

INTRODUCTION

- 9.1 The Core Strategy identifies that the provision of good community facilities, such as education, health and cultural aspects are essential to maintain and improve the quality of life of the people living and working in Middlesbrough. Community facilities can also assist in the delivery of the regeneration agenda for Middlesbrough and the surrounding area.

STRATEGIC CONTEXT

LDF Core Strategy

- 9.2 The policies in this section detail how those of the LDF Core Strategy will be taken forward. Relevant policies include
- CS1 - Spatial Strategy; and
 - CS16 - Education Strategy.

Draft Regional Spatial Strategy

- 9.3 The draft RSS supports the growth and increasing role of the University of Teesside and Middlesbrough College. It also supports the development of business and financial services and new city-scale leisure, cultural and retail development in Stockton and Middlesbrough.

Middlesbrough Community Strategy

- 9.4 As part of the Community Strategy, access to high quality health care, good education and the promotion of regeneration through culture, arts and learning, are main priorities for the Council.

SUSTAINABILITY APPRAISAL

- 9.5 The sustainability appraisal recognises that this section of the Core Strategy will have a major beneficial effect upon social sustainability objectives, in particular those concerning health and education. The only significant potential impacts arise out of proposals to expand the University of Teesside, school rationalisation and development of the cultural quarter. These have the potential to lead to an increase in the number of car journeys. It is important that for proposals for educational, health and cultural facilities, consideration is given to the availability and quality of public transport. Where possible, such developments should be located to take into account accessibility issues and incorporate measures for improving public transport access within them.

PREFERRED OPTION

University of Teesside

- 9.6 The University of Teesside, located immediately south of the town centre core area, and alongside the Linthorpe Road central shopping area, provides an important academic and cultural focus. 20,000 students are enrolled at the University and it is a major source of economic growth for the town.
- 9.7 The University in recent years has invested more than £60 million in its town centre campus, providing an exciting place to study. It is also in the process of building two major developments: the Institute for Digital Innovation and the Centre for Creative Technologies, as part of its Digital City initiative.
- 9.8 It is envisaged that the University Campus will form part of the southern sector of the town centre.



POLICY REG29 UNIVERSITY OF TEESIDE

Within the southern sector identified on the proposals map, planning permission will be granted for development proposals of a high quality which relate to or are complementary to the activities of the University Campus, for example further education, business, residential and leisure use.

Building Schools for the Future

9.9 Building Schools for the Future is a 15-year government programme designed to renew and refurbish the country's secondary schools. This programme of renewal and refurbishment is likely to include a rationalisation of some school sites within the borough with most of the building and refurbishment activity planned to run from 2008-11.

9.10 This rationalisation process will result in a number of school sites becoming available for development. Currently under consideration are:

- amalgamating Acklam Hall and Hall Garth schools, and building a new purpose built school either on the same or alternative site;
- providing a single Roman Catholic secondary school for the town; and
- proposals to increase the level of Special Education Needs (SEN)/mainstream collaboration to increase inclusion through co-location of facilities on the same site.

9.11 The decisions on where investments are to be made, where any new schools might be located, or which schools are going to be surplus to requirements, are yet to be made. It is not possible at this stage to develop the detailed policy framework within which this initiative will be implemented. Further work is being done to develop these options and this will be available to develop the framework for inclusion in the submission Regeneration DPD. Table 9.1 (overleaf) will be used to develop the appropriate policies to determine applications for re-use of the schools and development of the new schools.

POLICY REG30 BUILDING SCHOOLS FOR THE FUTURE

This policy will be developed for the submission draft having regard to the outcomes of the Building Schools for the Future review, and the criteria identified in table 9.1 overleaf.



