

Report of:	<i>Richard Horniman - Director of Regeneration and Culture Councillor Ashley Waters - Executive Member for Regeneration</i>
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Submitted to:	<i>Executive - 18 August 2020</i>
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Subject:	<i>Cycling in Middlesbrough; Investment and Future Infrastructure Opportunities</i>
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Proposed decision(s)
<i>That Executive notes the recently implemented cycle infrastructure, and approves additional proposals to improve the network, which will encourage further journeys made by cycle.</i>

Report for:	Key decision:	Confidential:	Is the report urgent?¹
<i>Information and approval</i>	<i>Yes</i>	<i>n/a</i>	<i>n/a</i>

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
<i>The report will assist by increasing the opportunities to improve cycle infrastructure, and therefore improve the accessibility of goods and services within Middlesbrough.</i>	<i>The report will identify the locations that will benefit from improvements, benefitting place making and demonstrating conditions for inward opportunities.</i>	<i>By improving accessibility, the Council will be improving business opportunities for further inward investment.</i>

Ward(s) affected
<i>All wards will be affected by the proposals; affected ward members will be consulted in full detail at the time of specific schemes progressing.</i>

¹ Remove for non-Executive reports

What is the purpose of this report?

- 1) The purpose of this report is to highlight the recent improvements to cycling infrastructure in Middlesbrough, and seeking approval for the future investment opportunities identified by the government to expand upon the existing network in Middlesbrough.

Why does this report require a Member decision?

- 2) This requires a member decision in order to approve the cycling infrastructure proposals that will be developed and implemented. As this impacts on all wards, Executive approval is sought.

Report Background

What decision(s) are being asked for?

- 3) That Executive notes the recently implemented cycle infrastructure, and approves additional proposals to improve the network, which will encourage further journeys made by cycle.

Why is this being recommended?

- 4) Middlesbrough Council has ambitions of economic growth and regeneration, which will inevitably increase transport demand on the highway network. The current network is at capacity from a vehicular perspective, and cannot sustain further pressure. As a result, the Council must look to utilise its highway infrastructure in a more effective and efficient means, both financially and spatially. Continuing to build roads is not sustainable, and induces further vehicular demand, which further compounds the issues of congestion, traffic and environmental degradation.
- 5) The green credentials of cycling are well documented. Cycling offers an opportunity for people to travel effectively and efficiently without increasing congestion and traffic, whilst improving public health and benefitting the environment
- 6) This decision will allow specific schemes to be implemented, in order to better connect the current cycle network with the Town Centre. A number of potential funding allocations have been identified, which the Council is eligible to bid for. This will provide assurance that the Council is progressing the most appropriate infrastructure to improve the network and make best use of the recent uptake in cycling for both leisure and commuting trips in Middlesbrough.
- 7) The individual schemes within the proposals vary in terms of cost / benefit / risks. It is intended that these elements will be clarified and identified in full prior to commencing with a scheme, to ensure each scheme is ranked against the Council's Strategic Plan.
- 8) The proposals have been identified following consultant work from Tees Valley Combined Authority (TVCA) (such as the Local Walking and Cycling Implementation Plan – LCWIP) and also identifying routes to connect key trip generating areas, such as the Town Centre, Riverside Park and key residential areas along the Marton and Acklam Road corridors. This ensures that facilities and

the local environment for people to cycle in, are provided in the most appropriate locations.

- 9) The proposals will aid in the delivery of the Local Implementation Plan (LIP); forming a daughter document that will be consulted upon in future years to track progress. The content of this report has not been examined by overview or scrutiny, but will be covered through the LIP adoption process.

History

- 10) Middlesbrough Council, in partnership with TVCA, has secured a variety of funding streams to invest in the cycle network over the past 5 years, totalling £4.715m for Capital (infrastructure) and Revenue (training/education and promotion).

- 11) The Capital funding has been used to deliver the following infrastructure pieces

- Newport roundabout improvements (crossing points and adjoining links)
- Acklam corridor improvements
- Ladgate lane (Jack Simon Way to Ormesby Road – elements due to complete in 20/21)
- Riverside Park Road
- Riverside path (TeesAMP connections)
- Wilson Street underpass
- Vulcan Street cycle way/crossing

Future

- 12) Although significant progress has been made, there are still gaps in the network that are required in order to allow the ambitions of doubling cycling usage by 2025. The following improvements are proposed to ensuring connectivity and achieving the Council's ambitions to have "More people cycling, more often".

