

# Local Transport Plan Annual Progress Report 2005

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a town on the move





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# 1. Introduction

## A YEAR OF PROGRESS IN DARLINGTON

### Summary

The key messages for this Annual Progress Report are:

- Implemented new ways of working including improved programme management and budget control;
- Undertaken a major piece of travel behaviour research to inform policy development and target setting;
- Made good progress against almost all targets;
- All the Local Transport Plan funding has been spent to plan;
- Majority of schemes have been delivered;
- Additional funding has been secured for transport improvements

This chapter details how we have:

- **Implemented new ways of working including improved programme management and budget control**
- **Undertaken a major piece of travel behaviour research to inform policy development and target setting**

Darlington as a local authority has made excellent progress during 2004/05. Having been 'Striving for Excellence' over the last few years, Darlington has now been recognised as 'Excellent' in its Corporate Performance Assessment.

### Local Policy

'Where quality comes to life' is Darlington's Community Strategy for the future of Darlington. Developing an effective transport system is one of the 8 connecting themes to deliver the vision for Darlington. It is recognised that transport has a vital role to play in delivering this Community Strategy in terms of ensuring that residents can access services that they need. During 2005/06 this will be developed further through accessibility planning for the Second Local Transport Plan.

Transport has a key role to play in the 3 strategic priorities, namely the local economy, raising educational achievement and promoting inclusive communities, as well for the 3 key target groups - the young, older people and those living in the most deprived wards.

Other key issues within the local community are anti-social behaviour and health inequalities, both of which have a travel element (fear to travel and active travel).

The Transport Policy Manager has now been appointed as a lead officer for Darlington Partnership's Economy and Environment Sub Group to ensure that travel issues, in particular in relation to accessibility, are integrated into the work of Darlington Partnership.

During 2004/05 a new Economic Regeneration Strategy has been developed for the period 2004-09. This emphasises the strong links between economic regeneration and transport. Darlington prides itself on being accessible by road (A1, A66), by rail (East Coast Main Line and local lines), by air (Durham Tees Valley Airport) and within easy travelling distance of Teesport, the second largest port in the UK. The strategy also emphasises the Quality of Life that is on offer to those companies and employees that choose to locate in Darlington. It is important to ensure that travel in and around Darlington is not blighted by congestion. Darlington is investing heavily to ensure that everyone has real travel choices within Darlington to maintain a balance between those that choose to walk, cycle and use the bus or train and those that wish to use a car.

During 2004/05 it has been agreed by the Council to develop a Climate Change Strategy for Darlington. Transport and its impact on the environment will be an integral part of this developing area of work.

The Neighbourhood Renewal Strategy that was adopted during 2004/05 has the aim 'to reduce deprivation in the eleven most disadvantaged wards with the Borough and improve the life chances of those residents living within these areas.' The Community Priorities for transport are the introduction of more speed restrictions/traffic calming in residential areas to tackle road safety issues and improvements to bus services to enable people to access a wide range of services and opportunities. Ward profiles, Community Action Plans and the ongoing delivery of the Social Inclusion Strategy will continue to identify the role transport and travel have in achieving the aim of the Strategies. This work will also inform the development of the Accessibility Strategy.



## Regional Policy

The regional policy context forms part of the Provisional Second Local Transport Plan.

## National Policy

Darlington was selected in 2004 to be a sustainable travel demonstration town, one of only 3 in the Country. The aim is to assess over the 5 years of the project the impact of 'soft measures' in conjunction with more traditional infrastructure schemes on changing travel behaviour. Details on the first phase of implementation can be found in **Appendix 1**. The initiative will form part of the basis for the Second Local Transport Plan.

## Progress in Transport Policy and Consultancy

On 1st April 2004 Darlington Borough Council presented the Town on the Move initiative to the Department for Transport in a bid to become a sustainable travel demonstration town. The bid detailed a number of changes that would be made in the Transport Policy team in order to both deliver the Town on the Move initiative and continue to deliver transport policy and the capital programme. Specifically this was a recognition that we needed to increase the amount of staff resources for travel planning (schools and work places) and programme management and monitoring; invest in new technology for monitoring; and develop new programme management and monitoring processes.

In July 2004 the Audit Commission undertook an inspection of Transport Services provided by Darlington Borough Council. It judged the service as 'a fair service that has excellent prospects for improvement.'

The prospects for improvement that were identified have been put into place, assisted in part by the additional revenue resources secured by the success of the Town on the Move bid. This has resulted in improved service delivery, better management of scheme delivery and spend, and improved value for money.

