



Redcar Masterplan
Redcar and Cleveland Borough Council

Masterplan Report

REDCAR | CLEVELAND



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Introduction

This report, The Redcar Masterplan, has been produced on behalf of Redcar and Cleveland Borough Council (RCBC) by Ryder Architecture, with Lichfields, SAJ Transport Consultants, Lambert Smith Hampton, The Mackinnon Partnership and Tourism UK.

The masterplan forms part of the work being undertaken to accompany Redcar's submission to the Towns Fund administered by the Ministry for Housing, Communities and Local Government (MHCLG).

The aim of the Redcar Masterplan is to set out a spatial framework to demonstrate how the Vision for Redcar will be realised over the next 10 years, and beyond, through a suite of complementary and connected projects.

These proposals build on the current and committed projects already taking place in Redcar and draw on Redcar and Cleveland's Area Growth Plans, Redcar Town Deal: Town Investment Plan, and other longer term projects, with a focus on placemaking and capital projects.

The Council and partners are already taking steps to make the masterplan a reality. This will transform Redcar into a vibrant, year round coastal destination which meets the needs of visitors and local residents, and will build on investment in the town to create a lasting legacy.

1 Executive Summary



Executive Summary

Our vision for the next 10 years is to maximise Redcar's position on the North East coast and be a key asset in a thriving Tees Valley economy. Redcar will be a coastal town which people aspire to live in, with attractive residential areas, educational and cultural opportunities and a public realm which reflects our pride and investment in our place. Our people will have the aspirations and skills they need to take advantage of major industrial development sites, ensuring a secure and prosperous future for both themselves and the town.

You can find the full Vision statement on pages 30 - 32 in this document.



The Redcar Masterplan sets out how this Vision for the town will be achieved over the next 10 years and beyond. It builds on the town's industrial heritage, resilient community spirit, 'The Mighty Redcar', and sense of place with its magnificent coastline.

Masterplan objectives

The Redcar Masterplan forms part of the work being undertaken to accompany Redcar's submission to the Towns Fund administered by the Ministry for Housing, Communities and Local Government (MHCLG). The masterplan has been prepared in tandem with the **Redcar Town Deal: Town Investment Plan (Redcar and Cleveland Borough Council, 2021)** and will help guide future investment in the area beyond the time frame of the Town Deal (post 2030).

The masterplan has been created to ensure Redcar positions itself to maximise the benefits that will flow from the huge growth at **Teesworks**, the 4,500ha site of the former SSI Steelworks and now the largest development site in the UK. The Tees Valley Combined Authority is currently bidding to the Government to create a Freeport, most of which would be in Redcar's Town Deal boundary.

Focusing on **placemaking and capital projects**, the masterplan sets out:

Overarching principles for land uses, activities, connectivity, and public realm for the town centre and wider Redcar area. Future projects should align with these principles.

Current and committed projects within Redcar, for example, The Regent Cinema and Redcar Central Station (further detail on these can be found on pages 54 - 56 in this report).

Town Investment Plan projects (further detail on these six projects can be found in the Redcar Town Deal: Town Investment Plan (Redcar Town Deal Board, January 2021)

Area Growth Plan projects (further detail on these can be found in Redcar Growth Plan Refresh 2021-2025 (Redcar and Cleveland Borough Council, 2020)

Longer term masterplan projects. By setting the direction of travel for future projects and establishing high quality development, these interventions will support the visitor economy to continue to grow and develop, and help to improve the desirability of Redcar as a place to live, work, visit and invest in. These longer term projects, which are not identified within the Town Investment Plan or Area Growth Plans, are aspirational and will be dependent on future funding and subject to review and revision.

The masterplan Proposals are shown diagrammatically on page 73 (wider Redcar area) and page 75 (Redcar town centre). These proposals are described in more detail on pages 76 - 86.

The masterplan also sets out how these projects address the Council's **climate change goals** (page 87) and contribute to **health and wellbeing** (page 89).

The masterplan has been developed during the **Covid-19 pandemic**: a time of huge cultural change, with restrictions on working together, meetings, public events, and travel, and with many people working from home. At the time of writing, we do not know what the timescales for these restrictions will be, or the true legacy of Covid and its effect on the masterplan. The section on page 88 in this report describes how the masterplan projects aim to address some of the challenges brought about by Covid.



You can find the Masterplan section on page 62 in this document.

Engagement

The masterplan has been steered by extensive public and stakeholder engagement. Due to restrictions associated with the Covid-19 pandemic, this has taken the form of online workshops, a website, leaflets, and surveys.

The development of the Vision was led by the Town Deal Board (for further details on the Board please refer to **Redcar Town Deal: Town Investment Plan**) and involved surveys / workshops with Town Deal Board members, local ward councillors, and online surveys of local residents and other stakeholders.

As part of this consultation, a project website, incorporating the vision, an overview of the draft masterplan and descriptions of potential Town Investment Plan projects, was prepared. A total of 2,188 people completed the survey and the results demonstrated a high level of public support for the projects being taken forward.

Key themes raised during the engagement included:

- Creating an attractive place for visitors and tourism, and an all year round economy
- A friendly and supportive community – a great place to live and work
- Encouraging / supporting independent businesses and events
- Establishing a consistent presence and cultural identity
- Skills and education
- Inclusive connectivity
- A vibrant town centre
- Improving perceptions of the town, including a clear brand and identity
- Things to do for residents and visitors, including family attractions

The masterplan reflects the findings of this engagement process.

Further details on engagement can be found in Redcar Town Deal: Stakeholder Engagement Report (Redcar Town Deal Board, January 2021).

Challenges and opportunities

Redcar benefits from a **stunning coastal location** which mixes the grittiness of the former industrial sites, unspoilt beauty of the South Gare, expansive beaches, surf, and wind turbines, contributing to a unique sense of place: Redcar is a real hidden gem.

The town faces challenges: the decline of the steelworks, a struggling high street, poor leisure and residential offer, and areas of deprivation and poor connectivity (see the Analysis section which starts on page 34 in this report). People are held back by lower than average skills levels, lower than average incomes and higher unemployment. More can be found on this within the Redcar Town Deal: Town Investment Plan (Redcar Town Deal Board, January 2021).

Redcar is also on the verge of huge opportunities.

Redcar & Cleveland Borough Council have recently developed the Kirkleatham Walled Garden visitor attraction, and are currently rebuilding the town's cinema as a modern, state of the art cultural facility. Our Central Station now benefits from Transpennine Express services to Manchester Airport, and will itself be transformed from a near derelict shell into a living, thriving station building in the near future.

The Council also has exciting leisure proposals for the seafront and £750,000 of forward funding from the **Towns Fund** has paved the way for a private investor to commit to building a new, modern hotel on the town's foreshore. The expected £25m Town Deal will deliver connectivity, skills and enterprise, and regeneration projects across the town centre and surrounding area.

Redcar's major development site and opportunity for radical change comes from Teesworks,

the 4,500ha site of the former SSI Steelworks which is being developed to create a home for advanced technology, sustainable innovation and clean energy projects. Over £200m is already committed to remediate and prepare land for development and significant progress has been made on site acquisition and clearance.

Some parts of site are already being developed, generating jobs and growth in both construction and operational phases. It is expected that once fully occupied, the site will have created 20,000 jobs and will generate £1 billion pounds of economic output each year.

The masterplan demonstrates how Redcar can take advantage of these opportunities to ensure the success of the town during and beyond the Town Deal timeframe.



Structure of the Masterplan Report Strategy

Background to the masterplan (pages 11 - 14) begins by setting the context for the masterplan. This introduces Redcar, its location, the masterplan study area, and the relationship between the Masterplan and the Town Investment Plan.

Planning Policy, Guidance, and Strategies (pages 15 - 20) describes the planning context which underpins the masterplan, and summarises previous spatial strategies for Redcar.

The Masterplan Process (pages 21 - 22) outlines the development of the masterplan, from information gathering and analysis, through to the final masterplan and Town Investment Plan.

Engagement (pages 23 - 28) summarises the engagement undertaken with different groups of people. Full details of the engagement process and results can be found in Redcar Town Deal: Stakeholder Engagement Report (Redcar Town Deal Board, January 2021).

Vision

The Vision (pages 30 - 32) provides a strategic framework to help to shape the identification and prioritising of interventions, as well as the longer term spatial framework which will guide investment to 2030 and beyond.

Analysis

The **Analysis** section (pages 34 - 53) provides an assessment of the existing place and community, including Redcar's heritage, key assets, land uses, green and blue infrastructure, and connections. Stakeholder discussions providing insight to specific challenges within Redcar are summarised, and Current and Committed Projects are also outlined within this section.

Challenges and Opportunities (pages 57 - 60) collates the analysis and describes the key placemaking challenges and opportunities facing Redcar.

Masterplan

Masterplan Principles (pages 62 - 66) draws together the challenges and opportunities into an overall spatial framework for the town centre and wider Redcar area. This demonstrates how the different 'quarters' within Redcar connect with and complement each other, and Redcar's existing context and community.

Forming part of the masterplan process, **Masterplan Options** (pages 67 - 71) outlines the initial 'long list' of ideas and options which were developed to address the challenges and opportunities. These options were adapted and rationalised to form the Masterplan Proposals.

Masterplan Proposals (pages 72 - 75) includes the two key Masterplan Proposals diagrams (town centre and wider Redcar area) which identify the locations of the final masterplan projects including Area Growth Plan projects, Town Investment Plan projects, and a suite of proposed longer term projects. Descriptions, indicative sketches and precedent images are used throughout this section to illustrate the projects. The masterplan also sets out how these projects address the Council's climate change goals, the challenges of the Covid pandemic, and more broadly contribute to health and wellbeing.

Implementation and Delivery

The **Implementation Plan** (pages 91 - 96) sets out indicative timescales, funding, and delivery mechanisms for the Area Growth Plan projects, Town Investment Plan projects, and a suite of proposed longer term projects. These longer term projects are aspirational and will be dependent on future funding and subject to review and revision.

This report concludes with a summary of the masterplan (page 97).

The masterplan will be reviewed after three years, aligning with Area Growth Plan and Town Investment Plan timescales, and will be subject to ongoing review following this.



Redcar Seafront

2 Strategy



Background to the Masterplan

Redcar's location and context

Redcar is the largest town in Redcar and Cleveland, with a population of around 38,000 people. It is situated around 12km to the east of Middlesbrough, on the Cleveland coast at the mouth of the River Tees, between Hartlepool to the north, and the seaside destination's Saltburn-by-the-Sea and Whitby to the south.

Although the traditional employment base of the town and surrounding area has been manufacturing, including steel, chemicals and heavy engineering, these industries have declined in recent years. As a result, local unemployment rates have been rising. Historically, Redcar also functioned as a major seaside destination, with an attractive beach and other natural assets on its doorstep, although this role has also decreased in recent years.



Redcar in the UK context



Redcar in the regional context

The plan showing Redcar in its local context identifies the Town Deal area. For further information on this please refer to Redcar Town Deal: Town Investment Plan (Redcar Town Deal Board, January 2021). This area includes Redcar town centre and the wider area, including Teesworks, Wilton International, Kirkleatham and Redcar's residential areas. This forms the basis of the study area for the Masterplan.



The requirement for a Redcar Masterplan

The Redcar Masterplan forms part of the work being undertaken to accompany Redcar's submission to the Towns Fund administered by the Ministry for Housing, Communities and Local Government (MHCLG). The masterplan has been prepared in tandem with the Town Investment Plan and will help guide future investment in the area beyond the time frame of the Town Deal (post 2030).

Redcar faces challenges: the decline of the steelworks and further unemployment due to the Covid-19 pandemic, a struggling high street, and areas of deprivation. However, the town is also on the verge of huge opportunities: regeneration through the Area Growth Plan including completed projects such as Kirkleatham Walled Garden; live projects such as the Regent Cinema, Redcar Central Station, and Coatham Leisure Masterplan; and an expected £25m Town Deal which will deliver connectivity, skills and enterprise, and regeneration projects across the town centre and surrounding area.

Redcar's major development site and opportunity for radical change comes from Teesworks, the 4500ha site of the former SSI Steelworks which is being developed to create a home for advanced technology, sustainable innovation and clean energy projects. Over £200million is already committed to remediate and prepare land for development and significant progress has been made on site acquisition and clearance. Some parts of site are already being developed, generating jobs and growth in both construction and operational phases. It is expected that once fully occupied, the site will have created 20,000 jobs and will generate £1 billion pounds of economic output each year.

The Redcar Masterplan is required to demonstrate how these opportunities fit together within the town, and how Redcar can take advantage of these opportunities to ensure the success of the town during and beyond the Town Deal timeframe.

This will be brought about through longer term projects and additional investment to improve the appearance and connectivity of the town in order to attract visitors, residents, employers, and investors.

This will include other areas within the town which are not the focus of the Town Investment Plan. By setting the direction of travel for future projects, and establishing high quality development, these interventions will support the visitor economy to continue to grow and develop, and help to improve the desirability of Redcar as a place to live, work, visit and invest in.

The masterplan also sets out how these proposals aim to address the challenges of Covid, ensures that investment in Redcar aligns with the Council's climate change goals, and creates a place which facilitates healthy lifestyles.



Redcar's coastline with the Cleveland Hills in the distance

Towns Fund

In July 2019 the Government launched the £3.6bn Towns Fund and invited around 100 places in England to develop proposals to win Town Deal support.

Towns including Redcar, with industrial heritage which have not benefited from economic growth in the same way as more prosperous areas were delighted by this opportunity. The Council is seeking to agree proposals for investment of up to £25m with the Government. A Town Deal Board was put in place by the Council. The Board has developed, with the community, businesses and stakeholders, a Town Investment Plan to submit to government.

This funding will help to increase economic growth, with a focus on regeneration, tourism and leisure, culture, skills and connectivity. It will help to address the impact of Covid-19 upon the local economy, whilst focussing primarily on delivering sustainable, long term change. This will be achieved through:

- Urban regeneration, planning and land use
- Skills and enterprise infrastructure, driving private investment in a network approach to skills and ensuring towns have the space to support skills and small business development
- Connectivity, transport that complements regional and national networks, and improved digital connectivity

The Town Investment Plan for Redcar has contains a number of the proposals identified through the masterplan which it is proposed will be delivered through the Towns Fund. These projects include physical interventions, such as improved transport connections, new leisure and tourist attractions, and environmental improvements. They also include investment in skills and training, as well as funding to support businesses in the town centre.

Any funding received as part of the Town Deal will be invested in the area shown within the Town Deal Boundary on the diagram above. This area includes Redcar's town centre, seafront, and residential areas.



It also includes the South Tees Development Corporation site (Teesworks), Wilton International, and Kirkleatham Estate and Business Park.

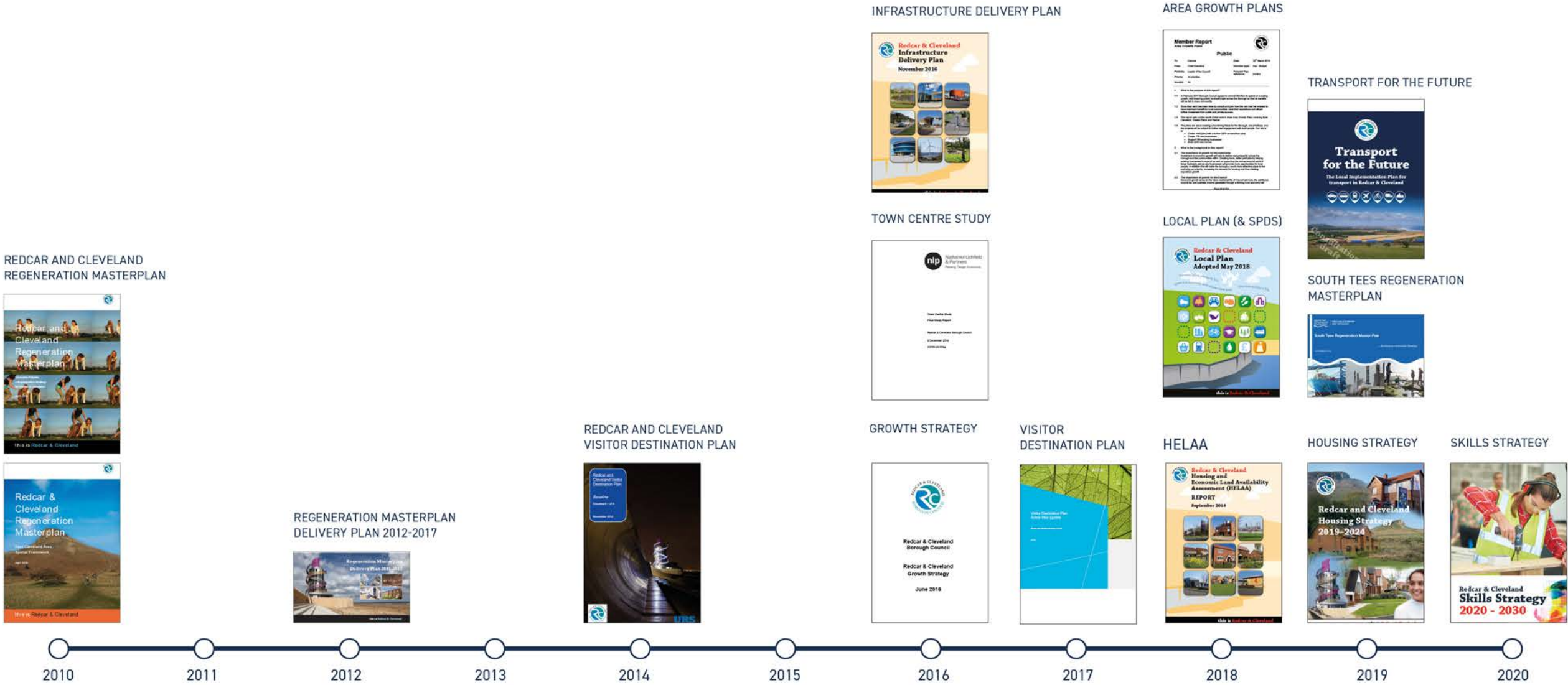
This is in recognition of the important role that future inward investment at these sites could play in transforming the economic performance of the area, and the benefits that this could generate for Redcar town centre.

The Town Deal Boundary shown above forms the study area for The Redcar Masterplan.

Planning Policy, Guidance, and Strategies

Introduction

As part of the initial Visioning exercise at the beginning of the Town Deal process, EDable Architecture carried out a review of key supporting information from the last ten years, illustrating in the graphic below. In addition to this, as part of the Town Deal baseline analysis, Lichfields reviewed relevant planning policy, guidance and strategies which have informed the Town Investment Plan and Masterplan.



Key supporting information from the last ten years (image credit: EDable Architecture)

Housing and Economic Land Availability Assessment (2020)

The HELAA informs the annual monitoring of housing delivery, development land supply and the annual review of the Brownfield Land Register. The HELAA provides a survey and analysis of existing and potential housing and economic development land, including an assessment of the suitability, availability and achievability of potential housing sites. This update replaces the 2019 assessment and incorporates the assessment of deliverable five year housing supply for the 2020-2025 period.

Area Growth Plans (2018 and 2020)

Area Growth Plans have been prepared by the Council for three key areas within the Borough (Redcar, Greater Eston and East Cleveland). The plans were prepared to create a flourishing future for the Borough, including the creation of jobs and new businesses, and the delivery of new homes. Projects specific to Redcar were included in a report to the Council's Cabinet dated March 2018, and an update on the projects has since been prepared in May 2020. The projects were agreed in Cabinet in December 2020.

Projects listed within this latest update which are classed as being in development or ongoing include:

- The masterplan for the redevelopment / refurbishment of Redcar Central Station to include a mix of uses and create a new sense of arrival for the town
- The Coatham development (phase one), currently intended to include a new 42 bed hotel and family pub / restaurant, alongside leisure attractions / activities
- The redevelopment of the Regent Cinema to provide a new three screen facility, with cafe / bar with amazing views
- The Sustainable High Street scheme (including grant for shop fronts and internal works)
- The £10m Kirkleatham Walled Garden and Catering Academy

Those projects included within the Growth Plan which are classed as not yet started include:

- The re use of Kirkleatham Stables potentially as a hub for culture and place for artisan/ creative businesses
- Improved connections to South Gare
- Phase 2B of the Coatham Development, including further new leisure uses

Redcar and Cleveland Local Plan (2018)

The Redcar and Cleveland Local Plan was adopted in 2018 and sets out the overall development strategy for the area for the period up to 2032. The plan sets out a vision for Redcar and Cleveland which includes, amongst other things:

- The delivery of sustainable development;
- Growing a successful and resilient economy which generates jobs and prosperity for people and businesses in the local area
- The provision of a range of good quality housing
- Maximising the re use of previously developed land and limiting unnecessary development on greenfield sites
- Protecting and enhancing natural and historic assets
- Providing good quality transport links

Policy LS2 sets out the Coastal Area Spatial Strategy, which includes Redcar. The policy seeks to promote the role of Redcar Town Centre as the Borough's main service centre for shopping, businesses, services, leisure and community facilities, strengthen its role as the civic centre for the Borough and provide upgraded leisure facilities.

It also seeks to support the growth of the economy, recognising the opportunities to grow the visitor and tourism economy in Redcar, as well as encourage environmental improvements and support/strengthen the provision of further education facilities. In relation to transport, it seeks to, amongst other things, improve transport connectivity in the heart of the town centre, improve parking provision and secure improvements to existing level crossings.

Policy LS4 sets out a spatial strategy specifically for the South Tees area, including the Teesworks area, and includes the aim of delivering significant economic growth and job opportunities. The policy seeks to support the regeneration of the Teesworks area through implementing the South Tees Area Supplementary Planning Document (SPD) which is considered further overleaf.

It also identified the need to investigate opportunities to create a new energy hub to support the offshore wind and subsea engineering sectors, support the expansion and protection of the port and logistics sector and improve transport connectivity between South Tees and the surrounding areas.

Policy REG 1 allocates Land at Coatham (8.7 ha) for mixed use development, comprising of leisure, tourism, visitor and retail uses. Policy REG 2 states that Kirkleatham Estate will continue to be recognised as a major heritage asset in Redcar and Cleveland, referring to the Investment Prospectus created for the estate and the permission previously granted for the redevelopment of the walled garden.

Policy ED1 sets out the hierarchy of town, district and local centres for the Borough, which includes Redcar Town Centre, as well as Dormanstown (Ennis Square), Park Avenue and Roseberry Square Local Centres (which also fall within the Town Deal area). The policy states that development proposals for main town centre uses will be focused in town, district and local centres, and sets out a range of measures to help maintain and enhance the vitality and viability of such centres.

These include:

- Enhancing their appearance, safety and environmental quality
- Encouraging a diversity of uses
- Safeguarding and improving markets
- Promoting the reuse of vacant buildings
- Maintaining and enhancing access by sustainable transport modes
- Improving the quality and quantity of parking



South Tees Area SPD (2018)

The Council adopted the South Tees Area Supplementary Planning Document (SPD) in May 2018, to support the economic and physical regeneration of the South Tees area, including that covered by the South Tees Development Corporation ('Teesworks').

Teesworks was created in 2017 following the closure of the former SSI steelworks site, and also includes other industrial assets on the south side of the River Tees within Redcar and Cleveland. It represents the largest single regeneration opportunity in the UK and aims to transform the area into a national asset for new industry and enterprise, making a substantial contribution to the economic growth and prosperity of the region.

The SPD was informed, and is supported, by a masterplan which was originally prepared in 2017 and was last updated in November 2019. It sets out a vision for transforming the Teesworks area into a world class example of a modern, large scale industrial business park, by providing a flexible development framework where plots of land can be established in a variety of sizes to meet different occupier needs in the most efficient manner possible.

The vision seeks the creation of up to 20,000 jobs over the 1,800 ha Teesworks area. The focus is on high skilled sectors and occupations, centred on manufacturing innovation, advanced technologies and those industries best able to deliver sustained economic prosperity. The sectors proposed include port related industry, power generation and storage, advanced manufacturing, research and development, offshore energy industries and materials processing and manufacturing amongst many other sectors.

South Tees Regeneration Masterplan (2019)

This Master Plan presents the vision, strategy and ideas for the transformational regeneration of the South Tees Development Corporation area into a world class employment-generating zone and economic growth enabler for the Tees Valley.

In terms of new development potential, the available land area principally comprises the large former SSI and Tata Steel land zones in Redcar, Lackenby, Grangetown and South Bank that were, until recently, at the heart of the steel making industry on Teesside. However, the regeneration initiative brings opportunity to, and indeed will rely on, existing major operators within the South Tees Area, such as PD Ports Teesport, British Steel and Redcar Bulk Terminal, and also outside, at neighbouring locations such as Wilton International.



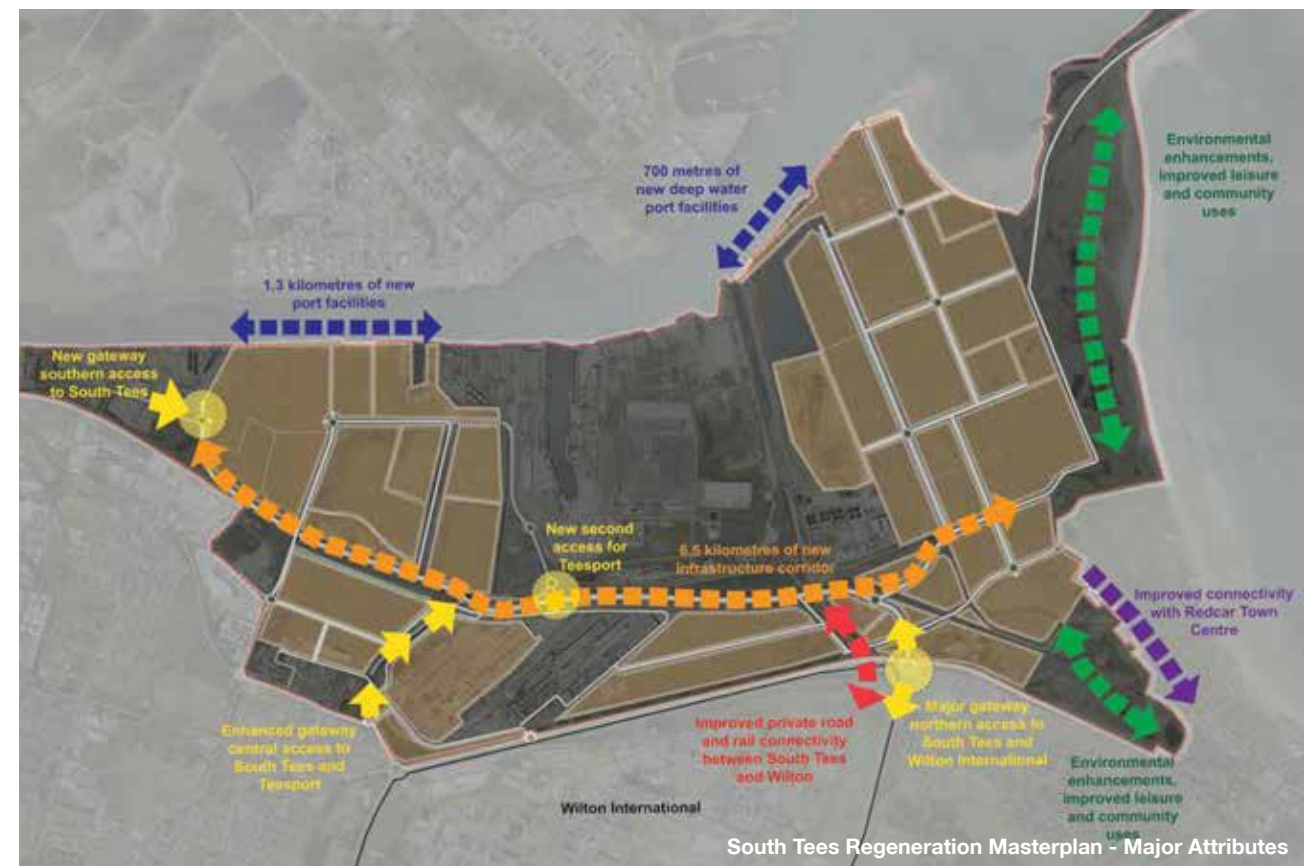
At the core of the primary infrastructure network is the inclusion of an infrastructure spine traversing the site. Transport proposals include the improvement and future proofing of rail freight infrastructure and on-site rail intra connectivity, along with reinforcing the existing passenger rail transit. Given the scale and linear configuration of the STDC area, the plan is to develop the Teesdale Way / Black Path corridor as a spine through the site, linking new public open space nodes and integrating industrial development zones with community zones. The proposals also see the integration of heritage and nature within the public open space strategy, creating attractions and areas of interest focused on these two important themes.