- 13) It is important to create a connected and balanced network; providing appropriate infrastructure to enable ambitious proposals that would involve re-allocation of highway space in order to deliver.

- 14) The recent COVID-19 situation has restricted transport options, particularly relating to public transport. As a result, the Council has made improvements for walking and cycling to access the Town Centre through the government's emergency active travel fund. The Council is keen to capitalise on the current trends in favour of active travel; in particular re-allocating highway space dedicated to cycling. This has allowed the Council to highlight what can be achieved on a temporary basis, and allows more permanent options to be explored.

- 15) New ways of network prioritisation will be required; to satisfy both current requirements and predicted future demand. Measures could include restricting vehicular access (one way streets/road closures etc), removing on street car parking and not constructing new roads through new developments, which encourages car use.

- 16) The Council is working with TVCA to improve the identified LCWIP corridors which will provide infrastructure to encourage more uptake. The temporary arrangements

along Linthorpe corridor compliment the ethos of the LCWIP Linthorpe corridor by removing the car parking spaces (re-allocating road space)

17) The Government announced a funding allocation to be made available to local authorities of £5bn over a 5-year period, to make transformational changes to the local cycle networks all over England.

18) The potential funding streams that the government are to make available are to deliver ambitious and transformational changes to the existing transport network. “Mini Holland” style improvements could result in wholesale network improvements. Appendix 1 highlights the concepts that could be realised in Middlesbrough, which would complement urban living proposals.

19) The Council has identified the following pieces of infrastructure that will assist to make the cycling network more cohesive:

- LCWIP; Linthorpe Road corridor – reallocation of road space and priority crossing points at key junctions
- LCWIP; Marton Road Corridor - complete missing sections and providing priority junction improvements
- Ormesby Beck - Longlands to Ladgate Lane sustainable transport corridor, including White/Blue bridge replacement to suitable standards)
- Acklam Road improvements – resurfacing, signing, lining and priority junction improvements
- Ladgate Lane – final section of upgrade corridor improvements to Ormesby Road
- Low Lane (connecting through to Thornaby Industrial estate)
- Stainton Way (missing links and junction improvements)
- Metz Bridge accessibility improvements
- Borough Road - linking from Hartington to North Ormesby
- B1365 - connecting Hemlington Grange to Acklam (including junction treatments of Coulby Farm Way, A174 and Blue Bell)
- Newport Road - connecting Roundabout with Town Centre
- Green Lane / Keith Road – Connecting Stockton through JCUH to Skippers Lane
- Albert Road bus / cycle only

20) The Council will seek and apply for funding to deliver these initiatives and is already looking to secure funding through the Emergency Active Travel Fund (EATF) Tranche 2, which is being provided by the Department for Transport to assist with accessibility during the COVID-19 pandemic.

21) This would help to realise the temporary arrangements along Linthorpe Road in place, by reallocating road space and “last mile” improvements in to the town centre. The temporary arrangements have highlighted that reallocation could improve accessibility and connectivity along a key transport corridor.

Supporting Measures

22) Alongside the need to invest in new infrastructure, there is a need to ensure that the existing infrastructure remains fit for purpose. To ensure the existing cycle infrastructure continues to support the objectives set out in this paper, a survey will be undertaken to identify where corrective work is required, where additional cleaning would be needed and where signage and lining would need refreshing. A further report would set out the costs for undertaking these works if significant.

23)The safety issues that prevent some people from cycling also need to be addressed where possible, and the principles of respecting cyclists when using the highways should be promoted. A campaign to encourage motorists to be more considerate and support safe cycling will be developed and promoted across the borough.

Other potential decisions and why these have not been recommended

24)The other potential decisions that have not been recommended include:

- Doing nothing – this is not recommended, as it will not allow the Council to be in a position of readiness to take advantage of the funding opportunities that have been announced. This will result in a lesser chance of securing funding and not achieving the goals of increasing cycling levels.
- Re-assess the network proposals – this is not recommended, as the Council has over time identified the strategic routes required to make improvements for the cycle network. The Council in partnership with TVCA has also commissioned an external consultant partner to identify key routes and ensure the areas with the greatest potential to increase levels of cycling are progressed.

Following this option would be unlikely achieve an alternate methodology and would also be financially costly in terms, along with losing impetus of time and current national momentum to progress cycling investment in a timely manner.

Impact(s) of recommended decision(s)

Legal

25)There will be no legal implications involved in approving the recommendation.

