

Report of:	Executive Member for Regeneration - Councillor Eric Polano Director of Regeneration and Culture - Richard Horniman
Submitted to:	Executive
Date:	5 April 2022
Title:	Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor phase 2
Report for:	Decision
Status:	Public
Strategic priority:	Physical environment
Key decision:	Yes
Why:	Decision(s) will incur expenditure or savings above £150,000
Urgent:	Not applicable
Why:	Not applicable

Executive summary

The purpose of this report is to gain approval to commence the proposals to re-allocate road space along the Linthorpe Road corridor (between and Ayresome Street and Devonshire/Cumberland Road) to create protected cycle lanes in both directions.

This requires a member decision as the re-allocation of the road space will impact upon the community along the aforementioned corridor. This will predominantly result in a transformational statement of ambition to increase cycling in Middlesbrough and improve the 'last mile' journey into the Town Centre.

The proposals see reduced on-street car parking; potentially impacting upon businesses and adjacent residential areas. There are also proposed side road closures, which could be perceived to reduce direct accessibility to parking, loading and bus stop consolidation proposals

Purpose

1. The purpose of this report is to gain approval to commence the proposals to re-allocate road space along the Linthorpe Road corridor (between and Ayresome Street and Devonshire/Cumberland Road) to create protected cycle lanes in both directions.

Background and relevant information

2. Linthorpe Road is a busy corridor (nearly 13,000 vehicles per day), with a range of purposes and a 24 hour economy. This complexity means that there are a lot of people travelling and accessing services, which results in the corridor witnessing a relatively high number of accidents; 24 accidents in five years. 18 slight /6 serious, with 31 casualties recorded. Of the 31, 8 involved pedestrians, and 6 involve cyclists (32%). This is disproportionate to the current use of the carriageway (only 1.2% of traffic are cycles). 16 of the accidents were at road junctions. (see appendix 1 and 2 for full details).
3. Following the approval to deliver phase 1 infrastructure, the Council has worked closely with TVCA under their approved Local Cycling and Walking Implementation Plan (LCWIP); Gaining further funding from the Department for Transport to deliver proposals. Middlesbrough were looked upon favourably to undertake these proposals due to the commitment and ambition shown as part of phase 1.
4. Linthorpe Road is identified as a key corridor due to the direct connections to the Town Centre, the number of destinations along the route, and the density of population surrounding it.
5. Proposals will extend the provision created as part of phase 1 (Borough Road to Ayresome Street); connecting Linthorpe Village with the Town Centre. The corridor is physically limited due to being lined with buildings on either side, resulting in space being at a premium. Consequently, proposals to re-allocate existing space are to make improvements for the more vulnerable road user – Cyclists. There are currently no facilities to assist travelling via bike, and the proposals will make further improvements to the pedestrian environment.
6. The corridor is lined with car parking spaces. The proposal is to remove some of these spaces to provide sufficient widths to create a mandatory (legally enforceable against misuse by vehicle ingress) segregated on carriage cycle lanes; providing a safe route along the corridor. Removing on-street car parking will assist in reducing the number of conflict opportunities on the carriageway, improve visibility and aid pedestrian crossing safety. There is a free off street car park at Binks Street, which is currently under-utilised, which can assist in housing the displaced demand.
7. Including the Ayresome Street / Park Road North and Devonshire/Cumberland Road junctions; there are currently 15 intersections (of varying sizes and restrictions) on to Linthorpe road over a distance of 600m (average of one every 40m). The majority of accidents occur at junctions (66%). Consequently, in order to improve safety it is proposed that 3 of these intersections (20%) are closed, which will reduce conflict and streamline the corridor. All businesses, residential areas and other off-street car parking will remain accessible via existing alternate routes
8. The corridor will work on the principles of re-allocation of road space (removal of car parking spaces) to accommodate the following:

- Segregated cycle lanes along the entire corridor in each direction
- One lane of traffic in each direction (except at main junctions where right turn filters will be accommodated to improve junction queuing/stacking)
- Side road closures at key junctions (Benson Street and Clive Road - identified in plans) to improve safety for all road users
- Upgrade and re-location of crossing points to be included to aid pedestrian movement
- Consolidation of the bus stops to provide improved facilities at key locations (reduced from 5 stops to 4 – removal of the stop at Park Road South)
- Rationalise Taxi Provision as per plans
- Reduction of the speed limit from 30mph to 20mph

9. The plans in appendix 3 highlight the proposals.

10. Car parking / loading / disabled spaces (all disabled spaces will be retained, albeit at likely different locations) will be retained where possible. However, the provision of off street facilities at Binks Street will assist in any associated displacement. There are currently 47 car parking spaces (including 5 disabled bays) on carriageway. These spaces are limited waiting, with no payments associated. The proposals will reduce the parking provision by approximately 45%. Coupled with the under utilised facility at Binks Street (102 spaces), this will see a net reduction of 19 spaces contained within the 600m area.

11. There are currently 2 bus stops Northbound, and 3 Southbound along the 600m section of the road, which are used for both boarding and alighting. The proposals are to remove the middle Southbound stop (Park Road South); increasing available carriageway space to accommodate the cycleway/pedestrian environment and reducing associated congestion.