Additional members of staff have been recruited to the Transport Policy team to manage and implement the sustainable travel town initiative and add further support to the delivery of the Local Transport Plan. The new team members have a wide variety of skills and experience adding depth and range to the development and implementation of policies.


A new post was created in October 2004 to provide strong monitoring and programme management across Transport Policy and Consultancy. This new role has ensured that programme delivery and budget spend has remained on track in the second half of 2004/05 and remedial actions have been put in place in a timely fashion to ensure that targets are achieved. Our improvement on delivery of schemes is reported in this Annual Progress Report and addresses concerns raised in last years settlement letter.

This role has also ensured that forward planning is outcome based and monitoring information provides a valuable resource to other parts of the Council, such as economic regeneration. Monitoring information is provided to Performance Plus, the Council's corporate monitoring programme.

A new relationship between Transport Policy and Consultancy (Highways) has been established based on client/contractor roles. Transport policy briefs relating to outcomes are produced to ensure that schemes that are delivered support the delivery of the Local Transport Plan.

To further strengthen the links between Consultancy and Transport Policy the teams are now co-located in one building. This has improved communication links and team working on projects from policy brief to delivery on the ground, improving programme and budget control and the sharing of ideas and innovation.

Darlington's Development and Environment Department has appointed four companies as long-term partners as part of a Partnership Framework Agreement. The Agreement covers a wide range of services including architecture, archaeology, urban design, building control, as well as Transport Policy and Consultancy. It enables the Department to access and benefit from knowledge, experience and expertise across a wide range of functions and reduces the costs associated with



tendering for individual projects. This radical new way of working has been in operation since January 2005 and is already accruing benefits, in particular in accessibility planning and scheme design.

Two areas that were highlighted in the Audit Commissions report that needed further development work were the car parking strategy and the emerging congestion problem. Revised plans for a review of residents parking zones and the decriminalisation of parking have been developed and these will be integrated into a revised car parking strategy during 2005/06. A Network Congestion Study has been started in 2004/05 and will report in Autumn 2005 to gain a more detailed understanding of the congestion issues and potential solutions. Congestion is being tackled through the Town on the Move initiative and through the development of the Second Local Transport Plan.

## Partnerships

Strong partnerships which are a major strength of Darlington Borough Council continue to flourish in Transport. Close links have been developed with all 3 Health Trusts (Priority Services, Acute Services and Primary Care) through travel planning, accessibility planning and the Town on the Move sustainable travel demonstration town initiative. Darlington is also an active member of the Durham and Darlington Transport for Health Partnership, which brings together senior representatives from across local government and health trusts, to deliver a joint action plan. The Town on the Move Reference Group brings together representatives from across business, the local community, education and health.

Tees Valley Regeneration continues to work with the Council to develop the Central Park site near the main east coast rail line. This sustainable site will be a showcase for what is possible in terms of sustainable travel, incorporating public transport (both rail and bus), walking, cycling and other innovations such as the use of technology and a car club.

Darlington Association on Disability continues to work with the Transport team to ensure that the needs of people with disabilities are addressed. DAD has continued to provide advice on improving access in and around the town centre, culminating in the launch of a web-based accessibility map for the town centre, the first of its type in the UK.

## Research

During 2004/05 a major piece of research has been undertaken, funded from the Town on the Move initiative, which provides Darlington with one of the most comprehensive 'snapshots' of local travel behaviours and opinions available nationally. The research was carried out by Socialdata, using an internationally respected methodology used worldwide over the last 30 years, with a statistically valid, stratified sample of 4,269 people. It has provided a fascinating insight into travel patterns in Darlington. Whilst this information will be used during 2005/06 to help deliver the final year of the Local Transport Plan and the Town on the Move initiative, it will also provide part of the evidence base for the Second Local Transport Plan, and provides much more robust data for current and planned targets.

Details of the research can be found in **Appendix 2**.









## 2. Progress Towards Targets

The previous chapter details how we have:

- Implemented new ways of working including improved programme management and budget control
- Undertaken a major piece of travel behaviour research to inform policy development and target setting;

This chapter details how we have:

- **Made good progress against almost all targets;**

The chapter sets out:

- Overview of progress
- Proforma A
- Progress against each core target in turn; remedial action; and explanation of the assessment
- Proforma B
- Progress against each local target in turn; remedial action; and explanation of the assessment

### Overview of progress

Excellent progress has been made against the **core** indicators. Eight of the nine targets are on track.

