MIDDLESBROUGH COUNCIL	Middlesbrough moving forward

AGENDA ITEM: 5

EXECUTIVE

Report title	A172 Dixons Bank/Stainton Way Highway Improvement Scheme: Public Consultation Exercise	
Executive Member*	Councillor Lewis Young, Executive Member for Economic Development and Infrastructure	
Chief Executive or Director	Kevin Parkes, Executive Director of Growth and Place	
Date	10th July 2018	
Purpose of the report	To seek Executive Member approval for the proposed A172 Dixons Bank/Stainton Way Highway Improvement Scheme to proceed to the implementation stage.	
Summary of the report	The report summarises the results of the public consultation exercise held for the A172 Dixons Bank/Stainton Way Highway Improvement Scheme, considers the key issues raised, and recommends that the proposed scheme proceeds to the implementation stage.	
If this is a key decision, which key decision test applies?*	Over the financial threshold (£150,000)	X
	Amends the Council's policy framework	
	Affects two or more wards	X
	Non-key	
For the purposes of scrutiny call in procedure this report is*	Exempt under s.12a of the Local Government Act 1972	
	Urgent	
	Non-urgent	X
If this is a confidential report, which category of exemption(s) from the Schedule 12a of the Local Government Act 1972 applies?	N/A	
Decision(s) asked for	That the Executive: a) notes the outcome of the public consultation exercise held for the A172 Dixons Bank/Stainton Way Highway Improvement Scheme; and b) approves the implementation of the proposed scheme.	
Impact of decision(s)	Implementation of the proposed scheme would improve the flow of traffic on both A172 Dixons Bank and Stainton Way, thereby reducing delays and improving journey times, particularly during the busiest periods of the day. Whilst there would potentially be a slight impact on the occupiers of a limited number of properties directly accessed from Dixons Bank, this needs to be balanced	

	against the ongoing benefits that the scheme would bring to the users of the highway network in south Middlesbrough.

What is the purpose of this report?

1. The A172 Dixons Bank/Stainton Way Highway Improvement Scheme forms part of a wider package of highway improvements designed to mitigate the impact of future traffic growth, including that associated with new residential developments, on the operation of the road network in south Middlesbrough. This report seeks Executive approval for the proposed scheme to proceed to the implementation stage.

Why is this report necessary?

2. The proposed scheme includes the widening of two existing sections of carriageway within the existing adopted highway. As this would potentially impact directly on the occupiers of adjacent properties, a public consultation exercise has been carried out.

3. The consultation exercise has generated a significant number of responses. An Executive decision on whether the scheme should proceed to the implementation stage is therefore required.

What decision(s) are being asked for?

4. That the Executive:

   a) Notes the outcome of the public consultation exercise held for the A172 Dixons Bank/Stainton Way Highway Improvement Scheme; and

   b) Approves the implementation of the proposed scheme.

Why is this being recommended?

<u>Background</u>

5. Strengthening our transport links is a key priority within the Mayor's Vision for Middlesbrough. Keeping traffic moving on the Borough's road network is essential to the delivery of the Council's ambitious plans to transform the local economy, as set out in the Middlesbrough Investment Prospectus published last year.

6. Traffic congestion on the A172 Marton Road Corridor and on the other main north-south routes serving Middlesbrough town centre is not a new phenomenon. Predicted traffic growth would place additional demands on the existing road network over the coming years.

7. Consultants Arup were commissioned jointly by Middlesbrough Council and Redcar & Cleveland Borough Council in 2008 to investigate potential options for the East Middlesbrough Transport Corridor. The aims of this study were to reduce traffic congestion on the adjacent highway corridors and improve accessibility to Middlesbrough town centre by public transport, thereby supporting planned housing and economic growth.

8. The study was published in 2009, and concluded that there was 'an absolute strategic need' for an integrated package of measures, comprising the construction of a new road link between A1085 Longlands Road and the A171/A1043 Swans Corner Roundabout, upgrading of the Middlesbrough to Nunthorpe rail line including a new station serving the James Cook University Hospital and a new 'park & ride' facility to the south of Nunthorpe, and the introduction of bus priority measures on the A171 Cargo Fleet Lane, A172 Marton Road and Ormesby Road corridors.

9. The recommendations of the study were agreed in principle by Middlesbrough Council. However, whilst Redcar & Cleveland Borough Council accepted that there was a strategic need for a package of measures to accommodate future traffic growth, it did not agree that the new road link should form part of this package.

