

# MIDDLESBROUGH INTEGRATED TRANSPORT STRATEGY 2024-2038





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# INTRODUCTION

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**Middlesbrough is the city centre at the heart of the Tees Valley. In line with all city centres, Middlesbrough requires a well-planned, efficient, attractive fully integrated transport network which complements the City's physical, social, economic growth and status.**

**To enable the continued growth and status, the implementation of a long-term, forward thinking and sustainable city scale transport network for all highway users is necessary; demonstrating that Middlesbrough is a place that is open and connected for business.**

**The Integrated Transport Strategy will deliver a fully integrated transport network which not only provides ease of access within the authority boundary, but also provides a gateway to the rest of the Tees Valley; bringing centres closer together.**

An efficient and capable transport network is an integral part of the 'package' that attracts prospective investors, allowing them to develop their businesses in cluster areas, appropriate to both their business and customer needs.

The strategy seeks to avoid the consideration of individual forms of travel, but rather identify how different modes of travel can be integrated together to provide a seamless transport network, which will facilitate economic growth. The structure of the strategy sets out high-level initiatives for each mode of travel, which can be individually delivered; however, it provides common threads that when considered together overlap to enable those using the network to switch travel mode easily.



With this strategy, the council continues making a clear statement that it will seek to actively manage the available network more effectively, which will include measures to achieve modal shift. Reducing dependence on the private car will reduce congestion, improve air quality and assist with both social and economic regeneration. It is acknowledged that vehicular traffic plays a role in a strong economy. However, without a strategic vision, congestion can lead to constraining the growth of the local economy.

An integrated transport network, which promotes and incentivises sustainable travel will reduce dependence on the private car, which releases capacity on the road network without the reliance on expensive highway improvement schemes. The released capacity enables further development and growth to occur.



The Integrated Transport Strategy seeks to balance the competing demands placed upon the transport network and maximise use of the finite resource, while providing the necessary infrastructure to enable all transport users to make informed decisions, which can respond to their changes as they see fit.

The council has a Strategic Aimsun Transport Model, covering the whole of the Middlesbrough administrative area. This evidence-based model, built in accordance with national guidance operates at a macro level, supported by several sub-networks operating at a micro level.

There is finite capacity on the network, along with limited land use for the creation of new roads, which is also neither financially nor environmentally sustainable. This is national challenge, with the Department for Transport are embracing and championing new ways to approach demand management on the highway network. As a result, the council is unable to use the traditional 'Predict and Provide' approach to network management and as such, must change to a more 'Vision and Validate' approach.

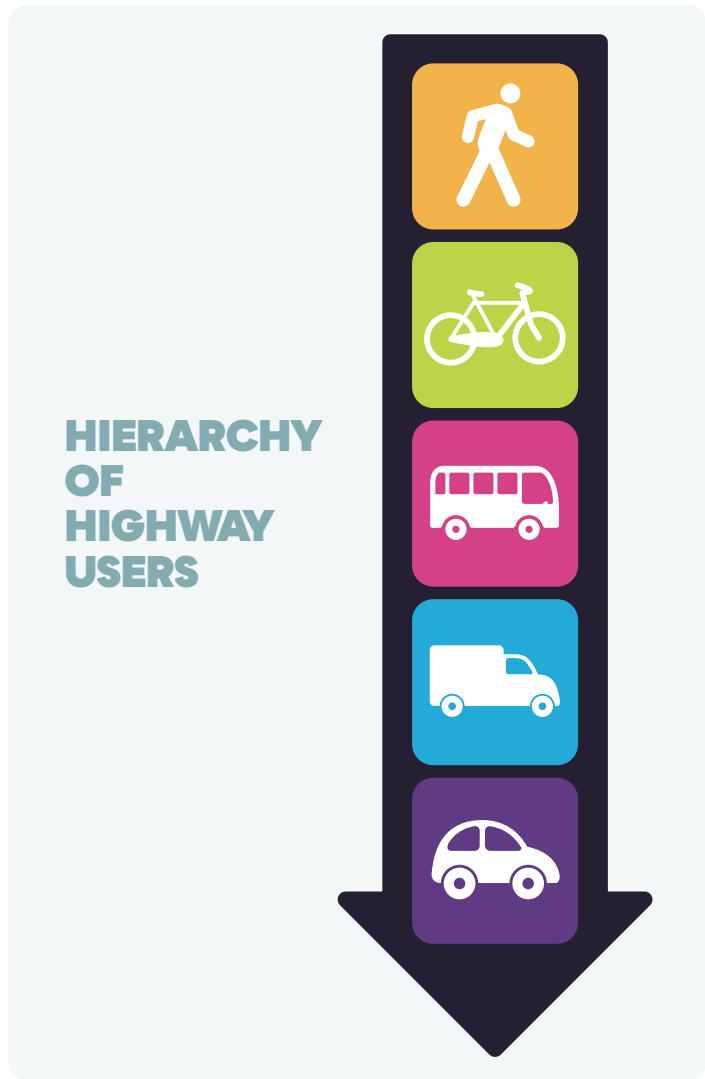
The model is the base level for assessing the operation of the network by all modes and will be used as an evidence base for strategies, interventions and development proposals.



In order to promote and assist informed travel choices, the Council has a hierarchy of highway users, which will be at the heart of everything it does as a Highway Authority.

The hierarchy will be supplemented and supported by a high-level strategic plan which identifies the network of existing and proposed strategic networks for non-car accessibility (walking/cycling/public transport).