SCHOOL	ALTERNATIVES FOR SCHOOL PROVISION			ALTERNATIVE USES FOR SCHOOL IF CONSIDERED SURPLUS TO REQUIREMENTS
Acklam Grange	No change	New school within the grounds of the existing school.		<p>a Existing buildings should be cleared and the land returned to playing field.</p> <p>b Residential, subject to:</p> <ul style="list-style-type: none"> • RSS housing quantities and phasing requirements; • access; • design; • open space; and • amenity.
Acklam Base	No change	New combined school to be provided within the grounds of the existing schools.	New combined school to be provided on a site yet to be identified.	<p>a Existing buildings should be cleared and the land returned to playing field.</p> <p>b Residential, subject to</p> <ul style="list-style-type: none"> • RSS housing quantities and phasing requirements; • access; • design; and • impact upon Acklam Hall conservation area.
Ormesby	No change	Refurbishment and expansion.		<p>a Existing buildings should be cleared and the land returned to playing field.</p> <p>b Residential, subject to:</p> <ul style="list-style-type: none"> • RSS housing quantities and phasing requirements; • access; • design; • open space; and • amenity.
St David's	No change	Closure of all three schools and the development of a new school on a site yet to be identified (possibly one of the existing schools).	Two of the existing schools will close with the third school being expanded/ refurbished to accommodate the increase in pupil numbers.	<p>a Existing buildings should be cleared and the land returned to playing field.</p> <p>b Residential, subject to:</p> <ul style="list-style-type: none"> • RSS housing quantities and phasing requirements; • access; • design; and • impact upon Acklam Hall conservation area.
St Mary's	No change			Location of these schools makes them unsuitable for residential uses. Re-use for community use may be acceptable. Only other option is to clear the buildings and return to open space.
Newlands	No change			

SCHOOL	ALTERNATIVES FOR SCHOOL PROVISION		ALTERNATIVE USES FOR SCHOOL IF CONSIDERED SURPLUS TO REQUIREMENTS
Tollesby	No change	Closure of school(s) and new school(s) to be collocated with a secondary school yet to be identified.	a Existing buildings should be cleared and the land returned to playing field. b Residential, subject to: <ul style="list-style-type: none"> • RSS housing quantities and phasing requirements; • access; • design; • open space; and • amenity.
Beverley			

Table 9.1 POLICY OPTIONS FOR SCHOOLS BEING CONSIDERED AS PART OF THE BUILDING SCHOOLS FOR THE FUTURE PROGRAMME.

St Luke's Hospital

9.12 The St Luke's/James Cook University Hospital site has long been accepted as a location in which health services will be concentrated to serve the South Tees area, and extensive hospital redevelopment has occurred in the south of the site. The northern part of the site, which includes buildings set in extensive landscaped grounds, was formerly identified for redevelopment in the Middlesbrough Local Plan. This site, the St Luke's Hospital, is now expected to be required for hospital uses. Proposals are likely to involve the demolition of the existing buildings and the construction of a new facility.

9.13 The location is an important one, adjoining one of the main radial road and bus routes, Marton Road. It is important to ensure that development has

adequate access to this busy road, does not generate excessive traffic, and is able to make full use of public transport on Marton Road and the public transport potential of the railway corridor to the east. There is scope for the possible development of a new rail halt on the adjacent Esk Valley railway and for a direct link onto the proposed East Middlesbrough Transport Corridor. It is important that this potential is incorporated into the design of any redevelopment and is at the least not prejudiced by development.

9.14 The existing green open space is an important feature of the site and is visually important both as a setting for development, including adjoining housing, the setting of the Marton Road transport corridor, and as open space associated with the Ormesby Beck Green Wedge.

POLICY REG31 ST LUKE'S HOSPITAL

Planning permission will be granted to redevelop the St Luke's Hospital site for health uses, provided that:

- a the layout of the proposed development preserves:
 - i the protected open space fronting onto Marton Road;
 - ii the mature trees adjoining Marton Road; and
 - iii the existing space forming part of the Ormesby Beck Green Wedge;
- b uses on the site are arranged to ensure that they are mutually compatible;
- c suitable highway access is provided to the site from Marton Road; and
- d convenient access to public transport on Marton Road, and an option for access to public transport on the Esk Valley railway line are incorporated.

A masterplan will need to be approved by the Council before planning permission is granted for any constituent part of the development area.

Cargo Fleet medical centre

9.15 A need for a new medical centre to serve the Thorntree area has been identified. It should provide a modern, high quality integrated health facility. The site chosen is that of the tennis courts/playing field (part) of the former St Anthony's school, now the Middlesbrough Learning and Teaching Centre, off Cargo Fleet Lane. As

development will result in the loss of playing fields, Sport England will require a replacement facility or a contribution to improve facilities elsewhere. It is important that development does not prevent access to the land behind the site, which will become landlocked by the proposed development. Access arrangements will therefore need to incorporate measures enabling the land to the rear of the site to be served off Cargo Fleet Lane.

