

# Chapter 5: Area Transport Strategies

## Overview

The polycentric nature of the Borough - with a number of separate town and district centres surrounded by a rural hinterland - means that transport issues will vary from area to area. For example, whilst traffic congestion is an important issue in Yarm and Ingleby Barwick, it is a much lower priority in Billingham.

In recognition of this key characteristic of the Borough, a series of four Area Transport Strategies have been developed to inform the implementation plan for the second LTP. The four Strategy areas, which are based on the four Area Boards of Stockton Renaissance, the Local Strategic Partnership, are:

- **Billingham;**
- **Central;**
- **Eastern;** and
- **Western.**

Figure 5.1 illustrates the geographical coverage of each of the four Strategies.

The Area Strategies have been developed in partnership with a wide range of local stakeholders and have played a key role in informing the implementation of the second LTP. Through the Area Strategies, the Borough's communities have had a

significant input to the development of local interventions consistent with the aims of the Long-Term Transport Strategy and those of the overarching Local Area Agreement and Community Strategy.

This approach mirrors the emerging relationship between the Council and the citizens it represents, and is based on the model set out in 'Citizen Engagement and Public Services: Why Neighbourhoods Matter' (ODPM, January 2005). The principles of this relationship are:

- The Council must work in partnership with other service providers to support neighbourhood engagement;
- Neighbourhood arrangements must make a real difference to the lives of citizens;
- There must be a locally tailored, flexible and responsive approach to needs and diversity;
- Neighbourhood arrangements must be consistent with local democracy, with Elected Members acting as leading advocates for their communities; and;
- Neighbourhood arrangements must be balanced with the demands of efficiency and proportionality.



Figure 5.1: Geographical Coverage of the Four Area Transport Strategies

## Development of the Area Transport Strategies

Following endorsement of the Area Transport Strategy approach by the full Stockton Renaissance Board in April 2005, Steering Groups were formed for each of the Area Strategies. The membership of the Steering Groups was based on the Renaissance Area Boards, augmented by representatives from key delivery partners - such as Sustrans and the major bus operators - Town and Parish Councils, residents' groups and other local organisations with an interest in transport issues.

The initial round of Steering Group meetings was held in July 2005. The main purpose of these meetings was to identify the key issues in each of the four Areas. A list of possible actions associated with each of these issues was then drawn up and circulated to the members of the Steering Group.

The second round of Steering Group meetings, held in October 2005, focused on prioritising the identified issues and actions. A provisional 'top ten' list of issues and actions was agreed as the basis for wider consultation within each of the four Areas. This 'top ten' was subsequently refined to a prioritised 'top five' list of key issues and actions in consultation with the Area Chairs and following an extensive public consultation exercise held during November 2005. The full Stockton Renaissance Board endorsed the final Area Strategies in January 2006 and cited their development as an excellent example of an inclusive process to be embraced by others.

### Key Issues and Actions

The key issues and actions identified within each of the four Areas are summarised in [Tables 5.1 to 5.4](#).



**Table 5.1: Key Issues and Actions - Billingham Area**

Priority	Issue	Action
1	A number of areas - for example High Grange, The Clarences and Thorpe Thewles - are poorly served by bus, and access to the University Hospital of North Tees is poor.	The Council will, in partnership with neighbouring local authorities, prepare a bid to central government for a major public transport scheme covering the whole of the Tees Valley area.
2	Bus services should be tailored to meet the needs of local residents rather than those of the bus operators.	The Council will set up a Public Transport Forum, and invite residents' representatives to ensure that the bus operators are fully aware of their concerns.
3	Concerns about the high volume of HGVs passing through Billingham and The Clarences, and the potential threat of a major public health incident should any chemical spillages occur.	The Council will investigate the viability of providing an alternative route for HGVs avoiding residential areas.
4	The recommendations of the Tees Health Services Review may result in poorer access to healthcare for local residents.	The Council will work in partnership with the Health Service to address any negative transport impacts arising from the Review.
5	Speeds on local roads - especially through residential areas and villages - are excessive.	The Council will tackle this issue through the increased deployment of Speed Indication Devices (SIDs) within the Borough.