The plan will identify opportunities and overlaps between different non-car modes to ensure seamless accessibility. Walking and cycling routes will connect to public transport Infrastructure at key points, which will be identified by higher quality facilities such as bus 'Super Stops'.



**OVER THE LIFE OF THIS STRATEGY, WE WILL SEEK TO ACHIEVE MODE SHIFT TO ACHIEVE;**





# 1. WALKING & WHEELING

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## BACKGROUND

### Active Travel England

**Active Travel England (ATE) is an executive agency sponsored by the Department for Transport. It is responsible for making walking, wheeling and cycling the preferred choice for everyone to get around. It's objective is for 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030.**

By making everyday journeys simple, easy and fun, Active Travel England is working to give people the choice to leave their car at home. They are now a statutory consultee for all local authorities, with highway schemes now requiring to be designed in accordance with their guidance. Failure to adhere to this, will impact upon future national funding from Government.

ATE aims to do this by working alongside councils to:

- Give people an alternative to driving by delivering new, protected routes and junctions, and quieter roads and neighbourhoods
- Put active travel at the heart of towns and cities, including ensuring that £3.2 billion of Government investment on active travel delivers to new high national standards
- Embed active travel into 1,000 major new developments, reducing local congestion
- Provide the tools to deliver ambitious active travel programmes, including training local officers and councillors in active travel delivery best practice
- Make it safer, including developing new solutions and guidance on safe infrastructure design based on solid insight and evidence to reduce the risk of near-misses and collisions

They will also:

- Provide funding for every school that would like Bikeability training for children
- Give one million people who wouldn't think cycling is for them an opportunity to try it

With the creation of ATE, the council will continue to provide a high quality, accessible and connected walking and cycling network. It is critical in providing a viable alternative to private car travel. Active travel has the potential to alleviate a number of key transport, social and public / environmental health issues. It is relatively low cost, emission free and alleviates congestion and keeps users fit and healthy, by providing the opportunity and choice to travel differently.



## LTN 1/20 principles

**The statutory Cycling and Walking Investment Strategy (CWIS) sets a clear ambition to make cycling and walking the natural choices for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels. This guidance supports the delivery of high-quality cycle infrastructure to deliver this ambition and objective; and reflects current good practice, standards and legal requirements.**

Inclusive cycling is the underlying theme so that people of all ages and abilities are considered. Much has changed in the world of cycle infrastructure since LTN 2/08 was published over a decade ago and this guidance has been developed in partnership with a range of stakeholders and experts to ensure it reflects the latest developments in cycle infrastructure design, including proven design elements pioneered in London under Transport for London and in Wales under the Welsh Government.

The council is responsible for setting design standards for its roads. This national guidance provides a recommended basis for those standards based on five overarching design principles and 22 summary principles. There will be an expectation that the council demonstrates that it has given due consideration to this guidance when designing new cycling schemes and, in particular, when applying for Government funding that includes cycle infrastructure.

The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. This is an integral element of working with ATE on schemes moving forward.

## Town centre access

**The council aims to increase multi-modal transport access by the introduction of bus ‘Super Stops’ at key locations in and around the town centre. The stops will incorporate CCTV monitored, secure covered cycle parking to allow convenient and safe access to services.**

In addition to this, the council will also provide support to cyclists visiting the town centre via a secure cycle parking hub, the location of which is linked closely to walking and cycling corridors, and Super Stops sites; incentivising the multi-modal transport experience that all towns and cities are aspiring to provide. The hub will provide travel information to visitors along with secure cycle parking and maintenance advice/assistance.

The Council will continue to implement cycling schemes across the town and plans to enhance this are being developed in order to extend and/or create new routes; thus creating continuous, safe cycle infrastructure that facilitates access to all key areas of the town.



## Micro mobility

The role of micro mobility has proven valuable in cities across the world in providing better interconnectivity and an agile and accessible mode of transport. The council will work with Tees Valley Combined Authority to investigate the opportunities for incorporating micro-mobility in to the borough. This will include e-scooters, e-bikes and other modes on a public share basis.



## Network accessibility

The provision of a high quality, accessible and connected walking and cycling network is critical in providing a viable alternative to private car travel. Active travel has the potential to alleviate a number of key transport, social and public / environmental health issues. It is relatively low cost, emission free and alleviates congestion and keeps users fit and healthy.



66% of journeys made in the UK are under 5 miles, with 20% under 1 mile. The majority of these trips could easily be transferred to active travel; helping to release the many associated benefits.

The topography and compact nature of Middlesbrough means that large parts of the city are within these recognised walking distances.



DISTANCE	% OF JOURNEYS IN UK	MODE (WALK & CYCLE)	MODE (OTHER)	TIME TAKEN TO WALK / CYCLE
>5 miles	66	23	67	96 / 25 minutes
>2 miles	38	55	45	38 / 10 minutes
>1 mile	20	77	33	19 / 5 minutes

# WHAT WE WANT TO ACHIEVE

## Increase

- Active travel increase by 2% per year
- Network reach and connectivity
- Perceptions and acceptance of active travel
- Facilities at end/transport hub destinations

## Ease of access

- Improve navigation of the network into our new, key development sites such as housing, employment and leisure developments
- Improve cross-boundary travel in and around the Tees Valley

## Integration

- Active travel to become the norm
- Improved access to public transport stations
- Improved facilities at public transport interchanges