POLICY REG32 CARGO FLEET MEDICAL CENTRE

Planning permission will be granted for a medical centre on land off Cargo Fleet Lane, as shown on the proposals map, provided that:

- a an adequate access can be provided off Cargo Fleet Lane to service the facility;
- b access arrangements allow for land to the rear of the site to be accessed and serviced; and
- c a suitable package of mitigating measures is included with the proposal to compensate for the loss of playing fields and tennis courts.

A masterplan will need to be approved by the Council before planning permission is granted.



ALTERNATIVE OPTIONS

- 9.16 Many of the proposals covered in this section are dependent upon the plans and strategies of other agencies such as the health authority and education providers. In the absence of future development proposals from these organisations it has not been possible to consider potential or alternative sites. The University and St Luke's hospital policies reflect existing provision, and the fact that the most suitable location for new facilities is within the curtilage/areas of the existing development.
- 9.17 Alternative proposals for the Building Schools for the Future programme are considered above in table 9.1. The outcomes of the review will inform the preparation of this DPD and the specific policies for each of the sites. By including table 9.1 it allows the public, within a planning framework, an opportunity to comment upon future potential uses if any of the school sites were to become surplus to requirements. This does not prejudice the outcomes of the review.



Newlands Medical Centre, Borough Road

10 CONNECTING MIDDLESBROUGH

INTRODUCTION

10.1 This section deals with the site specific policies for ensuring that Middlesbrough has the necessary transport infrastructure in place to deliver the spatial vision and development priorities identified in the Core Strategy. The approach taken is to group the policies and proposals geographically by transport corridor. Outside of these areas, policies and proposals are arranged on a topic basis.

STRATEGIC CONTEXT

LDF Core Strategy

10.2 The policies in this section detail how those of the Core Strategy will be taken forward. Relevant Core Strategy policies include:

- CS17 - Transport Strategy;
- CS18 - demand management; and
- CS19 - road safety.

Draft Regional Spatial Strategy

10.3 Theme 3D of the draft RSS is improving connectivity and accessibility within and beyond the region. Policy 50 sets out the policy for the regional transport corridors. Relevant corridors for consideration in the LDF are the A66 and A19 and associated railway corridors.

10.4 Policy 51 identifies the need to develop public transport provision, and policy 52 identifies Middlesbrough as a strategic public transport hub within the Tees Valley city region. In policy 52 the Tees Valley is identified as one of the areas where congestion is at its most acute in the region. Demand management measures should be considered and incorporated into development proposals where possible, and the impact of development on congestion should be taken into consideration when examining potential sites and opportunities.

10.5 Policy 55 recognises the need to improve accessibility within and between the city regions. Development proposals should assist in the delivery of this aim.

Middlesbrough Community Strategy

10.6 One of the themes of the Community Strategy is meeting local transport needs more efficiently. This contains five priorities, which give rise to fifteen specific actions. The most relevant of these actions to this DPD include:

- develop clear and consistent car parking policies that assist businesses and promote economic growth;
- encourage the Trans-Pennine franchise holder, with responsibility for Middlesbrough railway station, to improve the overall passenger environment and experience at this key transport gateway; and
- work closely with the Northern Rail franchise holder and the Esk Valley Rail Development Company on the Community Rail Development pilot project to improve services on the Middlesbrough to Whitby line, for example by aiming to reintroduce a commuter service into Middlesbrough and create a new station at James Cook University Hospital.

Middlesbrough Local Transport Plan (LTP)

10.7 The LTP is one of the principal documents that the LDF has to have regard to in considering transport policies and proposals. It is the LTP that sets out the Council's transport policies and investment priorities over a five-year period. The 2006-11 provisional Middlesbrough LTP is currently out to consultation.

10.8 The provisional LTP identifies three major schemes that need to be reflected within the LDF. These are

- North Middlesbrough accessibility improvements. This will improve accessibility to the town centre, Greater Middlehaven and Riverside Park. In doing so it will help deliver a number of development priorities identified in policy CS1 of the Core Strategy.
- Tees Valley bus network review. This identifies the need for 'super core' and 'core' bus routes. The LDF will need to ensure that these routes are safeguarded and that development facilitates their implementation and other improvements that are identified for the bus network.



- East Cleveland gateway. This is the link road between Stainton Way and Swan's Corner. The LDF will need to ensure that land is protected from inappropriate development.

