

Report of:	Executive Director for Growth and Place, Kevin Parkes Executive Member for Regeneration, Cllr Ashley Waters
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Submitted to:	Executive – 17 th March 2020
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Subject:	Middlehaven – Transport Infrastructure Improvements
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Summary

Proposed decision(s)
That Executive approves the proposed access improvements for the Middlehaven area to enable redevelopment and regeneration.

Report for:	Key decision:	Confidential:	Is the report urgent?
Decision	Yes	No	No

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
Assist in delivering the Council’s Social Regeneration agenda by ensuring that Middlehaven roads, streets, and open spaces are well designed, clean and safe to ensure our town is an absolute leader on environmental issues.	By ensuring the development plots in Middlehaven is accessible, making the area a hub for residential, leisure and commercial development.	By creating access to development plots around Middlehaven the Council will provide the platform for investment and create jobs and homes which in turn will create positive perceptions of the town, improving reputation, and attracting new investment, visitors and residents.

Ward(s) affected
Central

What is the purpose of this report?

1. The purpose of the report is to update the Executive on progress on development proposals at Middlehaven and to provide a summary of the proposed transport infrastructure improvements to facilitate development around the Middlehaven area, which would ensure the area is accessible, well designed and fit for redevelopment.

Why does this report require a Member decision?

2. The proposals for infrastructure at Middlehaven are needed to support and facilitate current and emerging developments.
3. The decisions included in this report equate to infrastructure over £150,000 and therefore a Key Decision.

Report Background

4. Middlehaven has seen significant investment to date, approaching £200m, which has laid the foundations for transformational development in the area. A strong benchmark has been established in terms of cutting-edge architecture and a modern environment in which to live, work and learn.
5. Planned infrastructure works at Middlehaven will provide a platform for further development and can only serve to improve connectivity and access, which will increase the investment appeal of the area.

Update on Current Proposals

6. There are a number of developments actively being pursued at Middlehaven, including:
 - a) **The DigitalCity / Boho10** - additional c100,000sqft of new build accommodation to allow for major expansion space of the cluster and inward investment leads. The space also proposes significant common spaces and a c400 seat presentation theatre;
 - b) **New Secondary School** - Funding has been secured via Outwood Academy, for a 1050 place secondary school. A site has been identified, with the school being in place, via temporary accommodation, for September 2020 enrolment;
 - c) **Boho 8** - this will see delivery of 10,000sq ft of high-specification, modular units. A start on site is anticipated early Spring 2020;
 - d) **Middlehaven Dock** – Ongoing water testing, over the last 18 months, which demonstrates good bathing water quality, strengthens the case for watersports and leisure usage;
 - e) **Housing** - numerous investors are coming forward with housing proposals. Discussions have resulted in options being secured for housing development, which would result in housing delivery over the next few years;
 - f) **Snow Centre** - work is ongoing by the developer on the emerging c£30m snow centre - a full planning application was submitted at the beginning of December 2019.

7. In addition there is potential for substantial further development, including over £200m as part of the Digital City.

Need for New Transport Infrastructure

8. Accessibility is essential for all development. Creating a structured road hierarchy will enable through traffic to move easily without being impacted by local traffic. This will separate vehicle routes into Primary and Secondary routes, seeking to manage vehicular access to the outer edges of the wider Middlehaven area.
9. Limiting and/or restricting vehicular access within development areas enables high quality traffic free/reduced traffic spaces of public realm to be created to support the vision objectives of high quality development. Furthermore, the creation of strategic vehicular and non-vehicular corridors maximises opportunities to aid the regeneration of the Middlehaven area by enabling land parcels to be divided flexibly and efficiently as development need dictates.
10. The successful delivery of the Northern relief road and the Priestman Road Bridge has provided a key East/West link between the A66 / Middlehaven interchange and A66 / Newport Interchange, which runs along the Northern boundary of Middlehaven.
11. It is proposed to create a second strategic East/West link to the South of Middlehaven which will link Windward Way through to Cleveland Street. The North/South main vehicular corridors at Stockton Street and Cleveland Street will enable traffic to move freely around the Middlehaven area. Planning permission has been secured for this scheme and preliminary works began in January 2020. Funding for the scheme (£800,000) has been secured from Defra and the Department for Transport via the Joint Air Quality Unit (JAQU).
12. Localised secondary vehicular access routes will be created (not necessarily as through routes), and will provide access to individual sites/development plots, providing managed on-street parking facilities. In the short term, it is proposed to concentrate improvements on secondary routes to improve access and facilitate development plots around the Dock area. Works have been identified and costed at around £500,000 to the north of Dock Street towards the junction with the newly formed Priestman Road to improve traffic circulation in this area. This work will open up the development plots in and around the Dock area and improve access to Middlesbrough College's existing visitor car park which is situated off Dock Street. It also gives the opportunity of creating a new main entrance for the College for visitors.
13. The creation of a new highway connecting Cleveland Street with Windward Way provides the opportunity to create a strategic East/West link to the Southern boundary of Middlehaven whilst also enabling traffic free/reduced traffic routes to be extended from Albert Road/the station to Middlesbrough College and the Snow Centre site.
14. The junction of Winward Way and the proposed link meets at a critical pedestrian/cycle desire line for those travelling between the town centre and Middlehaven. The formation of a high quality crossing point at the junction of the

proposed link at Winward Way is a missing piece in the areas pedestrian / cycle corridor.

