

MIDDLESBROUGH COUNCIL

EXECUTIVE REPORT

SINGLE MEMBER EXECUTIVE DECISION

ACKLAM HIGHWAY IMPROVEMENT PROGRAMME: PUBLIC CONSULTATION AND DECISION MAKING PROCESS

Executive Member for Regeneration – Councillor Charles Rooney
Executive Director for Economic Development and Communities –
Kevin Parkes

2 February 2015

PURPOSE OF THE REPORT

1. This Report requests Executive Member approval for the public consultation and decision making process to be adopted in order to determine the highway improvements required in the Acklam area to mitigate the traffic impact associated with the redevelopment of Acklam Hall.

SUMMARY OF RECOMMENDATIONS

2. The Executive Member is recommended to approve the public consultation and decision making process set out in the Report, together with the highway improvement options to be consulted upon as part of that process.

IF THIS IS A KEY DECISION WHICH KEY DECISION TEST APPLIES?

3. It is over the financial threshold (£150,000)
It has a significant impact on 2 or more wards
Non Key

DECISION IMPLEMENTATION DEADLINE

4. For the purposes of the scrutiny call in procedure this report is

Non-urgent
Urgent report

If urgent please give full reasons.

BACKGROUND AND EXTERNAL CONSULTATION

5. The Acklam Hall development was approved by Planning Committee on 25 May 2012. The approved development comprises plans to restore Acklam Hall as a restaurant, conference facility and business hub, as well as the development of a medical village and 56 housing units. The scheme developer is Acklam Hall Limited, although a number of other parties are involved in the delivery of the scheme, notably Taylor Wimpey, which is constructing a total of 56 dwellings on the site.
6. Given the scale of the redevelopment scheme, concern has been expressed by local residents and Ward Councillors regarding the impact of the additional traffic generated by the scheme on the surrounding road network, in particular Church Lane, St. Mary's Walk and Hall Drive. Consequently, and in recognition of these concerns, a number of meetings have been held with Ward Councillors and residents' representatives in order to explore potential improvements to the local road network, both to mitigate the impact of the additional traffic associated with the scheme and to address the poor perception that some residents have regarding the current operation of the network, particularly during the morning and evening peak periods. A number of potential options have been identified as a result of these meetings.
7. The next stage in the process is for consultation to take place with relevant parties in order to agree the highway improvement options to be taken to the implementation stage. These parties include:
 - Acklam Ward Councillors;
 - Acklam Community Council;
 - The occupiers of properties directly affected by the different highway improvement options;
 - Key transport stakeholders, including the Police, emergency services and (in the case of Hall Drive) local bus operators; and,
 - Acklam Hall Limited.
8. The consultation exercise will be carried out through a combination of public meetings (Acklam Community Council), officer meetings (through the Middlesbrough Officers' Traffic Group and liaison with Acklam Hall Limited) and a letter drop to the occupiers of affected properties. It is proposed that the consultation exercise be carried out over a period of two weeks in order to ensure that all parties affected by the different highway improvement options have the opportunity to express their views.
9. Following the conclusion of the consultation exercise, the comments received will be analysed, and the recommendations arising from this analysis will be presented to the Executive Member for Regeneration through a further Single Executive Member Report. The Executive Member for Regeneration will make the final decision as to which options will proceed to the implementation stage.

IMPACT ASSESSMENT (IA)

10. The potential impact of the consultation methodology, each highway improvement option, or combination of options, has been assessed through the preparation of an Impact Assessment Level 1: Initial screening assessment. The impact assessment found that there were no concerns based on evidence gathered to date that the proposed options could have a disproportionate adverse impact on a protected characteristic or community cohesion, however further consultation is proposed to shape the final options. If this identifies any concerns that the proposal could have an adverse impact, the impact assessment process will be revisited as part of the preparation of a report on the preferred option(s) for the area. Appendix F.

OPTION APPRAISAL

11. A total of seven potential highway improvement options have been identified through the series of meetings with Ward Councillors and residents' representatives held to date. Six of these options would affect traffic using Church Lane and St. Mary's Walk, whilst the remaining improvement would affect traffic using Hall Drive. There is scope to combine two or more options, depending on which outcomes emerge as priorities through the consultation process.
12. The seven options are listed in the table attached at **Appendix A** to this Report, together with the benefits and consequences in each case. Whilst the balance between benefits and consequences varies from option to option, it is recommended that the public consultation exercise encompasses all seven options to ensure that the relative merits of each can be taken into consideration as part of the process by which the preferred options are identified.

CONSULTATION AND IMPLEMENTATION

13. As set out in paragraphs 7, 8 and 9 of this Report.

FINANCIAL, LEGAL AND WARD IMPLICATIONS

Financial

14. A total of £148,900 has been secured for improvements to the local highway network through Section 106 contributions associated with the planning approvals for the Acklam Hall Development (£129,900) and the recent housing development by Miller Homes Limited (Sanctuary Close) on the former Swedish Mission Field on Church Lane (£19,000). All costs associated with the options identified for implementation through the consultation process will be met from these contributions.

Ward Implications

15. All of the potential highway improvement options are within the Acklam Ward. The local Ward Councillors will be fully involved in the consultation process through which the preferred options will be identified.

Legal Implications

16. Any legal issues associated with the preferred highway improvement options identified through the consultation process – for example, if formal Traffic Regulation Orders are required – will be dealt with via the Council's established procedures.