## Promotion, education & training

The council will continue to support key stakeholders including developers, schools, community groups and major employers to remove the perceived barriers of accessing walking and cycling as a means of travel. This will include, but not be exclusive to:

- Road safety training
- Publicity campaigns
- Personal one to one travel planning and support with modal shift assistance
- 'Live' Travel Planning for businesses and developments using Modeshift Stars to allow on-line reviewing and support





## Will connect employment/leisure/health and residential destinations across the Tees Valley

### CORE ROUTES

- A series of Walking and Cycling Super Routes will be provided on strategic North/South and East/West routes, connecting homes with retail, education, employment and leisure activity
- The Super Routes will act as the main arteries running through Middlesbrough connecting into adjacent routes leading to the wider Tees Valley
- Super Routes will be wide, traffic free, well maintained, lit and CCTV covered routes that are easily navigated



## Which will encourage stages of longer journeys to be undertaken sustainably

### SUPER STOPS / INTERMODAL CONNECTIVITY

- Prominent public transport hubs at key destinations such as Rail Station, Middlehaven, district centres and James Cook University Hospital will incorporate walking and cycling features including:
  - Safe and secure (lighting/CCTV)
  - Attractive (seating, ticket machines incorporating e-ticketing, and real time bus information)
  - Covered and secure cycle storage



## Which will improve the reach of the network to more people

### ACCESSIBILITY

- All residents will be within 400m access of high quality strategic walking and cycling routes
- New developments will enhance and extend the accessibility to, and quality of, a safe pedestrian and cycle network (including Public Rights of Way) to enable high quality walking and cycling routes to quickly connect to the Super Highway network
- Schemes will provide permeability through them and will seek, where possible, to reallocate road space to provide traffic free, or reduced traffic routes which give priority to pedestrians and cyclists
- A consistent design language will be used in terms of surfacing, signing and crossing points to provide a simple legible network





## Which will promote use and increase participant numbers

- High quality cycle parking will be provided within development proposals together with public cycle parking facilities serving destinations
- Pedestrian and cycle access will be the priority in scheme design providing easy high quality access
- Through the planning process initiatives will be secured such as the provision of free cycles/cycle equipment



## Which will make walking and cycling the normal choice

- Supporting key stakeholders including developers, schools, community groups and major employers to remove the perceived barriers of accessing walking and cycling as a means of travel, including:
  - Road safety training
  - Publicity campaigns
  - Travel plans / personal travel planning to support people with their travel choices

## 2. PUBLIC TRANSPORT

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**The provision of a high quality, reliable bus network is critical in providing a viable alternative to private car travel. Buses provide a valuable services in linking communities to employment, education, leisure, retail and health services across towns and cities.**

Public transport represents an efficient means of moving the populous around the Tees Valley when considering the road use of the vehicle and is important across all areas of the town, but in addition the council will focus on 2 key areas for further development.



### Town centre

The council will:

- Simplify and prioritise the infrastructure and routing of buses around the town centre, including vehicular restrictions and prioritisation
- Rationalise and condense the number of bus stops in the area, creating better facilities (Super Stops)
- Re-allocation of road space to ensure more equitable use of the available highway envelope
- Facilitate the expansion of existing routes or creation of new routes into adjacent areas such as Middlehaven and Riverside Park Road

### South Middlesbrough

Provision of a South Middlesbrough mini bus hub will:

- Consolidate the existing bus provision at a key trip generator/destination in the area
- Recognise the status as a District Centre of the Parkway Centre and adjacent facilities, by providing a supporting bus hub at the Parkway Centre
- Enhance the facilities for bus passengers via a 'Super Stop' style provision
- Enable a number of frequent public transport services to travel along core routes between the North and South of Middlesbrough, while providing wider connections into the adjacent Local Authority areas
- Create multi-modal interconnectivity to enhance longer distance journeys to be made in a sustainable manner

## Supported services

Where possible, the council will continue to work with bus operators and TVCA to identify funding to further enhance the bus services available across the town, geographically and spatially. Examples are;

- Bus service commissioned to serve Riverside Park and Middlehaven
- Increased off-peak services to make bus travel more accessible



## Infrastructure

- Working with partners, delivery of infrastructure improvements to enhance the reliability and journey times on bus routes
- Bus gate/modal filters
- Bus lanes
- Technology implementation

## WHAT WE WANT TO ACHIEVE

### Increase

- Bus patronage by 2% per year
- Service reliability
- Service frequency
- Resilience of bus network - ability to maintain reliable bus services in case of network issues (accidents/roadworks/unplanned closures and emergencies)

### Ease of access

- Integrated network of bus services
- Ability to serve multiple destinations from multiple destinations
- Improve cross-authority boundary travel in and around the Tees Valley

### Integration

- Public transport should facilitate seamless multi-modal travel. The use of buses will not, in all cases, form the door to door service between origin and destination. The location, design and access to reliable and frequent bus services should enable passengers to switch easily between different modes of travel





## ACCESS

### **Will connect employment/leisure/health and residential destinations across the Tees Valley, supported by incentivisation**

- All residents will be within 800m (10 minute walk) of a minimum of 30 minute frequency public transport services
- New developments will provide bus accessibility through them and the provision of bus stops / Super Stops where appropriate



## INCENTIVISE

### **Which will promote use and increase passenger numbers, enhancing bus waiting facilities**

- Provision of bus passes and other incentives on new developments to first occupiers
- Travel plans/personal travel planning to support people with their travel choices
- Working with public transport operators to deliver; smart ticketing, discounted travel, cross authority boundary travel, branding of key routes, the reduction in age of fleet and services which operate earlier in the day to longer in the evening and on weekends and Bank Holidays



