

**TEES VALLEY BUS NETWORK IMPROVEMENTS:
SUMMARY OF SCHEMES IN STOCKTON INFRASTRUCTURE REGISTER**

| Ref. | Route No(s) | Issue(s) | Proposed Solution(s) | Local Contribution (and Source of Funding) | Outturn Cost | Proposed Year of Implementation ¹ |
|------|--------------------------|---|--|--|--------------|--|
| S20 | 58 | Variable delays due to limited capacity at Mile House junction, Stockton. | Junction improvement to provide extra capacity, with bus priority incorporated. | £490,000 (contribution from Taylor Woodrow and SBC Regeneration) | £490,000 | 0 (2007/08) |
| S5 | 15 58 59 | Difficult egress from bus stop adjacent to Stockton Railway Station and congestion on eastbound approach to Bishopton Lane/Allison Street/Leeds Street junction. | Change existing traffic signals to three-stage operation, with east - west and west - east movements on Bishopton Lane running simultaneously. | £0 | £53,480 | 1 (2008/09) |
| S7 | 36/37/38 52 | Constrained lane width and right turn capacity causes variable delays for northbound buses on Norton Road, Stockton, at its junction with Allison Street. | Narrow approach to a single lane, with existing priority activated and minor realignment of kerblines to prevent left turn manoeuvres. | £0 | £38,800 | 1 (2008/09) |
| S8 | 36/37/38 52 | Variable delays at Norton Road/Durham Road By-Pass/Maritime Road Roundabout, Stockton. | Buses approaching junction on Norton Road to call existing pelican crossing on Maritime Road and proposed 'Toucan' crossing on Durham Road Bypass. Consider signalisation of roundabout in longer term. | £75,000 (Developer Contribution, Queen's Park North) | £92,298 | 1 (2008/09) |
| S12 | 15 | Narrow carriageway on Westbury Street, Thornaby, results in delays to buses. | Camera enforcement of existing access restriction on Westbury Street south of its junction with Mandale Road to minimise unauthorised through traffic. | £0 | £24,911 | 1 (2008/09) |
| S16 | 7 | Variable delays at Yarm Road/Hartburn Lane junction, Stockton, exacerbated by bus stop on northbound approach. | Existing northbound bus stop to be relocated south of Arncliffe Avenue, with bus boarder introduced. | £0 | £40,730 | 1 (2008/09) |
| S17 | 7 | Variable delays at Yarm Road/West End Way/Van Mildert Way junction, Stockton. | Link existing facility to SCOOT. | £0 | £7,615 | 1 (2008/09) |
| S19 | 59 | Delays at Bishopton Avenue/Oxbridge Avenue (Whitehouse Farm) junction, Stockton, for eastbound buses. | Widening scheme, incorporating MOVA, to be implemented during 2008/09. | £195,000 (LTP 'Integrated Transport' Block) | £206,813 | 1 (2008/09) |
| S21 | 58 | Buses on Hardwick Road, Stockton, have difficulty entering its junction with Durham Road at peak times. | West to north filter lane to be introduced: existing south to west 'bus only' filter lane to be opened to all traffic. Buses entering from Hardwick Road to call existing signal controlled pedestrian crossing on Durham Road. Bus lanes to be introduced on both Durham Road approaches. | £65,000 (Developer Contribution, Hardwick) | £176,565 | 1 (2008/09) |
| S27 | 52 | Delays due to parked cars preventing easy access in Windlestone Road and Low Grange Avenue, Billingham. | Introduce hard standing on verges to facilitate off-road parking. | £0 | £48,555 | 1 (2008/09) |
| S28 | 52 | Pinch points on Low Grange Avenue, Billingham, cause delays to buses, whilst the vertical profile of the 'table top' at the Low Grange Avenue/Neasham Avenue junction does not comply with current standards. | Re-profile table top and introduce hard standing on verges where necessary. | £0 | £43,400 | 1 (2008/09) |
| S29 | 15 17/17A/ 17B/17C | Variable delays for right-turning buses at Baysdale Road/Mitchell Avenue junction, Thornaby. | Signal control to be introduced, with priority given to buses. | £0 | £144,503 | 1 (2008/09) |
| S31 | 15 17/17A/ 17B/17C | Variable delays at Thornaby Road junction for buses turning right from Cunningham Drive, Thornaby. | Signal control (incorporating the existing 'Toucan' crossing to the north of Cunningham Drive) to be introduced, with priority given to buses. | £0 | £105,184 | 1 (2008/09) |
| S37 | 7 | Narrow lane width and poor geometry on eastbound approach to Worsall Road/The Spital junction, Yarm. | Junction geometry to be improved, with existing entry from Worsall Road restricted to use by buses only. | £0 | £28,475 | 1 (2008/09) |

¹ Subject to change following preparation of detailed Project Plan.