Financial

26)The current financial costs of delivering the entirety of the proposals are still at inception stage, due to concepts being identified as funding opportunities. Any proposals will be costed before including in the relevant funding submissions and further developed after the application has been submitted.

27)If the Council does not receive external funding, then subject to re-profiling of the Local Transport Plan, funding can be relocated to cycling specific projects. This will likely elongate the timescales associated with completion, but not financially impact the Council.

Policy Framework

28)The decisions within this report align with the Councils policy framework, and will not require alterations to this.

Equality and Diversity

29)The proposals within this report will make cycling a more viable option to the residents of the town. Any road reallocation will need to be considered and impact assessed with each proposed scheme, as the Council is duty bound to ensure that people with physical impairments are not unduly impacted upon.

30)The Council will follow all guidelines and consult proposals with disability groups in order to ensure that it is fulfilling its statutory and moral obligations.

31)It is not anticipated that any other protected groups will be impacted upon negatively as a result of progressing with proposals.

Risk

32)The key risks associated with not approving this report surround not being in a prepared position to progress with external funding opportunities to increase the number of people cycling and encourage inward investment opportunities.

33)If not approved, funding opportunities may be missed; reducing the Councils opportunity to highlight the strategic aims to external bodies and reduces associated inward investment. Approving this process will minimise any associated risk.

Actions to be taken to implement the decision(s)

34)If approved, the Council will have a strategy for cycle infrastructure that will allow further development of the network. This will be used to commence developing the individual pieces of infrastructure in readiness for external funding announcements.

Appendices

35)The report in Appendix 1 provides full detail on the funding announcements by government, what Middlesbrough has achieved, what it would like to achieve, and how it will do so.

36)Appendix 1 highlights infrastructure concepts that could be employed within Middlesbrough area.

Background papers

37)No background papers were used in the preparation of this report

Appendix 1 – Concept infrastructure images that could be adopted in Middlesbrough



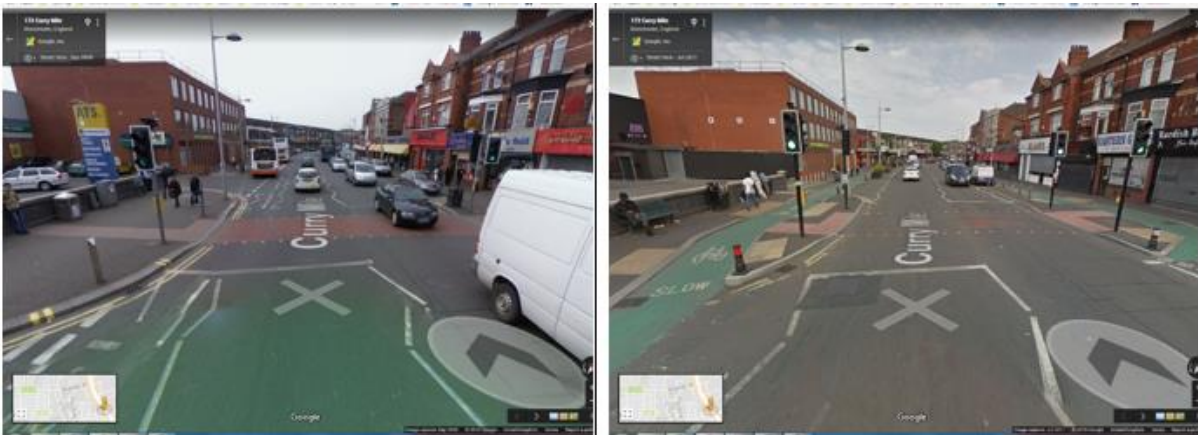
1 way traffic has allowed for wider footways, and dedicated cycle lanes in each direction (Albert Road/Zetland Road)



Closure of streets to vehicles has created a more liveable street, where café's can make benefit from on-street catering. (Linthorpe Road North, Albert Road)



Dedicated widened cycle lanes on carriage with delineating “armadillos” to restrict vehicle ingress (Marton/Acklam/Ormesby/Cargo Fleet Roads – main corridors)



Manchester Oxford Road (before and after); Removal/reducing of parking bay arrangements to create cycle facilities, and by-pass traffic signals (Linthorpe Road).



Priority for cycles over junctions (Linthorpe Road)



Various road closure options (Residential side streets off main roads)



Complete segregation of cycles and vehicles adjacent to carriageway(main roads – Marton/Acklam/Ormesby/Cargo Fleet Lane)