

MIDDLESBROUGH COUNCIL	
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Report of:	Director of Environment & Commercial Services
Relevant Executive Member:	Executive Member for Environment and Sustainability
Submitted to:	Executive
Date:	5 February 2025
Title:	Linthorpe Road Cycleway Phase 1
Report for:	Decision
Status:	Public
Council Plan priority:	A healthy place
Key decision:	Yes
Why:	Decision(s) will have a significant impact in two or more wards
Subject to call in?:	Yes
Why:	Non-urgent Report

Executive summary	
<p>The report seeks Executive direction following the acceptance of the design submitted and approved by Executive on the current Linthorpe Road cycle lane in December 2024.</p> <ol style="list-style-type: none"> 1) The cycleway was completed and became operational in September 2022. The project was funded by Department for Transport (DfT) and delivered locally by Middlesbrough Council and Tees Valley Combined Authority (TVCA). 2) The project is part of a wider, regional delivery programme of sustainable transport projects; delivered under the 'Local Walking and Cycling Implementation Plan' (LCWIP) that was introduced at a national level by DfT. 3) The project has showed positive trends for cycling and pedestrian numbers along the corridor, with a decrease in cycling related road traffic accidents. 4) Following public consultation by TVCA with the majority of responses in favour of removal and reinstate previous alignment); the Executive approved a TVCA proposed design for the reinstatement of Linthorpe Road. 5) In addition, a business case and associated funding agreement has now been received from TVCA to remove the scheme. 	

1. Purpose

1.1 The report seeks Executive direction following the acceptance of the design submitted and approved on the current Linthorpe Road cycle lane in December 2024.

2. Recommendations

2.1 That the Executive approve one of the following options on the status of the Linthorpe Road Cycle Lane scheme, based on the information contained within the body of this report;

- Retain the scheme
- Remove the scheme

3. Rationale for the recommended decision(s)

Retain the scheme

- 3.1 Based on the data collected by VivaCity traffic count cameras post-implementation, removal of the cycle lane may result in increase in accidents and injuries witnessed. The usage data indicates that the cycle lane has contributed to not only reducing the number of accidents, but significantly increasing the number of cyclists simultaneously.
- 3.2 The cycle lane has led to an increase in the number of all highway users, which can lead to natural surveillance; assisting in reduction of actual/perceived crime and anti-social behaviour.
- 3.3 The significant increase in cycling along the corridor has not correlated with an increase in accidents.
- 3.4 The proposed area for phase 2 of Linthorpe Road has witnessed a significant decline in all modes of transport and the area has seen the percentage share of all accidents involving cyclists rise from 0% to 11%.
- 3.5 Maintain positive relationship with Active Travel England (ATE), which demonstrates regional commitment to City Regional Sustainable Transport Settlement (CRSTS) programme, which is to see over £300m spent up to 2027.
- 3.6 The cycle lane assists in supporting sustainable transport choices, which is assisting the Council's green strategy. It further supports social mobility, which is a key component for increasing economic activity for the surrounding area, which has typically low car ownership per capita.

3.7 The cycle lane supports those with disabilities by physically segregating cycles from pedestrians; creating additional crossing points and disabled parking spaces along the route, as there currently less junctions for users to navigate and maintains the current vehicular volume on the carriageway.

Remove the scheme

3.8 Following public consultation by TVCA, with the majority of responses in favour of removal and reinstate previous alignment; the Executive approved a TVCA proposed design for the reinstatement of Linthorpe Road.

3.9 TVCA commissioned a Road Safety Audit (RSA) into their approved design, which states that the proposed return to original alignment does not pose safety issues.

3.10 TVCA submitted a business case and associated funding agreement to remove the scheme, at no cost to the Council.

4. Background and relevant information

4.1 The cycleway was completed and became operational in September 2022. The project was funded by Department for Transport (DfT) and delivered locally by Middlesbrough Council and TVCA.

4.2 The project is part of a wider, regional delivery programme of sustainable transport projects; delivered under the 'Local Walking and Cycling Implementation Plan' (LCWIP) that was introduced at a national level by DfT and supported by Active Travel England (ATE).

4.3 The project was approved by the Executive in January 2021, with consultation led by TVCA. Consultation highlighted concerns that some businesses had with the proposals and the scheme was amended to accommodate views and concerns as part of the consultation and final approval. This resulted in retention of car parking spaces on carriageway, and the creation of additional spaces on Woodlands Road.

