

REDCAR & CLEVELAND BOROUGH COUNCIL
HIGHWAYS AND CONSTRUCTION DEPARTMENT

RECORD OF MEETING

SUBJECT:	COWBAR STEERING GROUP MEETING
DATE:	15 th JULY 2026
LOCATION:	IN PERSON @ LOFTUS TOWN HALL

Present:

Lyndsey Hall – RCBC Coastal Flooding and Drainage Engineer
Simon Houldsworth – RCBC Transport Highways and Engineering Strategy Manager
Sarah Parsons – RCBC Technical Clerk (taking minutes)
David Shea – AtkinsRealis
Cllr Michael Barnes – Loftus Town Council
Cllr Mike Hodgson – Loftus Town Council
Cllr Wendy Standish – Loftus Town Council
Colin Harrison – Cowbar Resident
Ann Johnson – Cowbar Resident
Steven Johnson – Cowbar Resident
Yvonne Inglesant – Cowbar Resident
Mike Stead – Cowbar Resident
Moirra Willmott – Cowbar Resident
David Willmott – Cowbar Resident
Jan Johnson – Cowbar Resident
Paul Johnson – Cowbar Resident

Apologies:

Ross Asadi – RCBC Transport Engineering and Highways Service Lead
Carl Quartermain – RCBC Councillor
Marian Fairley – RCBC Councillor
Emma Hick – Haskoning

Allison Hughes – Haskoning

Joe Allen – Environment Agency

Jonathan Kellagher – Environment Agency

Peter Jones – North Yorkshire Moors National Park Representative

REDCAR & CLEVELAND BOROUGH COUNCIL

RECORD OF MEETING - Continuation Sheet

ITEM	DISCUSSION	ACTION BY / DATE REQUIRED
	1. Introductions Simon Houldsworth from Redcar & Cleveland Borough Council chairing meeting today in place of Cllr Quartermain. Simon introducing panel Lyndsey Hall (RCBC), David Shea (AtkinsRealis) and Sarah Parsons (RCBC – taking minutes). Simon confirms the meeting tonight is to inform the residents and discuss the Scheme with regards to the realignment of the road. 2. PowerPoint from AtkinsRealis David Shea from AtkinsRealis begins by introducing himself and his role within the whole design process. He will work through the PowerPoint and update everyone as to the design and how it is moving forward. Slide : Detail Design – General Arrangement Confirming realignment Phase 1 is approximately 90m in length which will include new carriageway construction, new highway drainage and street lighting. Also including the demolition of number 2 Cowbar Cottages. Where the existing carriageway will remain to the north will be retained for resident parking and access to National Trust land.	

The new carriageway will be 4m wide increasing up to 5.5m wide on the bend to improve visibility but will tie in with existing carriageway just passed the existing parking area (3.5m wide).

Slides : Detail Design – Highway Alignment

Cowbar Bank gradient is 21% which is similar to the existing gradient. There has been little that can be done to reduce or improve this.

Slides : Detail Design – Fencing

There will be a new wooden fence of posts and 5 slats erected along the northern edge of the road which will be 1.3m in height. At the start of the alignment on Cowbar Lane the new fence will tie in with the existing one and go along the northern edge and tie back in with the existing one going down Cowbar Bank.

Q: Mrs Ann Johnson asking if the original steel railings will remain in place also?

Dave Shea confirming that their plan is to leave the original railings in place as this will enhance safety along the edge and it would be a waste to remove them.

Others agree they are happy for railings to remain in place when new fence is erected.

Slides : Detail Design – Drainage

David Shea stating that a new drainage system will be installed for the road which will improve surface water along the road and going down the bank. This will include various new pipes and manholes. He is confident this will help with the current issue of surface water and general water build up on the road/bank.

Discussions regarding the existing Gully 2 which currently outfalls to the sea, David Shea confirming this will be blocked off and the overflow will be reinstated to the Yorkshire Water sewer system.

Slides : Detail Design – Pavement

A new fully flexible construction of pavement will be installed and there will be surface and binder where the pavement will meet the existing pavement.

Slides : Detail Design – KFP

All new kerbs will tie in with existing kerbs already present.

Slides : Detail Design – Street Lighting

The lighting design has been developed in accordance with North York Moors National Park Dark Skies approach.

There will be 3 new columns installed with the 2 existing ones removed. The new columns will match what the existing ones were i.e. colour and height. They will be facing towards the road so should minimise glare. The luminaires will be a warm white colour.