Traffic Modelling

10. Since Redcar & Cleveland Borough Council's decision, which effectively ruled out the construction of the new road, Middlesbrough Council has focused on developing an alternative package of measures designed to mitigate the impact of future traffic growth on the Borough's road network. This has involved an extensive, 'two phase' traffic modelling exercise to establish where and when additional vehicle movements would impact on the local and strategic road network, and development of the highway improvements that would be required in order to address that impact.

11. The first phase of this exercise, carried out by Arup and commissioned jointly with Redcar & Cleveland Borough Council in 2013, involved the development of a strategic traffic model covering both Boroughs. The outputs of this piece of work helped to inform the Infrastructure Development Plan underpinning the Middlesbrough Housing Local Plan, which was adopted in November 2014.

12. The second phase, again carried out by Arup involved a further model covering the road network in south Middlesbrough, using the outputs of the strategic model and the sites allocated for residential development in the Middlesbrough Housing Local Plan. This work was commissioned in 2015 and completed in 2016.

13. As a result of this exercise, a prioritised package of highway improvements has been developed, with implementation phased broadly over the life of the Housing Local Plan, i.e. between now and 2030. This package of improvements, which include two new highway links as well as improvements to a number of existing junctions, comprises:

    - The Stainton Way Western Extension – a new link road that would run between A1130 Mandale Road and B1380 Low Lane, designed to relieve pressure on the A19/A174 Parkway Interchange and facilitate access to the Stainsby housing site;

    - The Longlands to Ladgate Lane Link – a new link road that would run between A1085 Longlands Road and B1380 Ladgate Lane, designed to relieve congestion on A171 Cargo Fleet Lane, A172 Marton Road and Ormesby Road; and

    - A number of junction improvements on A172 Stokesley Road/Dixons Bank, B1365 Hemlington Lane and Stainton Way, designed to improve the capacity of these routes and relieve peak period congestion on the A172 Marton Road and A1032 Acklam Road Corridors.

14. The A172 Dixons Bank/Stainton Way ('Southern Cross') junction has been identified for implementation with a recommended delivery timescale of 2020.

Middlesbrough and Redcar & Cleveland Joint Strategic Transport Needs Assessment

15. Middlesbrough Council and Redcar & Cleveland Borough Council have both subsequently commissioned Fore Consulting Limited to carry out a strategic assessment of future transport needs across the two Boroughs. This assessment has a wide remit and is intended to illustrate, through a robust process, the transport needs of both Boroughs in support of their economic growth ambitions, particularly following the creation of the South Tees Development Corporation. This would enable both Councils to contribute effectively to the delivery of the wider Tees Valley Strategic Transport Plan, currently being prepared by the Tees Valley Combined Authority, and also to influence future national investment programmes on both road and rail.

16. It is important to stress that this is a 'high level' assessment of future transport needs, looking at potential long-term initiatives designed to *complement* interventions already proposed in the two Boroughs.

Proposed Scheme

17. The section of A172 Dixons Bank and Stokesley Road between Stainton Way and the A174 Parkway (i.e. past Marton Shops) currently carries around 25,000 vehicles per average weekday, and there is little scope to accommodate any future increase in traffic flow without major alterations to the existing highway layout to create two lanes in each direction, together with additional lanes for turning traffic on the approaches to the intermediate junctions. The associated cost effectively rules this out as a viable option.

18. For this reason, the underlying principle behind the proposed scheme at the Southern Cross junction is to encourage drivers heading towards Middlesbrough City Centre to travel via Stainton Way (which currently carries around 15,000 vehicles per average weekday), B1365 Hemlington Lane, the A174 Parkway, the A19 and the A66, rather than via the A172 Marton Road Corridor. As highlighted above, improvements are also proposed at key junctions on Stainton Way and B1365 Hemlington Lane in order to accommodate future traffic growth.

19. The proposed scheme, which is shown on the plan at **Appendix 1**, comprises widening of the existing carriageway on Dixons Bank and Stainton Way to create two lanes on the northbound and eastbound approaches to the junction. This would remove the existing 'pinch points' for traffic travelling in a northbound and eastbound direction during the morning and evening peak periods respectively, and allow drivers to make use of the spare capacity that currently exists on Stainton Way. All of the carriageway widening works would be carried out within the existing adopted highway.

