

18th December 2017

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When telephoning please ask for:

Rob Farnham

Dear Sir or Madam,

**A172 DIXONS BANK/STANTON WAY HIGHWAY IMPROVEMENT SCHEME:
PUBLIC CONSULTATION EXERCISE**

As I am sure you are aware, 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, particularly due to the major housing developments planned and already underway in the south of the town, will place additional demands on the existing road network over the coming years.

For this reason, Middlesbrough Council – working with Redcar & Cleveland Borough Council and Highways England, which is responsible for the A174 Parkway and the A19 – has carried out an extensive evaluation exercise over the last four years to establish where and when the additional vehicle movements associated with the sites allocated for residential development in the Middlesbrough Housing Local Plan will impact on the local and strategic road network, and identify the highway improvements that will be required in order to address this impact and ensure that traffic keeps moving.

As a result of this exercise, a prioritised package of highway improvements has been developed, with implementation phased over the life of the Housing Local Plan – that is, between now and 2030. These improvements include:

- The Stainton Way Western Extension – a new link road that will 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 will 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 Stainton Way and B1365 Hemlington Lane, designed to improve the capacity of both of these routes and relieve congestion on the A172 Marton Road and A1032 Acklam Road Corridors.

The Dixons Bank/Stainton Way ('Southern Cross') junction has been identified as the top priority for implementation within the overall package of improvements.

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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.

For this reason, the underlying principle behind the proposed scheme at the Southern Cross junction is to encourage drivers heading towards Middlesbrough town 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.

The proposed scheme, which is shown on the attached plan, 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 highway boundary.

The proposed carriageway widening on Dixons Bank would require the removal of 25 existing trees in the highway verge. Although this is unfortunate, it would not be possible to accommodate the additional northbound lane whilst still retaining the trees.

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.

The proposed scheme also includes the resurfacing of both roads 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.

Further information regarding the package of highway improvements of which the proposed scheme forms a key part, including the methodology used during its development, can be found on the Council website at www.middlesbrough.gov.uk/southerncross.

As an occupier of one of the properties adjacent to the sections of Dixons Bank and Stainton Way where carriageway widening is proposed, I would welcome your views on the proposed scheme. I would, therefore, be grateful if you could complete the attached Reply Form and return it in the reply paid envelope provided by **Friday 12th January 2018**.

I look forward to hearing from you. Should you have any queries about the proposed scheme, or would like to discuss the proposals in more detail, please contact me, either via e-mail on transportconsultation@middlesbrough.gov.uk or by 'phone on **(01642) 728188** (direct line).

Yours faithfully,



ROB FARNHAM
Principal Transport Planning Officer

Encs.