

**Stockton-on-Tees**  
BOROUGH COUNCIL

## APPENDIX E

### INFRASTRUCTURE STRATEGY

CORE STRATEGY DEVELOPMENT PLAN DOCUMENT  
PROPOSED SUBMISSION DRAFT

STOCKTON ON TEES LOCAL DEVELOPMENT  
FRAMEWORK

July 2008



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## 1.0 INTRODUCTION

1.1 Planning Policy Statement 12: creating strong communities through Local Spatial Planning advises that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area. This evidence should cover who will provide the infrastructure and when it will be provided. The Core Strategy should draw on, and in parallel influence, any strategies and investment plans of the local authority and other organisations<sup>1</sup>.

1.2 The infrastructure planning process should identify, as far as possible:

- Infrastructure needs and costs;
- Phasing of development;
- Funding sources; and
- Responsibilities for delivery.

### **Growth Point Status**

1.3 Following the confirmation that the Tees Valley has been awarded Growth Point Status, additional finance will be available over the coming few years to encourage housing development, including money for public transport and road improvements. Growth Point Status means that the Tees Valley will receive a share of the national pot of over £100 million.

### **Multi Area Agreements**

1.4 A Multi Area Agreement (MAA) has also been finalised for the Tees Valley. In terms of funding, this will:

- Allocate funding to be moved between different projects and programmes to make best use of the money available;
- Provide more certainty of funding over a longer period of time;
- Allow Tees Valley Unlimited<sup>2</sup> more autonomy;
- Simplify the process where funding bids for projects have to be made to different bodies and to more than one Government department.

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<sup>1</sup> Planning Policy Statement 12: creating strong, safe and prosperous communities through Local Spatial Planning, paragraph 4.8.

<sup>2</sup> Tees Valley Unlimited is a partnership of public, private and voluntary bodies which coordinates activities, appropriate to a city region level, designed to improve the economic performance of the entire Tees Valley.

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## 2.0 INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE CORE STRATEGY

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- 2.1 In preparing the Core Strategy, the Council has engaged in discussions with key infrastructure providers to ensure that, at this strategic level, plans are in place to underpin infrastructure delivery.
- 2.2 In relation to the Core Strategy, five key areas of infrastructure provision were considered:
- Transport infrastructure;
  - Education provision;
  - Health provision;
  - Provision of utilities; and
  - Green infrastructure and other community facilities.

## 3.0 TRANSPORT INFRASTRUCTURE

- 3.1 The sub-regional strategy for the Tees Valley is set out as part of the Tees Valley City Region Business Case and City Region Development Programme, September 2006. Part of the forward strategy for improving economic performance and improving urban competitiveness includes providing modern, competitive transport infrastructure that improves both internal and external connectivity.
- 3.2 The transport system is regarded as a potential constraint on economic growth, in particular the ability of the trunk road network to cope with future development and the lack of accessibility of jobs by public transport. Key projects to tackle this issue include:
- Improving the City Region bus network to offer a step change in public transport provision in terms of frequency, reliability, quality and convenience, with a coordinated approach to public transport provision and to enhance access from local residential areas to town centres and major employment locations (Tees Valley Major Bus Scheme);
  - Developing a sub-regional, integrated public transport system based on the existing heavy rail system to create a high quality, fast and reliable solution (Tees Valley Metro);
  - Tackling projected traffic growth on the trunk road network through an approach of provision of quality public transport, enhancing the local road network and demand management.
- 3.3 At this strategic level, a Multi Area Agreement has been signed, including targets relating to the reliability of the City Region road network. The aim of the agreement as it relates to transport is to develop an integrated programme, involving highway improvements which can help support regeneration, a much-improved public transport system, especially the development of the Tees Valley Bus Network, and continued work on the potential for a new rail-based 'Metro' scheme.

### **Tees Valley Major Bus Scheme**

- 3.4 The Tees Valley City Region Business Case identifies that the strategic bus network is not particularly well co-ordinated between the five Tees Valley local authorities. This is a result of piecemeal development, poor marketing, low service quality, inconsistent geographic coverage and a lack of priority afforded to buses on the highway network.
- 3.5 The Tees Valley Major Bus Scheme seeks to significantly improve on the current situation and is focused on the delivery of the following key elements; Core Route Corridors; Bus Priority and Infrastructure; Passenger Facilities; Service Specification; Fares and Ticketing and Complementary measures. The main focus of the scheme is on upgrades to the 'Core Routes' set out in the 'infrastructure register' in Appendix A. These works involve, amongst other things, junction improvements, road widening and bus lane reconfiguration.
- 3.6 The Tees Valley Joint Strategy Unit submitted a revised business scheme to the Department for Transport. The timetable for the scheme provisionally identifies

conditional approval being received in August 2008 with full approval following in December 2008. The infrastructure improvement programme is then expected to proceed in three phases running from January 2009 to mid-2011.

- 3.7 The total cost of the project is estimated at £61.224 million with projects in Stockton costing £18.715 million. Funding for this project will be provided by the DfT's Regional Funding Allocation (£12.630 million) with the remaining £6.085 million paid for from local contributions. Appendix B provides a summary of the schemes within Stockton Borough with a breakdown of their cost, source of local contributions and phasing.
- 3.8 Responsibility for the delivery of the Tees Valley major bus scheme is split between the 5 local authorities and the service providers. The local authorities will be responsible for providing and maintaining the physical aspects of the bus network (i.e. route and passenger facilities), whilst the operators will be committed to providing a regular and efficient bus service in suitable vehicles. It is envisaged that at the culmination of the project (mid-2011) all of the schemes partners will sign a 'Statutory Quality Partnership', which will formalise the delivery requirements of each partner and the penalties for poor performance.

