

Hartlepool Borough Council

Local Transport Plan 3

2011 - 2026

April 2011



Contacts and Further information

Copies of the Hartlepool Local Transport Plan 2011-2026 can be viewed at main Council buildings, local public libraries and the Hartlepool Community Portal
www.hartlepool.gov.uk <<http://www.hartlepool.gov.uk/>>

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Appendices

APPENDIX A – DELIVERY PLAN

A.1 POLICIES AND PRACTICE

A.2 FUNDING

A.3 SERVICE DELIVERY

A.4 PERFORMANCE MANAGEMENT



1.1 SCOPE OF LTP3

1.1.1 Our third Local Transport Plan (LTP) will supersede the existing Plan which runs until March 2011.

1.1.2 LTP3 sets out how we can deliver a safe and sustainable transport system within Hartlepool. We recognise that funding, particularly in the short to medium term, has been significantly reduced from those realised within the LTP2 period. Whilst this represents a significant barrier to delivering our aspirations for improving the transport network in Hartlepool, it provides the impetus to work more closely, both internally across service areas and through developing stronger relationships with our partners.

1.1.3 The strategy is not limited to the 5 year timescale of previous LTPs but is designed to look towards 2026 and evolve over this period. This extended timescale ensures that the LTP is aligned with regional strategies and Local Development Frameworks. The strategy will be kept under review within this time period to ensure that it remains current, responding to any changes in circumstances, and taking into account any revisions in guidance and best practice. Over the period of the plan we will work in partnership with other organisations and agencies to deliver a wide range of local transport schemes and policy measures to address identified problems. These improvements will represent a step-change in the delivery of a long-term transport strategy.

1.1.4 By addressing transport problems and concerns we can improve access to jobs and skills, enhance the

competitiveness of the region, and also improve social inclusion, health and access to key services. Efficient, effective and attractive transport systems are the way to achieve this objective.

1.1.5 This LTP3 not only works towards national aspirations but will also contribute towards our local transport vision for the year 2026 which is that:

“Hartlepool will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. It will provide access to key services and facilities for all members of society, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council”.

1.1.6 The LTP3 has been split into two clear sections. Part One is the longer term Local Transport Strategy which sets out the key transport related issues in the Borough, our objectives for LTP3 and our approach to achieving them. Part Two is the Delivery Plan and takes the form of an appendix to Part One setting out further details of what actions we will take to achieve the objectives.

1.2 PART ONE – LOCAL TRANSPORT STRATEGY

1.2.1 Part One of our LTP is the Local Transport Strategy which sets out:

- What we hope to achieve through LTP3 and beyond;



- What the main issues are which face residents, visitors and businesses in the Borough;
- Development of clear aims and objectives;
- Defining the aims and objectives of the Plan to address the challenges Hartlepool face over the Plan Period;
- How this contributes to delivering the strategy aims across the Tees Valley Region;
- What options there are for us to achieve our objectives; and
- How we are going to monitor success

1.3 PART TWO – DELIVERY

1.3.1 Part Two of the LTP is the Delivery Plan which sets out what we want to deliver in the first 4 year period following the implementation of the Plan. The Delivery Plan covers:

- How we will manage, maintain and improve the transport networks and services to achieve our objectives for transport and to address local problems;
- How we will monitor our performance to ensure



- that we are achieving our objectives efficiently;
- How we will improve our performance; and
- What we want to deliver should additional funding be achieved

1.4 LINKING LTP3 WITH OTHER POLICIES AND STRATEGIES

1.4.1 With a new government recently elected, national and regional policies are likely to change. However, until such time we will work under existing policy guidelines and frameworks.

1.4.2 The Government recently published their long term transport strategy, “Delivering a Sustainable Transport System” (DaSTS). This approach was informed and developed following the outcomes of the Eddington Transportation Study and the Stern Review on the Economics of Climate Change. This document sets out the national vision for transport and identified five key goals for transport to contribute towards. These being:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all



citizens, with the desired outcome of achieving a fairer society; and

- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

1.4.3 The DaSTS process was replaced by the Coalition Governments transport priorities and National Infrastructure Plan.

Traffic Management Act 2004

1.4.4 The aim of the Act is to tackle congestion and reduce disruption on the road network. It places a Network Management Duty on local authorities and provides them with new powers to control and manage traffic on the roads. The Act places a duty on local transport authorities to ensure the expeditious movement of traffic on their road network and the networks of surrounding authorities. The Act also gives authorities additional tools to better manage parking policies, moving traffic enforcement and the co-ordination of street works. Although none of the objectives within LTP3 will be afforded a higher priority than others, the Borough Council must take into account our statutory duties to manage and maintain the highway network and to address road safety. We must therefore always give a priority to fulfilling our statutory duties over exercising other powers we have to improve the highway network.

Local Government Shared Priorities

1.4.5 In July 2002, the Government and Local Government Association agreed a set of seven shared priorities for the delivery of public services.

These priorities are:

- Raising standards across schools
- Improving the quality of life of older people and of children, young people and families at risk
- Promoting healthier communities and narrowing health inequalities
- Creating safer and stronger communities
- Transforming the local environment
- Promoting the economic vitality of localities
- Meeting local transport needs more effectively

1.4.6 As well as being a shared priority itself, transport will also play an integral role in delivering the other shared priorities. Under the transport umbrella, five priorities have been agreed that are central to future transport strategies:

- Delivering accessibility
- Tackling congestion
- Safer roads
- Better air quality
- Other 'quality of life' issues

Tees Valley City Region: Connectivity and Accessibility Study – Phase 1 Report

1.4.7 A range of issues arising from the evidence on the quality and current use of transport networks in the Tees Valley have been identified. Headline issues focus on:

- The threat posed by the evidence that car ownership and use is rising, with the potential for this to grow quickly should the economy improve, leading to increases in congestion and other adverse impacts from growing car use, including environmental impacts



- The importance of links to London and the rest of the English regions to the south
 - The importance of Teesport and good road and rail connections to the port
- 1.4.8 We will build on the specific issues identified as part of the Tees Valley Connectivity and Accessibility Phase 1 Report and link these with what we have learnt from our previous two LTPs. We will seek to further understand the issues of connectivity and accessibility in the sub-region and which areas suffer from poor connectivity and accessibility. From this we can target resources accordingly and ensure that those with the greatest need benefit from the greatest levels of investment.

Tees Valley Vision

- 1.4.9 This was the first sub-regional development strategy which aims to transform the Tees Valley economy by 2020. It is made up of 3 elements:
- Creating sustainable jobs
 - Creating attractive places
 - Creating confident communities
- 1.4.10 This has been superseded by the Tees Valley City Regions Development Plan (CRDP). The CRDP identifies three specific barriers to growth related to transport:
- The need to improve internal connectivity by public transport
 - The need to improve external connectivity to the City Region
 - A concern of the Highways Agency about the ability of the A19(T) and A66(T) to cope with future development

- 1.4.11 The delivery of the CRDP will lead to an increase in trip making over that experienced at present. The challenge for the Tees Valley authorities will be to ensure that a greater proportion of these extra trips are made by modes other than the private vehicle to ensure a shift in modal share away from the private car over time.

Community Strategy

- 1.4.12 Hartlepool's Community and Neighbourhood Strategies are grouped into one document called Hartlepool's Ambition, which covers the period between 2008 and 2020. The Community Strategy describes a long-term vision relating to Hartlepool's ambition and aspirations for the future:

"Hartlepool will be an ambitious, healthy, respectful, inclusive, thriving and outward-looking community, in an attractive and safe environment, where everyone is able to realise their potential".

- 1.4.13 The Neighbourhood Renewal Strategy has remained unchanged since 2002 and is to:

"Continue the regeneration of Hartlepool and ensure that local people, organisations and service providers work together to narrow the gap between the most deprived neighbourhoods and the rest of the borough, so that in the future, no-one is seriously disadvantaged by where they live".



- 1.4.14 **Hartlepool's Local Development Framework**
Hartlepool's Local Development Framework the 2nd Preferred Options Core Strategy developed in November 2010, includes two policies related to transport. Policy CS3 relates to Strategic Transport and aims to support development which will contribute to the delivery of a sustainable transport network which, whilst reducing the need to travel, will:
- improve connectivity within and beyond Hartlepool, including:
 - i between Hartlepool and the wider Tees Valley;
 - ii with Durham Tees Valley Airport;
 - iii with the Tyne and Wear city region.
 - improve accessibility for all;
 - facilitate and support the locational strategy identified in Preferred Option CS1;
 - foster economic growth and inward investment;
 - promote Hartlepool town centre as a strategic public transport hub through
 - continued investment within and linking to the public transport interchange;
 - improve the quality and reliability of the bus network;
 - promote alternative sustainable modes of transport other than the private car;
 - deliver significant improvements to the rail network; and
 - contain an integrated network of cycle and pedestrian routes.
- 1.4.15 Policy CS4 relates to Improving Connectivity and identifies specific priorities within Hartlepool including a range of road improvements, new and improved cycle and footpath links, rail improvements

and support for a park and ride facility in conjunction with future improvements to the Tees Valley Metro and general improvements to the pedestrian environment, specifically in the town centre area.

- 1.4.16 Under section 508a of the Education and Inspection Act (2006) Hartlepool Borough Council has a statutory duty to promote the use of sustainable modes of travel for travel to school. Hartlepool Borough Council have a Sustainable Modes of Travel Strategy (SMoTS). Our local transport plan has been developed with the values of the SMoTS.

Rights of Way Improvement Plan

- 1.4.17 Hartlepool's Rights of Way Improvement Plan (ROWIP) is aligned with the Local Development Framework and other key Strategies within Hartlepool. The ultimate aim of the ROWIP is "to maintain, develop and promote countryside access, through partnership working with landowners, users and the general public to meet the needs of those who use or wish to use the local access network".

1.5 SUMMARY

- 1.5.1 All our policies and strategies seek to provide a basis from which our strategic aims for Hartlepool, as a Borough, and the wider City Region are developed. Work which we do in Hartlepool will be complemented by work our neighbouring authorities will undertake as part of their LTP3s. Through Tees Valley Unlimited our schemes will link in with more regional schemes and the delivery of these local and regional schemes will have a positive impact on the lives of those living and working in Hartlepool and the surrounding areas.



2.1 TRANSPORT AND THE ECONOMY

2.1.1 The National Infrastructure Plan published by the Treasury during October 2010 in response to the spending review, provides detailed evidence of the Government's commitment to continue to strengthen the nation's capital assets, including its transport system:

"For the economy to flourish, people, goods and information must move freely. Businesses across all regions and industries need the right conditions to grow. Reliable infrastructure: energy, water, transport, digital communications and waste disposal networks and facilities, are essential to achieve this. Ensuring these networks are integrated and resilient is vital."

2.1.2 Indeed it goes as far as to say that there have been decades of underinvestment in many cases. It recognises that transport provides the crucial links that allow businesses and individuals to prosper and with the right level of investment in the right infrastructure, an effective transport network can:

- Contribute to fiscal consolidation whilst supporting a competitive economy;
- Support sustainable economic growth and tackle climate change; and
- Promote greater localism.

2.1.3 This commitment to transport is welcomed although it is vital that the benefits of large projects are equitably delivered across the country.

2.1.4 The Coalition Government has signalled a number

of priorities for its transport programmes. Alongside the effective prioritisation of public spending on transport and the vigorous pursuit of efficiency, the Government has highlighted the primacy of two transport challenges of national importance¹, namely:

- Supporting growth by improving the links that move goods and people around our economy; and
- Tackling climate change through policies which deliver technology and behaviour that will decarbonise mobility as we progress through the 21st Century.

2.1.5 Transport is recognised as a key driver for the national economy and a major catalyst for wider economic growth and regeneration, as well as having a key contributory influence on the climate change agenda. Traditionally it has been difficult to precisely define the benefits and costs that are derived directly from transport in both these areas but recently there has been something of a step change in this respect.

2.1.6 In 2006 the Stern Review² confirmed the risks posed by climate change and concluded that the benefits of early action to tackle this outweigh the potential costs. The Review proposed that Government policy to reduce emissions should be based on carbon pricing, development of low-carbon and high-efficiency technologies and the removal of barriers to behavioural change.

¹ Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit.

² Stern Review on the Economics of Climate Change, HM Treasury, 2006



- 2.1.7 Soon afterwards, the Eddington Study³, commissioned by the Department for Transport (DfT), confirmed that transport plays a key facilitating role in achieving sustained economic prosperity. In particular it outlined the main mechanisms and provided supporting evidence to show how transport impacts on the economy and, following the Stern Review, it also recognised that full carbon costs must be included in the assessment of transport options.
- 2.1.8 These recommendations have since been fully incorporated into Government thinking over the last few years and have helped to set the agenda for transport policy that has emerged during this period. Crucially both studies have also led to the wider impacts of transport being much better accounted for when transport schemes are appraised. Against this backdrop however, particularly in light of the current financial constraints, the emphasis is as much on getting the most out of existing resources as it is on providing new infrastructure.
- 2.1.9 The Government has identified a new hierarchy for infrastructure investment within the National Infrastructure Plan. Prioritising the maintenance and smarter use of assets, followed by targeted action to tackle network stress points and network development and, finally, delivering transformational, large scale projects that are part of a clear, long term strategy.
- 2.1.10 The benefits to the wider economy of a fit for purpose transport network are undeniable.
- 2.1.11 Improved transport links between international gateways, cities and key economic areas are recognised as vital to ensure a balanced economic growth across the whole country. The Government's continued commitment to the delivery of a high speed rail network is evidence of this in an ongoing drive to bridge the traditional North-South divide. This also provides further vital evidence that the Government feels that major transport infrastructure can unlock barriers to economic growth.
- 2.1.12 In 2010 the country witnessed the culmination of a sustained and unprecedented period of global financial recession. As a consequence, the spending review of October 2010 was one of the most severe in history yet despite this, transport budgets, particularly for large capital projects, fared relatively well, being cut by a significantly lower than average level. This confirmed how important transport investment is to the national well being.
- 2.1.13 Over the last few years, largely spearheaded by the Northern Way initiative, (which has represented the
- Creating Growth, Cutting Carbon⁴, the Government White Paper launched at the beginning of 2011 has a vision for a transport system that is an engine for national economic growth, but one that is also greener and safer and improves quality of life in our communities, in line with the new localism agenda.

³ *The Eddington Transport Study: The Case for Action, HMSO, 2006*

⁴ *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, DfT, Jan 2011*



interests of local authority areas across the north of England), a great deal of evidence has been gathered which confirms the strong link between transport and the north's economic future. As a result the Northern Way Growth Strategy promotes transport as a priority area for transformational change and highlights why enhancing connectivity both to and within the north, particularly by public transport, is so important.

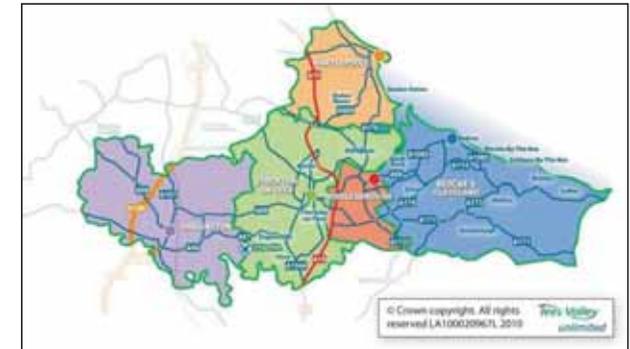
2.1.14 In the Tees Valley the link between transport, economic growth and regeneration has also been recognised for some time. The Tees Valley Economic and Regeneration SoA, which is the most recent vision for the Tees Valley economy over the next 15 years, highlights the important role that transport will play in facilitating this. The SoA is complemented by the Tees Valley Economic and Regeneration Investment Plan which provides the detailed delivery plan for transport priorities, economic regeneration and housing investments.

2.1.15 This document, the Statement of Transport Ambition for the Tees Valley, now expands on this, by identifying specific objectives and priorities for transport over the next 10-15 years, which will help make the vision a reality.

2.2 TEES VALLEY TRANSPORT CHALLENGES

2.2.1 The Tees Valley is one of two city regions at the heart of the North East of England. The Tees Valley consists of five local authority districts - Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland,

and Stockton-on-Tees – and has a sphere of influence that extends into parts of neighbouring County Durham and North Yorkshire. The Tees Valley and its wider sphere of influence has a population of around 875,000, of which more than 650,000 live in the five Tees Valley local authority areas.



2.2.2 Tees Valley Unlimited (TVU), a partnership between the five Tees Valley Local Authorities, local regeneration agencies and business leaders, has mapped out its vision for the Tees Valley through its Economic and Regeneration SoA.