Continued progress has been made against the **local** indicators. A number of indicators are 'unclear' due to the change in data collection from small sample community surveys to large scale independently designed and administered household surveys, that we believe provide a more statistically robust picture of travel behaviour. These survey techniques will be repeated in future years to provide more reliable monitoring.



Core Indicator	Definitions	Year	Value	Year Type <sup>8</sup> (Enter C for Calendar Year and F for Financial Year)	Actual and Trajectory Data <sup>2</sup>											Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.
					2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
Number of cycling trips	Number of cycling trips across the authority or number of cycling trips at a representative number of counting points (please state which)	1999/00	576	F	465	621	508	612	663									
	Target Data <sup>2</sup>	2008/9	1000		576	587	605	634	660	710	810	900	1000					
	Units		Number															
Number of deaths and serious injuries (all ages) <sup>1</sup>	Number of people killed or seriously injured on roads in the authority	1994/8	57	C														
	Target Data <sup>2</sup>	2010	36		55	40	38	37	42									
	Units		Number		53	51	49	47	45	42	40	38	37	37	36			
Number of children killed and seriously injured <sup>1</sup>	Number of children (aged less than 16) killed or seriously injured in the authority	1994/8	10	C														
	Target Data <sup>2</sup>	2010	5		7	4	1	5	5									
	Units		Number		10	9	9	8	8	7	7	6	6	5	5			
Light rail passenger journeys <sup>5</sup>	Thousands of light rail passengers per year	Not Applicable																
	Target Data <sup>2</sup>																	
	Units																	
% of rural households within 13 minutes walk of an hourly or better bus service <sup>6</sup>	% of rural households within 13 minutes walk of an hourly or better bus service (please state which)	2003/04	85	F														
	Target Data <sup>2</sup>	2005/6	90			99.4												
	Units		Percentage															



## Progress against core targets

### Road condition

#### Overview

All three indicators for road condition demonstrate the significant progress that has been made in improving roads in Darlington and remain in the upper quartile. Data from the highly developed UKPMS system directs a focussed maintenance programme and ensures that the highway assets are structurally sound. Additional investment of £400k through LPSA funding in 2004/05 and a further £600k LPSA funding during 2005/06 will ensure that stretched targets for non-principal and unclassified roads are achieved on schedule, benefiting all road users.

#### Remedial action

No remedial action is required.

The LPSA target for BV97a non-principal classified roads has already been achieved and a new stretched target has been set for the purposes of continual improvement.

The LPSA target for BV97b unclassified roads is 9.5% and the performance indicator for 2004/05 of 10.17% is on track to achieve this target.

**Assessment - on track** - all targets exceeded in 2004/05 and an additional £600k LPSA funding to be invested in 2005/06.

### Bus patronage

#### Overview

Darlington has a history of high bus patronage, with 12% of all trips by public transport, but this is under pressure, as car ownership increases. Bus patronage has unfortunately fallen by 4.75% to 9.591 million passenger journeys, against an expectation of no or low growth. This is 5.23% behind target and this is disappointing. Recent years have shown a slowdown in the decline of bus patronage and it was expected that this year patronage would remain static and then would start to increase in future years as targeted marketing initiatives and other 'soft measures' are implemented, along with continued improvements to bus information and infrastructure; road space reallocation on key radial routes; and the continued implementation of the Tees

Valley Demand Management Strategy, maintaining tight car parking levels and charges, comparable with larger centres.

The two main operators have continued to report a decline in patronage, whilst Green Bus has continued to grow patronage on the supported services. Maintaining bus patronage levels will be a key part of the Town on the Move initiative. In order to improve bus services and patronage levels a joint approach is required with the operators, in particular sharing information about specific routes and services and the impact of interventions. In January a Public Transport Policy Officer was appointed and an agreement in principle has been reached with the operators to establish a Bus Quality Partnership during the period of the Second Local Transport Plan. A Bus Punctuality Improvement Partnership is the first step to reverse this patronage trend and this will be established in Summer 2005.

One key issue that has been identified is a 14% decline in the number of eligible residents claiming a travel concession. In research undertaken as part of a review of concessionary fares during 2004/05, 72% of those questioned that were eligible on the grounds of age or disability had never considered claiming their concession. The majority of these people had a car. The trend of more people aged 60 and over having and retaining a car is a major barrier to increasing bus patronage. The introduction of a new concessionary fares scheme planned for October 2005 has been delayed in light of the announcement by central Government of a new national free travel scheme.