### Tees Valley Metro

- 3.9 'Connecting the Tees Valley: The Case for Investment in Tees Valley Metro and the Heavy Rail Network', published in October 2006, highlighted the fact that the capacity and integrity of the existing transport network may hinder the future economic performance of the Tees Valley City Region. A proposal has, therefore, been drawn up to develop a 'metro' system which will improve connectivity within the Tees Valley sub-region.
- 3.10 The preferred option for the scheme involves the conversion of the existing heavy rail line between Darlington and Saltburn to 'tram-train' operation. Five new stations will be created along the line as well as upgrades to existing stations and the provision of new rolling stock. Future expansion of the Tees Valley Metro could involve extensions to Nunthorpe (in south Middlesbrough) and to Hartlepool via Stockton and Billingham.
- 3.11 The estimated capital cost of the proposal is £141.9 million at 2005 prices<sup>3</sup>. It is anticipated that this cost will be met from a variety of funding sources, including Network Rail, the five Tees Valley Local Authorities and the Department for Transport via a bid for Regional Transport Funding. Tees Valley Regeneration is leading on the development of a Major Scheme Business Case, which will feed into the Review of the current Regional Funding Allocation programmed to take place later in 2008.

### Strategic Highway Network

- 3.12 The A19(T)/A66(T)/A174(T) Development Study has been commissioned. The purpose of this work is to review the current capacity of the sub-regions trunk road network and predict future demand. A package of trunk road and associated local interventions will be prepared to ensure that the Tees Valley's transport networks are

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<sup>3</sup> It should be noted that this figure is an estimate based on figures supplied several years ago and may not be an accurate reflection on the current position.



capable of facilitating the planned regeneration of the sub-region over the next 20 years, to the satisfaction of all stakeholders. An associated Action Plan will identify key projects, phasing, costs and responsibilities.

### **Local Highway Network**

- 3.13 The Local Transport Plan (LTP) identifies two major schemes. These are the East Billingham Transport Corridor and the Tees Valley Bus Network Review (see below).
- 3.14 The East Billingham Transport Corridor will address a local issue in the Billingham area, particularly the volume of Heavy Goods Vehicles using existing routes through Billingham to and from the industrial areas to the east of the town. An initial feasibility study, carried out in 2004, concluded that there were no existing alternative routes away from residential areas, and that the most appropriate solution was the construction of a new link road between A1046 Haverton Hill Road and A1185 Seal Sands Link Road (see map at Appendix C).
- 3.15 Two potential routes were identified. It was estimated that these would cost £17.9m and £16.5m respectively. The scheme was assessed as part of the Regional Funding Allocation process but did not come out as a priority for funding during the period up to and including 2015/16. However, a phased approach to delivering the scheme involving the construction of the northern section of the route, at a cost estimated at £4m, could have potential.
- 3.16 The cost of the phased route is still too high for it to be funded from the Council's annual Local Transport Capital Programme. However, the Regional Funding Allocation review is programmed for the end of 2008 and this may provide an opportunity to obtain funding to deliver the scheme.
- 3.17 A study is currently underway into traffic issues around Ingleby Barwick. A traffic model has been developed which shows that the existing peak time congestion on the Ingleby Barwick road network will worsen as development continues, unless remedial action is taken. A range of measures to address the current and predicted congestion have now been developed. These have not yet been rigorously tested but will eventually identify a preferred package of solutions to address the issue.

## 4.0 EDUCATION

- 4.1 Stockton-on-Tees Borough Council is under a statutory duty to ensure sufficient school places for children and young people resident in the borough. Changes in education provision will be necessary over time to modernise outdated school buildings and provide for projected changes in population. This work will be supported by two key government capital funding programmes:
- Building Schools for the Future
  - Primary Capital Programme.
- 4.2 These programmes will be supplemented by other specific government funding streams including NDS Modernisation, Schools Access Initiative, Local Authority Co-ordinated Voluntary Aided Programme (capital funding for work at church schools), and Schools' Devolved Formula Capital. Additional funding from local sources may include capital receipts from sales of assets and developer contributions under Section 106 agreements.
- 4.3 A further range of community services and facilities will be provided through the Extended Schools/Integrated Service Areas Programme.

### **Building Schools for the Future**

- 4.4 The latest projection of pupil numbers between the ages of 11 and 16 identifies a need for 10,538 school places in 2018, a fall of approximately 1,500. The Council therefore intends to provide 11,150 places, which will accommodate the projected pupil need whilst retaining spare capacity of 5%. The need for secondary school places will be met through the Building Schools for the Future programme which has the aim for every child to be educated in a 21<sup>st</sup> Century environment within the next 15 years.
- 4.5 Central Government has provisionally accepted Stockton-on-Tees Borough Council's proposals which will cost in excess of £150 million. It is expected that government funding will be delivered in two waves of investment starting in 2010 and 2014, with building starting in 2011.
- 4.6 The first wave of Building Schools for the Future will cover:
- the development of two new academies in Stockton and Thornaby;
  - remodelling or refurbishment of Bishopsgarth, Grangefield, Ian Ramsey, Our Lady and St Bede's, Abbey Hill and The Bishopton Centre;
  - a new school building at Westlands.
- 4.7 The second wave will cover:
- the expansion of All Saints School, Ingleby Barwick;
  - replacement schools for Egglecliffe and St Michael's;
  - remodelling or refurbishment of Conyers, St. Patrick's, Billingham Campus and Northfield schools.

- 4.8 Responsibility for delivery will lie with a Local Education Partnership, a company jointly owned by a private sector partner (the majority shareholder), Stockton Borough Council, and a government agency.
- 4.9 Appendix D displays a map with the locations of the schools affected.

