

Stockton-on-Tees

Local Transport Plan 2011 to 2016:

Sustainable Transport Strategy

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Stockton-on-Tees Borough Council
Integrated Transport & Environmental Policy
Development & Neighbourhood Services
P.O. Box 229
Kingsway House
West Precinct
Billingham
TS23 2YL

Contact Officer: Jonathan Kibble

Tel: (01642) 526735

e-mail: jonathan.kibble@stockton.gov.uk

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Chapter 1: Introduction

Background

Cycling and walking provide a real alternative for many short local journeys, and are proven to provide benefits against all five of the themes of the Central Government/Local Government Association's Shared Priority for Transport.

This Strategy sets out to show how we will encourage the development of active travel as legitimate and valued transport modes. It details the context in which these are set, considers the strategic issues that need to be addressed and outlines an Action Plan for its delivery.

Aim and Objectives

The overall **Aim** of this Strategy is:

“More people cycling and walking, more safely, more often.”

To meet this aim, the **Objectives** of this Strategy are:

- To develop a seamless hierarchy of routes, allowing cycle and pedestrian access to all parts of the Borough;
- To develop and implement a robust planning and design process to deliver active travel friendly infrastructure as an integral part of the Borough's transport network;
- To develop and implement a suite of 'soft' measures including promotion and training;
- To increase the number of cycling and walking trips throughout the Borough through a campaign of awareness and education;
- To provide a safe, efficient and well maintained cycling network;
- To reduce the actual and perceived dangers to cyclists and pedestrians;
- To provide more and better cycle and pedestrian facilities
- To provide for the needs of cyclists and pedestrians at all stages of the land use planning and development control processes; and
- To ensure that the Authority adopts hierarchies of users and infrastructure which prioritise Non Motorised Users.

Chapter 2: Context

Since the publication of the National Cycling Strategy in 1996 a great deal more focus has been placed on the development of a policy framework designed to support and promote cycling. This Chapter summarises the key National, Regional, Sub-Regional and Local policies that set the context within which this Strategy has been developed.

National Context

Cutting Carbon, Creating Growth: Making Sustainable Local Transport Happen
(DfT, 2011)

The Local Transport White Paper sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines Central Government's direct support to local authorities, including through the Local Sustainable Transport Fund.

Active Travel Strategy

Published in 2010 this document set out the government's vision for walking and cycling for transport and health.

Cycling and walking are great for health and accessibility, and when replacing journeys by car they can also reduce congestion and emissions. We want to see more people cycling and walking more often and more safely. With about two-thirds of the journeys we make under

five miles, we believe walking and cycling should be an everyday way of getting around.

Regional/Sub-Regional Context

Tees Valley Cycling Strategy

The Tees Valley Cycling Strategy highlights the need for both 'hard' and 'soft' measures to improve accessibility to cycling and to allow individual members of the public to make informed travel and lifestyle choices. The Strategy also highlights the importance of cycling in meeting national, regional and local objectives for the environment, social improvement, health care and the economy, and provides the Sub-Regional context within which this Strategy has been developed.

North East Active Travel Report

Local Context

Stockton-on-Tees Local Transport Plan, 2011 to 2016

- The Third Stockton-on-Tees Local Transport Plan (LTP) covers the five-year period from April 2011 to March 2016, and sets out the Council's strategy for the future development of the Borough's transport network. The LTP draws upon the national, regional, sub-regional and local contexts to develop a series of aims and objectives, these being:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;

- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The LTP also includes a set of indicators and targets against which progress towards the delivery of the aims and objectives will be measured over the lifetime of the Plan.

Chapter 3: Strategic Issues

Overview

The Council's Long-Term Transport Strategy, as set out in the Third Stockton-on-Tees Local Transport Plan (LTP), is based on the set of Core Aims and Objectives set out in [Table 3.1](#).

Cycling and walking will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in green within the Table.

