

<b>MIDDLESBROUGH COUNCIL</b>	
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<b>Report of:</b>	Director of Environment & Community Services
<b>Relevant Executive Member:</b>	Executive Member for Environment and Sustainability
<b>Submitted to:</b>	Executive
<b>Date:</b>	11 June 2025
<b>Title:</b>	Newport Road transport corridor improvements
<b>Report for:</b>	Decision
<b>Status:</b>	Public
<b>Council Plan priority:</b>	A healthy place
<b>Key decision:</b>	Yes
<b>Why:</b>	Decision(s) will have a significant impact in two or more wards
<b>Subject to call in?</b>	Yes
<b>Why:</b>	Non-Urgent Decision.

<b>Proposed decision(s)</b>
That the Executive approves the Newport Road transport corridor improvements scheme, having considered the highlighted risk and proposed mitigation.

<b>Executive summary</b>
<p>The report seeks Executive decision regarding the implementation of bus and cycle improvements on Newport Road transport corridor.</p> <ol style="list-style-type: none"> <li>1) Tees Valley Combined Authority (TVCA) gained funding from the Levelling Up Fund (LUF) to support ambitions to improve sustainable transport accessibility.</li> <li>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.</li> <li>3) Public consultation was undertaken by TVCA on the proposals (Appendix 1) in February 2025. The consultation responses can be found in Appendix 2.</li> <li>4) Following consultation, designs have been altered to reflect concerns raised by the public. The alterations do not fully mitigate the concerns raised, but on the</li> </ol>

balance of improving sustainable transport accessibility and road safety, it is felt that this is an appropriate way to ensure that the Highway Authority is fulfilling its duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), as part of the Road Traffic Regulation Act 1984.

If the executive approve the implementation of the scheme a Funding Agreement Letter will be agreed with TVCA in order for Middlesbrough Council to commence with the delivery of the scheme.

## 1. Purpose of this report and its contribution to the achievement of the Council Plan ambitions

1.1 The report seeks Executive decision following public consultation on the proposals to improve bus and walking/cycling provision on Newport Road.

1.2 Tees Valley Combined Authority (TVCA) gained funding from the Levelling Up Fund (LUF) to support ambitions to improve sustainable transport accessibility.

1.3 Newport Road is a key transport corridor in to Middlesbrough Town Centre, and forms part of regional bus routes due to its proximity to Middlesbrough bus station. Congestion on this corridor impacts upon bus reliability and journey time, and the lack of cycle provision acts as a barrier to uptake.

1.4 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.

Our ambitions	Summary of how this report will support delivery of these ambitions and the underpinning aims
<b>A successful and ambitious town</b>	<p><b>Aims within this ambition are to:</b></p> <ul style="list-style-type: none"> <li>- improving accessibility to key economic centres, the Council will be improving business opportunities for further inward investment by ensuring that transport does not act as a barrier to economic growth.</li> </ul>
<b>A healthy Place</b>	<p><b>Aims within this ambition are to:</b></p> <ul style="list-style-type: none"> <li>- improve accessibility to key services and facilities and assist the Borough in improving its reputation and aesthetics by improving the public realm, and reducing congestion and traffic noise, and improving air quality.</li> </ul>
<b>Safe and resilient communities</b>	<p><b>Aims within this ambition are to:</b></p> <ul style="list-style-type: none"> <li>- improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.</li> </ul>
<b>Delivering best value</b>	<p><b>Aims within this ambition are to:</b></p> <ul style="list-style-type: none"> <li>- improving infrastructure, enabling growth, and supporting sustainable travel. It delivers best value through targeted investment, focusing on:</li> <li>- Supporting access to employment, education, and services.</li> <li>- Reducing future maintenance costs through asset renewal.</li> <li>- Encouraging modal shift and reducing carbon emissions.</li> <li>- Enhancing safety and accessibility across the network.</li> </ul> <p>The proposed scheme aligns with corporate objectives and ensures resources are used efficiently to deliver long-term, measurable benefits for Middlesbrough.</p>

## 2. Recommendations

### 2.1 That the Executive

- **Approves** the Newport Road transport corridor improvements scheme, having considered the highlighted risk and proposed mitigation

## 3. Rationale for the recommended decision(s)

- 3.1 The proposals improve 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.
- 3.2 This will improve access to Middlesbrough Town Centre, ensuring that transport is not a barrier to accessing employment, education, retail and leisure opportunities.
- 3.3 The proposals will improve bus journey times by creating infrastructure that allows vehicles to bypass queuing traffic, and provides priority at signals.
- 3.4 The proposals support road safety for all by physically segregating cycles from pedestrians, signalling key junctions and creating additional crossing points.

## 4. Background and relevant information

- 4.1 Public consultation was undertaken by TVCA on the proposals (Appendix 1) in February 2025. The consultation responses can be found in Appendix 2.