### **Primary Capital Programme**

- 4.10 The Primary Capital Programme takes a strategic approach, like the Building School for the Future programme, towards the delivery of capital investment for primary schools. In Stockton-on-Tees Borough the main objective is to rebuild, remodel or refurbish at least half of all primary schools. Specific funding will be provided up to 2023. The Council has drafted a “Strategy for Change” which sets out the Council’s investment priorities and how the programme would work alongside other strategies and service changes.
- 4.11 As well as Stockton Borough Council, as the Local Education Authority, having significant responsibility for preparing and implementing the “Strategy For Change” document for the Borough, the Council is working in partnership with others such as Dioceses and the Health Service. The Department for Children, Schools and Families (DCSF) will assess and approve the “Strategy for Change” document
- 4.12 In year 1 of the programme (2009/10) the Council will receive £3.0million, and £5.4million in 2010/2011. It is estimated that approximately £2.5million could be received in each of the following years to 2023. The Council will also match this funding through other funding streams. A further £50,000 of the Council’s budget is allocated for the project for the period 2008/09.
- 4.13 The “Strategy for Change” sets out priorities for funding from 2008 to 2013 in a phased 5-year plan. Year 0 of the programme (2008/09) is not technically part of the project but includes two new schools being built to replace three schools. Year 1 (2009/10) will involve the completion of several small projects including the upgrade of High Clarence Primary School, removal of outdated buildings at 5 schools and the preparation of development plans for each school in order to identify investment proposals.
- 4.14 The second year (2010/11) could result in the delivery of an amalgamated Bewley Junior and Infants Schools which is a scheme subject to current investigation.
- 4.15 During the third year (2011/2012) and beyond the Council will investigate the replacement of Tilery Primary School alongside a new academy, which will be funded through the Building Schools for the Future programme; the replacement of Oxbridge Lane Primary School, the oldest in the Borough; and the creation of design briefs for five schools involving possible action before 2013.
- 4.16 Decisions relating to future phasing of works between 2013 and 2023 will be prepared nearer to the time.

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### **Extended Schools**

4.17 The Extended Schools Programme has been made available to support the development of extended schools and enable all schools within the Borough to provide access to a core offer of extended services by 2010. The core offer includes:

- Wraparound childcare 8.00am – 6.00pm, all year round for primary schools
- A varied range of activities including study support activities
- Parenting and family support
- Swift and easy access to specialist services
- Community use of facilities including adult and family learning and ICT

4.18 Funding of £4.1m has been allocated by the DCSF for 2008- 2011 through the Local Authority and school clusters, to enable minor capital works to schools and for the start up and sustainability of extended services and activities. The Local Authority has the responsibility for the delivery of the programme working in partnership with individual schools and school clusters.

### **Children's Centres**

4.19 The Children's Centre programme has been taken forward in 3 Phases. Phases 1 and 2 were based upon the Surestart Local programmes and concluded in March 2008 with a total of 10 Children's Centre areas receiving designation, covering all of the areas within the Borough in the bottom 30% of disadvantage.

4.20 Phase 3 Children's Centres 2008-2010 will cover the remaining areas of the Borough with a target of 3 new Children's Centre areas designated by March 2010.

4.21 Capital funding for the Phase 3 development announced in November 2007, shows a significant reduction from that of Phase 2. This reduction is intended to reflect the reduced package of services to be available from Phase 3 Children's Centres, within a 70% advantaged area. Revenue funding of approximately £4m for Children's Centres is included within the SureStart and Early Years Grant (SSEYG) and is allocated until March 2011.

4.22 The Local Authority is responsible for the delivery and co-ordination of the Children's Centre programme and achieving the designation targets by 2010.

### **Quality and Access for all Young Children**

4.23 The Quality and Access for all Young Children is a 3 year allocation of early years capital grant from DCSF of approx. £2m for 2008-2011, which allows the LA to invest strategically to ensure that the Private, Voluntary and Independent (PVI) sector childcare providers are able to create the environment to deliver high quality learning and development for all children. The grant has 3 aims:

1. To improve the quality of the learning environment in early years settings to support the delivery of the Early Years Foundation Stage, with particular emphasis in improving play and physical activities; and ICT resources.
2. To ensure all children, including disabled children, are able to access provision.

3. To enable Private, Voluntary and Independent (PVI) childcare providers to deliver the extension to the free offer for 3 and 4 year olds and do so flexibly.

4.24 The Local Authority has the responsibility for the administration of the grant to private childcare providers and schools.

## 5.0 HEALTH

- 5.1 The local Primary Care Trusts (Hartlepool and North Tees) together with North Tees and Hartlepool Foundation Trust, have begun the process of strategically planning investment within the Health system in the local area. A consultation document, "Momentum: pathways to care" was published on the 2<sup>nd</sup> June 2008. This looked at provision of facilities within the Stockton on Tees and Hartlepool Boroughs and also parts of Sedgfield and Easington Boroughs. It should be noted that this strategy has been prepared by the Primary Care Trusts (PCT) and that no planning application or representation has been received regarding the plans outlined.
- 5.2 The main aims of the strategy proposed involves looking at providing health facilities as close to home as possible with only services which need to be provided in hospital taking place there. The strategy looks at a network of facilities located where care can be provided through a home visit, at health centres, at an integrated care centre and in hospitals, and will work within the ethos set out in the Government's transformation programme 'Putting People First' which includes
- The introduction of personal budgets for those who receive funded care
  - Reward schemes for high quality care homes, home care and day services
  - Increased support for older peoples health and well-being
  - Improved community services
- 5.3 The document "Momentum: pathways to care" proposes that facilities would be delivered within the area as follows:
- Enhanced provision of services within people's homes.
  - Enhanced GP and health centre services within easy access to local populations with further facilities at Stockton, Billingham and Yarm and Ingleby Barwick.
  - The establishment of integrated Health Care Centres in central locations in Stockton and Billingham. These centres will contain a variety of services, based on population need. However, they are likely to provide more minor surgical facilities, diagnostics and consultant-led out-patient care. They will also provide an opportunity for some health, community and social care provision under one roof.
  - A new hospital to serve Hartlepool, Stockton and parts of Easington and Sedgfield.
- 5.4 The estimated cost of the development, at current prices, is:
- Community development - £40m with a projected revenue implication of £4m.
  - New Hospital - £416m with a gross revenue cost of £20.6m.
- 5.5 It is anticipated that the significant cost of the hospital will be financed by savings resulting from rationalisation of services, increased efficiency in the process and support from the local Primary Care Trusts.

