

## EXECUTIVE MEMBER ENVIRONMENT AND SUSTAINABILITY

<b>Date:</b> Tuesday, 11 March 2025
<b>Time:</b> 11.00 a.m.
<b>Venue:</b> Spencer Room, Town Hall

### AGENDA

1. Welcome and Evacuation Procedure

In the event the fire alarm sounds attendees will be advised to evacuate the building via the nearest fire exit and assemble at the Bottle of Notes opposite MIMA.

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| 2. Glendale Road/ Tollesby Road Traffic Calming | 3 - 10  |
| 3. Gunnergate Lane Traffic Calming              | 11 - 20 |

Charlotte Benjamin  
Director of Legal and Governance Services

Town Hall  
Middlesbrough  
Monday, 3 March 2025

### MEMBERSHIP

Councillor P Gavigan

### Assistance in accessing information

**Should you have any queries on accessing the Agenda and associated information please contact Chris Lunn, 01642 729742, [chris\\_lunn@middlesbrough.gov.uk](mailto:chris_lunn@middlesbrough.gov.uk)**

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<b>MIDDLESBROUGH COUNCIL</b>	
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<b>Report of:</b>	Director of Environment & Community Services
<b>Relevant Executive Member:</b>	Executive Member for Environment Services
<b>Submitted to:</b>	Single Member Executive
<b>Date:</b>	11 March 2025
<b>Title:</b>	Glendale Road/ Tollesby Road Traffic Calming
<b>Report for:</b>	Decision
<b>Status:</b>	Public
<b>Council Plan priority:</b>	Safe and resilient communities
<b>Key decision:</b>	No
<b>Why:</b>	Decision does not reach the threshold to be a key decision
<b>Subject to call in?:</b>	Yes
<b>Why:</b>	Non-urgent report

#### **Executive summary**

The purpose of this report is 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; and to seek Executive Member approval for the scheme to proceed to the implementation stage.

There are currently no traffic calming features in the residential area, with high levels of speeding and through traffic. The implications of the recommendations have been considered by the appropriate officers of the Council and are set out in the main body of the report.

It is recommended that the Executive approves the proposed scheme and progresses to implementation during the 2025/26 financial year.

**1. Purpose**

1.1 The purpose of this report is 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; and to seek Executive Member approval for the scheme to proceed to the implementation stage.

**2. Recommendations**

2.1 That the Executive Member for Environment

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

**3. Rationale for the recommended decision(s)**

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

**4. Background and relevant information**

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

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

4.3 The proposed scheme has been designed to decrease the speed levels in the area. Survey results:

Location	Average speed mph	85%tile speed mph
GLENDALE ROAD	26.6	31.3
HALL DRIVE	22.4	26.7
TOLLESBY ROAD	24.4	28.4

4.4 In addition to reducing speed, the scheme will also reduce through traffic levels.

Survey results:

Location	Through traffic %
GLENDALE ROAD	34
HALL DRIVE	24
TOLLESBY ROAD	29

4.5 The proposed scheme comprises of double cushions (x10 locations), build outs (x4 locations), raised crossing point (x1 location) and triple cushions (x1 location). The locations of the features are shown in **Appendix 1** to this report.

4.6 The proposed scheme is on land dedicated for highway purposes and will be designed and maintained to full adoptable standard.

4.7 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<sup>th</sup> September 2024 and 11<sup>th</sup> October 2024, with 252 addresses consulted, and sought the views of the following parties:

- a) Occupiers of residential properties on Glendale Road, Tollesby Road and Rievaulx Drive, in the vicinity of the proposed scheme
- b) Local Ward Councillors
- c) Sports Club

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

The main grounds for objection to the scheme are set out in the table below, together with the response from Council officers in each case:

Reason for Objection	Response from Council Officers
Cushions will cause damage to vehicles	Traffic calming feature dimensions have been designed to reduce speeds and cause no measurable damage to vehicles.
Increased congestion levels	Through traffic will reduce post-implementation, reducing the number of vehicles on the route, decreasing the likelihood for congestion.

4.8 Legal notices and scheme plans were then put up at 5 different locations across Glendale and Tollesby road on the 20<sup>th</sup> December, with the closing date for objections being 13<sup>th</sup> January 2025.

