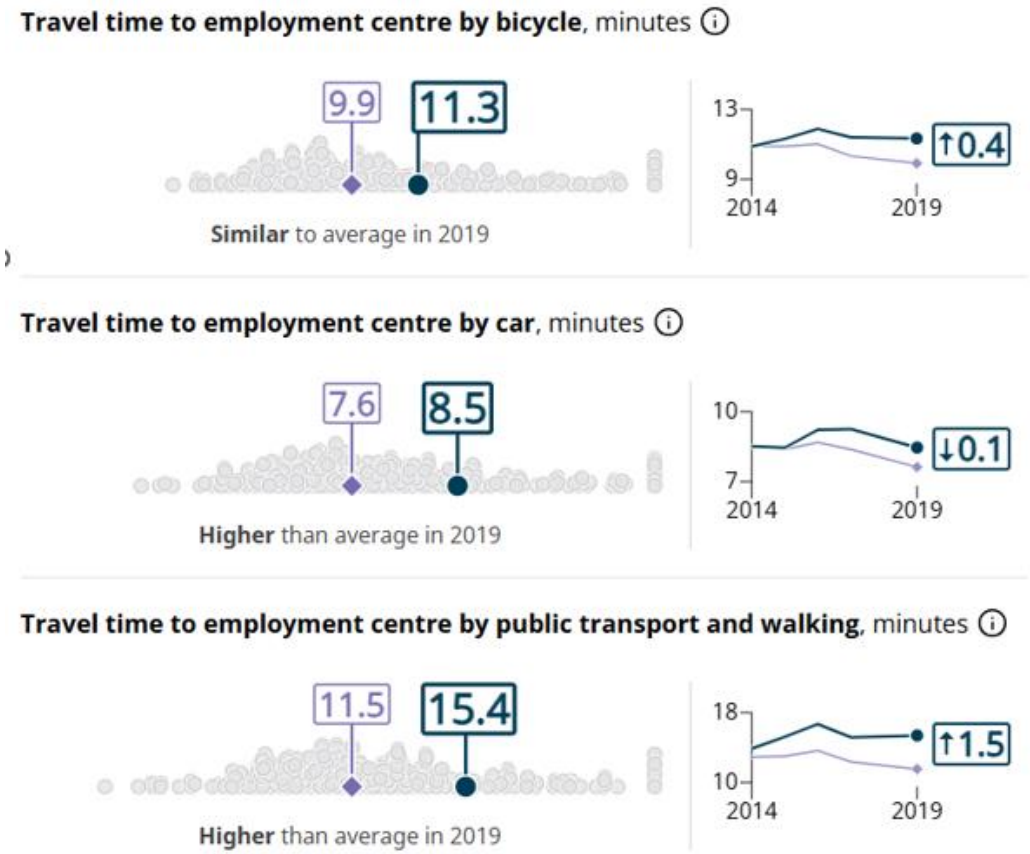
# Transport Planning; Healthy Placemaking and Childhood Obesity

# Transport Context

- Obesity/inactivity levels are high
- Low car ownership – 33.1% of households have no car/van
- Average distance to Primary school – 1.6 miles / Secondary 3.5 (national data)

