

MIDDLESBROUGH COUNCIL

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| Report of: | Director of Environment, Community and Cultural Services - Geoff Field |
| Relevant Executive Member: | Executive Member for Environment and Sustainability - Cllr Peter Gavigan |
| Submitted to: | Executive |
| Date: | 8 July 2026 |
| Title: | Stainton Way Highway Improvements |
| Report for: | Decision |
| Status: | Public |
| Council Plan priority: | A successful and ambitious town |
| Key decision: | Yes |
| Why: | Decision(s) will incur expenditure or savings above £250,000 |
| Subject to call in? | Yes |
| Why: | Non-urgent Report |

Proposed decision(s)

That the Executive agree to approve the Stainton Way Highway Improvements scheme, considering the issues raised and proposed mitigations.

Executive summary

The report seeks Executive decision regarding the implementation of Highway improvements on Stainton Way.

- 1) Tees Valley Combined Authority (TVCA) secured funding from the City Region Sustainable Transport Settlement (CRSTS), to support ambitions to improve sustainable transport accessibility.
- 2) The project is part of a wider, regional programme of sustainable transport projects; delivered under the 'Local Cycling and Walking Implementation Plan' (LCWIP), that was introduced at a national level by the Department for Transport (DfT).

- 3) Public consultation was undertaken by TVCA on the proposals (Appendix 1) in July 2025. The consultation responses can be found in Appendix 2.
- 4) Following consultation, designs have been altered to reflect concerns raised by the public. The alterations do not fully mitigate all concerns raised. However, on the balance of improving sustainable transport accessibility and road safety; the Highway Authority is fulfilling its duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), as part of the Road Traffic Regulation Act 1984.

A decision is required to ensure that the proposals can be delivered. Approval of the scheme will allow TVCA to deliver the proposals, pending a successful business case.

Implications of the recommendation have been considered by the appropriate officers of the Council and are set out in the main body of the report.

1. Purpose of this report and its contribution to the achievement of the Council Plan ambitions

1.1 The report seeks Executive decision following public consultation on the proposals to improve bus and walking / cycling provision on Stainton Way.

1.2 The proposal is twofold:

- Signalise the existing roundabout at the junction of Stainton Way and Dalby Way. This will help to manage vehicular traffic by creating signalised movements and reducing speeds. This introduction will also create a safe crossing point for pedestrians and cyclists.
- Create a Westbound by-pass at the Kings Academy roundabout to alleviate congestion/improve bus journey punctuality and reliability.

Improved footway / cycleway is proposed to be installed, connecting the two junctions.

1.3 Tees Valley Combined Authority (TVCA) secured funding from the City Region Sustainable Transport Settlement (CRSTS), to support ambitions to improve sustainable transport accessibility.

1.4 Stainton Way is a key transport corridor, providing access to local destinations including The Parkway Centre and The Kings Academy Secondary School. It is also part of the Council's Strategic Road Network (SRN), facilitating both local and regional journeys. Stainton Way acts as a 'barrier' between residents on the South, and destinations to the North.

1.5 The highway corridor witnesses high levels of vehicles (circa 12,000 per day), with a 40mph speed limit. Although there are existing pedestrian / cycle bridges connecting North and South of Stainton Way; the infrastructure was installed prior to the

expansion of the area surrounding the Parkway Centre. This has resulted in the most commodious route to key destinations being unavailable.

- 1.6 This severance and convoluted route acts as a barrier for people when considering travelling locally by modes other than the private car. The Council is committed to reducing the reliance on private cars as this is not sustainable, creates public health issues and increases congestion on the wider network.
- 1.7 Reducing reliance on the private car is crucial to mitigate anticipated future traffic growth. Building new roads induces further demand, thus exacerbating future congestion. This proposal is part of the Council’s wider approved Highway Infrastructure Delivery Plan, which sets out infrastructure improvements to maximise the efficiency of the Councils Highway asset.
- 1.8 The project is part of a wider, regional delivery programme of sustainable transport projects; delivered under the ‘Local Walking and Cycling Implementation Plan’ (LCWIP) that was introduced at a national level by DfT.

| Our ambitions | Summary of how this report will support delivery of these ambitions and the underpinning aims |
|--|---|
| A successful and ambitious town | <p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - 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. |
| A healthy Place | <p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - improve accessibility to key services and facilities and assist the Borough in improving its reputation and aesthetics by improving the public realm, and reducing congestion and traffic noise, and improving air quality. |
| Safe and resilient communities | <p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - improve safety, accessibility and usability of the Councils Transport network; ensuring that people can access employment, education, retail and leisure opportunities. |
| Delivering best value | <p><i>Aims within this ambition are to:</i></p> <ul style="list-style-type: none"> - improving infrastructure, enabling growth, and supporting sustainable travel. It delivers best value through targeted investment, focusing on: - Supporting access to employment, education, and services. - Reducing future maintenance costs through asset renewal. - Encouraging modal shift and reducing carbon emissions. - Enhancing safety and accessibility across the network. - The proposed scheme aligns with corporate objectives and ensures resources are used efficiently to deliver long-term, measurable benefits for Middlesbrough. |

2. Recommendations

2.1 That the Executive

- Approves the Stainton Way Highway improvements scheme, considering the issues raised and proposed mitigations.

3. Rationale for the recommended decision(s)

- 3.1 The proposals improve sustainable transport choices and improve road safety. This is assisting the Council's green strategy. It further supports social mobility, which is a key component for increasing economic activity.
- 3.2 The proposals will improve accessibility to key retail, employment and education opportunities (circa 1300 students).
- 3.3 The proposals will improve bus punctuality, by creating infrastructure that allows vehicles to bypass queuing traffic and provide priority at traffic signals.
- 3.4 The proposals support road safety for all, by physically segregating cycles from vehicles, signalling a key junction and creating additional crossing points.