RECOMMENDATIONS

17. The Executive Member for Regeneration is recommended to approve the public consultation and decision making process set out in the Report, together with the options to be consulted upon as part of that process.

REASONS

18. To mitigate the impact of traffic associated with the Acklam Hall development on the safe and efficient operation of the surrounding road network.

BACKGROUND PAPERS

19. No background papers were used in the preparation of this Report.

AUTHORS: Rob Farnham and Sam Gilmore

TEL NO: 728188/729121

e-mail: rob_farnham@middlesbrough.gov.uk

sam_gilmore@middlesbrough.gov.uk

Website: <http://www.middlesbrough.gov.uk>

APPENDIX A

CHURCH LANE, ST. MARY'S WALK AND HALL DRIVE, ACKLAM: POTENTIAL HIGHWAY IMPROVEMENT OPTIONS

No.	Issue	Option	Benefits	Consequences	Guideline Cost
1.	Additional traffic on Church Lane and St. Mary's Walk due to new development	No action ('Do Nothing' option).	<ul style="list-style-type: none"> • Zero cost. 	<ul style="list-style-type: none"> • Additional traffic on Church Lane and St. Mary's Walk, leading to increased disruption for local residents. • Increased potential for collisions to occur at access to new development. 	-
2.	Additional traffic on Church Lane and St. Mary's Walk due to new development	Introduction of traffic calming measures on the full length of Church Lane and St. Mary's Walk.	<ul style="list-style-type: none"> • Reduction in vehicle speeds throughout Church Lane and St. Mary's Walk, reducing the potential for collisions to occur. • Likely to reduce attractiveness of Church Lane and St. Mary's Walk as a through route. 	<ul style="list-style-type: none"> • Introduction of physical traffic calming measures will require a formal Traffic Regulation Order. This is likely to result in objections from local residents. • Potential for objections from emergency services if response times adversely affected. 	£40K
3.	Additional traffic on Church Lane and St. Mary's Walk due to new development	Point closure at the junction of Church Lane and St. Mary's Walk. (APPENDIX B)	<ul style="list-style-type: none"> • Removal of through traffic from Church Lane and St. Mary's Walk. 	<ul style="list-style-type: none"> • Reduced accessibility of development site. • Diversion of through traffic onto less suitable routes, including adjacent estate roads and Hall Drive. • Increased peak time delays at the Acklam Road/Green Lane junction and on the Acklam Road Corridor as a whole. • Introduction of point closure will require a formal Traffic Regulation Order. This is likely to result in objections from local residents. • Potential for objections from emergency services if response times adversely affected. 	£10K

No.	Issue	Option	Benefits	Consequences	Guideline Cost
4.	Additional traffic on Church Lane and St. Mary's Walk due to new development	Introduction of 'left in, left out' arrangement at access to new development. (APPENDIX C)	<ul style="list-style-type: none"> Likely to reduce attractiveness of Church Lane and St. Mary's Walk as a through route. 	<ul style="list-style-type: none"> Significant carriageway widening works required to accommodate turning movements by large vehicles (e.g. deliveries to new development). Reduced accessibility of development site. Diversion of through traffic onto less suitable routes, including adjacent estate roads and Hall Drive. Increased peak time delays at the Acklam Road/Green Lane junction and on the Acklam Road Corridor as a whole. Introduction of access restriction will require a formal Traffic Regulation Order. This is likely to result in objections from local residents. Proposed arrangement would not physically prevent drivers from 'U'-turning within the development site and continuing their journey. Potential for objections from emergency services if response times adversely affected. 	Estimate in preparation
5.	Safety concerns re. bend at the junction of Church Lane and St. Mary's Walk and in vicinity of Green Lane Primary School	Introduce additional traffic calming measures on both approaches to the bend, and on approaches to Green Lane Primary School.	<ul style="list-style-type: none"> Reduction in vehicle speeds on approaches to bend and junction, and on approaches to school, reducing the potential for collisions to occur. Likely to reduce attractiveness of Church Lane and St. Mary's Walk as a through route. 	<ul style="list-style-type: none"> Introduction of physical traffic calming measures will require a formal Traffic Regulation Order. This may result in objections from local residents. Potential for objections from emergency services if response times adversely affected. 	£20K
6.	Safety concerns re. bend at the junction of Church Lane and St. Mary's Walk	Introduce a mini roundabout at junction serving new development. (APPENDIX D)	<ul style="list-style-type: none"> Reduction in vehicle speeds on approach to bend and junction, particularly if combined with localised traffic calming (Option 5). 	<ul style="list-style-type: none"> Mini roundabout may increase risk of 'failure to give way' accidents at junction, due to low predicted traffic movements associated with new development. 	£30K

No.	Issue	Option	Benefits	Consequences	Guideline Cost
7.	Difficulty turning left into Acklam Road from Hall Drive, particularly during peak periods	Widening of Hall Drive to create separate lanes for left and right turning traffic on approach to junction. (APPENDIX E)	<ul style="list-style-type: none"> Left turning vehicles not obstructed by those turning right. Reduced delays, particularly at peak times. 	<ul style="list-style-type: none"> May lead to increased use of Hall Drive, Tollesby Road and Glendale Road by through traffic, particularly during evening peak period. 	£30.5K ¹

¹ Includes cost of diverting known statutory undertakers' services, but excludes costs associated with possible diversion of gas main.