

Linthorpe Road Local Cycling and Walking Implementation Plan – Active Travel Fund and Transforming Cities Fund.

In conjunction with Tees Valley Combined Authority (TVCA), Middlesbrough Council (MC) has worked to develop a proposal to transform a transport corridor to support the uptake of cycling. This is in line with Government and local ambitions to:

- Improve safety
- Reduce congestion
- Improve environmental quality
- Support economic and housing growth proposals
- Improve the health of the population by increasing physical activity

Building more roads to accommodate additional demand is neither sustainable (financially or environmentally) nor achievable, therefore increasing uptake of alternate modes of travel is required to ensure that the town is capable of achieving its economic goals without transport acting as a barrier.

In Middlesbrough, the Linthorpe Road corridor was identified through a propensity to cycle study, which highlighted the potential that the route had due to:

- Direct nature and connection to Town Centre
- Numerous residential areas and businesses along the corridor, connecting origin and destinations
- Opportunity to provide facilities where there are currently none, and transform the corridor

TVCA identified an allocation of funding from the Transforming Cities Fund (TCF) to deliver improvements across the region, and was developing a suite of measures to be implemented. The Active Travel Fund (ATF) (following the Emergency Active Travel Fund allocations) was made available to authorities to bid for to make permanent alterations to infrastructure to encourage transformational changes to encourage active travel.

The Linthorpe Road scheme in Middlesbrough, and a scheme in Darlington were prioritised to proceed to funding bid stage, resulting in TVCA submitting an application as follows:

Scheme	Bid to ATF	Successful bid amount	TCF top up requirement
Linthorpe Road	£1.37m	£1.722m	£0.39m
DBC scheme	£0.75m		
Total	£2.12m		

The exact costs of the scheme will be determined following consultation and final detailed design. This will then highlight any shortfall from the funding ATF allocation, and the requirements from the TCF allocation to provide sufficient budgets. The TCF budget is sufficient to accommodate the requirements, however should there be any unforeseen issues, the Councils Local Transport Plan can be allocated toward this project.

Officer time associated with the delivery of the scheme will make up a proportion of the final costs, as will the costs of support services. It is intended that the Council has sufficient resources within the department to deliver the scheme in the 21/22 financial year.

There are no financial costs associated with non-delivery of the scheme; should the proposals not be approved, or not require as much funding as has been allocated by the DfT, then this will be returned accordingly.

The scheme proposals involve the re-allocation of carriageway space to accommodate protected cycle lanes. Space along the corridor is at a premium, therefore the proposals involve removal of on carriage car parking spaces. The exact number of spaces is to be determined, however the following analysis has been undertaken using average income per space for the 19/20 financial year.

	Linthorpe Rd (On carriage)	Amber street (off carriage)	Total/average
No. spaces	101	86	187
19/20 income (£)	108315	59871	168186
No. customers/average cost/average stay	71,453 / £1.52 / 1.2 hours	29,938 / £2 / 1.5 hours	101391
Max Annual income (100% efficiency of spaces used based on average use/income) (£)	£327,724.8	£286,759.2	£614,484
% of actual vs maximum income	33%	21%	27%
% spaces lost as per proposals	50%	0%	25%
Short term loss in revenue (monthly) during construction period	£9026.25	Not closed, likely to increase income due to displacement	Other car parks likely increase revenue - displacement

Based on the above, there will still be more than enough theoretical capacity within the car parking spaces to accommodate demand with the proposed reduction in provision, as only 33% of the maximum income is achieved on Linthorpe road, and 21% in Amber street. This highlights that there is theoretically 67% un-used capacity on Linthorpe Road / 79% in Amber street. The only variable that cannot be considered is geographical and spatial demand, such as at peak periods where there may be more demand than space currently.

It is however envisaged that displacement will occur, and that Amber Street will be seen as a convenient car parking location to use due to the proximity and ease of access/use. Customers will also find other locations to park in the surrounding area, so although there may be a reduction in income from Linthorpe Road location, other areas may see a slight increase as a result. Of displacement.

During the construction period, the on-street parking facilities will be required to be suspended. The monthly average income from the on-carriage service is £9,026.25. On the assumption of a 3 month construction phase (at this point this is not known, but this is likely a worst case scenario), this would see a short term reduction in income of £27,078.75. Not all of the spaces will be required to be suspended at all times throughout construction phase, and this is a worst case scenario. Amber Street car park will remain open throughout construction, and will be advertised as such. This will raise awareness of the facility, and off-set some of the temporary loss in provision and income. This will assist in altering people's behaviours, and go some way to change habits as alternatives are presented.