## ENHANCED BUS INTERCHANGE

### **Which will act as a high quality public transport interchange in the heart of the city centre, further supported by super stops**

- Middlesbrough benefits from a bus interchange in the heart of its urban centre. This facility, working with the rail station provides a key transport hub for different modes of travel and enables local (Tees Valley) bus services to connect with national and leisure/holiday bus services



## SUPER STOPS

### **Which will act as supporting hubs located on strongly defined core routes**

- Prominent hubs for passengers at key destinations such as Rail Station, Middlehaven, district centres and James Cook University Hospital
- High quality facilities within public realm
- Safe and secure (lighting/CCTV)
- Attractive (seating, ticket machines incorporating e-ticketing, and real time bus information)
- Integrate with other forms of sustainable travel to create sustainable travel hubs (covered and secure cycle storage)



## Which will be enhanced and protected by bus priority measures

- Defined strategic corridors on north/south, east/west axis and new orbital route(s)
- Connect into adjacent authority areas to enable accessibility across the whole Tees Valley
- Core routes will consist of;
  - Primary corridors which serve multiple bus services resulting in a frequency of bus services of 15 minute or better. More localised services will then distribute onto:
  - Secondary corridors delivering a 30 minute minimum frequency service(s)



## Which will insulate and prioritise sustainable transport

- Technology
- Direct communication between the authorities Traffic Control Centre and traffic signals supported by CCTV will enable direct interventions (such as altering signal timings) to be quickly made remotely, ensuring that public transport is protected from incidents and delay on the network and that the network is managed effectively
- Infrastructure
- Bus lanes and access restrictions will be supported by Traffic Regulation Orders and CCTV to insulate public transport and give it priority to ensure service reliability and frequency

# 3. MOBILITY CORRIDORS

Mobility Corridors are strategic routes which must balance competing demands. To this end the authority will design infrastructure as an equitable package of works which cater for all highway users whilst maintaining strategic objectives and the hierarchy of highway users.



## WHAT WE WANT TO ACHIEVE

### Increase

- Increase network accessibility
- Increase network efficiency
- Increased social mobility
- Improved road safety

### Ease of access

- Journeys can easily be made on the same corridor by multi-modes
- Journeys are equally as direct
- Journeys are easy to navigate

### Integration

- All modes of travel catered for within the limited available highway envelope
- Multi-modal journey accessibility

## HOW WILL THIS BE ACHIEVED?

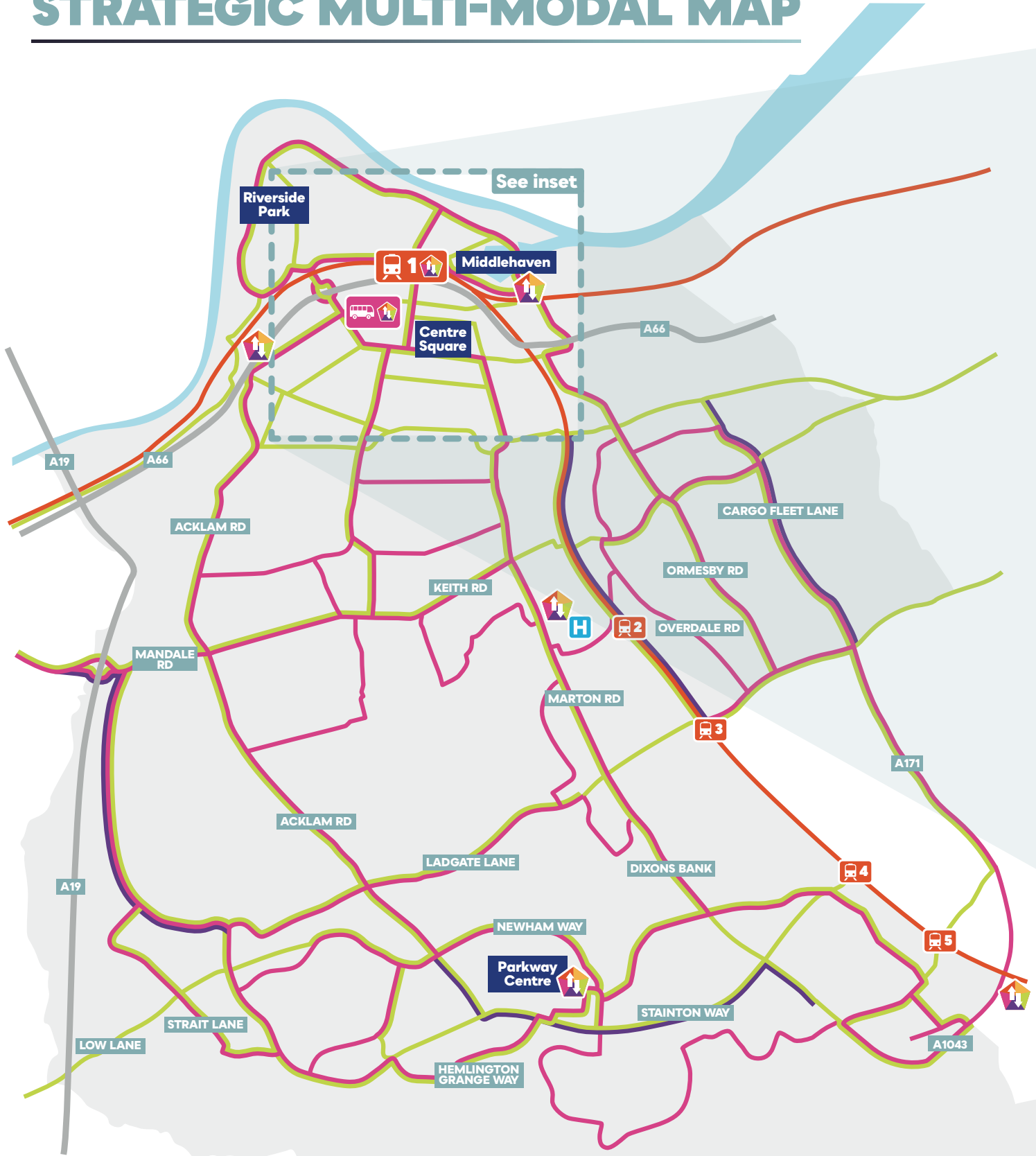
Using a transport corridor approach, demand is balanced to ensure that the most vulnerable road users receive an equitable share of the transport corridor. This will be achieved through:

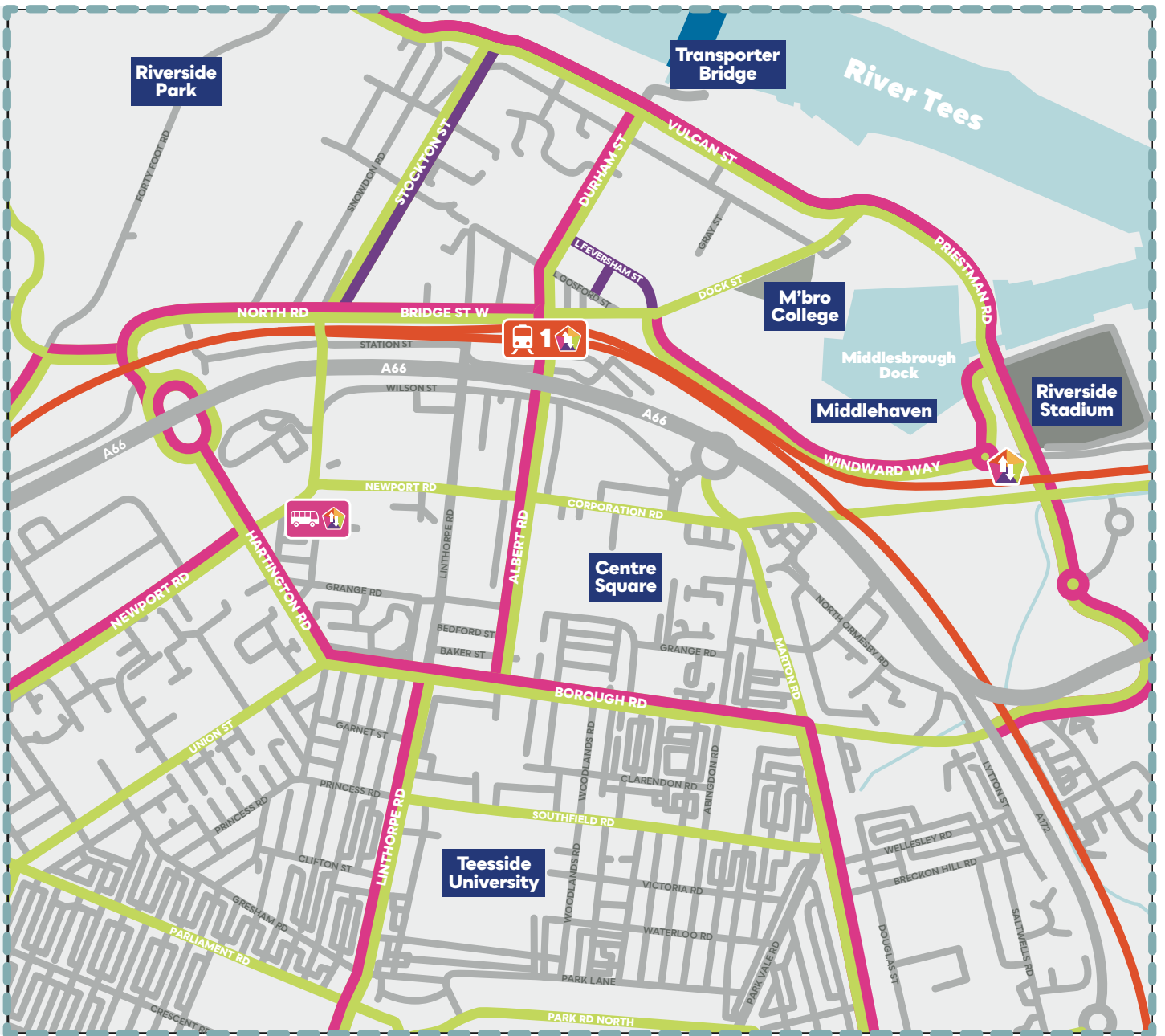
- **Re-allocation of road space** - ensuring that the available space is more efficiently used
- **Prioritisation of junctions for active and public transport modes** - creating an incentive to those travelling in a sustainable manner in terms of journey time and road safety
- **Reduction in posted speed limit (where appropriate)** - ensuring the safety of all road users
- **Modal filters allowing only pedestrian/cycle/bus access** - improving journey time reliability, accessibility and safety
- **Sign posting and way finding to ease navigation**