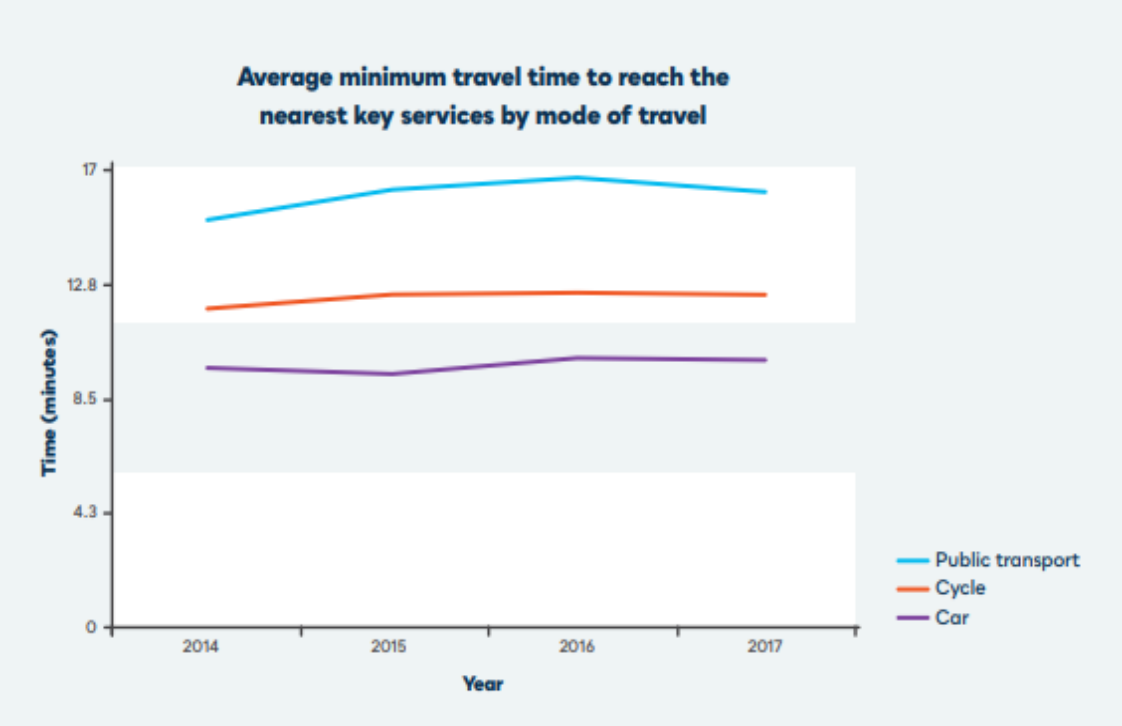
| Mode of Travel | School (%) | Work (%) |
|---|---|---|
| Walk | 46 | 9.1 |
| Cycle | 3 | 2 |
| Car | 35 | 61.7 |
| Public transport | 15 | 4.8 |
| Other | 1 | 22.4 |

| DISTANCE | % OF JOURNEYS IN UK | MODE (WALK & CYCLE) | MODE (OTHER) | TIME TAKEN TO WALK / CYCLE |
|---|---|---|---|---|
| >5 miles | 66 | 23 | 67 | 96 / 25 minutes |
| >2 miles | 38 | 55 | 45 | 38 / 10 minutes |
| >1 mile | 20 | 77 | 33 | 19 / 5 minutes |



# Why do people rely on cars?

- High levels of no car households (33.1%)
- Convenience
- Quicker
- More affordable (once car purchased)
- Spatial gaps in bus network
- Congestion is subjective –network flows relatively well
- Journey time Reliability is poor – network resilience
- Incidents cause issues – accidents/planned and emergency works