Planned strategic access points to the STDC area will be developed as gateway features, to define and strengthen the identity of the destination as a world class industrial business park. The site wide open space strategy will include footpath and cycleway networks enabling ease of movement across the industrial park by non automated transport modes. Areas of public open space will be developed to a high quality, consistent theme and standard, as part of a site-wide strategy.

Teesworks Planning Applications (2020)

In 2020 planning permission was granted for a major manufacturing site for offshore wind on the Teesworks site. Planning approval for the 430 acre plot supports the announcement of plans for a new heavy lifting quay which will give ships and international firms easy access to be able to transport turbines on the bank of the River Tees to accommodate the offshore wind development.

Further planning applications have been submitted for more than nine million sqft of business and industrial space which will create up to 11,400 jobs when fully operational. The plans have been submitted on zones within Teesworks at Dorman Point, The Foundry, Steel House, Long Acres and Lackenby. A total of £13.5m of investment is already being used to transform the land at the Dorman Point and Long Acres zones. Dorman Point is lined up to accommodate the new Tees Valley Energy Recovery Facility. The Foundry is a 530 acre site which will help establish Tees Valley as the UK's first decarbonised industrial cluster.



Redcar Town Centre Masterplan Vision (2017)

This town centre masterplan was prepared in 2017 for the Council by GT3 architects. It has an overarching theme of Delivering a Sustainable Future for Redcar Town Centre. It also includes a series of strategic aims, which are as follows:

- To deliver an appropriate mix of uses, including leisure, retail, employment and housing
- To create a series of new visitor attractions, as part of a holistic masterplan
- To build on the success of capital regeneration projects
- To strengthen and consolidate the existing town centre and make it more integrated and accessible as a whole
- To reflect the unique character and qualities of Redcar and the surrounding areas
- To capitalise on and further enhance the seafront and beachfront
- To create high quality public realm
- To form a natural extension of the town centre and connect into the wider urban fabric
- To ensure that the proposals are commercially robust and deliverable
- To form a well connected, safe and consistent urban fabric, by foot, bicycle, public transport and car (in that order)

The vision breaks down the town centre into a number of neighbourhoods:

- Sport and Recreation- Mixed use development located at the Majuba Road site including a cinema, hotel and other leisure uses, and an Adventure Sports Centre and Events Space
- Urban Living – New residential development within the town centre and seafront improvements along the western edge of the town centre
- Civic and Leisure - enhancing the existing civic, business, leisure, retail and infrastructure uses and facilities, including Redcar Central railway station and accessible and secure car parking solutions

- Town Centre Core – a core that is better defined and with a greater concentration of uses, intensified activity and animation, along with new landscaping and wayfinding initiatives which improve accessibility and legibility. Proposals include a Family Entertainment Centre, Seawater Lido, Pop-up Shops, and improvements to shopfronts and to Zetland Lifeboat Museum
- Independent Retail and Leisure – including small, independent retail and leisure uses, which can act as a catalyst to town centre regeneration, and can comprise high-quality, artisan, crafted produce and products with a strong ethical provenance and personal service. Possible opportunities include the conversion of existing buildings into boutique B&Bs, independent retail including ‘pop up’ businesses, and the ‘Roxpark’ concept development

In addition, the masterplan also identifies the following themes:

- Heritage and Culture - building upon the strong character and identity of areas to the western side of the town centre, and reflecting the significant historical, cultural and architectural buildings within it, including the adaptation and conversion of the existing buildings of Red Barns
- Landscape and Infrastructure - integrated landscape and infrastructure which supports economic activity, defines character and identity, balances the needs of pedestrians, vehicles and public transport, and creates well defined public realm



Healthy Minds (2016 / 2017)

Redcar's annual report on Health focuses on mental health and emotional wellbeing. Social health is often impacted upon by unemployment, poor housing, crime and antisocial behaviour and physical environment. The plan outlines key ways to improve the mental health and emotional wellbeing of the Redcar community. The report summarises with a list of recommendations to improve the mental wellbeing of people of all ages.

Redcar and Cleveland Growth Strategy (2016)

The 2016 growth strategy sought to build upon the 2010 Regeneration Masterplan but placed a greater emphasis on developing the workforce and economy, alongside the ongoing commitment to develop economic infrastructure.

The document summarises a range of growth outcomes under a series of categories, including Land and Infrastructure Businesses and Enterprise Growth; Quality places; Work Readiness and Skills for Growth. The intended outcomes within these categories included, amongst other things:

- The continued expansion of operations at Teesport, with a clear and stable ongoing strategy for its future
- Securing new inward investment, supporting high value added jobs
- Improved levels of investment and activity in town, local and district centres
- A reduced number of residents without formal qualifications
- An increased number of local residents with higher level skills attainment

Regeneration Masterplan Delivery Plan (2012 to 2017)

The Regeneration Masterplan Delivery Plan was prepared to set out the long-term plan for the social, economic and physical development of the Borough, and follows on from the 2010 Spatial Framework. One of the key objectives of the masterplan was to create a thriving economy, with local people who have the skills to secure jobs.

In addition to the above, the plan set out a number of other objectives which aimed to safeguard and grow SMEs, improve the quality, choice and supply of employment areas, improve housing choice, improve retail areas and visitor facilities, focus on young peoples' pathways to work (including apprenticeships) and focus on industrial excellence. Specific projects proposed included those relating to the Kirkleatham Business Park Enterprise Zone, improvements to Redcar Central railway station and the provision of a new hotel in Redcar, amongst others.

Redcar and Cleveland Regeneration Masterplan – Redcar Area Spatial Framework (2010)

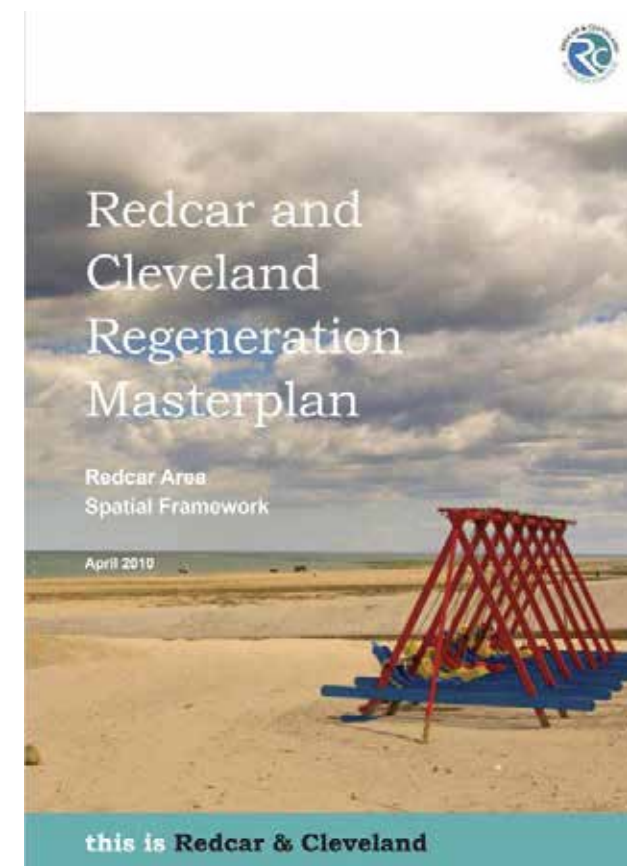
Four separate Spatial Frameworks were prepared by the Council in 2010 including Redcar (as well as the Greater Eston, South Tees and East Cleveland areas).

The Redcar Area Spatial Framework included the 'Redcar Reborn' vision, which focused upon the transformation of the seafront, through a series of interlinked objectives:

- Creating a new visitor economy
- Consolidating the retail offer and improving the legibility of the town centre
- Creating a new civic, community and leisure core for Redcar
- Providing new workspace, both within Redcar town centre and throughout the spatial area
- Delivering new housing, beginning with new housing on Redcar seafront

In summary, the Vision stated:

'By 2025 Redcar will have been reborn and its seafront transformed. Redcar is once again a great day out but what's more, the town itself is working, serving the people of Redcar and the communities of the Borough with good quality shops and services and strong links to Middlesbrough. Redcar is a destination of choice – to live, work and shop and for the attraction of the coast.'



The Masterplan Process

Briefing and Document Review

Review of background information to the project, including The Towns Fund, Redcar Town Deal Board and Redcar Town Deal Area. This process also involved the review of background documents, including Planning Policy, Area Growth Plans, regeneration and other spatial frameworks, town centre strategies.

Baseline Analysis

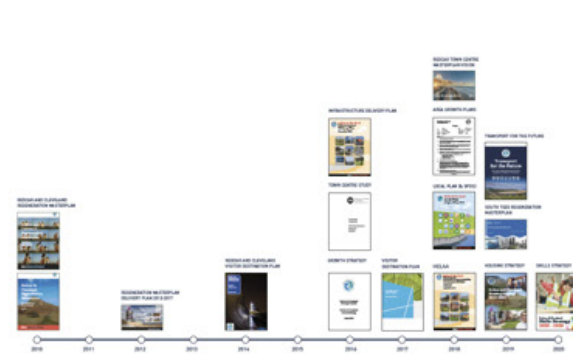
Assessment of the existing Redcar context covering the Town Deal study area, and the town centre, including land uses, green and blue infrastructure, heritage assets, connectivity, key assets, planned development, key assets, and constraints and opportunities. As part of the baseline analysis, discussions were also held with local community and voluntary representatives, business owners, and Council officers in order to build up a holistic picture of Redcar and understand the key issues.

Engagement and Visioning

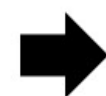
The first stage of engagement focused on setting a Vision for Redcar. A survey was completed by local residents, businesses, community organisations, as well as by the Town Deal Board, and local Councillors. Workshops were also held with key stakeholders to prioritise objectives.

Challenges and Opportunities

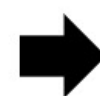
Informed by the baseline analysis and initial engagement, key challenges and opportunities in Redcar were identified. An interactive, collaborative session, a 'design sprint' was held with the Town Deal Board during this stage in order to develop strategies and principles for the masterplan which could respond to these challenges and opportunities, and contribute to the Vision for Redcar.



Briefing and Document Review



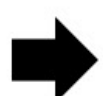
Baseline Analysis



Engagement and Visioning



Challenges and Opportunities



Masterplan Process

Masterplan Principles

Following on from the design sprint, principles for the masterplan were developed, including elements such as distinctive quarters, improved connectivity and gateways into Redcar, and a series of activity nodes drawing people through the town. These were represented graphically as an overall spatial framework for the town centre and wider study area, within which masterplan projects could be located.

Masterplan and Town Investment Plan Proposals

A long list of projects was drawn up, which responded to the Vision, baseline analysis and the challenges and opportunities identified. Initial masterplan options illustrated how these projects aligned with the masterplan principles, and related to the existing context, policy, planned development, and how they supported the Vision for Redcar. Through further engagement with the Town Deal Board, a shortlist of potential projects was put forward for the Town Investment Plan. It was important that these projects supported the overall masterplan principles.

Consultation

In order to obtain feedback on these proposals, the masterplan for the town centre and Town Deal area was presented to the public and stakeholders, along with the shortlist of Town Investment Plan projects. The feedback was taken into account, alongside a range of other considerations, in deciding which projects to include within the Town Investment Plan.

Final Masterplan and Town Investment Plan

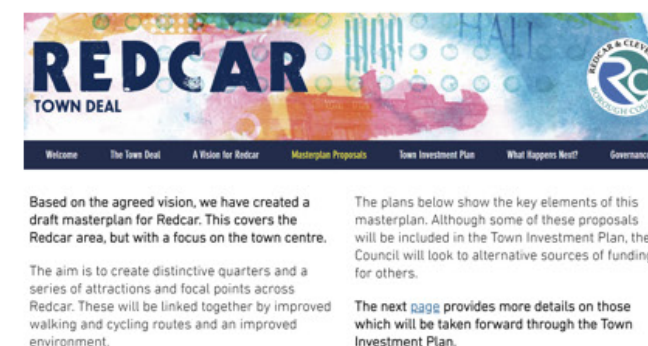
Following the results of the consultation, refinements were made to the masterplan, and a final list of Town Investment Plan proposals was drawn up. The masterplan will be submitted to Government as part of Redcar's Town Investment Plan. It will also continue to guide investment over the longer term through a suite of complementary and connected projects, drawing on the Area Growth Plan and other longer term projects, and also by providing a spatial framework for future projects.



Masterplan Principles



Masterplan and TIP Proposals



Consultation



Final Masterplan and TIP

Masterplan Process

Engagement

Introduction

It is important that the masterplan works for, and is supported by, the local community including residents, community and voluntary organisations, businesses, investors, local elected Members, and Council officers. Therefore, a comprehensive programme of engagement was carried out in order to shape the masterplan.

A total of 2,188 people completed the survey on the draft masterplan and Town Investment Plan projects, and the results demonstrated a high level of public support for the projects being taken forward.

Further details on engagement can be found in **Redcar Town Deal: Stakeholder Engagement Report (Redcar Town Deal Board, January 2021)**.

Visioning

The Vision is one of the most important components of the masterplan, summarising the collective aims and ambitions of local people, and setting out what the masterplan must aim towards achieving.

The development of the Vision was led by the Town Deal Board. For further details on the Board please refer to **Redcar Town Deal: Town Investment Plan (Redcar Town Deal Board, January 2021)**

In order to create a vision for Redcar we carried out the following:

- Survey of the general public
- Survey of the Town Deal Board members, followed by a workshop
- Survey of all Councillors across Redcar and Cleveland, followed by a workshop with Ward Members in Redcar

The Vision is set out in full on pages 30 - 32 in this report.

“Redcar can be a beautiful little town: it has lots of attractions to see, it has a lovely beach and the people who live there are lovely and kind.”

“The people, the sea and the natural landscape, industrial heritage, potential for green recovery to benefit us all.”

Quotes from local residents



Town Deal Board in Redcar Town Centre

Public survey

The survey was promoted via the Council's social media accounts, with background information and a link to the survey being made available at www.redcartowndeal.com. The survey was live between 17 and 27 July 2020 and a total of 2,188 people completed the survey, either online (795) or by returning hard copies (1393).

The most valued Redcar 'Place assets' were the beach and countryside, Kirkleatham Estate, Redcar Racecourse, and the Esplanade and foreshore area. The 'People assets' perceived to be most important were community spirit and local pride, local heritage and traditions, local charities, and community groups. In terms of 'Connections assets', the most valued were cycling and walking routes for leisure and exercise, rail links and road links.

The most significant issues identified were the appearance and environment of the town centre, range / quality of shopping on offer, facilities for visitors (accommodation, public toilets, indoor activities), and social issues (such as antisocial behaviour, drug and alcohol abuse). In the future, participants wanted to be able to describe Redcar as 'vibrant, clean, thriving and prosperous'.

“Would like to see more opportunities and a culture of aspiration for people living in Redcar. It would be nice to see people thrive in Redcar, rather than have to leave to do so.”

“Regent walk is lovely but should go all the way to the sea front ie knock M&S building down and make it a lovely walk through to the beach. Then fill the space with cafes / bars / restaurants with outside seating.”

Quotes from local residents



Festival of Thrift at Kirkleatham



Redcar Racecourse



Redcar Beach



Regent Walk and M&S

Local members

Survey results

Feedback from the local Council Members survey was that the beach and countryside were the most frequently mentioned place asset, with the Kirkleatham Estate and Redcar Racecourse also referenced by a large proportion of respondents. In relation to people, local heritage and traditions, along with community spirit and local pride were highly valued, as well as the skills and work ethic of the local community. In relation to connections, Redcar's links to the national and regional road network were felt to be an asset.

Workshop

Visioning

These findings were discussed in a workshop held with Redcar Members on 22 July 2020. Key themes that emerged from the session included:

- Creating links between the seafront and the town centre, to ensure a joined up experience that encourages visitors and residents
- Improved connectivity and reducing bottlenecks including at the railway level crossing at West Dyke Road
- Improved town centre parking
- Improving Station Road and creating a better impression on arrival at the railway station
- Hotels and good transport links between attractions that will encourage visitors to stay and use facilities
- Improving the function and perception of Redcar, helping to create a dynamic and lively place to live, with a clearer identity
- Creating a varied, interesting and economically viable High Street with independent shops
- Providing sheltered / indoor areas in the town centre to encourage visitors even in poor weather
- Better maintenance and appearance of shop fronts, and amenities such as sea front lighting
- Bringing empty shops back into use
- Creating opportunities for residential development in the town centre; and
- Marketing the area well and make the most of its existing assets, including Zetland Park and Kirkleatham Museum

Key themes

The second exercise at the workshop sought to add detail to the visioning exercise by focusing on key themes identified in the survey, including Redcar's best assets (the beach, culture and heritage) and areas for improvement (the availability of things to do, the town centre and retail offer, as well as skills and employment).

It was clear from the visioning exercise that many of these themes are interdependent and could therefore support each other.

Additional issues

In addition, a range of other issues were identified which, in members' eyes, needed to be addressed in Redcar. These issues included:

- Think carefully about the identity of the town, for example, independent shops could offer a unique and sustainable identity
- Consider what makes Redcar unique and differentiates it from other nearby coastal towns
- Visitors will be attracted to a town that is authentic and represents the culture and personality of its residents
- Address antisocial behaviour, crime and littering in the town, which makes it unattractive to day trippers and those visiting bars and restaurants in the evening
- Think about long term job prospects, not just those in construction that will be generated over the next three to five years
- Encourage young people to stay in Redcar, to study and go into work, rather than travelling outside the region
- The town needs to be able to attract and support skilled workers entering the workforce from outside the region
- Encourage active / green travel, including better provision for cyclists



Town Deal Board

Initial survey

In June 2020, EDable Architecture distributed a survey among Town Deal Board members to gather initial feedback on the vision for Redcar. The original (pre Covid-19 Lockdown) methodology intended to undertake a series of round table workshops to build consensus around the vision and strategic priorities. Due to the lockdown brought into effect in March 2020, the decision was taken to proceed with the visioning exercise, but to do this remotely. A questionnaire was sent to the Board members to gather information about Redcar, both as it currently is and what they would like it to be in the future.

Workshops

In order to supplement the surveys, workshops were held with the Town Deal Board to better understand their views on a vision for Redcar and explore the Town Deal Board's feedback in more detail. These workshops were held on 3 and 10 July 2020. The group then discussed the results of the survey, specifically the key objectives for the Town Fund in relation to the 'Place', 'People' and 'Connections' themes.

These workshops helped the project team to interrogate the rankings generated as a result of the survey. Whilst the thematic objectives identified via the surveys were felt to be broadly right, there was considerable nuance identified via the workshops with respect to: how they relate to each other; how they group together; and which ones are important but potentially out with the scope of the Towns Fund itself, but are, however, important for the masterplan to respond to.

Describing Redcar now and in the future

Board members were asked to describe Redcar, both for themselves and how they think residents would perceive the place. Results were broadly similar, focusing on:

- Industrial
- Seaside and great beaches
- Run down (in some areas)
- Full of potential and friendly

When asked how visitors might describe Redcar, responses focused on a lack of activities and attractions, the perception that Redcar is run down, and geographical isolation. Board members did, however, suggest that visitors are likely to be surprised by the quality of the natural environment, including beaches and nearby countryside.

Objectives

Objectives identified by the Board were:

Place

- Establish Redcar as a year round destination
- Increase number of visitors and length of stay
- Improve leisure facilities
- Better promotion of attractions and activities
- Increase private sector investment in events
- Broaden and improve visitor accommodation (including post Covid provision)
- Strengthen the identity / brand
- Promote and increase cultural assets
- Provide a retail offering that supports the needs of both visitors and residents
- Improve the quality of food and drink offer (supporting both retail and tourism objectives)
- Internet / public Wi-Fi improvements (for example, for local businesses and publicly accessible hubs for employment and skills)
- Deliver clean, safe and attractive neighbourhoods
- Provide homes to meet the needs of our population
- Improve standards of existing housing
- Residential availability within the town centre (consider the demographics, for example for students, young people, or older people who need easy access to amenities).
- Conversion of existing units
- Improvements of housing on Station Road, to improve entry points to town centre
- Enhanced green spaces
- Safeguarding and enhancing areas of heritage importance
- Conserving and expanding environmental assets
- Reducing environmental impact

People

- Increase access to employment opportunities
- Increase advanced manufacturing and new technologies
- Secure inward investment
- Support businesses to start up and grow
- Provide high quality employment sites for economic development
- Ensure key investors / employer are engaged in the skills system
- Improve educational support related to high skilled employment
- Provide high quality apprenticeship facilities
- Increasing high-skilled employment opportunities; and
- Improving school and high education facilities
- Form strategic alliances with major operators
- Develop rural business

Connections

- Promote active and sustainable travel
- Better promote existing good links between town centres
- Create a differentiator and improve the public realm for cycling
- Interconnectivity of modes of transport (eg bikes on trains)
- Improve education on active travel
- Safeguard and improve rail access
- Improve active and sustainable travel links, in particular to the coast; town centre to residential areas; to employment sites (including Teesworks and Kirkleatham Business Park; and between the countryside, residential areas and wider visitor attractions
- Improve regularity of services
- Improve parking provision
- Digital town centre
- Consider digital poverty
- Improve digital connectivity in rural areas

Summary

In summary, the key objectives supported by the Board were to establish Redcar as a year round destination, increase local residents' access to employment opportunities and to promote active and sustainable travel. The diagram on the following page illustrates the key themes and objectives.



Clean energy opportunities



Coastal destination



Active and sustainable Travel



Employment and educational opportunities



Overarching themes for the vision and priority objectives

Design sprint

An interactive, collaborative session, a 'design sprint', was held with the Town Deal Board in order to develop strategies and principles for the masterplan. The following masterplan principles were identified:

- Restrict parking to the periphery as much as possible and limit car access into seafront / high street core
- Longer term, provide an eastern destination car park
- Improve the pedestrian / cycle experience on Esplanade and High Street East
- Balance access to South Gare with the unspoilt character of the space, this can be promoted to visitors as something different to the town centre
- Improve connections to the Teesworks site, and also consider connections to Kirkleatham and Wilton
- New jobs at Teesworks should be visible within the town centre, potentially through an employability / enterprise hub, which could be linked to the library and other community facilities
- Sports and activities should be encouraged, utilising the coastline. Activities such as horse riding and surfing would attract linked trips, and this could tie in with other 'quirky' attractions
- Leisure / events focus around an upgraded Tuned In and boating lake, complementing the planned Coatham leisure development.
- Esplanade should be used for more activities such as markets, potentially by closing sections of it to traffic temporarily or permanently
- Create a link between the high street and Esplanade in the location of the former Marks & Spencer (M&S) and Goodwins stores
- Create a focal point events space in the town centre with the sea as a backdrop, and make the high street 'festival ready'. This should be created as a flexible event space for parades / Christmas / summer events etc
- Improved food and beverage offer could include food halls, deli and markets. This offer should support a range of different users, including family, evening economy, pop up / events, and must consider the weather

Consultation on the Draft Masterplan and Town Investment Plan

The RedcarTown Deal website <https://www.redcartowndeal.com> provides information about the Government's Towns Fund and how Redcar and Cleveland Borough Council plans to use this money to support Redcar's future economic growth.

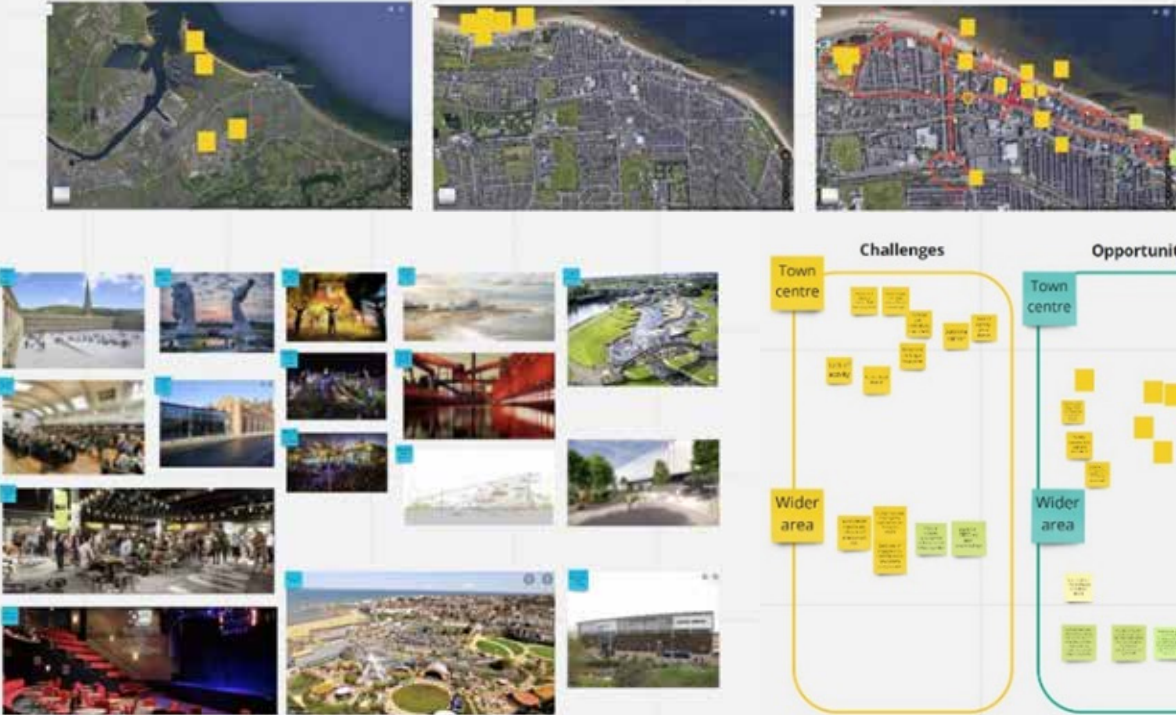
The feedback from the survey was taken into account, alongside a range of other considerations, in deciding which projects to include within the Town Investment Plan. Full details are included in the Redcar Town Deal: Visioning and Engagement report.

The platform allows further public consultation following the publication of the draft masterplan and TIP proposals.

Next steps

Further public engagement will be undertaken on the Area Growth Plan proposals, forthcoming Towns Fund projects, and any other detailed projects which come forward.

Exercise 2: Masterplan Principles



Challenges

Town centre

Wider area

Opportunities

Town centre

Wider area

Design sprint exercises

REDCAR TOWN DEAL

Welcome The Town Deal A Vision for Redcar Masterplan Proposals Town Investment Plan What Happens Next? Governance

Based on the agreed vision, we have created a draft masterplan for Redcar. This covers the Redcar area, but with a focus on the town centre.

The aim is to create distinctive quarters and a series of attractions and focal points across Redcar. These will be linked together by improved walking and cycling routes and an improved environment.

The plans below show the key elements of this masterplan. Although some of these proposals will be included in the Town Investment Plan, the Council will look to alternative sources of funding for others.

The next page provides more details on those which will be taken forward through the Town Investment Plan.




Town Centre Overview

Wider Area Masterplan

Public consultation website

3 Vision



The Vision

The creation of a vision for Redcar is key to the development of the masterplan and Town Investment Plan. It provides a strategic framework to help to shape the identification and prioritising of interventions, as well as the longer term spatial framework which will guide investment to 2030 and beyond.

The vision must be founded in evidence and reflect the views of the community and key stakeholders. Within this context, the vision presented in this section takes account of: relevant previous studies and strategies prepared by / on behalf of the Council and other organisations; the baseline analysis presented in and the various strands of engagement undertaken to date.

This overarching vision for the town is supported by a number of broader objectives. These are set out overleaf and provide further detail regarding the direction of travel and scale of ambition to be pursued through the successful delivery of the Masterplan and Town Investment Plan.

“During the next 10 years, Redcar will maximise its position on the North East coast and be a key asset in a thriving Tees Valley economy.

Redcar will be a coastal town which people aspire to live in, with attractive residential areas, educational and cultural opportunities and a public realm which reflects our pride and investment in our place. Our people will have the aspirations and skills they need to take advantage of major industrial development sites, ensuring a secure and prosperous future for both themselves and the town.

Our coastline and a wide range of year round attractions and events will drive a vibrant visitor economy, with an exciting offer for thrill seekers and families alike. The town will be well connected, giving our residents and businesses opportunities to operate on local, regional, national and international scales.

