

**Report of:** *Richard Horniman; Director of Regeneration*

**Submitted to:** *Executive Member for Regeneration – 25<sup>th</sup> March 2021*

**Subject:** *Stainton Way Toucan Crossing*

**Proposed decision(s)**  
*That Executive approves the proposals to install a Toucan Crossing on Stainton way.*

Report for:	Key decision:	Confidential:	Is the report urgent? <sup>1</sup>
<i>Information and approval</i>	<i>No</i>	<i>n/a</i>	<i>Yes</i>

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
<i>The proposals will improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities.</i>	<i>The proposals will improve accessibility to key services and facilities, and assist the Borough in improving its reputation and aesthetics by improving the public realm, road safety of residents.</i>	<i>By improving accessibility to key economic centres, the Council will be improving business opportunities for further inward investment by ensuring that transport does not act as a barrier to economic growth.</i>

**Ward(s) affected**  
*Hemlington and Stainton & Thornton Wards. Plan is included in appendix 1*

**What is the purpose of this report?**

- 1) It is proposed to introduce a Toucan Crossing on Stainton Way, immediately to the west of the Gables Roundabout, in order to provide a safe crossing point for children travelling between Hemlington Grange and The King’s Academy in Coulby Newham.

**Why does this report require a Member decision?**

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<sup>1</sup> Remove for non-Executive reports

- 2) The proposals will impact upon the road safety of residents, school age children in particular, in the Hemlington and Stainton & Thornton wards. Approval will continue to ensure that the proposals are aligned with the Councils ambitions and objectives.

## **Report Background**

### **What decision(s) are being asked for?**

- 3) It is recommended that:
  - a) The proposed Toucan Crossing on Stainton Way is approved in principle;
  - b) The cost of the crossing is met from that part of the capital receipt for the Hemlington Grange development allocated for the provision of sustainable transport links; and
  - c) Work to deliver the scheme commences immediately, with a view to the new crossing coming into operation before the start of the 2021/22 academic year.

### **Why is this being recommended?**

- 4) This will allow prudent allocation of capital receipt funding for the Hemlington Grange Development site, to install a Toucan Crossing on Stainton Way to allow for a safe crossing for residents of the Hemlington and Stainton & Thornton wards to the west of Gables Roundabout on the B1365.
- 5) This is a much more direct route, for which demand will inevitably increase as the number of properties in Hemlington Grange continues to grow. However, the lack of any pedestrian or cycle crossing facilities on this section of Stainton Way means that the potential for collisions to occur (as it did in December 2020), is also likely to increase unless prompt action is taken.

### **Background Information**

- 6) Following its allocation for housing in the 2014 Middlesbrough Housing Local Plan, planning approval for the Hemlington Grange development was granted in April 2016. Comprising well over a thousand dwellings, it is the largest residential development currently under construction in the Borough.
- 7) Because of the way that construction of Hemlington Grange has been phased, all of the 300 or so dwellings built and occupied to date are located towards the eastern end of the development, in an area to the south of Stainton Way and to the west of B1365 Stokesley Road. As most of the local facilities serving Hemlington Grange are located in Coulby Newham, residents travelling on foot or by cycle to reach those facilities have to cross Stokesley Road and/or Stainton Way when doing so.
- 8) The plan attached at **Appendix 1** to this Report shows the existing and proposed pedestrian and cycle links serving Hemlington Grange. At present, the only footpath route between Hemlington Grange and Coulby Newham obliges pedestrians to cross Stokesley Road by means of an uncontrolled crossing point located roughly midway between its junctions with Stainton Way and Hemlington Grange Way, and then proceed through the Ridgeway industrial estate to reach the footpath/cycleway linking the area of Coulby Newham to the south of Stainton Way with the district centre. There are no existing cycle routes linking Hemlington Grange and Coulby Newham.