2.2.3 This vision builds upon the successes of the last decade, including the continued development of process industries, the growth of container traffic through Teesport, the continued growth of the service sector, the regeneration of town centres, and the provision of new educational infrastructure. The Tees Valley has significant economic assets including the largest integrated area of heavy



industry in the UK, containing petrochemicals, energy and industrial biotechnology plants of a world scale, the fourth largest port in the UK, a steel industry specialising in construction steels and a world class advanced engineering industry. There is also a significant export economy, focused around the port. The advantageous position on the River Tees and associated port related businesses is a major asset.

- 2.2.4 Each of the centres has its own strengths. These include the market town and mainline connectivity of Darlington, the marina facilities and business incubation space in Hartlepool, Teesside University and the cultural and retail facilities of Middlesbrough, the rural and coastal splendour of Redcar & Cleveland and the engineering companies and business connectivity of Stockton⁵.
- 2.2.5 From this foundation, going forward the two key ambitions are:
- to drive the transition to a high value low carbon economy; and
 - to create a more diversified and inclusive economy.
- 2.2.6 As part of delivering this second ambition, the SoA identifies the benefits of a joined up and connected polycentric Tees Valley. This requires recognition that the Tees Valley as a whole will offer the range of facilities needed to attract growth, but that individual Boroughs will bring their own distinctive advantages to the offer.

- 2.2.7 The development of the SoA responds to the critical indicators in the Tees Valley, indicators that compel the overall approach adopted to be one that focuses on the economy, and on tackling the socio-economic consequences that arise from its relatively poor performance. These indicators show a clear picture. The Tees Valley has an economy that is performing less well than the UK as a whole, with the most recent figures showing the Tees Valley's GVA per head to be only 77% of the national average². Unemployment levels are higher than the national average, and issues of deprivation and relatively poor quality of life are widespread. The Tees Valley has 5.8% unemployment, compared with 4.7% in the North East as a whole and 3.5% nationally⁶, and all five of the local authorities are within the 30% most deprived of the 354 local authorities nationally⁷.
- 2.2.8 The SoA sets out a clear vision for the Tees Valley, one that responds to its economic geography and builds on the strengths of each economic centre. As each centre builds on its strengths, it is clear that good transport within and between the centres of activity is vital, be they town centres or industrial complexes, in order that people can access the range of economic, educational and service opportunities that 21st Century living offers.
- 2.2.9 Hence, this Statement of Transport Ambition in turn responds to the SoA, and building on significant

⁵ Tees Valley Unlimited Economic and Regeneration Statement of Ambition

⁶ Local Enterprise Partnership: A Proposal, September 2010

⁷ Based upon the rank of average score



work on transport in the Tees Valley and wider North East of England since 2008, sets the context for delivering improved transport networks and services in support of the wider vision.

TRANSPORT EVIDENCE

2.2.10 This transport evidence base has been built up over the last three years, including:

- An August 2008⁸ study by ONE North East of the evidence supporting the identification of transport challenges across the North East of England, in response to the Eddington Transport Study, the Stern report on climate change and Towards a Sustainable Transport Strategy⁹; and
- The formal response to government on Delivering a Sustainable Transport System (DaSTS)¹⁰ from the North East region¹¹; and encompassing work that specifically addresses the transport issues that exist in developing a pro-active response to the challenges of supporting economic regeneration in the Tees Valley as set out in the Tees Valley Area Action Plan (AAP)¹².

2.2.11 This last piece of work follows on from the City Region Transport Strategy¹³ which identified that there was a clear need to bring together development proposals and the required transport improvements with a clear forward programme. The development of the AAP to date has been a model of partnership and collaborative working at a city region level between local authority partners and the Highways Agency.

2.2.12 The June 2009 DaSTS response from the North East region to Government highlighted the transport challenges facing the North East of England, and identified a number of evidence gaps that needed to be addressed in preparing a robust investment plan going forward. This response to Government outlined a work programme of evidence based study to inform the development of a long term strategy to 2030, and a programme of prioritised investment in transport over the next 10 to 15 years. Three reports produced as part of the first phase of this work programme are of particular relevance in informing and providing the foundation for this transport strategy for the Tees Valley, namely:

- The Tees Valley City Region Connectivity and Accessibility Study¹⁴;
- The North East Strategic Connections Study¹⁵; and
- The North East Rural Transport and Connectivity Study¹⁶.

⁸ North East Transport Priorities Evidence Review, JMP for ONE North East, August 2008

⁹ Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World, Cm 7226, HMSO, October 2007

¹⁰ Delivering a Sustainable Transport System, DfT, November 2008

¹¹ Delivering a Sustainable Transport System - Submission to the DfT from the North East Region: Strategic Priorities and Work Programme, Arup, June 2009

¹² Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009

¹³ Connecting the Tees Valley – The City Region Transport Strategy, 2007

¹⁴ Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010

¹⁵ North East Strategic Connections, Aecom for ONE North East, May 2010

¹⁶ North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010



THE TEES VALLEY TRANSPORT CHALLENGES

- 2.2.13 Key local authority, business and other public sector leaders in the Tees Valley, through Transport for Tees Valley¹⁷, prioritised three transport challenges, based on the national transport challenges in place prior to May 2010. The three challenges remain consistent with the Coalition Government's primary goals for transport.
- 2.2.14 These commonly agreed challenges are:
- Improve the journey experience of transport users of urban, regional and local networks, including interfaces with national & international networks;
 - Improve the connectivity and access to labour markets of key business centres; and
 - Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.
- 2.2.15 The evidence supporting these three challenges has been examined in detail within the earlier 2010 study programme, and has identified a number of detailed issues, which in turn have influenced the identification of options to tackle the transport challenges within the Tees Valley. The three challenges are considered in the following sections and can be summarised as follows:
- Resilient Network Connectivity;
 - Access to Employment; and
 - Reducing Carbon Emissions.
- 2.2.16 The Coalition Government has also signalled that it

wishes to see strong leadership and autonomy within local communities, led by local government, business and other key stakeholders. In transport, many issues that can be tackled at the local level emerge, and indeed the Coalition Government has identified that social justice and quality of life are important outcomes that improved transport can deliver. These local challenges include road safety, local network management, highway maintenance (including management of local infrastructure assets), and the delivery of local infrastructure that supports active travel such as walking and cycling. Tackling each of these challenges through local action will contribute to delivering outcomes that are important within each locality, and will help to enhance health and quality of life in local communities across the Tees Valley.

2.3 RESILIENT NETWORK CONNECTIVITY

- 2.3.1 The transport priorities that flow from this challenge are strongly influenced by socio-economic evidence, and the performance of the existing Tees Valley transport network.
- 2.3.2 This comprises of issues on two levels, namely:
- Travel patterns and journey experiences on urban, regional and local passenger networks

¹⁷ Comprising Cabinet Members and Senior Officers from the Local Authorities of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees, as well as representatives of Government Office North East, One North East, the Association of North East Councils (ANEC), the Highways Agency, Network Rail, the Environment Agency, PD Ports (as owners of Teesport), Peel Holdings (as owners of Durham Tees Valley Airport), the North East Chamber of Commerce (NECC), the Confederation of British Industry (CBI), Arriva, Stagecoach, Northern Rail, Durham County Council and North Yorkshire County Council



providing local accessibility for a range of purposes (closely related to the challenge on access to labour markets); and

- Freight and passenger movements to and from national and international gateways to the Tees Valley.

2.3.3 Good international and national linkages are important as the Tees Valley economy grows. Some of the industries are, as noted earlier, nationally important, and good rail and road connectivity into and beyond the Tees Valley is fundamental to the continued success and future growth of these industries.

CURRENT POSITION

2.3.4 The economic geography and peripheral nature of the North East region as a whole is one of the greatest challenges and this is particularly true for the Tees Valley, as it contains a number of centres within a very small area. This lack of a single dominant commercial centre has transport implications and means that good interconnectivity is vital for the Tees Valley to function effectively. Consequently, the communities within the Tees Valley are highly interdependent with intense commuting and other flows in multiple directions. This presents a challenge to create and sustain a viable public transport network and has resulted in an over reliance on the use of the private car.

2.3.5 Maintaining and improving transport links to London is important to help capture potential productivity benefits. Recent work commissioned by ONE¹⁸ confirmed that improved links to other city regions

including the two national capitals and Leeds, would provide economic benefits to the North East. ODPM research on core cities¹⁹ asserts “that an indication of physical connectivity is given by the fastest available journey times to London by rail”.

2.3.6 An earlier ONE report²⁰ demonstrated that international airports are vital infrastructure that contribute to the competitiveness and prosperity of regions (both in terms of business and inward tourism). Durham Tees Valley Airport (DVTA) has, in common with other regional airports, seen a decline in passenger numbers. Retention and modest growth of existing markets in the future is vitally important for the Tees Valley. DVTA had a throughput of 288,296 passengers in 2009 representing a significant decline from 2008, when the passenger throughput was 645,138²¹. In particular the KLM Amsterdam service is fundamental to the airport as the connectivity to a major international hub is vital to local business - the core market for the airport.

2.3.7 Located on the East Coast Main Line (ECML), Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, making it a ‘gateway’ for rail journeys into and out of the Tees Valley. Rail patronage on routes to and from the Tees Valley highlights the

¹⁸ North East Transport Priorities – Evidence Gaps Study, Steer Davies Gleave for ONE North East, 2009

¹⁹ State of the English Cities, ODPM, 2006

²⁰ North East Transport Priorities Evidence Review, JMP for ONE North East, 2008

²¹ CAA data, 2009



importance of this key main line link with over 360,000 annual return trips from Darlington to London stations²². Movements to London stations are less pronounced from the east of the Tees Valley, with only 33,000 annual return trips from Middlesbrough, for example.

- 2.3.8 However, in comparison to its excellent north-south connectivity, Darlington is relatively inaccessible from other key centres within the Tees Valley. Journey times to Darlington from Middlesbrough and Stockton (as adjacent key centres) are relatively poor, taking between 40-60 minutes by public transport²³, compared to a journey time of 19-23 minutes for car travel²⁴. There are, for example, currently no direct train services from Stockton to Darlington – passengers have to change at Thornaby station, a journey which would take between 35 and 50 minutes. This relatively poor east-west connectivity by rail within the Tees Valley impacts on the external connectivity of the Tees Valley as a whole and reduces the attractiveness of the excellent north-south links from Darlington to potential users from the rest of the Tees Valley. Capacity issues at Darlington are currently acting as a constraint to enhancing these local rail links. The Eureka timetable has delivered a number of enhancements to local services, however this uses up all available capacity.

- 2.3.9 External connections from the Tees Valley to London (via Northallerton, Thirsk and York) are also provided by the Grand Central services from Hartlepool and Eaglescliffe. Four services a day are currently

offered on this route, with journey times of between three and three and a half hours to London. In terms of internal connectivity, Eaglescliffe offers important supplementary rail access options to London and the south from the Middlesbrough-Stockton conurbation and eastern parts of the Tees Valley.

- 2.3.10 From Middlesbrough, Thornaby and Yarm, important links are available to York (which provides further links to London and the south), Leeds and the North West (including Manchester Airport) However, links within the vicinity of Middlesbrough station are operating close to capacity in terms of train paths, due to an extensive and frequent freight train operation which exists alongside an intensive passenger rail service. The current Middlesbrough-York journey times along this line are also a constraint.
- 2.3.11 Rail patronage in the Tees Valley has grown at a considerably higher rate than that of the North East as a whole, or nationally. However, rail journey times are currently uncompetitive compared with the car within the Tees Valley, as is illustrated by the Darlington example above. Given the predicted increase in car ownership in the Tees Valley, this advantage of car journey times is likely to generate increased trips on the road network. Therefore, it is imperative that rail services are enhanced, to ensure that rail is a competitive alternative.

²² Office of Rail Regulation / Northern Rail LENNON 2009/10 data

²³ Accession output, including walk time between town centres and stations and any wait times

²⁴ AA online route planner, accessed October 2010, does not include walk time between car park and destination



2.3.12 Besides high fares, rail passengers in the region consider capacity, punctuality and frequency of trains to be below expectations. Recent research²⁵ reported that service availability on Sundays, early in the morning and late in the evening is often poor. This evidence emphasises the importance of a number of factors in ensuring the competitiveness of rail. These include competitive journey times, increased frequency, better information, improved interchange and other journey experience issues.

2.3.13 Teesport is by some margin the most important port in the North East, and in 2009 the fourth most important port by goods lifted in the UK. Teesport is not only an important asset to the local Tees Valley economy, but represents a significant regional and, indeed, national asset.

2.3.14 There is a significant opportunity and justification for the development of a deep-sea container terminal in the north of England. To realise the full potential of this opportunity, PD Ports is developing a £300 million deep-sea container terminal on the south bank of the River Tees, which will be known as the Northern Gateway Container Terminal (NGCT). However, the proposal to expand the container side of the port's operation raises fundamental issues regarding freight access to and from Teesport.

2.3.15 Container traffic being transported by rail (rather than by road) is not only consistent with the UK's sustainability aims, but is also much more cost-effective for freight operators. However, there are

severe constraints for unitised (i.e. container) traffic that prevents full access between Teesport, the ECML and beyond. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. To ensure that the potential of rail freight is realised, W9²⁶ loading gauge clearance on rail links can be tolerated economically, but W10 clearance is optimal²⁷.



2.3.16 Rail gauge clearance is not an issue isolated to the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.

2.3.17 The main north-south road links to the Tees Valley are provided by the A1(M), a key national motorway

²⁵ North East Strategic Connections, Aecom for ONE North East, May 2010

²⁶ The W9 gauge allows small deep-sea containers and restricted European containers and swap-bodies.

²⁷ W10 gauge accommodates 9'6" deep-sea containers

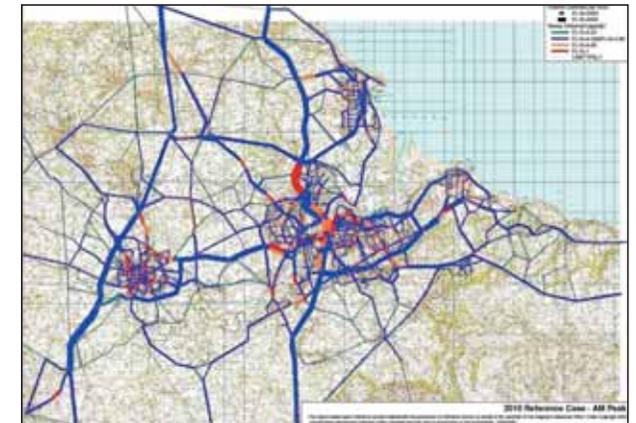


network link for the west of the City Region, while the east of the City Region is served by the A19(T). The main east-west links are provided by the A66(T) and A174(T).

- 2.3.18 These key links provide the main source of strategic trip making for the Tees Valley, delivering vital connectivity to the North East and the rest of the UK.
- 2.3.19 The strategic function of these links will need to be maintained and enhanced with certain improvements still required on the A1(M) and A66(T) to bring these strategic routes fully up to the required standard.
- 2.3.20 The Tees Valley will continue to work in close partnership with the Highways Agency to deliver an agreed network management strategy to ensure that the network remains fit for purpose.
- 2.3.21 Aggregated traffic flow data indicate that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley. This trend follows the economic growth experienced in this period, with more trips accessing the Tees Valley in general, and specifically in key employment growth areas (such as Darlington and Hartlepool).
- 2.3.22 Traffic flow data show that there has been variability across the Tees Valley, with a wide range of growth rates dependent upon location. Counts to the north of the Tees Valley, across the South East Durham and Teesside to Hartlepool “screen lines” show the

highest growth rates. Since 2004, traffic levels have remained broadly static, with a combined growth in traffic of around 11% over the decade.

- 2.3.23 The network map shown below is from the Tees Valley TRIPS model, showing the 2010 morning peak hour. This illustrates how current congestion is focused in the Strategic Road Network.



- 2.3.24 Whilst the Tees Valley does not suffer from widespread traffic congestion to the same extent as some city regions, there is congestion on localised sections of the local and trunk road networks. Congestion is evident on critical routes such as the A19-A66 interchange encompassing the Tees flyover and links to Middlesbrough, A19 south of Wynyard, and the A1053 access to Teesport and important local arterial roads. This represents a significant threat to local, regional and national economic priorities, and serves to reduce economic potential, especially at peak times.



2.3.25 Of particular significance is the congestion on the A19 northbound carriageway exacerbated by traffic accessing the Wynyard Park development. This congestion could affect access to Seal Sands and the North-South Tees Area proposals, hindering access and the distribution of goods, potentially stifling regeneration proposals for the area.

2.3.26 There is also a build up of trips on a number of radial routes leading to Darlington centre and rail station, with potential negative implications for access to this important gateway to the Tees Valley. If congestion in the Tees Valley worsens, there is a risk that this could ultimately stifle economic growth.