They will also be of reduce output to 50% between midnight and 05:00.

Q: Mrs Ann Johnson putting forward that the resident at number 6 is worried that there will be two lights shining through her windows. **David Shea** reassuring the two new lights are far enough away for any direct light and with the colour, height and reduce output at night there should be no problems.

Q: Mr Mike Stead asking whether a consideration could be made for more heritage style lighting?

David Shea confirming that it is something that could be looked into however the columns that will be put in place are ones that the National Park authorise.

Slides : Detail Design – Traffic Signs and Road Markings

The new lining and signing will be minimal with a new 20mph speed limit to be introduced at the car park entrance. All signs will be reviewed as there are a large amount that may not be required.

	There is a current 3ton weight limit in place and there will be advance warning signs of this at the car park entrance and at junction with A174. Confirmation that this restriction does not stop emergency vehicles travelling on the road. Mr Paul Johnson indicated that there has been an incident recently where an ambulance has turned back as they were not aware the weight limit does not apply to them. He indicates that it would be beneficial for checks to be made as to the regulations of the weight limit and use of emergency vehicles. Lyndsey Hall states enquiries will be made prior to the next meeting regarding what vehicles are exempt from the 3ton weight limit, this will be put as an agenda item. Slides : Detail Design – Buildings Number 2 Cowbar Cottages to be demolished and a new external wall will be constructed using the reclaimed stone from number 2 to create a new gable end for number 3. Mr and Mrs Johnson have been consulted regarding whether they would like a window putting onto the gable end. They haven't decided as yet but will be consulted when plans are in place for demolition. New underpinning foundations and insulated cavity wall will be provided between existing and new walls. New stainless steel wall ties will be used to connect to existing stone masonry. Mr and Mrs Johnson the owners of number 3 are happy with all current plans and they will be consulted along the way through from demolition to reconstruction of gable wall. Also confirmation that whilst works are ongoing there will be condition surveys on various properties taking place to ensure there are no underlining damages.	
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	Slides : Detail Design – Statutory Undertakers Confirmation that C3 enquiries have been issued to the various utility suppliers and ongoing discussions are taking place. There are some anticipated works from BT Openreach, Northern Power Grid and Yorkshire Water. Mr Mike Stead indicating that he has been told by BT that they will be doing some works which includes updating to fibre optic. Key Dates and Questions Confirmation that the Detail Design will be completed by end of July 2026 and tender packs will be finalised with planning looking to be submitted by end of September 2026. Do not want to start works over the winter period therefore aim is to commence construction in March 2027 with an estimate of 8 months of works with the hope it can come in at 6 months but completion by October 2027. Q: Mr Steven Johnson asks with regards to the tender plan and constraints once work starts. David Shea confirming work has started to put together the tender plans and the plan once works starts is to make it as easy as possible for residents to access their properties. He indicates there will have to be some kind of road closures but will make this as minimal as possible. Q: Mrs Ann Johnson asking where the contractor compound will be? David Shea confirming the contractor compound will be a section partitioned on the old car park site and residents will be able to use the new car park section. Concerns raised that the old car park site may be private land and owned by Mr Mann. Lyndsey Hall states that as far as we are aware it's not privately owned but further enquiries will be made into this.	
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	Q: Mr Paul Johnson wanting confirmation when the demolition of number 2 will take place? David Shea informing that the aim will be March 2027 however until there is an actual contractor in place with prices and programme agreed we cannot put an actual date on it. The Johnsons will be kept in the loop once we have a start date. Confirming that it is suggested the demolition and reconstruction work should take around 1 month. Q: Mr Mike Stead asking once the works are complete could there be consideration for a resident parking scheme? Lyndsey Hall replied we can look into this and would get Andy Martin our Traffic and Parking Officer to look into this. However, there should be sufficient parking areas for all residents once works are complete. Mr Steven Johnson raising the issue regarding the Harris fencing which is currently in place, it keeps blowing down with the wind therefore could we look for something a little more secure? Both David Shea and Lyndsey Hall confirm this will be looked into. Lyndsey Hall concluding the meeting by informing everyone that the scheme is approved by the Council and RCBC are now underwriting this scheme and works will go ahead. The Outline Business Case should be completed by the end of this week and the CAP bid has been put in and we are awaiting a response from that. Simon Houldsworth thanking everyone for coming and closing the meeting.	