

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 - 19 January 2021</i>
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Subject:	<i>Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor</i>
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Proposed decision(s)
<i>That Executive approves the proposals to deliver cycle infrastructure along the Linthorpe Road corridor as per plans in the appendices, in line with Town Centre ambitions.</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 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.</i>	<i>The proposals will focus upon improving accessibility to the Town Centre, and the businesses along Linthorpe Road. The extents of the proposal are between Borough Road and Ayresome Street.</i>	<i>By improving accessibility, the Council will be improving business opportunities for further inward investment.</i>

Ward(s) affected
<i>The Wards directly affected by the proposals are Central and Newport.</i>

What is the purpose of this report?

- 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 Borough Road and Ayresome Street) to create protected cycle lanes in both directions.

¹ Remove for non-Executive reports

Why does this report require a Member decision?

- 2) 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.
- 3) 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

Report Background

What decision(s) are being asked for?

- 4) That 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 appendices.

Why is this being recommended?

- 5) 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
- 6) 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.
- 7) This transformational proposal will help to set the tone as to 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.

Background Information

- 8) Linthorpe Road is a busy corridor, 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; 37 accidents in 5 years. 31 slight / 6 serious, of which 9 involved pedestrians, and 12 involve cyclists. This is disproportionate to the current use of the carriageway. 24 of the accidents were at road junctions. (see appendix 1 and 2 for full details).
- 9) Following TVCA's Local Cycling and Walking Implementation Plan (LCWIP), Active Travel Funding has been secured from the DfT to deliver transformational infrastructure across the region.
- 10) 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.
- 11) Proposals focus initially on the 'last mile' in to 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 commuting via bike and make further improvements to the pedestrian environment. The information in appendix 2, highlights these vulnerable road users are disproportionately more at risk.
- 12) The corridor is lined with car parking spaces and given the creation of additional car parking at Amber Street, the proposal is to remove some of these spaces to provide sufficient widths to create segregated on carriage cycle lanes; providing a safe route in to the Town Centre. Removing on-street car parking will assist in reducing the number of conflict opportunities on the carriageway, improve visibility and aid pedestrian crossing safety
- 13) Including the Borough Road and Ayresome / Park Road North junctions; there are currently 14 intersections on to Linthorpe road over a distance of 900m. The majority of accidents occur at junctions. Consequently, in order to improve safety it is proposed that 4 of these intersections 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
- 14) 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 (identified in plans) to improve safety for all road users
 - Upgrade, re-location and additional crossing points to be included to aid pedestrian movement

- Consolidation of the bus stops to provide improved facilities at key locations (reduced from 3 to 1 location in both North and South directions – close to Victoria Road junction – equidistant between Borough Road and Parliament Road)
- Rationalise Taxi Provision as per plans

The plans in appendix 3 highlight the proposals.

- 15) Car parking / loading / disabled spaces will be retained where possible. However, the provision of off street facilities at Amber Street will assist in any associated displacement. There are currently 101 car parking and 40 limited waiting spaces on carriageway. The proposals will reduce the paid for parking provision by approximately 50%. Coupled with the under utilised facility at Amber Street (86 spaces), this will see a net reduction of 50 spaces contained within the area.
- 16) There are currently 3 bus stops in each direction, along the 900m section of the road. North bound stops are predominantly associated with alighting, whereas South bound are for boarding. The proposals consolidate the bus stops to a central location along the corridor; increasing available space and reducing associated congestion. The proposal to centralise these facilities is around the Victoria Road junction (which is proposed to close) as this maintains accessibility along the corridor (all within 400m).
- 17) Consultation will be undertaken on these proposals with all stakeholders, including affected Cllrs, residents, businesses, bus operators and emergency services.

Other potential decisions and why these have not been recommended

18) 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 Council's Town Centre 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.
- c) Accept the proposals and deliver as anticipated. Following consultation, there may be scope to accommodate minor alterations to the proposals, however it is recommended that the proposals are approved as presented in order to realise the benefits of:
 - Improved safety/reduced accidents
 - Improved environment quality
 - Reduce congestion
 - Improve public realm
 - Improved access to key facilities

Impact(s) of recommended decision(s)

Legal

- 19) 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

Financial

- 20) The proposals have been fully-costed (with contingencies), and estimated between £0.941m and £1.5m (high level assessment). This will be firmed following consultation and detailed design.
- 21) TVCA have funding to cover the costs of the proposals, and have verbally agreed that anything beyond the secured £1.37m from DfT Active Travel Fund Tranche 2 could be sourced from their allotted £3.9m LCWIP allocation (for the whole region) from TCF. Middlesbrough Council won't proceed until funding from TVCA is confirmed.
- 22) 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.
- 23) The removal of on street car parking spaces could potentially have an impact upon income. The final number of spaces to be removed will be determined following consultation/detailed design. However, the car parking facilities available in Amber Street are currently under-utilised, and have the capacity to off-set displaced vehicles/income. The report in appendix 5 highlights the current capacity vs demand.
- 24) During construction phase, the car parking along Linthorpe Road will be required to be suspended. The average income per month is £9,026.25, with an estimated 3 month construction period. Amber Street and other surrounding car parks will remain open throughout. The under-utilisation of car parks will be able to accommodate the extra demand, which will negate lost income.