4.9 The Council has received multiple objections to the Traffic Regulation Order notice before the consultation closing date of 13<sup>th</sup> January 2025.

**5. Other potential alternative(s) and why these have not been recommended**

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

**6. Impact(s) of the recommended decision(s)**

Topic	Impact
Financial (including procurement and Social Value)	<p>The proposed scheme has been designed and fully costed by the Council’s Civil Engineering team, which has extensive experience of designing and delivering similar schemes. Based on the preliminary design work carried out to date, the cost of the scheme has been estimated at £33,807.30 inclusive of fees, preliminary designs and contingencies.</p> <p>All costs associated with the scheme will be met from the Department of Transport City Region Sustainable Transport Settlement.</p>
Legal	<p>The area of land required for the scheme is dedicated for highway purposes to which there is no right of objection.</p> <p>Any legal issues associated with the delivery of the scheme will be managed through the Council’s established procedures.</p>
Risk	<p>This is a ‘business as usual’ scheme which, if approved, will be delivered in line with the Council’s established risk management protocols. Appropriate measures will be put in place to ensure that all risks associated with the scheme are minimised.</p>
Human Rights, Public Sector Equality Duty and Community Cohesion	<p>It is not anticipated that any protected groups will be impacted upon negatively as a result of implementing the proposed scheme. No concerns were raised during the consultation process either that the proposal could impact differently on individuals or groups because they held one or more protected characteristics.</p>
Climate Change / Environmental	<p>This scheme would contribute to Middlesbrough’s long term goals of:</p>

	<ul style="list-style-type: none"> <li>- To ensure Middlesbrough as a town is net carbon neutral by 2039</li> <li>- To make Middlesbrough a lead authority on environmental issues</li> </ul>
Children and Young People Cared for by the Authority and Care Leavers	There is no direct impact as a result of scheme implementation.
Data Protection	There is no direct impact as a result of scheme implementation.

**Actions to be taken to implement the recommended decision(s)**

Action	Responsible Officer	Deadline
Council officers will commence the implementation of the proposed scheme in April 2025, complete speed surveys 18 months post scheme implementation, upon approval of from Environment’s Executive member.	Jack Lowery	31/03/25

**Appendices**

<b>1</b>	<b>Detailed scheme plan</b>
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**Background papers**