20. Whilst the existing footpath/cycleway on the western side of Dixons Bank would be unaffected, the existing footpath/cycleway on the eastern side of Dixons Bank would need to be realigned further to the east to accommodate the proposed carriageway widening works. The existing footpath/cycleway on the south side of Stainton Way is set well back from the carriageway and would, therefore, be unaffected by the proposed carriageway widening works on that section of road.

21. The proposed carriageway widening on Dixons Bank would require the removal of 25 existing trees in the highway verge. It would not be possible to accommodate the additional northbound lane and the realigned footpath/cycleway on the eastern side of Dixons Bank whilst still retaining the trees. The trees would however be replaced in the local area, potentially adjacent to Stainton Way.

22. In addition to widening of the carriageway, the proposed scheme includes an upgrade to the existing traffic signals at the Southern Cross junction. This upgrade includes the introduction of specialist software to optimise the operation of the signals and, therefore, the capacity of the junction. This software has recently been introduced at the A171 Cargo Fleet Lane/A1085 Longlands Road and A1085 Longlands Road/Ormesby Road junctions, resulting in an increase in capacity and a corresponding reduction in delays in both cases.

23. The proposed scheme also includes the resurfacing of both roads (using materials designed to reduce the noise of passing vehicles) and improvements to the existing highway drainage system, together with the introduction of improved street lighting. The existing 'toucan' pedestrian and cycle crossing on Dixons Bank would be retained, as would the existing bus laybys. Signage would be updated to reflect the new layout, and variable messaging signs used to alert drivers to the changes.

Public Consultation

24. Although there was no statutory requirement to undertake consultation, given the potential impact on the occupiers of the adjacent properties and on key transport stakeholders both during construction and in the longer term, it was agreed that a public consultation exercise should be carried out. This consultation was undertaken in two phases, as outlined below.

25. The first phase of the consultation exercise was carried out in September 2017, and was timed to coincide with a major media launch of the wider package of highway improvements across south Middlesbrough in order to raise awareness of the rationale underpinning the Council's approach. Formal consultation was limited to the occupiers of those properties with direct frontage access to the two lengths of road where carriageway widening is proposed, as it was felt that they would be most directly affected by the proposals. This involved a letter drop to a total of seven properties on Dixons Bank (no properties have direct frontage access onto Stainton Way). The Councillors representing the three Wards in the vicinity of the proposed scheme – Marton East, Marton West and Nunthorpe – were also consulted, as was Nunthorpe Parish Council. Key transport stakeholders, including the Police, emergency services and bus operators, were also consulted.

26. Council officers also attended the Meetings of Marton West, Nunthorpe and Marton East Community Councils held on 2nd, 14th and 28th November 2017 respectively in order to explain the reasons behind the proposed scheme and to answer questions about it. The Mayor and the Executive Member for Economic Development and Infrastructure also attended a meeting with representatives of Nunthorpe Parish Council on 27th November 2017 to discuss the proposed scheme and the wider package of highway improvements of which it forms a key part.

27. As a result of these meetings, it became clear that there was a general consensus that the consultation exercise needed to be expanded, both in terms of the number of

properties formally consulted and the time period provided for consultees to respond. Accordingly, the Executive Member for Economic Development and Infrastructure agreed that a second phase of consultation should be carried out in order to ensure that the occupiers of all properties adjacent to the sections of Dixons Bank and Stainton Way where carriageway widening is proposed were able to comment on the proposals.

28. The second phase of the public consultation exercise commenced on 18th December 2017 and ran until 18th March 2018, giving the consultees a full three months in which to submit their comments. Consultation letters were delivered to an additional 82 properties, taking the total number of properties consulted to 89. The initial consultees also received a letter advising them of the extended consultation period. The plan at **Appendix 2** highlights the properties consulted during both phases of the public consultation exercise.

29. Because of the interest generated by the proposal, Nunthorpe Parish Council held a public meeting at Chandlers Ridge Academy on 6th March 2018. This meeting was attended by the Mayor, the Executive Member for Economic Development and Infrastructure and Council officers, all of whom answered questions raised by the attendees.

30. The reports prepared by Arup following the traffic modelling exercises carried out between 2013 and 2016 were subsequently published on a dedicated page on the Council website, together with a summary of the proposed scheme and an e-mail link allowing anyone with an interest in the scheme to submit their comments.

Results of Public Consultation Exercise

31. A total of 87 responses were received by the deadline of 18th March 2018. 42 of these responses came from the 89 occupiers of the properties that received formal consultation letters (a 47% response rate), with the remaining 35 coming from further afield. Of the 42 responses received from the occupiers consulted, two were in favour of the proposed scheme, with 39 against.

