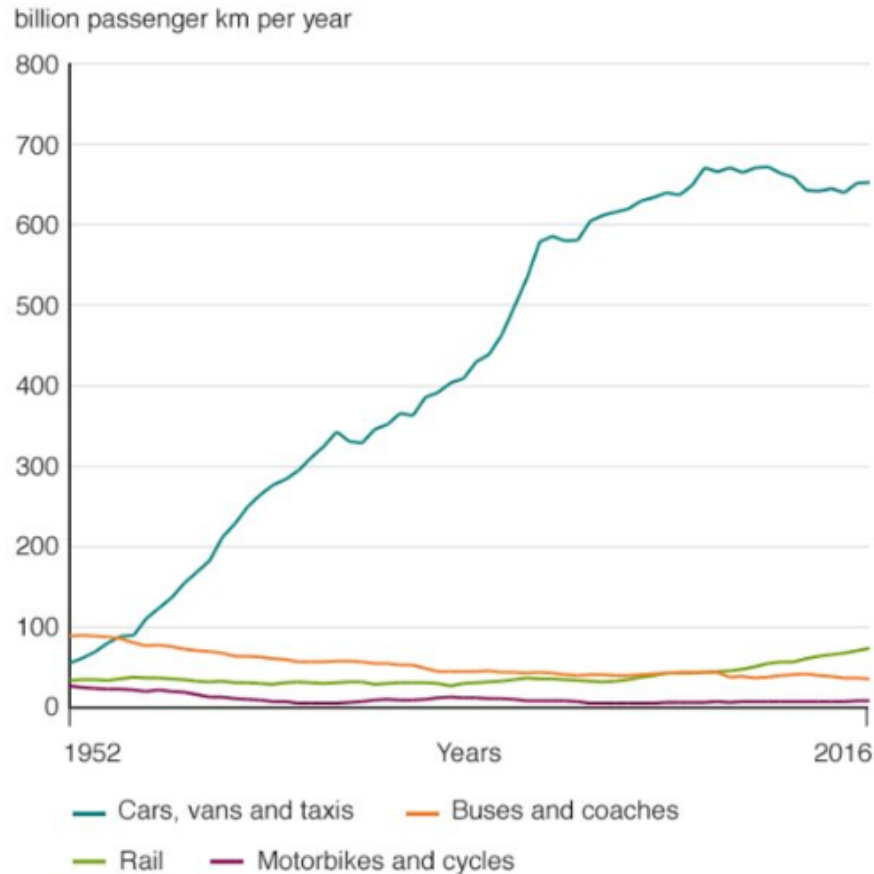


Transport and Infrastructure; Traffic and Air Quality

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Our Relationship with Vehicles;

Road and rail travel since 1952



Source: Department for Transport

BBC

- Status, ease, affordable, convenience
- Increase in demand/supply
- Increase in provision of roads
- Cars journeys are typically the “norm”
- People are reliant upon cars

Middlesbrough Picture

Mode	2012	2014
Car (inc. other)	77.7	71.6
Bus	8.6	12.5
Train	2.3	3.3
Walk/cycle	11.4	12.6

Main mode of travel to work 2012 vs 2014 survey

- Over 70% of commutes by car
- 38% of commutes less than 5 miles
- Lots of short journeys, undertaken by car

Area	Average Delay (spvpm)	
City of London	308.2	More congestion
Manchester	104.9	
Birmingham	81.9	
Newcastle upon Tyne	71.0	
York UA	58.0	
Leeds	51.0	
Gateshead	48.8	
ENGLAND	46.9	Country Average
Tyne and Wear (Met County)	46.8	
Stockton-on-Tees UA	41.2	
Middlesbrough UA	34.6	
NORTH EAST	32.8	
Sunderland	32.3	
Darlington UA	31.1	
Hartlepool UA	23.4	
North Yorkshire	23.1	
Redcar and Cleveland UA	19.6	Less congestion

Congestion figures Average delay; Seconds per vehicle per mile (DfT 2017)

Car Ownership Growth

- Car ownership growth – expected to rise from low baseline (TVCA data)

Area	No car households per year (%)							Net difference 2011 - 2040)
	2011	2015	2020	2025	2030	2035	2040	
National	25.6	25.2	24.09	23.02	22.05	21.01	20.03	-21.8
Middlesbrough	37.6	36.2	34.46	32.7	31.02	29.15	27.58	-26.6

- More cars per household anticipated
- Economic and housing growth pressure

More people, more cars more congestion
= more pollution

Although we have good air quality, we need to minimise the impact of transport growth in order to reach Middlesbrough Council's objectives.....