# STRATEGIC MULTI-MODAL MAP





**Key**

-  Highway Capacity Improvements
-  Rail
-  Super Core & Core Public Transport Corridors
-  Strategic Walking & Cycling Corridors
-  James Cook University Hospital
-  Multi-modal Interchange
-  Middlesbrough Bus Station
-  Middlesbrough Rail Station
-  James Cook Rail Station
-  Marton Rail Station
-  Gypsy Lane Rail Station
-  Nunthorpe Rail Station



## 4. RAIL

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### BACKGROUND

**Middlesbrough Station is the second busiest station in the Tees Valley, with upwards of 1.3m passengers per year and growing. Nationally, rail travel is seeing unprecedented growth and is now seen as a viable alternative to the private car for both commuting and leisure activities.**

In the 2015 rail franchise announcements, Middlesbrough was awarded a direct London service which will see seven trains per day open up the area to connections to the capital in under three hours; resulting in access to multiple national markets to enable further inward investment and commuting opportunities for businesses and residents of the Tees Valley.

Coupled with the London service, the two current franchise operators are planning increases for additional, improved local and regional services to Manchester Airport, York, Newcastle and Saltburn. This is vital to support the continued economic growth of Middlesbrough and wider Tees Valley region.

The station and surrounding area has recently benefited from over £40m of investment from a variety sources such as Department for Transport, TVCA, Network Rail, train operating companies, the council and heritage organisations. This has seen a platform extension, redevelopment of the former undercroft area and a significant upgrade to the adjacent public realm; showcasing the station as a gateway to Middlesbrough and further demonstrating the commitment to rail travel by all stakeholders.





## WHAT WE WANT TO ACHIEVE

As a key interchange in the Tees Valley and wider northern network, the station needs additional services which will deliver greater frequency, higher quality rolling stock and an overall improved customer experience for rail passengers and station users alike; which can expect to see annual patronage growth of 2%.

The station is a Grade II listed building, but that doesn't mean that it should not benefit modern day access requirements for a changing city centre and needs of station users. Connectivity is vital for ease of use, along with wayfinding in and around the adjacent area. The station will also be a catalyst for additional, Grade A commercial developments to support digital and knowledge intensive business growth; as well as housing sites to the north of the station. Improved integration with other modes of transport is of paramount importance as the transport gateway and onward journeys via alternative modes of travel.

## HOW WE WILL ACHIEVE IT

A station masterplan was commissioned in 2017 to identify strategic improvements to the station; in the shape of building improvements, improved capacity and connectivity for a City Centre rail station, for the next 30 to 40 years. As a result, a detailed and cohesive vision was produced and released to take forward. The masterplan used the recent franchise commitments, such as;

- **Direct services to London (up to seven per day)**
- **Direct services between Middlesbrough and York, Leeds, Manchester and Manchester Airport from the start to the end of the day, seven days a week**
- **'Northern Connect' express services to Newcastle introduced**
- **Investment in state of the art intercity TransPennine Express trains operating between Middlesbrough and Manchester Airport**
- **Full on board service provided on new trains, including fast free wifi and catering provision**
- **Proposals for services to be extended to include Redcar and Saltburn**

These will continue to be used as the foundation to build upon for future stages of redevelopment. New franchises, such as the direct London service bring opportunities to further develop and increase rail travel options in and around Middlesbrough, along with improved regional and national connections.

## Building enhancements

The building asset is at the heart of the historic quarter and has been identified as one of the gateways to the city, in addition to a transport interchange. As a result, the station will see significant redevelopment of the Grade II listed building.

The aforementioned enhancements have created an improved gateway to the retail and civic areas of the adjacent area. The booking hall has seen customer improvements, as well development of additional commercial units within the undercroft of the station; further opening up pedestrian footfall and physical interaction of the station at street level within the historic quarter.

## Capacity improvements

As rail travel continues to grow, more services are required to support the changing travel patterns of both visitors and commuters to Middlesbrough, the Tees Valley and beyond.

The masterplan identified that to facilitate and support continued growth that additional services will be required and the station should reflect travel patterns of the future, not just the present.

As a result, all stakeholders continue to actively work towards delivering additional capacity improvements; ensuring more services will be able to access the station on a daily basis.

## Connectivity improvements

The station will also see connectivity improvements to and from the centre in the form of extensive redevelopment to complement the work to the southern entrance; further integrating and improving access to the building from surrounding streets. This includes improved way-finding, street lighting and pedestrian access to car parks for station users and visitors to the area.

The station has already seen a significant investment from the current station franchise owner in the form secure cycle parking, to support the demand for multi-modal journeys involving rail and other modes of sustainable transport.

It is important to further establish links with the bus network and new developments north of the station such as Middlesbrough College, the Digital City and the wider Mayoral Development Corporation area via bus 'Super Stops'; ensuring that sustainable travel is equally accessible for 'door to door' journeys in and out of the city.