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|---------------|---|---|---|---|--------------------|--|
| S1 | 7 15 20 36/37/38 52 58 59 61 X6 | Access to and congestion at bus stops in Stockton High Street and Bridge Road. Time-consuming detours for turning buses serving both ends of Stockton High Street. Buses from the south use Riverside to turn at the north end and buses from the north use Churchyard Link Road to turn at the south end. | Rationalisation of existing bus stop provision to take into account the need to serve the Southern Gateway development and improve interchange between Super Core/Core Routes. Creation of new parade route within pedestrianised area to minimise the need to close the High Street to buses during such events. Relocation of existing National Express stop on Bridge Road. Creation of bus turning facilities at each end of the High Street (Yarm Lane and Maxwell's Corner). Existing Yarm Lane/Prince Regent Street/Churchyard Link Road Roundabout to be replaced by signal-controlled junction incorporating bus priority. | £125,000 (LTP 'Integrated Transport' Block) | £1,713,789 | 2 (2009/10) |
| S9 | 36/37/38 52 | Need to accommodate access to new Queen's Park North development opposite Bowron Street, Stockton. | New signal-controlled junction incorporating bus priority. | £75,000 (Developer Contribution, Queen's Park North) | £84,160 | 2 (2009/10) |
| S11 | 15 20 36/37/38 | Significant delays on Mandale Gyratory, Thornaby. | Introduction of contraflow bus lane on Mandale Road, together with new stops serving Thornaby Station. Rationalisation of existing bus stop provision. Closure of Darlington Street to accommodate the above. | £0 | £1,206,517 | 2 (2009/10) |
| S23 | 36 52 | Queueing on approach to Norton Road/Harland Place/Billingham Road/South Road roundabout, Norton. | Replace existing roundabout with signalised junction incorporating bus priority. | £381,720 (LTP 'Integrated Transport' Block) | £427,780 | 2 (2009/10) |
| S24 | 37/38 | Queueing on approach to Ring Road/Junction Road/Norton Green roundabout, Norton. | Introduction of bus lane on Junction Road, together with bus-activated signal controlled pedestrian facilities on both Ring Road approaches. | £0 | £221,917 | 2 (2009/10) |
| S30 | 15 17/17A/ 17B/17C | Need to ensure Thornaby town centre is well served by Major Scheme, particularly given ongoing regeneration. | Main town centre bus stops to remain on Mitchell Avenue, but existing layout amended to segregate buses from other traffic. Upgraded passenger waiting facilities to be introduced. | £0 | £545,229 | 2 (2009/10) |
| S33 | X6 | Variable delays at junctions on South Stockton Link, Stockton. | Northbound pre-signal to be introduced on approach to Concorde Way, together with southbound bus lay-by. 'Toucan' crossing to be introduced adjacent to Falcon Court to act as a pre-signal for Westland Way roundabout. | £0 | £238,640 | 2 (2009/10) |
| S34 | X6 | Variable delays at Thornaby Road/Low Lane junction, Thornaby: difficult right turn for buses. | Signalise junction, with priority given to buses. | £178,800 (LTP 'Integrated Transport' Block) | £200,802 | 2 (2009/10) |
| S38 | 58 | Variable delays to buses on Durham Road, Stockton, on both approaches to its junction with A1027 Stockton Ring Road. | Replace existing roundabout with signal-controlled junction incorporating bus priority. | £0 | £1,641,782 | 2 (2009/10) |
| S39 | 15 58 | Variable delays to buses on Durham Road, Newtown, both at its junction with Appleton Road and in the vicinity of Londonderry Road. | Introduce traffic signals incorporating bus priority at the Durham Road/Appleton Road junction. Introduce point closure of Londonderry Road (north), and create half-width parking layby at the same location. | £0 | £221,765 | 2 (2009/10) |
| S10 | 15 20 36/37/38 | Variable delays to buses in Bridge Road, Stockton, together with potential impact of Southern Gateway proposal on bus movements. | Extensive bus priority incorporated within remodelled junction. | £4,500,000 (Land purchase (£4M) funded jointly by One NorthEast and SBC. Developer Contributions of £500K (£400K Southern Gateway & £100K Kvaerner site) secured towards cost of scheme) | £8,295,305 | 3 (2010/11) |
| S14 | 7 61 | Variable delays to buses on Yarm Lane, Stockton. Variable delays to buses approaching Yarm Lane/Yarm Road junction (Densham's Corner) from Oxbridge Lane and Yarm Road, Stockton. | Introduction of bus lanes along full length of Yarm Lane between Prince Regent Street and Yarm Road (Densham's Corner) junctions, together with improved pedestrian crossing facilities. Changes to existing layout at Densham's Corner to accommodate improved pedestrian crossing facility. | £0 | £437,529 | 3 (2010/11) |
| S26 | 52 | Access and disruption due to Billingham town centre redevelopment | Main town centre bus stops to remain on The Causeway, but existing layout amended to segregate buses from other traffic. Upgraded passenger waiting facilities to be introduced. | £0 | £1,212,544 | 3 (2010/11) |
| S35 | 7 | Variable delays at Yarm Road/Urley Nook Road junction (Cleveland Bay), Eaglescliffe. | Existing southbound bus lane on Yarm Road to be extended to bypass junction. | £0 | £766,075 | 3 (2010/11) |
| S36 | 7 | Significant delays due to parking and congestion in Yarm High Street. | Feasibility of introducing a new bus turning facility on Yarm High Street, in order to accommodate Yarm Town Council's proposals to pedestrianise the area around the Town Hall, investigated but no suitable alternatives identified. May be potential in the longer term for the introduction of a long stay car park on the existing allotments adjacent to Worsall Road. | £0 | £0 | - |
| TOTALS | | | | £6,085,520 | £18,715,163 | |