- 9) To address this situation, approval was granted for a new footpath/cycleway link – connecting Hemlington Grange with the existing pedestrian and cycle network serving the area of Coulby Newham to the south of Stainton Way. Once in place, this link will complete a continuous, safe and direct pedestrian and cycle route connecting Hemlington Grange with many of the local education, employment and leisure facilities in Coulby Newham.
- 10) The new link will also connect Hemlington Grange with The King's Academy. Many of these students currently travel from Hemlington Grange to The King's Academy via the existing footpath on the western side of Stokesley Road, crossing Stainton Way immediately to the west of the Gables Roundabout and then completing their journey via the existing footpath/cycleway route on the north side of Stainton Way, crossing B1365 Hemlington Lane at the staggered Toucan Crossing that was introduced in 2015.
- 11) This issue has been raised by Members representing both the Hemlington and the Stainton & Thornton Wards, as well as by residents of Hemlington Grange whose children attend The King's Academy.
- 12) The cost of the crossing and the associated footpath/cycleway link is estimated to be in the region of £100,000. However, the figure will be refined during the scheme design process. All costs associated with the scheme will be met from that part of the capital receipt for the Hemlington Grange development allocated for the provision of sustainable transport links. The total sum allocated for such works is £885,000, as approved by Executive in August 2013.
- 13) Given the current concerns regarding pedestrian safety, it is intended to deliver the proposed scheme as swiftly as possible, with a view to the new crossing coming into operation before the start of the 2021/22 academic year in September. The indicative implementation timetable is set out in the table below:

<b>Task</b>	<b>Timescale</b>
Executive Member Approval	March 2021
Preliminary Design	March to April 2021
Consultation	April to May 2021
Detailed Design	May to June 2021
Procurement	June to July 2021
Construction	July to August 2021

- 14) The actual delivery programme will be refined and developed as work to implement the scheme progresses as outline in the above table.

### **Other potential decisions and why these have not been recommended**

- 15) The other potential decisions that have not been recommended include:
- a) Do nothing - this is not recommended as it will not allow the residents of the aforementioned wards safely access the Kings Academy. A road traffic accident occurred in late 2020 on Stainton Way and further highlighted the need for the Council to install a safe crossing point immediately. The growth of Hemlington

Grange means that the demand for a controlled crossing facility at this location will continue to increase in future years.

- b) Re-assessing the project proposals – this is not recommended, as the lack of any pedestrian and cycle crossing facilities at the appropriate section of Stainton Way, immediately to the west of the Gables Roundabout means that there is no safe crossing point for children travelling between Hemlington Grange and The King's Academy.
- c) Approve the proposal and deliver the proposed Toucan Crossing. Work will then commence to detailed design of the proposals and commence construction thereafter.

### **Impact(s) of recommended decision(s)**

#### ***Legal***

- 16) Any legal issues associated with the approved programme will be managed through the Council's established procedures.
- 17) The funding allocations and proposed expenditure is required in order to ensure the Council complies with Highways Act 1980.

#### ***Financial***

- 18) The proposal has been costed by the Council's Civil Engineering team (including an element of contingencies), who have vast experience in designing similar schemes each year.
- 19) All costs associated with the scheme will be met from that part of the capital receipt for the Hemlington Grange development allocated for the provision of sustainable transport links. The total sum allocated for such works is £885,000, as approved by Executive in August 2013.

#### ***Policy Framework***

- 20) The decisions within this report align with the Council's policy framework and will not require alterations to this.

#### ***Equality and Diversity***

- 21) It is not anticipated that any other protected groups will be impacted upon negatively as a result of progressing with the proposal.

#### ***Risk***

- 22) The approval of the programme will allow targeted interventions, which will reduce the risk of Road Traffic Accidents. Without investment in mitigations, those killed and seriously injured as a result of road traffic accidents may increase. Additional to increased injury to individuals, this also results in increased costs on other local services (Police, NHS etc), but also negative media and reputational damage.

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

23) Council Officers, upon approval, will commence the proposal as outlined in the table below:

<b>Task</b>	<b>Timescale</b>
Executive Member Approval	March 2021
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24) Project management documentation for all new projects, which will be monitored by the Transport and Infrastructure Capital Programme Board, and the Project Management Office. This will ensure prudent and active management of projects. Quarterly progress reports will be produced to ensure senior management are aware of any issues should they arise

### **Appendices**

25) The following appendices have been produced to support the report:

- Ward map of locations for intervention

### **Background papers**

- No background papers were used in the compilation of this report.

**Contact:** Rob Farnham

**Email:** [rob\\_farnham@middlesbrough.gov.uk](mailto:rob_farnham@middlesbrough.gov.uk)

### **Appendix**

**Appendix 1; Scheme location plan (separate document)**