## **Will act as the central transport hub to provide direct access to the wider Tees Valley transport network**

- Middlesbrough Station will provide the main transport hub linking all modes of travel to both national and local services
- Middlesbrough Council will continue to actively work with key stakeholders to increase the number and frequency of rail services calling at the station to provide better connectivity to the Tees Valley and beyond
- The redevelopment work will ensure that both the northern and southern entrances to the station are given prominent treatment to avoid a “back of station” being created
- High quality areas of public space will be provided within the station to enable the movement of pedestrians between the two entrances thus also creating and enhancing linkages with Middlehaven and regeneration to the north



## **Which will promote use and increase passenger numbers, enhancing the station**

- High quality areas of public realm around the station will be created with commercial activity to animate the streetscene
- Creation of space where people want to spend time, which puts public transport at the heart of the city
- Improved accessibility to the interchange



## **Which will act as a local high quality public transport interchanges supporting the main city centre hub**

- Multiple frequent bus services will serve local rail stations at Marton, James Cook University Hospital Gypsy Lane, South Bank and Nunthorpe to enable rail to be a viable mode of travel to destinations not served by stations
- High quality pedestrian and cycle routes will connect local rail halts to the strategic network
- Station facilities will be upgraded to include covered and secure long stay cycle parking, CCTV and lighting to create welcoming safe environments



## **PARK & RAIL**

### **Which will act as supporting hubs located on strongly defined core routes**

- A new Park & Rail station is in its feasibility stage, that aims to provide to the south of the Nunthorpe bypass
- The Council will actively work with key stakeholders and neighbouring authorities to deliver this infrastructure
- The new facility will provide a southern transport hub, served by public transport and high quality pedestrian and cycle facilities to reduce car borne traffic into Middlesbrough
- The provision of car parks to serve station facilities will be investigated in order to intercept vehicular trips and reduce traffic travelling into the city centre



## **PROTECTING INFRASTRUCTURE**

### **Which reduce the risk of delays to services**

- The adjacent highway network will be audited and designed to minimise the risk of trespass onto the rail network
- Where bridges and other structures interact with the rail network measures will be introduced to minimise the risk of vehicle strikes with the associated delay/impact this creates to rail services



# 5. NETWORK CAPACITY & AIR QUALITY

## BACKGROUND

**Middlesbrough is a major economic and commercial centre. On a typical weekday, nearly half of the journeys to employment sites in Middlesbrough are made by residents of areas outside the borough. Currently, 77% of these journeys are made by car (62% in single occupancy vehicles), providing considerable challenges for the local road network.**

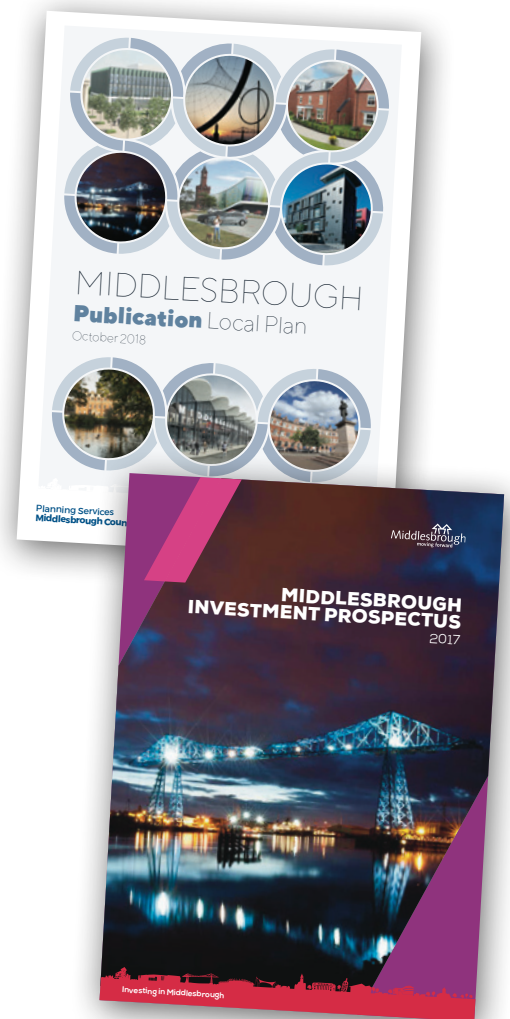
Because of its central location, Middlesbrough is well connected, sitting at the crossroads of the A19 and the A66, serving the whole of the Tees Valley and connecting it with the rest of the UK. As a result, traffic movements across Middlesbrough are steadily increasing as new commercial and residential developments come onstream.

Actual and planned employment growth is contributing to an increase in traffic on the radial routes serving the city centre. Additional traffic generated by major new developments outside the borough boundary, in particular the current employment activity generated from Teesport, coupled with the predicted 20,000 jobs envisaged by the South Tees Development Corporation, will further weaken the resilience of the network and its ability to support future economic growth.

Middlesbrough's Adopted Housing Local Plan, details the sites allocated for residential development across the borough. The delivery of new housing is crucial to the achievement of the council's ambitious plans to transform the local economy, as set out in the Middlesbrough Investment Prospectus published in 2017.

Many of the allocated housing sites are located in the south of the borough. The authority has actively worked with key stakeholders to identify a targeted package of highway improvement works.

This targeted programme of works are identified within the South Middlesbrough Highway Improvement Programme which will enable, development to proceed whilst managing the potential impact on the strategic and local highway networks.



# WHAT WE WANT TO ACHIEVE

An efficient, environmentally friendly and safe highway network is crucial to the delivery of the Middlesbrough Investment Prospectus and to the future prosperity of the city. For this reason, improvements to both the strategic and the local road network are necessary to ensure that they remain fit for purpose well into the 21st century.

The key requirements are:

## Improved traffic flow

Tackling congestion by increasing the capacity of the network and reducing journey times, in line with the council's statutory duty to secure the expeditious movement of traffic.

## Improved network reliability

Increasing the resilience of the network and minimising the day-to-day variation in journey times.