- 10.9 The provisional LTP also identifies a number of outcomes that are being sought. A number of these have implications for the LDF and need to be considered when devising policies and proposals to bring forward sites for development. These include:
- better accessibility to services;
 - reduced congestion;
 - an increase in walking and cycling; and
 - an improved streetscape.

Other relevant strategies

- 10.10 The Stockton-Middlesbrough Initiative (SMI) has a number of implications and proposals that affect the local and strategic transport network. Further feasibility work is required before these can be incorporated as proposals into the Regeneration DPD. The policies contained in the Core Strategy should provide sufficient protection until it is possible to integrate proposals into the LDF.



An aerial view of the Marton Road/A66 junction close to Middlesbrough town centre

SUSTAINABILITY APPRAISAL

- 10.11 The sustainability appraisal recognises that the transportation section of the Core Strategy focuses on providing an effective and efficient transport network. As such, it will have major beneficial effects on achieving economic and social sustainability objectives. Inevitably any policy framework concerning transport makes reference to roads and road improvements. Such policies by their nature will be seen to have adverse effects upon environmental sustainability criteria. It is important that these potential negative impacts are recognised when considering road proposals and mitigating and protection measures are incorporated. The sustainability appraisal does however recognise that there may be some environmental improvements arising out of the Core Strategy policy framework to improve the public transport network and accessibility.

PREFERRED OPTION

- 10.12 The transport issues are dealt with in this section on a geographical basis by corridors, as identified in the Core Strategy. A number of policy areas are, however, common to more than one of the corridors. Where possible, policies and proposals have been grouped geographically according to the transport corridor in which they occur. To avoid repetition, the background to the common policy areas is given in the following paragraphs. These topic areas are park and ride, and light rapid transit (LRT).



Park and ride

10.13 The Council will promote the introduction of a park and ride system across the town as part of a co-ordinated transport strategy for Middlesbrough to reduce congestion and improve accessibility. Until further feasibility work is undertaken, however, it is not possible in this plan to identify sites for facilities. Potential locations will be on the periphery of the district where commuters approach the town. Areas of search will include:

- South East Middlesbrough – preferably adjacent to the Esk Valley Railway line, in a location accessible and attractive to commuters coming from the south (for example, from Stokesley and Great Ayton), and east (for example, from Guisborough);
- South West Middlesbrough – close proximity to the A174/A19 junction, in a location accessible and attractive to commuters coming from the south up the A19; and
- North Middlesbrough – close proximity to the A66 on either the eastern or western approach to the town centre, accessible and attractive to commuters coming from these directions, or possibly south along the A19.

10.14 As the criteria against which a park and ride facility will be considered will differ from area to area, a generic policy covering all possibilities has not been included. Instead, policies for park and ride facilities for each of the corridors have been prepared and included in the appropriate sections below.

Light rapid transit (LRT)/Tees Valley metro

10.15 For a considerable time, there have been proposals to develop a LRT/metro system within the Tees Valley as part of a package of measures to reduce traffic congestion and improve accessibility to the town centre. The Middlesbrough Local Plan identified an LRT route to be protected for future implementation, but the economic case for the introduction of such a system has yet to be made.

10.16 In line with the completion of the second LTP and the development of the draft RSS, there is the opportunity to assess whether there are wider grounds for pursuing a metro system of some form. In addition, the Northern Way growth strategy (September 2004) outlined the need for each of the eight city regions to have a high quality transit system, and this has been reflected in the Tees Valley city region development programme.

10.17 To improve competitiveness of the sub-region, it is accepted by all of the key stakeholders that the provision of a modern, integrated, sub-regional public transport system remains central to the long-term transport and economic strategy for the Tees Valley. At present, the rail and inter-urban bus networks do not provide such a system, although geographical coverage is generally good. The future system needs to create a high quality, fast and reliable solution to assist regeneration and avoid the transport problems that would otherwise arise as economic activity gathered pace. It would also play a key role in raising the area's regional and national profile and encourage greater inward investment and sustainable economic growth.

10.18 A decision has yet to be made as to whether a route for a LRT should be reserved and therefore protected from inappropriate development. As such, no line is protected within the Regeneration DPD preferred options. The proposals for a Tees Valley metro offer a viable alternative that is currently being considered. A number of options are being considered for the metro. Principal options that affect Middlesbrough are as follows:

- 1 improved heavy rail service making full use of the existing railway infrastructure;
- 2 convert Darlington to Saltburn line to light rail on the existing railway alignment, with additional stations (for example Teesside Park, and Middlehaven) and express bus links to service other key locations; and
- 3 as per option 2, plus a new shuttle light rail service from Middlesbrough to Nunthorpe to link with the Darlington to Saltburn service. New stations would include the hospital, and a park and ride site at the Nunthorpe terminus.