KEY ISSUES

2.3.27 The evidence on current use of, and the quality of journey experience on, the transport networks in the Tees Valley leads to the following issues being identified:

- The importance of links to London and the rest of the English regions to the south, especially neighbouring Yorkshire, and the role that Darlington can play as the gateway to the Tees Valley, especially for rail services;
- The importance of Teesport and good road and rail connections to the port, including on wider national and regional networks, as well as good direct local access;
- The threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

WHAT WE HAVE DONE

2.3.28 The Tees Valley Metro project continues to be the main focus for future rail enhancements in the area. The key long term outcomes that Tees Valley Metro will deliver are:

- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day - compared with 30 - 60 minutes today;
- Darlington to Saltburn end-to-end journey time of no more than 48 minutes – compared with 53 minutes today;
- Additional tracks to provide sufficient capacity to meet the demands of the next 20 – 30 years, including freight movements;
- A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport station;
- Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
- Improvements to existing stations; and
- Newer, lighter trains.

2.3.29 Whilst these outcomes remain valid, a pragmatic approach has been taken with the project split into different phases linked directly to timescales for likely delivery. Phase 1 of the Metro project comprises 'early win' schemes for which funding has been secured and are either now complete or under/approaching construction. These schemes include:

- Eaglescliffe station – new ticket office, improved passenger waiting facilities, accessibility



improvements and an extension to the existing car park.

- Hartlepool station – improved passenger waiting facilities, accessibility improvements and a new bus/rail interchange.
- Middlesbrough station – a new entrance to the north of the station, linking to the Boho and Middlehaven developments.
- Thornaby station – accessibility improvements.

2.3.30 A number of targeted local highway network improvements have been delivered as the first stage of tackling this challenge. These include:

- The Darlington Eastern Transport Corridor, linking Haughton Road to the A66. Improving links from Darlington to the East and opening up development land;
- The North Middlesbrough Accessibility Scheme, comprising a number of highway improvements to improve access to the area of Middlesbrough north of the A66 including Riverside Park and the Middlehaven development site; and
- The roundabout interchange at the A19(T)/A174(T) has been signalised on the three trunk road approaches, capacity has been improved on the A174/A1053/B1380/Western Gateway Roundabouts in association with the Northern Gateway Improvement and improvements are to be made to the South Tees Eco Park access.

2.3.31 In addressing issues on the strategic road network, £3.9 million of funding has been secured towards the delivery of the first phase of the Network

Management Strategy, which will see the Highways Agency install traffic lights at five entry slip roads along the A19 and A66. This Tees Valley Ramp Metering scheme, which will help to improve the efficiency and operation of the core trunk road network at peak times, has gained full funding approval and is programmed to be delivered by the Highways Agency on behalf of the City Region partners by April 2011. The scheme is to be funded through the Community Infrastructure Fund (CIF), enabling important housing growth to be delivered across the Tees Valley that may otherwise have been delayed due to impacts on the strategic network.

2.3.32 The five Tees Valley Authorities have also worked with the Highways Agency and transport operators to develop an overall strategy for building up an Urban Traffic Management and Control (UTMC) system that will support the area's future transport needs. The base system is expected to be operational in 2011.

WHAT WE WILL DO

2.3.33 Phase 1A of the Tees Valley Metro project includes the following early deliverables for which detailed funding bids have been submitted to Government:

- A new east side entrance to Darlington Bank Top station, including a fully accessible new footbridge link to the station, bus/rail interchange facilities, pick-up/drop-off facilities and a new pedestrianised link to the Central Park development site and the residential areas along Yarm Road.



- A enhanced station at Redcar Central, including new fully accessibility routes, improved passenger facilities at the station, bus/rail interchange, pick-up/drop-off facilities, and three new pedestrian links – one each to the new civic quarter, to the town centre and new seafront and to Redcar & Cleveland College.
- A new station at James Cook University Hospital, which offers a wide range of district general hospital services and specialist services to the Tees Valley, South Durham and North Yorkshire.

2.3.34 In addition there is committed investment for rail infrastructure improvements in the Tees Valley to ensure that the network is capable of accommodating 9'6" freight containers. This mainly involves platform alterations or changes to rail signals with the largest single scheme being the partial reconstruction of the overbridge at Dinsdale rail station. Upgrading the freight rail network to W10 gauge clearance standard will unlock constraints on the growth of PD Ports logistics platform at Teesport, which will create 1,000 direct jobs over the next ten years. With the implementation of the rail gauge enhancements and the associated works to the passenger network, PD Ports is aiming for a 20% mode share by rail once the new facility is open.

2.3.35 There are a number of critical rail infrastructure improvements identified within the rail investment Control Period 4 to 2014 that will benefit businesses and communities within the Tees Valley.

However, funding remains a consistent barrier to delivery of many of these improvements, which include Boldon East Curve reinstatement, York-Northallerton and Northallerton-Eaglescliffe line speed increases, and Stillington Branch signalling and line speed improvements.

2.3.36 Beyond 2014, Phase 2 of the Tees Valley project is planned to include track capacity and signalling improvements along the Darlington to Saltburn line (providing east – west connections), with new stations established at Morton Palms (Darlington), Durham Tees Valley Airport, Teesside (retail and leisure) Park, and the Ings in Redcar, in line with future developments. There will also be improvements to existing stations along the route, and an examination of the best means of replacing life-expired rolling stock to allow increased frequencies whilst minimising any increase in operating costs.

2.3.37 Phase 3 is then planned to deliver track capacity and signalling improvements along the line running between Hartlepool and Nunthorpe (providing north – south connections) including new stations at Queens Meadow Hartlepool and Nunthorpe Parkway, together with improved facilities and information at other stations along the route. Service frequency increases are also included within this phase.

2.3.38 As part of the re-franchising process, which is likely to involve longer franchise awards from 2013 onwards, we will lobby strongly to ensure that some



2.4.4 Whilst highway and rail network enhancements (as discussed in more detail in the previous chapter), along with improved facilities for active travel will be important, it will be fundamental to improve access by local bus in tackling access to employment.

CURRENT POSITION

2.4.5 Evidence on journeys to work and peak hour trip making patterns in the Tees Valley shows that car commuting accounts for a higher proportion of journeys to work in the Tees Valley than in the North East as a whole, which is in turn at higher levels than in the UK²⁸. This is despite car ownership levels in the Tees Valley being lower than the national average (although slightly higher than the North East as a whole).

2.4.6 In contrast, car ownership in the Tees Valley is forecast to rapidly increase (at a higher rate than the national average), and this gap is forecast to close significantly by 2021 when only 27% of Tees Valley households are likely to have no access to a car, compared with 34% in 2001. This compares to a figure of 23% nationally. During this time, growth in the number of two and three car households in the Tees Valley is forecast to be significantly higher than the national average as car ownership grows from a low base²⁹.

2.4.7 This signals the threat posed by rising car ownership and use, with the potential for this to grow quickly as the economy improves, leading to increased congestion and other adverse impacts from growing car use, including environmental impacts.

2.4.8 Approximately 90% of the Tees Valley's workers live in the Tees Valley and each centre is relatively self-contained, with high levels of trip making being confined within each district³⁰. More recent evidence from the Tees Valley TRIPS model, (which includes updated data from more recent surveys over the last decade), demonstrates that this high level of self-containment of trips in the Tees Valley remains.

2.4.9 It is clear that local bus services will be vital in tackling this challenge. In recent years decline in bus patronage has been significant, from 44.2 million passenger journeys in 2002/03 to 36.9 million in 2009/10. Despite declining patronage, the bus remains the most important form of public transport in the area in terms of passenger numbers and distance travelled.

2.4.10 The lack of a single dominant commercial centre has made it more difficult in the Tees Valley than elsewhere to create and sustain viable bus networks. As a consequence, the bus network across the Tees Valley is not particularly well coordinated, a characteristic resulting from a history of piecemeal network development. However, bus inter-connectivity will be important to support the Tees Valley's economic strategy, which focuses on economic specialisation within different areas.

²⁸ Department for Transport, National Travel Survey 2007-2008

²⁹ Connecting the Tees Valley – The City Region Transport Strategy, 2007

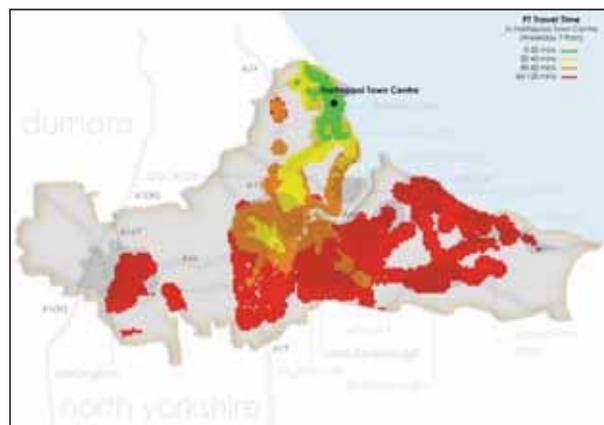
³⁰ ONS, Census 2001



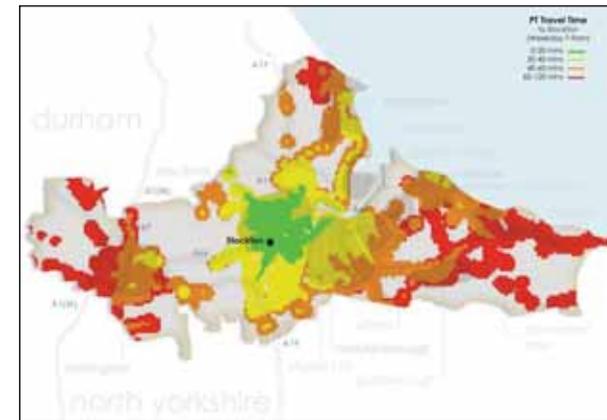
2.4.11 Bus punctuality across the Tees Valley is also declining with all five districts continuing to fall short of the Traffic Commissioners' desired performance target of 95% of buses being on time.

2.4.12 There is a complex range of operator-exclusive and multi-operator tickets available to public transport users in the Tees Valley, which act as a barrier to increasing use. Opportunities for simplification as an encouragement to new and existing users, including the evolving north east integrated smart ticketing system, should be looked at as part of measures to improve the attractiveness of public transport services in the Tees Valley.

2.4.13 Due to their relative location on the periphery of the Tees Valley, Darlington and Hartlepool in particular have relatively poor public transport connectivity to other labour markets within the Tees Valley. The figure below illustrates Hartlepool's lack of connectivity with only journeys from the surrounding urban area involving a travel time of 20 minutes or less.



2.4.14 Comparatively, Stockton has good connectivity within the 40 minute travel time boundary by public transport, which includes Middlesbrough, Hartlepool, Darlington centre and Redcar. This is illustrated below.



2.4.15 However, using the example of Stockton, a centre with relatively good public transport connectivity, car journey times between Stockton and other principal centres are considerably lower than an equivalent journey on public transport. For example 10 minutes to Middlesbrough, 21 minutes to Hartlepool and 20 minutes to Darlington³¹.

2.4.16 Furthermore, evidence shows that some of the economic regeneration priority locations in the North-South Tees Area have exceptionally poor accessibility by public transport from the Tees Valley as a whole³².

³¹ AA online route planner, accessed October 2010, does not include walk time from car park to destination

³² collated in the Tees Valley City Region Connectivity and Accessibility Study, JMP Consultants and Genecon for TVU and the Highways Agency, May 2010



2.4.17 Teesport itself and the opportunities in associated economic sectors in and around the port estate represent a major economic opportunity, not just for the Tees Valley directly, but for the whole of the North of England. Growth of port centric warehousing and distribution at Teesport has already contributed significantly to the local economy, and has the potential to develop further on the Teesport estate. Around 2,000 people are already employed on the port, and coupled with the existing and future distribution related jobs there is a pressing need for good transport links to the area from both Middlesbrough and from Redcar and East Cleveland.

2.4.18 There is increasing pressure to provide high quality, frequent public transport services to Teesport if the area is not to become reliant on car access for employment and economic opportunities. Existing public transport accessibility to Teesport, or more pertinently the absence of such access, is illustrated below.



2.4.19 The North East Rural Transport and Connectivity Study³³ assessed the role of transport in widening access to economic and social opportunities within the diverse rural communities across the region. The study presented three case study areas, one of these being East Cleveland, an area on the periphery of the Tees Valley. East Cleveland is an area of significant contrasts, with considerable variation in accessibility to economic and social opportunity, serving to heighten inequalities across the area.

2.4.20 The consultation and analysis of evidence in East Cleveland identified a series of common challenges that influence transport and accessibility issues in rural communities, namely:

- Access to employment and other services – the availability of public transport in remote locations is a major barrier to accessing the increasingly limited employment opportunities, particularly for those who do not have access to a car;
- Awareness and perception of travel options – negative perceptions of public transport services and availability even in relatively accessible locations;
- Cost of transport – a key barrier to accessibility in rural areas, particularly for those on low incomes or working part-time and for young people accessing education, leisure and part-time work; and
- Involvement of the transport sector – transport consistently represents the main barrier facing

³³ North East Rural Transport and Connectivity Study, Halcrow for ONE North East and ANEC, June 2010



rural communities. The transport sector needs to be visibly involved in demand-led approaches to providing access to a range of opportunities.

KEY ISSUES

2.4.21 The evidence on existing journey to work patterns and the quality of transport networks in supporting access to employment in the Tees Valley highlights the following issues:

- A range and choice of transport to key labour markets is important in order to provide opportunity for everyone to access appropriate employment;
- Car use is higher than the national average for commuting, options that provide alternatives or manage demand need to be developed before rising levels of car ownership reinforce these patterns;
- Economic specialisation within the Tees Valley as part of the vision for regeneration is likely to reinforce the Tees Valley's polycentric form, hence sustainable transport solutions that support this economic vision to provide better quality links between centres will be vital; and
- The availability of public transport in remote locations is particularly limiting job opportunities for those who do not have access to a car.

WHAT WE HAVE DONE

2.4.22 Significant progress has already been made to some aspects of the local bus service in improving access to local employment. Many of the improvements also have a significant positive impact on access to a wide range of opportunities

throughout the day, not simply employment.

2.4.23 The bus operators continue to invest in new vehicles. For example, Arriva introduced over 50 new buses in 2010, equivalent to around one fifth of their Tees Valley fleet; 15 new Stagecoach buses, predominantly branded for use on their key inter-urban service 36, linking Middlesbrough with Stockton, Billingham and Hartlepool, entered service by the end of September 2009; and bus replacement at Leven Valley has continued with the fleet being the first in the Tees Valley to be fully low floor and wheelchair accessible.

2.4.24 Real time journey information is being rolled out on some of the main bus corridors. All Arriva and some Go North East services now feed real time information into the call centre journey planner, traveline-txt (the text messaging service), as well as the mobile internet NextBuses service, enabling passengers to receive live data for short notice journey enquiries.

2.4.25 The Connect Tees Valley web site, managed by TVU, provides information on all modes of transport in the area, including holding the current timetables for all public transport services operating in the Tees Valley as well as details of forthcoming service changes, both permanent and as a result of road works and events.

2.4.26 A major Tees Valley Bus Network Improvements scheme is being progressed by the local authorities in partnership with bus operators Arriva and



Stagecoach. This will provide a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes across the Tees Valley. This scheme achieved final approval from the DfT in June 2010 confirming that £37.5 million of central Government funding (£57.6m in total) would be made available. This is now being delivered over a five year period to 2015.

2.4.27 The investment is being focused largely on the core, frequent and commercially provided tier of the hierarchical bus network, to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. However, all services will benefit to some degree from the measures.

2.4.28 New infrastructure delivered as part of the scheme includes the completion and opening of Hartlepool Interchange in August 2010 and improvements to Mandale Gyratory and Marton Road.

WHAT WE WILL DO

2.4.29 The provision of a range of bus services to new and emerging employment opportunities is fundamental if these jobs are to be accessible to people across the Tees Valley, regardless of whether they own a car.

2.4.30 A Quality Partnership Agreement between operators and the local authorities is being

developed. Designed to recognise and protect the current investment by the bus operators, and to ensure that this continues alongside the ongoing delivery of the Tees Valley Bus Network Improvements.

2.4.31 In addition to this we will:

- Continue to develop the Tees Valley Metro project to improve connections to and between employment centres;
- Improve the reliability of the highway network through the Network Management Strategy;
- Ensure that development is facilitated at pinchpoints: Wynyard (A19/A689), Portrack Lane Relief Road and Redcar/Northern Gateway; and
- Recognise and enhance the role of cycling and walking networks in catering for shorter commutes.

2.5 REDUCING CARBON EMISSIONS

2.5.1 As the UK and its constituent local authorities seek to address the impacts of climate change, it is also important that transport does not add to the changing climate through further emissions of greenhouse gases. This remains one of the main tenets of national transport policy under the Coalition Government, which has signalled the importance of both technological improvements and behavioural change in reducing carbon emissions from transport³⁴.