12. Consultation has been undertaken on these proposals with all stakeholders, including affected Cllrs, residents, businesses, bus operators and emergency services. The results of the consultation were largely supportive:

- 69% of respondents were supportive of the proposals
- 65% of respondents said that the proposals would protect cycles from vehicles
- 63% said that the proposals would benefit their journey
- 77% were supportive of a reduced speed limit to 20mph
- Only 14% of respondents said that they never experienced problems on Linthorpe Road under the current arrangements
- The most common problems identified by individuals were safety (68%) and Congestion (59%)

13. A full consultation questionnaire summary is in appendix 6.

What decision(s) are being recommended?

That the Executive:

- approves the ambitious, re-allocation of road space to deliver cycle infrastructure improvements along the Linthorpe Road corridor as per plans contained in the appendix

Rationale for the recommended decision(s)

14. The proposals will extend the approved provision as part of phase 1 (between Borough Road and Ayresome Street). This will create an increased seamless cycleway link between Linthorpe Village and the Town Centre.

This is being recommended as it is aligned with a number of Council objectives, namely:

- Improve safety along the corridor for all road users, and reduce accidents
- Making the corridor more pedestrian friendly, particularly for those with mobility issues.
- Supporting the local economy; improving accessibility to local retail, leisure and services by improving facilities for short journeys to be made.
- Reducing congestion along a busy corridor will improve air quality, reduce noise and help to improve the local environment
- Better use of the available space will improve the public realm; giving the space back to people as opposed to vehicles. This will help the area to look and feel amazing.
- Improving public health by reducing pollution, and creating an environment where people can travel actively, and be more likely to want to spend time in the area.
- Ensure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) on Middlesbrough Councils Highway Network
- Act as a statement of intent to echo Governments ambitions to significantly increase cycle levels and adopt LTN 1/20 cycle infrastructure guidance

15. The Council has identified a problem with localised congestion. Building roads and making improvements for cars will simply induce further demand for vehicles, and further compound this issue. By developing a suite of alternate mode infrastructure, the Council will be assisting in reducing this issue.

16. This extension to phase 1 will maintain the momentum of what is achievable, providing a platform for further improvements and connectivity across the town. This is in line with the Councils ambitious proposals to mitigate the impact of economic and housing regeneration and growth, and supports the Middlesbrough Town Centre strategy and recently adopted Green Strategy.

Other potential decision(s) and why these have not been recommended

17. The other potential decisions that have not been recommended include:

- a) Doing nothing - this is not recommended, as it will not allow the Council to realise the benefits outlined within the report. This will have an impact upon the Councils Town Centre Strategy, Green Strategy and other strategic objectives such as the recently approved Cycling in Middlesbrough; Investment and Future Infrastructure Opportunities report.
- b) Re-assessing the corridor proposals – this is not recommended, as the proposals have been designed using internal and external expertise, identifying the most economic and safe utilisation of space. Any changes to the provision would have significant implications for delivery, as each element is symbiotically balanced

against one another. Any alterations would deviate away from the DfT's cycle standards and not achieve the goals

Impact(s) of the recommended decision(s)

Legal

18. Legal implications surrounding this proposal are based on Traffic Regulation Orders, which will be required to alter road speed, parking, bus stop and taxi alterations. This can be accommodated internally, and the associated budget has been made available within the project

Strategic priorities and risks

19. People; The proposals will assist by increasing cycle infrastructure along a major Town Centre corridor, supporting people to access key goods and services in a sustainable manner.

20. Place; The proposals will focus upon improving accessibility to the Town Centre, and the businesses along Linthorpe Road. The extents of the proposal are between Ayresome Street and Devonshire/Cumberland Road.

21. Business; By improving accessibility, the Council will be improving business opportunities for further inward investment.

Human Rights, Equality and Data Protection

22. Following the completion of the Impact Assessment (Appendix 7), it was deemed that the proposals would not have a detrimental impact upon any person with protected characteristics.

23. There are no personal data implications associated with the delivery of this proposal.

Financial

24. The proposals have been cost estimated (with contingencies) at a high level between £1.3m and £2.4m. This will be firmed following detailed design (see appendix 4).

25. TVCA have acquired funding from the DfT Active Travel Fund round three, and TVCA's Transforming Cities to cover the costs of the proposals. The full project costs are provided by TVCA. Middlesbrough Council will not proceed until funding from TVCA is confirmed, which requires approval from the Council to proceed.

26. There are no other anticipated costs to Middlesbrough Council associated with delivery of this scheme other than officer time, which is currently identified within its Capital Programme. Should there be any unforeseen requirements, they will be able to be accommodated within the Councils Local Transport Plan allocations. This is not anticipated.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Commence with application for funding to TVCA	CO	April 2022

Appendices

1	The charts in Appendix 1 highlight the Average Annual Daily Traffic Flows for Linthorpe Road 2019
2	Appendix 2 shows accident levels recorded along the scope of the proposals between 2016 and 2020.
3	The plan in Appendix 3 provides full detail of the scheme proposals, along with artist impressions of the final outcome
4	Appendix 4 provides the cost estimates that have been worked up to deliver the scheme as anticipated
5	Appendix 5 summarises the anticipated alterations (current vs proposed)
6	Appendix 6 provides the consultation response information
7	Appendix 7 provides the Equality Impact Assessment undertaken for the proposed scheme

Background papers

Body	Report title	Date
https://teesvalley-ca.gov.uk/wp-content/uploads/2020/02/Tees-Valley-Cycling-Walking-Implementation-Plan-2020.pdf	Tees Valley Combined Authority Local Cycling and Walking Plan	Feb 2022
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf	DfT Cycle and Walking design guide (LTN 1/20)	Feb 2022

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