Shared Priority Theme	Core Aims	Objectives
Reduce Carbon Emissions	To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	Maintain statutory air quality objectives across the Borough. Implement measures designed to reduce PM10 levels across the Borough. Implement measures to increase the modal share of active travel Implement measures to support the growth of electric vehicles
Support Economic Growth	To support national economic competitiveness and growth, by delivering reliable and efficient transport networks	Increased use of more sustainable alternatives to the private car. Promotion and awareness of more sustainable alternatives to the private car. More efficient management and use of existing infrastructure.
Promote Equality of Opportunity	To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles. Take into account the greater incidence of casualties in priority neighbourhoods. Promote road safety education within the community.
Contribute to better safety, security, and health	To promote active and sustainable transport modes, improve road safety, and encourage healthier travel.	Improved public transport network coverage. More integrated transport links. Better travel information. Increased reliability of transport systems. Reduced cost of travel. Encouragement of more walking and cycling trips.

Improve the quality of life	To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment	Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
		Promote healthier communities.
		To provide recreational opportunities for a wider range of people, especially those without cars

Table 3.1: Active Travel’s Contribution to Meeting the Core Aims and Objectives of the Long-Term Transport Strategy

Consultation and Involvement

The consultation for this document was carried out through the Area Transport Strategy Boards.

The Area Transport Strategies (ATS) were first developed for the Council’s second Local Transport Plan (LTP2) in recognition of the differing transport issues faced in different areas of the Borough. For example, whilst traffic congestion is an important issue in Yarm and Ingleby Barwick, it is a much lower priority in Billingham. The four Strategy areas, which are based on the four Area Boards of Stockton Renaissance, the Local Strategic Partnership, are:

- Northern;
- Central;
- Eastern; and
- Western.

The figure below illustrates the geographical coverage of the four areas.



As part of the consultation for LTP3, the process of identifying problems and issues was carried out to gain a better understanding of the current situation. From this exercise, a list of five objectives has been developed for each area for the period of LTP3.

Those that can be linked to sustainable transport and therefore are relevant to this strategy are highlighted below:

Central Area Objectives:

- Improvements to public transport provision across the area;
- Tackling inconsiderate parking;
- **Improvements to Road Safety including provision of adequate street lighting and tackling excessive speeds;**
- **Tackling congestion associated with the 'school run', and;**
- **Improvements to the walking & cycling network.**

Eastern area Objectives:

- Improvements to public transport provision across the area;
- Tackling inconsiderate parking;
- **Support the actions associated with School Travel Plans by providing new/improved infrastructure where appropriate;**
- **Addressing the issue of existing and future levels of congestion in Ingleby Barwick, and;**
- **Improvements to the walking & cycling network.**

Northern Area Objectives

- Improve public transport provision across the area;
- **Tackling excessive speeds on local roads;**
- Addressing issues around the volume of Heavy Goods Vehicles passing through the area;
- **Improvements to the walking & cycling network in the area; and**
- Improvements to Billingham Rail Station.

Western Area Objectives:

- Improvements to public transport provision across the area;
- **Tackling excessive speeds on local roads;**
- Addressing the issues around parking and congestion in Yarm;
- **Improvements to the walking and cycling network in the area; and**
- Addressing the issue of the volume of Heavy Goods Vehicles passing through the area.

The implementation plan within this strategy will address these key priorities in each area along with the national aims as shown in the table below.

Policy Areas

1) Active Travel Facilities

• *Hierarchy of Cycle Routes*

We are creating a seamless hierarchy of cycle routes across the Borough. This will comprise Routes 1 and 14 of the National Cycle Network, strategic local cycleway links and advisory signed on-road routes where traffic levels are low.

• *Cycle Route Network*

A full cycle route audit has been undertaken. This data is being used to identify gaps in the existing cycleway network, and prioritise

the implementation of additional facilities. It will also lead to the reclassification of the local network, a local identification system and the addition of the cycle network to the Council's street gazetteer.