32. The key issues raised through the consultation process can be summarised as:

- Concerns regarding congestion and traffic growth;
- Environmental concerns (i.e. air quality, noise and vibration);
- Concerns regarding highway safety;
- Lack of justification for the proposed scheme;
- Perceived flaws in the methodology used to develop the proposed scheme and the wider package of highway improvements;
- Lack of consideration of alternative infrastructure improvements;
- The need to pause the consultation process pending the outcome of the Joint Strategic Transport Needs Assessment;
- Perceived shortcomings in the consultation process itself; and
- A perceived reduction in property values as a result of the proposed scheme.

Each of these issues is considered in turn below.

Concerns Regarding Congestion and Traffic Growth

33. Concerns regarding congestion and traffic growth – both on the A172 Marton Road corridor and more widely across the Borough – were highlighted by a number of consultees.

34. Congestion on the Marton Road Corridor is not a new issue. As the busiest north-south route serving the town centre, the A172 – in common with radial routes in urban areas across the UK – experiences congestion during the AM and PM peak periods. Due to the distribution of vehicle movements during the day, removing congestion completely is not a practical option, as it would require a significant increase in the capacity of the network in order to handle peak period traffic flows without a corresponding increase in peak period journey times. Such an approach would be both unsustainable and unaffordable.

35. It should be stressed that neither the proposed scheme nor the wider package of highway improvements are intended to remove congestion from the network completely, for the reasons set out above. However, the introduction of these measures would ensure that the local road network serving the south of the Borough continues to operate efficiently during the busiest periods of the day and that the capacity for future economic growth is not compromised.

Environmental Concerns (i.e. air quality, noise and vibration)

36. A number of consultees, particularly the occupiers of those properties directly adjacent to the sections of carriageway where widening is proposed, highlighted concerns regarding the potential negative impact of the proposed scheme in terms of air quality, noise and vibration. In recognition of these concerns, the Council has commissioned Arup to carry out a detailed assessment of the predicted impact of the scheme on these key environmental indicators.

37. There are no significant environmental issues emerging from the work undertaken by Arup, and therefore no revisions are proposed to the scheme.

Concerns Regarding Highway Safety

38. A number of the consultees, in particular the occupants of the properties with direct vehicular access onto Dixons Bank, highlighted concerns regarding the safety of vehicle movements into and out of their properties if the carriageway was widened to three lanes, as proposed. Concerns were also expressed regarding the potential for vehicle speeds to increase during off-peak periods if the carriageway was widened, with a corresponding detrimental effect on the safety of road users.

39. The section of A172 Marton Road between Marton Crossroads and the main vehicular entrance to the James Cook University Hospital has operated as a three-lane highway (two lanes northbound and one lane southbound) since 2006, without a negative impact on the safety of road users. This is despite the fact that there are 65 residential properties that have direct vehicular access onto this section of Marton Road, which carries around 25,000 vehicles per typical weekday. The Scholars Rise estate also accesses Marton Road through a single entry point without major issues.

40. The section of Dixons Bank where carriageway widening is proposed has a good road safety record, with no recorded accidents involving personal injury in the last five years. Therefore there is little evidence to suggest that widening of the carriageway would result either in an increase in the potential for collisions to occur, or for vehicle speeds to increase significantly.

Lack of Justification for the Proposed Scheme

41. A number of consultees felt that there was insufficient justification for the proposed scheme.

42. The justification for the proposed scheme is set out earlier in this report. It should be stressed that the scheme forms a key part of a wider package of highway improvements which, once in place, would mitigate the predicted impact of future traffic growth on the operation of the road network serving the south of the Borough between now and 2030. Without the introduction of this package of measures, congestion on the road network serving the south of the Borough would continue to increase, potentially compromising the capacity for future economic growth.

Perceived Flaws in the Methodology used to develop the Proposed Scheme and the Wider Package of Highway Improvements

43. A number of the consultees felt that the methodology used during the development of the proposed scheme and the wider package of highway improvements was flawed.

44. As set out in paragraphs 11 to 14 of this report, both the proposed scheme and the wider package of highway improvements have been developed following a detailed, 'two phase' traffic modelling exercise, taking into account vehicle trips generated by new residential developments and other relevant factors such as background traffic growth. The robust approach adopted means that any risks associated with the proposed measures have been minimised, thereby giving the Council, as Highway Authority, confidence that they would deliver the intended benefits in terms of reduced congestion and improved journey times during the busiest periods of the day.