10.19 In terms of providing an integrated transport strategy for Middlesbrough, the last option above is the preferred option. Policy requirements for the proposal are contained within the East Middlesbrough corridor, and A66 corridor sections below.

Transport corridors

10.20 The Core Strategy identifies a number of transport corridors that are central to the delivery of the spatial vision and the development priorities.

East Middlesbrough transport corridor

10.21 The corridor is identified in the adopted structure plan as a route to be protected for future transport uses. A line for protection was identified in the Middlesbrough Local Plan. The protected corridor includes both the railway and adjacent land that may be needed if a road is found to be a desirable option in the longer term. The final use of the corridor will form part of a package of measures that will result in a reduction in congestion on the principal north-south routes into the town.

10.22 There are a number of potential uses of the corridor ranging from improved rail services and facilities, through to the creation of a new general purpose road. Whilst not all of the possible uses of the corridor may be viable at present, this may change with time. Changes in national policy, attitudes, funding mechanisms and increased congestion may all have an impact on the deliverability of any particular scheme. It is important that the corridor is protected for its future contribution to providing an efficient and effective transport network. Development that will prevent the corridor from coming forward for transport uses in the future should be resisted.

10.23 The successful implementation of any transport solution will involve close collaborative working with landowners, the Highways Agency, Network Rail, and Redcar & Cleveland Borough Council.

10.24 As part of the proposals for the East Middlesbrough transport corridor a link road is proposed between Stainton Way and Swan's Corner. This proposal, known as the East Middlesbrough Gateway, is identified in the provisional Local Transport Plan for Middlesbrough 2006-2011.

POLICY REG33 EAST MIDDLESBROUGH TRANSPORT CORRIDOR

No permanent development will be permitted within the East Middlesbrough transport corridor, as shown on the proposals map, which would prejudice its future use for transportation purposes.

POLICY REG34 EAST MIDDLESBROUGH GATEWAY

No permanent development will be permitted within the East Middlesbrough gateway corridor, as shown on the proposals map, which would prejudice the construction of a new link road between Stainton Way and Swan's Corner.

POLICY REG35 EAST MIDDLESBROUGH CORRIDOR – PARK AND RIDE

Planning permission will be granted for a park and ride scheme within the East Middlesbrough corridor area provided that:

- a appropriate vehicular road access is provided. Access will not be permitted onto unclassified or residential roads;
- b landscaping is incorporated to screen the development and protect the amenity of residents of any surrounding residential properties;
- c where possible, a new rail halt is created on the Esk Valley rail line to serve the scheme;
- d the proposal incorporates a public transport interchange within its boundaries; and
- e security measures are incorporated to reduce car crime and maximise personal security.

The need for a park and ride facility will be the subject of further investigation, and any site identified from that process will be incorporated into future reviews of this LDF. Any proposal will also need to be accompanied by a detailed transport assessment.

10.25 One of the results of the Mayor's conversations on transport was to identify the need for a park and ride facility to help ease congestion along the Marton Road corridor. A number of possible sites were suggested. The preference for a scheme in this part of Middlesbrough would be to the south of Nunthorpe with a new rail halt on the Esk Valley railway. Such a facility may not be located within the boundaries of Middlesbrough. This will allow commuters from the south and east.

10.26 As part of the proposals for a Tees Valley metro two new stations are proposed on the Esk Valley railway line. These are at the James Cook University Hospital and at Nunthorpe, as part of a park and ride facility. In neither case is it possible at this stage to identify a site for a proposed station. The proposed station at Nunthorpe may fall outside of the borough boundary. The following policy will seek to promote the creation of stations and protect possible sites from inappropriate development that could prejudice their implementation.

POLICY REG36 ESK VALLEY RAILWAY – PROPOSED NEW STATIONS

Planning permission will be granted for new stations on the Esk Valley railway line as part of a Tees Valley metro network in the following general locations:

- James Cook University Hospital; and
- Nunthorpe, as part of a park and ride facility (policy REG35).

Sites for these stations will be identified as part of further feasibility work. Development that would prejudice new stations coming forward in the above general locations will not be permitted.



