

EXECUTIVE MEMBER ENVIRONMENT AND SUSTAINABILITY

A meeting of the Executive Member Environment and Sustainability was held on Tuesday 11 March 2025.

PRESENT: Councillor P Gavigan

ALSO IN ATTENDANCE: Councillor T Livingstone

OFFICERS: S Bonner, J Lowery and S Rigg

24/1 **WELCOME AND EVACUATION PROCEDURE**

The Executive Member advised all those present of the fire evacuation procedure.

24/2 **GLENDALE ROAD/ TOLLESBY ROAD TRAFFIC CALMING**

The Executive Member for Environment and Sustainability considered a report regarding Glendale Road/ Tollesby Road Traffic Calming.

The purpose of the report was to detail the results and objections to the public consultation exercise carried out for the proposed scheme to implement road safety measures on Glendale Road and Tollesby Road. The report also sought Executive Member approval for the scheme to proceed to the implementation stage.

As set out in the Middlesbrough Integrated Transport Strategy, Middlesbrough Council was committed to increasing the safety of the network for motorists, cyclists and pedestrians.

To achieve this objective, the Council was investing in infrastructure designed to lower speeding and through traffic rates on residential routes, improving safety levels for all network users.

The proposed scheme had been designed to decrease the speed levels in the area. The results of the survey were detailed in the report.

The proposed scheme was on land dedicated for highway purposes and would be designed and maintained to full adoptable standard.

As with all proposed highway improvement schemes, public consultation was carried out in order to seek the views of key stakeholders. The public consultation exercise was carried out over the period between 13 September 2024 and 11 October 2024, with 252 addresses consulted, and sought the views of the occupiers of residential properties on Glendale Road, Tollesby Road and Rievaulx Drive in the vicinity of the proposed scheme, Ward Councillors and the local Sports Club.

A total of 29 responses were received, with 22 in favour of the proposed scheme and 7 against.

The Ward Member for Acklam, who was present at the meeting, commented that he supported to proposals in the report. He also commented that the proposed traffic calming may negatively impact on surrounding roads. It was queried if mitigations, such as improved signage, could be installed in those surrounding areas to mitigate any negative impact the traffic calming may have.

Officers confirmed that follow up surveys would be carried out in the area to understand the impact of the traffic calming measures.

OPTIONS

Do nothing. This was not recommended, as it would not reduce high speeds, through traffic rates and improved safety levels for network users in the area.

ORDERED that the Executive Member for Environment and Sustainability

1. **Notes objections to the proposed scheme and are considered with proposed mitigations.**
2. **Approves the proposed scheme and progresses to implementation during the 2024/25 financial year**

REASONS

There was no traffic calming features in the residential area, with high levels of speeding and through traffic.

24/3

GUNNERGATE LANE TRAFFIC CALMING

The Executive Member considered a report regarding traffic calming on Gunnergate Lane.

The purpose of the report was to detail the results and objections to the public consultation exercise carried out for the proposed scheme to implement road safety measures on Gunnergate Lane; and to seek Executive Member approval for the scheme to proceed.

As set out in the Middlesbrough Integrated Transport Strategy; Middlesbrough Council was committed to increasing the safety of the network for motorists, cyclists and pedestrians.

To achieve this objective, the Council was investing in infrastructure designed to lower speeding and through traffic rates on residential routes, improving safety levels for all network users.

The proposed scheme had been designed to decrease the speed levels in the area. Traffic survey results were detailed at paragraph 4.3 of the report.

The proposed scheme comprised pairs of speed cushions at 10 locations, build outs At one location and raised crossing points at two locations. The locations of the features were shown in Appendix one of the report.

The proposed scheme was on land dedicated for highway purposes and would be designed and maintained to a full adoptable standard.

As with all proposed highway improvement schemes, public consultation was carried out to seek the views of key stakeholders. Initial consultations with transport stakeholders, including the emergency services, raised no issues with the draft proposals. The public consultation exercise was then carried out over the period between 11 September 2024 and 4 October 2024, seeking the views of the following parties:

- a) Occupiers of residential properties on Gunnergate Lane in the vicinity of the proposed scheme.
- b) Local Ward Councillors.
- c) St Augustine's School and Fairydell Park.

A total of 19 responses were received, with 11 in favour of the proposed scheme and eight against. In light of the comments received, some amendments / additions were made to the scheme and a decision was taken to proceed with the advertising of the required traffic regulation order.

The Executive Member for Environment and Sustainability thanked the officers for their input into the reports.

OPTIONS

Do nothing. This was not recommended, as it would not reduce high speeds, through traffic rates and improve safety levels for network users in the area.

Road closure - residents, emergency services, bus operators would likely object as this would completely sever the area and lead to additional journey times / distances (up to 1.5 miles extra) with more traffic on Stainton Way and Dixons Bank.

ORDERED that the Executive Member

- a) Notes the single objection to the proposed scheme to be considered with proposed mitigations.
- b) Approves the proposed scheme and progresses to implementation during the 2024/25 financial year or as soon as possible afterwards.

REASONS

There was currently no traffic calming features in a residential area with high levels of speeding, accidents and through traffic. Despite the use of speed activated signs and repeated Police speed camera enforcement, speeds and accidents remained high.

All decisions will come into force after five working days following the day the decision(s) was published unless the decision becomes subject to the call in procedures.