Research undertaken, as part of the Town on the Move has analysed the potential for public transport. Currently 12% of all trips in Darlington are made by public transport. Constraints (such as carrying large parcels or using their car for business purposes) are the reason for 29% of all trips not being potential public transport trips. A further 41% of trips do not have adequate public transport available. This means that for the remaining 18% of all trips there are subjective reasons preventing the use of public transport. For half of these trips lack of information was the main reason public transport was not used. To this end provision of bus stop specific timetable information at every departing stop will be completed by the end of March 2006; 10 real time bus information displays will be operational by Autumn 2005; and

SMS messaging for bus services will be available at all bus stops by the end of March 2006. Individualised travel marketing, travel plans and general promotional campaigns will also highlight local bus information and where to access further information.

Existing and potential bus passengers also want services to be reliable and run on time. To this end bus lanes will be completed on North Road and Parkgate in Summer 2005 as well as on part of the Ring Road as part of the Pedestrian Heart pedestrianisation scheme.

### Remedial action

Therefore in order to reverse this downward trend the following remedial action will be put in place:

#### 1. Improve reliability through:

- Agreement in principle has been reached with the bus operators to establish a Punctuality Improvement Partnership to address issues of bus priority and other traffic management measures to assist buses;
- Completion of bus lanes on North Road, Yarm Road and the Ring Road;
- Launch of new bus routing in the town centre as part of the Pedestrian Heart scheme in September 2005;

#### 2. Improve the image of the bus and promote it as a real alternative to the car through:

- Stop specific timetable information at all stops in the Borough;
- Individualised travel marketing; travel plans;
- Introduction of a bus stop maintenance contract to include updating of at-stop information.
- Launch of Sky Express 737 to the Airport

#### 3. Ensure that buses are accessible for all through:

- Working with bus operators to secure low floor buses on as many routes as possible;
- Continue the roll-out of raised kerbs;

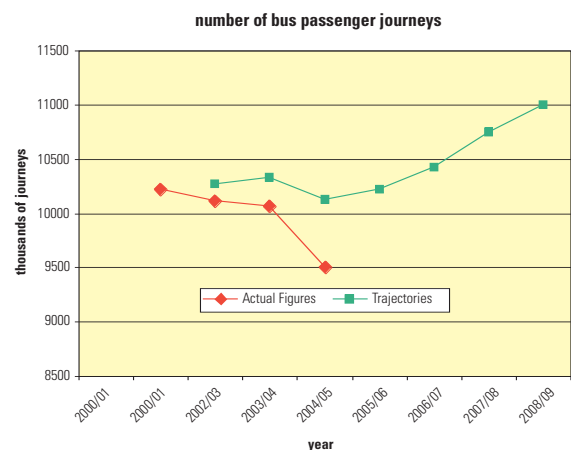
#### 4. Ensure that buses provide access to key destinations by:

- Reviewing urban bus challenge funded service 10/11 to improve access to the hospital and town centre
- Use of Accession to ensure services meet the needs of as many people as possible

#### 5. Address issues of costs through:

- A review of the concessionary fares scheme in the light of the Government's proposal to introduce a new national free travel concession for older people and those with a disability;
- Work with operators to provide incentives as part of the individualised travel marketing programme.

**Assessment - not on track** - bus patronage is showing a decline and only a focused programme of measures can reverse this trend.





## Bus users satisfied with bus services

BV104 does not have to be repeated this year. A survey question will be added to the Town on the Move survey in September 2005.

## Cycling

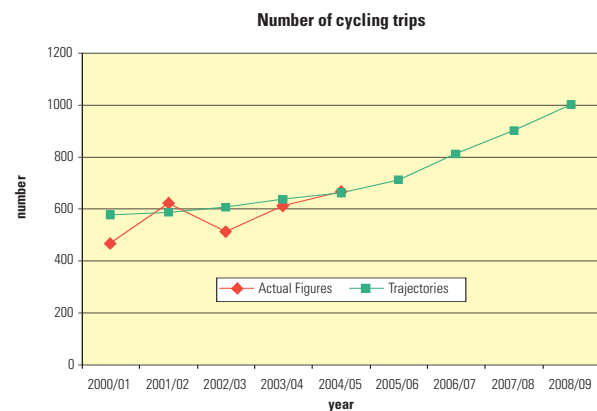
### Overview

Cycling has increased 8% across the town centre cordon and is back on target. Cycling at the permanent counter sites also show steady growth over the few months that they have been operational. Permanent counter sites will be used for monitoring during the Second Local Transport Plan period as a more reliable method of monitoring cycling over longer periods and providing trend data. Increasing levels of cycling have health benefits for the riders (and there has been no increase in cycling accidents), as well as a means of tackling congestion and improving air quality. Action to further increase levels of cycling include continued investment in the development of the cycle network; maintenance of the network; provision of more parking; on road cycle training; extension of cycle events programme; individualised travel marketing programme; and school and workplace travel plans.