Policy Framework

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

Equality and Diversity

- 26) The proposals within this report will make cycling a more viable option to the residents of the town. Proposals have been designed on the basis of Access For All; ensuring that residents with disabilities are not disproportionately / negatively impacted upon. The creation of additional signalised crossing points and reduced congestion will improve the environment for vulnerable road users; with blue badge holders retaining parking options within close proximity to facilities.

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

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

Risk

29) The key risks associated with not approving this report surround not being in a prepared position to progress with the delivery of the scheme. This would impact upon external funding providers, and potentially jeopardise the secured external funding.

30) Other key risks surround stakeholder engagement, and potential reputational risk. It is imperative that stakeholders fully understand the detail and wider context of the proposals. This will be realised via the consultation process and community engagement, to fully understand views and opinions

31) As part of the consultation process, any comments received will be identified with a view to accommodate where practicable.

Actions to be taken to implement the decision(s)

32) If approved, the Council will be able to proceed with the necessary alterations to the corridor, and progress the legal requirements in order to deliver the scheme.

Appendices

33) The charts in Appendix 1 highlight the Average Annual Daily Traffic Flows for Linthorpe Road

34) Appendix 2 shows accident levels recorded along the scope of the proposals between 2015 and 2019.

35) The plan in Appendix 3 provides full detail of the scheme proposals, along with artist impressions of the final outcome.

36) Appendix 4 provides the cost estimates that have been worked up to deliver the scheme as anticipated.

37) Appendix 5 summarises the parking revenue implications associated during construction phase, and future operation.

38) Appendix 6 summarises the anticipated alterations (current vs proposed).

Background papers

39) The following documents have been consulted in compiling this report:

TVCA LCWIP –

- <https://teesvalley-ca.gov.uk/wp-content/uploads/2020/02/Tees-Valley-Cycling-Walking-Implementation-Plan-2020.pdf>

- <https://teesvalley-ca.gov.uk/wp-content/uploads/2020/08/Local-Cycling-and-Walking-Infrastructure-Plan.pdf>

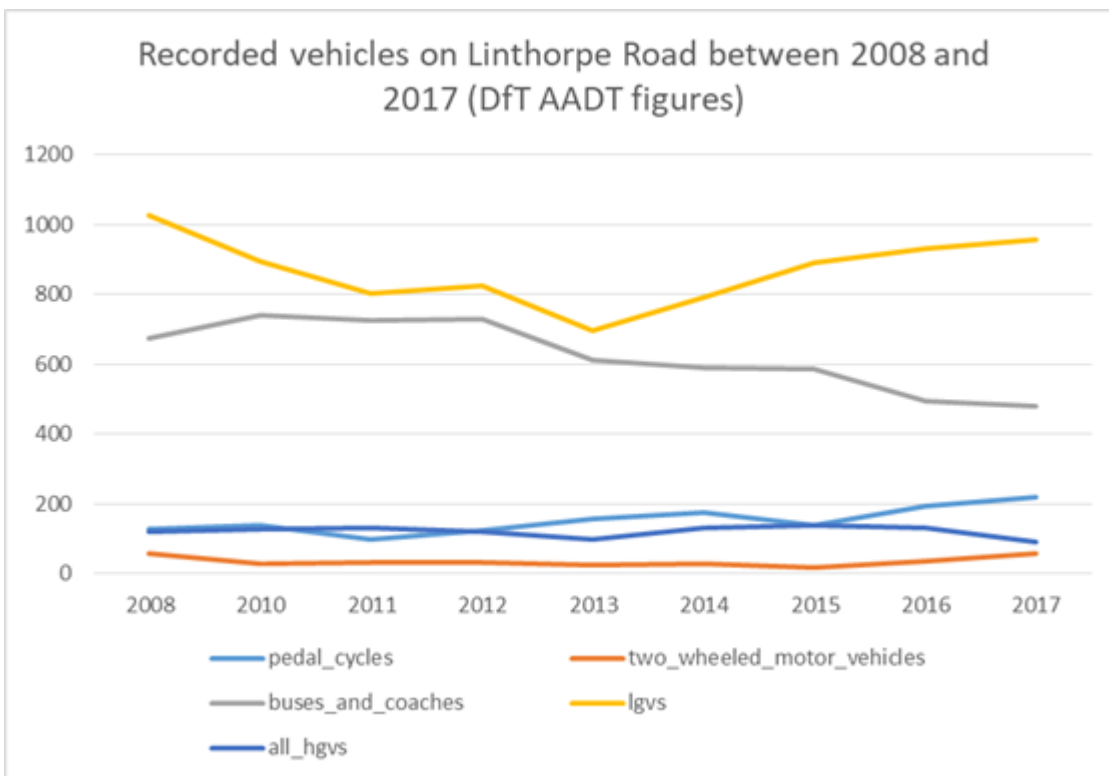
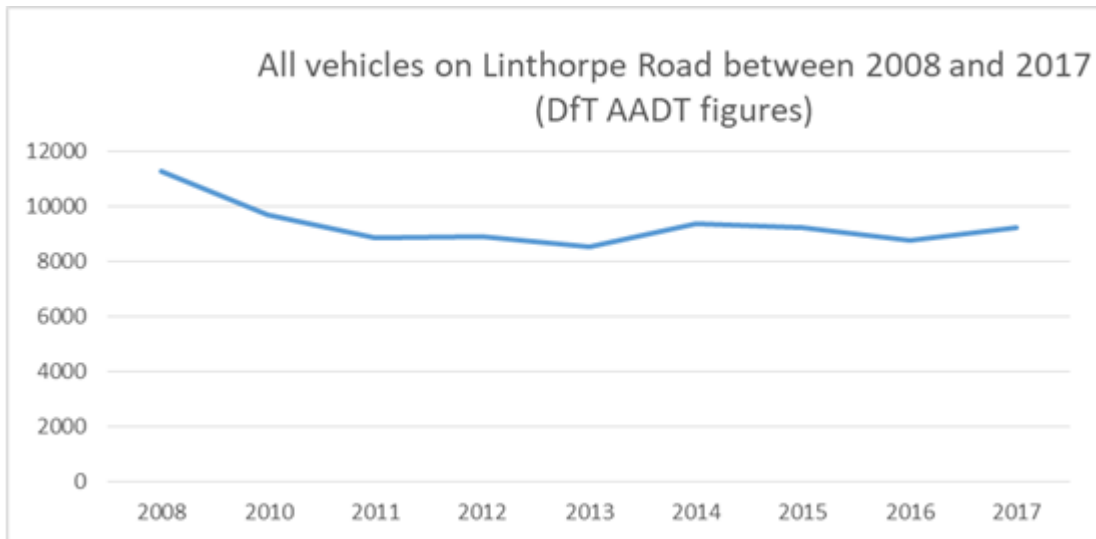
DfT Cycle and Walking design guide (LTN 1/20)

- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

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Appendix 1: Average Annual Daily Traffic Flow information



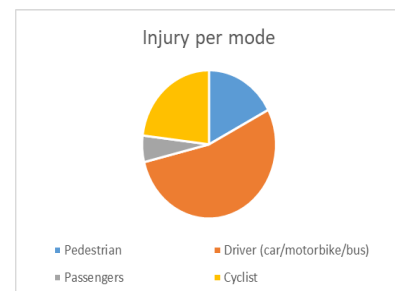
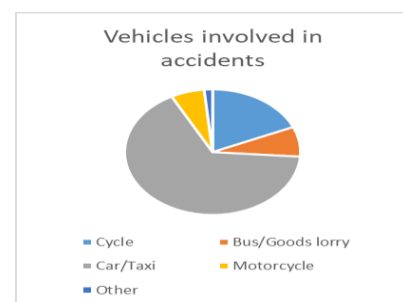
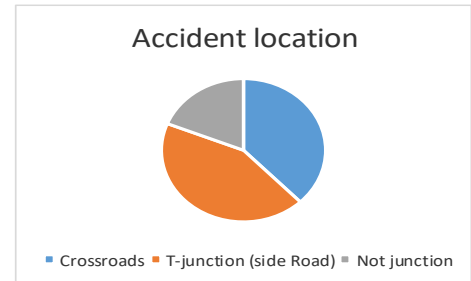
Appendix 2 – Accident statistics for Linthorpe Road between Borough Road and Ayresome Street, 2015 to 2019.

No. accidents	Severity	no.	% of total
37	Slight	31	84
	Serious	6	16

At a Junction?	no.	% of total
Crossroads	14	38
T-junction (side Road)	16	43
Not junction	7	19

Vehicles involved	no.	% of total
Cycle	12	18
Bus/Goods lorry	5	8
Car/Taxi	43	66
Motorcycle	4	6
Other	1	2

Injury recorded per mode	no.	% of total
Pedestrian	9	17
Driver (car/motorbike/bus)	28	54
Passengers	3	6
Cyclist	12	23



Appendix 3: Plan of proposals / scheme visuals

Separate attachment

Appendix 4: Cost estimate

Separate attachment

Appendix 5: Car parking revenue assessment

Separate attachment

Appendix 6: Summary of alterations (current vs proposed)

Indicator	Current	Proposed	% change	Comments
On carriage car parking spaces/limited waiting	101/40	50 (+86 retained short stay spaces at Amber Street	-50% / -100% / -5%	Car parking spaces to be retained where possible. %change will depend upon final designations. Plan in appendix 2 highlights locations. Amber street is currently significantly under-utilised, so can accommodate a significant % of the loss.
No. bus stops (each direction)	3	1	-67%	Rationalisation will mean fewer stops, but facilities still accessible/within 400m
No. signalised crossing points	5	6	+20%	Additional crossing proposed between Borough Road and Southfield Road
No. junctions	14	10	-30%	Side road closures proposed at King Edwards Road, Southfield Lane, Victoria Road and Albert Terrace
Taxi rank provision	3	2	-33%	Location to be removed is South of junction of Southfield Road/Princes Street. This facility acts as a feeder to the provision North of the junction, and is typically under used.