## 6.0 UTILITIES

6.1 The Council has attempted to contact the following utility providers using a variety of methods:

- Northumbrian Water
- CE Electric
- The National Grid
- Northern Gas Networks
- British Energy Direct
- British Telecom
- Virgin Media

6.2 Responses to the Council's enquiries have been limited.

### **Water and Sewerage**

6.3 Discussions between Council officers and representatives of Northumbrian Water Limited, the provider of water and sewerage facilities, have been ongoing throughout the preparation of the Core Strategy. When consulted on earlier versions of the document no concerns were expressed by Northumbrian Water as it was considered that the proposed scale and locations of development can be serviced adequately.

6.4 However, Northumbrian Water operates within a five-year investment programme called the Asset Management Plan (AMP). The next AMP, which will commence in 2010, is currently being finalised with Northumbrian Water and other providers preparing bids to the regulator at Ofwat. This process will determine the price levels that can be charged to fund investment programmes and also the content of those programmes. Given the above it is difficult for Northumbrian Water to provide commitments to provide capacity to service potential developments beyond the current AMP period. This is further complicated by competing demands on the investment programme from other potential growth strategies within the region.

6.5 Northumbrian Water have therefore identified that they have no objection in principle to the Core Strategy but have identified that unforeseen problems could still arise.

6.6 Although Northumbrian Waters comments do not rule out potential issues and a number of companies have not provided adequate responses, it should be noted that within Stockton on Tees Borough there is an existing supply of dwellings, with planning permission, to meet requirements to 2016. In addition a large proportion of the employment land supply is identified on existing industrial estates which are generally well serviced.

### **Electricity.**

6.7 CE Electric UK delivers electricity on behalf of energy supply companies from the National Grid to 3.8 million businesses and domestic customers from northern Lincolnshire to the Scottish Border. In this area, the company operates through its subsidiary company, NEDL (Northern). The company is responsible for the safe,

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secure, and cost-effective delivery of electricity to customers and has a near-monopoly in delivering power.

- 6.8 During 2009, CE Electric will be negotiating with its regulator Ofgem, on its investment plan for 2010 to 2015. A consultation exercise is currently underway (July 2008) to help to decide priorities for the Investment Pan.



## 7.0 GREEN INFRASTRUCTURE AND OTHER COMMUNITY FACILITIES

- 7.1 The provision of green infrastructure and community facilities contribute towards enhancing the quality of life for residents and also to ensuring that accessibility to facilities and open space is improved.
- 7.2 Green Infrastructure is defined as: “ The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. It comprises all environmental resources, and thus a green infrastructure approach also contributes towards sustainable resource management.”<sup>4</sup>
- 7.3 Two overarching strategies will form the background for the delivery of green infrastructure.

### The Tees Valley Green Infrastructure Strategy

- 7.4 The Strategy outlines a network of 17 Strategic Green Infrastructure Corridors across the Tees Valley, linking existing environmental resources with strategic priorities such as major redevelopment schemes, housing market renewal areas, and areas of new housing and business development. The strategic green infrastructure network for Stockton Borough includes:

- Corridor 1a & 1b - River Tees
- Corridor 5 - Darlington / Middleton St George / A66 & A67 to Stockton
- Corridor 6 - Preston-on-Tees / Hartburn / Fairfield / Bishopsgarth / Wynyard
- Corridor 7 - Hartburn / Lustrum Beck / River Tees
- Corridor 8 - Stainsby Beck Valley
- Corridor 9 - Billingham Beck Valley
- Corridor 10 - Saltholme / Cowpen Bewley / Wynyard to Hartlepool
- Corridor 11 - Saltholme to Hartlepool Coast
- Corridor 17 - River Leven

- 7.5 Strategic priorities for each corridor have been agreed with specific projects to be identified in an implementation plan to be delivered over a number of years.

### Stockton Borough Green Infrastructure Strategy

- 7.6 Approval has been given for the development of a Green Infrastructure Strategy for Stockton Borough, due to be published in April 2009. The proposed Strategy will incorporate the strategic green infrastructure network identified at the Tees Valley scale, but also identify a secondary green infrastructure network and priorities for the development and management of local greenspace in line with local needs and aspirations.

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<sup>4</sup> Green Infrastructure Planning Guide; Northumbria University, North East Community Forests, University of Newcastle upon Tyne, Countryside Agency, English Nature, Forestry Commission, Groundwork, 2005.

## GREEN INFRASTRUCTURE AND OTHER COMMUNITY FACILITIES

7.7 The Strategy will be developed and delivered through a broad partnership network, including the Council, the Environment Agency, Tees Valley Wildlife Trust, Groundwork Community Forests, British Waterways, Industry Nature Conservation Association, Town and Parish Councils and a wide range of community groups and local partnerships.

7.8 Funding and delivery mechanisms will include:

- Grants from government agencies, such as One Northeast, Natural England, Forestry Commission and Sport England;
- Central Government funding, for example the 'Playbuilder' capital grant currently secured from Department for Children, Families and Schools;
- Lottery funding;
- Landfill Communities Fund;
- Section 106 Agreements;
- Delivery through major regeneration schemes;
- Stockton Council, through capital and revenue funding;
- Other sources of funding available to community and voluntary groups.