**Table 5.2: Key Issues and Actions - Central Area**

Priority	Issue	Action
1	A number of areas – for example the Tilery and Wrensfield Estates – are poorly served by bus, and access to the University Hospital of North Tees is poor from Fairfield and Hartburn.	The Council will, in partnership with neighbouring local authorities, prepare a bid to central government for a major public transport scheme covering the whole of the Tees Valley area.
2	Inconsiderate parking in some areas, in particular near to Stockton town centre and in the vicinity of the University Hospital of North Tees, restricts access by residents and compromises pedestrian safety.	The Council will consider the need for residents' parking schemes in these areas and will, in partnership with Cleveland Police, develop a joint strategy to tackle obstructive parking.
3	Slow moving vehicles – such as tractors and JCBs – cause peak time congestion and delays on the A19 and the A66.	The Council will investigate the practicality of introducing peak time restrictions on slow moving vehicles in partnership with the Highways Agency.
4	Indiscriminate parking around schools is a problem, as is the lack of enforcement.	The Council will use its new enforcement powers to tackle this issue, together with the continued introduction of 'Safer Routes to School' schemes and School Travel Plans.
5	Fear of crime in some areas is exacerbated by the lack of adequate street lighting.	The Council will, through the Community Safety Partnership, continue to introduce improved street lighting in areas with poor crime records.

**Table 5.3: Key Issues and Actions - Eastern Area**

Priority	Issue	Action
1	Concerns regarding existing and future levels of congestion in the vicinity of Ingleby Barwick at peak times, and the potential growth in through traffic following the full opening of the A66/South Stockton Link Interchange in 2007. Stage 4 of the former Thornaby Bypass scheme (between Queen Elizabeth Way and Thornaby Road) should be reinstated.	The Council will investigate ways to reduce congestion in Ingleby Barwick and on Thornaby Road and the Parkway Extension following the full opening of the A66/South Stockton Link Interchange in 2007. The need for Stage 4 of the former Thornaby Bypass will be considered as part of this process, as will the introduction of measures designed to minimise the growth in through traffic.
2	The lack of school places within Ingleby Barwick means that many children have to travel to schools in neighbouring towns and villages.	The Council will address this issue through its Accessibility Strategy, which will form part of the second Local Transport Plan.
3	A number of areas - for example Teesdale and Ingleby Barwick - are poorly served by bus, and access to Teesside Park from Thornaby is poor.	The Council will, in partnership with neighbouring local authorities, prepare a bid to central government for a major public transport scheme covering the whole of the Tees Valley area.
4	There are a number of gaps in the local cycle route network. A cycle route should be provided between Ingleby Barwick, Eaglescliffe and Yarm.	The Council will consider introducing additional cycle routes in line with its Cycling Strategy, including an upgrade of the existing footpath between Queen Elizabeth Way and Preston Lane to allow use by cyclists. The viability of a new bridge across the River Tees will also be considered.
5	General support for School Travel Plans. However, these need to be backed up by the introduction of new footpaths and pedestrian crossing facilities where appropriate.	The Council will ensure that appropriate measures are introduced as part of the school travel planning process.