• *Design and Maintenance Standards*

There are a number of publications that provide design guidance for cycle infrastructure, including the Tees Valley Authorities own Design Guide and Specification. The Borough has adopted the approach recommended in the following guidance:

- Local Transport Note 02/08 - Cycle Infrastructure Design

- *Cycle Parking Facilities*

We will, through a planned programme of implementation, provide a mix of cycle storage facilities in every town centre in the Borough over the lifetime of the strategy, and will continue to support the Hub in Stockton town centre.

2) Active Travel Need's

- *Road Safety Audit*

We need to ensure consistency in the design and implementation of cycle and pedestrian facilities to give non-motorised users confidence that their needs have been fully considered during the scheme design process. The needs of cyclists and pedestrians will play an active role within all stages of the Road Safety audit and assessment process

- *Road Junctions and Cyclists*

Cyclists are particularly vulnerable at road junctions, especially roundabouts. We will actively seek out and incorporate best practice in design and implementation wherever possible.

- *Cycle Parking at New Developments*

The planning process is an excellent means by which new cycle facilities can be integrated seamlessly into new developments. We will work in partnership with developers and Planning to ensure that we capitalise upon all such opportunities.

- *Integration with Public Transport*

We will encourage active travel as part of multi-modal journeys that include the use of public transport. This will require the provision of

appropriate cycle parking facilities at public transport interchanges and the implementation and promotion of safe cycle and walking links to such locations.

3) Promotion, Awareness and Safety

- *Promotion of Facilities*

We must be proactive in promoting active travel, both for leisure and, crucially, as an attractive alternative for short journeys currently made by the private car. Accordingly, we will use targeted communication channels (e.g. Council publications, direct advertising, the internet, social media and other media) to target as wide a market as possible.

- *Promotion of Active Travel for Recreation*

Cycling is a rapidly expanding leisure activity within the Borough. The promotion of leisure cycling is a major contributor to the health agenda and will play a key role in improving the health and fitness of the Borough's communities.

- *Travel Awareness Campaigns*

Cycling will play a major role within the Stockton Active Travel campaign. This will feature targeted personalised travel planning, guided cycle rides, local active travel maps, local bus use information, walking initiatives, and The Hub active travel centre.

- *Cyclist and Pedestrian Training*

We will continue to employ dedicated teams of cyclist and pedestrian instructors to provide programmes of practical training with the emphasis placed on real traffic situations. These instructors

will also provide adapted training for SEN schools where appropriate in support of personalised travel planning.

4) Workplace Active Travel

- *Travel Planning*

Working both with developers through the planning process and with existing businesses we will offer guidance on travel planning, target setting, and monitoring.

- *Stockton Active Travel*

We will work with businesses in the Borough offering cycle training, guided cycle rides and walks for staff, cycle route information, maintenance courses, and workplace active travel challenges to bolster increases in active travel.

- *Cycle Parking and Changing Facilities offices*

We will work closely with key businesses on workplace travel plans and where possible contribute funding for cycle parking and other active travel facilities. Businesses in Stockton Town Centre will be encouraged to use the The Hub for cycle parking and changing.

- *Corporate*

We will continue to operate a successful cycle to work scheme, loan bikes, personalised travel planning, car sharing database. We will look to introduce pool bikes, pool electric cars, discounted bus

tickets, and other measures to promote active and sustainable travel.

6) Monitoring

Over the life of the Strategy, we will develop an expanded and robust monitoring regime, designed to evaluate our success in meeting the objectives set out above. This will include:

- **An improved network of automatic cycle count sites**, to ascertain total cycle use across the Borough; and
- **Path-side surveys of cyclists**, to identify cyclists' needs and wants and to evaluate perceptual change through time.
- **Town centre cordon counts of pedestrians and cyclists.**
- **Re-introduction of a Stockton Cycle Forum through members of The Hub.**
- **Route-user surveys** carried out on a biannual basis at five key locations to gauge route issues and barriers.

Chapter 4: Action Plan

The Council's **Five-Year Active Travel Action Plan** is illustrated in [Table 4.1](#).