7.9 It is envisaged that implementing these strategies will have a number of benefits including, an enhanced image and environmental setting for the area; promoting a sense of community and place; and maintaining and enhancing biodiversity, amongst others.

7.10 The proposed Green Infrastructure Strategy will reflect proposals within the Core Strategy for Green Infrastructure and Community facilities. These include:

- Development of the River Tees Park;
- Pedestrian and cycle routes linking communities in the south of the Borough;
- Expansion of the Tees Forest;
- Environmental improvements to the Haverton Hill and Seal Sands corridor;
- Provision of additional open space to meet standards;
- Improvements to Preston Park and its Hall;
- Development of the Green Blue Heart;
- Facilities to enhance the sustainability of communities.

### River Tees Park

7.11 For some time there has been an aspiration to develop a new 'country park' within the River Tees corridor, on the eastern side of the river in Ingleby Barwick. This was identified in the existing Stockton-on-Tees Local Plan (Recreation Policy 8 states that 'Land along the Tees and Leven Valleys will be designated as a country park) and in other key documents including the River Tees Navigation Strategy.

7.12 The recent 'Review of River Based Leisure Facilities' undertaken by the Arts, Leisure and Culture Select Committee (published in March 2008 and endorsed by Cabinet on 24 April 2008) recommends 'developing the River Tees park proposals to an action plan stage'.

7.13 The development of a country park on the eastern side of the River Tees in Ingleby Barwick would have many benefits and compliment other projects within the river corridor. For example, it would:

- Establish linear access within the corridor, complimenting the proposals for new cycle/pedestrian bridges set out under the Connect2 proposal and provide an opportunity to re-route the Teesdale Way.
- Enhance the landscape, biodiversity and heritage value of the river corridor, and provide opportunities for interpretation, education and community involvement.
- Provide improved public access to the countryside within the river corridor and to the river itself.
- Compliment proposals to regenerate Preston Park and Hall, by improving access to the wider countryside and enhancing the landscape setting of the park and hall.

7.14 An initial area of land at Betty's Close Farm / Round Hill is already expected to be transferred to the Council under a Section 106 Agreement linked to development at Ingleby Barwick. However, through the acquisition of additional land, it would be possible to create a more extensive park which could extend northwards towards Preston Park, and westwards along the River Leven, encompassing some of the most attractive landscapes within those river corridors.

7.15 It is proposed, therefore, that officers enter into initial negotiations with landowners in this area with a view to reporting back to Cabinet at a later date on the opportunities and potential costs of land acquisition for development of a River Tees Country Park, as part of a wider development plan for the park.

7.16 A draft Action Plan for the development of a River Tees Park will be prepared by the end of 2008, and this should form a component of the Stockton Borough Green Infrastructure Strategy and Implementation Plan for the Tees Valley Green Infrastructure Strategy. The project is likely to be delivered through the Stockton River Corridors Project and the River (Tees) Users Group.

### **Pedestrian and cycle routes linking communities in the south of the Borough**

7.17 Proposals for pedestrian and cycle routes linking communities in the south of the Borough form part of the Connect2 initiative. This is a national initiative developed by Sustrans, the sustainable transport charity. It aims to connect communities currently separated by major physical barriers such as rivers, roads, and railways. The Council has worked with Sustrans to develop a Connect2 scheme linking Ingleby Barwick with Eaglescliffe, Thornaby and Yarm via a series of walking and cycling routes, including new bridges across the Rivers Leven and Tees.

7.18 The proposed routes will bring the four communities closer together, making it easier to travel to work, school, the shops or the station on foot or by cycle. They will also improve access to Preston Park and the River Tees between Stockton and Yarm, opening up this stretch of river for leisure use by all residents of the Borough.

7.19 The total estimated cost of the scheme is in the region of £6 million.

7.20 It is anticipated that funding will come from the following sources:

- Big Lottery funding: As a result of its successful bid for Big Lottery funding in December 2007, Sustrans secured £50 million for Connect2. The Council's share of this will be £600,000 over the next five years towards the cost of the Connect2 scheme within the Borough;
- The Council's annual 'Integrated Transport' Block Allocation from the Department of Transport;
- A bid for Local Transport Plan Major Scheme funding;
- Funding released through the Tees Valley Green Infrastructure Strategy, coordinated by Tees Valley Joint Strategy Unit;
- Developer contributions;
- Landfill Tax Credits;
- Prudential Borrowing, funded through an 'invest to save' contribution from revenue resources over a number of years; and
- A bid for Council Capital Resources.

7.21 This is a Council-led scheme, endorsed by Cabinet, in partnership with Sustrans.

7.22 An outline project plan sets out the key tasks associated with the delivery of each of the proposed links, together with an indicative timescale in each case, as follows:

- |                                   |          |
|-----------------------------------|----------|
| • Ingleby Barwick to Preston Park | 2009/10  |
| • Ingleby Barwick to Thornaby     | 2010/11  |
| • Ingleby Barwick to Yarm         | 2012/12  |
| • Ingleby Barwick to Eaglescliffe | 2012/13. |

### **Expansion of the Tees Forest**

7.23 Initiated in 1991, as Cleveland Community Forest, the Tees Forest area extends over 350 square kilometres and encompasses the major towns across the Tees Valley. The aim is to create a well-wooded landscape to improve opportunities for wildlife, work, recreation and education for local people.

7.24 Over 1000 hectares of new tree planting has been undertaken across the forest area, with notable developments including the creation of the 200 hectare Coatham Wood alongside the A66 between Stockton and Darlington. Other significant improvements have been delivered, including numerous wildlife conservation projects, new and improved access routes, educational projects and recreational activities.

7.25 The current Tees Forest Plan was published in 2001 and sets out targets for increasing (or maintaining) woodland cover within 13 management zones, based on local character.