Strategic Transport Plan / Local Implementation Plan

TVCA – **STP** Identifying strategy on a regional and local basis

LA – **LIP** Identify how the local Authorities will align with the strategic

LIP focussing on;

- improve connectivity across the region/local networks;
- Improve safety
- Improve traffic flows
- Improve journey time reliability

Via improvements to the local network in

- Active Travel (walking and cycling)
- Public Transport (bus and train)
- Road (cars, HGV/Freight)

*On-going;
Strategic out to
consultation, local
to align and follow*

Solutions?

Remove, Replace, Reduce

1) Remove traffic;

Is the journey necessary?

No journey = no pollution

How?

Behaviour change/thought

- “Do you need to travel?”
- Can technology replace the need to travel?
E.g Skype/teleconferencing, email etc



2) Replace traffic; Can you achieve the same outcome in a different way?

e.g. Bus, Train, Cycle, Walk

Infrastructure Improvements

- Creation / improvement of stations (JCUH/bus station)
- Walking and Cycling paths/cycle parking
- Bus priority / lanes / bus stops

Behaviour/policy Change

- Increased service frequency (train timetabling, bus franchising?)
- Smart ticketing
- Cycle purchase assistance
- National policy



3) Reduce Impact; Minimise the impact of necessary journeys

Infrastructure Improvements

- Traffic flow improvements
- Urban Traffic Management Control
- Signalising junctions (journey reliability)
- Rail Freight / Ports
- Electric/Hydrogen fuelling stations



Behaviour/policy Change

- Journey sharing (car share)
- Ultra Low Emission Vehicles
- UTMC
- Euro standards
- Vehicle restrictions (low emission zones)

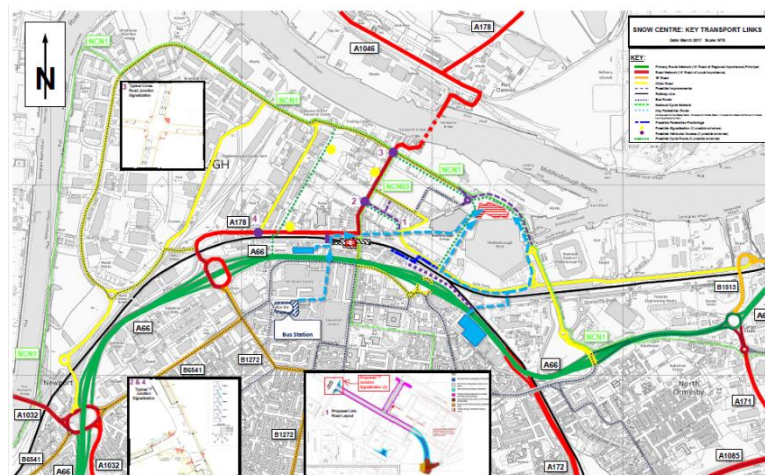


Early Measures Funding

- JAQU - £1.813m / £3.204m Capital funding awarded
- Infrastructure improvements; improved traffic flows
- “Quick wins” to improve air quality on A66 whilst investigating longer term strategy

- 1) ~~Hartington interchange signalisation~~
- 2) Variable Messaging Signs – A66
- 3) ~~A66 advanced directional signage~~
- 4) ~~Cycleway along Newport Road~~
- 5) Middlehaven/Riverside Park improvements

Work is underway....



Other Major Highway Improvement Projects in Middlesbrough

- A66 Throughabout/Cargo Fleet Lane active travel crossing
- Stainton Way Dixons Bank junction scheme
- Mandale Signalisation
- Tees Valley wide UTMC improvements
- Bus and Rail improvements
- A19 Tees Crossing
- A66 Improvements that weren't supported from JAQU

Other Highway schemes

- Highway maintenance (planned and reactive)
- LED street lighting upgrades
- Sustainable Transport Infrastructure

Funding; Capital vs Revenue

Current Government policy surrounds building tangible asset (Capital)

Capital = infrastructure (tangible improvements)

Demand vs Supply

High car usage dominates priority for expenditure (provision for majority)
= More funding for roads

Capital rich (at present)

Conversely...