Lack of Consideration of Alternative Infrastructure Improvements

45. A number of the consultees identified alternative infrastructure improvements that they felt would remove the need for the proposed scheme. Suggested improvements included the introduction of west-facing slip roads at the junction of A171 Ormesby Bank and the A174 Parkway, the construction of a new road running to the south of Stainton Way between A172/A1043 Poole Roundabout and the A19 and the reopening of Gypsy Lane at the Middlesbrough/Redcar & Cleveland Borough boundary.

46. The first phase of the 'two phase' traffic modelling exercise set out in paragraphs 11 to 14 of this report identified the need for two new sections of highway infrastructure – the Stainton Way Western Extension and the Longlands to Ladgate Lane Link – together with a number of improvements to the existing road network. The latter improvements were then refined during the second phase of the traffic modelling exercise.

47. The package of measures developed as a result of this process reflects the need both to mitigate the impact of future traffic growth on the Borough's road network and to ensure that each of the individual highway improvements can be delivered within the

required timescale. Factors such as cost and land ownership are critical to the deliverability of any highway improvement scheme whilst, for obvious reasons, the deliverability of highway improvements beyond the Borough boundary is outside the control of the Council. For this reason, the proposed package of highway improvements comprises a number of individual schemes, each of which is both complementary to the other elements of the package and, crucially, can be delivered by 2030.

48. Although some of the alternatives put forward during the consultation may have merits, they do not offer the same level of deliverability, or impact that those identified through the above modelling.

The Need to Pause the Consultation Process pending the Outcome of the Joint Strategic Transport Needs Assessment

49. A number of the consultees felt that the consultation process should have been paused pending the outcome of the Joint Strategic Transport Needs Assessment currently being carried out in partnership with Redcar & Cleveland Borough Council.

50. As set out in paragraphs 15 and 16 of this report, it is important to stress that the Joint Strategic Transport Needs Assessment is a 'high level' assessment of future transport needs, focusing on potential long-term initiatives designed to complement interventions already proposed in the two Boroughs.

51. The consideration of the consultation responses and whether to progress the proposed improvements was however paused until Fore Consulting were able to confirm that there is no emerging rationale for displacing the proposed interventions.

Perceived Shortcomings in the Consultation Process Itself

52. A number of the consultees felt that the public consultation process was flawed, either in terms of the number of properties formally consulted or the length of time allowed for consultees to respond.

53. Paragraphs 24 to 30 of this report set out the extensive public consultation process that was undertaken for the proposed scheme, and highlight the decision taken – following feedback received following the round of public meetings held in November 2017 – to expand the number of properties formally consulted from seven to 89, and to extend the consultation period to three months (or six months for the occupiers of the seven properties consulted initially). Although there was no formal requirement to consult, the process followed, and the decisions subsequently recommended are both proportionate and robust.

A Perceived Reduction in Property Values as a Result of the Proposed Scheme

54. A number of consultees, in particular the occupiers of those properties directly adjacent to the sections of carriageway where widening is proposed, felt that the value of their properties would fall if the scheme was implemented. Although these concerns are understood, the proposed carriageway widening works are all within the adopted highway, and as such the impact on property valuations is a subjective matter, and is not considered to be a significant consideration in taking the scheme forward.

Analysis

55. Whilst there was opposition against the introduction of the proposed scheme, it is also clear that decisive action needs to be taken, both to address the current issues of congestion on the road network and to mitigate the predicted impact of traffic growth on the operation of the network in future years. 'Do Nothing' is, therefore, not an option.

56. As detailed earlier in this report, the Council has adopted an iterative, 'step by step' approach over the last five years that has resulted in the development of a coordinated package of highway improvements designed to ensure that the local road network functions as efficiently as possible over the life of the Middlesbrough Housing Local Plan. The proposed scheme forms a key part of that package, unlocking additional capacity at the junction of Dixons Bank and Stainton Way and, by doing so, diverting future demand away from the A172 Marton Road Corridor and onto Stainton Way, B1365 Hemlington Lane, the A174 Parkway and the A19 instead. Failure to deliver the scheme would, therefore, not only result in additional delays at the junction, but would also increase the pressure on the section of the A172 between Stainton Way and the A174 Parkway, which is already operating at or close to its practical capacity for much of the day. This would, clearly, be at odds with the Council's statutory duty as Highway Authority to secure the expeditious movement of traffic on the Borough's road network, as well as impacting negatively on the local economy.