### **Environmental improvements to the Haverton Hill and Seal Sands corridor**

7.26 In the late 1990s, a Tees Corridor Strategic Options Study identified the need to encourage the transformation of the image of the Tees Corridor and Teesside in general. A Tees Corridor Environmental Strategy followed which included plans for a number of site-specific proposals associated with the River Tees corridor, main road and rail corridors to enhance the area and create a new wildlife corridor. A number of

these projects have been implemented, including the creation of the Saltholme Nature Reserve, a 1000 acre RSPB Reserve, due to open to visitors at the end of 2008.

7.27 However, further enhancements to the Haverton Hill and Seal Sands corridor would improve the approaches to this site. Proposed initiatives will be included in a new Borough-wide Green Infrastructure Strategy that will identify specific projects, funding sources and responsibility for delivery.

### **Provision of additional open space to meet standards**

7.28 As part of the Local Development Framework, an Open Space, Recreation and Landscaping Supplementary Planning Document is being prepared. This has involved undertaking an assessment of existing facilities in accordance with advice in Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation. Standards will be developed to ensure that there is an adequate supply of open space and facilities to meet the needs of the Borough's population.

7.29 Facilities to meet the needs of the community resulting from new development will be funded through contributions from developers.

7.30 These local standards for open space provision will also inform the development of the Borough's Green Infrastructure Strategy, with specific projects for enhancing greenspaces and improving accessibility forming part of the Strategy Action Plan which will, initially, cover the period 2009 – 2012. Details of potential funding and delivery mechanisms have been set out in the section relating to the Stockton Borough Green Infrastructure Strategy.

### **Improvements to Preston Park and its Hall**

7.31 Proposals under this scheme (see appendix E), following extensive consultation carried out by Stockton Council and subject to successful grant applications, will see major works to Preston Hall Museum, including improved access and circulation, better use of space and improved displays. Proposed works to the Park include landscape restoration work, improved visitor information and facilities, an improved entrance and car park layout, better facilities for younger people and enhanced path networks throughout the site. The total cost of the scheme is approximately £12million. This is made up of a requirement of £6million for the Park and a further £6 million for restoration of the Museum.

7.32 A recent application to the Heritage Lottery for £3.6million has received a Stage 1 approval with a detailed Stage 2 submission in September 2008. A bid has also been submitted to the Big Lottery Parks for people for a further £3.5 million. This was submitted in March 2008 and a decision on a Stage 1 approval is expected around October 2008. In addition to this funding Stockton Borough Council will also provide a substantial investment into the project. It is expected that works on the project will commence in late 2009 / early 2010. The project is timetabled for completion inside 2 – 3 years.

### Development of the Green Blue Heart

7.33 It is not expected that development of the Green Blue Heart will take place until later phases of the plan. Work is being undertaken on a masterplan for the heart of the Tees Valley. A small project team is working alongside the consultant's team appointed to produce a masterplan. CABE<sup>5</sup> @ Tees Valley is financially supporting this feasibility work and the exploration of the potential relevance of best practice in Europe at this early stage in the planning process.

### Facilities to enhance the sustainability of communities

7.34 Some proposals to meet the needs of a growing population will be provided as part of proposals for new development, through Section 106 Agreements (or Community Infrastructure Levy, should this be introduced).

7.35 Others will be provided through transport, education, health and green infrastructure initiatives outlined in previous sections.

7.36 Specific proposals for improved facilities to support Ingleby Barwick include:

- School provision: Expansion of All Saints School (through the Building Schools for the Future programme); and
- Open space and recreation: River Tees Park, and footpaths/cycleways through the Connect2 proposals (please refer to section on Green Infrastructure).

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<sup>5</sup> CABE The Commission for Architecture and the Built Environment.

## APPENDIX A – CORE BUS ROUTES

<b>Service Number.</b>	<b>Route.</b>	<b>Operator.</b>
7 (part)	Stockton – Yarm	Arriva
15	Roseworth – Stockton – Yarm	Arriva
17/17A/17B/17C (part)	Middlesbrough – Thornaby	Arriva
36 / 37 / 38 (part)	Park End – Middlesbrough – Stockton – Norton	Stagecoach
52	Stockton – Billingham	Stagecoach
58	Stockton – Hardwick	Stagecoach
59	Stockton – University Hospital of North Tees	Stagecoach
61	Stockton – Elton Park (Fairfield)	Stagecoach
X6	Stockton – Ingleby Barwick – Middlesbrough – James Cook University Hospital	Arriva

Routes and services must operate to the following specification.

- Minimum daytime frequency of six buses per hour operating between 07:00 and 23:30 Monday to Saturday, with a reduced period of operation on Sunday;
- ‘Clearway’ approach along whole route;
- Bus priority at major junctions;
- Vehicle detection at traffic signals;
- Introduction of dedicated bus and cycle lanes where required;
- Review of loading/waiting restrictions along each route to maintain the ‘clearway’ approach and ensure access to bus stops
- Comprehensive enforcement, together with the widespread use of self-enforcing measures to minimise enforcement costs;
- High specification, high quality, low emission, fully accessible ‘branded’ vehicles, with enhanced interior comfort and facilities; and
- A minimum 95% journey reliability target.

**APPENDIX B - 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 <sup>6</sup>
<b>S20</b>	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)
<b>S5</b>	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)
<b>S7</b>	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 kerb line to prevent left turn manoeuvres.	£0	£38,800	1 (2008/09)
<b>S8</b>	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)

<sup>6</sup> Subject to change following preparation of detailed Project Plan.



**APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS**

<b>Ref.</b>	<b>Route No(s)</b>	<b>Issue(s)</b>	<b>Proposed Solution(s)</b>	<b>Local Contribution (and Source of Funding)</b>	<b>Outturn Cost</b>	<b>Proposed Year of Implementation<sup>6</sup></b>
<b>S12</b>	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)
<b>S16</b>	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)
<b>S17</b>	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)
<b>S19</b>	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)
<b>S21</b>	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)
<b>S27</b>	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)

## APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS

Ref.	Route No(s)	Issue(s)	Proposed Solution(s)	Local Contribution (and Source of Funding)	Outturn Cost	Proposed Year of Implementation <sup>6</sup>
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/17 C	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/17 C	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)

**APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS**

Ref.	Route No(s)	Issue(s)	Proposed Solution(s)	Local Contribution (and Source of Funding)	Outturn Cost	Proposed Year of Implementation <sup>6</sup>
S1	7 15 20 36/37/3	Access to and congestion at bus stops in Stockton High Street and Bridge Road.	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.	£125,000  (LTP 'Integrated Transport' Block)	£1,713,789	2  (2009/10)
	8 52 58 59 61 X6	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.	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.			
S9	36/37/3 8 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 36/37/3 8	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)

## APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS

Ref.	Route No(s)	Issue(s)	Proposed Solution(s)	Local Contribution (and Source of Funding)	Outturn Cost	Proposed Year of Implementation <sup>6</sup>
S23	36 52	Queuing 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	Queuing 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/17 C	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	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	£0	£221,765	2  (2009/10)

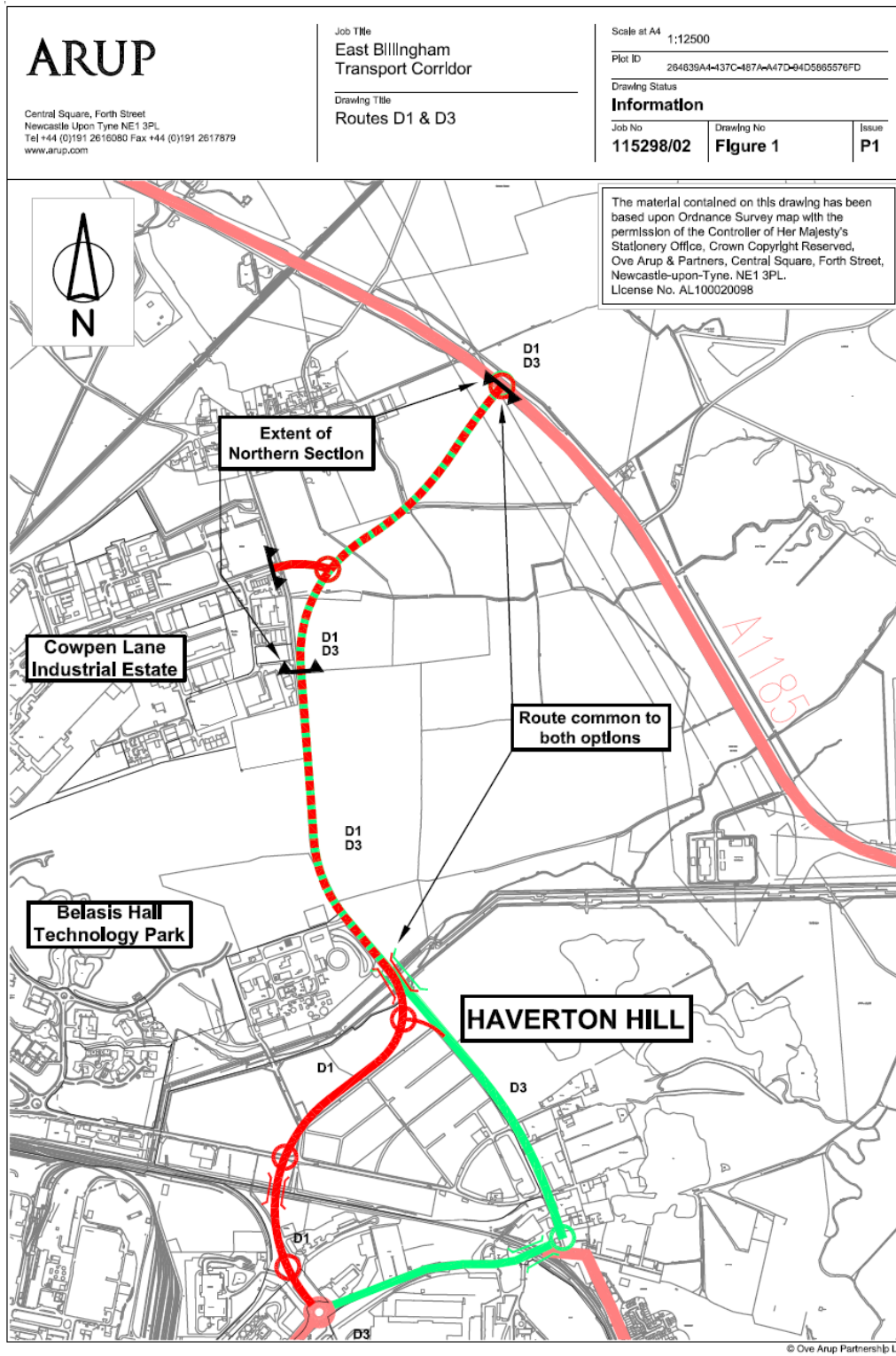
**APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS**

Ref.	Route No(s)	Issue(s)	Proposed Solution(s)	Local Contribution (and Source of Funding)	Outturn Cost	Proposed Year of Implementation <sup>6</sup>
		Londonderry Road.	same location.			
<b>S10</b>	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)
<b>S14</b>	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)
<b>S26</b>	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)