Our success will be rooted in our pride of place and will build on our proud industrial past. The development of Teesworks as an industrial complex fit for the twenty first Century will allow us to embrace the green economy as a major part of our long term future. Our strong pioneering spirit will ensure that Redcar leads the way as a great place to live, work and enjoy.”

Place

Redcar will be established as a modern visitor destination that is clearly differentiated from competing locations. The town centre will be clean and energetic, with a festival ready High Street supporting an expanded cultural programme and a thriving independent sector. Links between our beaches, which will become a leading hub for water based activities and adrenaline sports, and the high street will be strengthened.

We will encourage people to visit Redcar more frequently and stay longer. The town centre's commercial offer will be improved, through an expanded independent sector and the development of an exciting food and beverage offer and new leisure attractions (both indoor and outdoor) that will draw people to the area from Tees Valley, North Yorkshire and beyond. The quality and quantity of hotel provision will be significantly improved.

We will celebrate our distinctiveness and differentiate the town from competing destinations, creating a high quality public realm which better links with and complements the recently enhanced Esplanade. The public realm, including lighting, street furniture and wayfinding, will be consistent, high quality, clean and well maintained, and reflect the heritage, physical and natural assets of the town. We will introduce green infrastructure to key strategic routes in the town and enhance / redevelop run down property, in order to improve the sense of arrival, enhance the visitor experience, encouraging people to explore the area.

In promoting Redcar as a tourist destination, we will look to harness the exceptional quality of our coastline, our heritage, our industrial past and future and our local independent spirit.

The interpretation and celebration of industrial landmarks old and new will be encouraged and we will establish the town as one of northern England's leading hubs for water based activities and adrenaline sports, with a range of facilities which support both recreational participation and competitions.

We will deliver an expanded programme of events, building upon existing successes such as the Festival of Thrift, and with a greater emphasis on active and / or water based events. In doing so, we will encourage people to visit the town regularly, reinforce our market positioning and raise the area's profile. Alongside this, a new focal point / centre of gravity will be created within the town centre, resulting in a 'festival ready' High Street, with improved linkages between this and the Esplanade. Town centre living will be encouraged and promoted, which will add to its diversity and vibrancy.



People

We will re establish Redcar as a leading industrial location. As a place that supports business start ups, attracts inward investment and is a pioneer in the development of the green economy. Residents will be provided with the information, support and training they need to benefit from job opportunities created at Teesworks and other key employment sites. This will build upon the 'Mighty Redcar' spirit, reinforce the sense of pride in the area and instil a new confidence in the people of the town.

Our industrial renaissance will be driven by the delivery of nationally significant development opportunities at Teesworks (the largest single development site in Europe), Wilton International and a new Freeport, establishing the town as a pioneer in clean growth and advanced manufacturing. This will be supported by the necessary infrastructure to support start-ups, attract inward investment and accommodate any growth in supply chain industries.

To ensure that growth works for everyone, our residents will be equipped with the skills needed to access and benefit from the resulting (high skilled) employment opportunities, to support a more prosperous local economy. Strong collaboration between the College / Teesside University, local secondary schools and the business community will ensure that local education and training provision responds to the skills needs of Redcar's growth sectors, and residents will be provided with the information, support and training they need to take advantage of these opportunities.

The active community and voluntary organisations in Redcar will be celebrated and supported. This will enable them to be sustainable, grow, join up services, and increase social value. This will help give local residents the confidence they need to take advantage of the economic opportunities set out above, reinforcing their sense of pride in the local area. People will choose to live in Redcar and will feel they can meet their needs in the town, whether for shopping, leisure or working, reducing the need to look outside the local area.

Connections

Redcar will be a place with strong digital connectivity and where active and sustainable travel is encouraged, with a focus on driving up footfall in the town centre and enabling residents to access employment and training. We will encourage visitors to stay for longer and explore more of the town by creating attractive new gateways, improving links between key attractions and creating a series of 'stepping stones' which draw pedestrians from one end of the seafront to the other.

Redcar will be a place where active and sustainable travel is encouraged. Ease of movement will be improved by addressing key barriers, including the railway lines, and pedestrian / cycle routes and bus and rail services enhanced. This will better connect the town centre to surrounding residential areas, key employment sites and education providers, enabling residents to access employment and training opportunities and drive up footfall within the town centre.

Attractive new gateways to the town will be created, including at Redcar Central railway station, with convenient and well defined connections to the wider town centre. Pedestrian links from the station to the high street, between the high street and Esplanade, and the creation of a series of 'stepping stones' to link one end of the seafront to the other, will encourage visitors to explore more of the town. This will also increase dwell times and help create vibrancy within the town centre.

We will harness the appeal of attractions such as Kirkleatham Estate, Redcar Racecourse and South Gare to strengthen Redcar's tourism offer by improving links to and from the town centre. This will include capitalising on our location on National Cycle Route 1 / Eurovelo 12. Redcar will embrace digital connectivity, both by supporting and upskilling local businesses to expand their online presence, and by enhancing the availability of Wi-Fi and internet access to local residents.



Sustainable travel



Skills and training opportunities



Sustainable travel



Redcar and Cleveland College Graduation



Skills and training opportunities

4 Analysis



Analysis

Location

Redcar is situated on the Cleveland coast at the mouth of the River Tees, between Hartlepool to the north, and the seaside destination Saltburn-by-the-Sea to the south. Middlesbrough lies approximately 13 km to the south west and is a sub-regional centre, also including Teesside University and James Cook University Hospital.

The heavy industry on the Teesworks site, Seal Sands (in Stockton on Tees Borough) and Middlesbrough provides a backdrop to the west of Redcar, which also incorporates green areas such as Salthome and Teesmouth nature reserves. The Black Path, which runs through Redcar's industrial area, forms part of the longer Teesdale Way and also forms part of the England Coast Path.

To the south, areas such as Flatts Lane Country Park and woodland, Wilton Castle, and Skelton Beck offer a green, rural context to the town, with views to the Eston hills from the town. The North Yorkshire Moors National Park is approximately 15km to the south.

To the east, the coastal footpath continues to the village of Marske-by-the-Sea, around 1.5km to the east of Redcar, and onto Saltburn where it meets the national walking route, The Cleveland Way. National Cycle Route 1 also follows the Redcar coast, on its route between Saltburn and Middlesbrough.



Redcar in its wider context

Heritage

The **historic maps** on the following pages show the development of Redcar. Please refer to the **heritage assets plan** on the following pages for the locations of listed buildings and conservation areas for the locations of listed buildings within the Town Deal area and conservation areas.

Early history

Redcar originated as a fishing village in the 1300s which traded with the larger adjacent settlement of Coatham. Redcar seafront is still home to the Zetland, the world's oldest surviving lifeboat which was first stationed at Redcar in 1802 and is preserved within the Grade II listed Zetland Lifeboat Museum and Redcar Heritage Centre on the seafront.

Industrial and tourism growth

Industrial growth from the mid nineteenth century came in the form of Walker, Maynard & Co ironworks and later steelworks of which the most prominent were those of Dorman and Long, creators of so many iconic international structures such as Sydney Harbour Bridge. As seaside holidays became fashionable in the early nineteenth century, Redcar's facilities expanded.

Railways

The Middlesbrough and Redcar Railway opened to passengers in June 1846 but was also an important goods route. The first train on the line was hauled by Stephenson's famous Locomotion No 1. As tourist travel increased the new larger Redcar Central Railway Station was built in 1861 and is Grade II listed.

Expansion

Redcar quickly expanded and soon absorbed Coatham, which was chosen as the location of grand villas and townhouses built for Teesside industrialists and their families, reflected in its attractive Victorian architecture, much of it now designated as Coatham Conservation Area. The most significant of these is Grade II* listed Red Barns, a Philip Webb designed Arts and Crafts house. A blue plaque on the wall of Red Barns commemorates the renowned explorer and archaeologist Gertrude Bell who lived in the property as a child and was influential in Middle Eastern politics.



Zetland Lifeboat, 1900



REDCAR
North Yorkshire's Family Resort
SEND 3d FOR ILLUSTRATED BOOKLET
TO PUBLICITY MANAGER REDCAR
Train services and fares from **BRITISH RAILWAYS** stations, offices and agencies
British Rail poster



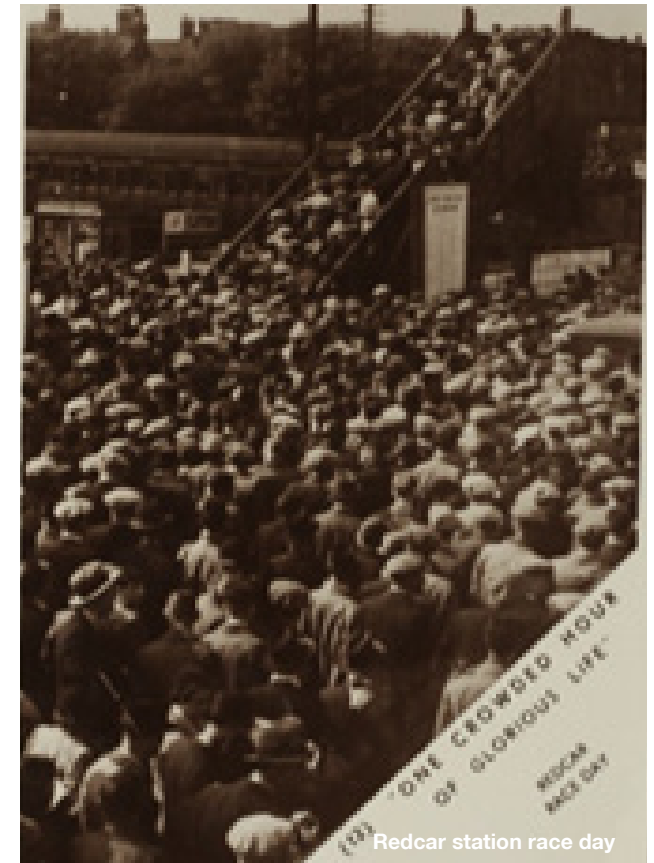
Redcar Beach, undated



Redcar Station, G. Pierson c. 1960



Gertrude Bell in Iraq, 1909



Redcar station race day



Red Barns 1898



Red Barns present day

Dormanstown

The steel manufacturer Dorman and Long built the 'Garden Village' of Dormanstown in the early twentieth century as a model suburb to accommodate the expanding workforce of the district. Heritage assets in Dormanstown include the Grade II listed Westfield Farm located on The Green, and the Grade II listed bungalows of Dorman Crescent which were built in 1931 and became the first local authority homes for the elderly in the whole of England and Wales. Dorman Long Coal Tower (a coal supply bunker) is an iconic landmark adjacent to South Bank Coke Ovens. The Black Path from Middlesbrough to Redcar meanders through the heart of industrial Teesside and was once used by sailors to reach their ships, commuting steel and ironworkers, and by families heading from the tightly packed terraces to Redcar beach.

South Gare

South Gare is intrinsically linked to the steel industry as The Gare was created through the deposit of five million tonnes of slag from the steel blast furnaces in the 1860s and the minerals arising from this has led to unique wildlife habitats. It has a rich social heritage linked to local communities accessing the site over the last 150 years. The site includes Paddy's Hole harbour and Fishermen's huts which are still used by local fishermen and families. The original South Gare Battery, built in 1890 with two guns was reconstructed in 1938. The Grade II listed South Gare Lighthouse, built in 1884, is located at the end of the breakwater, although there is currently no safe public access.

Redcar's Piers

The 1873 Victoria pier at Coatham was damaged during a storm in December 1874 and resulted in two sailing vessels piercing it and forced a reduction in the proposed length. The pier opened in 1875 but was damaged in another collision with a sailing vessel in 1898 and was demolished in 1899. The anchor from that vessel, the barque Birger, can be seen on the seafront opposite the Zetland Lifeboat Museum. A glasshouse for concerts was added to the pier's remaining section and in 1928 was replaced by the New Pavilion Theatre which became the Regent Cinema in the early 1960s.

Comedian and entertainer Larry Grayson reputedly coined his catchphrase "Shut that Door!" while performing there, since the stage door was open to the cold North Sea breeze. Redcar Pier was also damaged in the late nineteenth century by a series of ships deliberately breached in 1940 as a defensive measure before demolition commenced in 1980.

Redcar Racecourse

Redcar Racecourse is steeped in history and can trace its beginnings back to the early part of the eighteenth century when horse racing took place on Redcar beach. Redcar's current racecourse opened in 1872 and still provides entertainment for day trippers.

Town centre

Now demolished, a plot on Graffenberg Street which is now a car park was formerly Doctor Horner's Hydropathic Hotel, or 'Hydro', a popular alternative health treatment at the time. The ballroom of the former Coatham Hotel on Newcomen Terrace was home to the Redcar Jazz Club, a venue for the up and coming bands of the late 1960s and early 1970s. To the east of Redcar is the Grade II* listed Church of St Peter, designed by Ignatius Bonomi and built 1822 to 1828. The Grade II listed Town Clock was built in 1912 as a memorial to King Edward VII who was a regular visitor to Redcar.

Conservation areas

Within Kirkleatham Conservation Area there are 24 listed structures, several Graded I and II*, set within a landscape setting with historical character. Key heritage assets include Sir William Turner's Hospital (Grade I), Old Hall Museum (Grade II*), Church of St Cuthbert (Grade I), the recently renovated Kirkleatham Walled Gardens (Grade II), Kirkleatham Hall Farm including the Stable Block (Grade II*).

Coatham Conservation Area still retains much of its historic character. The conservation area includes the Grade II* listed Red Barns as well as the following key designated heritage assets: Christ Church (Grade II), and historic cottages at 44, 46 and 48 and 50 High Street West (Grade II).



Dorman Long Coal Tower



Dormanstown, 1930s



South Gare Lighthouse and Battery



Birger Anchor, Redcar seafront



Redcar Town Clock, undated



The Regent Cinema c1950



Coatham cricket field c1900



Kirkleatham, 1700



1850s OS plan (partial)



1890s OS plan (partial)



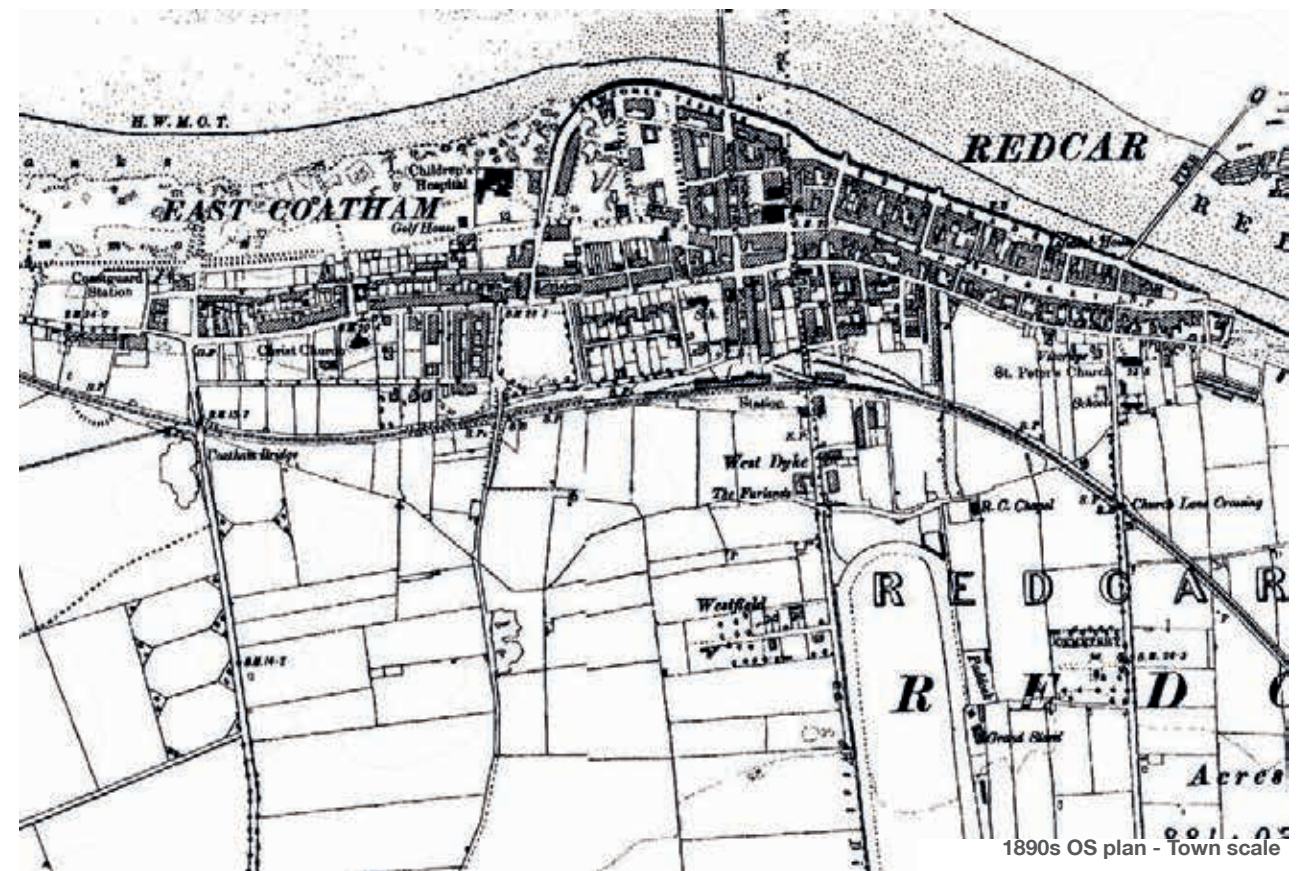
1930s OS plan (partial)



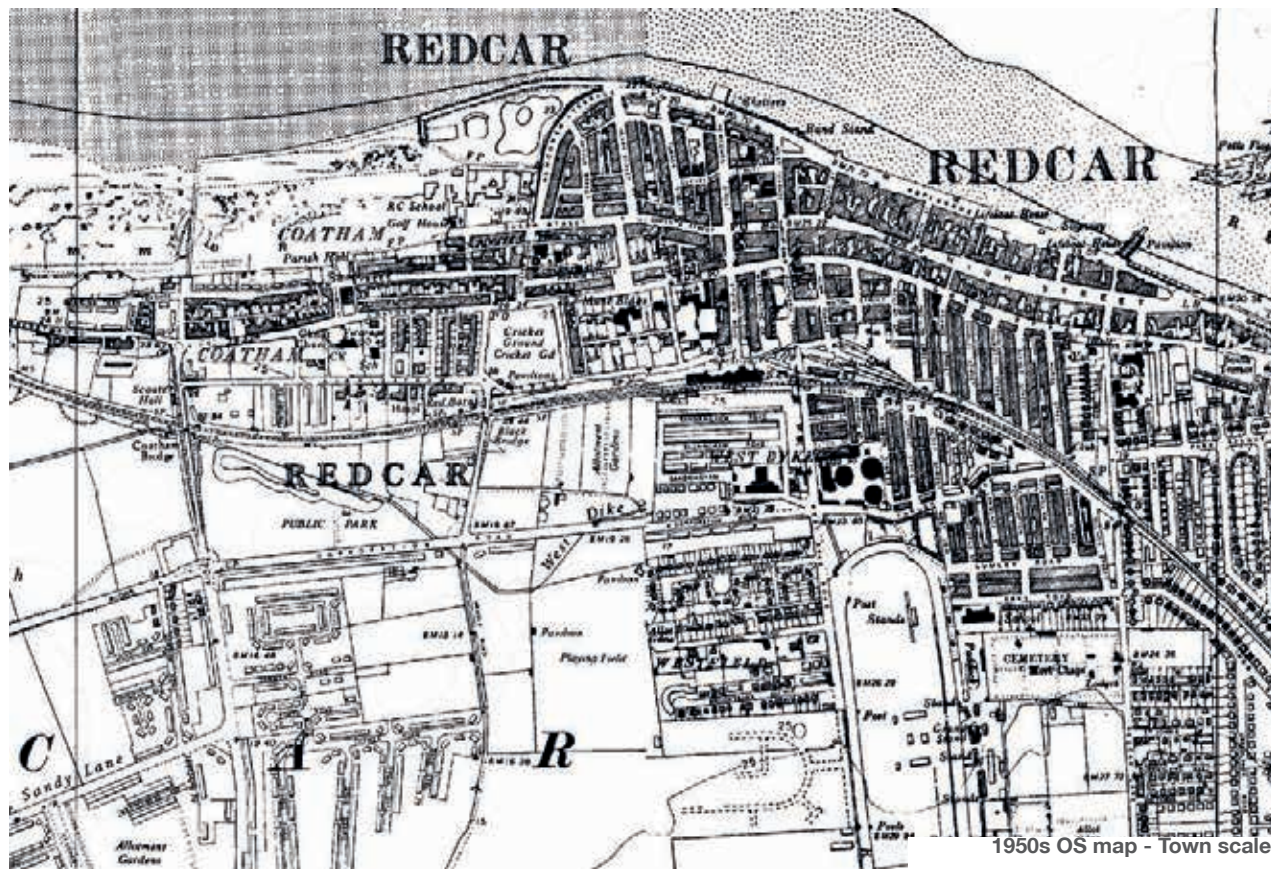
1970s OS plan (partial)



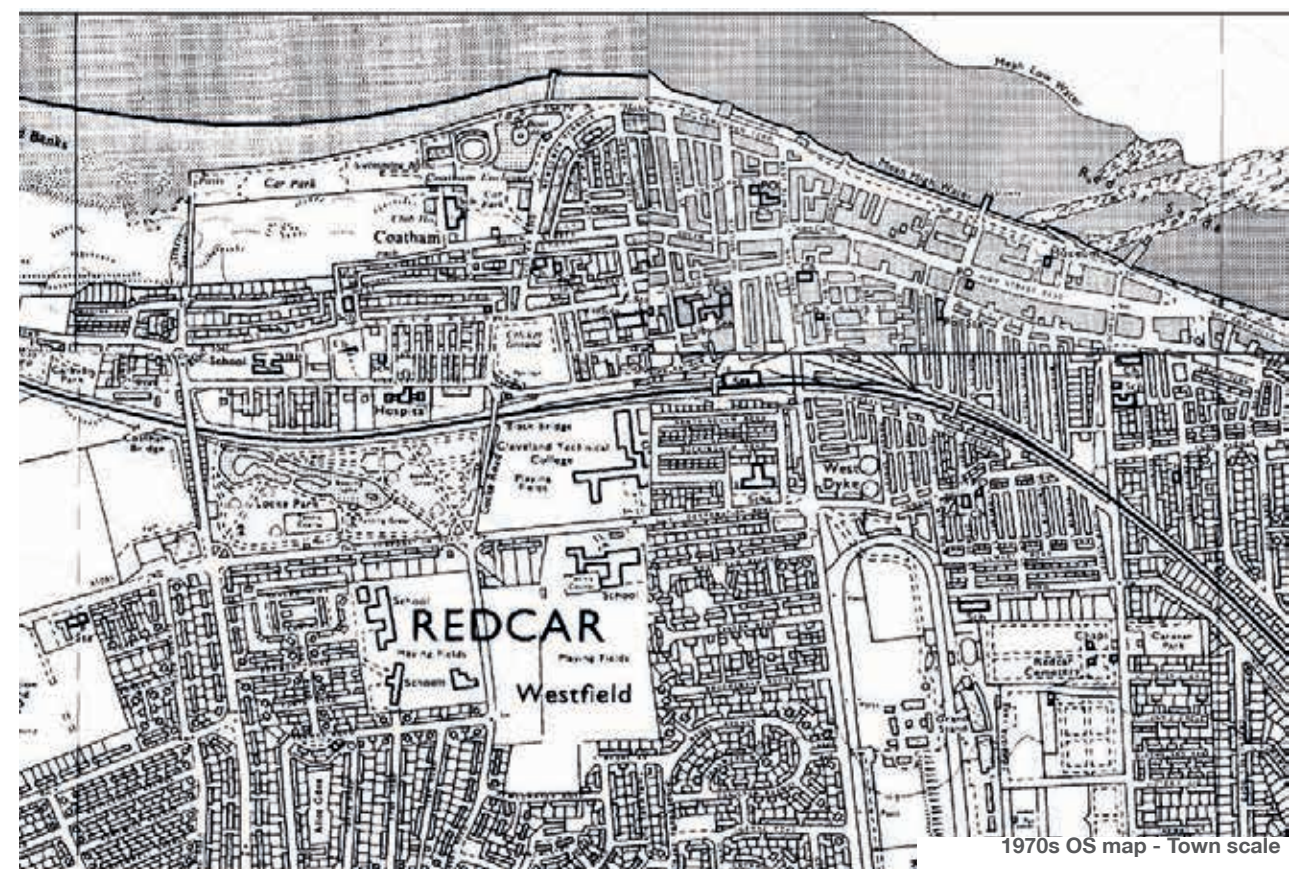
1850s OS plan - Town scale



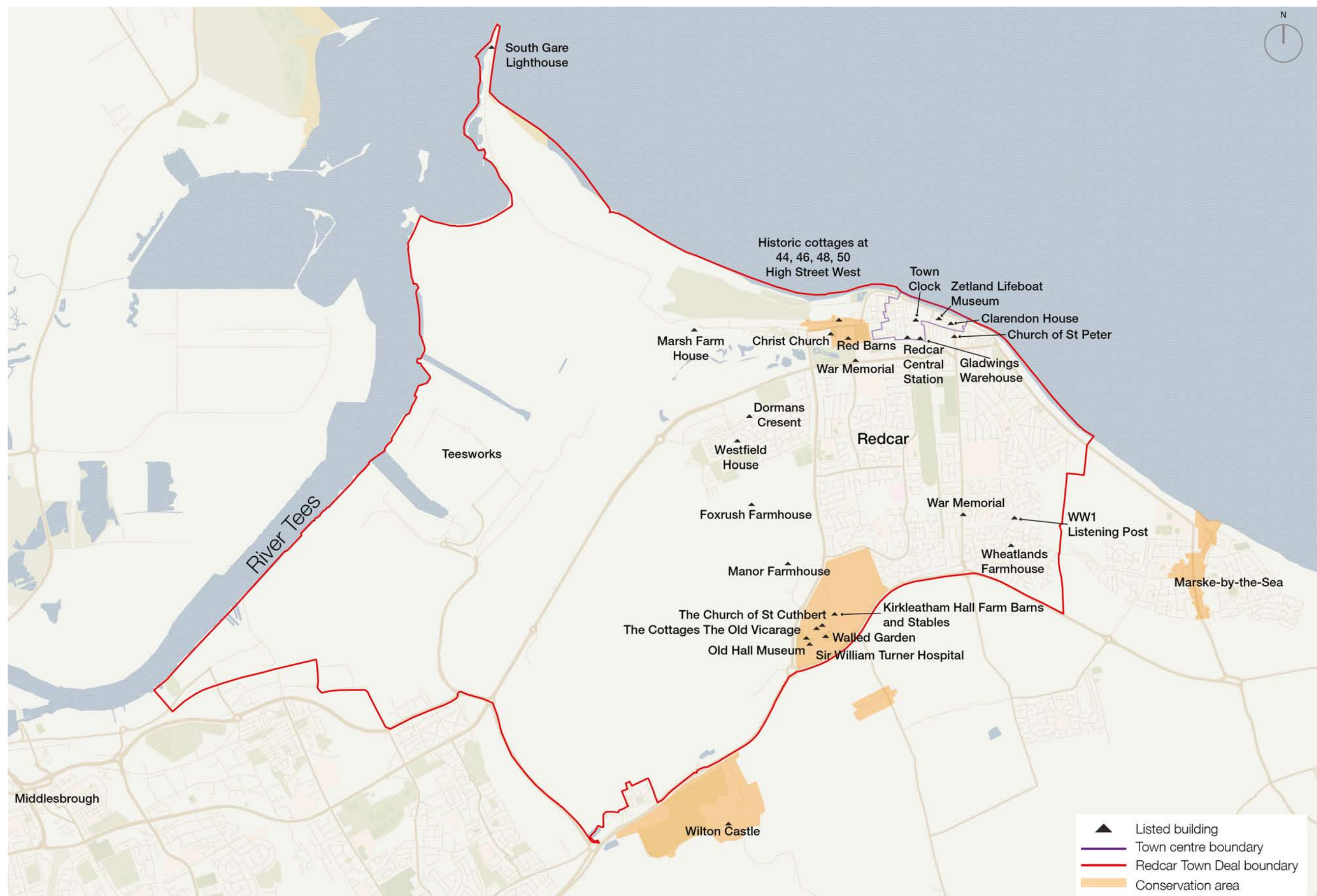
1890s OS plan - Town scale



1950s OS map - Town scale



1970s OS map - Town scale



Redcar's key assets

Redcar has several natural assets including the coastline, beaches, South Gare and Coatham Dunes, and parks and green spaces.