A174 Parkway corridor

- 10.27 The A174 is the principal route connecting the A19 with the industrial areas in Redcar and Cleveland including Teesport. It will also act as a major access road to any developments proposed in the south of the town, in particular the proposals for Greater Hemlington. Whilst there are no current proposals to improve the A174 or any of its junctions, other proposals are identified to facilitate east-west movements within the corridor, and also to bring the development of Hemlington Grange forward.
- 10.28 A number of development opportunities have been identified in policy REG17 as being within, and therefore capable of contributing to improvements to, the transport network of the corridor. These developments are:
- Greater Hemlington;
 - Ladgate Lane;
 - Prissick Base; and
 - Marton Avenue.

Greater Hemlington

- 10.29 Transport infrastructure requirements arising out of the Greater Hemlington proposals are dealt with in that section of this DPD. Policy REG6 refers.

Park and ride

- 10.30 As with the East Middlesbrough transport corridor there is potential for the creation of a park and ride facility within the A174 corridor to help reduce traffic congestion and improve accessibility into the town centre. Further feasibility work will be required to identify the need, demand and potential location for such a facility. The policy contained here will facilitate such a proposal coming forward and provide sufficient guidance to determine any applications.

POLICY REG37 A174 PARKWAY CORRIDOR – PARK AND RIDE

Planning permission will be granted for a park and ride scheme within the A174 Parkway corridor area provided that:

- it can be demonstrated that the proposal is part of an integrated package of measures that will assist in reducing traffic congestion and improving accessibility to the town;
- appropriate vehicular road access is provided. Access will not be permitted onto unclassified and residential roads, or directly onto the A174;
- proposals will not impair the free flow of traffic on the A174;
- the development is appropriately landscaped;
- the amenity of residents of any surrounding residential properties is protected;
- all buildings and the public realm are designed to a high quality;
- the proposal does not prejudice development proposals identified in this DPD from being implemented; and
- the proposal incorporates a public transport interchange within its boundaries.

The need for a park and ride facility will be the subject of further investigation, and any site identified from that process will be incorporated into future reviews of this LDF. Any proposal will also need to be accompanied by a detailed traffic assessment.



A66 corridor

North Middlesbrough accessibility improvements

10.31 North Middlesbrough comprises the area between the A66 and the River Tees and includes the major employment area of Riverside Park, the South West Ironmasters site, the existing residential community of St. Hilda's, and Middlehaven which covers a large area around Middlesbrough Dock. Much of this area is underused and some sections are derelict, hence the area is a focus for regeneration in Middlesbrough. The transport key issues affecting regeneration of this area at present are:

- peak-hour congestion at existing points of access and egress;
- severance from Middlesbrough town centre;
- inadequate public transport; and
- poor pedestrian and cycle facilities.

10.32 These combine to act as major constraints on the regeneration of the North Middlesbrough area. Increasing accessibility to the north of the A66 is an essential component to develop a comprehensive regeneration framework for the whole North Middlesbrough Industrial Corridor between the A66 and the River Tees. One of the principal components in achieving improved accessibility is the improvement needed to the Hartington Road interchange on the A66. Funds have been secured to implement a package of measures to include the following:

- improvements at the Hartington Interchange;
- improvements to North Road Bridge and Metz Bridge;
- a new link road from the A66 to a raised Riverside Park Road;
- a new pedestrian cycle overbridge west of the Hartington Interchange;

POLICY REG38 NORTH MIDDLESBROUGH ACCESSIBILITY IMPROVEMENTS

Land will be identified and protected for the implementation of the North Middlesbrough accessibility improvements. These improvements will incorporate a package of measures that will include:

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| <p>a a new direct link from the A66 into Riverside Park;</p> <p>b a grade separated through-about at the Hartington Interchange;</p> <p>c a new grade separated footway/cycleway across the A66 and associated improvements to pedestrian and cycle amenities;</p> <p>d provision of a cycle lane on Riverside Park Road;</p> <p>e associated improvements to North Road Bridge and Metz Bridge Road;</p> | <p>f provision of a public transport service and improvements to public transport access to, and infrastructure within, North Middlesbrough;</p> <p>g improvements to lighting and security;</p> <p>h gateway treatment to North Middlesbrough; and</p> <p>i associated traffic management measures to the A66 to ensure the benefits of the infrastructure improvements are fully realised.</p> |
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Planning permission will not be granted for development proposals that would prejudice the implementation of these improvements.