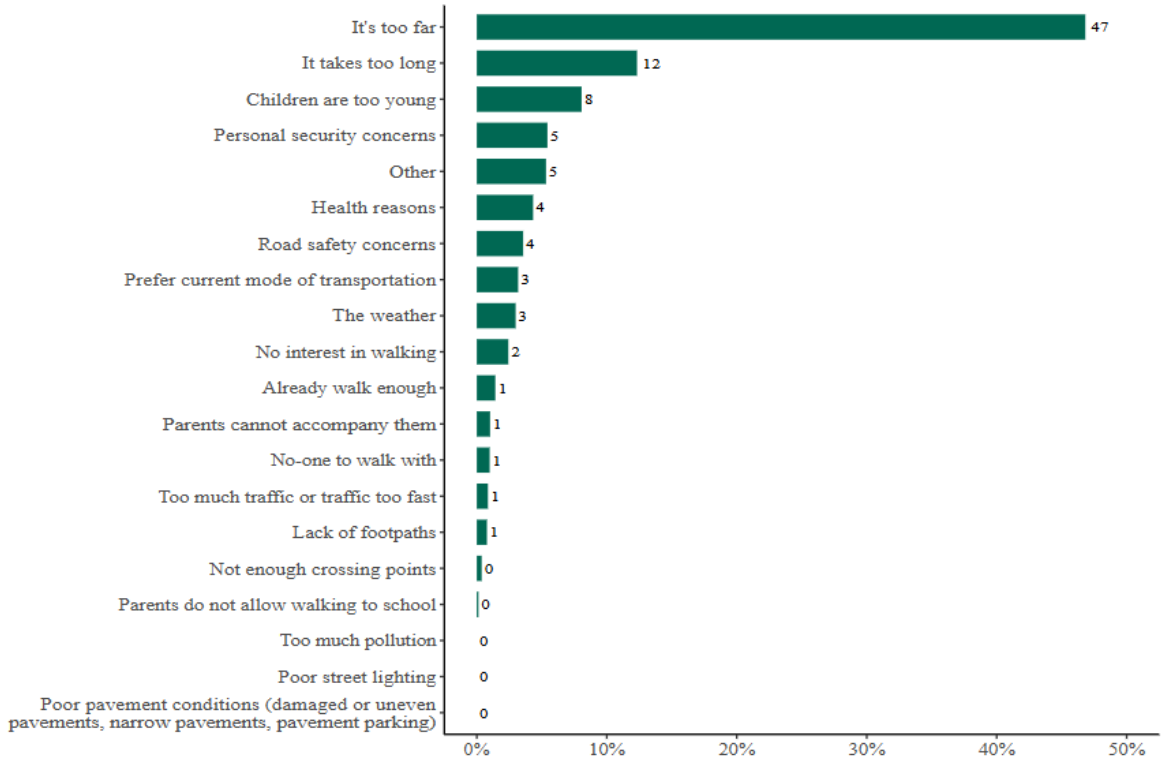


# Why do children not walk to school?

- 46% of children walk to school – lower figures recorded over recent years
- Main barriers are perception based – “it’s too far”
- Average 1.6 miles to primary school / 3.5 miles to secondary (national)
- Middlesbrough is more compact/less average distance and low topography
- Roughly 30 minutes to walk/10 minutes to cycle

## Barriers and encouragements to walking to school

**Chart 28: Main reason for not walking to school more often: England, 2021 (NTS0809)**



# Highway Infrastructure Delivery Plan / Integrated Transport Strategy

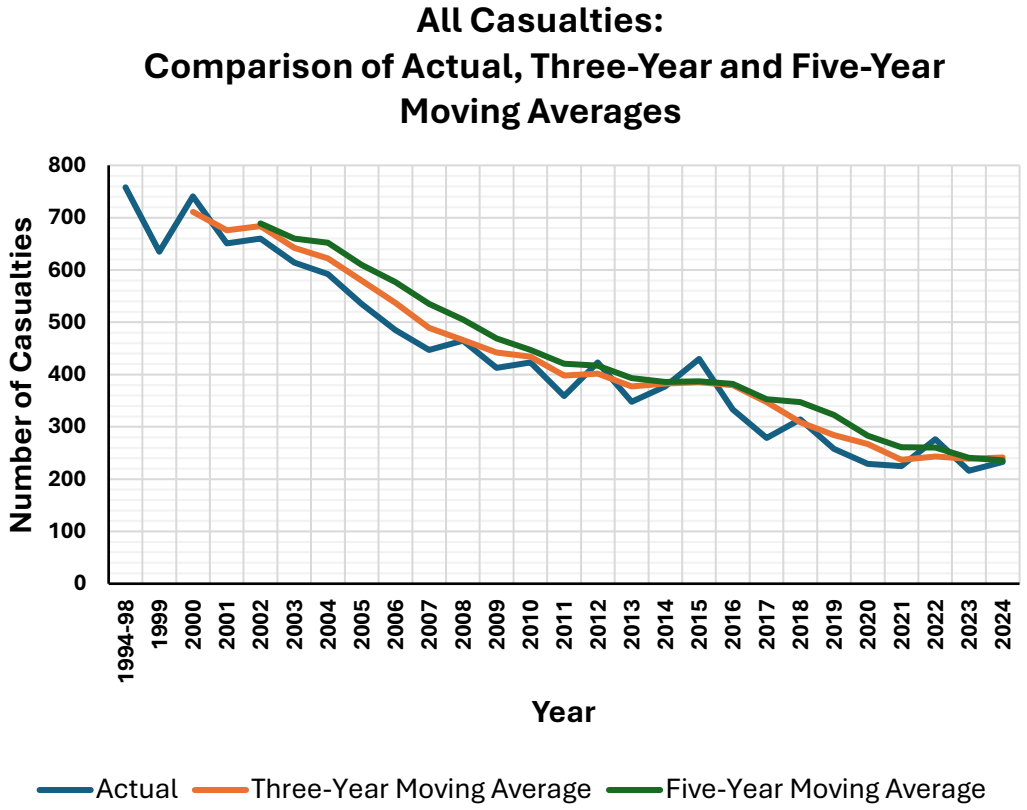
- Hierarchy of need – improvements for active modes at the heart of everything
- Improved accessibility/inter-connected journeys
- Improved resilience/journey time reliability
- Modal shift reduces demand / improves efficiency