### Remedial action

Although this target is on track the trajectory shows that cycling levels need to increase at a more rapid rate over the next few years. The Socialdata research has indicated that for 34% of all trips currently undertaken by car (within Darlington) there are no constraints against cycling (e.g. age, luggage), a bicycle is available and cycling is a reasonable alternative (journey of less than 6km). For 44% of these potential bicycle trips the main reason given for not cycling was the perceived amount of time it would take. This compares to only 4% of the trips stating the main reason as the perceived lack of adequate cycle infrastructure. Therefore we will continue to invest capital funding into network development to address issues of safety and encourage cycling amongst children and novice cyclists; in a signing strategy to raise awareness of quick direct routes across the town; and revenue investment into maps, events and information to address the perceptions of safety and time.

**Assessment - on track** - Cycling levels generally are showing an increase, but a rapid development of the network and targeted work with schools, employers, community safety partnership and through the individualised travel marketing programme is required to enhance the rate of increase in cycling. Targeted campaigns with 3 Bike It schools ( a partnership between Sustrans and the Councils School Travel Plan Officer and Road Safety Officer) have shown impressive results in increasing cycling levels.



## Deaths and Serious injuries - all and children

### Overview

Darlington has a good road safety record and continues to work in partnership with the Police and other agencies to further reduce casualties. The Council's efforts are reflected in the excellent progress being made towards achieving its 2010 road casualty reduction targets. The casualty data for 2004 shows that the Council is ahead of target by 7% in respect of all fatal and serious casualties, by 37% for child fatal and serious casualties and by 8.6% for slight injury casualties.

At local safety scheme sites, where casualty data is available for 3 years before and 3 years after scheme implementation, casualties have been reduced by 38% from 321 to 200. Fatalities have reduced from 7 to 2, serious casualties from 26 to 14 and slight casualties from 288 to 184.



**Remedial action**

Major investment in education/training and promotion as well as engineering has ensured that the Borough minimises the dangers associated with traffic and improves safety for pedestrians, cyclists and occupants of buses and cars. Action to maintain this good record will include more work on safe routes to school and 20mph zones.

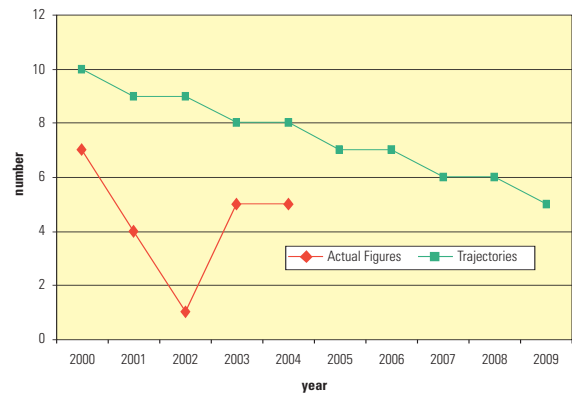
The Council works in close partnership with the Police, who use an intelligence lead approach to identify road safety issues and this ensures that resources are deployed most effectively, both in terms of capital investment in road safety schemes, education programmes and enforcement.

**Assessment - on track** - ahead of targets and achieving significant success on sites that have had local safety scheme interventions. In view of the progress being made on casualty reduction, stretched targets have been set for both the killed/seriously injured and slight injury casualty groups.

It is recognised that there has been an increase in All KSIs during 2004 and that it would be easy to become 'not on track' if this trend continues. Close liaison with the Police and an intelligence lead approach will continue to tackle accident rates, particularly with motorcyclists and car drivers/passengers as these are 5% behind target.

Analysis undertaken to assess the link between deprivation and child casualties shows that there is no apparent link. Further detailed analysis will be undertaken during 2005 to assess any links between drivers of cars involved in accidents and deprivation.

