

Middlesbrough Local Implementation Plan 2021

Overview and Consultation plan

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What is the LIP and why are we doing this?

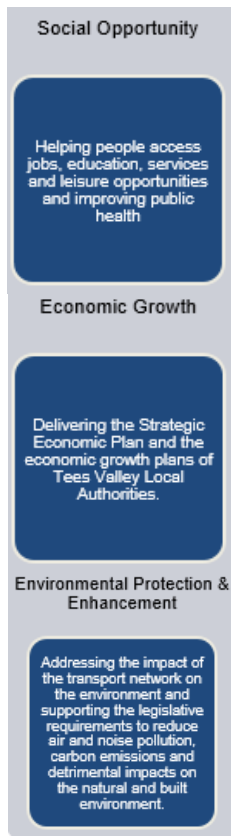
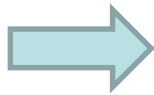
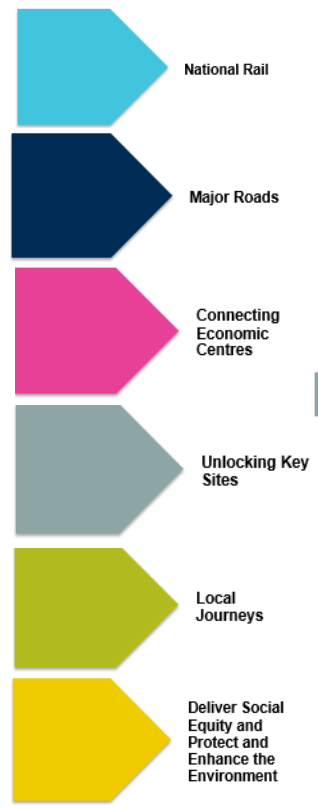
- Replaces Local Transport Plan
- Statutory requirement for all Highway Authorities
- Sets out the Council's transport ambitions, objectives and goals
- Improves chances of securing future funding
- Engages stakeholders to shape transport policy

Strategic Transport Plan (TVCA)

Local Implementation Plan (MBC)

Investment Plans

Key Outcomes



This will support the aims of the STP by making local improvements to contribute toward the goals.

Key drivers are:

- Mayors Vision
- Investment Prospectus
- Housing Local Plan
- Network Management Duty
- Transport Asset Management Plan
- Medium Term Financial Plan

Key components focussed upon:

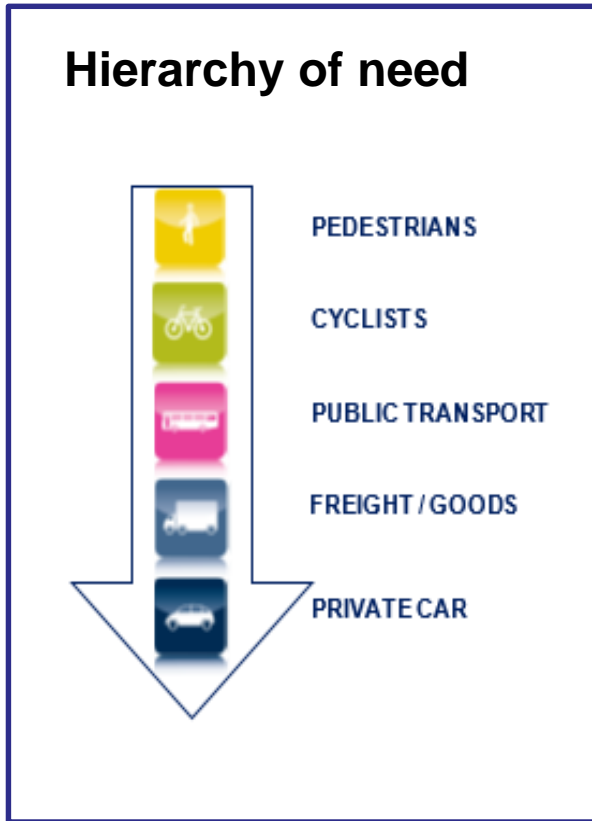
- ▣ Reduce the number and severity of casualties on the Borough's highway network
- ▣ Minimise congestion and manage traffic flow on the highway network
 - ▣ Improve highway network reliability and resilience
 - ▣ Improve local air quality
- ▣ Remove transport as a barrier to accessing jobs, education and training, leisure and retail opportunities
- ▣ Provide targeted interventions and measures to assist mode shift and allow highway users to make informed travel choices

Out to public consultation – 20/11/2019 close



User Hierarchy

Congestion is one of the major causes of economic decline, as the movement of people and goods is disrupted.