**Table 5.4: Key Issues and Actions - Western Area**

Priority	Issue	Action
1	A number of areas – for example Kirklevington and parts of Yarm - are poorly served by bus, access by bus to local hospitals is poor, and there is a lack of high quality public transport interchange facilities across the Borough.	The Council will, in partnership with neighbouring local authorities, prepare a bid to central government for a major public transport scheme covering the whole of the Tees Valley area, and will continue to work with bus and rail operators to implement new and improved interchange facilities throughout the Borough.
2	Speeds on local roads - especially through residential areas and villages - are excessive. Children are not fully aware of potential road safety hazards, particularly when cycling and walking. Resources need to be targeted as efficiently as possible in order to further reduce the number of killed and seriously injured casualties on the Borough's roads.	The Council will tackle these issues through the increased deployment of Speed Indication Devices (SIDs), the continued 'roll out' of child cycle and pedestrian training across the Borough's schools, the promotion of road safety education initiatives and by ensuring that resources are directed towards meeting casualty reduction targets
3	Delays on Yarm High Street make it difficult to run bus services to time and may affect the future viability of a number of routes. 'Park and Ride' should be introduced, with shuttle buses providing links to nearby rail stations.	The Council will consider the introduction of 'Park and Ride' during the forthcoming consultation on the recommendations of the Yarm Parking Study, which addresses the impact of parking on congestion in the High Street
4	There is no direct footway or cycleway link between Ingleby Barwick and Yarm to cater for pupils attending Conyers School.	The Council will investigate the provision of a footpath/cycleway link between Ingleby Barwick and Yarm.
5	Concerns regarding the number of Heavy Goods Vehicle movements through Yarm High Street	The Council will investigate the introduction of weight restrictions on the High Street and A67 Urray Nook Road following the opening of the A66 Long Newton Interchange in 2007.

## Desired Outcomes

Based on the preceding tables, a number of desired outcomes emerged from the Area Transport Strategy process.

The key outcome across all four Areas was improved **Accessibility** to jobs and services through the development of a Tees Valley-wide major public transport scheme bid, designed to reverse the long-term decline in both bus patronage and the coverage of the local bus network. This was identified as the top priority in the Billingham, Central and Western Areas, and the third highest priority in the Eastern Area. The components of the bid are covered in more detail in [Chapter 13](#) of this Report.

The principal Area-specific desired outcomes were as follows:

### Billingham Area

- Improvements to the **Quality of Life** of local people through the introduction of a new route allowing through traffic, particularly HGVs carrying hazardous chemicals, to access the industrial areas to the east of Billingham without passing through residential areas;

- Improved **Accessibility** to healthcare services, in particular the University Hospital of North Tees; and
- Introduction of measures designed to reduce traffic speeds in residential areas and villages, thereby improving **Road Safety**.

### Central Area

- Reduced **Congestion** and improved **Road Safety** in residential estates, in particular in the vicinity of Stockton town centre and the University Hospital of North Tees, through the introduction of residents' parking schemes where appropriate and greater enforcement of obstructive parking;
- Reduced **Congestion** on the A19 and A66 Trunk Roads through the introduction of a peak-time ban on slow-moving vehicles;
- Reduced **Congestion** and improved **Road Safety** in the vicinity of local schools through the introduction of school waiting restrictions, school travel plans and 'safer routes to school' schemes; and
- Improvements to the **Quality of Life** of local people through the upgrade of street lighting in areas with poor crime records.

### Eastern Area

- Reduced **Congestion** on the local road network within and in the vicinity of Ingleby Barwick following the opening of the A66/South Stockton Link Interchange in 2007;
- Increased **Accessibility** to local schools, particularly for residents of Ingleby Barwick;
- Improved **Accessibility**, in particular between Ingleby Barwick and Eaglescliffe, through the introduction of a new pedestrian and cycle route across the River Tees; and
- Reduced **Congestion** and improved **Road Safety** in the vicinity of local schools through the introduction of school travel plans and 'safer routes to school' schemes.

### Western Area

- Improved **Road Safety** through the continued roll-out of child cycle and pedestrian training and the introduction of measures designed to reduce traffic speeds in residential areas and villages;
- Reduced **Congestion** in Yarm High Street, and a corresponding reduction in HGV movements through the town; and
- Improved **Accessibility** to local schools, particularly Conyers in Yarm.

[Chapter 13](#) of this Report details how these outcomes will be delivered over the lifetime of the Second LTP.

It should be stressed that the Area Transport Strategies are not set in stone. The priorities within each area will be reviewed on a six-monthly basis, with progress towards the desired outcomes monitored as part of the reporting process for the Second LTP.