Visitor attractions

Visitor attractions such as the famous Redcar Racecourse, the lifeboat museum, Kirkleatham walled garden, and the Festival of Thrift event are also key assets to Redcar. These are complemented by the town centre offer including retail, leisure (including Redcar and Cleveland Leisure and Community Heart) and an independent quarter around the station including bars and restaurants. However, the town centre and seafront offer for both visitors and residents requires improvement.

Seafront and town centre

Key assets along the seafront include Tuned In!, the boating lake, the beach, the Regent Cinema, the Beacon, Esplanade, The Palace Hub, and Zetland lifeboat museum. The Town Clock provides a landmark within the town centre. There are few other assets to attract visitors within the town centre, close by the seafront. There are several views towards the beach and seafront from the high street, however these routes towards the seafront could be made more attractive.

South of the town centre

South of the main retail core, Redcar and Cleveland Leisure and Community Heart, Redcar and Cleveland College, the Racecourse, Locke Park and Borough Park, and Redcar Central Station (once the planned refurbishment/ redevelopment goes ahead), are key local assets. There are opportunities to improve and increase the assets within the town centre and seafront and better connect these to surrounding assets.

Teesworks

The Teesworks site offers a major employment opportunity, predicted to create 20,000 jobs on the edge of Redcar, and also including established employers such as PD Ports at Teesport Docks, and British Steel. The neighbouring Wilton International industrial estate can also be considered a key asset to the area, providing a large number of high skilled jobs and a focus on the chemical / process industries and clean energy.

College

Redcar and Cleveland College, which has 1,600 students, is a key education and training facility within the town centre.

Heritage assets

As described in the previous section, heritage assets are an important part of Redcar's character. Heritage assets in the area include the Grade 2 listed South Gare lighthouse, Town Clock and Redcar Central Station, Zetland Lifeboat Museum, the World War 1 listening post or 'sound mirror', and Westfield House within Dormanstown. Places of worship also contribute to Redcar's architectural heritage, this includes Christ Church and St Peter's Church.

There are also a number of heritage assets clustered within the Kirkleatham Estate, including the walled garden, the Grade 2* Old Hall Museum and Kirkleatham Farm (and Grade 2 stable block), and the Grade 1 listed William Turner's Hospital and St Cuthbert's Church. Although most of these heritage assets are concentrated within the central and eastern areas of the study area, there is considerable non-designated industrial heritage within the Teesworks site, including the Dorman Long tower at South Bank Coke Works.

Please refer to the study area and town centre **key assets plans** on the following two pages.



Redcar Racecourse



The Palace Hub, Esplanade



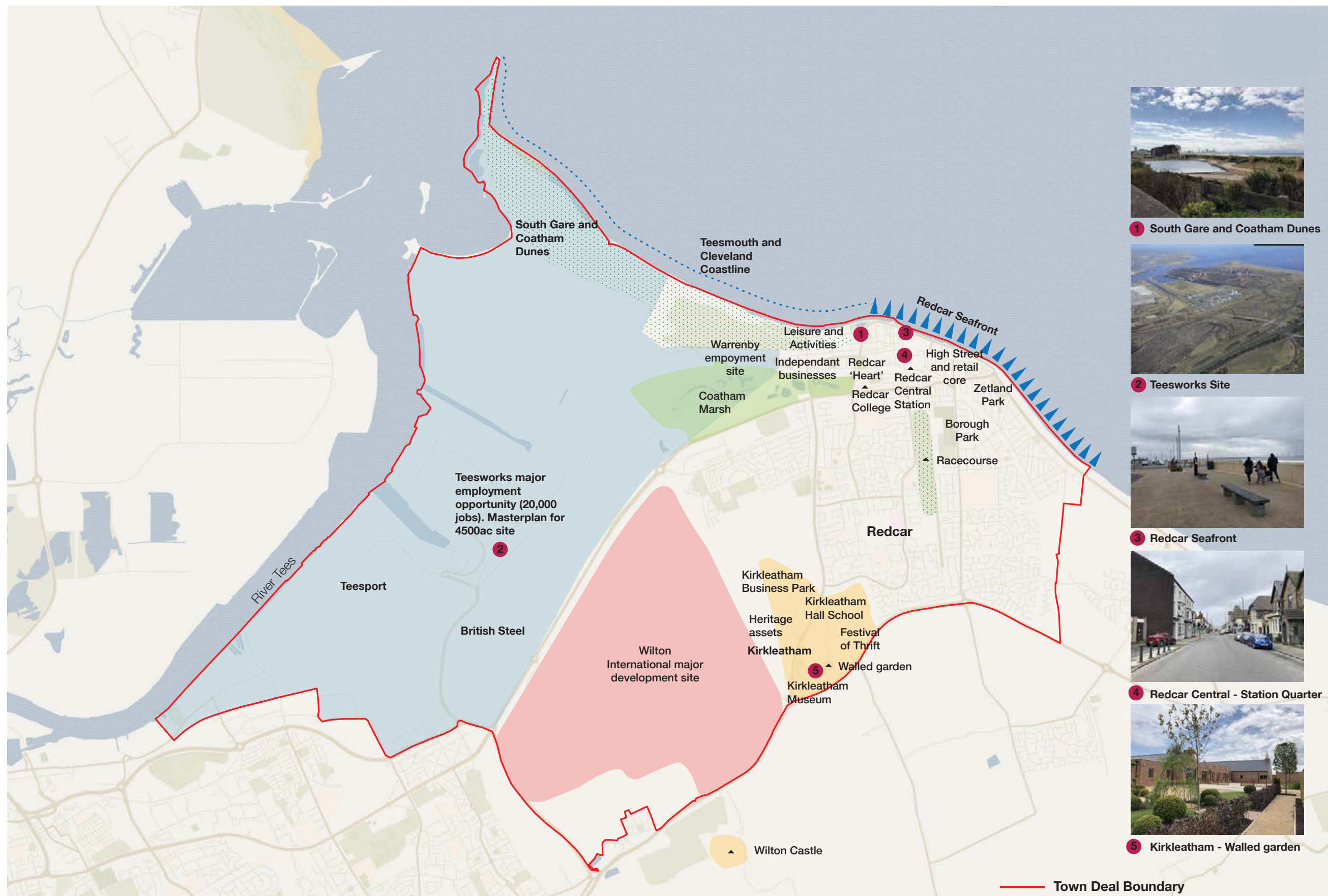
Coastline

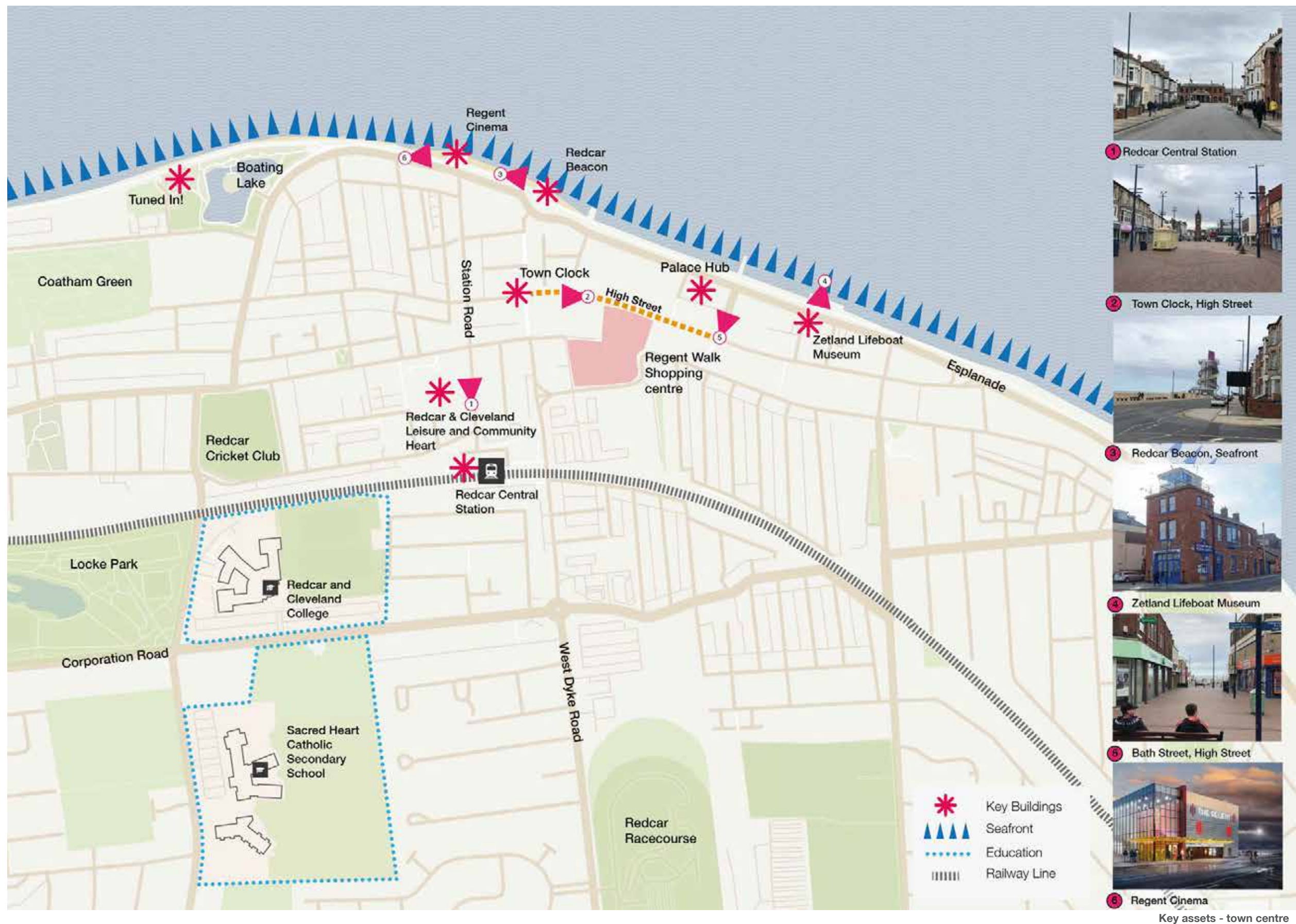


Kirkleatham walled gardens



Redcar and Cleveland Leisure and Community Heart





Land uses

Study area

Industry and employment

The west of the Town Deal area is dominated by the industry and employment around the River Tees, including Teesworks, Teesport Dock, British Steel and Wilton International industrial estate. Some residential areas, including Grangetown, South Bank and Dormanstown, border these industrial areas. There are smaller industrial / employment areas within the central part of the Town Deal area at Trunk Road industrial estate, Kirkleatham Business Park and Warrenby industrial estate.

Green space and heritage

Within this central area, Kirkleatham also includes the historic Kirkleatham estate to the south, featuring several heritage assets, including William Turner Hospital, Kirkleatham Museum, the Stable Block, and Walled Garden. There are also large areas of open space, including agricultural land and Coatham Marsh to the north, which is bisected by the railway line. To the north of this is Cleveland Golf Links and South Gare, including Coatham Dunes and the Grade II listed South Gare lighthouse at the end of the breakwater.

Residential

The eastern part of the Town Deal study area includes the town centre, Redcar Central Railway Station, and large areas of residential development surrounding the town centre. To the south of the railway line is Redcar Racecourse, a number of primary and secondary schools, as well as Redcar and Cleveland College, and Redcar Primary Care Hospital.

Town centre

Retail and services

The inner parts of the town centre feature predominantly retail and service uses, with a limited food and drink offer or visitor accommodation. Retail uses are concentrated on High Street East and Regent Walk Shopping Centre. At the eastern end of the high street, there are a greater number of independent shops, pubs and takeaways, with more residential / guest house uses and the Park Hotel being found where High Street joins Esplanade.

Vacant units

There is a vacant site at this gateway, the old bus station site and several prominent vacant units along the high street, including the former Marks & Spencer store. The northern side of the high street includes some existing and vacant former retail uses which back onto the seafront, such as the former Wilko, Marks & Spencer and Goodwins units. There is a lack of usable public space in this area, for example somewhere to eat lunch or to hold events and festivals.

Seafront

There are a mix of units which front onto the seafront, including some residential uses, cafés, a garage, and the lifeboat museum, as well as small surface car parks towards the eastern end. From Moore Street westwards, the RNLI station, former Ron Hills furniture store, and two large vacant units face onto Esplanade. There are also amusement arcades, The Palace Hub, the vacant Marks & Spencers store, and Pacittos ice cream shop, serving the original 'lemon top'. The Goodwins store which fronts on the high street also extends through this block but has no frontage to Esplanade.

This area also includes access to Pybus Place, a small gated street lined with small businesses which provides access to the rear of Boots but has no external through route. Ice cream parlours, fish and chip shops and amusement arcades give the next stretch of the Esplanade, including The Beacon which houses Zetland FM, a seaside character. The scale of buildings along the seafront varies considerably, ranging from 1-2 storeys to the Palace Hub at five storeys.

Newcomen Terrace

At Newcomen Terrace, which starts to the west of The Beacon, the character changes to uniform three storey seafront properties, comprising a mixture of residential and guest houses, and mostly in poor condition. The Regent Cinema is a key art deco building, soon to be replaced with a more modern facility, in a similar style, at the end of Station Road, and built out on stilts onto the beach.

The former Coatham Hydro Hotel on the corner of Turner Street and Newcomen Terrace is being redeveloped as shops, flats, serviced offices and conference facilities.

Coatham

This area of Coatham is largely residential. The two to three storey properties along Newcomen Terrace front onto a boating lake, bandstand and vacant site at the eastern end of Majuba Road. The Tuned In! building provides leisure, events, youth services and studios, and to the west of this is the dilapidated skatepark building and Majuba Road car park. To the south are some key green spaces including Coatham Common, Christ Church, the cricket club, Locke Park and the sports fields of the college and schools.

Station Road

Around Redcar Central Station, at the southern end of Station Road, there is a cluster of poor quality residential properties, as well as a Farm Foods Store, which both impact upon the arrival experience at the station. Further north on Station Road, and along the streets running off it, there are a number of bars, micro pubs, restaurants and cafés, along with professional services, small businesses and community and voluntary premises. This area is known as the 'Northern Quarter', and provides opportunities to encourage footfall between the station, the Regent Cinema (which is proposed to be redeveloped to provide a new three screen facility) and High Street.

West Dyke Road

To the east of the station quarter and West Dyke Road is the Morrisons superstore and its large decked/surface car park (as well as the Eurocar car park to the north), and south of the railway line (outwith the town centre boundary, as defined in the adopted Local Plan) is a Tesco superstore. Further to the south of this is the Racecourse and Borough Park, and more residential areas. To the south east of the town centre is Zetland Park School, St Peter's Church and Zetland Park.

Please refer to the study area and town centre **land use plans** on the following two pages.



Kirkleatham Museum, part of Kirkleatham Estate



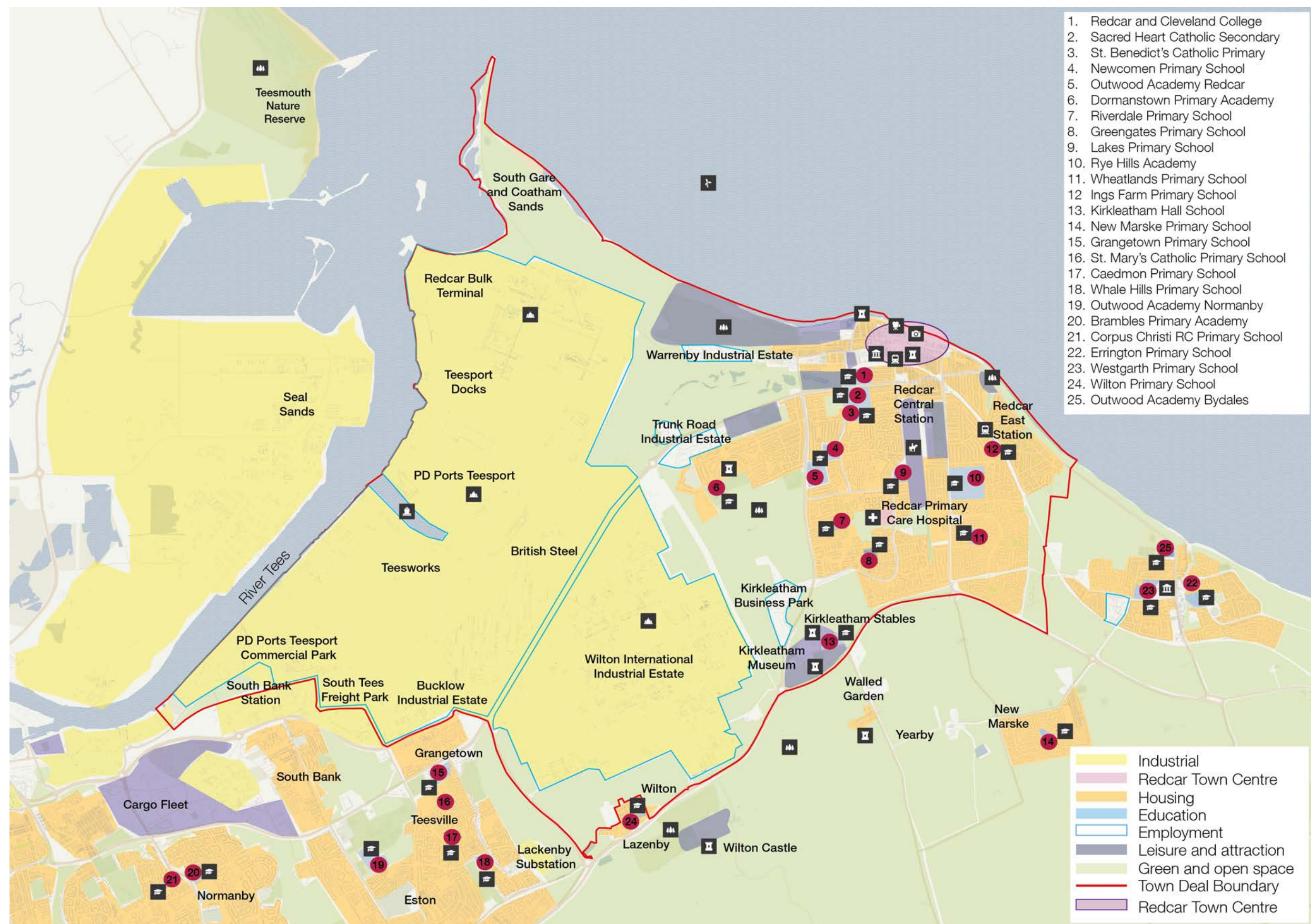
View towards Tuned In! from the Boating Lake



Seafront properties on Newcomen Terrace



Pacitto's ice cream parlour overlooking Pybus Place



Existing land uses - study area



Existing land uses - town centre

Green and blue infrastructure

Study area

Quality of space

Redcar has a rich network of green and blue infrastructure, some of which requires improvement and better access. The diagrams over the next few pages show there are large areas of open space, some of which is poor quality or inaccessible and would benefit from improved connections. There is a lack of green space within the major employment sites and within the town centre itself. The main roads often incorporate structural planting or avenues of trees, however several of these routes require improvements to pedestrian and cycle facilities.

Parks and recreation

The key parks within the area are Locke Park, Zetland Park and Borough Park, along with Mo Mowlam Memorial Park, adjacent to Redcar Town Football Club. There are several other sports and recreation facilities, including Redcar Cricket Club, Redcar Racecourse, and Redcar Rugby Union Football Club, although these are not always publicly accessible. Redcar suffers from several disjointed 'leftover' green spaces which are often poor quality and underused.

Coastline

The coastline is a key natural asset in Redcar. In terms of landscape designations, the seafront includes the Teesmouth and Cleveland Coast SSSI, South Gare and Coatham Sands SSSI, Coatham Rocks geological site and Redcar Rocks SSSI. Further inland, there is Coatham Common and Coatham Marsh, which is a local nature reserve. Pedestrian permeability in this area and South Gare is poor.

Woodland

To the south of Dormanstown is Foxrush Farm Community Woodland, and further south again is Kirkleatham Village Woods. Separating Redcar, New Marske, and Marske-by-the-Sea are strategic gaps and green wedges.

Town centre

Quality of space

As the diagrams overleaf demonstrate, there are significant green spaces surrounding the town centre, but a real lack of greenery within the town centre itself. This creates a harsh, urban environment which would benefit from green infrastructure to help soften it and provide attractive routes and spaces, encouraging people to dwell and to walk and cycle.

Parks and recreation

There are a series of public green spaces to the west of the town centre, including Coatham Common and Locke Park, as well as semi-private green spaces such as the college and school playing fields and the cricket club. To the east, Borough Park, Zetland Park and the Stray are significant public open spaces. In addition to this, there are a number of smaller, incidental spaces of varying quality, including churchyards, the Garden of Remembrance on Coatham Road and allotments (which tend not to be publicly accessible).

Coastline

On the northern edge, the coastline including the beach, sea views and esplanade provides high quality public space.

Connecting the green and blue spaces shown on the diagram, via green routes including for example, street trees, planting, pocket parks, and green walls, and potentially incorporating public art, would help to create a more comprehensive network.

Please refer to the study area and town centre **green and blue infrastructure plans** on the following two pages.



Lack of greenery on the high street



Locke Park



Zetland Park



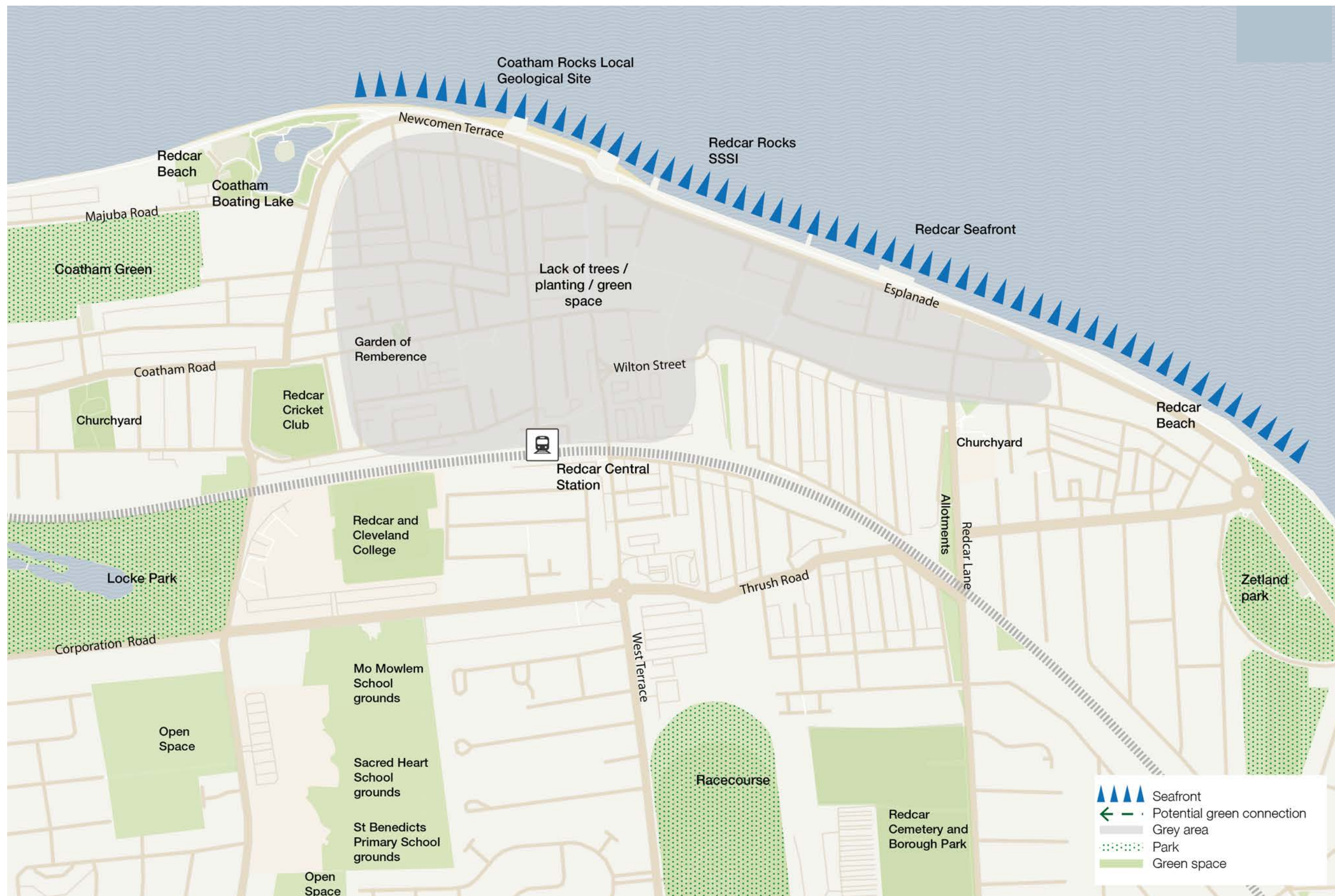
South Gare



Redcar Beach



Existing green and blue infrastructure - study area



Existing green and blue infrastructure - town centre

Connections

Study area

Pedestrians

To the east of Esplanade, the route follows the Coast Road and there are also footpaths along the Stray green space as far as Marske-by-the-Sea, where the path is interrupted at Cliff Terrace by farmland before re joining the coast at Pit Hills Stell, although access is available along the beach. The alternative route follows the high street through Marske-by-the-Sea but is an inconvenient diversion from the coast. The Cleveland Way national walking route joins at Saltburn and there are opportunities for this to be better connected into Redcar. To the west of the Esplanade, the pedestrian route continues in front of the Majuba Road car parks and to the rear of Redcar Beach caravan park. There are informal trails through Coatham Dunes and along the beach, however, the golf links are a barrier to this movement.

The alternative route to access South Gare is through Warrenby, which is also a vehicular route, although this is a private road. This is a convoluted route (shown on the diagram as South Gare linear trail), which skirts the northern edge of the former steelworks site and leads past Paddy's Hole to the South Gare breakwater and lighthouse. The Teesdale Way / Black Path heritage trail connects into the South Gare route to the south of the golf links and tracks the Trunk Road alongside the industrial sites towards South Bank station. The area to the south of Warrenby, including Coatham Marsh and towards the Teesworks and Wilton sites suffers from poor pedestrian permeability.

Cycle

National Cycle Route 1 takes in part of Redcar seafront, along Esplanade which is a shared cycle / pedestrian off-road path on the seafront side, and West Dyke Road which, is an on-road route with no cycle lanes. It then heads west towards Kirkleatham using on road cycle lanes and into Kirkleatham estate on road, before using an off road shared path alongside the A174 dual carriageway.

There are also a number of local cycle paths within the Town Deal boundary, including the off road shared path alongside Corporation Road and Trunk Road, connecting the college and the Teeworks site. This route breaks down to the east of the college where it meets West Dyke Road.

Bus

There is no longer a bus station in Redcar (having previously been located at the eastern end of the high street), although the Arriva offices and bus shelters are located on West Dyke Road at the junction with the high street. There are bus stops close to Redcar Central Station, on either side of the railway line. There are several bus routes and stops within and around the town centre, although service frequency is an issue, and some areas such as Kirkleatham and the Teesworks site are less well served.

Rail

The Trunk Road and railway line act as a barrier to movement, particularly between the town centre and residential areas to the south. There are three grade separated bridges over /under the railway line in Redcar (two roads over rail on Kirkleatham Lane and Locke Road and one road under rail on Borough Road), as well as two at grade level crossings on West Dyke Road and Redcar Lane. Redcar is served by Redcar Central Station in the town centre, as well as Redcar East which is in a mainly residential area. Services to Redcar British Steel station to the west were suspended in 2019. There is also a station at South Bank to the south west of the Teesworks site.

Road

Redcar is well connected by road and rail, although its location on the coast at the mouth of the River Tees means it does not function as a through route. The A66 from Middlesbrough connects to the Trunk Road which links into the centre of Redcar, and the A1053/A174, which skirts the southern edge. The main north-south routes are the A1042 between Kirkleatham and the Trunk Road at Locke Park, and Redcar Lane to the east of the Racecourse.