³⁴ Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit



2.5.2 Partners in the Tees Valley have identified that it is important to develop economic and spatial plans and supporting transport systems in the future that do not add further to problems with respect to our changing climate.

2.5.3 Significant contributions to reducing CO2 from transport can be delivered through tackling local trips, through the promotion of active travel such as walking and cycling for short trips, and through targeted programmes of smarter choices. Targeting energy use in the transport system, such as the management of the use of lighting may also contribute to reductions.

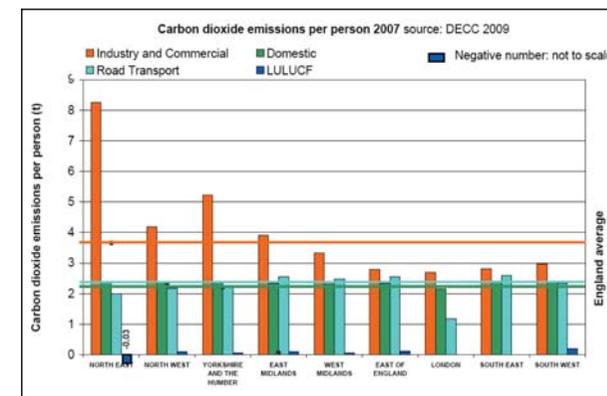
CURRENT POSITION

2.5.4 Forecasts for climate change indicate that adverse weather conditions are likely to be more frequent in the future, which has implications for the North East of England's transport infrastructure³⁵.

2.5.5 In 2005, the Tees Valley's total carbon emissions were around 20 million tonnes (across all sectors, around 7 million tonnes if emissions regulated under the EU Emissions Trading Scheme are excluded.)³⁶. Recent data published by the Department for Energy and Climate Change³⁷ shows that in 2007 carbon emissions were approximately 6.7 million tonnes

2.5.6 In 2007, most emissions in the Tees Valley (4 million tonnes, or 59% of total emissions) came from industry³⁸. The overall decline is largely due to contraction and refinement of industry in the Tees

Valley over the last decade. However, the chart below shows carbon emissions from industry in the North East are still significantly greater than the average for England. In contrast, the North East has the lowest per capita emissions from transport (with the exception of London).



2.5.7 The Tees Valley Climate Change Strategy, published in 2010, includes a target reduction of greenhouse gas emissions of 21% by 2020 against a 2005 baseline. This will align the strategy and action plan with the Climate Change Act 2008 and follow a uniform method of measurement.

³⁵ North East Climate Change Adaptation Study, Royal Haskoning for sustaine, 2008

³⁶ Tees Valley Climate Change Strategy 2006-2012, Tees Valley Climate Change Partnership, 2007

³⁷ UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009

³⁸ UK 2007 local authority carbon dioxide emissions, Department for Energy and Climate Change, November 2009



2.5.8 Whilst current emissions from road transport are comparatively small compared to those from other sectors (1.3 million or 18% of total)³⁹, it is important not to ignore the significance of road transport - a contribution that will represent a greater proportion of emissions over time as programmes to reduce emissions from industry take effect. The use of private vehicles (diesel and petrol cars) accounts for 65% of total road transport emissions. This is despite car ownership being considerably lower in the Tees Valley than the national average. Road transport emissions per capita for the Tees Valley are higher than for both the North East and the UK. Road transport emissions per capita are particularly high in Middlesbrough and Stockton-on-Tees.

2.5.9 There are a range of measures that will contribute to reducing carbon emissions from transport. The 2009 Carbon Reduction Strategy for Transport⁴⁰ stresses that whilst technological and efficiency improvements are important, they will not themselves be sufficient to reduce carbon emissions to the extent needed.

2.5.10 Such technological improvements include the use of electric and low emission vehicles; the development of a recharging network for such electric and plug-in hybrid vehicles; the development of sustainable biofuels and alternative fuel sources; and improved broadband coverage to help reduce the need for travel. Alongside technological improvements, cultural and behavioural changes are fundamental to achieving the reductions in carbon emissions necessary,

whether by changing travel behaviour itself, or making the decision as an individual or society as a whole to invest in lower carbon technology. Important aspects of this behavioural change include the use of active travel modes and lower emission alternatives, influencing driving behaviour through applying “eco driving” techniques, and enforcing speed limits.

2.5.11 A wide range of measures aimed at influencing travel behaviour and cultural change are now firmly established in the main stream of transport planning in the UK. Known as Smarter Choices (after the report of that name⁴¹), this is a range of interventions aimed at encouraging a greater use of active travel and less environmentally damaging travel modes, whilst reducing the need to travel in general. These techniques are based around persuasion, realising the importance of positive incentives, rather than punitive measures, to encourage behaviour change.

2.5.12 It is important, however, to emphasise that targeted programmes of Smarter Choices measures can deliver a range of improved outcomes across the community, including individual and community wide health benefits from increased walking and cycling, local environmental benefits, and a range of equity and social justice benefits.

³⁹ *Tees Valley Climate Change Strategy, 2010-2020*

⁴⁰ *Carbon Reduction Strategy for Transport, Low Carbon Transport: A Greener Future, DfT, July 2009*

⁴¹ *Cairns, Sloman, Newson, Anable, Kirkbride and Goodwin, Smarter Choices – Changing the way we travel, DfT, July 2004*



2.5.13 Estimations based on household surveys suggest that the Sustainable Travel Towns programme (implemented in Darlington, Peterborough and Worcester) resulted in annual per capita carbon savings of approximately 50kg of CO₂ in 2008, compared to 2004⁴². This estimate used per capita changes in car driver kilometres for trips <50km from the weighted dataset, and emission factors published by Defra/DECC based on an average-sized car. At a town-wide level and accounting for increases in population, there was a combined estimated saving of 17,510 tonnes of CO₂ per annum in 2008 across all three towns. Whilst this figure only reflects reductions in car driver distance on journeys of less than 50km, it is equivalent to a reduction in UK average annual per capita emissions from car driving of approximately 4.4% for journeys of all lengths.

KEY ISSUES

2.5.14 The evidence on carbon emissions from surface transport in the Tees Valley shows:

- The private car is responsible for the majority of carbon emissions from land based travel, and trends suggest that transport is the one sector where carbon emissions will continue to rise, options need to address the threat posed by rising car ownership and use on these trends.

WHAT WE HAVE DONE

2.5.15 There has been a significant record of achievement across the Tees Valley in delivering programmes of activity that promote less environmentally damaging and lower carbon forms of transport. These

include:

- Darlington Local Motion project, funded initially by the DfT's sustainable demonstration town programme, but continues to deliver sustainable transport improvements;
- A range of cycling initiatives such as doitbycycle.com, an online cycle journey planner, Bike-it training in schools, the Active Travel project, the Stockton Active Travel Hub, and a range of events through the year;
- The continued improvement of pedestrian and cycle facilities;
- The Darlington Cycle Demonstration Town project;
- Workplace and school travel planning across the Tees Valley; and
- Roll-out of electric vehicle charging points through the Office for Low Emission Vehicles (OLEV) Plugged-In Places programme⁴³.

2.5.16 Many of the small scale initiatives being delivered across the Tees Valley described above continue to be rolled out. Whilst important to the Tees Valley as a whole, much of this activity is either borough specific or on a local community scale and will be therefore delivered through the LTPs.

WHAT WE WILL DO

2.5.17 Tees Valley-wide programmes of Smarter Choices measures, on a scale akin to that delivered through the Local Motion programmes to 2009, will provide

⁴² Sloman, Cairns, Newson, Anable, Pridmore and Goodwin, *The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report, 2010*

⁴³ ONE North East website news item, 25 February 2010



the impetus across the Tees Valley to deliver significant travel behaviour change. These include personalised travel planning, marketing and information.

- 2.5.18 In addition to this we will:
- Promote a modal shift from private car to bus and rail use through, marketing and awareness raising, allied to service quality improvements and bus stop and rail station improvements through the Bus Network Improvements and Tees Valley Metro; and
 - Reduce the carbon emissions from the Tees Valley bus fleet in partnership with the major bus operators, through the Bus Network Improvements and through improved rolling stock for Tees Valley Metro.

2.6 DELIVERING THE TRANSPORT AMBITION

2.6.1 There is a clear need to continue to improve both external and internal connectivity of the Tees Valley. The £70 million already secured up to 2014 will go a long way to developing a reliable and integrated bus, rail and strategic road network.

2.6.2 It is vital that links from our key assets at Teesport and Durham Tees Valley Airport to national and international hubs and markets are maintained and built upon to support our global industries. Rail and road links between the Tees Valley and London and other city regions should also be enhanced and journey times reduced in order to optimise the accessibility of the Tees Valley to national markets.

2.6.3 Enhanced connectivity within the Tees Valley is equally important to ensure that residents and visitors can access employment, education, health care, retail, leisure and other key opportunities, not just within each community or authority area but across the area as a whole. As residential, retail and employment areas continue to be redefined, the ability to move around the Tees Valley quickly and easily continues to be of vital importance, particularly to the significant proportion of the population who do not have access to private transport.

2.6.4 It is vital, for both businesses and for individual travellers, that the resilience of our transport networks is maintained and enhanced. A degree of certainty/stability relating to journey time and network condition is vital in the day to day transport decision making for both individuals and businesses. It can also be key to long term locational decisions made by businesses. The provision of resilient and reliable transport networks is therefore vital to the Tees Valley's future economic competitiveness, building on the work already undertaken with the Highways Agency and Network Rail.

2.6.5 Based on the evidence, issues and commitments described previously, to enhance the connectivity of the Tees Valley to support our economic and regeneration ambitions, we will:

- Continue to invest in our bus network alongside the 20 or so routes that will benefit from significant investment in the next five years, examining cost effective ways to provide linkages to the core commercial routes that will



benefit from this investment, and developing an integrated smart ticketing system alongside other partners in the North East;

- Work with the rail industry to secure the development of Tees Valley Metro to use the rail network in a much more efficient way to connect our main centres, service the new industries and develop strategic park and ride opportunities, with greater scope for the negotiation of future rail franchises to provide services that better meet the needs of future users rather than relying on historic patterns of demand and scheduling;
- Provide targeted highway infrastructure investment to support specific development proposals and improve the management of the strategic road network as part of a joint development plan agreed with the Highways Agency; and
- Continue to enhance links to and from our national and international gateways including Teesport and Durham Tees Valley Airport.

2.6.6 We would wish to promote a joint investment planning approach between the Tees Valley and the national agencies, and to devolve responsibility for the appraisal of smaller scale strategic projects (below £20 million) to local partnerships to speed up the delivery of those agreed priorities that unlock private sector investment.

2.6.7 The **Statement of Transport Ambition: Implementation Plan** sets out the packages/schemes which will deliver this Statement

of Transport Ambition. It will be kept up-to-date in line with changing development assumptions and funding opportunities and will be monitored by TVU.

2.6.8 The **Tees Valley Economic and Regeneration Investment Plan** sets out an ambitious but realistic programme of public sector investment which recognises the significant reductions in public spending over the period to 2014/15 whilst building a strong economic case for investment through the Regional Growth Fund to unlock barriers to private sector growth. This will be led and monitored by the TVU Leadership Board.

2.6.9 At a local level, the Tees Valley Local Authorities will:

- Look to invest in “smarter choices” measures, to reduce car travel (and hence greenhouse gas emissions) and increase access to services for all those within the Tees Valley;
- Continue to maintain existing walking, cycling and highway networks to an appropriate standard, to maximise their reliability and functionality; and
- Deliver road safety measures and education to contribute to better safety, security and health, and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

The five Tees Valley Local Authorities’ third Local Transport Plans outline transport strategy and delivery at a local level. These will be monitored and delivered by each individual Local Authority.



3.1 INTRODUCTION

3.1.1 Part one of the Local Transport Plan is the Hartlepool Borough Local Transport Strategy which will broadly set out how transport impacts upon resident's visitors and businesses in the Borough, including details of travel demand patterns and key pressures on the transport network. It also lays out what Hartlepool Borough Council intend to do to address the transport related issues.

3.2 NATIONAL AND REGIONAL CONTEXT

3.2.1 Hartlepool is located on the North East coast within the Tees Valley sub region. It borders County Durham to the north and Stockton-on-Tees to the south. The Borough of Hartlepool covers an area of about 9400 hectares (over 36 square miles) and has a population of about 90,000. It is bounded to the east by the North Sea and encompasses the main urban area of the town of Hartlepool and a rural hinterland containing the five villages of Hart, Elwick, Dalton Piercy, Newton Bewley and Greatham.

3.2.2 The Borough has seen a major transformation over the past 20 years through regeneration programmes and public and private sector investment. The town is now home to major tourist attractions, a revitalised town centre together with sites of international conservation importance and areas of business with significant investment opportunities.

3.2.3 Historically, the Tees Valley as a whole and its urban centres has been reliant upon heavy

industries for a large proportion of employment opportunities, economic wealth and prosperity. Hartlepool plays an important role in the sub-region, particularly for tourism and leisure, as well as providing key services and facilities for the County Durham districts of Easington and Sedgfield. Hartlepool also relies on the other boroughs in the Tees Valley for employment and other key services.

3.2.4 The A19 runs through the west of Hartlepool Borough and provides the key strategic road link, north-south, connecting Hartlepool to the rest of the region, and the country. The A19 is accessed from central Hartlepool via the A689 and A179. The A19 has been identified as a Strategic National corridor in a report commissioned by the Department for Transport on the Network Analysis of Freight Traffic (2009). It highlights that 90% of freight traffic flow is domestic in origin and that there are significant flows of construction materials and metals along the corridor.

3.2.5 The A19 acts as a national and regional corridor as well as a key local route in terms of Hartlepool's connectivity within the sub region. This connectivity and role of the A19 is likely to be enhanced with the opening of the second Tyne Tunnel which is going to improve the reliability of journey times on the A19. The original Tyne Tunnel was built to serve a daily traffic throughput of 24,000 vehicles and is currently serving 38,000 customers per day during peak periods. It has been identified within the Tees Valley City Region: Connectivity and Accessibility Study that there are highway network capacity



- constraints on the A19 around Wynyard Park. The A19 is a vital element in the drive to improve economic development and continual enhancements to the route
- 3.2.6 Hartlepool has good access to and from Durham Tees Valley and Newcastle International Airports via the A19. This gives access for personal, business and freight movement to National, European and International destinations. Durham Tees Valley has a 400,000 tonnes per annum cargo capacity which has the potential to link in with the A19's role as a strategic transport corridor. In 2008 the airport catered for 655, 017 passengers however this number dropped by 11% from 2007 figures. This was due to the withdrawal of key services and the threat of terrorism. However, one of the high level issues arising from evidence around DaSTS Challenge 16 is the journey experience of transport users and included within this is the importance of external connections to London and Europe and it was noted that public transport access to Durham Tees Valley Airport is particularly limited. The A1 represent another opportunity to access Newcastle International Airport from Hartlepool. Significant congestion occurs along the A1 particularly at peak periods. It is recognised that the local rail and Tyne & Wear metro system can provide an attractive alternative. This will be actively encouraged.
- 3.2.7 The Durham Coast railway line serves the borough with stations at Hartlepool and Seaton Carew. This link provides direct regional links to Newcastle, Sunderland, Stockton and Middlesbrough. When the signal upgrade is completed it is anticipated that freight traffic will be diverted to the Durham Coast Line to free up paths on the East Coast Main Line for passenger journeys. Since 2007 the Grand Central Line has provided a direct link to London Kings Cross direct from Hartlepool with trains running four times a day in each direction during the week. Given the reduction in air services to key London destinations the rail services are pivotal in ensuring that Hartlepool retains its connectivity with regions south of the Borough and the capital city. We will work to ensure that this connection plays a long term role in the future of Hartlepool.
- 3.2.8 The strategy for rail-based infrastructure includes the Tees Valley Metro which proposes to upgrade the Tees Valley Line and sections of the Esk Valley Line and Durham Coast Line to provide faster and more frequent services. Initially this will provide services for heavy rail but the later phases may include trains similar to that of the Tyne and Wear Metro system. Two main lines have been proposed with Line 1 being for Darlington via Middlesbrough to Saltburn and Line 2 being a route between Hartlepool and Nunthorpe Parkway.
- 3.2.9 In developing an enhanced local rail network for the Tees Valley, accessibility between urban areas in the region and beyond would be improved. Hartlepool will play an important part in these proposals. Tees Valley Metro will provide an increase in access and mobility to other urban areas in the Tees Valley, particularly areas such as Redcar and Cleveland. A further benefit will be an



increase in the choice of transport, reducing the need to use the car and providing better links to the regional and national rail networks. This route will convey both passengers and freight to the Tees crossing, reducing journey times to south Teesside dramatically.