15. In November the Executive agreed a commitment to the development of bus services in the town, this includes introducing a series of Superstops, which will increase accessibility and resilience, by providing alternate stop locations at key destinations, particularly around the Town Centre. It is proposed to introduce two superstops in Middlehaven. The first is proposed at the Rail Station north side, the second on the north side of the college, adjacent to the Snow Centre. These will form a key part of the infrastructure plan for Middlehaven. The latter has the potential to have connections available for the proposed Snow Centre, Middlesbrough College and the Riverside Stadium. The Middlesbrough Rail Station Superstop would create greater connectivity and allow seamless journeys to be made. Middlesbrough Council continues to work closely with public transport operators who have seen the installation of the Priestman Road Bridge as a key piece of infrastructure which has unlocked the area for the introduction of new bus services.
16. It is estimated that Superstops will cost in the region of £150k each. Funding for the Superstops will be sought in due course from the Tees Valley Combined Authority.
17. The Station building is set to undergo extensive regeneration during 2020-22. The programme of work will include a remodelling of the Southern entrance, bringing the former undercroft back in to use, greater connectivity and accessibility for passengers and wider stakeholders in the surrounding area. It is likely this will include a third platform. The potential third platform will be the catalyst for the redevelopment of the Northern entrance, which will see a remodelled entrance, providing a gateway to the Middlehaven area, onward journey connections such a bus Superstop and taxi rank. These improvements will complement the development on the south side and also ensure the station contributes to Middlesbrough's strategic regeneration ambitions. The funding for these improvements will come via TVCA / Network Rail and DfT.
18. These proposals are shown within the context of a wider transport infrastructure plan for Middlehaven included as Appendix I, which has been prepared to assist in future transport planning, and bids for external funding.

Consultation

19. The delivery of the Transport Infrastructure will include appropriate consultation with affected stakeholders together with the necessary legal work to implement changes to Traffic Regulation Orders as may be necessary.

What decision(s) are being asked for?

20. That Executive notes and approves the report, and asked to approve the application of funding as outlined in paragraph 10 to 16 to provide enhanced access in the Middlehaven area.

Why is this being recommended?

21. The proposals within the report will ensure Middlehaven is a fit for purpose, accessible and well served area, both for current and future proposals. Without the adequate levels of infrastructure investment, investors and future development opportunities would be limited.

Other potential decisions and why these have not been recommended

22. Do nothing. This will not make the necessary improvements to removing transport as a barrier to accessing services. It will result in further accessibility challenges and become a potential barrier to the economic growth aspirations.

23. Do something. Implementing partial improvements would allow some of the benefits to be realised. However, it would not provide the overall holistic package of measures to generate success.

Impact(s) of recommended decision(s)

24. The decision allows the Council to design, cost, and consult on proposals and produce a structured implementation programme whilst pursuing potential funding and development opportunities around the Middlehaven Dock area.

Legal

25. There are no legal impacts within the report.

Financial

26. The immediate improvements to provide a new link between Windward Way and Cleveland Street and deliver improvements to open up development plots around the Dock, as outlined in the report, will cost £1,300,000. This will be funded from a combination of Government fund secured via JAQU (£800,000) and existing Capital Programme allocations (£500,000).

27. Additionally, £500,000 is also allocated for public realm improvements as part of the development of Priestman Road and the construction of the Dock Bridge, and it is proposed that this be used to implement the required secondary road infrastructure around the Dock area (including public realm).

28. Funds for bus superstops will be sought from the Combined Authority.

29. Providing certainty to developers, and inward investors is key in order for the Council to maximise receipt for the circa 18 hectares of land which it currently owns in Middlehaven. Providing accessible development plots will help to assist in the disposal of development plots in the wider area.

Policy Framework

30. The decision would not affect the Council's policy framework. The decision is aligned with the Council's Strategic Plan 2020-23 and the Mayor's Vision of developing Middlehaven as a residential, leisure and commercial centre of national significance.

Risks

31. If the necessary infrastructure is not provided in a timely manner to enable the delivery of development sites this will impact upon delivery rates and consequently the Council's MTFP through loss of New Homes Bonus, Council Tax and capital receipt.

Actions to be taken to implement the decision(s)

32. Subject to Executive approval, work will continue to develop the detail behind the infrastructure proposals, which can then be used to ascertain how the plan is translated into a phased delivery programme. Once funding is established, a programme for delivery will be developed with consultation being held in the early stages.

Background papers

None

Appendices

Appendix I shows the wider infrastructure plans for Middlehaven, setting these improvements in context.

Appendix II summarises the proposed improvements, costs and funding sources

Appendix I Middlehaven Infrastructure Plan



Appendix II – Proposed Infrastructure Improvements

SCHEME	ESTIMATED COST (£)	INDICATIVE TIMESCALES
Windward Way link between Windward Way & Lower Feversham St incl. signal controlled junction at Lower Feversham St/Cleveland Street	800,000	2020 - 2021
Signal controlled junction Bridge Street West/Stockton Street		
Access improvement works to facilitate development plots around the Dock area	500,000	2020 – 2021