## Improved local air quality

Aligning with the National Clean Air Strategy to reduce the impact of transport-related emissions on environmental and public health.

## Improved road safety

Reducing both the number and the severity of casualties on the borough's highway network, in line with the council's statutory duty to secure the safe movement of traffic and pedestrians.





## DEMAND MANAGEMENT

### Will support people to make informed decisions on how and when they travel reducing the demand on the road network

- Providing high quality and viable sustainable travel options will encourage and promote mode shift which will reduce the demand on the road network
- The use of technology such as Urban Traffic Management Control (UTMC), CCTV, Variable Message Signs (VMS) and other messaging systems including social media to keep the travelling public informed
- Schemes will seek to rationalise junctions and crossing facilities to smooth traffic flow and reduce unnecessary impediments



## ECONOMIC GROWTH

### Which together will reduce the demand on the network enabling freight and a prosperous economy

- Reducing congestion and freeing up road space will enable further development to occur



## TARGETED INTERVENTIONS

### Which will provide benefits to all road users whilst also enabling traffic to flow more freely along key arterial routes

- Stainton Way Westward Extension (SWWE) linking the B1380 and A1130 through the Stainsby development together with associated improvements at the Mandale Interchange
- Stainton Way widening and improvements
- Cargo Fleet Lane localised capacity improvement and bus priority works



## FORWARD THINKING

### Investing in technology to future-proof the network

- Advances in technology mean that reinvesting in current vehicle based infrastructure is a short term solution
- Electric vehicle charging points and investment in alternate fuel source technology
- Preparing the network for autonomous vehicles and other technologies



# 6. PRIVATE VEHICLES & PARKING

## BACKGROUND

**The vast majority of households in Middlesbrough (62.4%) own at least one private vehicle, and the current dominant mode of transport is by private car.**

Although the council is aiming to reduce this reliance on private cars to ensure that the network operates at maximum efficiency, it will not ignore the importance of this mode of travel; particularly for those with mobility issues that cannot access alternate modes of travel. As a result, the council will work to deliver the following:



### **Car parking will be provided to facilitate access, but will be located so as to not be the only solution.**

- Car parking strategies will be developed to provide facilities at key destinations
- Car parks will be easy to access and will provide high quality linkages to other sustainable transport modes as part of the door to door journey
- Rationalisation of car parking will be undertaken to enable efficient use of land and allow land to be unlocked or used more effectively for development and regeneration
- Disabled spaces will be incorporated in line with national guidance and policy

### **Car ownership; which will improve access to jobs and services.**

- Provision of car club/car share facilities will reduce the need for car ownership/multiple car ownership thus providing a balance between car access and reducing demand on road space
- Residents will have easy access to a vehicle when they need one without the associated ownership and running costs
- Car club vehicles will be provided at key destinations and intergrate with Sustainable Travel Hubs such as the rail station, Riverside Park, Middlehaven and James Cook University Hospital
- We will work with other Tees Valley Authorities to provide a wider integrated facility
- Car club vehicles will be electric to assist with improvements to air quality

### **Provision of electric vehicle charging points - on-street and off.**

- Adopt a policy and strategy for the provision of electric vehicle charging points
- Seek funding to deliver infrastructure in areas of demand



## **Seek to use parking provision as a demand management tool to assist with mode shift, drive footfall in the town centre and local centres/district centres.**

- Assess parking charge rates and policy
- Rationalise and maximise use of the existing facilities
- Improve accessibility on routes connecting existing facilities with trip generators to alleviate actual and perceived issues

## **Ensure that new developments are not designed around the car and promote high quality development supporting wider council objectives.**

- Ensuring alternate mode infrastructure is connected to the surrounding network
- Securing bus route diversions to serve developments (where possible)
- Implement travel plans at new developments that reach a threshold of 300 residential units, or 50 full time employee equivalents

## **Address parking around schools to minimise reliance on the private car and create safe environments for parents and children.**

- Programme of road safety education targeted at schools and service users
- Programme of child training for pedestrian and cycling skills
- Enforcement of parking restrictions



# 7. TRAVEL PLANNING & ROAD SAFETY

## BACKGROUND

The reduction of private vehicle use on our network is essential to alleviate congestion, reduce accidents and improve air quality in the town. The introduction of Travel Plans to businesses, developments and individuals provides support towards modal shift and discovers alternatives transport solutions away from the private car.



## WHAT WE WANT TO ACHIEVE

### Reduce

- Single private car use on our network
- Congestion
- Accidents
- CO<sub>2</sub> levels

### Increase

- Alternative modes of transport
- Car sharing/multiple occupancy
- Access to multi modal transport options
- Improved air quality

## HOW WE WILL ACHIEVE IT

- The use technologies such as RedOptima to identify risk and pre-emptively identify interventions to avoid future accidents
- The introduction of Modeshift Stars as a single, consistent approach to assist development of Travel Plans and build up a linked network of resources
- Reduce dependence on the private car and promote active travel/alternative modes of transport
- The Introduction of Mobility Corridors which cater for all highway users whilst maintaining strategic objectives and the hierarchy of Highway Users
- Engagement with existing schools, employers and residents to support mode shift and Travel Planning. Use of the planning process to secure Travel Plans from new developments
- Future Road Safety initiatives linked to Travel Planning to make active travel safe, viable and desirable



# MIDDLESBROUGH INTEGRATED TRANSPORT STRATEGY 2024-2038