- 3.2.10 A comprehensive daytime bus service network provides for local journeys and inter-urban/express services to neighbouring town centres. Long distance bus services also operate via Hartlepool. From August 2009, following extensive consultation, Stagecoach in Hartlepool made major changes with a new simplified commercial network focussing services on 4 key high frequency corridors covering the majority of the town. The end-to-end journey times of the express bus services in the town are generally equivalent to that of the train that runs on the Durham Coast Line.
- 3.2.11 The Tees Valley Bus Network Improvements/ Programme consists of 26 schemes, giving improvements to key junctions and road links along core bus routes. The improvements which are taking part in Hartlepool over the next 3 years are detailed in the Delivery Plan.
- 3.2.12 The central section of York Road, between Victoria Road and Park Road, has been made a bus priority link. This has helped to divert traffic from a main shopping street in Hartlepool to the A689/A179 route to the east of the town centre shopping area. These works incorporated improvements to pedestrian and bus stop facilities and have

improved the environment around the town centre.

- 3.2.13 As a traditionally industrial centre Hartlepool's freight movement needs have always been well catered for through rail services and the A19. However, the movement of people in Hartlepool has been more complicated. With unemployment levels higher in the Tees Valley than the national average (6.5% in the Tees Valley and 4.1% nationally) and car ownership levels also being lower than the national average there is an inherent demand for a high quality public transport network which will provide the backbone for economic development.
- 3.2.14 Historical constraints within Hartlepool mirror issues identified at a regional Level in the City Region Transport Strategy:
 - Declining, but ageing population with increasing numbers of households;
 - Economic gap between the North East, and between the North of England and the rest of the United Kingdom;
 - Unemployment higher than the national average;
 - Disparity in job densities across the City Region;
 - Travel to work patterns will change over the next 20 years;
 - Car ownership is low at present, but is forecast to rise at a higher rate than the national average;
 - Poor connectivity with adjacent city regions by public transport;
 - Ill-defined connectivity within the Tees Valley City Region by public transport;



- Restrictions on future growth of Teesport and Durham Tees Valley Airport as a result of constraints posed by the existing transport network;
- Potential for additional congestion with new employment sites;
- Some of the key employment sites are not currently adequately served by public transport; and
- Health and education trends are below the national average.

3.2.15 2001 Census data highlighted, that Hartlepool has a high percentage of self-contained journeys with 82% of residents working in the borough. There are strong links to Stockton with County Durham next in terms of significance. There are also reasonable flows to and from Middlesbrough but relatively low flows to or from Darlington, and Redcar and Cleveland.

3.3 WHO ARE HARTLEPOOL'S MAIN PARTNERS?

3.3.1 Ultimately the main Plan Partners are the people of Hartlepool Borough as it is our residents who will benefit most from what is proposed as part of LTP3. The partners identified as part of LTP2 will continue to be the main partners for the LTP3 period and can be split into five distinct groups:

- Transport Operators
- Local Businesses
- Local Public Services
- Local Communities
- Special Interest Groups
- Others

| | |
|-------------------------|---|
| Transport Operators | Arriva North East Limited Grand Central Rail Freight Transport Association Northern Rail Durham Tees Valley Airport Limited Stagecoach Hartlepool Go-Ahead Group NE Tees Valley Coaches Compass Royston |
| Local Businesses | PD Ports, Logistics and Shipping North East Chamber of Commerce Middleton Grange Shopping Centre |
| Local Public Services | Cleveland Fire Brigade North East Ambulance Service Cleveland Police Hartlepool Primary Care Trust North Tees and Hartlepool NHS Trust |
| Special Interest Groups | The Tees Forest Association of British Drivers Transport 2000 Sustrans Tees Valley Hartlepool Shopmobility Passenger Focus Coastliners Patient and Public Involvement Forum (Hartlepool PCT) |
| Others | Housing Hartlepool One North East Government Office for the North East |



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| Others (cont) | <p>Dalton Piercy Parish Council Elwick Parish Council Greatham Parish Council Highways Agency Tees Valley Environmental Protection Group Newton Bewley Parish Council Middlesbrough Borough Council Hart Parish Council Tees Valley Rural Community Council Durham County Council Confederation of Passenger Transport UK Tees Valley Unlimited Headland Parish Council Stockton-on-Tees Borough Council Redcar and Cleveland Borough Council Tees Valley Regeneration Hartlepool Partnership Tees Valley Local Access Forum</p> |
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3.4 BUILDING ON THE SUCCESS OF LTP1 AND LTP2

3.4.1 Our first LTP covered from 2001 to 2006 and set out 21 local transport problems which were being experienced by residents, businesses and visitors to Hartlepool. The focus of the first LTP was to deliver the following vision:

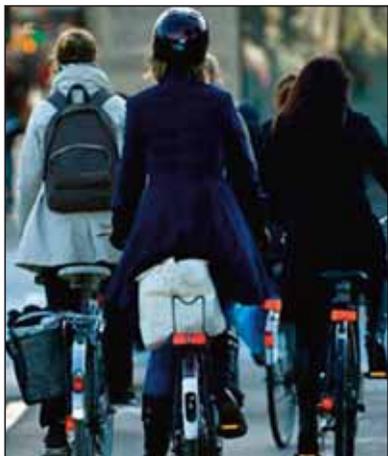
“to provide a safe and effective transport system that enables equal accessibility and maximum choice”.

3.4.2 In order to achieve this vision a series of objectives were set with an emphasis on the themes of environment, safety, economy, accessibility, safety, economy, and regeneration. To meet these objectives, four core strategies were implemented, including ‘Road Danger’, ‘Public Transport’, ‘Walking and Cycling’ and ‘Highway Maintenance’. These strategies sought to widen travel opportunities, reduce car dependency, provide a better quality of life and help to promote economic, social and environmental benefits for the whole community. The good work which was undertaken as part of LTP1 provided a strong foundation for LTP2.

3.5 WHAT WE DELIVERED OVER THE LTP2 PERIOD

3.5.1 In the previous LTP2, we identified key challenges which the Borough would face from 2006 to 2021 which remain valid for the period of LTP3. These challenges are:

- Economic Growth and Regeneration



- Meeting the Forecast Demand for Travel in a Sustainable Way
- Improving Local and Regional Connectivity
- Reducing Inequality and Disadvantage

3.5.2 Improving accessibility was considered to be the most important priority for Hartlepool as it has several barriers which prevent people accessing employment, education, training and healthcare. These can be reduced by widening travel choice and horizons, increasing physical accessibility and reducing the cost of travel.

3.5.3 Over our last local transport plan we delivered;

- Development of a core network of bus routes with high frequency bus services and infrastructure improvements
- Development of a network of cycling and walking routes with associated infrastructure improvements
- Improved public transport interchange facilities
- Managing travel demand through parking availability and cost
- Promoting smarter travel choices, including travel planning, travel information, marketing and promotion, and car sharing
- Integrating land-use and transport planning to reduce the need to travel
- Effective management of the existing transport network
- Reallocation of road capacity in favour of buses, cyclists and pedestrians
- Increasing the capacity of road links and junctions

- Highway engineering measures to address outstanding road traffic accident “hot-spots”
- Highway engineering schemes targeted at the remaining road traffic accident “hot-spots”
- Enhanced road safety education and training programme linked to school travel planning.

| Objective | Delivery Status | Comments |
|--|-----------------|---|
| Development of a core network of bus routes with high frequency bus services and infrastructure improvements | Ongoing | Over the period of LTP2, the Council have strived, together with their partners in the bus industry, to improve patronage figures on buses. Stagecoach have invested £2m on 19 new vehicles for the town, making its fleet in Hartlepool their most modern in the country and almost 100% are low floor. They have also introduced a core 10 minute day time service in the town, which they have adjusted after consultation with Officers and members of the public. The Council has had in place, for several years, a rolling programme of constructing low floor bus infrastructure for improved accessibility and improvements to bus stop poles, flags, bus shelters and |



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| | | <p>timetable information. On core routes 89% of bus stops now have low floor infrastructure. In addition to this a joint Major Scheme Bus bid has been successful with the DfT, on behalf of the Tees Valley authorities, to seek funding for a series of measures to improve the punctuality of bus journeys on key public transport corridors. This will involve a local contribution of £232,000 per year from 2010/11, from the LTP. The new Transport Interchange was opened in August 2010 at a final cost of over £4m.</p> |
| Development of a network of walking and cycling routes with associated infrastructure improvements | Ongoing | <p>A Hartlepool Cycling Map was published, providing a real advance in the promotion of the existing cycle network. This is currently under review, combining cycle route information and public rights of way details, onto one map. It is anticipated that the finished plan will be available before the end of 2010/11. Advanced Stop Line schemes, storage and</p> |

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| | | <p>signage improvements have been implemented, although the recent loss of funding has resulted in further schemes and improvements being placed on hold. Improved walking and cycling links will also be progressed through the ROWIP</p> |
| Improved public transport interchange facilities | Yes | Completed and opened in August 2010 |
| Managing travel demand through parking availability and cost | Ongoing | Improvement to car parks, to achieve Park Mark standard. Introduction of on street parking charges to encourage the use of public transport |
| Promoting smarter travel choices, including travel planning, travel information, marketing and promotion and car sharing. | Ongoing | <p>Already we have run three Smarter Travel road shows which improve access to sustainable travel information.</p> <p>All schools in the town have developed a School Travel Plan by March 2009 – exceeding the government target of March 2010. From these plans, a wide range of</p> |



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| | <p>promotions and initiatives to encourage walking and cycling to school have been developed and implemented.</p> <p>A number of workplace travel plans have been secured through the planning process.</p> <p>In terms of wider promotion then Hartlepool Borough Council have taken part in the Tees Valley Sustainable Travel Awareness Campaigns which include projects such as doitbycycle.com, which provides information on cycling in the Tees Valley and will incorporate a cycle journey planner, and 2plustravel.com – the Tees Valley Car sharing scheme.</p> <p>Tees Valley Connect has also been developed as a ‘one stop shop’ transport information / journey planning service.</p> <p>Tees Valley travel awareness campaign.</p> <p>“Safe on the Move in Hartlepool”</p> | <p>Integrating land-use and transport planning to reduce the need to travel</p> | <p>Ongoing</p> | <p>A Supplementary Planning Document (SPD) on Transport Assessments and Travel Plans was formally adopted in January 2010.</p> <p>The SPD sets thresholds for developments for which Transport Assessments and Travel Plans are required.</p> |
| | | <p>Effective management of the existing transport network</p> | <p>Ongoing</p> | <p>Traffic signals in the town centre and along the A689/ A179 are linked and controlled via the SCOOT system, giving improved traffic management and helping reduce levels of congestion.</p> <p>As part of the bus priority measures included as part of LTP2 (and ongoing into LTP3) a number of signalised junctions are to have bus priority measures introduced. The Tees Valley authorities are also actively pursuing the implementation of an Urban Traffic Management Control (UTMC) system.</p> <p>A speed limit review is currently being undertaken in accordance with Department for Transport requirements.</p> |



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| Reallocation of road capacity of road links and junctions | Yes | <p>Burn Road roundabout – creation of 3rd lane on westbound approach</p> <p>Burn Road/Tesco entrance – installation of traffic signals to give improved traffic flow, both entering and leaving the site</p> <p>Hart Lane/Wiltshire Way – provision of traffic signals and new link road to increase capacity at junction</p> <p>Clarence Road/Middleton Road – removal of prohibited manoeuvres at traffic signals to allow greater journey choice</p> <p>A179/West View Road and A179/Cleveland Road roundabouts – altered lane markings to give separate lane priority to the A179</p> <p>Additional left turn filters to give increased capacity at the following signalised junctions – Stockton Street/Victoria Road, A689/Queen’s Meadow, Park Road/Waldon Street, Park Road/Elwick Road</p> | <p>Highway engineering measures to address outstanding road traffic accident “hot spots”</p> | Yes | <p>Newburn Bridge – reduction to single lane approach, anti-skid surfacing and provision</p> <p>School 20mph/Safety Schemes – rolling programme with 22 out of 35 schools now having a scheme introduced</p> <p>Catcote Road (Elwick Road – Browning Avenue) – toucan crossing, vehicle activated signs, TROs</p> <p>Hart Lane (Dunston Road – Duke Street) – puffin crossing</p> |
| | | <p>A179/West View Road and A179/Cleveland Road roundabouts – altered lane markings to give separate lane priority to the A179</p> <p>Additional left turn filters to give increased capacity at the following signalised junctions – Stockton Street/Victoria Road, A689/Queen’s Meadow, Park Road/Waldon Street, Park Road/Elwick Road</p> | <p>Highway engineering schemes targeted at the remaining road traffic accident “hot spots”</p> | | <p>A689 (Burn Road – Brenda Road) improved lighting at crossing points, anti-skid surfacing, Amco barriers, removal of vegetation</p> <p>Greatham Village – vehicle activated signs, speed cushions, central hatching/coloured surfacing</p> <p>Blakelock Gardens – puffin crossing</p> |



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| <p>Enhanced road safety education and training programme linked to school travel planning and neighbourhood revenue</p> | <p>Ongoing</p> | <p>All Y3 pupils in the town are offered pedestrian training. In addition, all year groups from Nursery to Y6 can be offered specific training appropriate to their age.</p> <p>Cycle training is delivered to National Standard for pupils in Y5 and Y6.</p> <p>A programme has been developed to target training appropriate to measures within a School's Travel Plan. i.e. schools that have installed cycle storage are offered comprehensive cycle training.</p> |
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3.6 KEY LESSONS LEARNT

- 3.6.1 We recognise the need to build on the successes of our previous two LTPs, and learn from areas where we have not been able to make as good progress as we would have wanted. Learning from our experiences will ensure that LTP3 will deliver the best possible results for the funding which will be made available to us.
- 3.6.2 We have learnt that we need to be realistic in the production of our strategy, programme and targets which we are aiming to deliver and achieve through LTP3. We need to be clear about what is important for Hartlepool and commit to delivering our objectives.
- 3.6.3 Joint working is important for us and we will continue to work closely with the other Tees Valley authorities. We will learn from the experience of

others and their best practice and apply it locally.

3.7 REGIONAL AND SUB-REGIONAL PLANNING

- 3.7.1 To effectively deliver the LTP objectives consideration needs to be given on a wider, regional basis to other cross-cutting policy areas in which transport will make a significant contribution. The key aim of all of the Tees Valley Authorities is economic regeneration. Transport will play a key role in regeneration through delivering enhancements in accessibility road safety and improved air quality, all leading to a better quality of life.
- 3.7.2 **Tees Valley Unlimited (TVU)**
Tees Valley Unlimited is a partnership of public, private and voluntary bodies which coordinates activities, appropriate to a city region level, designed to improve the economic performance of the entire Tees Valley
- 3.7.3 **Tees Valley Multi Area Agreement**
The Multi Area Agreement (MAA) covers regeneration, housing and transport projects and acts as a tool to build on successful partnership arrangements, and the outcomes that it seeks to achieve. Many of these priorities relate to the outcomes of the Local Area Agreement and are, in effect, complementary.
- 3.7.4 **Hartlepool Regeneration Strategies**
Hartlepool has several individual regeneration strategies in place which include the Central Area Investment Framework, Southern Business Zone strategy, Hartlepool Tourism strategy, and Seaton Carew Tourism strategy.



4.1 INTRODUCTION

4.1.1 This section of the report sets out the vision and objectives for our LTP3. The plan considers how transport supports and contributes to the Council's wider policy agenda and aspirations for all who live and visit Hartlepool.

4.2 LTP3 VISION

4.2.1 The Tees Valley City Region Strategy in conjunction with Hartlepool's Ambition and Local Development Framework are the main strategies from which we will form our LTP3 vision. Our vision is:

"Hartlepool will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. We will seek to provide excellent access to key services and facilities for all, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council".

4.2.2 In recognising the wider quality of life benefits that transport can bring our LTP also reflects on the broader vision for Hartlepool set out in our Community Strategy.

4.2.3 We have a long history of partnership working in particular with Tees Valley Unlimited and the Hartlepool Partnership. The Hartlepool Partnership is our Local Strategic Partnership which is needed

to ensure that governance and accountability, leadership, decision-making, structure and processes are strong and properly developed.

4.3 LTP3 OBJECTIVES

4.3.1 In setting the objectives for our LTP3 we have taken account of the national, regional and local policy context as well as our legal duties as a highways authority.

Statutory duties as Highway Authority

4.3.2 In addition to our general duty of care to our residents visitors and businesses there are a number of specific pieces of legislation which provide a basis for the powers and duties relating to highway maintenance.

4.3.3 The Highways Act 1980 sets out the main duties of highway authorities in England and Wales, in which Section 41 imposes a duty to maintain highways.

4.3.4 The Traffic Management Act 2004 introduces a number of provisions, including

- Highways Agency Traffic Officers
- Local authority duty for network management
- Permits for work on the highway
- Increased control of utility works
- Increased civil enforcement of traffic offences

4.3.5 The most important feature of the Act is Section 16(1) which establishes a duty for local traffic authorities to manage their road network to achieve the following objectives:

- Securing the expeditious movement of traffic on

- the authority's road network
- Facilitating the expeditious movement of traffic on road networks for which another authority is traffic authority

4.3.6 Section 31 of the Act specifically states that the term 'traffic' includes pedestrians and cyclists, so the duty requires us to consider all highway users.

