

WEAR VALLEY DISTRICT COUNCIL / LSP COMMENTS ON LTP2

Strategic Issues to be addressed/included in LTP2

1. The full integration of the transport strategy to be agreed in LTP2 with complimentary development strategies for economic development and housing at regional, county and local levels.
2. The full integration of LTP 2 with emerging Local Development Frameworks (District based Local Plans)
3. The full integration of implementation plans, ensuring infrastructure is provided in a timely manner to enable other development proposals to be achieved.
4. Support for the Tees Valley City Region development plan proposals to further develop and exploit the economic potential of the Darlington-Newton Aycliffe-Bishop Auckland gateway, to help facilitate the spread of economic benefit from city regions to rural West Durham.
5. Greater emphasis needs to be given to rural transport issues;
6. Implementation of major highway infrastructure schemes, including:
 - Completion of the West Auckland Bypass scheme; and
 - Development and implementation of proposals for improvement to the A68, including extension of the West Auckland Bypass to Spring Gardens and the potential Toft Hill bypass in Teesdale, to give better access to Crook/Willington and Weardale from the A1(M) to the south, and to achieve the tourist potential of the route as a major north-south transport corridor through the county.
7. Support for the Weardale Railway:
 - as a sustainable form of transport to help the regeneration of Weardale;
 - for extension and integration with the Darlington to Bishop Auckland branch line; and
 - to help integrate and further develop the tourist facilities along the line (exploiting links to Locomotion at Shildon).
8. Support for the Community Rail Partnership on the Darlington to Bishop Auckland branch line to improve facilities and service, and support increased usage.

Local issues to be addressed/included in LTP2

9. Support for the implementation of a detailed transport/traffic modelling study for the District's major centres (Bishop Auckland and Crook), to help plan accurately for future traffic needs.
10. Support for the major centres 'urban renaissance' programmes by a commitment to the implementation of appropriate highway and traffic management improvements.
11. A commitment to flexibility of approach in the implementation of adopted highway standards to achieve;

- Innovative conservation and urban design lead solutions to town centre enhancements; and
 - Innovative approaches to achieve pedestrian/residential friendly new housing schemes.
12. Development and implementation of a programme of improvements to unmade and unadopted roads residential roads to improve quality of life and environment for local residents.
 13. Congestion caused by school runs needs to be addressed.
 14. The strategy needs to take account of low car ownership in Wear Valley.

Public Transport issues to be address/ included in LTP2

15. Support for community based and innovative approaches to local transport (including such things as community bus transport schemes and demand responsive schemes) in the following areas of particular need as expressed in community appraisals:
 - Coundon
 - Dene Valley
 - Tow Law and the Hill Top Villages
 - Weardale.
16. Integration of public transport facilities (linking community based solutions with Weardale railway and other main stream services)
17. Integration of all aspects of community/public transport, including making better public use of school and health transport activities.
18. Better information at public transport nodes, in Crook and Bishop Auckland.
19. Measures to deal with the environmental impact of public transport (buses in Newgate Street Bishop Auckland).
20. Attention to bus punctuality is essential in rural areas such as Wear Valley.
21. Support/encouragement to rail operators to integrate timetabling to increase usage on the branch line.

Specific Schemes to be addressed/ included in LTP2

22. Improvements to remove current weight restriction on Cockton Hill Railway Bridge to provide better access to Bishop Auckland town centre.
23. Need to address car parking issues in residential streets in areas of particular concern, Bishop Auckland, Crook, Wolsingham and Stanhope.
24. Further consideration of local LTP1 schemes currently protected in development plans (including Howden-le-Wear bypass, Latherbrush Bridge scheme in Bishop Auckland) and the development of alternative solutions if schemes are to be deleted from LTP2.