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
Active Travel Facilities	<ul style="list-style-type: none"> • Cycle Route Network. • Design and Maintenance Standards. • Cycle Parking Facilities. • Cycle Tourism facilities. 	<ul style="list-style-type: none"> • We will ensure all traffic management schemes are audited for cycle and pedestrian facilities using the Road Safety Audit process detailed in the Road Safety Strategy. 					
		<ul style="list-style-type: none"> • We will create a strategic network of local cycleway links and advisory signed on-road routes where traffic levels are low through a rolling programme of implementation through the lifespan of the Strategy. 					
		We will sign the cycle route network using easily understood local destinations and places of interest.					
		<ul style="list-style-type: none"> • We will agree appropriate criteria for the adoption, cleansing and maintenance of non-standard cycleways. 					

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
		<ul style="list-style-type: none"> We will implement 20mph advisory limits and zones on roads outside all primary schools within the Borough to encourage sustainable travel to school. 					
		<ul style="list-style-type: none"> We will continue to develop and adopt best practice in design and maintenance. 					
		<ul style="list-style-type: none"> We will provide a mix of cycle parking and storage facilities in every town centre in the Borough over the lifetime of the Strategy, and through the Travel Plan process for school and workplaces provide match funding for improved cycle facilities. 					
		<ul style="list-style-type: none"> We will further develop facilities attractive to leisure cyclists – cycle parking in parks, cycle route links to key parks and visitor attractions as part of cycle network development. 					
		<ul style="list-style-type: none"> We will continue to support the Hub, staffed cycle centre in Stockton town centre both financially and in partnership. 					

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
Active Travel Needs	<ul style="list-style-type: none"> • Cycle Parking at New Developments. • Integration with Public Transport. 	<ul style="list-style-type: none"> • We will ensure consistency in the design and implementation of cycle facilities. 					
		<ul style="list-style-type: none"> • We will actively seek out and incorporate best practice in design and implementation. 					
		<ul style="list-style-type: none"> • We will ensure that the design of traffic calming measures is sympathetic to the needs of cyclists. 					
		<ul style="list-style-type: none"> • We will work in partnership with planners and developers to ensure that we capitalise upon opportunities to seamlessly integrate cycling into new developments. 					
		<ul style="list-style-type: none"> • We will encourage cycling as part of multi-modal journeys that include the use of public transport. 					
Promotion, Awareness and Safety	<ul style="list-style-type: none"> • Promotion of Cycling Facilities. • Promotion of Cycle Routes for Recreation. • Travel Awareness Campaigns. 	<ul style="list-style-type: none"> • We will use all available communication channels to proactively promote cycling and walking. 					
		<ul style="list-style-type: none"> • We will work with partners in the Health Sector to identify opportunities through the use of recreational and commuter cycling routes improving the health and fitness of the Borough's communities. 					

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
	<ul style="list-style-type: none"> Cyclist Training. 	<ul style="list-style-type: none"> We will actively promote cycling within the Borough through a series of local initiatives such as the annual Guided Cycle Rides programme, and Stockton Cycling Festival. We will employ a dedicated team of cycle instructors to provide programmes of practical training to Bikeability standard in primary schools and to adults. 					
School Active Travel	<ul style="list-style-type: none"> Promotion of cycle training Cycle training Infrastructure 	<ul style="list-style-type: none"> We will offer Bikeability cycle training to all Year 5 and Year 6 pupils in primary schools in the Borough while external funding continues We will offer pedestrian training to every Year 3 and Year 4 pupil. We will work with schools to review their travel plans and offer advice and assistance in delivering the identified actions. We will offer Dr Bike services to primary school pupils to ensure bikes are safe to be ridden to school on. We will run school travel challenges (such as WoW) to encourage active travel. 					