- provision of a new bus service to North Middlesbrough; and
- other associated improvements to reduce delay and encourage sustainable travel.

10.33 The scheme will be implemented through a design and build contract, which is currently out to tender. It is therefore not possible at this stage to identify what the precise land requirements for any improvements will be. These will be available for inclusion in the submission draft.

POLICY REG39 ZETLAND CAR PARK

Planning permission will not be granted for development that would prejudice the construction of a new access road into, or an extension to the Zetland car park, as shown on the proposals map.

Zetland car park,

10.34 Land was protected for a new access road off the A66 into the Zetland car park in the Middlesbrough Local Plan. Whilst the proposal has not been implemented it is still included as a potential scheme. It may be possible to incorporate the scheme into the proposals for the North Middlesbrough accessibility improvements (policy REG38).

Park and ride

10.35 The demand for a park and ride scheme in the north of the town is probably less than that for those to the south. A majority of journeys where a park and ride scheme would be suitable are for those where the destination is the town centre. It may be that further feasibility work will show that a facility in this location does have a role to play by providing car parks close to the town centre with a regular bus shuttle service between them and the centre. This will help provide additional car parking to meet the needs of users in the town centre. It may also be more attractive for both commuters, and shoppers, than using car parks in the centre, particularly if they are more accessible, attractive, and offer a higher degree of personal safety and car security.



The eastern A66 approach to Middlesbrough town centre

POLICY REG40 A66 – PARK AND RIDE

Planning permission will be granted for a park and ride scheme within the A66 corridor area provided that:

- a it can be demonstrated that the proposal is part of an integrated package of measures that will assist in reducing traffic congestion and improving accessibility to the town;
- b appropriate vehicular road access is provided. Access will not be permitted onto unclassified and residential roads, or directly onto the A66;
- c the development is appropriately landscaped;
- d the amenity of occupiers of surrounding properties is protected;
- e all buildings and the public realm are designed to a high quality;
- f the proposal does not prejudice development proposals identified in this DPD from being implemented; and
- g the proposal incorporates a public transport interchange within its boundaries.

The need for a park and ride facility will be the subject of further investigation, and any site identified from that process will be incorporated into future reviews of this LDF. Any proposal will also need to be accompanied by a detailed traffic assessment.

LRT/Tees Valley metro

- 10.36 The proposals for the Tees Valley metro identify two new stations within the A66 corridor. These are at Middlehaven and Teesside Park. The Middlehaven station will form part of the proposals to regenerate that area and will need to be incorporated into the

detailed planning framework to be prepared to supplement the policies and proposals contained in this DPD. The station at Teesside Park is within the SMI Green Blue Heart (such a station may or may not form part of the proposed transport interchange).

POLICY REG41 DARLINGTON TO SALTBURN RAILWAY – PROPOSED NEW STATIONS

Planning permission will be granted for new stations on the Darlington to Saltburn railway line as part of a Tees Valley metro network in the following general locations:

- Middlehaven; and
- Teesside Park.

Sites for these stations will be identified as part of further feasibility work. Development that would prejudice new stations coming forward in the above general locations will not be permitted.



A19 corridor

10.37 This is a major strategic corridor running north-south within the borough and is important in the context of connecting the town with the wider region. The A19 is a trunk road within the control of the Highways Agency. Whilst there are likely to be implications for this road in terms of development proposals arising out of the Stockton-Middlesbrough Initiative, these have yet to be finalised and are the subject of further feasibility work. Until this work has been done it is not possible to identify any specific proposals in this DPD. Policy CS17 of the Core Strategy seeks to protect the corridor from inappropriate development that would detract from its functioning as a strategic route.

Bus routes

10.38 As part of the Tees Valley bus network review there are a number of changes planned to bus and coach operations throughout the Tees Valley, many of which impact on Middlesbrough. The aim is to develop a network built upon a hierarchy that reflects both 'hard' measures (network links, priority measures, service frequencies, vehicles) and 'soft' measures (publicity, funding, ticketing).

The hierarchy developed comprises 'super core', 'core', secondary, tertiary/rural, inter urban express and cross boundary routes, see table 10.1.