Town centre

Permeability

The railway line creates a barrier to movement with limited crossing places, including the level crossing on West Dyke Road, which can cause congestion when barriers are down. The road network in general is consequently quite disjointed around the town centre. Redcar Lane and Thrush Road, in particular, suffer from congestion, and Esplanade is usually very busy, thereby restricting pedestrian movement from one side to the other. The north side of the Esplanade, by contrast, provides a high-quality pedestrian environment with a wide promenade, several shelters, seating and artwork along the way.

Public realm

Whilst the high street itself is pedestrianised, the public realm is tired and cluttered, and there are poor links between High Street and the seafront which do not encourage pedestrian movement. The bus stops concentrated on West Dyke Road at the Town Clock also form a barrier to pedestrian movement between Queen Street and the high street, which is a key route to the station. The arrival experience at the station itself is poor, although there is a pedestrianised area and route towards West Dyke Road. However, the route towards High Street is unclear and difficult to navigate as a pedestrian or cyclist, with barriers, railings, large junctions, several crossing points and unattractive routes passing surface car parks. Station Road is a key connection between Redcar Central Station and the Regent Cinema on the seafront, but suffers from poor quality public realm. Connections could also be improved from the Coatham / Majuba Road site and Tuned In! in the west towards the station and high street, with better pedestrian crossing and cycling provision.

Cycle provision

Although National Cycle Route 1 runs along the seafront and through the centre of Redcar, it is not particularly well promoted. In general, the town centre offers little to attract cyclists and lacks cycle parking and good quality cycle routes.

Please refer to the study area and town centre **connections plans** on the following two pages.



Esplanade



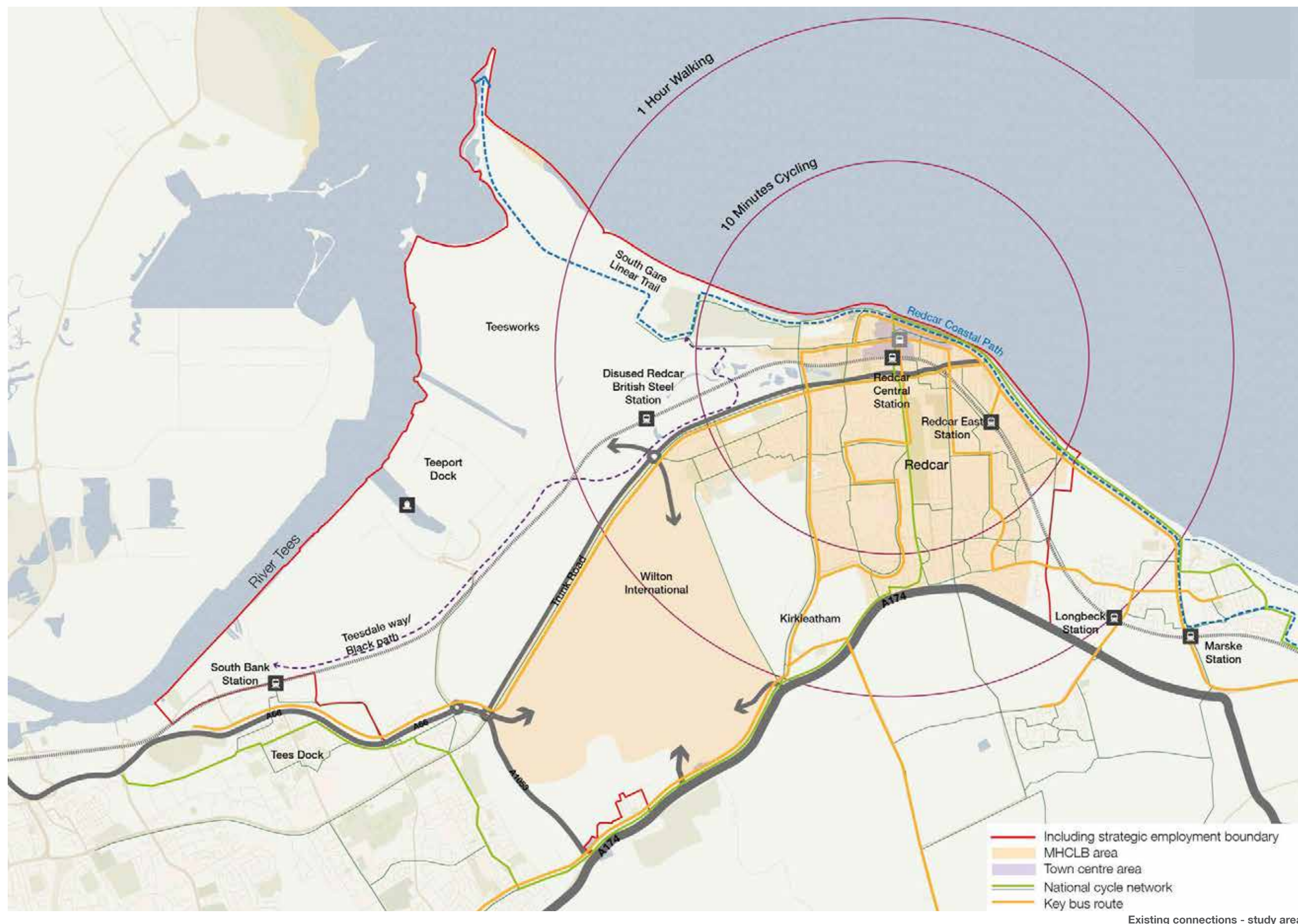
Redcar Central Station



Station Road



Queen Street and High Street





Existing connections - town centre

Stakeholder discussions

Summary

As part of the Masterplan and Town Investment Plan process, engagement with stakeholders has identified a number of other emerging issues around Redcar's current and future identity, seaside activities, the provision of independent shops and services, the town's industrial heritage, green spaces, and clean energy.

Legibility

Overall, consultees commented that Redcar feels disjointed, too spread out (particularly the length of the high street), legibility is poor in comparison to places like Saltburn, and that clear 'quarters' within the town centre would be beneficial. In terms of connectivity, several consultees felt that the highways infrastructure and wayfinding within the town centre needs a complete overhaul.

Connectivity and public realm

Buses stopping on West Dyke Road near the Town Clock were identified as an issue for pedestrian ease of movement, although this location does provide good accessibility for the town centre. Cycle hire was suggested to create a tourist link between South Gare and Saltburn.

Several consultees expressed the view that the Esplanade is a busy road, making it difficult for pedestrians to cross between the businesses on the southern side and the high quality promenade on the northern side. Many commented that they would welcome a 'more open, seaside feel', and this could potentially be tested during closure for events and festivals. Several consultees commented that there is an opportunity to open up a connection directly onto the seafront in the location of the M&S store. The proposed park in Stockton Town Centre, connecting the high street to the riverside, was cited as a good example.

Vacancies

Long term vacancies within the town centre, such as the Uptons store and old bus station site, were mentioned frequently by consultees, who stated that these offer a poor image of Redcar. It was felt that even temporary improvements to their appearance, whilst awaiting development opportunities, would be beneficial.

Independents

Consultees have expressed that there may be potential to attract more independent retailers, to help differentiate Redcar from other destinations and to provide a unique food and drink offer. This would provide a bespoke, quality offer, not available elsewhere, and which attracts residents as well as visitors.

Station Road

The 'Northern Quarter' around Station Road was cited as a good example of where Covid-19 road closure measurements are enabling businesses, particularly bars and restaurants, to utilise more external space. There was a sense amongst consultees that there are some events and festivals, particularly around the Northern Quarter community, but these need to spread to the high street and seafront.

Activities and events

Almost all consultees commented on the lack of activities within Redcar for young people in particular. Opportunities were highlighted around sport and activity and linking this in with the visitor offer. Most consultees expressed pride for the coastline, but suggested it was underused in comparison with other towns. Consultees suggested that Redcar can offer something different which should be focused around events, festivals, food and drink. However, currently it was felt that this is spread across the whole town and not focused enough.



Existing Signage on High Street



Regent Walk



Former M&S store on High Street



Previous events on High Street



Crossing the Esplanade



Vacant site at rear of former Uptons building



The Halt, 'Northern Quarter'

Consultees suggested events such as Christmas markets, illuminations and a winter ice rink in Locke Park. Friends of Redcar reiterated that the coastline is the town's most important asset and should be celebrated. Redcar's beach is the coastal resource for the rest of the Tees Valley but it is not marketed in that way. Friends of Redcar also suggested that the area's heritage, including iron and steel, horse racing and industry, should be made more visible, for example at key gateways into the town and along heritage trails.

Parking

Some local business owners also stated that being able to park nearby is important for their deliveries, customers, and staff, particularly in terms of recruiting staff from further afield who are not well served by public transport. Anecdotally, Morrisons car park is a popular place to park, offering three hours of free town centre parking, and the link through Regent Walk is well used.

Teesworks opportunities

Representatives of Teesworks expressed that due to the scale of the site there will be some ancillary accommodation on site, for instance small retail and cafés, however, this is not intended to compete with the town centre offer and Teesworks intention is that employees and visitors to the site will access Redcar town centre. Adequate car parking and visitor accommodation were highlighted by Teesworks as the main requirements in the town centre. It was felt that living locally could be attractive, for example at Coatham or Warrenby, and that seafront living would be particularly attractive to Teesworks site employees.

Housing

Multi occupancy housing, including the Station Hotel on the corner of Station Road and Coatham Road, was highlighted by consultees as being problematic in terms of anti-social behaviour. Streets off Station Road, in particular Millbank Terrace, were identified by consultees as being unsafe in the evening.

RCDVA commented that there are opportunities to increase town centre living, including live work, taking advantage of seafront views. They also expressed that improving existing town centre housing should be a priority, including addressing the ingrained social issues, such as alcohol dependency, which come with it. Some consultees, including Foundation, commented that there is a lack of affordable housing in Redcar.

A separate Housing Challenges and Opportunities report has been prepared by Local Partnerships in order to inform the Council's bid to the Towns Fund. This report provides an overview of the challenges, risks and opportunities relating to properties around Redcar's seafront, with a focus on housing, public buildings / land and development opportunities. It identifies projects along the seafront which should be considered further for either acquisition and development, decoration or renewal / facelift.



Redcar coastline and industrial heritage



Cafés and amusements, Dundas Street



Existing housing, Newcomen Terrace



Former skate park



Existing housing, Station Road

Current and Committed Projects

There are several planned developments within the Town Deal area.

Teesworks

The Teesworks masterplan proposes development zones within the overall 1,800 hectare site. The masterplan supports the creation of a world class industrial park on the River Tees, heavily focused on the energy, advanced manufacturing and engineering sectors. The Teesworks masterplan also considers how the new employment areas could be better connected into the town centre and the coastline. The area to the north overlaps with proposed improvements to South Gare, which is historically linked to the steel industry, to create an all year round visitor attraction and improve accessibility and facilities.

The intention is to enable the Teesworks site to be as open to the public and permeable as possible, depending on Freeport status, which would require limiting access to parts of the site. Consideration has been given to creating a cycle network linking through to South Gare, and a public realm strategy which improves the connection between South Gare and an improved Teesdale Way / Black Path corridor. This study also highlights the importance of green and blue corridors through the Teesworks site. South Gare, and the connection into the town centre, are key areas for Teesworks and it is intended that masterplans will be produced for these areas, cognisant of the SSSI designation.

In terms of connectivity, the Teesworks site aims to encourage travel to and from the site by public transport. Opportunities are being explored to reopen stations at Redcar British Steel and Grangetown, and to upgrade the station at South Bank, and because of the scale of the site are likely to facilitate several nodes, rather than one main interchange. Cycle parking will be provided throughout the site, including at railway stations. Hydrogen trains will be introduced on the Darlington to Saltburn line by 2024. The intention is that buses will also run within the site, and a study will be undertaken to explore opportunities for off site Park & Ride.

Transport strategies for Teesworks acknowledge the importance of establishing improved connectivity with Redcar town centre as an aid to increasing footfall and boosting the town's economy, at the same time as affording easier access to employment opportunities for local people by non-car transport modes.

Teesworks Skills Academy

The skills academy forms a major part of the future of Teesworks which aims to create thousands of high quality jobs centred around advanced manufacturing, innovation and clean growth. Operating as a one-stop-shop, the academy will link investors, contractors, end users, employment hubs, skills providers, jobseekers and apprentices to create a world-class workforce for the future, equipped with the expertise businesses at the site will need to grow and succeed.

Teesworks successfully secured Education Training Collective as the delivery partner, leading a consortium which includes Redcar and Cleveland College, Redcar and Cleveland Borough Councils Training and Employment Hubs, and Teesside University, to develop a skills plan to coordinate training and recruitment across the region and work with organisations to match employers with potential employees for the site.

Coatham Leisure Developments

There are several key planned developments forming the Coatham Leisure Quarter within the town centre. The site for the Coatham masterplan includes the old Redcar Bowl Leisure Centre and the land adjacent to the Tuned In! facility. The first phase includes a 42 bed hotel, indoor leisure based facilities, adventure golf, landscaping and a car park adjacent to the seafront. The second phase involves more leisure based activities including, water sports hub and beach huts.



Redcar Central Station

The Redcar Central Station refurbishment and masterplan will revitalise the station by providing internal space for events / performances, workspace units, cafés / bars etc, encouraging footfall through the station and establishing it as a destination in its own right. This will be supported by public realm improvements to the area outside the station and at the southern end of Station Road, with the potential for a new bus terminal to the south of the station. This project will help to create a destination to mirror that of the Regent Cinema at the northern end of Station Road and support local businesses both within the station and along this key route.

Regent Cinema

The Regent Cinema project is a new cinema on the site of the existing art deco cinema on the seafront. This will provide a new three screen cinema with a cafe/bar overlooking the sea. Car parking will be provided at Turner Street car park, and the cinema is within easy walking distance of the town centre and station.

Kirkleatham

In Kirkleatham, the redeveloped walled garden and catering academy will be opening in 2021 and a feasibility study has been carried out on the Stable Block focussed on a mixture of refurbishment and new build for a mix of uses. Kirkleatham Business Park also falls within a wider Enterprise Zone with immediately available plots within the business park.

Please refer to the **current and committed projects plan** on the following page.



Redcar central station proposals



Redcar central station proposals



Kirkleatham walled garden



Kirkleatham stables



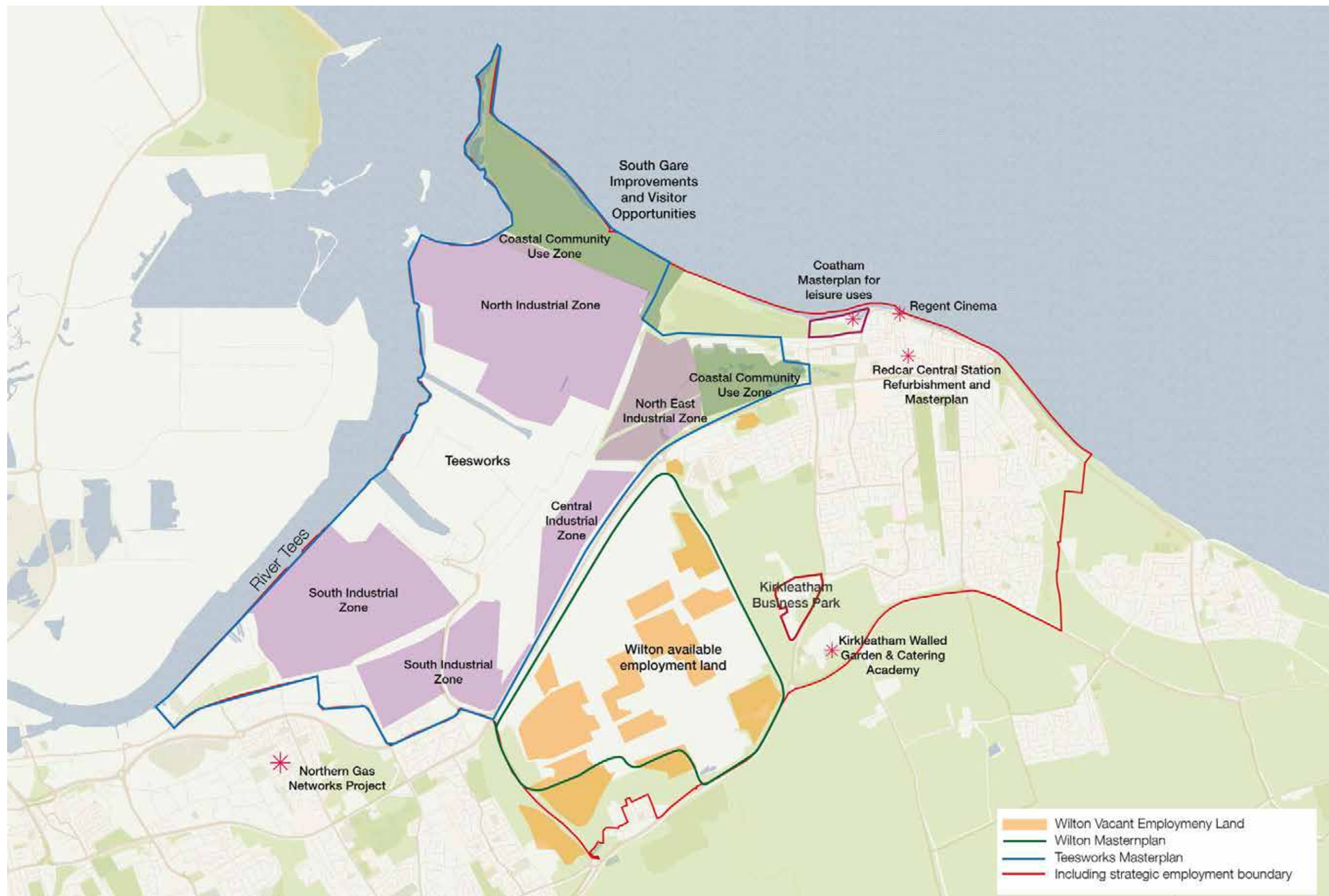
The Regent Cinema proposals



The Regent Cinema proposals



The Regent Cinema proposals



Current and committed projects

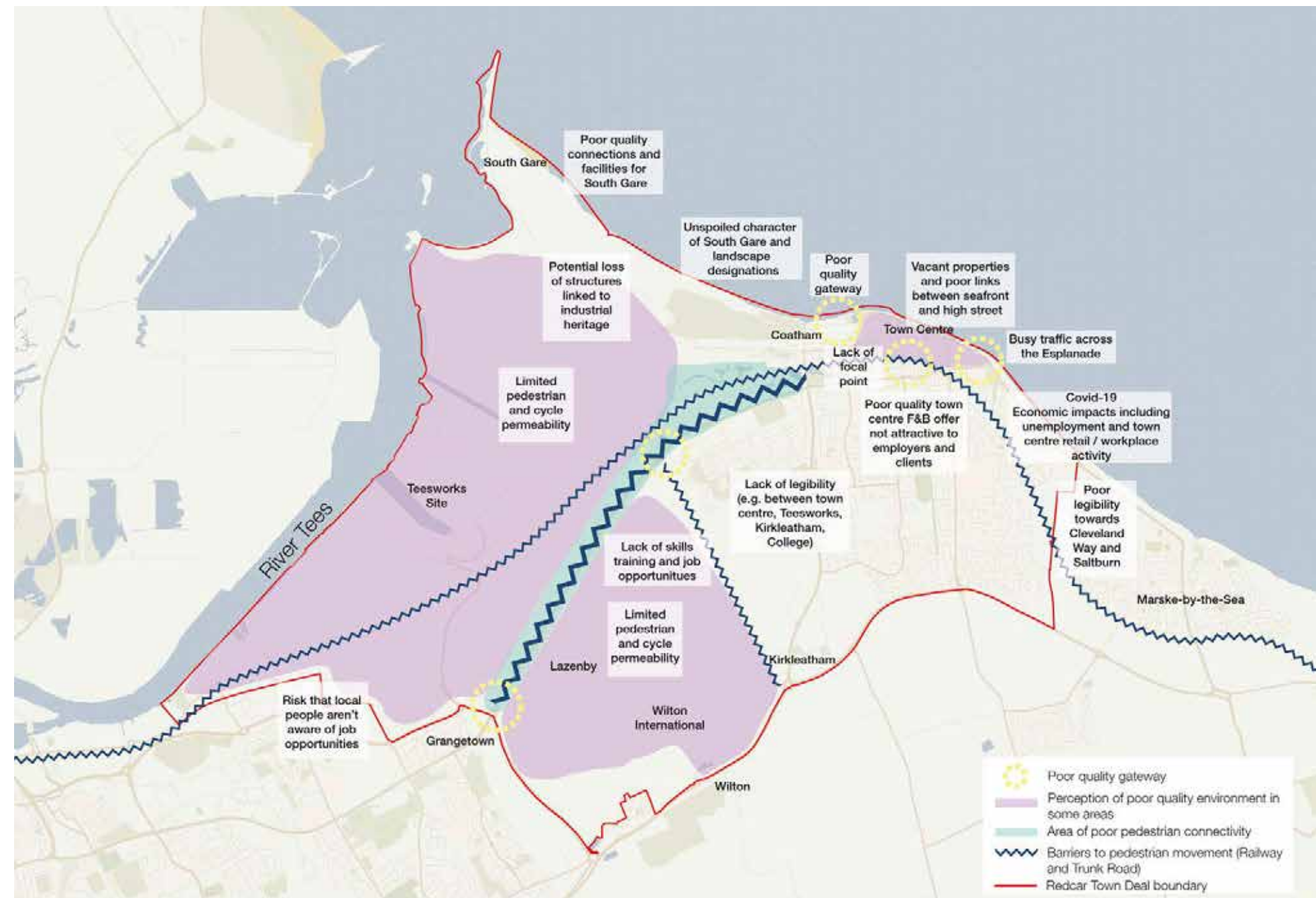
Challenges and Opportunities

Study area

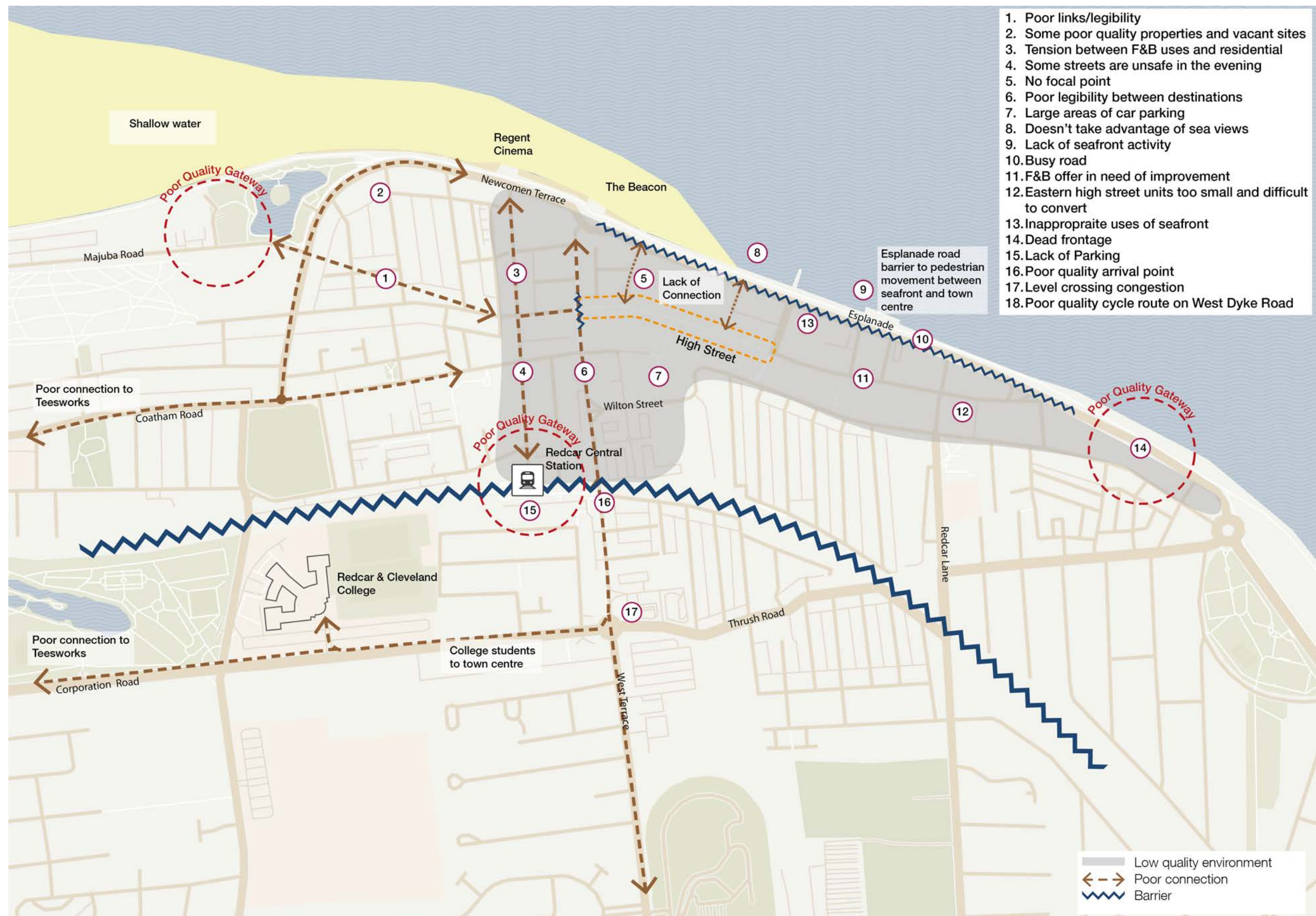
Challenges

This baseline work has identified a number of challenges facing Redcar. These include the fact that:

- The town lacks a 'centre of gravity' or a focal point for events and activities
- The high street is too long and suffers from vacancies, a cluttered and tired public realm, and poor connectivity to the seafront, station and Redcar Community Heart
- There is poor connectivity between key destinations and facilities due to barriers, including the railway line, Trunk Road, West Dyke Road / Wilton Street and various areas of car parking. This also applies to links between the planned gateway leisure development at Coatham and the high street, as well as connectivity between the surrounding open spaces and local nature reserves (eg Coatham Marsh and Foxrush Community Woodland)
- There is a poor perception of Redcar at arrival points, including the station and other entrances to the town centre
- The frontage of buildings presented onto the seafront (often the rear of properties) is often poor quality in appearance and there are underused assets, such as the boating lake and adjacent bandstand.