4.3.7 Under section 508a of the Education and Inspections Act 2006, Hartlepool Borough Council has a statutory duty to promote sustainable travel for journeys to school.

4.4 DRAFT OBJECTIVES

4.4.1 Based on the above influences the Borough proposes the following draft objectives for LTP3 which reflect local, regional and national goals for

transport, as well as build on the work for the previous LTPs.

4.4.2 The draft objectives are:

- To support and encourage the growth of local economies
- To reduce the impact that transport has on the environment and how to tackle climate change
- To improve transport related safety and security as well as promoting healthier travel
- To improve equality of opportunity for all by improving access to socially necessary goods and services
- To ensure that transport serves to improve quality of life for all.

4.4.3 These can be summarised as:

- Delivering Sustainable Economic Growth
- Reducing the impact of transport on the environment and tackling climate change
- Safer and Healthier Travel
- Improve equality of opportunity through access to Services
- Quality of Life

4.4.4 Whilst supporting and encouraging that the sustainable economic growth of Hartlepool comes first in the bullet-pointed list of objectives no single objective will be afforded a higher priority than another. However, we do have statutory obligations as a highway authority regarding highway maintenance and road safety and whilst we will not assign any objective a higher priority we must still ensure that we fulfil our statutory obligations.





4.5 LTP3 COMMITMENT

4.5.1 The funding associated with LTP3 has been significantly reduced in comparison to that of LTP2. The settlement letter, from the Department of Transport, for the Integrated Transport and Structural Maintenance block for 2011/12 to 2014/15, shows large reductions in the indicative budgets which were previously indicated by the outgoing Government. Therefore, the effective planning of resources is essential, to ensure that we maximise the impact of what we deliver.

4.5.2 Increased fuel prices, combined with the impact of the recent recession, may result in people choosing to walk and cycle rather than drive for shorter journeys. This will contribute to quality of life and carbon reduction aspirations.

4.6 SUMMARY

4.6.1 Our vision is that we “will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. It will provide access to key services and facilities for all members of society, promote sustainable travel patterns of development and movement and minimise the adverse effect of traffic on local communities and the environment. The development of transport services and infrastructure will represent best value for money for users, operators and the council”.

4.6.2 We will achieve this through our objectives:

- To support and encourage the growth of local economies

- To reduce the impact that transport has on the environment and how to tackle climate change;
- To improve transport related safety and security as well as promoting healthier travel;
- To improve equality of opportunity for all by improving access to socially necessary goods and services; and
- To ensure that transport services improve quality of life for all.



Objective 1 - Delivering Sustainable Economic Growth



5.1 BACKGROUND

5.1.1 Transport plays a pivotal role in supporting local economies and is key to delivering economic success and improved quality of life of its residents. Delivering an effective and efficient transport system makes social, economic and environmental sense, allowing employees to travel and businesses to flourish whilst reducing the harmful effects of transport on the natural environment.

5.1.2 The borough of Hartlepool covers a relatively small geographic area; however, significant development has, and still is being undertaken in and around the centre of the town. Two principal roads access the town, these being the A689 and the A179, from the main A19 trunk road and these principal roads converge at the centre of the town. The roads carry a large volume of local and through traffic. Minimising disruption on these principal roads is paramount in maintaining a free-flow of traffic within the centre of town.

5.1.3 This section identifies how transport can contribute to sustainable economic growth in Hartlepool.

5.2 KEY ISSUES

5.2.1 We have been working over recent years on the regeneration of Hartlepool to provide long term sustainable economic growth in the Borough and high quality jobs for our residents. We have strong connections with our neighbours in the Tees Valley and many of our residents choose to live in Hartlepool and work elsewhere, similarly other Tees Valley residents live elsewhere but work in Hartlepool. Obviously we would like to encourage people to live in Hartlepool but we believe that economic growth, afforded by people in employment in the Borough (regardless of where they live) will serve to encourage further economic growth in a domino effect.

5.2.2 The table below shows the total number of travel to work trips made within the Tees Valley (from the 2001 Census).

| | Darlington | Hartlepool | Middlesbrough | Redcar & Cleveland | Stockton-on-Tees |
|--------------------|------------|------------|---------------|--------------------|------------------|
| Darlington | 29, 963 | 293 | 1, 161 | 431 | 2, 513 |
| Hartlepool | 346 | 24, 170 | 1, 316 | 528 | 3, 107 |
| Middlesbrough | 801 | 808 | 29, 115 | 5, 615 | 8, 514 |
| Redcar & Cleveland | 553 | 528 | 10, 527 | 32, 550 | 5, 091 |
| Stockton-on-Tees | 2, 482 | 2, 777 | 9, 861 | 3, 504 | 49, 342 |



5.2.3 Hartlepool has a very high proportion of self-contained employment trips, of the remaining employment trips that leave the Tees Valley Region go to Durham, accounting for 8, 699 trips out and 14, 795 trips in⁸⁸.

Hartlepool

The town centre area is the economic centre of Hartlepool Borough and acts as the main trip attractor. Whilst traditional industries in Hartlepool have declined, a new enterprise based economy is developing which will help support and develop the town.

A19 Corridor

The A19 acts as the main transport corridor through Hartlepool Borough and there is likely to be significant development in close proximity to the A19 due to the access it provides. Providing that any congestion 'hot-spots' are tackled as and when necessary the A19 will continue to be an asset contributing to the sustainable economic growth of Hartlepool.

Tees Valley

Hartlepool has strong connections economically with the rest of the Tees Valley. Evidence suggests that 90% of people living in the Tees Valley and in employment work within Tees Valley. The Tees Valley Connectivity Report notes that Hartlepool has relatively poor public transport connectivity to other labour markets within Tees Valley.

Tyne and Wear

Tyne and Wear is home to the largest of the two regional airports, Newcastle International. This airport affords us connections nationally and internationally and is easily accessible via the strategic road network.

County Durham

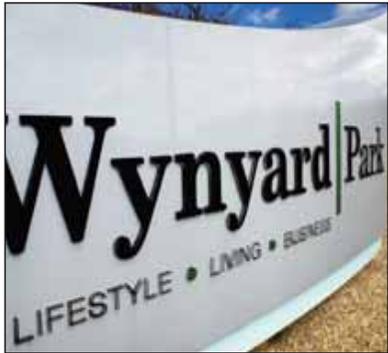
County Durham is one of the areas bordering Hartlepool and accounts for a significant number of people commuting to and from Tees Valley. It was noted in the City Region Transport Strategy that Hartlepool has pronounced links to North Yorkshire and County Durham.

Local Centres

As well as developments within the main town we are looking to support growth in areas outside Hartlepool town centre, which remain within the Borough Boundary, such as at the Wynyard site,

5.2.4 Unemployment in the Tees Valley sub-region is 50% higher than the national average and there are also pockets of high deprivation across the City Region, with some of the highest ward-level unemployment rates. Hartlepool itself has an unemployment rate of 8.2% and according to the 2007 Index of Multiple Deprivation (IMD), 7 out of Hartlepool's 17 wards are among the top 10% most deprived in England, with 5 of those wards being in the top 3%.

⁸⁸ Tees Valley City Region, *The City Region Transport Strategy, 2007*



5.3 POTENTIAL INTERVENTIONS

5.3.1 In order for individuals, communities and businesses to realise their full potential, it is our responsibility to ensure that they can access all of the opportunities which they feel they need access to, particularly essential services and facilities. Poor longer distance connections to other authorities, regions and the rest of the country are likely to result in unpredictable journey times. This can act as a deterrent to people who might wish to move to Hartlepool as this will create uncertainty in respect of journey time planning for those who might commute and also access issues for local businesses and industries.

5.3.2 Improved connectivity within Hartlepool Borough and outwards to neighbouring authorities will serve to provide long term economic benefits as it is recognised that improving accessibility to jobs and services also provides opportunities to:

- Support economic regeneration
- Facilitate the transition from welfare to work
- Reduce health inequalities; and
- Improve participation and attendance in education.

5.3.3 These benefits will help us promote Hartlepool as a town which is a good place to do business in. The Tees Valley City Region: Connectivity and Accessibility Study noted that there are three prioritised DaSTS challenges in the Tees Valley, one of which was to improve the connectivity and access to labour markets of all key business centres. The DaSTS programme has since been replaced by the Coalition's transport priorities and National Infrastructure Plan. The economic strategy for the Tees Valley focuses on enhancing the strengths of each centre and this could potentially encourage more trips between the key centres within Tees Valley. We will work with our partners to improve sustainable modes of transport between the centres to ensure that any potential new trips are not by car, particularly as the report noted that we have poor public transport connectivity to other labour markets in Tees Valley compared to other centres.

5.3.4 It can also be identified from this study that highway network capacity constraints exist on the A19 around Wynyard Park. It stated that "highway access to Seal Sands and North-South Tees developments relies upon this part of the network, and the constraints at this location could potentially stifle development and impede strategic



- connections". It is important that we tackle issues like this to ensure future development aspirations are met".
- 5.3.5 As part of the National Highways and Transport Public Satisfaction Survey 2009 there was scope to improve all three of the key benchmark indicators.
- Ease of access to key services (all people) +4.66
 - Ease of access to key services (people with disabilities) + 2.38
 - Ease of access to key services (no car households) +5.12
- 5.3.6 The 'scope to improve' figures were calculated using the highest performance achieved by a survey participant (the best score from the 76 who participated). The scope to improve is, therefore, the difference between the scores that we received and the best scores overall.
- Tees Valley Metro**
- 5.3.7 The aim of the Tees Valley Metro project is to provide a 21st Century transit system for the Tees Valley, using our existing rail network in a more cost effective and efficient way. The project will deliver:
- A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day compared with 30 to 60 minutes currently;
 - Additional tracks to provide sufficient capacity to meet the demands of the next 20 – 30 years, including freight movements;
 - A new station at Durham Tees Valley Airport;
 - Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
 - Improvements to existing stations; and
 - Newer, lighter trains
- 5.3.8 As Wynyard has been identified as one key sites for development in Hartlepool it is crucial that going forward we minimise any traffic impact from the construction of the site and its day to day operation. It is proposed to do this by implementing a Travel Plan for businesses who will locate themselves at Wynyard. As part of the Wynyard development we will expect to see improved pedestrian and cycle links incorporated at the design stage. Also, should the Wynyard Hospital development progress we will work with the developers to improve links to the hospital from across Hartlepool.
- 5.3.9 There will be funding constraints over the coming years following the Government's Spending Review and these will directly impact on the types of solutions we are able to offer during this LTP period. We will seek to implement the solutions which provide the best value for money in the current climate without compromising on what we want to achieve.
- 5.3.10 As the A19 forms part of the strategic network it is not under direct control of Hartlepool Borough Council but is integral to economic development and the prosperity of Hartlepool. We will therefore need to work closely with the Highways Agency and



Autolink (Design Build Finance and Operate (DBFO) operator), particularly where the need to improve long distance connectivity is concerned.

5.3.11 We will work with Network Rail, train operating companies including Grand Central and the Highways Agency to ensure that connections between Hartlepool, the rest of the region and the UK are maintained, improved and are resilient to climate change events.

Traffic management and reducing congestion

5.3.12 Congestion issues go hand in hand with connectivity and any improvements in connectivity will also help reduce congestion. Congestion can lead to poor and unpredictable journey times and this can act as a deterrent to potential inward investment as well as having a negative effect on businesses already in the borough.

5.3.13 Reducing congestion is a headline objective for local and central government and is of great value to businesses in reducing time and monetary penalties as a result of delays caused by congestion.

5.3.14 In order to ensure as much reliability in journey times as possible our key focus will be:

- Better traffic management, including UTMC
- Reducing and managing travel demand
- Modal shift to more sustainable modes of transport
- Managing development

5.3.15 The Government's Network Management Duty stemmed from the 2004 Traffic Management Act. This Act places a duty on local authorities to minimise congestion and disruption on their roads as best they can. Therefore we will aim to minimise congestion through better traffic management. This will include better co-ordination of all works including events (gained from our experience of hosting the Tall Ships in 2010), parades and maintenance. Where any need for additional capacity might be identified we will investigate how this can be catered for through physical alterations, improved traffic signal and Urban Traffic Management equipment and software. However, before any new capacity is considered other measures aimed at reducing and managing demand and modal shift should be investigated to ensure that the most effective use of the network is made prior to any new additions being made.

5.3.16 In conjunction with traffic management, parking management will also be considered. We will work to ensure that parking policies support the local economy both through supply and pricing do not undermine the use of public transport.

5.3.17 Reducing the need to travel can be achieved through a variety of measures such as ensuring that services are located closer to end users and encouraging trip chaining (the notion of carrying out several activities during one trip for example doing the weekly shop after picking children up from school rather than just going straight home. Where any new developments are identified and planning

permission applied for, the opportunity should be taken to promote positive travel behaviour to and from these new sites.

- 5.3.18 We will ensure that accessibility issues are taken into account from the outset when planning new developments. We will work with the relevant bodies to ensure that appropriate transport infrastructure and services are put in place to deliver accessible and sustainable development. The opportunity to facilitate modal shift and



managing new development go hand in hand, as creating a fundamental shift in mode is most likely to be achieved through the planning process in accordance with our supplementary planning document (SPD) for the production of transport assessments and travel plans. Our SPD for transport assessments and travel plans was developed in line with DfT Guidance on Transport Assessment and Planning Policy Guidance:

- Developers will need to ensure that the necessary transport infrastructure is provided to accommodate the forecast housing and population growth;
- Developers will need to ensure that any new development sites are linked to nearby settlements by sustainable modes of transport;
- The Government's Guidance on Transport Assessment (or subsequent related guidance) will be used to determine if a Transport Assessment/Statement and Travel Plan are required
- We will seek contributions from developers towards priorities and schemes contained within the LTP which are deemed to relate to their development

Tourism

- 5.3.19 We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors can choose to use alternatives to the car if they wish. This will highlight how accessible Hartlepool's key tourist amenities are and hopefully stimulate inward tourist trips.



5.3.20 We will also seek to ensure that there are adequate links via sustainable modes to existing destinations in Hartlepool such as Hartlepool's Maritime Experience. Incorporating local signing into this which highlights the best walking routes and associated walking time will encourage people to walk to tourist attractions we are proud to host in Hartlepool. Seaton Carew will also have improved accessibility as it also forms part of Hartlepool's wider tourism offer.

5.3.21 We will continue to promote our top 5 tourist destinations to ensure their long-term contribution to our economy and its sustainable growth. These attractions are:

- HMS Trincomalee
- Hartlepool's Maritime Experience
- Heugh Gun Battery Museum
- Hartlepool Art Gallery
- Museum of Hartlepool

5.3.22 We will also encourage the management team of the tourist attractions to develop Visitor Travel Plans to minimise the impact to the natural environment caused by vehicular traffic.

5.4 CHALLENGES AND OPPORTUNITIES

| Challenges | Opportunities |
|--|---|
| <ul style="list-style-type: none"> • Out-commuting • Deprivation | <ul style="list-style-type: none"> • Encourage more self-contained employment trips and increased job opportunities. • Improve connectivity to access opportunities • Ensure developments are delivered in a sustainable way • Support economic regeneration • Facilitate transition from welfare to work • Reduce health inequalities • Improve participation and attendance in education |





6.1 BACKGROUND

6.1.1 Climate change is a significant problem which affects us all. Whilst the future impacts of climate change are uncertain we recognise that it is something we need to address as a key priority as we agree with the conclusions of the Stern Review (2006) that there is still time to avoid the worst impacts of climate change, if we act now.

6.1.2 Our Climate Change Strategy (2007) noted that temperatures in the North East have been monitored by Durham University since 1847. These records highlight that over 150 years there has been a warming trend which has resulted in an overall increase of 0.5°C.

6.1.3 We focus upon climate change in Hartlepool's Climate Strategy (October 2007) which sets out how we will prepare for the impacts of climate change. The Strategy's aim is that:

"Hartlepool will be prepared for the impacts of climate change and will be working in partnership to secure local and global action to tackle it".

6.1.4 Over 40% of CO₂ emissions in Hartlepool come directly from what we do as individuals, including travel. Whilst increased personal mobility has undoubtedly had a positive impact on the borough, we need to manage the environmental issues associated with motorised vehicle use.

6.1.5 The Climate Change Act 2008 sets a target of an 80% cut in carbon emissions across all sectors by

2050 (based on 1990 levels) and 34% on 1990 levels by 2020. Hartlepool has signed up to the Covenant of Mayors, along with 1957 other local authorities, which is a commitment by signatory towns and cities to go beyond the objectives of EU energy policy in terms of reduction in CO₂ emissions through enhanced energy efficiency and cleaner energy production and use.