Revenue = behaviour change/employees/human interactive projects (non tangible)
Revenue poor (at present)

Funding and Demand

Can't engineer out all problems

People create demand for travel, not the vehicles

Problem

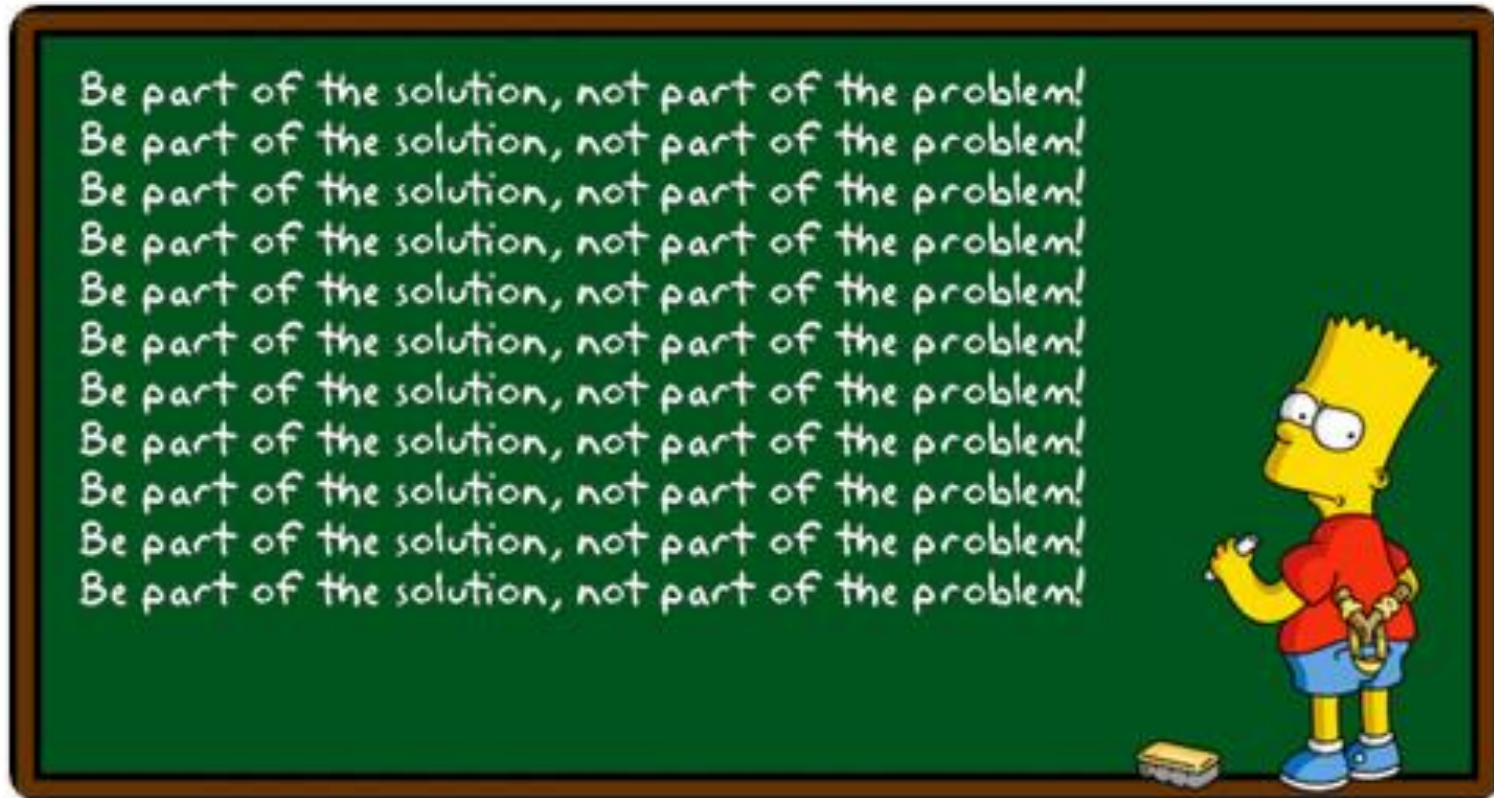
We can improve the network using capital, but this simply provides the means to travel; not the thought process or choices of individuals.