4. Background and relevant information

4.1 Public consultation was undertaken by TVCA on the proposals (Appendix 1) in July 2025. The consultation responses can be found in Appendix 2.

4.2 The consultation consisted of:

- Early member engagement sessions
- Letters sent to all surrounding premises
- In person consultation event held at the Parkway Shopping Centre.

4.3 Key findings of the consultation

- 59 responses were received
- 52% either supported or were neutral in their response to the proposals
- 75% were not in favour of traffic lights
- Strong support for safer active travel to Kings Academy
- Strong support for pavement widening.

4.4 Key issues raised from the consultation were as follows

- 75% of respondents indicated that traffic signals at the Dalby Way / Stainton Way roundabout will worsen traffic congestion, and that the existing arrangement is safer.

Traffic modelling has been undertaken on the proposed signalisation of the junction. Although this indicates a slight worsening of traffic congestion, this is not at a level that will have a significant impact upon journey time for users. The accompanying safety improvements associated with signalling a roundabout, and improved connectivity for active travel modes outweigh the small dis-benefits.

Accident data from the area indicates that failing to look, and excess speed were causation factors. Signalisation improves this situation by slowing vehicles and creating safe crossing stages.

- Crossing point on Stainton Way is not required

The safe crossing point is only deliverable if the roundabout is signalised. The provision of a signalised crossing for active travel modes provides a more commodious route, connecting the Southern side of Stainton Way (predominantly residential) to the Northern (retail, job opportunities and education). This increases the attractiveness of accessing these opportunities via non-car dependent travel, further reducing congestion and improving physical activity.

- Lane widths on Dalby Way are insufficiently wide to accommodate bus travel

Additional carriageway widths have been provided to address this issue.

- 25% of respondents indicated that McDonalds causes the traffic issues

The scheme has been altered to accommodate two lanes Northbound (with a dedicated left turn lane) on Dalby Way; creating stacking capacity for the volume of traffic associated with demand.

4.5 Updated plans highlighting changes following consultation can be found in appendix 3.

5. Ward Member Engagement if relevant and appropriate

5.1 Middlesbrough Council engaged Ward Members prior to public consultation, with in person meetings held on 1st and 3rd July.

5.2 Ward members were consulted as part of a wider process by TVCA in July 2025.

5.3 No objections were raised as part of this engagement.

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

6.1 Do nothing. This is not recommended as it will not allow for the delivery of infrastructure improvements and risks the loss of funding, if not able to be reallocated.

6.2 Implement an alternate project. This is not recommended as the proposals have been honed following traffic modelling assessments, and engagement with highway users/statistics at the disposal of the Authority.

6.3 Traffic signals provide a safe junction as drivers and pedestrians are afforded dedicated time to manoeuvre. This is not possible with a roundabout. The safety and consistency of movement associated with traffic signals outweigh the cost of increased congestion/journey time.

7. Impact(s) of the recommended decision(s)

| Topic | Impact |
|---|---|
| Financial (including Social Value) | Should Executive approve the proposal to implement the scheme, TVCA will be able to arrange installation (pending business case approval). TVCA will manage the procurement and delivery of implementation of the proposals in partnership with Middlesbrough Council. The scheme will be fully funded by TVCA at no cost to the Council. |
| Procurement | Should Executive approve the proposal, TVCA would be responsible for procuring a construction company. There would be no requirements for Middlesbrough Council to be involved from a procurement perspective. |
| Legal | Should Executive approve the scheme, Middlesbrough Council will be required to make changes to Traffic Regulation Orders and the associated consultation. This will require legal services involvement, however, is a well-established process. |
| Risk | <p>Implement the scheme:</p> <p>As considerations raised at Public Consultation have been accommodated, this will indicate that the Council has listened to comments, and has adjusted to reflect concerns</p> <p>Do not implement the scheme</p> <p>Not proceeding will not allow the Council to realise the benefits associated with implementation</p> |
| Human Rights, Public Sector Equality Duty and Community Cohesion | The Equality Impact Assessment (EIA) undertaken evidenced that the proposals will not impact negatively upon all users (Appendix 4). |
| Reducing Poverty | There is no direct impact because of scheme implementation. The proposals will make low-cost transport more accessible. |
| Climate Change / Environmental | <p>Implement the scheme</p> <p>Continuing to support the Council's Green Strategy.</p> <p>Continuing to support social mobility and access to the local economy</p> |
| Children and Young People Cared for by the Authority and Care Leavers | There is no direct impact because of scheme implementation. |
| Data Protection | There is no direct impact because of scheme implementation. |

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

| Action | Responsible Officer | Deadline |
|--|---------------------|----------|
| Deliver the Highway improvements, subject to TVCA approval | Chris Orr | 2028 |

Appendices

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| 1 | Stainton Way Highway Improvement Consultation Plan |
| 1.1 | Stainton Way signalisation visualisation |
| 2 | Stainton Way Consultation Summary Report |
| 2.1 | Stainton Way Highway Improvement Consultation response |
| 3 | Stainton Way Highway Improvement refined design proposal |
| 4 | Equality Impact Assessment |

Background papers

| Body | Report title | Date |
|--|--|------|
| Highway infrastructure delivery plan - 2024-2040 | Middlesbrough Council Highway Infrastructure Delivery Plan | 2024 |

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