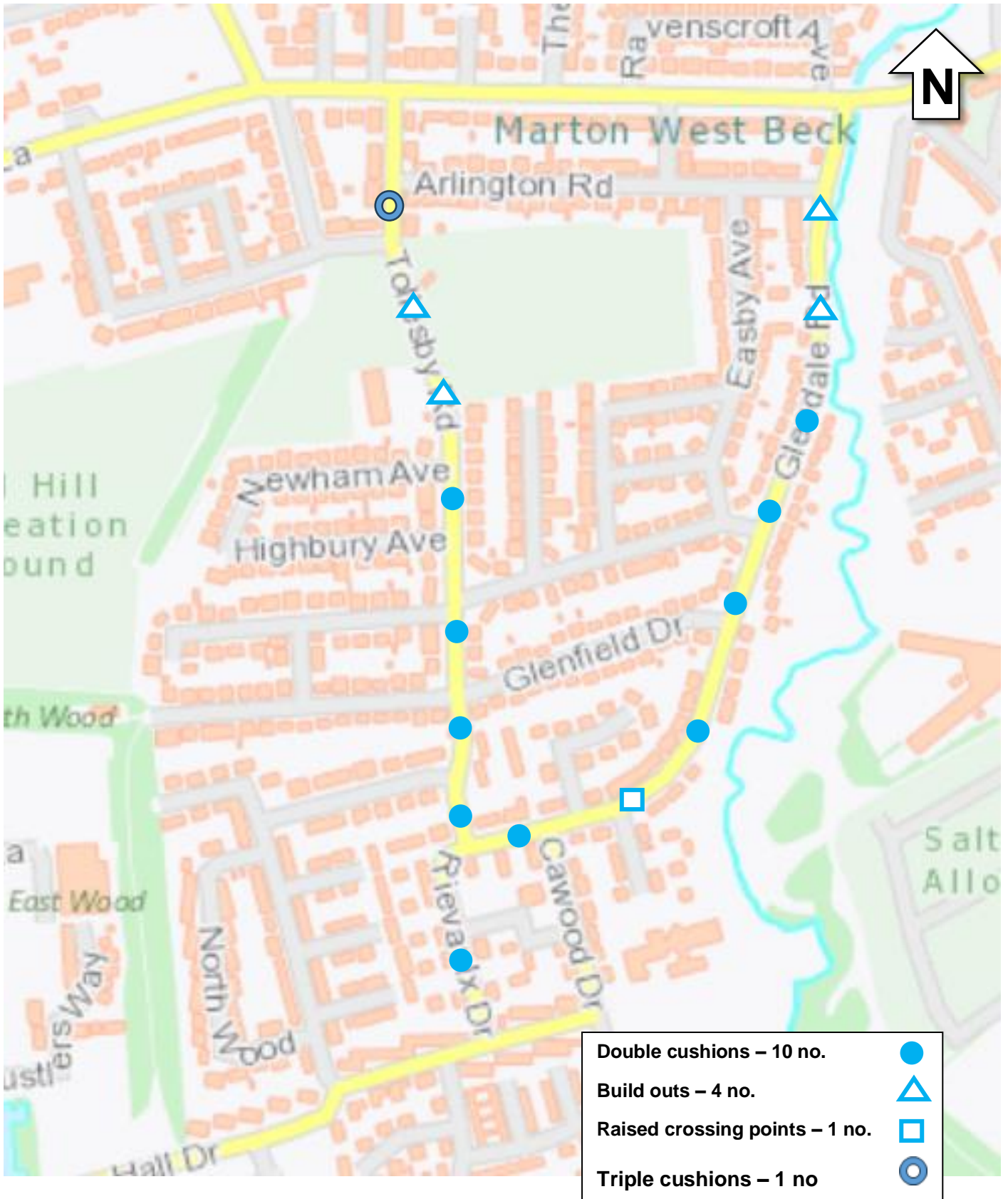
Body	Report title	Date
N/A	N/A	N/A

**Contact:** Jack Lowery  
**Email:** [jack\\_lowery@middlesbrough.gov.uk](mailto:jack_lowery@middlesbrough.gov.uk)

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**Tollesby Rd Glendale Rd - Traffic calming draft proposals**



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**MIDDLESBROUGH COUNCIL**



<b>Report of:</b>	Director of Environment & Community Services
<b>Relevant Executive Member:</b>	Executive Member for Environment Services
<b>Submitted to:</b>	Single Member Executive
<b>Date:</b>	11 March 2025
<b>Title:</b>	Gunnergate Lane Traffic Calming
<b>Report for:</b>	Decision
<b>Status:</b>	Public
<b>Council Plan priority:</b>	Safe and resilient communities
<b>Key decision:</b>	Yes
<b>Why:</b>	Decision(s) will have a significant impact in two or more wards
<b>Subject to call in?:</b>	Yes
<b>Why:</b>	Non-urgent report

#### **Executive summary**

The purpose of this report is 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.

There are currently no traffic calming features on this residential road with high levels of speeding and through traffic. There have been five recorded injury accidents on the proposed scheme length of the road in the last five years. The implications of the recommendations have been considered by the appropriate officers of the Council and are set out in the main body of the report.

It is recommended that the Executive approves the proposed scheme and progresses to implementation during the 2025/26 financial year.

**1. Purpose**

1.1 The purpose of this report is 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.

**2. Recommendations**

2.1 That the Executive Member for Environment

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

**3 Rationale for the recommended decision(s)**

3.1 There are 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 remain high.

**4. Background and relevant information**

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

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

4.3 The proposed scheme has been designed to decrease the speed levels in the area. Traffic survey results:

<b>Location</b>	<b>Ave. speed mph</b>	<b>85%tile speed mph</b>
Gunnergate Lane east of St Andrews Road	23.0	27.8
Gunnergate Lane west of Tollesby Lane	24.4	28.9
Gunnergate Lane near St Augustine’s School	22.4	26.3

