

MIDDLESBROUGH INTEGRATED TRANSPORT STRATEGY 2018 - 2028





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INTRODUCTION

Middlesbrough is the city centre 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 city's 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 is 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, congestion can lead to constraining the continued 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, enabling 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.

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 we do 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 & CYCLING

BACKGROUND

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



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

- 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

- 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

- 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



INCENTIVISE

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



PROMOTION, EDUCATION & TRAINING

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

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 the city.

Public transport represents an efficient means of moving the populous around the Tees Valley when considering the road use of the vehicle.



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 & 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 min 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 the bus station

- 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 STATION

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 station in the heart of the city 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 minutes or better. More localised services will then distribute onto
 - Secondary corridors delivering a 30 minute minimum frequency service(s)

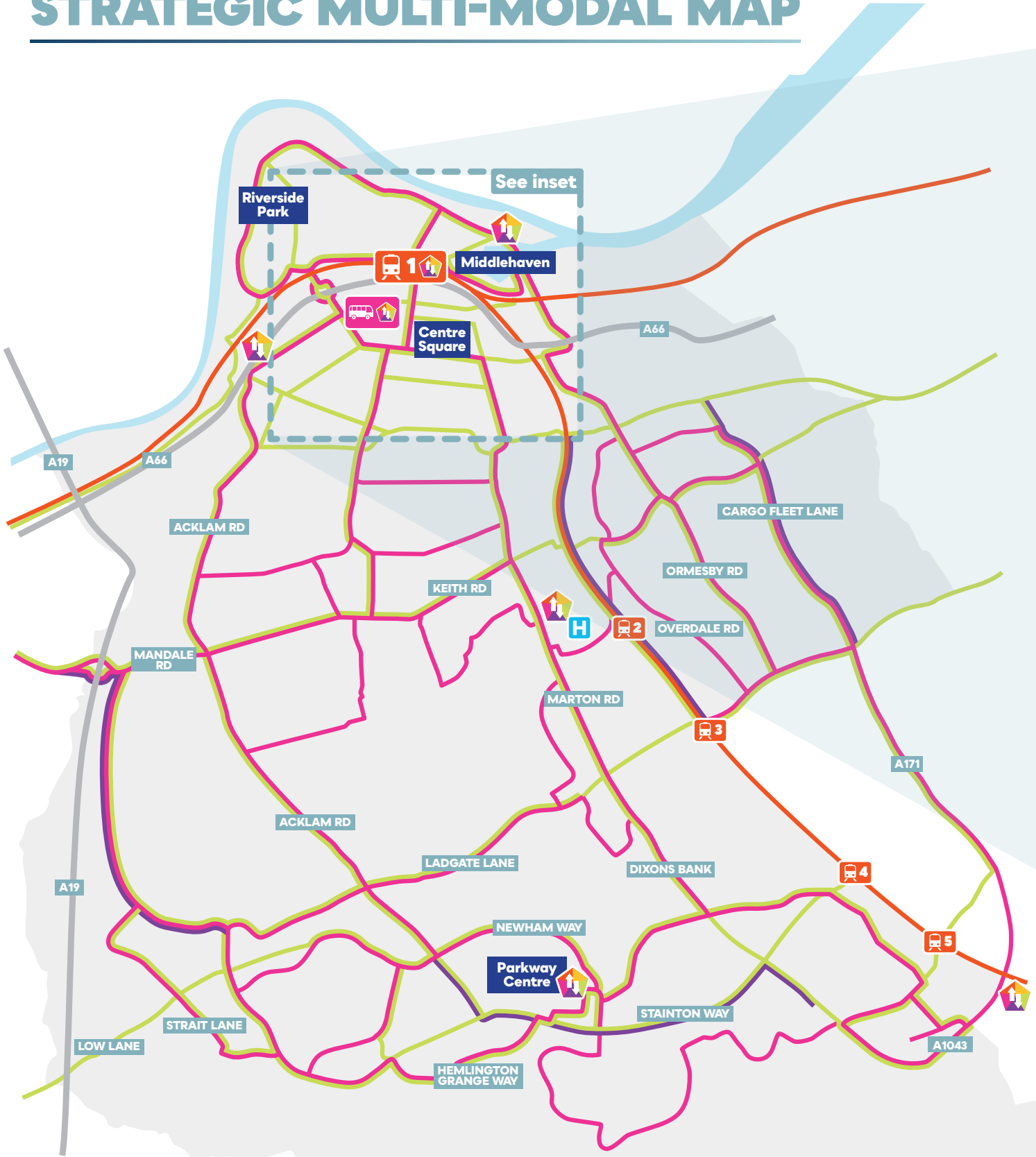


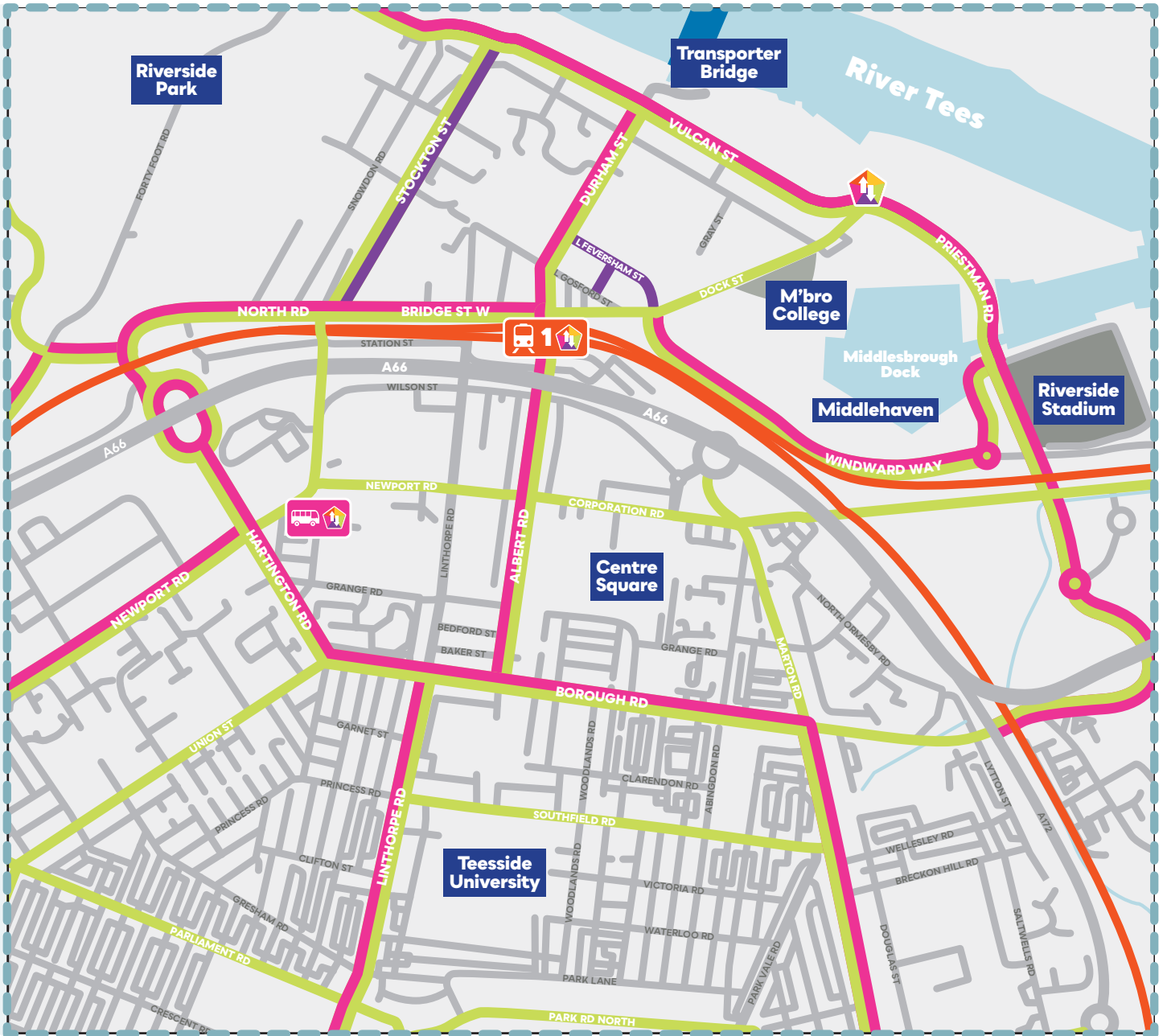
Which will insulate and prioritise sustainable transport

- 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



STRATEGIC MULTI-MODAL MAP





Key

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



3. RAIL

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 7 trains per day open up the area to connections to the capital in under 3 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.