KSIs Children



**Rural accessibility**

**Overview**

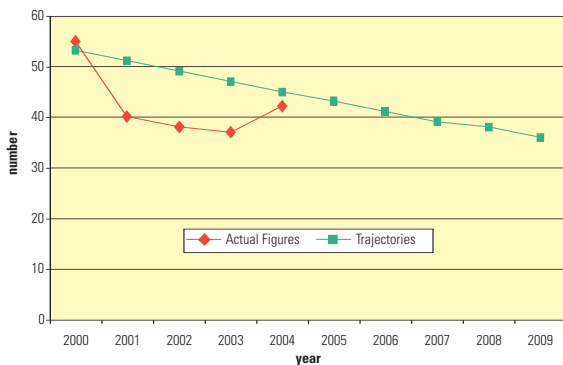
Accession software has been utilised to assess rural accessibility. This software is in its infancy but indicates that rural accessibility is 88%. Further analysis will be undertaken as part of the development of the accessibility strategy.

**Remedial action**

Accession software will be used to identify locations that require new bus stops to improve access to existing rural bus services. A review of the supported bus network will consider the needs of residents in rural areas.

**Assessment - on track** - access for residents in rural areas has improved slightly, due to improvements in bus infrastructure.

KSIs All road users





## Progress against local targets - Proforma B

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	Actual and Trajectory Data										On track/not on track?	Source of Data	Which national PSA or 10 Year Plan Target does the Local Target/Outcome Link to?	
				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11				
<b>Shared Priority: Congestion, Accessibility, Environmental Impacts Local Objectives A, B, C, D, E, F, G, I, J, K, L, P, Q</b>	Traffic flows on key corridors	To restrict growth in traffic between 2000/01 and 2005/6 to 0.25%	3,610 ( Average weekday peak hour flow in 2000/01)	3,478	3,110	3,589	3594	3620								Automatic traffic counters	PSA 1 Reduce Congestion
				133,652	141,828	140,795	121,225	137,416									
<b>Road Traffic Reduction Plan Target</b>	Traffic flows approaching the urban area	To restrict growth in traffic between 2000/01 and 2005/6 to 6.5%	129,029 (2000/01)	133,652	141,828	140,795	121,225	137,416								Automatic traffic counters	
	Pedestrian flows into the town centre	A 12 % increase in pedestrian flows by 2005/06	25,612 trips in 2000/01	28,349	27,483	25,099	35,081	28,680								Annual survey - April	
<b>Objective B</b> To eliminate non essential traffic from the town centre and give priority to the needs and safety of pedestrians	Traffic flows approaching inner ring road	A 10% decrease by 2008/9	22,788 in 2003/04	21,432	24,872	22,788	21,382	21,850	21,300	20,875	20,500					Automatic traffic count information	
	% of trips as a car driver	A 10% reduction in car driver trips by 2010/11	41% of all trips in 2004			37.0	41.0	40.5	39.5	38.5	38.0	37.5	37			Social Data Survey: 4269 sample size	
<b>Objective C</b> To improve access by a range of transport modes between the major employment areas of the town and the national transport network	% Non car modal split to place of work	A 15% increase by 2008/9	27.2 (Community Survey 2003)			27.2	27.0	27.0	29.5	30.5	31.2					Social Data Survey: 4269 sample size	
	Annual rail ridership - Bank Top Station	50% growth by 2009/10	1.593M in 2000/01	1,482M	1,512M	1,686M	1,803M	1,83M	1,92M	2,02M	2,12M	2,22M				Train operating companies	National PSA Target
<b>Objective D</b> To improve the availability, image, reliability, punctuality, frequency, speed and affordability of bus, rail and taxi services.	Annual rail ridership - Local Stations	20% growth by 2009/10	28,769 in 2000/01	27,258	23,461	26,639	30,589	28,400	29,300	30,200	31,100	34,522				Train operating companies	
	% Users satisfied with bus information BVP1 103	65 % satisfied by 2009/10	48.6 ( 2001/2)	48.6	62.8	56.5	-	-	60	-	-	65				Every 3 years from Community Survey	