Building more vehicular infrastructure for cars is not sustainable and is only achievable at the expense of public space.

This does not mean that vehicular improvements will be ceased, but will ensure a more holistic approach is adopted for everyone.

All schemes will consider highway users in a priority order to ensure that sustainability is engrained within projects. This will ensure that the Council:

- Meets sustainability targets
- Meets road safety targets
- Meets economic growth targets
- Improves accessibility for all
- Helps behavioural change

Targets and Objectives

Ref.	Outcome	How monitored?	Current value (2020)	Target	Risks against achieving
1	Reduction in the incidence and severity of casualties on the Borough's highway network	Road casualty data	See graph in Appendix 1.1	Reduce total number of casualties, based on a three-year moving average - 250 incidents by 2025	<ul style="list-style-type: none"> -Increase in traffic flows -Increase in number of vulnerable road users -Constraints on capital and revenue funding
2	Minimise congestion/ manage traffic flows	Average congestion monitoring across the network	See graphs in Appendix 1.2	A reduction in the peak flows and congestion %, and reduced longevity	<ul style="list-style-type: none"> -Increase in traffic flows -Constraints on capital funding
3	Improve highway network reliability and resilience	Average vehicle delays monitored across the network	See graphs in Appendix 1.3	A reduction in the average delays observed in length and period	<ul style="list-style-type: none"> -Increase in traffic flows -Constraints on capital funding
4	Increased public transport patronage	Operator patronage	7,216,360 bus journeys 1,409,680 train journeys (2018/19) See graphs in Appendix 1.4	Increase by 1%	<ul style="list-style-type: none"> -Car parking accessibility and cost -Resistance to priority measures on key routes -Poor accessibility to new developments -Engaging private sector operators -Delays in delivering Middlesbrough Railway Station capacity improvements
5	Ensure no structural failures on the highway network, and improved asset condition	Observation – no infrastructure failures, and asset condition surveying	0 failures in structures See graph in Appendix 1.5 for asset condition	0 failures, and reduction in red rated asset	<ul style="list-style-type: none"> -Increase in traffic flows -Constraints on capital funding for capacity improvements
6	Improve local air quality	Air quality monitoring assessments	All monitored pollutants below objective levels See graph in Appendix 1.6	All monitored pollutants below objective levels	<ul style="list-style-type: none"> -Increase in traffic flows -Constraints on capital funding for capacity improvements -Political/public resistance to infrastructure improvements -Improved accessibility to non-sustainable modes of travel -Poor public transport accessibility
7	A more accessible transport network	Journey times	See graph in Appendix 1.7	Journey times by all modes to decrease	<ul style="list-style-type: none"> -Car parking accessibility and cost -Consultation on proposed infrastructure improvements -Poor public transport accessibility -Engaging private sector operators -Constraints on capital funding
8	Fewer people unemployed	% of people registered unemployed	See graph in Appendix 1.8	Reduction in the levels of unemployment in Middlesbrough	<ul style="list-style-type: none"> -Economic decline
9	More businesses registered in Middlesbrough	Middlesbrough Council business register	See graph in appendix 1.9	Increase in the number of registered businesses in Middlesbrough	<ul style="list-style-type: none"> -Economic decline

Consultation Process

- Follow TVCA STP process
- 6 week consultation period
- Press releases
- Predominantly on-line (Covid restrictions)
- Council / TVCA websites
- Statutory consultees
- Local Stakeholders
- Physical copies available publicly (Town Hall / Community Centres etc)
- Potential to host drop in sessions (depending upon restrictions in place)

Consultation Conclusion

- Analysis of survey responses
- Report to executive, with recommendations
- Publish upon approval
- Monitor data / statistics annually

Thank You

Any Questions?