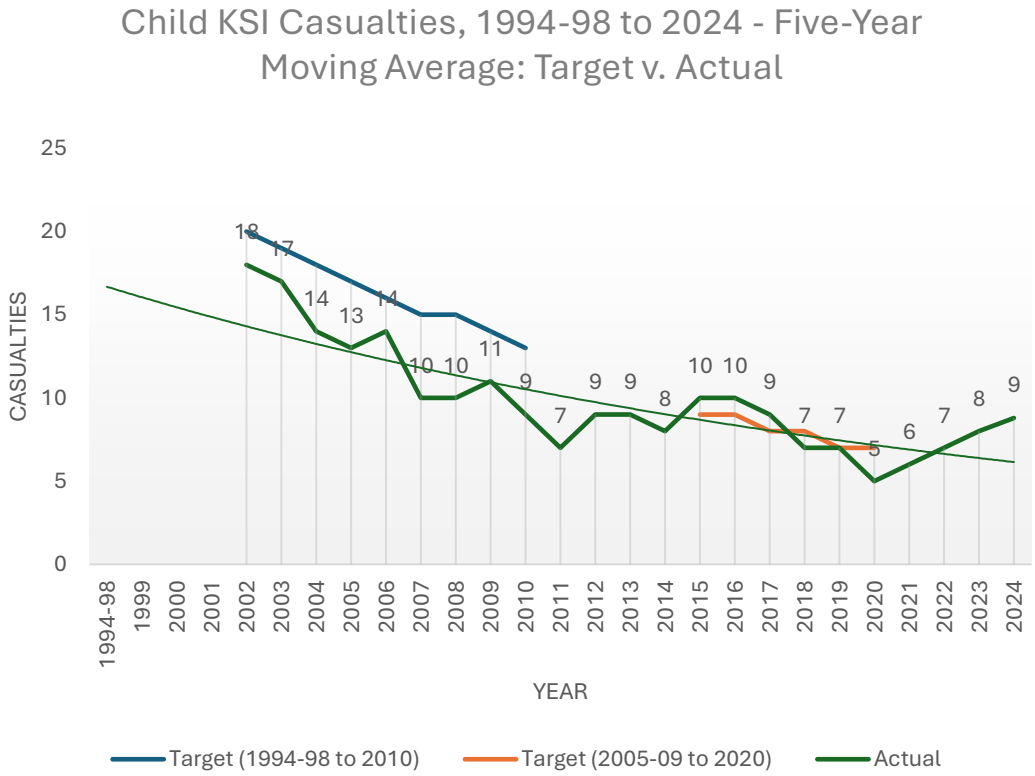

- Operates safely
- Operates efficiently
- Creates more reliable journeys
- Operates sustainably
- Improves the local environment
- Supports public health agenda
- Supports the local economy
- Improves people's lives, creating access to jobs, retail, education, and leisure opportunities
- Supports social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

# City Region Sustainable Transport Settlement / Levelling Up Fund

- TVCA regional allocations
- Improvements to sustainable transport (bus/walk/wheel)
- Key transport corridors – destinations and demand
  - **Newport Road**
  - **Longlands Road**
  - **Stainton Way/Parkway Centre**
  - **Green Lane**
- bus/cycle improvements
- “last mile”
- Regional bus routes
- Safe access to schools
- Behaviour change / modal shift

# Road Safety




Downward trend – some anomalies
Slight increase in KSI child figures over last few years
Pandemic figures anomaly

# Road Safety Initiatives; Promotion, Education and Training


Year 5/6 Bikeability 1259 places
Balanceability – 74 places

Year 3 – 1057 places

School assemblies
Dr Bike/fix it sessions
Guided Rides
Secure cycle parking

# Summary

- Middlesbrough doesn't have congestion – traffic and network resilience is the issue
- Too many people rely on private vehicles, albeit low car ownership
- Safety numbers in Middlesbrough are good - perception key
- Active transport can play a major role in health improvements
- Behaviour change /modal shift required
- Infrastructure required to encourage / overcome perceptions