Study area challenges

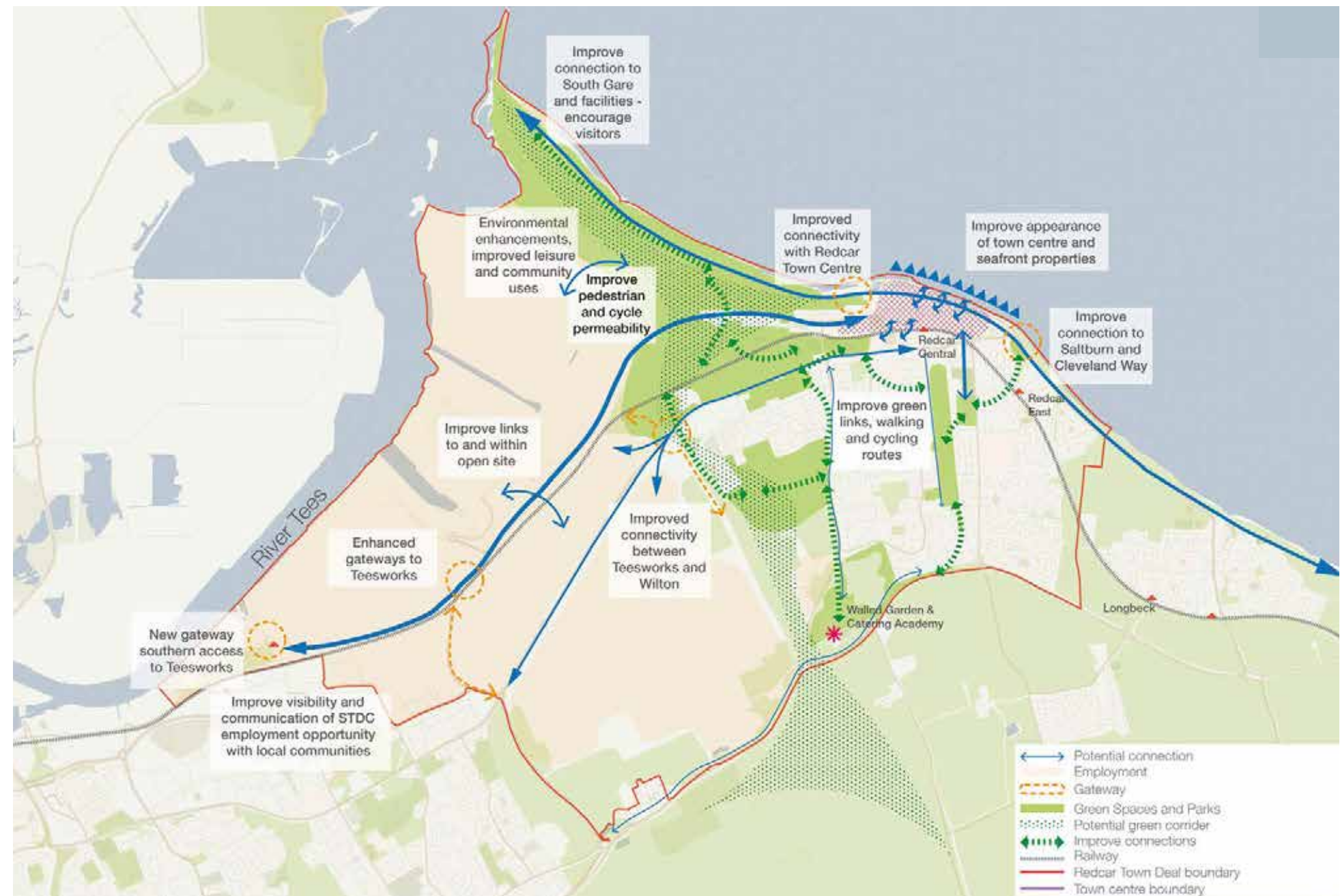


Town centre challenges

Opportunities

The diagrams on this page and overleaf illustrate some of the initial opportunities explored as part of the masterplan process. These include:

- The potential to provide a more coherent seafront offer with appropriate uses, for example, visitor attractions, leisure and seafront hotels and housing, by identifying key infill sites and improving existing seafront properties
- Reinvigorating the high street, by diversifying the offer, repurposing vacant units, attracting more independents and creative industries, and building on the success of the 'Northern Quarter' around Station Road
- Creating a 'festival ready' High Street. There is opportunity for other improvements, including the creation of a central focal point and town wide public realm improvements
- The potential to increase and enhance town centre living, including improvements to Station Road
- The need to improve walking and cycling connections, and the public realm, between the station, college, High Street, seafront, the Coatham masterplan site and South Gare, as well as enhance key gateways into the town
- The need to ensure Redcar is ready for the huge employment opportunities to be created at Teesworks, by providing housing, services and connectivity (including active and sustainable travel links between town centre, residential areas and Teesworks, as well as other employment sites at Wilton International and Kirkleatham)
- The potential to explore opportunities for building on attractions at Kirkleatham, such as the walled garden, including potential repurposing of stable block
- Creating a clear place identity which builds on the existing assets which Redcar is known for (including as a seaside destination, with a racecourse, attractive coastline, steel heritage and low carbon industries). This should form part of Redcar's Place Marketing programme and involve the Place Board



Study area opportunities



5 Masterplan



Masterplan Principles

Introduction

The masterplan principles set the overall spatial framework for the town centre and wider study area, within which masterplan projects are located. These principles have been informed by the baseline analysis and the challenges and opportunities identified from this assessment and engagement with stakeholders. The masterplan principles relate directly to the Vision and its supporting objectives, shaped by the local community, the Town Deal Board, and other stakeholders.



Study area

As shown on the diagram on the next page, the town centre and seafront will be promoted as a **visitor destination** with a range of year round attractions and events that will drive a vibrant visitor economy, with an exciting offer for thrill seekers and families alike. This will be well connected to other **attractions in the wider area**, including the Racecourse and Kirkleatham, making it easy for people to travel around Redcar by sustainable modes.

A number of **key gateways** into Redcar will be improved, with new road and pedestrian / cycle signage, 'welcome features' for instance, sculptures, and improved pedestrian and cycle crossings, public realm and landscape. It is intended that interpretation and artwork, reflecting the **industrial heritage of Redcar** is integrated along these key connections and at gateways to the town.

Connecting Teesworks into Redcar is a key objective and will be delivered through an improved pedestrian and cycle route between the Teesworks and Wilton sites, and the town centre. This will dovetail with the proposals as part of the Teesworks masterplan, for instance improvements at the British Steel roundabout and gateway to the site and accessibility by public transport.

In order to supporting the visitor economy and encourage walking and cycling, a **continuous coastal route** will be promoted between Saltburn and South Gare, including a cycle hub and parking and improved wayfinding. This will link into established routes such as the Cleveland Way, and the Teesdale Way which will be improved. As part of this, there will be improved connections to **South Gare**, and improved visitor facilities here, opening up access to Redcar's natural and heritage assets. This complements investment at Coatham and along the Esplanade.

These currently disconnected areas - Teesworks, Wilton, South Gare, and Coatham / the seafront, will be connected via an **improved network of walking and cycling routes** around Coatham Marsh, providing enhanced accessibility. Residential areas such as Dormanstown and Newcommen will also be better connected through improved green links, walking and cycling routes.

Opportunities will be explored to redevelop the Stables at Kirkleatham to complement the **leisure and cultural offer** in this area including the Festival of Thrift, Kirkleatham Museum and recent investment at the Walled Garden. This area will also benefit from improvements to National Cycle Route 1 and gateways into Redcar.

Facilitating **active travel** is a key objective of the masterplan. There will be improved and walking and cycling links and wayfinding, between visitor arrival points and destinations. In order to better connect people with employment opportunities, the masterplan proposes improved walking and cycling routes between the Town Centre and Teesworks, Wilton, and other employment sites, and residential areas.



Precedent images



Masterplan Principles - Study Area

Town centre

As shown on the diagram on the next page, within the town centre, the masterplan proposes **distinctive quarters** and a **series of attractions and focal points**, linked together by improved **walking and cycling routes** and an improved **environment and streetscape**, supporting the overall Vision.

The aim is to reinvigorate the high street around an expanded **Independent Mixed Use Quarter** (including visitor accommodation, residential, independent retail, and restaurants / cafes making the most of sea views), along with a contracted and more sustainable **Primary Retail Area**.

This will be delivered through projects including public realm works to create an **Attractive High Street**, improving gateways to the town around the eastern end of the high street / Esplanade and around West Dyke Road / Regent Walk, the longer term redevelopment of prime seafront sites, and **Business Grants and Town Centre Management**.

The **Leisure and Community Quarter** will better utilise existing assets such as The Palace Hub, redevelop prime seafront sites to attract visitors and locals, for example a new **Leisure and Culture Anchor**, and improve the public realm in this area including an **Enhanced Esplanade**, and a **New Public Space**. This supports the objective to enhance the cultural, tourism and leisure offer.

The **Coastal Leisure Quarter** at Coatham will also invigorate the tourism and leisure offer through the first phases of the Coatham Masterplan including hotel, playground, beach huts, a new Water Sports Hub, and the longer term development of the Coatham Bowl site. This will be complemented through the better utilisation of existing assets at Tuned In and the Boating Lake.

Improvements to seafront properties within the **Coastal Living Quarter** and housing within the **Northern Quarter**, will improve these gateways into the town and visitor perceptions, as well as supporting an improved housing offer. Streetscape improvements within this area will also enhance connections between the improved **Redcar Central Station** and the **Regent Cinema**.

A new **Clean Energy Education Hub** at Redcar and Cleveland College will support the development of skills and maximise the benefits of investment at Teesworks for the local community.

Urban Traffic Management and Control will direct visitors to the most appropriate car parks and there is a longer term opportunity for a new visitor car park in the east of the town centre, triggered by increased visitor numbers.



Precedent images



Masterplan Principles - Town Centre

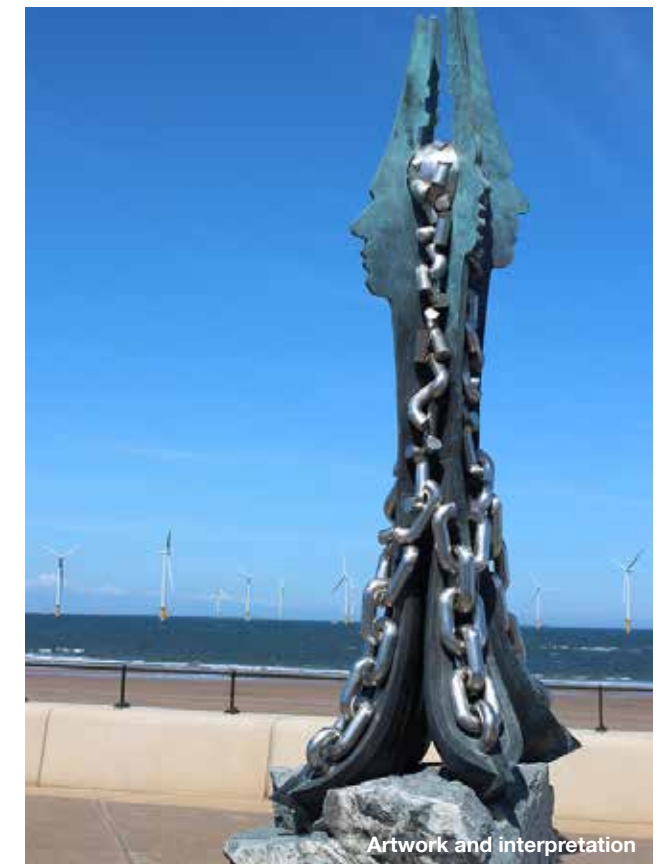
Masterplan Options

Based on the masterplan principles described, options were developed for the masterplan projects, including potential Town Investment Plan proposals. These were used for further engagement with the Town Deal Board to refine the masterplan and select the shortlist of Town Investment Plan proposals for public consultation.

Please refer to the study area and town centre options plans on the following pages.



Cultural programmes



Artwork and interpretation



Clean energy



Festivals and events



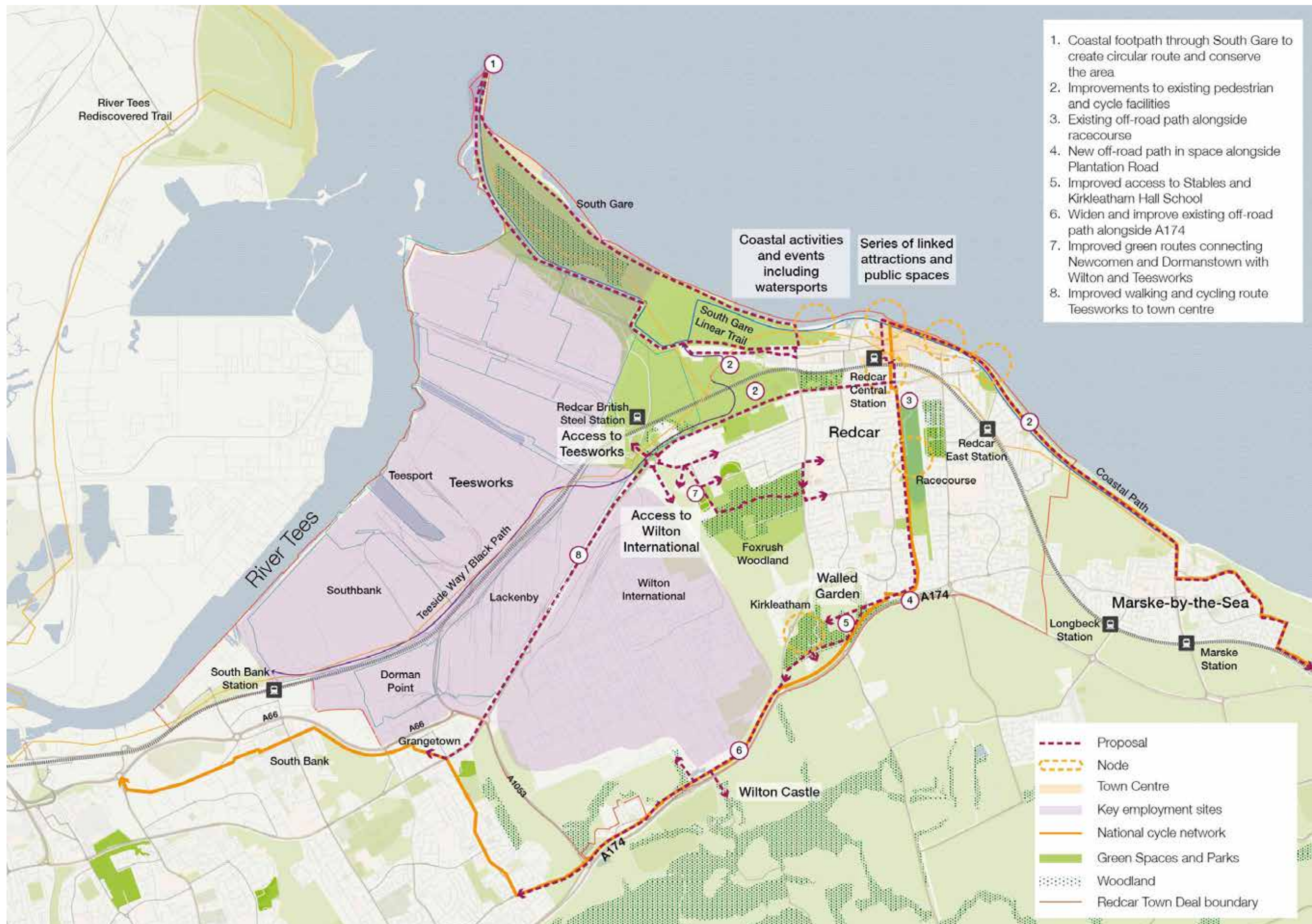
Training and skills



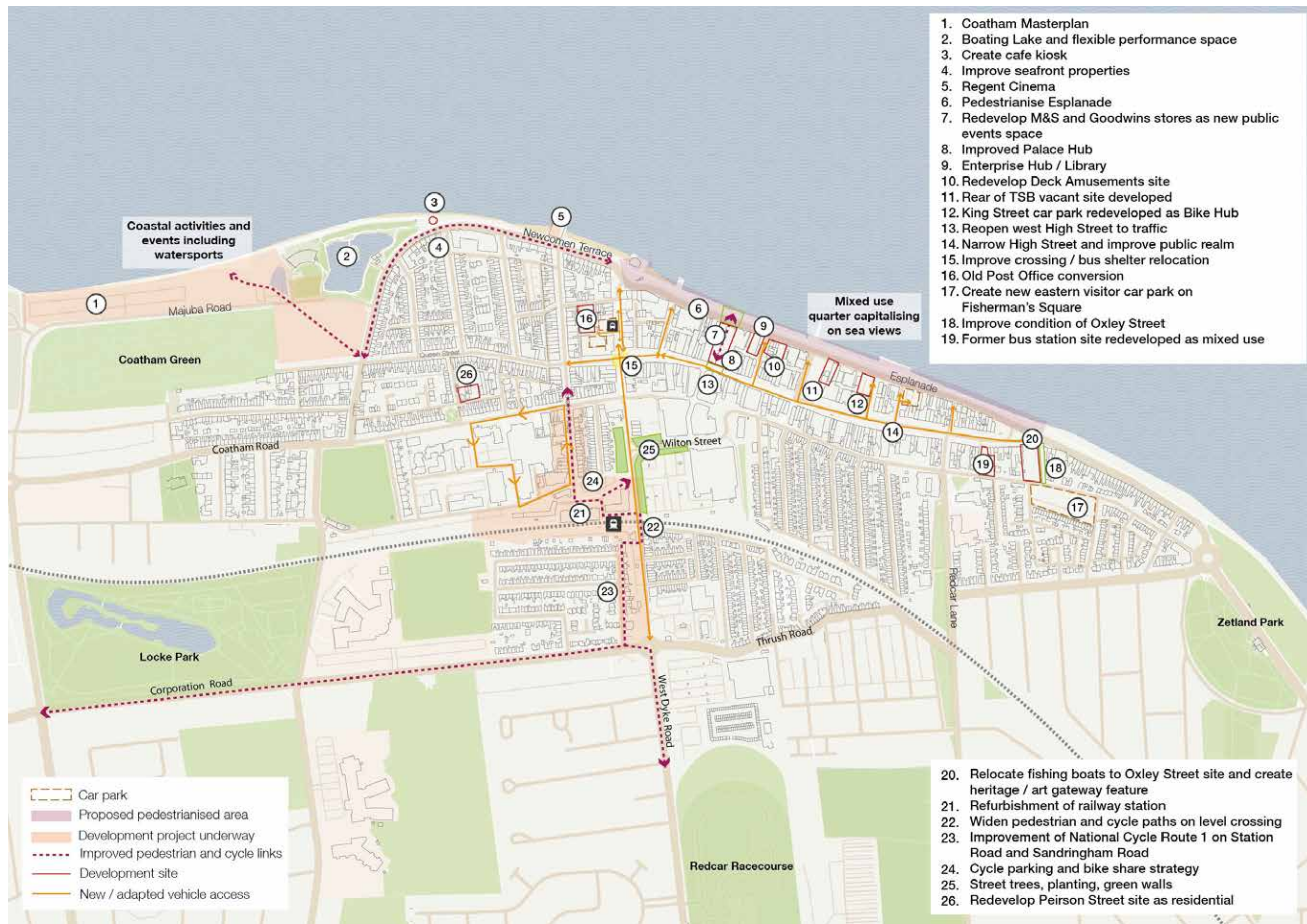
Beach and water activities



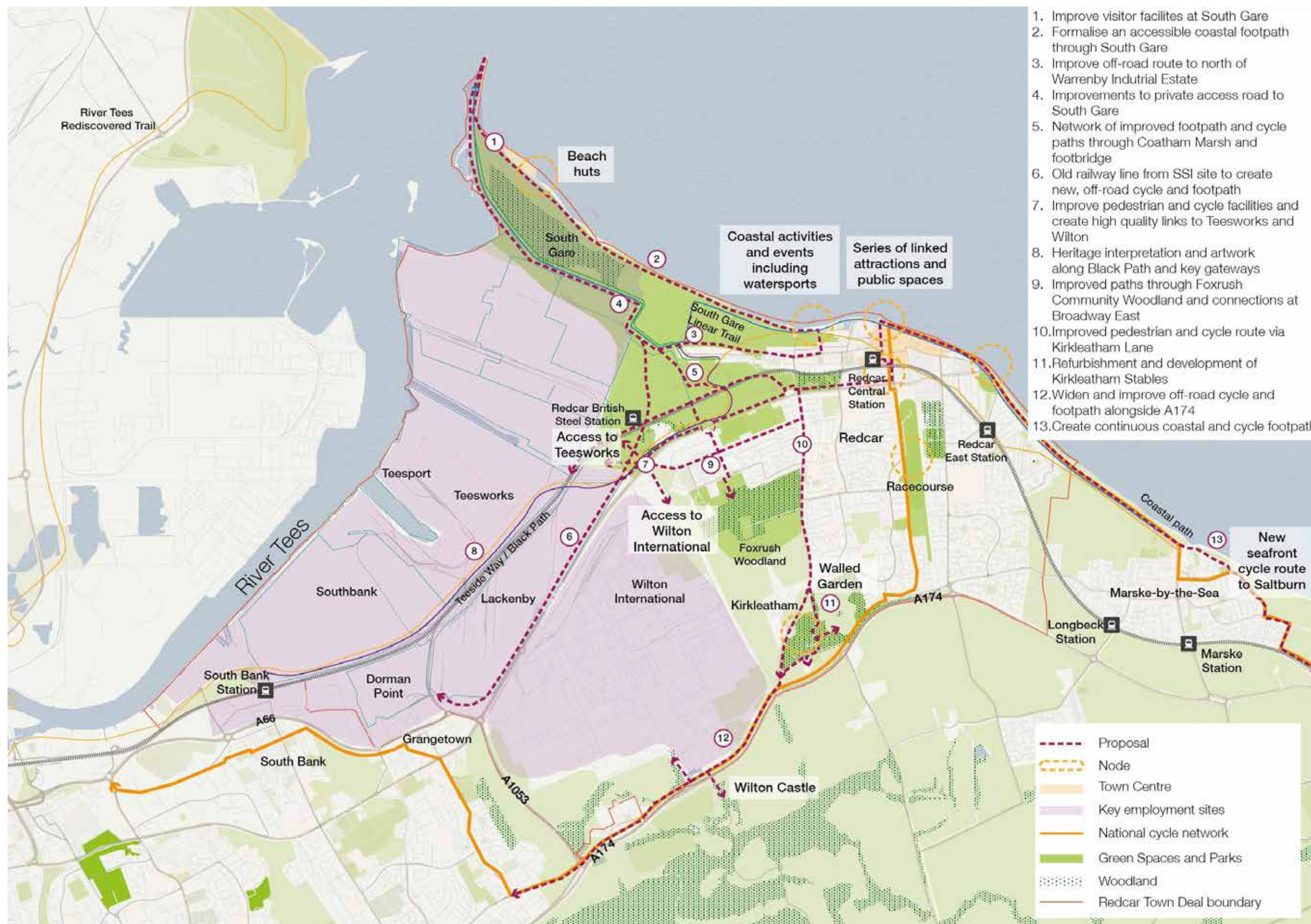
Active lifestyles



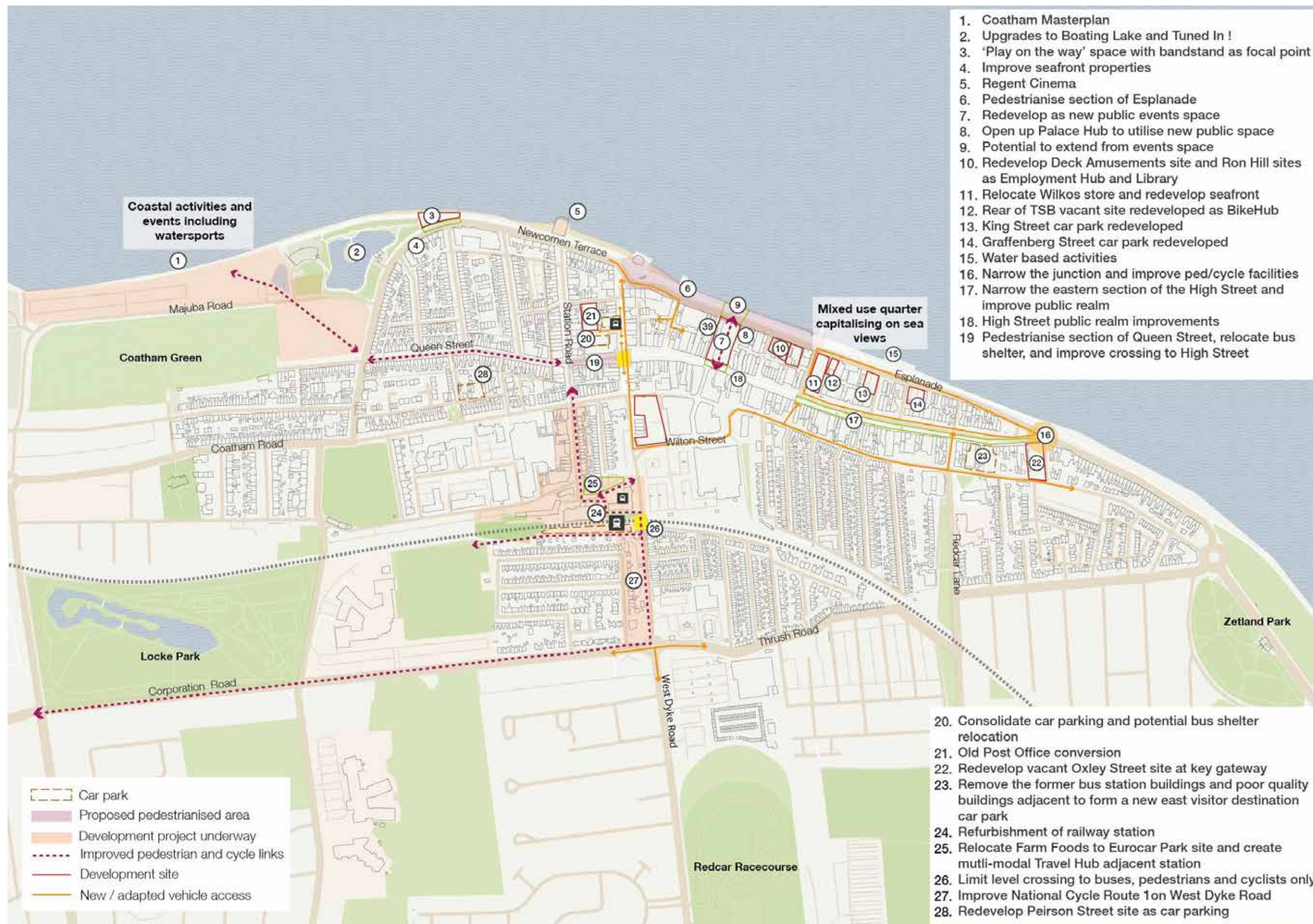
Initial masterplan option one - study area



Initial masterplan option one - town centre



Initial masterplan option two - study area



Initial masterplan option two - town centre

Masterplan Proposals

Overview of Masterplan Proposals Study area

Based on the principles described in the previous section, the diagram on the next page identifies masterplan projects within the wider study area.

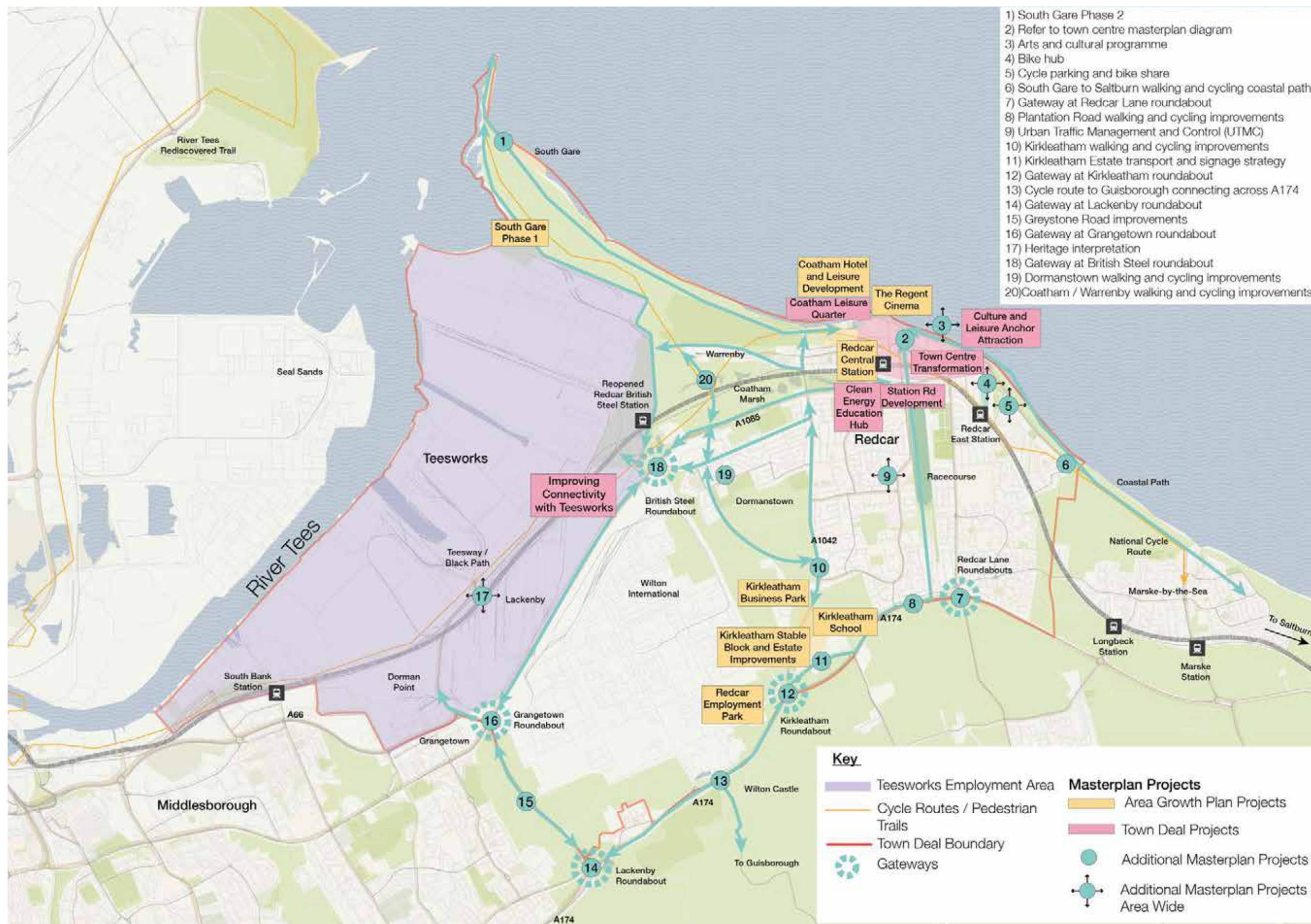
Masterplan proposals on the diagram on the next page, are categorised as current Area Growth Projects (yellow), Town Investment Plan projects (pink) and additional masterplan projects (aqua). Descriptions of these projects are included on the following pages.