57. A number of the objectors to the proposed scheme have put forward alternative mitigation measures, some of which are being considered as part of the Joint Strategic Transport Needs Assessment referred to earlier in this report. However, given the volume of traffic that already uses the junction, and the predicted growth in traffic movements due to new housing developments in the immediate surrounding area, it is clear that the operation of the junction would be compromised even if interventions further afield are put in place. Therefore, and whilst it is accepted that the proposed scheme would have a minor adverse impact on the occupiers of the properties directly adjacent to the two sections of road affected by carriageway widening, this needs to be balanced against the wider benefits that it would deliver for users of the road network in south Middlesbrough. For this reason, it is recommended that the proposed scheme is taken forward to the implementation stage.

Other potential decisions and why these have not been recommended

58. As highlighted above, decisive action needs to be taken to address the current issues of congestion at the junction of Dixons Bank and Stainton Way and to mitigate the predicted impact of traffic growth on the operation of the wider road network in future years. 'Do Nothing' is, therefore, not an option.

59. The section of A172 Dixons Bank and Stokesley Road between Stainton Way and the A174 Parkway (i.e. past Marton Shops) currently carries around 25,000 vehicles per average weekday, and there is little scope to accommodate any future increase in traffic flow without major alterations to the existing highway layout. The associated cost effectively rules this out as a viable option.

Impact(s) of recommended decision(s)

Legal

60. As all of the proposed carriageway widening works are within the adopted highway, there is no legal requirement for the Council, as Highway Authority, to formally consult on the proposed scheme. However, given its potential impact on the occupiers of the adjacent properties and on key transport stakeholders both during construction and in the longer term, it was agreed that a public consultation exercise should be undertaken.

61. As with all highway improvement schemes, there is the potential for claims to be submitted to the Council, as Highway Authority, by the occupiers of adjacent properties under Part 1 of the Land Compensation Act 1973, which provides that compensation can be claimed in cases where a residential property has been reduced in value due to physical factors such noise and pollution caused by public works, although individual claimants would need to make an appropriate case. Such claims can be submitted at any time between a year and one day and seven years and one day after the scheme opens to traffic.

Financial

62. The estimated cost of the proposed scheme is £1.7 million. As the upgraded infrastructure would become part of the adopted highway upon completion, future maintenance costs would be met by the Council as Highway Authority.

The Mayor's Vision for Middlesbrough

63. The proposed scheme, and the wider package of highway improvements of which it forms a key part, would contribute directly to the Mayor's Vision for a Stronger Middlesbrough by improving the resilience of the local road network, thereby allowing the sites allocated in the Middlesbrough Housing Local Plan to be brought forward.

Policy Framework

64. Both the proposed scheme and the wider package of highway improvements of which it forms a key part are fully consistent with the Council's Strategic Plan 2018-22, specifically the priority to 'continue to improve our road network'. Keeping traffic moving on the Borough's road network is also essential to the delivery of the Council's ambitious plans to transform the local economy, as set out in the Middlesbrough Investment Prospectus published in 2017.

Wards

65. The occupiers of some properties in Marton West and Nunthorpe Wards would potentially be affected by the proposed scheme, as set out in the report. However, and as the report makes clear, this minor adverse impact needs to be balanced against the wider benefits that the scheme would deliver for users of the road network in south Middlesbrough.

Equality and Diversity

66. No protected groups would be adversely affected by the proposed scheme.

Risk

67. The risks to delivery of the project have been identified and quantified in line with the Council's project management protocol. Measures to mitigate and manage these risks would be put in place should the decision be taken to proceed with the proposed scheme.

Actions to be taken to implement the decision(s)

68. The proposed scheme would be implemented in line with the Council's project management protocol.

Appendices

- Appendix 1: Proposed Scheme.
- Appendix 2: Properties Formally Consulted during Public Consultation Exercise.

Background papers

- Middlesbrough Council and Redcar & Cleveland Borough Council Strategic Housing Sites Model Assessment Report (issued by Arup on 29th October 2013).
- South West Middlesbrough Microsimulation Model Forecasting Report (issued by Arup on 9th December 2016).
- South West Middlesbrough Microsimulation Model Forecasting Report Addendum (issued by Arup on 9th December 2016).