### 4.2 Key issues raised from the consultation were as follows:

- **Derwent Street One Way** – access to businesses would be difficult due to the alternate route via Lamport Street, which would be prohibitive to larger vehicles.

Option to make this junction left out/left in would partially mitigate this issue. Retaining 2 way access would result in significant cost increase due to utility diversions identified in the Northern highway verge. This option would fully mitigate this issue.

- **Cannon Park One Way** – issues surrounding the number of premises that are served would create congestion and journey time delays within the area.

It is proposed that 2 way access is retained in to Cannon Park, which fully mitigates this issue.

- **VW Lookers access from Newport closed** – this would create business access issues

It is proposed that this access is retained, and a pedestrian/cycle crossing provided over the junction. This fully mitigates the issue.

- **Closure of Evans Halshaw access points from Newport Road – this would prohibit business access to the unit**

It is proposed that this access is retained, and a pedestrian/cycle crossing provided over the junction. This fully mitigates the issue.

4.6 Following preliminary investigations, existing landscaping/ vegetation may be impacted upon by implementing the proposed scheme. An ecological survey for corridor has been commissioned to understand the implications, and proposed mitigation to minimise the impact.

4.7 Public transport infrastructure improvements are included within the proposals. This includes extension to the existing Westbound bus lane on Newport Road, which is currently camera enforced.

4.8 In addition, increasing pedestrian and cycle accessibility, safety improvements are part of the rationale for the scheme. Between 2020 and 2025, 15 accidents (all slight) have occurred on the Newport Road corridor.

## **5. Ward Member Engagement if relevant and appropriate**

5.1 Ward members were consulted as part of a wider process by Tees Valley Combined Authority in February 2025.

5.2 Ward members were also invited to a scheme review meeting as an opportunity to provide further feedback on the scheme and consultation process in April 2025. Comments were received from members and feedback points were included into the design and consultation processes where possible.

## **6. Other potential alternative(s) and why these have not been recommended**

6.1 Do nothing. This is not recommended as it will not allow for the delivery of infrastructure improvements and risks the loss of funding, if not able to be reallocated.

## **7. Impact(s) of the recommended decision(s)**

<b>Topic</b>	<b>Impact</b>
Financial (including procurement and Social Value)	<p>Should Executive approve the proposal to implement the scheme, TVCA will provide a Funding Agreement Letter stating that it will provide capital resource to deliver the scheme in its entirety.</p> <p>Based on the preliminary design work carried out to date, the cost of the scheme has been estimated at £3m, inclusive of fees, prelims and contingencies. The Council will manage the procurement and delivery of implementation, which will be budgeted for in the above agreement.</p>

Legal	<p>The drafting of the proposed funding agreement terms would need to be reviewed by legal (with the involvement of finance).</p> <p>The implementation of the scheme will require undertaking formal statutory consultation on the amendment to the current Traffic Regulation Order.</p> <p>Generally, the Council shall have regard to the relevant statutory requirements (and guidance published by the national Highways Authority) relating to performance of the duties imposed by s.16, 17 and 18 Traffic Management Act 2004, the Highways Act 1980 and the Road Traffic Regulation Act 1984.</p> <p>The relevant processes under the Highways Act 1980 must be followed when creating a new cycle track or converting an existing footway to cycle track. It is further recommended that the guidance provided by government in the form of Local Transport Note 1/20 is observed when considering cycle infrastructure design.</p>
Risk	<p>As considerations raised at Public Consultation have been accommodated, this will indicate that the Council has listened to comments, and has adjusted to reflect concerns</p> <p>Do not implement the scheme</p> <p>Not proceeding will not allow the Council to realise the benefits associated with implementation</p>
Human Rights, Public Sector Equality Duty and Community Cohesion	The Equality Impact Assessment (EIA) undertaken evidenced that the proposals will not impact negatively upon all users (Appendix 3).
Reducing Poverty	There is no direct impact as a result of scheme implementation.
Climate Change / Environmental	<p>Implement 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>
Children and Young People Cared for by the Authority and Care Leavers	There is no direct impact as a result of scheme implementation.
Data Protection	There is no direct impact as a result of scheme implementation.

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

Action	Responsible Officer	Deadline
To implement the scheme; <ul style="list-style-type: none"> <li>• TVCA funding agreement put in place</li> <li>• Statutory consultation on TRO</li> <li>• Detailed design approved</li> <li>• Procure and appoint contractor to deliver the capital works on behalf of the Council.</li> </ul>	Chris Orr	March 2027

### Appendices

1	Proposed scheme plans
2	Findings from Public Consultation
3	Equality Impact Assessment Stage 1

### Background papers

Body	Report title	Date
None		

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