Some of these projects are study area wide, or town centre wide and therefore do not have a specific location on the plans. Pages 76 - 86 in this report describe the Area Growth Projects, Town Investment Plan projects and additional masterplan projects in more detail.

Timescales, delivery and funding for these are described in more detail in the Implementation Plan section of this report. Longer term projects, which are not identified within the Town Investment Plan or Area Growth Plans, are aspirational and will be dependent on future funding and subject to review and revision.



Precedent images



Masterplan proposals - study area

Town centre

Based on the principles described in the previous section, the diagram on the next page identifies masterplan projects within the town centre.

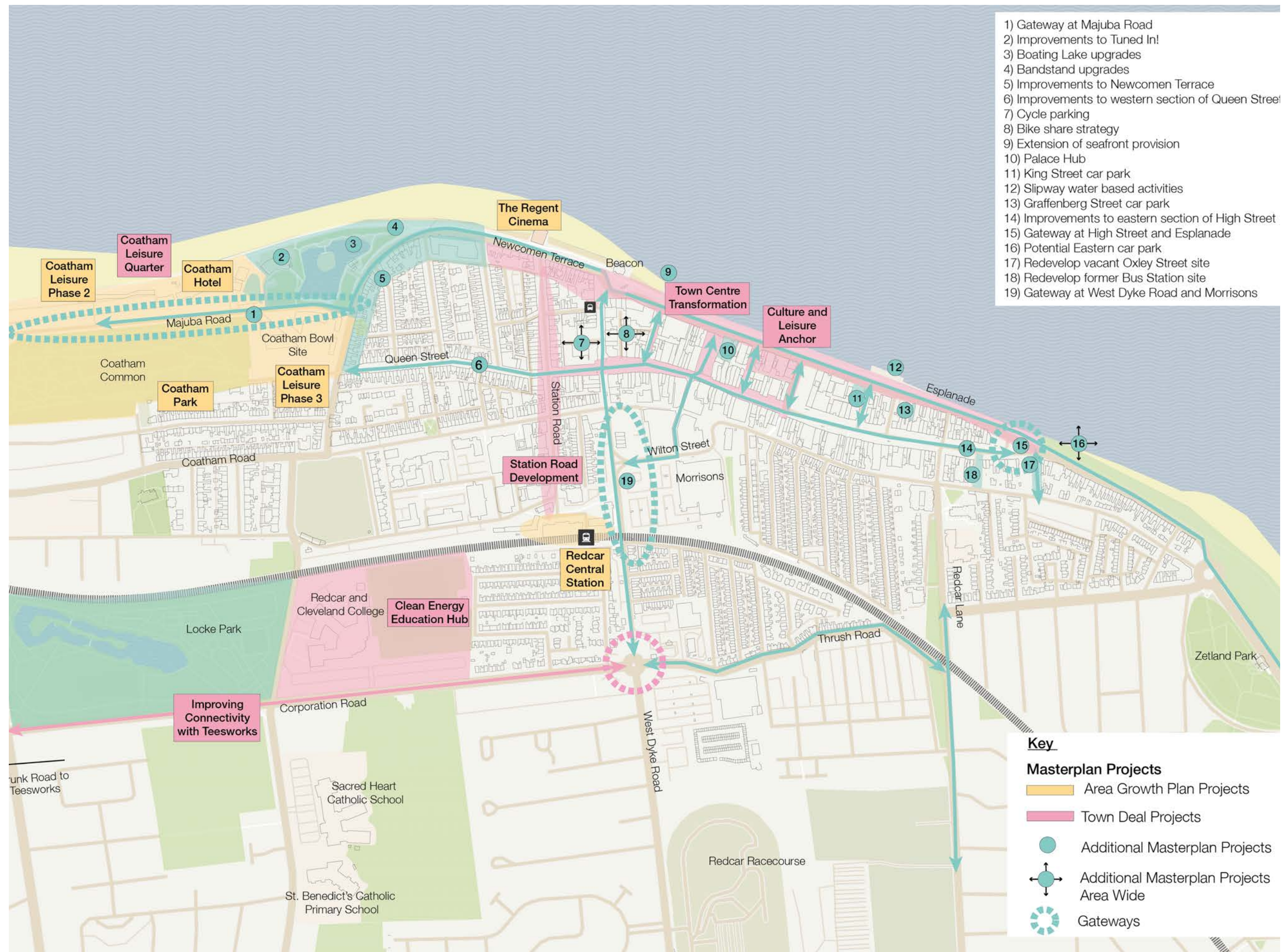
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Precedent images



Masterplan proposals - town centre

Description of Proposals

Area Growth Plan Projects

The following projects form part of the Council's Area Growth Plan Refresh 2021 to 2025. These projects are identified in yellow on the masterplan proposals plans for the study area and town centre, on the previous pages.

Kirkleatham Walled Garden and Estate and the new access road and car park for 300+ vehicles at Kirkleatham are completed projects within the area growth plan.

The Regent Cinema

Redevelopment of the previous cinema site to create a new three screen cinema with café / bar area. The cinema benefits from a prominent location on the seafront and the facility will frame panoramic views along the North Sea coast.

It is easily accessible from the town centre on foot, and close to public bus routes. Turner Street car park, close by, will be the main car park for the cinema. The development will form a bookend to Station Road, linking to the proposed Redcar Central Station development at the opposite end. This route will be improved by the Station Road public realm proposals (Town Investment Plan).

Redcar Central Station

The existing building will be brought back to life as a living station with retail and café space, ticket office and business units. The station building provides an excellent future opportunity to provide an appropriate sense of arrival to Station Road and the town.

This will also be enhanced through improvements to the areas directly around the Station to create a business quarter to complement the existing offer in this area. This route will be improved by the Station Road public realm proposals (Town Investment Plan).

South Gare phase one

To deliver access improvements to South Gare on RCBC land to enhance the visitor experience and create infrastructure for future visitor developments.

Coatham Leisure

The following developments complement the Town Investment Plan project, Coatham Leisure phase one which includes the demolition of the vacant and derelict skate park building, and the development of a water and beach activities hub.

Coatham Hotel

Redevelopment of this key seafront site off Majuba Road which includes the demolition of existing buildings and the creation of a 42-bed hotel.

Coatham Leisure phase two

The addition of beach huts, stables and other environmental and infrastructure improvements off Majuba Road to create an enhanced visitor attraction.

Coatham Leisure phase three

Developing out the Coatham Bowl site for major indoor attractions to build on the activity at Majuba Road.

Coatham Park

An uplifted Coatham Common will create a range of spaces for fun, exercise and recreation and will provide space for residents and visitors alike.

Kirkleatham Stable Block and Estate

Redevelopment of the stable block as potentially a mixed use, cultural venue / accommodation, and workspace. Improvements to the wider estate where required.

Kirkleatham School

Investment in additional SEN capacity will be undertaken as well as refurbishment and provision of key facilities currently lacking at the school.

Kirkleatham Business Park

Potential to work with a developer to create a new workspace on this popular estate.

Redcar Employment Park

Potential to work with a developer to create a new workspace in partnership on industrial land.



Proposed Regent Cinema



Proposed Redcar Central Station



Coatham proposals



Kirkleatham Stable Block and Estate

Town Investment Plan Projects

The following projects form part of the Council's Town Investment Plan (2021) and are identified on the diagram below.



Town investment plan projects

TIP Project 1 Town Centre Transformation Attractive High Street

Although the western end of the high street is pedestrianised, it feels cluttered and of poor quality. Improvements should be made to the public realm including a consistent suite of street furniture, lighting, soft landscaping, and signage. This should be extended to the side streets between the high street and Esplanade, where relatively low cost interventions such as artwork to blank façades would help improve views towards the sea and draw people down these routes. The eastern end of the high street currently suffers from the dominance of cars, wide carriageway and junctions, and poor quality public space at the eastern end. This is a key gateway to the town centre and should be improved.

The proposals include improvements to how the high street looks, for example, new street furniture, lighting, greenery and signage. As well as the western end of the high street, it would extend to the streets linking with the Esplanade, where artwork and other improvements to blank walls will help to improve views and draw people down these routes. There will be public realm improvements including decluttering (lighting, signage, sculptures etc), improved seating and landscaping (including planters), creating improved views along the street.

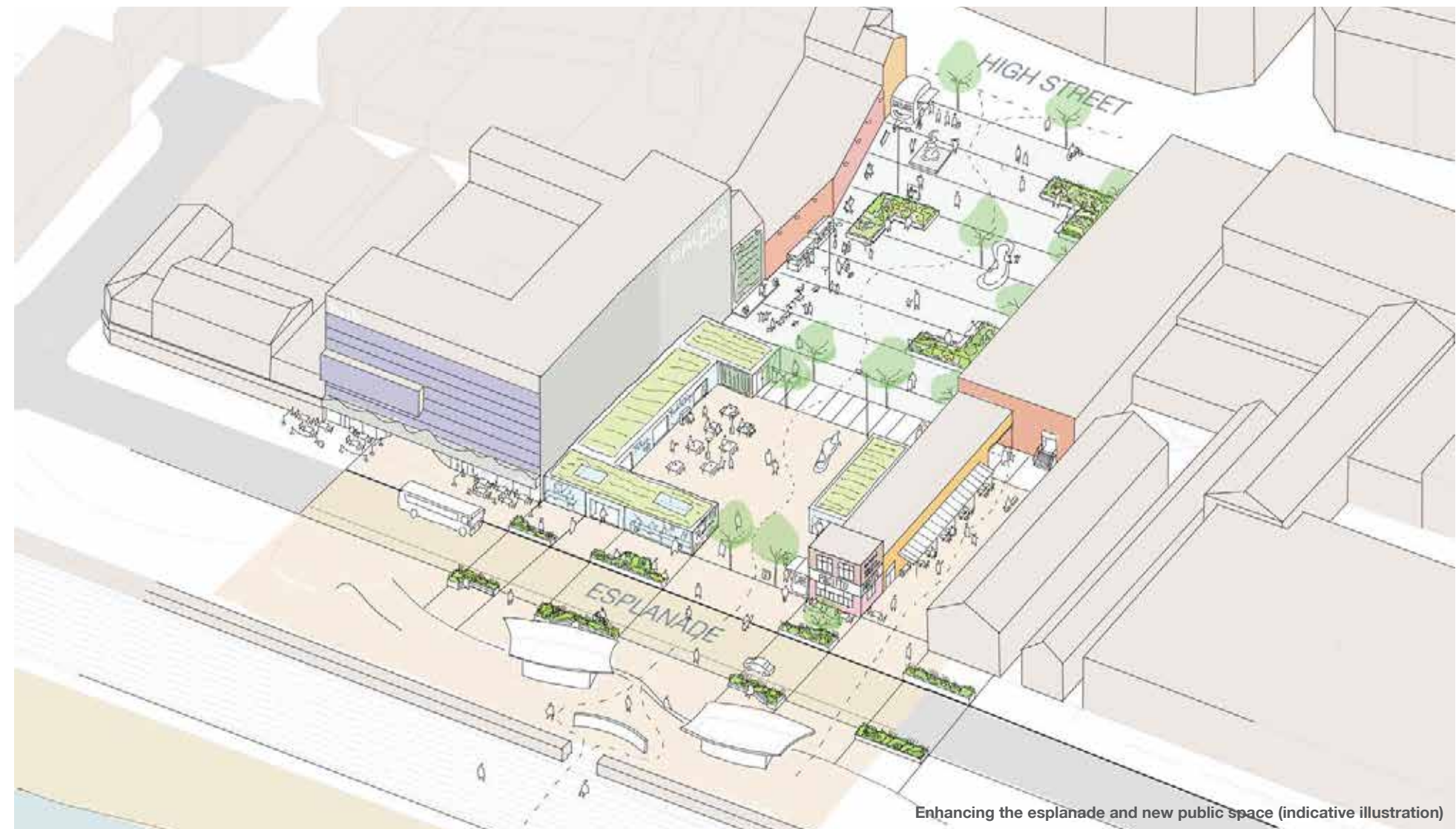


Attractive high street proposals (indicative illustration)

Enhancing the Esplanade

Rejuvenating the Esplanade supports the Vision's aim to create a thriving visitor destination. This will create a more attractive environment for visitors, benefit businesses here, and create the right kind of environment to attract new development along the seafront. Creating this safe, convenient stretch where people can wander from the beach to the attractions and businesses on the other side, will create an active, vibrant seafront allowing cafés and restaurants to spill out, and a continuation of the events space.

We will make room on the Esplanade for people to enjoy this area. This will include widening pavements, slowing traffic, and creating convenient crossing points, making it easier to walk, cycle and spend time here, and move between the beach and attractions on the south side. It will create a more attractive and vibrant seafront for visitors, generating additional footfall for businesses there.



Enhancing the esplanade and new public space (indicative illustration)

New public space

A new public events space on the site of the M&S and Goodwins stores will create a direct link from Regent Walk and the high street through to the Esplanade and seafront. It will create the focal point which the town centre is currently lacking, and can be used to host events and performances, festivals, and markets, with the sea as a backdrop, celebrating Redcar's sense of place. Combined with the pedestrianisation of the Esplanade this will create a continuous high quality public space right onto the seafront.

This space should be as flexible as possible and including the necessary infrastructure to support a range of uses and activities. The adjacent buildings could help to animate the space, for example, with outdoor seating or pop up exhibitions. There may be opportunities for the Palace Hub to utilise this outdoor space, potentially as a ground floor café spilling out into the space or bookable pods for creative industries. The existing uses at Pybus Place and Pacittos also offer opportunities to animate this space.

The space would potentially include small buildings, kiosks or pavilions for food and drink, which will provide a reason to dwell, help to break the space up and protect it from the wind, particularly on the seafront side. Soft landscaping can also help with this and create a pleasant place to be where people can get a coffee or something to eat and enjoy the views of the seafront. There is also the opportunity to cover all or part of this space to help protect from the elements.

Business grants and town centre management

Increasing the availability of grants to improve shop frontages and fit outs would help to enhance the shopping environment, support the independent sector and reduce vacancy rates.

The town centre management would run the grant scheme and provide a range of other support to existing and new businesses.



New public space (indicative illustration)



Overview of town centre transformation proposals (indicative illustration)

**TIP Project 2 Culture and Leisure Anchor
Attractions Culture and Leisure Anchor
Attractions**

The lighthouse and indoor activity centre

A new relocated library and cultural hub are proposed, to create a new community focus, which acts as an anchor and drives footfall. Alongside the more traditional reading offer, this could include access to new technologies, exciting storytelling area, computer spaces, visitor information and rooms for exhibitions, meetings and other events / functions.

A new family activity centre is proposed to provide indoor activities which help to turn Redcar into a year round destination, less dependent upon good weather. It would also help to create a more vibrant and attractive Esplanade, complementing the leisure offer at Coatham.

This might include activities such as bowling, clip and climb, and café. The key here is that it provides something for people to do which doesn't rely on the weather, supporting the objective to provide a year round destination. This will create a real draw to this part of the town centre, complementing the leisure offer at Coatham and providing another activity as part of a day out which could, for example, include Coatham and Tuned in, walk along the seafront to the new public space for something to eat, the indoor activity centre, shopping in the high street and independent quarter, and the Regent Cinema.

There are key seafront and high street sites which are currently taken up with vacant buildings, and their redevelopment will improve impressions of the seafront and town centre.



Esplanade with the lighthouse library and activity centre (indicative illustration)

TIP Project 3 - Station Road Developments Station Road Improvements

Currently, the area around the Station provides a poor arrival experience to Redcar. Coordinated improvements would be made along the length of Station Road, in between the Regent Cinema and the station itself. This would include a consistent paving style, new seating, a feature public space, greenery, and cycleway linking to National Cycle Route One.

New Housing Station Road

Currently, the area around the Station provides a poor arrival experience to Redcar. This project aims to address this by improving the housing offer at the southern end of Station Road. Poor quality housing at the southern end of Station Road would be redeveloped to provide new apartments. This project will improve the housing offer and the physical environment around Redcar Central Station. Along with the Station refurbishment and masterplan, this will improve this gateway into the town. Providing town centre housing will also increase footfall helping to reinvigorate the high street.

Investment in Redcar Central Station

Refer to Area Growth Plan description.

Regent Cinema

Refer to Area Growth Plan description.

TIP Project 4 Clean Energy Education Hub Clean Energy Education Hub

The development of a Clean Energy Education Hub at Redcar and Cleveland College would provide dedicated training and skills offer to support the energy sector. This would improve the town's ability to attract investment and create jobs in the fast growing energy sector and allow residents to benefit. It would be supported by skills planning to identify and respond to employers' skills needs.

This will support the investment in renewables, offshore wind, net zero Teesside, hydrogen agenda and the process industries. Alongside this, a skills observatory should be developed that enables future planning and servicing of all industries, providing a responsive, demand led infrastructure.

TIP Project 5 Coatham Leisure Quarter Water Sports at Coatham

Water sports facilities at Coatham will help to create a unique selling point, which promotes Redcar as active, sporty and vibrant, differentiating it from competing destinations in the local area.

It would provide the infrastructure to support outdoor activities, water sports and related events, for example, surfing, windsurfing, land yachting and kite boarding, and would include showers / changing facilities / lockers, equipment store and hire, stables, and secure cycle parking.

Improving Seafront Properties

Improve seafront properties along Newcomen Terrace. The exterior of properties along the seafront, many of which are currently in poor condition, would be redecorated to create an attractive and welcoming streetscape at this key approach to the town centre.

Phase One Coatham Masterplan

Coatham Leisure phase one which includes the demolition of the vacant and derelict skate park building for the Coatham Leisure development.

TIP Project 6 Improving Connectivity with Teesworks

Improved walking and cycling links will help to connect people to jobs (including at Teesworks), visitor attractions and education, as well as encourage sustainable and active travel. This will include upgrades to existing routes, new routes where there are existing gaps, and improvements at junctions and key gateways.

Key gateways and approaches into the town centre will be improved through better signage, lighting, artwork and sculptures, public realm improvements and landscaping.

Improvements to existing cycle and footpaths along Trunk Road (eg widening paths and introducing avenues of trees to separate from traffic) linking town centre and College with Teesworks.

Improve crossing on Queen Street / High Street across West Dyke Road, pedestrian priority / shared surface / raised table

Widen pedestrian and cycle paths on the level crossing and improve the public realm to south Station arrival.



Precedent images

Masterplan Projects

The following longer term projects complement the Area Growth Plan projects and Town Investment Plan projects, and have been developed to achieve the objectives set out in the vision, and the masterplan principles, earlier in this document.

These projects are identified in blue on the masterplan proposals plans for the study area and town centre, earlier in this section.

Several projects are aspirational and will be dependent on future funding and subject to review and revision. Further details can be found in the Implementation Plan at the end of this report.

Area-wide projects

Arts and cultural programme

Ongoing programme of arts and cultural events and initiatives to enliven the town centre, animate the new public space, and develop attractions in the wider Redcar area as part of the visitor destination strategy.

Cycle parking and bike share

Cycle parking and bike share strategy throughout the town centre and seafront.

Heritage interpretation and artwork

Heritage interpretation and artwork at key gateways and routes in the town, including along the Black Path, linking with the River Tees Rediscovered art trail.

Urban traffic management and control

Project to renew and expand the Tees Valley UTMC system is ongoing. Phase 0 is replacing the core system.

Town Centre

Gateway at West Dyke Road and Morrisons

Landscape and public realm improvements around Redcar Job Centre, Morrisons car parks, Eurocar Park, and pedestrian connection on West Dyke Road / towards Regent Walk.

Improvements to the Western section of Queen Street

Improve the western section of Queen Street by removing some on street parking (survey required to establish feasibility) and introducing greenery and improved pedestrian and cycle provision.

Improvements to Eastern Section of the high street

Narrow the carriageway within the eastern section of the high street by introducing pocket parks, street trees, protected cycle way, and widening pavements. Potential to relocate some parking to eastern car parks / Eurocar park.

East car park

Potential for a new car park in the eastern end of the town centre, aimed at visitors and triggered by an increase in visitor numbers and/or the alternative utilisation of existing car park sites in prime seafront / town centre locations.

Bike Hub

Bike Hub to include servicing, information, cafe, bike hire etc, linking into National Cycle Route One and local cycling routes.

Seafront

Palace Hub utilisation

Improving the use of Palace Hub including cultural program and better parking provision.

Extension of seafront provision

Aspiration for provision from events space allowing walks, viewing of water based activities and views of coast, fishing boat trips etc.

Seafront water based activities around slipways off Esplanade to east

Potential for additional water based activities around the slipways off Esplanade and Zetland Lifeboat Museum, in the east of the town centre. These would have a different focus and complement the water and beach activities at Coatham. Market study and feasibility required.

King Street car park

King Street car park redeveloped as part of mixed use quarter, taking advantage of key seafront site. Dependent on town centre parking strategy.

Graffenberg Street car park

Graffenberg Street car park redeveloped as part of mixed use quarter, taking advantage of key seafront site. Dependent on town centre parking strategy.



Precedent images

Redevelop vacant Oxley Street site

Redevelop vacant Oxley Street site at the key gateway as a high quality development taking advantage of panoramic sea views. Including improvements to the condition of Oxley Street, eg green wall / wayfinding artwork.

Redevelop former bus station site

Former bus station site to be redeveloped as mixed uses, with views to seafront.

Gateway at Esplanade / eastern section of High Street

Improved public space / artwork and wayfinding at the eastern end of High Street / Esplanade.

High Street and Esplanade junction improvements

Narrow the junction at the eastern end of High Street and Esplanade. Improve pedestrian / cycle crossings and public realm.

Coatham

Newcomen Terrace improvements

Building on the TIP project to improve seafront properties, the stretch of Newcomen Terrace between Turner Street and Queen Street will be uplifted to create a welcoming streetscape at this key approach to the town centre.

Bandstand upgrades

Upgraded bandstand on Newcomen Terrace, potentially including ‘play on the way’ space with bandstand as a focal point, providing sheltered seating and flexible space which can be used for small scale live performance, as part of this quarter. Remove on street parking and create a green buffer.

Boating Lake upgrades

Upgrades to the Boating Lake, potentially including flexible performance space / ice rink.

Tuned In! improvements

At Tuned In, the aim is to reconfigure the space and create a cultural venue with a mix of youth and family use. It should feature a new year round programme which will help to build audiences, and should be available to hire.

Coatham / Warrenby walking and cycling improvements

In area of poor pedestrian permeability where the Trunk Road, railway line, industrial sites and Coatham Marsh currently form barriers to movement. New and improved footpaths and cycle paths, providing enhanced access between Teesworks / Dormanstown and the Town Centre / Seafront / South Gare.

South Gare

South Gare to Saltburn walking and cycling coastal path

Create a continuous coastal cycle and footpath between South Gare, Marske and Saltburn via the clifftop. E-bike charging points / cycle hire along the route. Masterplan will promote existing links first, with a phased improvement to sections with charging and hire points. Potential to link in with a proposal for a Park and Ride site near Saltburn.

South Gare phase two

Potential for visitor facilities at South Gare. This could conserve and enhance the South Gare area as a safe and accessible visitor attraction for all and would need to consider all relevant designations including the SSSI area.

Dormanstown

Dormanstown walking and cycling improvements

Improved pedestrian and cycle route along Broadway East, connecting Newcomen and Dormanstown with Wilton International and Teesworks. New crossing at Ennis Road / Trunk Road, linking in with improved paths through Coatham Marsh (including lighting sensitive to natural surroundings) forming part of Dormanstown to Coast route. Improved footpaths through Foxrush Community Woodland and walking and cycling connections into Westfield Farm, and to Broadway East. Development at the land west of Kirkleatham Lane may include a pedestrian link northwards to Dormanstown.

Redcar Lane

Gateway at Redcar Lane roundabout

Improved signage and landscaping at existing pedestrian and cycle crossings. Artwork and landscaping including attraction signage and ‘Welcome to Redcar and Cleveland’ road sign.



Precedent images

Kirkleatham

Gateway at Kirkleatham roundabout

Signage for visitor attractions along with 'Welcome to Redcar and Cleveland' signage feature.

Kirkleatham Estate transport and signage strategy

Signage strategy to promote direct links to the site. Effective traffic control, traffic restrictions. Provision of bus facilities. Improved cycle and pedestrian routes. Potential resident only parking schemes. Additional parking at Kirkleatham Hall school.

Kirkleatham Lane (phase one) walking and cycling improvements

Improved pedestrian and cycle route via Kirkleatham Lane (section south of West Dyke Road to the village road) providing improved access to Walled Garden, Stables, Museum, and Kirkleatham Hall School.

Kirkleatham Lane (phase two) walking and cycling improvements

Improved pedestrian and cycle route via the rest of Kirkleatham Lane, better connecting the coast and town centre with the Walled Garden, Stables, Museum, and Kirkleatham Hall School.

Plantation Road walking and cycling improvements

New offroad cycle and footpath alongside Plantation Road (part of National Cycle Route One, and improving access to Walled Garden, Stables, Museum, and Kirkleatham Hall School). Ramp to allow transition from an advisory cycle lane to shared use footway. Footways converted to shared surfaces. Proposed parking restrictions.

A174 walking and cycling improvements

Widen and improve existing offroad cycle and footpath alongside A174 (part of National Cycle Route One), including crossings and Toucan crossing on Kirkleatham Lane as part of the Plantation Road scheme (subject to funding). Footway cross overs and Plantation Road closed to vehicular traffic from Kirkleatham Lane. Improved streetscaping with planting and seating adjacent to a walled garden. Double yellow lines on Kirkleatham Lane. Museum, pavilion and nurseries area investment in pop up activities, exhibitions, conferences.

Lazenby

Cycle route to Guisborough connecting across A174

A cycle route to Guisborough, connecting across the A174, will become an important shared cycle and walking route. An application has been made to Welcome to Redcar for development funding.

Greystone road improvements

Improvements to A174 between Kirkleatham and Lazenby roundabouts. Improved service road to Lazenby Village. Widen cycleway, additional signal controls, modify stop lines and improved pedestrian / cycle / equestrian crossing. Speed reductions along the carriageway and widen carriageway to accommodate cycling.

Gateway at Lackenby roundabout

Signage for visitor attractions along with 'Welcome to Redcar and Cleveland' signage feature.

Teesworks

Gateway at British Steel roundabout

Improved pedestrian and cycle crossings plus heritage / artwork at current 'British Steel' roundabout. Create high quality links to reopened Redcar British Steel railway station. These connections need to be developed in tandem with detailed Teesworks masterplan and public realm / connectivity strategy which aims to make the Teesworks site as open and permeable as possible, with a focus on active and sustainable travel. To be informed by Teesworks Transport Study.

Gateway at Grangetown roundabout

Pedestrian and cycle crossings across Trunk road with planters. Artwork and landscaping including attraction signage and 'Welcome to Redcar and Cleveland' road sign.



Precedent images

Environmental

Redcar and Cleveland's Climate Change Strategy

In March 2019, Redcar and Cleveland Council joined many others in the UK by declaring a 'Climate Emergency' in response to the consequences of global temperatures rising above 1.5C. The Council considers that the potential impacts are so severe that urgent action should be taken and has pledged to take action to make the borough of Redcar and Cleveland carbon neutral by 2030.

In 2018, Redcar and Cleveland emitted approximately 2.6M tonnes of Co², to achieve carbon neutrality by 2030, emissions must reduce by an average of more than 8% every year. To achieve this, the Council are preparing a Climate Change Strategy with three objectives:

- To become a cleaner, greener organisation ourselves
- To take collective responsibility for climate change and encourage others in our community to do the same
- To be involved in the bigger picture as a world leader in clean energy and positively affecting the situation for the planet as a whole

An action plan to achieve these is being prepared and will be adopted alongside the strategy during 2021.

The masterplan aims to support these objectives and the overall target carbon neutrality by 2030 by, in these key ways:

Sustainable and active travel

The masterplan projects are focused on creating safe and attractive walking and cycling routes which will facilitate active travel for local journeys, as an alternative to the private car. This includes new and upgraded paths, improvements to crossings, junctions and gateways to the town, and improved signage and wayfinding. These routes connect residential areas, the town centre, the coast and parks, employment sites and education.