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	2000/1/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	On track/not on track?	Which national P-SA or 10 Year Plan Target does the Local Target/Outcome Link to?
Local Objectives contained in LTP <b>Shared Priority: Congestion, Accessibility, Environmental Impacts Local Objectives A,B,C,D,E,F,G,I,J,K,L,P,Q</b>	Number of Schools with a travel plan	100% of schools by 2010	5 schools in 2003/04			5	11	18	24	30	35	38		On track (note 10)	School Travel Plan Officer
	% non car modal split for the journey to school	74% by 2010/11	68.3% 2004/05	70.9	67.5	67	68.3	69	70	71	72	73	74	On track (note 11)	Survey using proposed PLASC methodology; January 2005; all schools
<b>Objectives F &amp; G</b> To develop a network of cycle routes across the borough that will encourage more cycle use, and to ensure that the safety of cyclists is considered across the highway network and	% of all trips by cycle	3.00% by 2010/11	1.0% in 2004/05			2.7	1.0	1.4	1.8	2.3	2.6	2.8	3.0	Unclear (note 12)	Social Data Survey: 4269 sample size
	% of trips to work by cycle	5.4% by 2005/06	4.4 (Community Survey 2003)			4.4	3.0	5.4						Unclear (note 13)	Social Data Survey: 4269 sample size
	% of trips to school by cycle	4% by 2007/08	1.8 (Community Survey 2003)	1.0	1.3	1.8	1	2.5	3	4				Unclear (note 14)	School travel plan survey; January 2005; all schools
	No. of schools with secure cycle parking facilities	34 by 2009	9 in 2003/04			9	20	19	24	29	34			On track (note 15)	Council records
<b>Objective H</b> To cater for the needs of people with mobility difficulties across the entire transport network	% of low floor buses	55 by 2005/06	34 in 2003/04			34	34	55						Not on track (note 16)	Bus operators
	Number of low floor bus stops	172 by 2005/06	88 in 2002/03		88	112	188	172						On track (note 17)	Council records
	% of pedestrian crossings with facilities for people with mobility difficulties	68.7% by 2005/06	61% (1998/9)	83	88	97	54	68.7						Not on track (note 18)	council records

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	On track/not on track?	Source of Data	Which national PSA or 10 Year Plan Target does the Local Target/Outcome Link to?
				418	435	462	405	426	466							
<b>Local Safety Objectives M,N,O</b>																
<b>Objective M</b> - To improve road safety	Slight casualties all road users	466 by 2005	449 (1994/8 average)	418	435	462	405	426	466					On Track 8.5 % ahead of target (note 19)	Durham Constabulary	
<b>Objective N</b> - To place the needs of pedestrians and cyclists uppermost in highway design decisions, and to improve pedestrian and cyclist safety on the highway.	KSI Pedestrians	13 by 2005	18 (1994/8 average)	15	10	9	9	12	13					On Track 14 % ahead of target (note 19)	Durham Constabulary	
<b>Objective O</b> - To reduce excessive and inappropriate vehicle speeds in built-up areas and rural settlements.	Slight casualties pedestrians	70 by 2005	68 (1994/8 average)	74	56	61	40	37	70					On Track 47 % ahead of target (note 19)	Durham Constabulary	
	KSI Cyclists	4 by 2005	6 (1994/8 average)	4	2	1	5	2	4					On Track 50 % ahead of target (note 19)	Durham Constabulary	
	KSI Slight casualties cyclists	33 by 2005	32 (1994/8 average)	32	30	24	27	32	33					On Track 3% ahead of target (note 19)	Durham Constabulary	
	KSI Motorcyclists	6 by 2005	8 (1994/8 average)	5	2	4	10	9	6					Not on Track 5% behind target (note 19)	Durham Constabulary	
	Slight casualties motorcyclists	16 by 2005	16 (1994/8 average)	14	26	24	24	18	16					Not on Track 12.5% behind target (note 19)	Durham Constabulary	
	KSI Car users	17 by 2005	23 (1994/8 average)	26	22	21	10	19	17					Not on Track 5% behind target (note 19)	Durham Constabulary	
	Slight casualties car users	295 by 2005	283 (1994/8 average)	250	280	301	265	288	295					On Track 2% ahead of target (note 19)	Durham Constabulary	
	KSI other vehicle users	3 by 2005	4 (1994/8 average)	5	4	3	3	0	3					On Track (note 19)	Durham Constabulary	
	Slight casualties other vehicle users	52 by 2005	51 (1994/8 average)	48	40	52	49	51	52					On Track 3.7% ahead of target (note 19)	Durham Constabulary	

