

From: [REDACTED]
To: [planningpolicy](#)
Subject: Re: Middlesbrough Consultation: Stainton & Thornton Draft Neighbourhood Plan
Date: Wednesday, 21 July 2021 17:35:26

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Dear Sir/ Madam,

Thank you for the opportunity to comment on the Stainton & Thornton Draft Neighbourhood Plan.

Stagecoach are broadly supportive of these proposals, and we recognise and welcome that the relative proximity of the development sites should afford a reasonable level of connectivity to existing public transport facilities in the vicinity, if accompanied by some moderate infrastructure delivery.

Given there is already a commercially-operated high-frequency service 12 operating along Stainton Way, we consider this should be able to serve the primary public transport demands of these sites, especially those to the east. Service 12 operates up to every 12 minutes during Monday to Saturday daytimes, every 20 minutes on Sunday daytimes, and every 30 minutes each evening. This service provides core, high-frequency linkages to Middlesbrough Town Centre, and to the key local hub of Coulby Newham Parkway Centre.

Whilst the service provision is set, in order to imbue a stronger tendency towards public transport utilisation, and in the context of these developments, we consider pedestrian connectivity to the existing bus route and infrastructure will be critical.

We are pleased to note the proposals for improved footway access on Stainton Way, but would reinforce a requirement for effective, convenient and safe pedestrian crossing points. At present, Stainton Way has no controlled crossing, nor indeed any courtesy crossings. The pedestrian's crossing experience is currently focussed upon crossing to a narrow hatched area in the carriageway, which can be an intimidating experience.

In terms of detailed design within the development, we consider that the provision of direct and effective north-south pedestrian linkages, tying in to safe crossing points and existing bus stopping locations along Stainton Way, would suitably encourage trip generation towards public transport. Similarly, we would urge stronger consideration is given towards pedestrian connectivity from the south of the site, across the B1365, which would better facilitate pedestrian permeability to the bus stop in Lingfield Park (at Coulby Farm), from which point customers could then intersect with the secondary Stagecoach Service 10 (every 30 minutes Monday to Saturday daytime, hourly on Sunday daytimes).

Without such facility development, we consider it will be far more difficult to imbue an attraction to public transport. Recognising the walking routes would certainly be towards the top end of the generally accepted 400m walking distance to a bus service, we nonetheless consider this could still be desirable, given the high frequency of the service. Furthermore, we consider this would be more attractive than any diversions of the bus service in order to serve these locations (as these would be unpopular with existing customers). We therefore consider the key infrastructure requirements to be direct pedestrian permeability to bus stops, and safe crossing areas.

Given the likely increased dwell time resultant from customer demand in the new developments, we would request that the westbound bus stop, close to the Gables, is re-sited into a new off carriageway layby. This would moderate impact on traffic flow when buses are at the stop.

For the Stainton Grange development, noting that the primary and well established bus service 12 operates via Cass House Road and the eastern side of Stainton Way, we would assert a requirement to instigate bus stopping facilities (including laybys, raised kerbs, footway and shelter infrastructure) on Stainton Way itself, in the area between its junctions with Cass House Road and Farthingale Way. Again, this would need to be supported with suitable and safe pedestrian crossing facilities. We recognise there is currently an approx. 900m spacing between bus stops in this area, and we consider that suitably sited bus stops for this locale would assist in the encouragement of public transport utilisation. We would however, respectfully request that a more direct north-south pedestrian linkage be provided within the development itself, as the highways access curvature shown on the proposals requires a pedestrian walk of some 650m. If there were a footway more in-keeping with the natural pedestrian desire line, we consider this walking distance could be reduced to a much more attractive c400m. Again, so as to mitigate delays and deviation for existing bus users, we would be disinclined to support a route diversion via the development site itself.

In terms of Thornton, we consider public transport demand to this development will continue to remain low. Furthermore, with its relative positioning to the local bus network, it will continue to render it difficult to serve by fixed route services. However, we do consider that an upgrade of the existing bus service facilities in Stainton Village may potentially provide a suitable alternative. With additional vehicular resource injected to the service in Stainton (route 13 or 13A, hourly), the effective timetable through Stainton could be doubled to every 30 minutes. Furthermore, with additional resource, buses could extend from the existing Hemlington termini across to Coulby Newham Parkway and Lingfield Park. However, a commercially sustainable level of patronage on such a new linkage would take some considerable time to grow to commercial levels, and as such would require a multi-year degree of s106 developer funding commitment.

In closing, thank you for the opportunity to comment on these proposals, and we trust our feedback above is helpful for this process. Please do not hesitate to contact me should you wish to discuss our observations in more detail.

Regards,

David John Parker
Head of Commercial
Stagecoach North East

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From: planningpolicy <planningpolicy@middlesbrough.gov.uk>
Sent: 02 July 2021 14:13
To: David Parker [REDACTED]
Subject: Middlesbrough Consultation: Stainton & Thornton Draft Neighbourhood Plan

Dear Consultee,

Stainton & Thornton Draft Neighbourhood Plan will be available to view and comment on between the following dates:

Start date: 05/07/21 09:00

End date: 16/08/21 17:00

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Planning Policy

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