Part of this is also about making routes more appealing to walk and cycle by providing things to see and do along the way, so the improvements to the public realm, new public space, landscaping, and support for businesses throughout the town centre will assist with this. In addition to this, a Bike Hub, linking to National Cycle Route One, both for visitors and residents, is proposed. This will complement a proposed town wide cycle share and improved cycle parking scheme, making it easier for people to cycle for visitor attractions, employment, education and other services.

Improvements to Redcar Central Station and its surrounding environment will also encourage the use of public transport, and will link to the existing bus provision in the town centre.

Town centre transformation

Attracting people to the town centre and reinvigorating the town centre offer, means that people can access various shops and services in a central and accessible location, using active and sustainable travel.

Landscape and public realm

The proposed improvements to the high street, Esplanade, and other areas in the town centre include new areas of planting, trees and landscaping.

Urban traffic management and control

Urban traffic management and control will also help to reduce congestion and pollution by directing vehicles to the most appropriate car parking and providing information.

Housing

Housing within the town centre, near public transport connections and shops and services, will help to reduce travel by private vehicle.

Clean Energy Education Hub and Teesworks Skills Academy

The Clean Energy Education Hub promotes renewable energy growth and the Clean Energy Education Hub will offer training and skills to attract investment and jobs in clean energy. Facilitating renewable energy growth helps to meet local and national targets. Along with Teesworks Skills Academy, this will boost skills in the local community and prepare young people to deal with future environmental challenges, creating a more resilient climate aware community.

Future project development

As proposals within the masterplan are developed, all projects should align with the Council's Climate Change Strategy.



Precedent Images

Covid-19

Impact of Covid-19

Redcar's economy has been hit hard by Covid. 6,000 residents were claiming Jobseeker's Allowance / Universal Credit in October 2020 (7.4% of the economically active population, up from 4.7% at the start of 2020) and expected to rise. Lower incomes and restricted movement have impacted the town centre. Journeys to retail / recreation and workplaces have decreased (down 24% and 21% respectively in October 2020 compared to January). The existing shift to online retail, has also been accelerated by Covid-19, impacting the high street.

Research shows that people's mental health has also suffered. People who felt most lonely prior to Covid in the UK now have even higher levels of loneliness. The impact on wellbeing from people at risk of loneliness is likely to be compounded by other economic and social impacts experienced by the same people, such as those experiencing job losses and health anxieties. As well as requiring physical activity to stay healthy, we also require exposure to nature to help maintain positive mental health. However periods of lockdown have been associated with physical and mental health risks to those confined to their homes and these disproportionately affect the mental and physical health of those from more disadvantaged communities and those who live alone, or without access to gardens, balconies, or green space.

Council services across Redcar and Cleveland have adapted to meet the demands and latest Government guidance on the Coronavirus pandemic, including providing food parcels for people isolated by the coronavirus, and business support in the form of cash grants, including Local Restrictions Business Support Grants and Local Restrictions Support Grants for businesses in the non-essential retail, leisure, personal care, sports facilities and hospitality businesses.

The masterplan aims to address these impacts, in these key ways:

Active lifestyles

Embedding the shift to more active lifestyles, The Esplanade, Station Road, and High Street improvements, along with the longer term masterplan proposals to improve other walking and cycling routes in Redcar, will make it easier for people to access essential services and the natural environment by foot or bike. The suite of projects at Coatham Leisure Quarter will provide the infrastructure to support outdoor activities. Improving Connectivity with Teesworks will deliver improvements to the existing shared pedestrian-cycle infrastructure, enhancing connectivity by active and sustainable modes of travel between Redcar town centre, Teesworks and the Clean Energy Education Hub.

Outdoor spaces

Changes to neighbourhood design and community Infrastructure can positively affect sense of belonging and pride in a community. These can include public places, places where people meet informally, and services that can facilitate access to places to meet. Outdoor spaces will also help to increase business capacity. The Esplanade will be enhanced making it easier for people to enjoy the seafront and move between the beach and the town centre and enable our businesses to create a café culture. The New Public Events Space includes a series of 'pods' providing flexible space for retail and food and beverage operators, and the Station Road public realm improvements will provide outdoor spaces in the area, increasing the capacity of our bars and restaurants whilst adhering to social distancing guidelines.

Growing priority sectors

Our programme of investment will contribute to key Government priorities including the UK Industrial Strategy (and clean growth in particular), the Post-16 Skills Plan and the Cycling and Walking Strategy, as well as supporting economic recovery post-Covid. A platform for growth in priority sectors will be provided by the Clean Energy Education Hub and Improving Connectivity with Teesworks.

Diversifying the town centre

There is a need to rebuild trust in town centres and diversify local economies to create new local jobs. The masterplan aims to provide a vibrant town centre which attracts more residents and visitors and responds to the challenges of Covid-19. Non-retail town centre footfall drivers will be created through the new housing at Station Road, the Town Centre Transformation projects, and the Culture and Leisure Anchor Attraction which will provide a space for people to meet, relax and have fun, and will help to build a sense of community.

Business support

The Council's successful programme of business grants – experiencing unprecedented demand in response to Covid-19 – will be extended. This will support the growth of our independent sector, working with business and landlords to uplift dilapidated properties to improve shop frontages and visitor accommodation. This will also respond to the growth of e-commerce through digital support. A Town Centre Management function will be established, providing a dedicated resource to: liaise with investors; administer business support; improve the visitor experience and coordinate events, ensuring the town remains vibrant all year round.

Reskilling and employment

Wellbeing recovers on reemployment, but the size of the rebound depends on the quality and sustainability of the new job. Evidence shows that learning is positive for wellbeing and can have a range of wellbeing benefits, such as facilitating social contact, developing purpose and enabling progression. The Clean Energy Education Hub, Teesworks Skills Academy and the proposed improvements to walking and cycling connections to provide access to these opportunities.

Domestic tourism

The masterplan aims to capitalise on domestic tourism growth through the Town Centre Transformation, Culture and Leisure Anchor Attraction, Station Road Development, Coatham Leisure Quarter and the proposed improvements to visitor walking and cycling provision.



Health and Wellbeing

Summary

There is a well established body of research which demonstrates how place affects health and wellbeing. This encompasses interlinked issues such as active travel, social and green space, housing, food, and air and noise pollution.

The masterplan aims to support health and wellbeing in these key ways:

Activity

Transport is an integral part of daily lives and sustainable modes of transport, including walking / cycling increases peoples' opportunities for education, employment, housing, leisure, social interaction and leisure, whilst supporting the environment. Keeping physically active has been shown to benefit mental and physical health. The masterplan supports this through proposals for new and improved walking and cycling infrastructure, better access to parks and green spaces, a more attractive town centre and seafront, and improved connections between Redcar Central Station and the town centre and seafront. A continuous coastal path, along with bike hire and bike hub facilities also supports both visitors and residents in being more active.

In addition to this, the vision sets out Redcar's future as a destination for water and beach activities and sports, and all round active lifestyles. Coatham Leisure proposals, including the play facilities and water sports hub, also supports this. The indoor activity centre will ensure that activity can continue all year round.

Social interaction

The masterplan includes proposals for new and improved public spaces, a rejuvenated and festival ready High Street, and facilities such as The Lighthouse, all of which encourage positive social interaction which aids good mental health. The Covid-19 outbreak has brought into focus challenges around social distancing, whilst enabling businesses to utilise external space, and the development of detailed proposals must consider this.

Green space

Green space and natural environments have a positive impact on mental health and wellbeing. The proposed improvements to the high street, Esplanade, and other areas in the town centre include new areas of planting, trees and landscaping. Improved walking and cycling routes will also better connect people with their local parks, woodland, and coastline.

Objectives to increase green infrastructure throughout the town centre through increased planting and green walls will increase community connections with the natural environment. For example, reduced traffic over the Esplanade within the town centre will reconnect people to the natural coastline. Masterplan projects to improve paths through Foxrush Community Woodland and gateway projects to improve pedestrian crossings and cyclability over roundabouts will increase community exposure to green space as Redcar's natural assets will be more accessible to the public.

Housing

The masterplan aims to improve the quality and appearance of housing within the town centre. With improvements to seaside properties at Newcomen Terrace and the creation of new housing on Station Road close to Redcar Central, residents will benefit from a more attractive streetscape and new residents on Station Road will benefit from proximity to transport infrastructure and amenities in the centre, which is associated with better mental health.

Culture and heritage

Culture and heritage also benefit mental health. Facilities such as The Lighthouse and the new public space, along with better utilisation of facilities like The Palace Hub, will be beneficial. People will also feel more connected to Redcar's heritage and coastline, with improved connections to South Gare, and Kirkleatham, and heritage interpretation and artwork at key gateways.

Future project development

As proposals within the masterplan are developed, the following factors should be taken into account:

Engage with people and place to understand health and wellbeing



Be aware of research, guidance and best practice on health and wellbeing



Consider health and wellbeing factors in site location and uses



Provide high quality, well managed and affordable housing in well connected neighbourhoods with a sense of place



Design for active travel and physical activity



Include opportunities for social interaction



Provide access to green space and nature



Ensure there is access to healthy food



Precedent images

6 Implementation and Delivery

Implementation Plan

Overview

The engagement undertaken to date represents the start of the process. Redcar and Cleveland Borough Council are committed to working collaboratively – with partners and residents – to deliver the projects outlined within the Town Investment Plan. In addition, the Council will continue to explore opportunities to bring forward the project proposals set out in the masterplan. The sequencing and funding of masterplan projects will continue to be shaped and refined through open dialogue with stakeholders and the local community.

As detailed in the previous sections, the masterplan proposals are categorised into current Area Growth Plans, Town Investment Plan projects, and additional Masterplan Proposals. These longer term masterplan projects, which are not identified within the Town Investment Plan or Area Growth Plans, are aspirational and will be dependent on future funding and subject to review and revision.

The tables on the following pages outline potential timescales, funding and delivery of these proposals. Projects will need to be developed in line with planning policy and guidance, relevant environmental standards, and placemaking best practice.














The Council and partners are already taking steps to make the masterplan a reality. The masterplan will be reviewed after three years, aligning with Area Growth Plan and Town Investment Plan timescales, and will be subject to ongoing review following this.



Redcar Seafront

PROJECT		DETAIL	PHASING	FUNDING & DELIVERY
AREA GROWTH PROJECTS	 The Regent Cinema	Redevelopment of the previous cinema site to create a new 3 screen cinema with café/bar area. 10 jobs, 70,000 visitors a year, 80 construction jobs, and 1 new business.	2019 - 2022	Cinema (£9.68m investment) comprising solely of Welcome to Redcar and Cleveland Investment Fund
	 Kirkleatham School	Investment in additional SEN capacity will be undertaken as well as refurbishment and provision of key facilities currently lacking at the school.	2019 - 2023	£2.7m total. £2m including Basic Need/SEN grants - (Department for Education.) School, Section 106. £570k RCBC approved funds.
	 Redcar Central Station	The existing building will be brought back to life as a living station with retail and café space, ticket office and business units. The station building provides an excellent future opportunity to provide an appropriate sense of arrival to Station Road and the town. This will also be enhanced through improvements to the areas directly around the Station to create a business quarter to complement the existing offer in this area. 10 new businesses, 30 jobs created, 40 construction jobs.	2020 - 2024	Station (£5.55m investment) comprising: SSI Growth Fund (£4.5m), Welcome to Redcar and Cleveland Investment Fund (£1m) and Railway Heritage Fund (£50k)
	 Coatham Hotel	Redevelopment of this key seafront site off Majuba Road which includes the demolition of existing buildings and the creation of a 42-bed hotel. 50 jobs, 42 beds, 60 construction jobs, 1 new business.	2020 - 2023	£7.25m (£750k Government accelerated Town Deal Funding, £6.5m private investment)
	 Coatham Leisure Phase 2	The addition of beach huts, stables and other environmental and infrastructure improvements off Majuba Road. Enhanced visitor attractions. 1 new business created.	2021 - 2023	£1m
	 Coatham Park	An uplifted Coatham Common will create a range of spaces for fun, exercise and recreation and will provide space for residents and visitors alike.	2021 - 2023	Aspirational project - funding to be secured.
	 Kirkleatham Business Park	Potential to work with a developer to create new workspace on this popular estate.	2021 - 2023	Aspirational project - funding to be secured.
	 Redcar Employment Park	Potential to work with a developer to create new workspace in partnership on industrial land.	2021 - 2023	Aspirational project - funding to be secured.
	 South Gare Phase 1	To deliver access improvements to South Gare on RCBC land to enhance the visitor experience and create infrastructure for future visitor developments.	2021 - 2024	Aspirational project - funding to be secured.
	 Kirkleatham Stable Block and Estate Improvements	Redevelopment of the stable block as potentially a mixed use, cultural venue/accommodation, and workspace. Improvements to the wider Estate where required. 10,000 visitors, 2 new businesses created, 25 jobs.	2022 - 2025	Development funding of £200k TVCA, £6m funding to be identified.
	 Coatham Leisure Phase 3	Developing out the Coatham Bowl site for major indoor attractions to build on activity at Majuba Road.	2025+	£15m (£5m public sector £10m private sector)

PROJECT		DETAIL	PHASING	FUNDING & DELIVERY
TOWN INVESTMENT PLAN PROJECTS	 Project #1 Town Centre Transformation	1.1 Attractive High Street High Street public realm improvements including decluttering (lighting, signage, sculptures etc), improved seating and landscaping (including planters), creating improved views along the street and access to shops	2020 - 2026	£2.718m Town Investment Fund
		1.2 Enhancing Esplanade Widening pavements, slowing traffic, and creating crossing points, which make it easier to walk, cycle and spend time here, and move between the beach and attractions on the south side.	2021 - 2026	£1.986m Town Investment Fund
		1.3 New Public Events Space Redevelop M&S and Goodwins stores as new public events space focus for the town centre and create connection from High Street to Esplanade.	2021 - 2026	£5.155m Town Investment Fund
		1.4 Business Grants and Town Centre Management Increasing the availability of grants to improve shop frontages and fit outs, alongside a Town Centre Management function to support all of the town centre investments.	2021 - 2026	£530k Town Investment Fund
	 Project #2 Leisure and Culture Anchor	2. Culture and Leisure Anchor Attraction This might include activities, such as bowling, a climbing wall, This might include activities such as bowling, clip and climb, and café, which help to turn Redcar into a year-round destination. Alongside the reading offer, a new, relocated library on or near the High Street could include access to new technologies, an exciting story-telling area, computer spaces, visitor information and rooms for exhibitions, meetings and other events/functions.	2021 - 2026	£7.5m Town Investment Fund
	 Project #3 Station Road Development	3.1 Station Road (Public Realm) Improvements The exterior of properties would be repainted and re-decorated to create an attractive streetscape.	2021 - 2026	£300k Town Investment Fund
		3.2 New Housing on Station Road This project will seek to develop a new residential offer close to Redcar Central Station and key local amenities.	2021 - 2026	£1.95m Town Investment Fund
		3.3 Investment in Redcar Central Station		Refer to Area Growth Plan
		3.4 Regent Cinema		Refer to Area Growth Plan
	 Project #4 Clean Energy Education Hub	4. Clean Energy Education Hub Build a Clean Energy Education Hub located at Redcar and Cleveland College supporting the investment in renewables, offshore wind, net zero Teesside, hydrogen agenda and the process industries. A dedicated training and skills offer, focused upon the green economy, which helps to attract investment and create new jobs, alongside skills planning which responds to employers' skills needs and future jobs.	2021 - 2026	£1.986m Town Investment Fund
	 Project #5 Coatham Leisure Quarter	5.1 Water Sports Hub at Coatham This will help to promote Redcar as active, sporty and vibrant, with infrastructure to support outdoor activities, water sports and related events.	2021 - 2026	£600k Town Investment Fund
		5.2 Improving Seaside Properties (Newcomen Terrace) The exterior of properties would be repainted and re-decorated to create an attractive streetscape.	2021 - 2026	£300k Town Investment Fund
		5.3 Phase 1 Coatham Masterplan Coatham bowl site tidied up and grassed to provide a recreation area. Creation of an 18-hole mini golf course, a new play area and public realm improvements. 5 jobs, 20 construction jobs, 1 new business.	2020 - 2022	£3m (TVCA Welcome to Redcar and Cleveland funding)
	 Project #6 Improving Connectivity with Teeswork	6. Improving Connections to Teesworks Widen pedestrian and cycle paths on level crossing and improve public realm to south Station arrival. Improvements to existing cycle and footpaths along Trunk Road (eg widening paths and introducing avenues of trees to separate from traffic) linking town centre and College with Teesworks. Improve crossing on Queen Street / High Street across West Dyke Road, pedestrian priority / shared surface / raised table.	2021 - 2026	£1.351m Town Investment Fund

PROJECT		DETAIL	PHASING	FUNDING & DELIVERY
MASTERPLAN PROJECTS	 Arts and cultural programme	Ongoing programme of arts and cultural events and initiatives to enliven the town centre, animate the new public space, and develop attractions in the wider Redcar area as part of the visitor destination strategy	Ongoing	Further detail to be developed. Timescales and funding TBC (to be developed alongside the Town Deal)
	 Urban Traffic Management and Control (UTMC)	Project to renew and expand Tees Valley UTMC system is ongoing. Phase 0 is replacing the core system.	Ongoing	TVCA
	 Improved walking and cycling provision on Plantation Road	New off-road cycle and footpath alongside Plantation Road (part of National Cycle Route 1, and improving access to Walled Garden, Stables, Museum, and Kirkleatham Hall School). Ramp to allow transition from advisory cycle lane to shared use footway. Footways converted to shared surfaces. Proposed parking restrictions.	2021 - 2022	Under consideration for Welcome to Redcar funding
	 Gateway at British Steel roundabout	Improved pedestrian and cycle crossings plus heritage / artwork at current 'British Steel' roundabout. Create high quality links to reopened Redcar British Steel railway station. These connections need to be developed in tandem with detailed Teesworks masterplan and public realm / connectivity strategy which aims to make the Teesworks site as open and permeable as possible, with a focus on active and sustainable travel. To be informed by Teesworks Transport Study.	2024 - 2026	Further detail to be developed. Timescales and funding TBC, potential opportunity for Highways England funding.
	 Gateway at Grangetown roundabout	Improved pedestrian and cycle crossings plus heritage / artwork at current Grangetown Roundabout. Create high quality links to Redcar. Signage alongside existing for Redcar Town Centre coastal destination and Kirkleatham attractions.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at Kirkleatham roundabout	Brown signs alongside existing signage for Redcar Town Centre/West/Waterspots/Majuba car park; and Kirkleatham Museum via A1042; Redcar Town Centre East and town centre parking; and Kirkleatham Walled Garden via A174.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at Lackenby roundabout	Welcome to 'Redcar and Cleveland' sign. Brown signs alongside existing signage for Redcar Town Coastal destination; and Kirkleatham Attractions.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at Redcar Lane roundabout	Improved heritage / artwork at current Redcar Lane Roundabout. Create high quality links to Redcar with improved pedestrian and cycle signage. 'Welcome to Redcar and Cleveland' signage and brown signs alongside existing signage for Redcar Town Centre coastal destination.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at Esplanade / eastern section of High Street	Improved public space / artwork and wayfinding at junction at eastern end of High Street / Esplanade.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at West Dyke Road / Wilton Street and Morrisons	Landscape and public realm improvements around Redcar Job Centre, Morrisons car parks, Eurocar park, and pedestrian connection on West Dyke Road / towards Regent Walk.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at West Dyke / Corporation Road	New public space / greening to edge car park with REDCAR letters. Improve crossings - continuous pedestrian surface / remove railings and add planters. Green wall to edge Regent shopping centre elevations. Improve cycle signage and identify route through car parks and reinstate cycle path.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Gateway at Majuba Road	Welcome to Redcar signage - including watersports / leisure signage information. Remove railings along Newcomen Terrace to extend access into green space. Improved pedestrian and cycle crossings and increased planting.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Cycle parking and bike share	Cycle parking and bike share strategy throughout the town centre and seafront.	2024 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.

PROJECT		DETAIL	PHASING	FUNDING & DELIVERY	
MASTERPLAN PROJECTS		Bike hub (servicing, information, cafe, bike hire etc)	Bike Hub to include servicing, information, cafe, bike hire etc, linking into National Cycle Route 1 and local cycling routes.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Improvements to western section of Queen Street	Improve western section of Queen Street by removing some on-street parking (survey required to establish feasibility) and introducing greenery and improved pedestrian and cycle provision.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Redevelop vacant Oxley Street site	Redevelop vacant Oxley Street site at key gateway as a high-quality development taking advantage of panoramic sea views. Including improvements to condition of Oxley Street, eg green wall / wayfinding artwork.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Redevelop former Bus Station site	Former bus station site to be redeveloped as mixed uses, with views to seafront.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Palace Hub utilisation	Improving use of Palace Hub including cultural program and better parking provision.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Slipway water based activities around slipways off Esplanade to east	Potential for additional water based activities around the slipways off Esplanade and Zetland Lifeboat Museum, in the east of the town centre. These would have a different focus and complement the water and beach activities at Coatham. Market study and feasibility required.	2026 - 2030	Potential to be considered in the future. No funding available currently.
		Improvements to eastern section of High Street	Narrow the carriageway within the eastern section of the High Street by introducing pocket parks, street trees, protected cycle way, and widening pavements. Relocate some parking to eastern car parks / Eurocar park.	2026 - 2030	Further detail to be developed. Timescales TBC. Funding not yet identified.
		High Street and Esplanade junction improvements	Narrow the junction at the eastern end of High Street and Esplanade. Improve pedestrian / cycle crossings and public realm.	2026 +	Further detail to be developed. Timescales TBC. Funding not yet identified (junction improvement to be led by Highways England).
		Newcomen Terrace improvements	Building on the TIP project to improve seafront properties, the stretch of Newcomen Terrace between Turner Street and Queen Street will be uplifted to create a welcoming streetscape at this key approach to the town centre.	Long term	Further detail to be developed (refer to Local Partnerships report). Timescales TBC. Funding not yet identified.
		Tuned In! improvements	At Tuned In! the aim is to reconfigure the space and create a cultural venue with a mix of youth and family use. It should feature a new year round programme which will help to build audiences, and should be available to hire.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Bandstand upgrades	Upgraded bandstand on Newcomen Terrace, potentially including ‘play on the way’ space with bandstand as focal point, providing sheltered seating and flexible space which can be used for small scale live performance, as part of this quarter. Remove on street parking and create green buffer.	Long term. Opportunity for Coatham Phase 2.	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Boating lake upgrades	Upgrades to the Boating Lake, potentially including flexible performance space / ice rink.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
		Extension of seafront provision	Aspiration for provision from events space allowing walks, viewing of water-based activities and views of coast, fishing boats trips etc.	Long term	Potential to be considered in the future. No funding available currently.
		King Street car park	King Street car park redeveloped as part of mixed use quarter, taking advantage of key seafront site. Dependent on town centre parking strategy.	Long term	Potential to be considered in the future. No funding available currently.
		Graffenberg Street car park	King Street car park redeveloped as part of mixed use quarter, taking advantage of key seafront site. Dependent on town centre parking strategy.	Long term	Potential to be considered in the future. No funding available currently.

	PROJECT	DETAIL	PHASING	FUNDING & DELIVERY
MASTERPLAN PROJECTS	 South Gare Phase 2	Potential for visitor facilities at South Gare. This could conserve and enhance the South Gare area as a safe and accessible visitor attraction for all and would need to consider all relevant designations including the SSSI area.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Heritage interpretation	Heritage interpretation and artwork along Black Path, and at key gateways to the town, linking in with River Tees Rediscovered art trail.	2025 - 2026	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Improved walking and cycling provision on Kirkleatham Lane (phase 1).	Improved pedestrian and cycle route via Kirkleatham Lane (section south of West Dyke Road to the village road) providing improved access to Walled Garden, Stables, Museum, and Kirkleatham Hall School.	2026+	Redcar and Cleveland Borough Council
	 Improved walking and cycling provision on Kirkleatham Lane (phase 2).	Improved pedestrian and cycle route via the rest of Kirkleatham Lane, better connecting the coast and town centre with the Walled Garden, Stables, Museum, and Kirkleatham Hall School.	2026+	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Improved walking and cycling provision in Dormanstown	Improved pedestrian and cycle route along Broadway East, connecting Newcomen and Dormanstown with Wilton International and Teesworks. New crossing at Ennis Road / Trunk Road, linking in with improved paths through Coatham Marsh forming part of Dormanstown to Coast route. Improved footpaths through Foxrush Community Woodland and walking and cycling connections into Westfield Farm, and to Broadway East.	2026+	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Coatham / Warrenby walking and cycling improvements	New and improved footpaths and cycle paths, providing enhanced access between Teesworks / Dormanstown and the Town Centre / Seafront / South Gare, via Coatham Marsh (including lighting sensitive to natural surroundings) and Warrenby.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 South Gare to Saltburn walking and cycling coastal path	Create a continuous coastal cycle and footpath between South Gare, Marske and Saltburn via the cliff top. E-bike charging points / cycle hire along the route. Masterplan will promote existing links first, with a phased improvement to sections with charging and hire points.	Long term	Further detail to be developed. Timescales and funding TBC, potential opportunity for developer, commercial operators of bike hire / charging points
	 Kirkleatham Estate transport and signage strategy	Signage strategy to promote direct links to the site. Effective traffic control, traffic restrictions. Provision of bus facilities. Improved cycle and pedestrian routes. Potential resident only parking schemes. Additional parking at Kirkleatham Hall school.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Greystone Road improvements	Greystone Road improvements, between Grangetown and Lazenby roundabouts. Improved service road to Lazenby Village. Widen cycleway, additional signal controls, modify stop lines and improved pedestrian / cycle / equestrian crossing. Speed reductions along carriageway and widen carriageway to accommodate cycling.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Cycle route to Guisborough connecting across A174	A cycle route to Guisborough, connecting across the A174, will become an important shared cycle and walking route.	Long term	Further detail to be developed. Timescales and funding TBC, potential opportunity for Sustrans / Council funding.
	 Improved walking and cycling provision on A174	Widen and improve existing off-road cycle and footpath alongside A174 (part of National Cycle Route 1), including crossings and Toucan crossing on Kirkleatham Lane.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.
	 Potential town centre east car park	Potential for a new car park in the eastern end of the town centre, aimed at visitors and triggered by an increase in visitor numbers and/or the alternative utilisation of existing car park sites in prime seafront / town centre locations.	Long term	Further detail to be developed. Timescales TBC. Funding not yet identified.

Conclusion

This masterplan forms part of the work being undertaken to accompany Redcar's submission to the Towns Fund administered by the Ministry for Housing, Communities and Local Government (MHCLG). The masterplan has been prepared in tandem with the Redcar Town Deal: Town Investment Plan (Redcar Town Deal Board, January 2021) and will help guide future investment in the area beyond the time frame of the Town Deal (post 2030).

Redcar will maximise its position on the North East coast and be a key asset in a thriving Tees Valley economy. Redcar will be a coastal town which people aspire to live in, with attractive residential areas, educational and cultural opportunities and a public realm which reflects our pride and investment in our place. Our people will have the aspirations and skills they need to take advantage of major industrial development sites, ensuring a secure and prosperous future for both themselves and the town.

Within this report we have demonstrated how this vision for Redcar will be realised over the next 10 years, and beyond, through a suite of complementary and connected projects. These proposals build on the current and committed projects already taking place in Redcar and draw on Redcar and Cleveland's Area Growth Plans, Redcar Town Deal: Town Investment Plan, and other longer term projects, with a focus on placemaking and capital projects. This will ensure Redcar positions itself to maximise the benefits that will flow from the huge growth at Teesworks, the 4,500ha site of the former SSI Steelworks and now the largest development site in the UK. The Tees Valley Combined Authority is currently bidding to the Government to create a Freeport, most of which would be in Redcar's Town Deal boundary.

The time to ensure Redcar becomes a thriving town is now. With unprecedented investment in our industrial base at Teesworks, Wilton International and Teesport, planned investment in the town and our outstanding natural assets, we have all the ingredients to be a great place. Our plans ensure we maximise our opportunities and respond to the needs of our businesses and our communities in the current difficult economic climate.

Together, the Town Investment Plan and Masterplan will support Redcar to overcome its current challenges, and drive its sustainable regeneration for long-term economic and productivity growth.