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
Workplace Active Travel	<ul style="list-style-type: none"> • Cycle Parking and Changing Facilities at Council Buildings. • Cycle User Mileage Allowance. • Provision of Pool Bikes. • Assisted Cycle Purchase. • Working Practices. 	<ul style="list-style-type: none"> • We will provide cycle parking at or near Council workplaces wherever practicable. 					
		<ul style="list-style-type: none"> • We will work through the planning process to ensure the needs of walkers and cyclists are met through travel plan development. 					
		<ul style="list-style-type: none"> • We will offer businesses support in preparing and implementing travel plans, both through the planning process and retrospectively. 					
		<ul style="list-style-type: none"> • We will, with partners, offer businesses programmes of guided walks and cycle rides, cycle maintenance courses, Dr Bike services, active travel challenges and other support to encourage active travel 					
		<ul style="list-style-type: none"> • We will provide match funding for businesses with a travel plan wishing to put in place cycle parking to encourage active travel. 					

Policy Area	Issues	Actions	Timescale				
			2011/12	2012/13	2013/14	2014/15	2015/16
Consultation and Involvement	<ul style="list-style-type: none"> Effective Consultation and Involvement. 	<ul style="list-style-type: none"> We will continue to consult and involve cyclists and other user groups in the development of cycling in the Borough through means including: <ul style="list-style-type: none"> The four Area Transport Strategy Boards Feedback facilities through the Council website and www.doitbycycle.com A 					
Monitoring	<ul style="list-style-type: none"> A robust Monitoring Regime. 	<ul style="list-style-type: none"> We will develop and expand a robust cycle monitoring regime through the use of: <ul style="list-style-type: none"> An improved network of automatic counters; We will convert all 21 counters to telemetric operation over the course of this strategy to gain improved data collection consistency Collection of mode of travel to school data through the school Census. 					

Table 4.1: Active Travel Action Plan, 2011/12 to 2015/16

Five-Year Capital Expenditure Profile

Table 4.2 illustrates the Council's proposed capital expenditure on active travel initiatives over the lifetime of the Third LTP. It should be stressed that the figures shown are indicative, and that the actual budget in each year will be dependent on the Council's annual Local Transport Capital Expenditure Settlement. The detailed Capital Programme in each year will be agreed in consultation with the Cabinet Member for Transport and Regeneration.

Financial Year	2011/12	2012/13	2013/14	2009/10	2010/11
Expenditure (£000s)	230	230	230	230	230
ATS	80	80	80	80	80

Table 4.2: Indicative Capital Expenditure on Cycling Initiatives 2011/12 – 2015/16

As the above table shows, information on capital expenditure for the lifetime of the strategy is available only as indicative amounts for each year.

Five-Year Revenue Expenditure Profile

Table 4.3 illustrates the Council's proposed revenue expenditure on active travel initiatives over the course of LTP3. The figures shown are indicative and the budget allocation for each year will be dependent on available resources.

The detailed revenue expenditure programme will be agreed in consultation with the Cabinet Member for Transport and Regeneration.

Financial Year	2011/12	2012/13	2013/14	2014/15	2015/16
Expenditure (£000s)	15	15	15	15	10

Financial Year	2011/12	2012/13	2013/14	2014/15	2015/16
Expenditure (£000s)	15	15	15	15	10

Table 4.3: Indicative Revenue Expenditure on Active Travel initiatives 2011/12-2015/16

Chapter 5: Indicators, Targets and Trajectories

The Council recognises the need for a robust monitoring regime to be put in place to ensure that the rate of progress towards the aims and objectives set out in this Strategy can be accurately assessed.

LTP Cycling Targets

Cycling Trips

For the Second LTP, a baseline year of 2004/05 was selected. This allowed data from an additional 12 monitoring sites to be used, thereby reducing the annual variations inherent in any small dataset. Between 2005 and 2011 over all 18 sites we have seen a 10% increase in cycle trips. We will continue to monitor these sites throughout LTP3 and as stated in the action plan convert all to telemetric operation where possible to improve data acquisition.

Where new strategic links are put in place a new counter will be included to monitor new usage.

Stockton Active Travel

Through the Stockton Active Travel Project, as long as it is running, we will monitor the number of riders on guided rides, the number of walkers on guided walks, and carry out qualitative analysis of users thoughts on the programme and active travel.

Walking Trips

Cordon counts of pedestrians at the five town centres will be carried out in 2011, 2013 and 2015 to gauge the increase in walking as active travel.