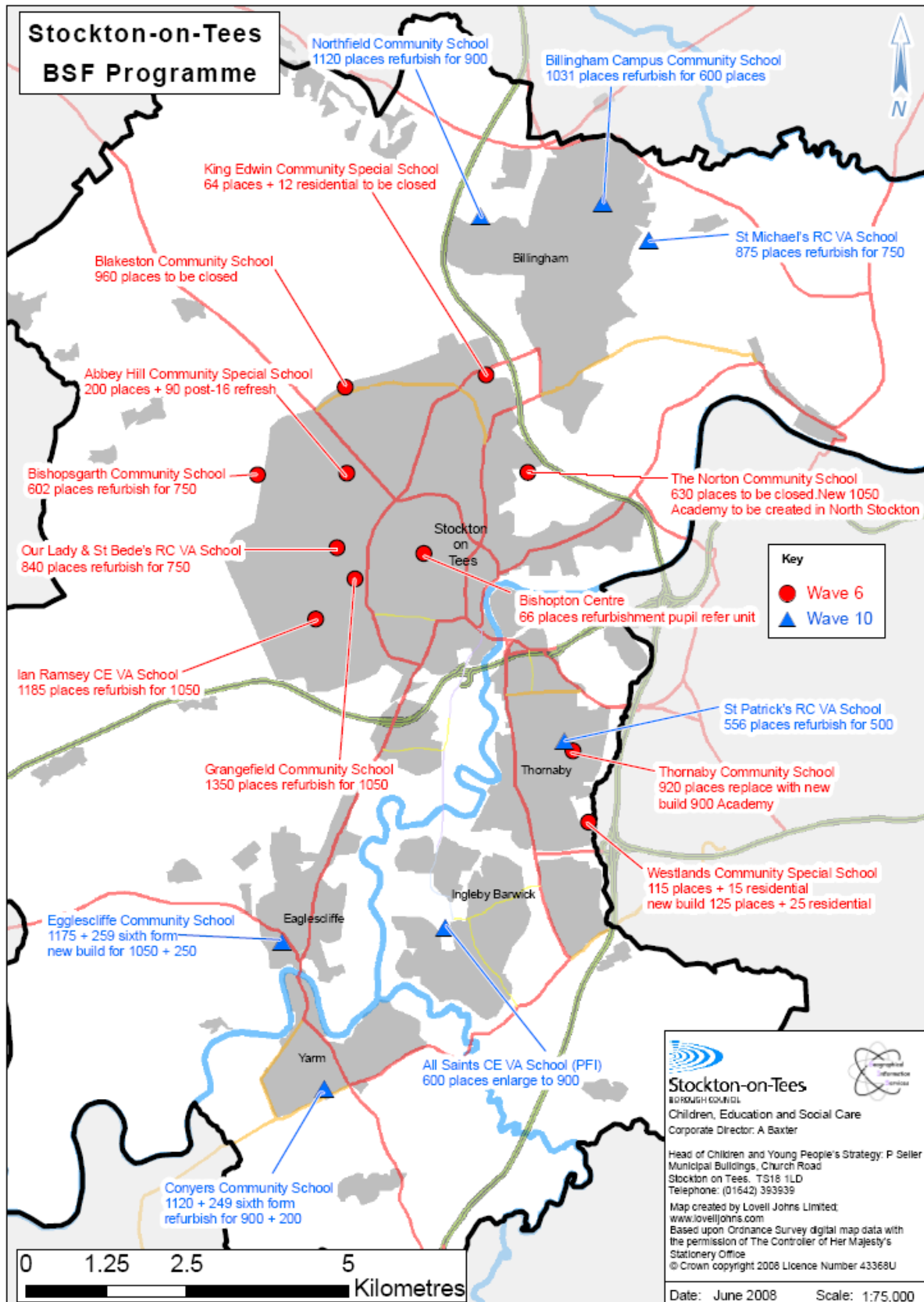
## APPENDIX B - TEES VALLEY BUS NETWORK IMPROVEMENTS

Ref.	Route No(s)	Issue(s)	Proposed Solution(s)	Local Contribution (and Source of Funding)	Outturn Cost	Proposed Year of Implementation <sup>6</sup>
S35	7	Variable delays at Yarm Road/Urlay 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.	<p>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.</p> <p>May be potential in the longer term for the introduction of a long stay car park on the existing allotments adjacent to Worsall Road.</p>	£0	£0	-
7.3				<b>£6,085,520</b>	<b>£18,715,163</b>	

# APPENDIX C – MAP SHOWING THE POSSIBLE ROUTES FOR THE EAST BILLINGHAM TRANSPORT CORRIDOR



# APPENDIX D – BUILDING SCHOOLS FOR THE FUTURE PROPOSALS





## APPENDIX E – PRESTON PARK MASTERPLAN



### Proposals

1. New entrance and car park layout.
2. Refurbished Café, Toilets and new Reception area.
3. Overspill parking.
4. Re-establish historic landscape planting.
5. New pathway link to walled garden.
6. Re-establish orchard.
7. Raise quality of walled garden – putting on lawns.
8. Potential location of Crazy Golf
9. Restore Kitchen garden.
10. New gazebo and pathway to orchard.
11. Potential new workshops and access to museum collections.
12. Re-establish views from Hall.
13. Improvements to landing stage.
14. Improve access to all links to River Tees.
15. Extended 'Woodland' Play Area.
16. Tees crossing cycleway/footpath link option.
17. Quarry Woods – access improvements/woodland management.
18. Potential BMX/ Dirt Track
19. Revised fence boundary to the allotments to incorporate a new wetland habitat.
20. Interpret former Stockton to Darlington Railway route.
21. Improve entrance signage/ information.
22. Improve planting structure to miniature railway.
23. Improve drainage.
24. Re-establish planting to Hall.
25. Improve service access.
26. Staff parking and delivery.
27. Potential location for Rare Breeds & Animals
28. Potential Nature Reserve.