Solution

- Continue to improve the road infrastructure, **but**
 - Provide Revenue funding in order to **Promote, Educate** and **Train** to allow smarter choices, and improve public transport services
- = Making alternatives more accessible by removing barriers**



Remember; you are not stuck in traffic, you are traffic 😊



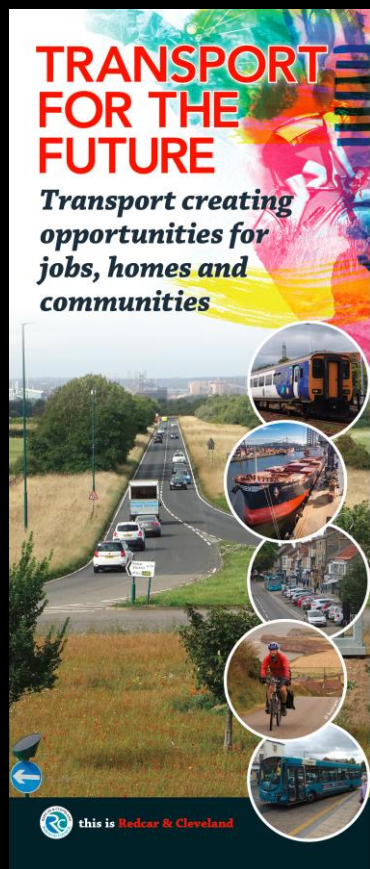


this is Redcar & Cleveland

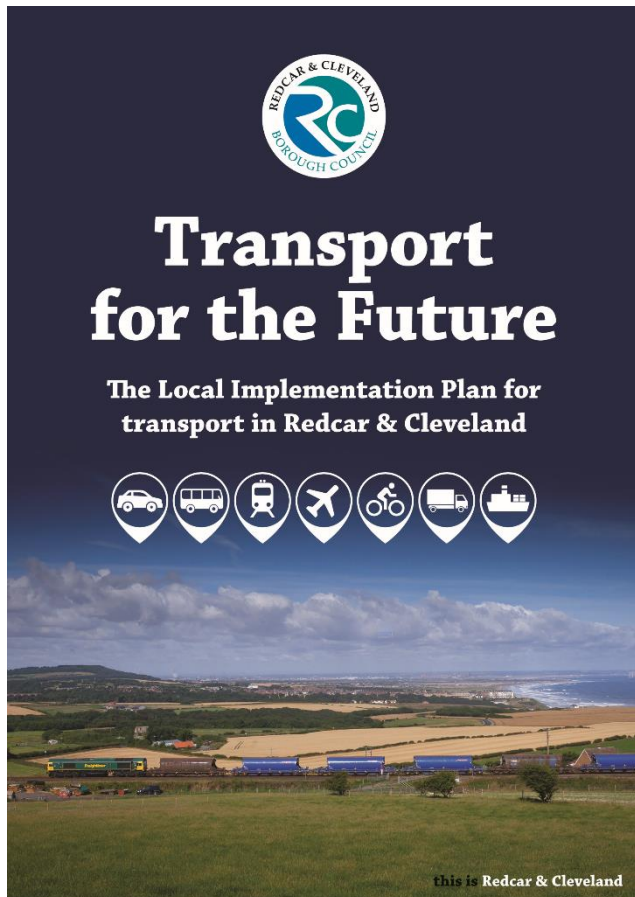
Air Quality & Transport

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Transport for the future



- Implementation of Strategic Transport Plan
- Evidenced interventions
- More jobs...
- More households...
- An older population...

Delivering transport improvements whilst improving air quality



"A FLOURISHING FUTURE FORGED FROM A PROUD PAST"

OUR VALUES

**KEEPING
COMMUNITIES
AT OUR HEART**

**BOLD
AND
AMBITIOUS**

**CARING
AND
RESPECTFUL**

**DELIVERING
OUR BEST**