6.1.6 Our aim is that Hartlepool will be prepared for the impacts of climate change and will be working at a local level to prevent further climate change..

6.1.7 Air quality in the borough has improved over the last 40 years due to the introduction of natural gas as the main source of domestic and commercial fuel and the closure/modification of old industrial processes. However the rapid rise in personal mobility through road transport has introduced a new range of pollutants being emitted. The majority of the Hartlepool area is subject to Smoke Control Orders, and natural gas is the main source of heating in all but a few rural villages. This means that air pollution from domestic and commercial sources are low. Industrial emissions are also low, leaving road transport as the most significant air pollution source⁸⁹.

6.2 KEY ISSUES

6.2.1 The main negative impact of transport on health is from reduced air quality. In Hartlepool there are no areas which stand out as suffering from significantly

⁸⁹ Hartlepool Air Quality Review 2006



- poor air quality and subsequently there are no Air Quality Management Areas. However, road traffic remains the major source of air pollution and has a significant impact on nitrogen dioxide and particulate PM10 concentrations at ground level. We will continue working together to try and reduce traffic and pollution so that no Air Quality Management Areas are designated in Hartlepool
- 6.2.2 As well as reducing the potential impact of transport activities on climate change we also need to ensure that we have a resilient transport network which is able to respond to any extreme weather events which might occur as a result of climate change. Adaptation will mean that we must make our roads, footways, cycle routes and railways resilient to heat waves and intense rainfall as well as protecting our coastal infrastructure against rising sea levels. This will include contingency planning for additional salting, gritting, road clearance and repair operations due to the increasing frequency of severe winter weather.
- 6.2.3 There is the potential for transport infrastructure to have other environmental impacts on the natural environment, for example through land take of habitats, disturbance of species and run off from drainage. All public bodies have a Duty under section 40 of the Natural Environment and Rural Communities Act to have regard to the conservation of biodiversity in all of their functions. Therefore when delivering our programme we will consider potential effects on biodiversity. We will also seek opportunity to enhance biodiversity. The potential impact on European sites and Ramsar sites will be given particular consideration.
- 6.3 POTENTIAL INTERVENTIONS**
- 6.3.1 It is reasonable to assume that any measures we adopt will not have dramatic over-night effects but that they will contribute to a long term investment for future generations.
- 6.3.2 As a responsible local authority we will pave the way and lead by example, through writing and implementing an organisational Travel Plan for the Council. This will encourage the use of 'greener', more sustainable modes of transport and low carbon vehicles.
- 6.3.3 From this platform we can then influence other people's travel choice and behaviour to minimise the impact on the environment. In order to do this we will:
- Reduce the demand for travel – encouraging people to think about the trips they make and discourage them from making unnecessary trips and encourage trip chaining
 - Promote 'Smarter Choices' – this will be done through the travel planning process
 - Promote energy efficient vehicles – personal electric vehicles will be promoted in conjunction with charging points and special parking spaces, as well as working with bus operators to achieve a high quality bus network which includes the provision of new, low emission passenger vehicles.
 - Look at the energy efficiency of our fleet and



- contracted services and seek to make improvements.
- Continue to provide eco-driving courses.
- 6.3.4 To encourage the use of energy efficient vehicles we have registered our interest in becoming a host in the Plugged in Places Pilot Scheme. The North East on England as a region has been chosen top pilot this scheme along with London and Milton Keynes. One North East has received a commitment for funding from the Office of Low Emission Vehicles (“OLEV”) to install over 600 electric vehicle charging points in the Region in the short term with the long term view of significantly increasing the total to 1300 charging points overall. This scheme will help encourage the use of electric vehicles as one of the main barriers is the perceived lack of charging points. Following the introduction of charging points users of electric vehicles will pay a flat fee per annum which entitles them to a key fob which will provide them with access to charging points on demand.
- 6.3.5 Hartlepool took delivery of its first electric smart car, to be used across service areas for a limited period in order to allow sufficient usage variation to accomplish the trials data and analysis goals. We actively look to increase our electric car provision over the plan period, both for Council vehicles and also develop a comprehensive infrastructure network for residents, visitors and businesses.
- 6.3.6 We will also encourage the Travel Plan process outside the Council and provide a more stringent
- form of monitoring to make sure that all Travel Plans are giving the best opportunity to deliver effectively. We cannot expect for businesses to follow where a good example has not been set and we will do this through the development and implementation of a Council Travel Plan.
- 6.3.7 One of the most frequently discussed impacts of climate change is that of unpredictable or extreme weather events. It is our duty to ensure that our transport system is built to last and can withstand the impacts of extreme weather events through effective design, construction and maintenance. The maintenance element is particularly crucial as potentially milder winters will mean that less salting is required on our roads but that we will be subject to more ‘extreme’ events. Intense cold periods in Winter can also have an adverse impact on rail, and highway infrastructure. Intense rainfall will put pressure on the drainage systems and could result in flooding and heat waves could cause carriageway surfaces to melt. We need to be aware of such occurrences and have an appropriately designed infrastructure and procedures to deal with such extremes. We will continue to invest in schemes and projects designed to combat and mitigate against flooding as well as develop schemes and measures which encourage the use of less polluting transport modes.
- 6.3.8 Studies have shown that the use of biogas as a vehicle fuel can yield significant carbon benefits, by reducing the quantity of fossil fuel burned. Some estimates suggest that biogas fuelled vehicles may



reduce CO2 emissions by 75 – 200% in comparison to fossil fuels. We will consider both the environmental and financial benefits of converting the Councils' fleet to bio fuels as detailed in the table below.

| Authority | Annual Diesel Consumption (Litres) | Km Travelled Annually (@3.6Km/litre) | Cost of Diesel (£1.25 per litre) ¹ | Annual Equiv. Biomethane requirement (Kg) | Cost of Biomethane (£0.65/Kg) ² | Potential Annual Fuel Saving |
|---------------|------------------------------------|--------------------------------------|---|---|--|------------------------------|
| Hartlepool | 645,309 | 2,323,112 | £806,636 | 580,778 | £377,506 | £429,130 |
| Middlesbrough | 730,000 | 2,628,000 | £912,500 | 657,000 | £427,050 | £485,450 |
| Stockton | 600,000 | 2,160,000 | £750,000 | 540,000 | £351,000 | £399,000 |

¹ DECC Weekly Fuel Prices (25/11/10)

² Price stated relates to March 2010. Andersons (2010). A Detailed economic assessment of AD technology and its suitability to UK farming and waste systems.

6.4 CHALLENGES AND OPPORTUNITIES

| Challenges | Opportunities |
|---|--|
| <ul style="list-style-type: none"> • Reduce our CO₂ emissions • Limiting traffic and pollution • Inclement Weather • Resilience of transport network | <ul style="list-style-type: none"> • Reduce demand for travel • Promote 'smarter choices' • Promote energy efficient vehicles • Create a resilient transport network |

7.1 BACKGROUND

- 7.1.1 This objective relates to improving transport related safety and security as well as promoting healthier travel.
- 7.1.2 The number of people who are killed or seriously injured on our roads is of great concern to us and we have a statutory duty under the Road Traffic Act 1988 (Section 39) to investigate the occurrence of injury related road collisions and implement measures to prevent death and any kind of injury on our roads. To do this our Road Safety Unit delivers a comprehensive range of road safety education, training and publicity initiatives.
- 7.1.3 We have a statutory duty under the Road Traffic Act to improve road safety. The Department for Transport are proposing four national targets relating to casualties associated with road collisions:
- Reduce the numbers of deaths by at least one third from the 2004 to 2008 average by 2020;
 - Reduce the numbers of serious injuries by at least one third over the same period;
 - Reduce the numbers of deaths and serious injuries to children and young people by at least 50% over the same period; and
 - Reduce the combined rate of death and serious injuries for pedestrians and cyclists per distance walked or cycled by 50% over the same period.
- 7.1.4 The cost to society and business of tackling obesity and inactive lifestyles is estimated to reach £49.9 billion a year⁹⁰. Prevention is key in reducing this

cost, one of the ways in which we can do this is through encouraging the use of more sustainable modes of transport for commuting and recreation such as walking and cycling.

7.2 KEY ISSUES

- 7.2.1 The North East Regional Road Safety Resource produced a report in early 2010 which provided an overview of road traffic collisions in Tees Valley.



- 7.2.2 The above graph shows the levels of Killed and Seriously Injured (KSI) casualties over the past eight years compared to the 1994-98 baseline. At the end of 2008 a reduction of around 25% had been achieved compared to the baseline period. However, despite this reduction, it is not at a level needed to meet the 2010 target of 40%. With two years of data still remaining, based on the current trends, it is unlikely that Tees Valley will meet the required reduction.

⁹⁰ Foresight report – The Tackling Obesities: Future Choices

7.2.3 At a Tees Valley level, the target 2010 reduction has already been met for child casualties. Road safety performance in Hartlepool in relation to child casualties (aged 0 – 15 years) is shown in the following table:

| Year | Cyclists | | | Pedestrians | | | Car Passengers | | |
|------|----------|---------|--------|-------------|---------|--------|----------------|---------|--------|
| | Fatal | Serious | Slight | Fatal | Serious | Slight | Fatal | Serious | Slight |
| 1996 | 0 | 0 | 13 | 0 | 8 | 54 | 0 | 0 | 7 |
| 1997 | 0 | 1 | 13 | 0 | 9 | 35 | 0 | 2 | 19 |
| 1998 | 0 | 2 | 7 | 0 | 12 | 35 | 0 | 0 | 12 |
| 1999 | 0 | 3 | 14 | 0 | 5 | 24 | 0 | 1 | 18 |
| 2000 | 0 | 1 | 4 | 0 | 3 | 27 | 0 | 0 | 6 |
| 2001 | 0 | 0 | 14 | 0 | 9 | 23 | 0 | 2 | 21 |
| 2002 | 0 | 4 | 7 | 0 | 8 | 25 | 0 | 0 | 11 |
| 2003 | 0 | 5 | 10 | 0 | 9 | 20 | 0 | 0 | 10 |
| 2004 | 0 | 0 | 11 | 1 | 7 | 20 | 0 | 2 | 11 |
| 2005 | 0 | 0 | 10 | 0 | 3 | 22 | 0 | 1 | 23 |
| 2006 | 0 | 3 | 6 | 0 | 8 | 17 | 0 | 0 | 20 |
| 2007 | 0 | 0 | 4 | 0 | 8 | 19 | 0 | 3 | 16 |
| 2008 | 0 | 2 | 4 | 0 | 1 | 11 | 0 | 0 | 8 |
| 2009 | 0 | 2 | 6 | 0 | 2 | 12 | 0 | 0 | 2 |

- 7.2.4 In general, casualties amongst children of school age have been kept relatively low through the initiatives and interventions which are already currently in place. However, there is always scope to improve and we will look to do this during the LTP3 period.

| Hartlepool Casualty Statistics 2005 – 2009 | | | | | | |
|--|------|------|------|------|------|-------|
| Car Occupants (including taxis) | | | | | | |
| Severity/Year | 2005 | 2006 | 2007 | 2008 | 2009 | Total |
| KSI | 20 | 13 | 14 | 12 | 10 | 69 |
| Slight | 222 | 201 | 148 | 135 | 133 | 839 |
| | | | | | | |
| Pedestrians | | | | | | |
| Severity/Year | 2005 | 2006 | 2007 | 2008 | 2009 | Total |
| KSI | 8 | 19 | 17 | 5 | 6 | 55 |
| Slight | 37 | 34 | 27 | 21 | 23 | 142 |
| | | | | | | |
| Cyclists | | | | | | |
| Severity/Year | 2005 | 2006 | 2007 | 2008 | 2009 | Total |
| KSI | 2 | 5 | 2 | 5 | 5 | 19 |
| Slight | 18 | 16 | 12 | 11 | 13 | 70 |
| | | | | | | |
| Motorcyclists | | | | | | |
| Severity/Year | 2005 | 2006 | 2007 | 2008 | 2009 | Total |
| KSI | 8 | 4 | 7 | 4 | 3 | 26 |
| Slight | 8 | 6 | 12 | 6 | 7 | 39 |

7.2.5 As can be seen from the above table, casualty levels in Hartlepool fluctuate however there is a downward trajectory for KSIs in all categories apart from for cyclists which remains relatively consistent and is something which needs to be addressed. We are proud of achieving a downward trend and hope to continue this work throughout LTP3.

7.2.6 Collisions involving an elderly driver account for 14% of total collisions in the North East and 13% of all collisions involving killed or serious injury (KSI). In terms of the general population with a driving licence these figures are low compared to other age groups, notably 'young drivers' which make up 9% of the driving population but account for 31% of regional KSI figures⁹¹.

7.2.7 The Tees Valley Overview produced by the North East Road Safety Resource details the contributory factors to the collisions which occurred and required police attendance. Our Road Safety Unit will use the information regarding contributory factors to best tackle collision reduction.. It is important to do so because these collisions do not just have a personal element but also a significant economic impact arising from both the direct costs (emergency services etc) and indirect costs (impact of road closures, loss of productive time through injuries).

7.2.8 Most of the Tees Valley collisions have some form of driver/rider error as a factor which contributed to the collision taking place, with around 65% showing poor judgment. There would also appear to be an

issue with speed with approximately 36% of all collisions showing speeding or inappropriate speed as a contributory factor in the collision. The top ten most recorded contributory factors are:

- Driver/rider failed to look properly (41%)
- Driver/rider failed to judge other persons path or speed (24%)
- Careless/reckless/in a hurry (18%)
- Poor turn or manoeuvre (12%)
- Pedestrian failed to look properly (12%)
- Loss of control (11%)
- Slippery road (due to weather) 9%
- Following too closely (8%)
- Sudden braking (8%)
- Travelling too fast for the conditions (7%)

7.2.9 As most of the contributory factors are driver related we can tackle the root cause through education schemes as well as speed management and enforcement.

7.3 POTENTIAL INTERVENTIONS

7.3.1 Roads in new developments should be designed with appropriate infrastructure for pedestrians and cyclists, with a particular focus on the needs of our children. To do this we will look towards increasing the number of 20mph zones in Hartlepool.

7.3.2 In April 2009 the Government published a consultation document on its road safety strategy beyond 2010. This proposed changing its guidance

⁹¹ North East Regional Road Safety Resource, Project Report:7, Regional Overview of Elderly Driver (60+) Collisions 2005 - 2007



to local authorities to encourage them to introduce 20mph limits across built up areas such as around schools, shops, markets, playgrounds and other areas where pedestrian and cyclist movements are high.

7.3.3 Research suggests that a pedestrian struck at 30mph has about a 1 in 5 chance of being killed. At 20mph the chance of a pedestrian dying is 1 in 40.

7.3.4 We recognise the benefits of reducing speed limits in areas where speeds are high and casualty savings can be made. 20mph limits and zones can be introduced in two scenarios:

- By signs alone, in locations where vehicle speeds are already low. Speeds recorded during surveys will need to show 85th percentile speeds of 24mph or less. Roads with higher speeds would lead to difficulties in achieving a reasonable level of vehicles to comply with the 20mph limit, and would therefore fall into the second category;
- On other roads, where higher speeds have been recorded, 20mph zones must be “self-enforcing” through physical traffic calming measures. 20mph zones are particularly appropriate where there is an existing record of accidents to children over an area, or where concentrations of pedestrians exist or are anticipated⁹²

7.3.5 The Ongoing Scrutiny Inquiry is due to issue a final report in the next few months. We are investigating 20mph for residential estates, busy pedestrian areas and parts of the town centre. Our network of

main roads will remain at their current speed limits and our approach to delivering 20mph zones will be phased due to the costs involved.

7.3.6 Reducing vehicle speeds to around 20mph in areas with high numbers of vulnerable pedestrians, such as schools, will have a major impact in reducing the probability of road casualties. In the UK the first 20mph zones were introduced in Sheffield, Kingston Upon Thames and Norwich in 1991⁹³. Kingston-Upon-Hull has one of the highest number of 20mph zones in the United Kingdom, covering a quarter of the local road network. The city has spent £4.5 million and estimates a saving of £35 million in accident reductions. Since 1994, Hull’s child pedestrian casualties have reduced by 39%, compared with the national average of 16%⁹⁴.

Road Safety Unit

7.3.7 We take road safety seriously in Hartlepool and our Road Safety Unit is continually striving to improve conditions on our roads. We aim to do this through a combination of interventions.