4.4 In addition to reducing speed, the scheme will also reduce through traffic levels.

Origin / destination survey results:

Location of traffic entering road	Through traffic %
Gunnergate Lane / Newham Way junction	34.4
Gunnergate Lane / Stokesley Road junction	33.2

- 4.4 The proposed scheme comprises pairs of speed cushions (x10 locations), build outs (x1 location) and raised crossing points (x2 locations). The locations of the features are shown in **Appendix 1** to this report.
- 4.5 The proposed scheme is on land dedicated for highway purposes and will be designed and maintained to full adoptable standard.
- 4.6 As with all proposed highway improvement schemes, public consultation was carried out in order 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<sup>th</sup> September 2024 and 4<sup>th</sup> 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 Fairy dell Park.

A total of 19 responses were received, with 11 in favour of the proposed scheme and 8 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.

- 4.7 Legal notices and scheme plans were then put up at a number of locations along Gunnergate Lane on 16<sup>th</sup> December, with the closing date for objections being 9<sup>th</sup> January 2025.
- 4.8 The Council has received a single objection from a resident of Gunnergate Lane to the TRO notice. The main grounds for this objection to the scheme are set out in the table below, together with the response from Council officers in each case:

Reason for Objection	Response from Council Officers
Link road near Fairydeil Park should be closed off instead.	Any road closure type measure here will not have any impact whatsoever on speeds along Gunnergate Lane, in fact they will likely increase. Traffic volumes / through traffic is not likely to decrease to the extent as for traffic calming.
Objections to speed cushions near resident's property in terms of driveway access issues, reduced visitor parking and noise as vehicles accelerate towards them.	The speed cushions will be sited away from driveway and will not impact visitor parking. Features are spaced evenly to ensure uniform speed and will be designed to current specifications regarding noise, etc.
Other measures such as a partial one-way system, vehicle restrictions or fixed speed camera preferred.	These restrictions would likely be unpopular with some residents and would rely on regular enforcement which the Police would not be able to provide. A speed camera is an expensive long-term option and only reduces speed at that particular location. They would not achieve the same results as traffic calming in terms of accident reduction.

## 5. Other potential alternative(s) and why these have not been recommended

- 5.1 Do nothing. This is not recommended, as it will not reduce high speeds, through traffic rates and improve safety levels for network users in the area.
- 5.2 Road closure - residents, emergency services, bus operators likely to 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.

## 6. Impact(s) of the recommended decision(s)

Topic	Impact
Financial (including procurement and Social Value)	<p>The proposed scheme has been designed and fully costed by the Council's Civil Engineering team, which has extensive experience of designing and delivering similar schemes. Based on the preliminary design work carried out to date, the cost of the scheme has been estimated at £61,440 inclusive of fees, preliminary designs and contingencies.</p> <p>All costs associated with the scheme will be met from the Department of Transport City Region Sustainable Transport Settlement.</p>
Legal	The area of land required for the scheme is dedicated for highway purposes to which there is no right of objection. Any

	legal issues associated with the delivery of the scheme will be managed through the Council's established procedures.
Risk	This is a 'business as usual' scheme which, if approved, will be delivered in line with the Council's established risk management protocols. Appropriate measures will be put in place to ensure that all risks associated with the scheme are minimised.
Human Rights, Public Sector Equality Duty and Community Cohesion	It is not anticipated that any protected groups will be impacted upon negatively as a result of implementing the proposed scheme. No concerns were raised during the consultation process either that the proposal could impact differently on individuals or groups because they held one or more protected characteristics.
Climate Change / Environmental	This scheme would contribute to Middlesbrough's long-term goals of: <ul style="list-style-type: none"> <li>- To ensure Middlesbrough as a town is net carbon neutral by 2039</li> <li>- To make Middlesbrough a lead authority on environmental issues</li> </ul>
Children and Young People Cared for by the Authority and Care Leavers	There is no direct impact as a result of scheme implementation.
Data Protection	There is no direct impact as a result of scheme implementation.

### Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Council officers will commence the implementation of the proposed scheme in April 2025, complete speed surveys 18 months post scheme implementation, upon approval of from Environment's Executive member.	Steve Rigg	31/03/25

### Appendices

<b>1</b>	<b>Detailed scheme plan</b>
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### Background papers

Body	Report title	Date
N/A	N/A	N/A

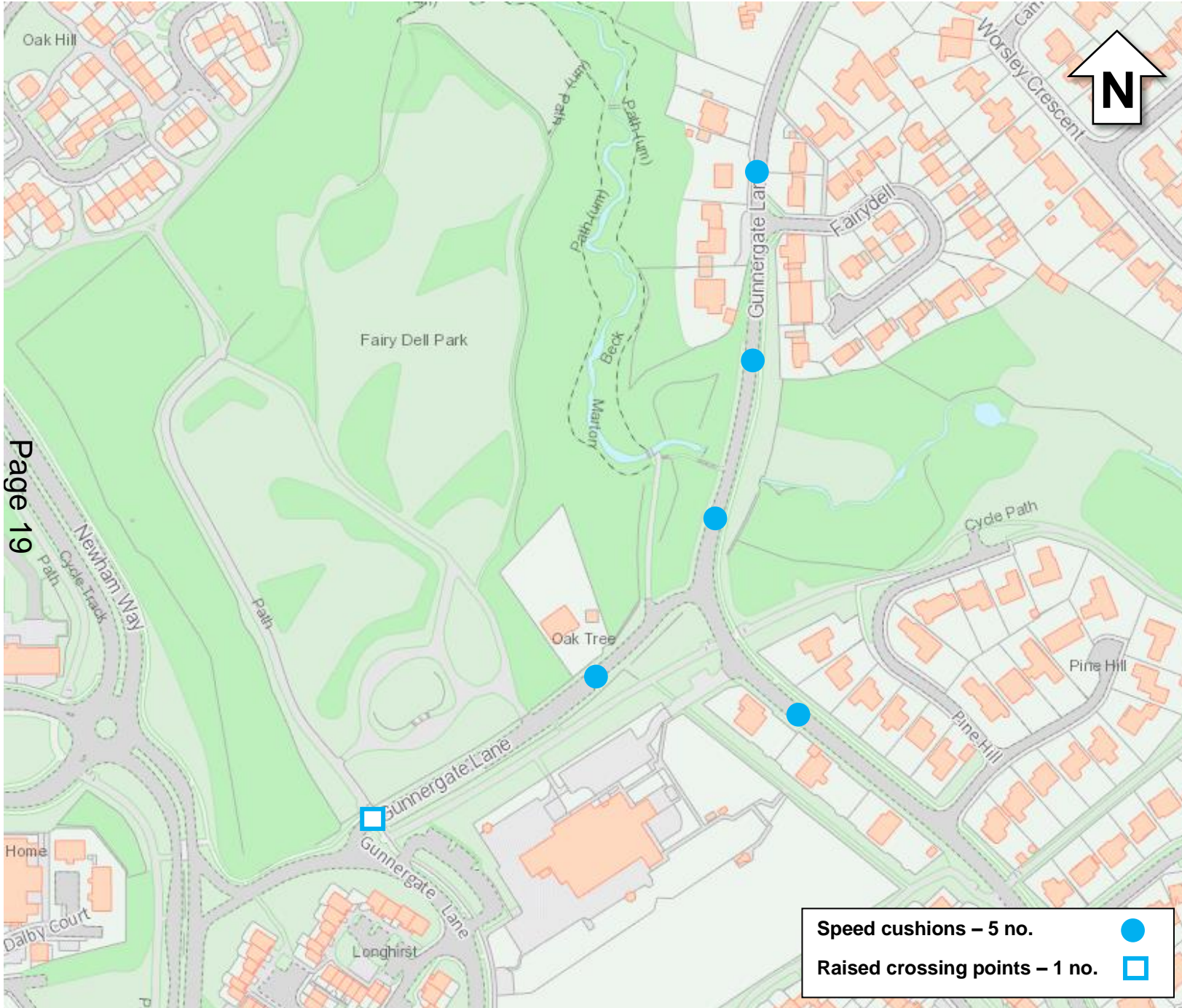
**Contact:** Steve Rigg  
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**Gunnergate Lane - Traffic calming proposals**





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