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. As a result, we want to see improved access in and out of the station, along with connectivity improvements to the city centre, historic quarter and greater Middlehaven area.

Connectivity is vital for ease of use, along with wayfinding in and around the city centre. 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 for a 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 in 2018 to take forward. The masterplan uses 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 by 2019**
- **New five carriage, state of the art intercity TransPennine Express trains operating between Middlesbrough and Manchester Airport by the end of 2018**
- **Full on board service provided on new trains, including fast free wifi and catering provision**
- **Proposals for current services to be extended to include Redcar and Saltburn**

These will be used as the foundation to build upon for the next 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 masterplan identified a number of enhancements that are integral to support both passenger and commercial growth of the station. 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.

This will be in the form of a remodelled southern entrance; creating an improved gateway to the retail and civic areas of the city centre.

The booking hall will also see 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 are actively working towards delivering additional capacity improvements, which will ensure 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 city centre in the form of extensive redevelopment to complement the work undertaken to the southern entrance; to further integrate and improve access to the building from surrounding streets. This will include 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 station and new developments north of the station such as Middlesbrough College, Digital City and the proposed Snow Centre via bus super stops; ensuring that sustainable travel is equally accessible for ‘door to door’ journeys in and out of the city.



MIDDLESBROUGH STATION

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
- Masterplan works 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



PUBLIC REALM

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 street scene
- Access restrictions will be introduced around the station to enable priority to be given to public transport and improve the setting of the station area to reflect it's strategic importance
- Access restrictions to Albert Road will be investigated to reduce the risk of vehicle strikes of Albert Road Bridge in order to prevent disruptions of the rail network



LOCAL RAIL STATIONS

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 & RIDE

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

- The council will actively work with key stakeholders and neighbouring authorities to deliver
- A new park & ride station to the south of the Nunthorpe bypass
- 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

4. 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.

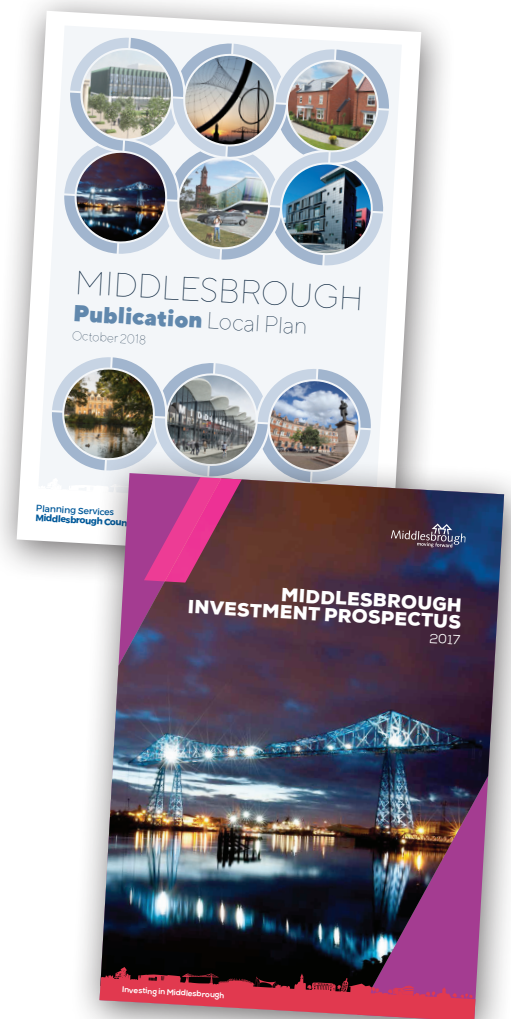
Because of its central location, Middlesbrough is well connected, sitting at the crossroads of the A19 and the A66, serving the whole of the Tees Valley and connecting it with the rest of the UK. As a result, traffic movements across Middlesbrough are steadily increasing as new commercial and residential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

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



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



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 integrate 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



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
- Creating a new transport corridor along the Longlands to Ladgate Link (LLL) to provide relief to Marton Road and Ladgate Lane
- 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



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