7.3.8 Interventions can include one of the 5 ‘E’s’:

- Enforcement
- Education
- Evaluation
- Engineering
- Encouragement

⁹² Traffic Advisory Leaflet 09/99: 20mph limits and zones; Department for Transport

⁹³ 20mph Speed Limits: DETR Circular 05/99; Department of the Environment, Transport and the Regions

⁹⁴ Policy Briefing 7; Living Streets, 2002



- 7.3.9 Our Road Safety Unit is responsible for:
- Delivering of road safety education, training and publicity initiatives
 - School cycling and pedestrian training
 - The School Crossing Patrol Service
 - Driver Development Training
 - Delivery of sustainable travel strategies and projects
 - National Driver Offender Retraining Schemes
 - Plant and Construction Training
 - “Safe on the Move in Hartlepool” initiative.
- 7.3.10 During the LTP3 period we would like to increase training to all school children requesting it and introduce, by way of natural progression National Standard Bikeability Level 3 training. We will also co-ordinate with the Schools Sports Development Officers to promote cycle training. We will also support Bike Doctor events which provide bicycle maintenance for those who might not be able to maintain their bicycles themselves. As part of the Council Travel Plan and wider initiatives we will adopt the assisted tax free cycle purchase scheme and encourage other businesses to follow suit. We will also liaise with the Department for Work and Pensions and the Primary Care Trust regarding increasing accessibility to work places and encouraging cycling as an activity which results in better health and well-being. We will continue to bid for Department for Transport Cycle Training money and will take a lead on the LARSOA North East Framework Tender through NEPO.
- 7.3.11 We recognise that older and younger people are the

most vulnerable on our roads and whilst the issues associated with younger people will be tackled in schools we need to consider other vulnerable road users such as older people. We already provide an older person pedestrian training/defensive walking strategy which will continue and we will also look to expand SAGE (our older driver scheme introduced with assistance from the PCT) to the other authorities in Tees Valley.

- 7.3.12 A key element where collision and casualty reduction is concerned is that of driver training and we plan to include better information on our website. Collisions are also an issue within our fleet and we will develop more robust procedures for investigating collisions which occur within our fleet. We are going to work with our partners in the Tees Valley towards developing a Tees Valley approach to driver development and training.
- 7.3.13 We work with a number of partners to develop suitable safety schemes and wherever possible bring in external funding to allow additional schemes to be developed. Previous partners include New Deal for Communities, Neighbourhood Forums and various local Residents’ Associations.
- 7.3.14 We will also consider all road users, such as motorcyclists with regards to road maintenance, for example through investment in anti-skid surfaces.
- Health**
- 7.3.15 To improve health we need to promote active travel and smarter choices and we can do this through the



travel planning process. Travel Plans represent a significant opportunity to promote sustainable modes of travel and encourage modal shift.

7.3.16 A study was carried out in 2009 called “Improving Health in the North East through Transport

Solutions” which highlighted how various interventions could tackle potential health-related outcomes. The table, taken directly from the report, which summarises interventions and outcomes is detailed below:

| Policy intervention | Potential health-related outcomes | | | | | | |
|--|-----------------------------------|--|--------------------|--------------------------|-----------------------------------|-----------------------------|------------------|
| | Promoting physical activity | Reducing crashes and road traffic injury | Reducing pollution | Reducing noise pollution | Reducing greenhouse gas emissions | Increasing social inclusion | Improving access |
| Promotion of safe walking and cycling | + | + | + | + | + | + | + |
| Investment in infrastructure for safer walking and cycling | + | + | + | + | + | + | + |
| Travel planning and accessibility planning | + | + | + | + | + | + | + |
| Traffic-calming and speed reduction in residential areas | + | + | + | + | + | + | + |
| Enforcement of speed limits/speed management | + | + | + | + | + | + | + |
| Reducing transport demand (e.g. promoting telecommunication) | + | + | + | + | + | + | + |
| Congestion charging (road pricing) and parking charges | + | + | + | + | + | + | + |
| Cleaner fuels and more efficient vehicles | ○ | ○ | + | ○ | + | + | ○ |
| Noise reduction | ○ | ○ | ○ | + | ○ | + | ○ |
| Safer cars (including safety for pedestrians) | + | + | ○ | ○ | ○ | + | ○ |
| Enforcement (e.g. | + | + | ○ | ○ | ○ | + | ○ |

+ Policy intervention likely to lead to positive health-related outcome ○ Policy intervention not likely to lead to health-related outcome



- 7.3.17 Depending on the scale of a new development a Travel Plan will be required in accordance with the thresholds stated in our SPD for Transport Assessments and Travel Plans. The Travel Plan will help reduce the impact of the development on the highway network and encourage the use of sustainable travel. Travel Plans for new developments need to:
- Market and promote the use of walking, cycling, car sharing, public and community transport services provided by and serving the development;
 - Monitor the modal split, traffic levels and transport related CO2 related to the development
- 7.3.18 A Travel Plan demonstrates the commitment of those at the site with the Travel Plan to reducing the reliance on sustainable modes of travel.
- 7.3.19 We will work with developers and our local planning team to ensure that any new development is designed to enable people to walk and cycle safely and easily and that new developments create direct links to services and existing cycling and walking networks.
- 7.3.20 We will also work with existing employers, firstly those who are located at sites where traffic congestion is perceived to be an issue and where there is potential for increased levels of walking, cycling and public transport use. We will encourage them to implement Travel Plans, highlighting their ability to save organisations money as well as improve employee well-being.
- 7.3.21 All schools in Hartlepool have produced a Travel Plan. We will continue to work with our schools, helping them to deliver their action plans and meet their travel plan targets.
- 7.3.22 A School Travel Plan generally incorporates a package of practical measures which can be incorporated into the National Curriculum to increase the number of students and staff that walk, cycle, car share, or use public transport, whilst educating about making these changes is important. Schools in Hartlepool are significantly above the national average for walking trips and car trips have been declining steadily over the past 4 years.
- 7.3.23 In 2009-2010 only 4 workplace Travel Plans were submitted through the planning process. . Historically we have struggled to ensure travel plans have not been effectively monitored and enforced. This is something we hope to improve on during the plan period. We already have a number of Travel Plan measures in place, despite there being no official documents, although we are currently working to rectify this. North Tees and Hartlepool NHS Trust are another example of this, as they have many measures in place which would traditionally be accompanied by a Travel Plan document. There is good practice visible across Hartlepool but we need to build upon this and formalise the travel plan process.
- 7.3.24 We adopted a Supplementary Planning Document in January 2010 which sets out the development thresholds for Transport Assessments and Travel



Plans. This should ensure that Travel Plans are secured where necessary. It is important for us to make resources available for continued monitoring and enforcement of Travel Plans. There are a number of potential developments where Travel Plans will be required, including Trincomalee Wharf and Wynyard Hospital Site, as and when they are developed.

- 7.3.25 We already run Smarter Travel Roadshows where we offer opportunity to:
- Register for a free personalised journey planning service;
 - Register with 2 Plus Travel (our car sharing scheme);
 - Tell us about any issues on your journey to work using 3D models of the area; and
 - Receive free weekly bus taster tickets.
- 7.3.26 We will also investigate making use of social networking sites to provide dynamic travel information and marketing campaigns to promote the increased use of sustainable modes, this will be predominately delivered under “Safe on the Move in Hartlepool”.
- 7.3.27 We have an opportunity as part of the LTP3 to highlight the benefits of walking and cycling and we will consider the development of strategies for both walking and cycling to provide a framework and rationale for more co-ordinated action on infrastructure development and the provision of community engagement and training initiatives.

7.3.28 Our approach to health is discussed in more detail in the Climate Change section where we discussed how we seek to improve traffic flows as well as reducing the demand for travel. We will seek to increase the co-ordination between our education, publicity and engineering work as this will bring about the best value for money and also the greatest benefits for the residents of Hartlepool.

7.4 CHALLENGES AND OPPORTUNITIES

| Challenges | Opportunities |
|---|---|
| <ul style="list-style-type: none"> • Reduce deaths and serious injuries for road users, pedestrians and cyclists • The need to tackle obesity | <ul style="list-style-type: none"> • To reduce deaths and serious injuries for road users, pedestrians and cyclists • Introduce more 20mph zones across Hartlepool • Continue with the good work of the road safety unit • Increase walking and cycling training to those requesting it • Travel Plans are a key tool to encourage people to travel by healthier modes |



8.1 BACKGROUND

- 8.1.1 This objective relates to promoting greater equality of opportunity for all by improving people's access to services.
- 8.1.2 Good transport links are a vital element of building local communities as well as contributing to community cohesion, safer communities, healthier people, improved equality and social inclusion and environmental and economic objectives. The ability to access employment and education or ensure your safety should not be determined by where you live, your income or physical ability.
- 8.1.3 Our Local Transport Plan can influence equality of opportunity in the following ways:
- Improving accessibility to basic services such as education, healthcare, employment and leisure facilities for certain groups in society to ensure they are not disadvantaged; and
 - Improving the affordability of transport to ensure certain groups are not disadvantaged

8.2 KEY ISSUES

- 8.2.1 The main issues which people in Hartlepool have when considering their difficulties accessing services, relates to where they live and their personal circumstances.
- 8.2.2 Where people live impacts directly upon their access to services as their ability to access whichever service they require depends greatly upon the transport networks in their local area and where they need to go and the time it takes.

Distance away from the service is not the only constraint on accessing services as some people may live within easy walking/cycling distance of where they need to go but might feel deterred from walking or cycling due to poor infrastructure facilities.

- 8.2.3 For our residents living in more rural locations, infrequent bus services can cause problems as well as intermittent footpaths alongside roads, particularly if they are part of the 24.4% of households in Hartlepool who have no car. Lone parent households are also more likely to experience accessibility difficulties than two parent households. The Borough has 8.7% of all households which are single parent households, compared to the national figure of 6.5%. People with a long term limiting illness or disability are also more likely to experience accessibility difficulties than other sections of the population

8.3 FUTURE ISSUES

- 8.3.1 The most recent data we have available is from the 2001 Census and with another Census being carried out in 2011 it will be wise to reassess these particular issues when the data has become available.

8.4 POTENTIAL INTERVENTIONS

- 8.4.1 There is a need to investigate the possibilities for community transport and taxi services to take over from the conventional bus as a means of maintaining and developing public transport services where bus links are not commercially



viable. Taxis have an important role to play in LTP3 as their presence in Hartlepool is wide-ranging and affordable due to the high level of competition between the various taxi operators. Taxis afford people direct door-to-door travel but they also have potential to integrate into the public transport network to provide longer distance connectivity. There is also scope for us to work with the taxi operating companies to improve the 'green credentials' of their vehicles.

8.4.2 We have significant opportunities to progress improving walking and cycling facilities over the LTP3 period, particularly through carrying over schemes which were not delivered as part of LTP2. Attractive walking and cycling opportunities will provide better accessibility but also serve to encourage walking and cycling as a leisure activity which promotes good health and economic growth. A quality infrastructure for walkers and cyclists will provide benefits for all but particularly those with mobility and sensory impairments.

8.4.3 Where Home to School transport is concerned, all mainstream pupils who live over 2 miles (primary) or 3 miles (secondary) from their local school, or meet the Low Income Families criteria may apply for assistance with travel costs. Transport provision will also be considered for children who have been assessed for a statement of special educational needs.

8.4.4 We will continue to bring services to the public through the promotion of:

- Mobile library services
- Home visits by GPs and carers
- Telecare services (e.g. NHS Direct)
- Employment that enables working from home

8.5 CHALLENGES AND OPPORTUNITIES

| Challenges | Opportunities |
|---|---|
| <ul style="list-style-type: none"> • Access to public transport services • Connectivity | <ul style="list-style-type: none"> • Investigate community transport and taxis and their role in rural connectivity • Scope to improve the 'green credentials' of taxis • Improvement of walking and cycling facilities • To work more closely with bus and rail operators • Promote services which bring the service itself to the public |



9.1 BACKGROUND

9.1.1 This objective relates to ensuring that transport helps improve quality of life for all. There is an inherent difficulty in defining what is meant by the term 'quality of life'. Whilst transport can serve to increase the opportunities available to people to access goods, services and opportunities and have a positive effect, there are also negative connotations associated with transport such as congestion, poor air quality, noise pollution and severance.

9.2 KEY ISSUES

Connectivity and Access to Services

9.2.1 Improving connectivity with our neighbours, providing access to nearby authorities and better links regionally will feed into the quality of life objective as people will not feel isolated and limited by the opportunities available to them.

9.2.2 We all require access to essential key services when going about our daily lives and it is our ability to access these services which impacts upon our quality of life. Access to services such as employment and supermarkets can often be taken for granted, but some people might have particularly poor access which can be due to their location and their personal circumstances.

9.2.3 Poor access to leisure and social activities can have a negative impact on people's physical and mental health and feelings of social isolation. This is exaggerated for the youngest and oldest sections of our society.

Congestion

9.2.4 Congestion impacts on quality of life as people quite simply do not like congestion, particularly if it becomes part of their daily routine. Reducing noise and air pollution from traffic will also make Hartlepool a better place to live and work.

Severance

9.2.5 Key transport routes can cause the severance of local communities and we will address any severance issues that we are made aware of including issues within the central area of Hartlepool. Where new developments are concerned we will work with the planning authorities and developers to ensure that any new developments do not have severance issues and will promote a strong sense of place and community.



- 9.2.6 Quality Townscape**
Over recent years we have worked towards the regeneration of Hartlepool by providing a high quality public space, developing a sense of place and reducing crime. Having an attractive townscape can have a significant effect on people's quality of life and also act as an element of attraction to inwards investment. Providing a pleasant environment will also encourage residents to spend time in their local communities and interact with their fellow residents.

9.3 POTENTIAL INTERVENTIONS

- 9.3.1** Quality of life is something which cannot solely be achieved through transport, but transport does have a role to play in supporting the achievement of this objective. As transport has a supporting role in this

objective ways in which to improve quality of life will need to be integrated into as many schemes as possible.

- 9.3.2** We will make sure that quality of life is addressed within all of our other objectives.
- 9.3.3** One way in which we can address quality of life issues is through the journey experience, particularly where public transport is concerned.
- 9.3.4** We will work with the planning authorities, particularly where schemes involving the public realm are concerned to ensure that any new developments consider elements which can be associated with quality of life, particularly where regeneration schemes are concerned.





10.1 INTRODUCTION

10.1.1 Transport, by its very nature, can achieve several key outcomes through the successful delivery of one proposal. Whilst suggestions might be set out under one objective, they could be as equally applicable and have positive benefits in supporting other objectives too. For example, improvements in walking and cycling networks supported by Travel Plans will have a positive impact on healthy lifestyles but will also contribute towards mitigating climate change and promoting quality of life indicators.

10.2 ECONOMY AND ENVIRONMENT

10.2.1 We are keen to encourage the sustainable growth of our economy and to do this increase accessibility to, from and within Hartlepool. However, encouraging people to travel will not help us reduce

our environmental impact unless we can ensure that Hartlepool is accessible by sustainable modes of travel and encourage people to use the sustainable transport networks available to them.

10.2.2 We will work with the planning authorities and private developers to make sure that any climate change impacts from new developments are considered, addressed and minimised. As well as new developments we need to encourage individuals and businesses to reduce their needs to travel by making use of technology and changes in working practices. We need to ensure Hartlepool's growth is sustainable and we can do this partly through ensuring that we promote sustainable modes of transport. This will then also link in with our quality life and health objectives.

10.3 ECONOMY AND ACCESS TO SERVICES

10.3.1 Sustained economic growth and access to services fall hand in hand as a growing economy will provide better access to services. Similarly, better access to services will help stimulate the economy.

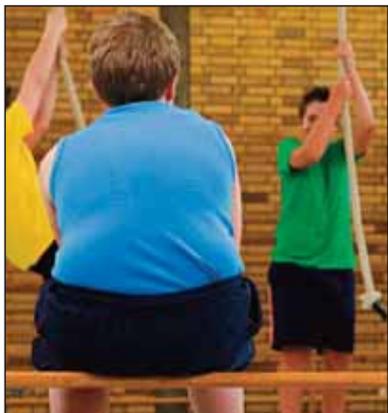
10.4 SAFETY AND ECONOMY

10.4.1 Any reduction in casualties from road traffic collisions clearly has great personal impacts but there is also a financial cost associated with each casualty.

10.5 HEALTHIER LIVING

10.5.1 Our encouragement of healthier living through the promotion of sustainable modes of transport links in with many of our other objectives. Our residents





having healthier lifestyles will help the economy as people who are healthier will have less of a financial burden on our healthcare facilities but will also be likely to take fewer days off sick. Being healthier also ties in with our quality of life objectives as those who partake in a healthy, active lifestyle are deemed to have a greater quality of life.

10.5.2 Obesity is becoming a more prevalent issue throughout society and whilst we cannot solve this issue solely from a transport point of view, we do have an important role to play and can contribute to reducing the impact of obesity. Active travel modes

(walking and cycling) can be used as a tool to achieve weight loss.

We will adopt the recent findings of the "Transport & Health Research Document to ensure that we;

- Maximise the health benefits of transport
- Promote evidence of how transport interventions can contribute to the wider objectives of human health.
- Promote more health-conscious transport planning .