4.4 Post-implementation, concerns were highlighted regarding safety of pedestrians crossing at non-designated crossing points. As a result, further adaptations to the scheme were implemented to address safety concerns and implemented after agreement with the Council's insurer.

4.5 Since the installation of the cycle lane, travel data collected has shown a 48% increase in cycling and a 9% reduction in cycling related accidents.

4.6 Removal of the cycle lane was identified as a political priority for the Town Centre in early 2023 and again in 2024, due to concerns from local businesses.

4.7 A proposal (with a majority support from public consultation) to remove the cycle lane and reinstate to its previous alignment was submitted by TVCA. The Council approved the submitted plan in December 2024.

4.8 Following the approval, a business case and associated funding agreement was prepared and approved by TVCA to the Council, for the removal of the scheme (appendix 3). This is based on the anticipated income generation associated with increased parking provision.

5. Other potential alternative(s) and why these have not been recommended

5.1 The two alternatives for consideration are set out as above

6. Impact(s) of the recommended decision(s)

Topic	Impact
Financial (including procurement and Social Value)	<p>The original cycle lane was completed in September 2022 at a cost of £1.7m which was fully financed by capital grant from the DfT via the TVCA. TVCA have provided confirmation that the Council will not be liable for any grant payback.</p> <p>TVCA has provided a Funding Agreement Letter stating that it will provide capital resource totalling £2.17m to remove the infrastructure and complete the re-instatement works. This includes a Quantitative Risk Assessment (QRA) value of £0.286m which can be drawn down by the Council subject to approval of TVCA.</p> <p>The Council will manage the procurement and delivery of removal, which is budgeted for in the above agreement.</p>
Legal	<p>Retain the scheme:</p> <p>There are no legal implications in retaining the cycle lane. The current Traffic Regulation Order (TRO) will remain in place and will not require any amendments.</p> <p>Remove the scheme:</p> <p>Removal of the scheme would be subject to undertaking formal statutory consultation on the amendment to the current TRO.</p> <p>The proposed funding agreement for the removal would also need to be considered by legal.</p>

	<p>The Council’s network management duty set out in s.16 of the Traffic Management Act 2004 should also be considered, and whether the removal or retention of the cycleway would secure “the expeditious movement of traffic on the authority’s road network”, with the term “traffic” also being relevant to pedestrians and cyclists.</p>
<p>Risk</p>	<p>Retain the scheme</p> <p>This would impact negatively on the risk managed within the Regeneration and Culture Directorate Risk Register: O1-070 Town centres Commercial/leisure/retail and residential programme. It could indicate that the Council has disregarded public opinion on the removal of the scheme.</p> <p>Remove the scheme</p> <p>This would impact positively on the above risk. This is aligned with the concerns raised by businesses on the corridor relating to the reinstatement of car parking.</p> <p>This would have a positive effect on public perception of the Council’s reputation, as it has considered public opinion.</p>
<p>Human Rights, Public Sector Equality Duty and Community Cohesion</p>	<p>Retain the scheme</p> <p>The Equality Impact Assessment (EIA) undertaken to install the scheme evidenced that there was sufficient mitigating measures in place to ensure that the scheme did not impact negatively upon all users. The recommended action to retain the scheme maintains this position.</p> <p>Remove the scheme</p> <p>An EIA has been produced by TVCA (part of the business case) to assess the impact of removal of the infrastructure (appendix 3 & 4). Council Officers have completed a stage 1 and stage 2 EIA, which has identified potential impact regarding physical disability. Further work would be required to review and mitigate.</p>
<p>Climate Change / Environmental</p>	<p>Retain the scheme</p> <p>Continuing to support the Council’s Green Strategy.</p> <p>Continuing to support social mobility and access to the local economy.</p> <p>Remove the scheme</p>

	Cyclists will revert to cycling on carriageway.
Children and Young People Cared for by the Authority and Care Leavers	n/a
Data Protection	n/a

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

Action	Responsible Officer	Deadline
To retain the scheme – no further action required	Craig Cowley	February 2025
To remove the scheme; <ul style="list-style-type: none"> • TVCA funding agreement signed and returned. • Statutory consultation on TRO • Detailed design approved • Procure and appoint contractor to deliver the capital works on behalf of the Council. 	Craig Cowley	January 2026

Appendices

1	Proposed plans for removal of cycleway and reinstatement of previous alignment
2	Findings from Road Safety Audit
3	TVCA Financial Agreement and Business Case
4	Equality Impact Assessments, Stage 1 & 2

Background papers

Body	Report title	Date
Executive Report	Linthorpe Road Phase 1 Cycleway Design	4 th December 2024

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