10.39 Specific infrastructure improvements being considered for super core routes include measures such as segregated busways on the B6541 Stockton Road and Newport Road as well as dedicated bus only links within the town centre to and from the bus station. In addition selective vehicle detection is proposed at a number of locations throughout the town, including junctions of Marton Road/West Terrace and Longlands Road/Kings Road/Ormesby Road. Other proposals comprise the provision of bus boarders on corridors such as Kings Road, Ingram Road, Linthorpe Road, The Avenue and Acklam Road.

10.40 Many of the measures to facilitate improvements to the network will take place within the highway and are unlikely to require planning permission. It is important however that these routes are protected from inappropriate development that could detrimentally impact upon either the attractiveness of such routes or their ability to function as super core or core routes.

POLICY REG42 BUS NETWORK 'SUPER CORE' AND 'CORE' ROUTES

Planning permission will not be given for development proposals that will have a detrimental impact upon the attractiveness or functioning of the following super core or core bus routes:

Super core routes

- route 52 Middlesbrough to Park End; and
- route 18/19 Middlesbrough to Thornaby.

Core routes

- service 12 Middlesbrough to Coulby Newham;
- service 26 Middlesbrough – Eston – Redcar; and
- service 27 Marton – James Cook University Hospital – Middlesbrough – Netherfields.

Proposals along these routes will be required to contribute to improvements to infrastructure and passenger facilities.



ROUTE	DESCRIPTION	MIDDLESBROUGH EXAMPLES
Super core routes	High-frequency, car-competitive, radial, trunk urban routes linking multiple high-demand areas with town centres and substantial growth potential.	Park End - Middlesbrough - Stockton. Middlesbrough - Linthorpe - Thornaby.
Core routes	High frequency, car competitive, radial urban routes linking multiple high demand areas with town centres.	Middlesbrough - Coulby Newham. Netherfields - Middlesbrough - Marton. Thornaby - Middlesbrough - Ormesby - Easterside - Saltersgill.
Secondary local routes	Regular interval urban service routes.	Services that serve South Bank, Grangetown, Eston, Guisborough, Acklam and Nunthorpe.
Tertiary/local routes	Low frequency urban service routes fulfilling tertiary and low volume needs and meeting urban social accessibility criteria.	Access to the hospital.
Inter-urban express routes	Regular interval longer-distance links offering direct fast services to multiple centres with limited stop operation.	Towns served from Middlesbrough include Darlington, Stockton, Durham and Newcastle.
Cross-boundary	Majority of originating passengers commence journeys outside of the study area.	

Table 10.1: **PROPOSED HIERARCHY OF BUS NETWORK ROUTES UNDER TEES VALLEY BUS NETWORK REVIEW**

ALTERNATIVE OPTIONS

East Middlesbrough corridor

- 10.41 Options for this Regeneration DPD are constrained by the strategic context within which the DPD has been prepared, in particular the Core Strategy. Further feasibility work is required to identify what transportation uses or mix of uses is most appropriate and viable. It would be premature to identify a preferred option until this further work has been undertaken. The policy framework identified here allows for all possible alternatives, including construction of a new road, upgrading rail services, and the introduction of park and ride facilities.

A174/Parkway corridor

- 10.42 The Council does not have a preferred option on the location of a park and ride scheme within the A174 corridor. Identifying a site before further feasibility work has been undertaken would be premature. It is prudent however to include a policy framework in the LDF to assess any proposals if they come forward during the lifetime of the plan.

A66 corridor

- 10.43 As with the above corridors, it is not possible at this stage to identify a preferred or alternative option for a park and ride scheme, but again it is prudent to include the policy framework for determining any applications.

LRT/Tees Valley Metro

- 10.44 No additional stations have been considered as part of the Tees Valley metro. The stations identified within this Regeneration DPD are considered to be the most appropriate. Precise locations for any buildings or infrastructure will be a matter for detailed design and operational considerations. It has not been possible to identify precise locations for stations at this stage, only general areas. As a number of the stations will come forward in association with major development schemes further details will be contained within any further guidance/masterplans prepared for these schemes.

Bus routes

- 10.45 The identification and promotion of other bus routes was considered but rejected. If other, less strategic routes, were identified it could potentially dilute investment away from the core routes at the heart of the network. It is the strategic routes which are seen as forming the framework for the bus network, and where a significant contribution can be made to delivery of a sustainable transport network. One of the roles of the LDF is to integrate with other policies and plans and focus on implementation. The approach taken in the Regeneration DPD reflects the priorities contained within the Middlesbrough LTP.