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Data	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	On track/not on track?	Source of Data
				Highway Maintenance Indicators and Targets											
No of days temporary traffic controls or road closures	BVPI 100	0.5 by 2005/06	3.22 in 2001/02	3.22	0	0.1	0.51	0.5						On Track (note 20)	Council records
street lighting average lamp circuit wattage compared with other LA's	BV180b	n/a	101% in 2003/04	461		101%	99.20%	deleted indicator						n/a	Council records and national data
% principal road network not needing major repair by cost per km	n/a	n/a	n/a	0.0078		7.84	7.7	deleted indicator						n/a	
% non-principal road network not needing major repair by cost per km	n/a	n/a	n/a	0.0138		296.7	230.9	deleted indicator						n/a	
Condition of footways – categories 1, 1a, 2, % of footways requiring remedial works as identified by CVI survey	BV 187 a	set A 20% by 2009/10, set B 14% by 2010/11	set A 30.41% in 2003/04, set B 18.41% in 2004/05	35.7	30.41 set A	18.41 set B	26.00 set A							On Track (note 20)	council records; footways split 50:50 into set a and b, 50% surveyed each year.
Damage to roads and pavements - % incidents of dangerous damage remedied within 24 hours	DE 05	99% by 2005/06	97% in 2001/02	97	99	99	100	99						On Track (note 20)	Council records
% of Street Lamps not working as planned	DE06	0.81 by 2005/06	0.97 in 2001/02	0.97	0.86	0.84	0.81	0.81						On Track (note 20)	Council records
% of rights of way that are easy to use by public	BVPI 178	82% by 2005/06	82.5 in 2002/03 (new methodology)	82.5	82.33	80	82							Not on Track (note 20)	Data collected by 2 surveys per annum, in accordance with national methodology.



## Progress against local targets

### Traffic flows (notes 1,2 & 4)

#### Overview

Traffic flows in Darlington are remaining stable and are declining in some areas, particularly approaching the inner ring road. A congestion study currently being undertaken will identify where junction improvements can improve the flow of traffic.

**Note 1** - The 2004/05 figure has been derived from permanent traffic counters and indicates no traffic growth on the key radial routes.

**Note 2** - The 2004/05 figure of 121,225 is based on 12 months of data from permanent traffic counters forming a cordon around Darlington, plus a figure for traffic on the A66 supplied by the Joint Strategy Unit.

Previous figures have been based on two-week count periods and are now considered to be inaccurate. The new figure records seasonal variations.

The 2003/04 figure of 140,795 was based on a two week count period. This has now been re-examined in light of the variation with this years figure. An error at one count site of 7,000 has been identified. The Joint Strategy Unit figure also included a double count of 8,500 vehicles. This would result in a more accurate figure of 125,295 for 2003/04.

If a two-week count period were used for 2004/05 the reported figure would be 126,116, an increase of 0.66%.

**Note 4** - The 2004/05 figure has been derived from permanent traffic counters and indicates a small decline in traffic flows approaching the inner ring road.

**Remedial action** - none required. Junction improvements and road space reallocation will ensure that traffic volumes remain stable or continue to decrease, and traffic flow and bus reliability will continue to improve. Town on the Move initiatives will also reduce the number of car driver trips and hence reduce traffic flows.

**Assessment - on track** - compared to target for 2004/05 year and compared to baseline figures.

### Pedestrian flows (note 3)

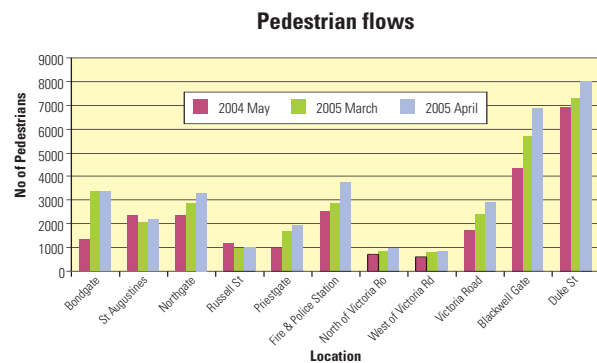
#### Overview

Pedestrian flows have shown an increase of 39.7% across the town centre cordon as more people choose to walk to work or to shop, or opt to park outside the ring road and walk further. This significant growth may be due to several factors. Darlington is proactively encouraging people to walk through the Town on the Move initiative and investment in pedestrian improvements such as new crossings.

As part of Darlington's Demand Management Strategy, on-street car parking charging has been introduced. This will influence whether car drivers choose to drive or use an alternative mode, or where car drivers choose to park. This may impact on walking routes.

In addition the major roadworks on the Ring Road may influence how people choose to travel and may have further increased the levels of walking across the cordon. However as walking levels have increased at all but two of the sites, this indicates a general increase in pedestrian flows.

**Note 3** - Pedestrian flows into the town centre have shown significant growth. An analysis of all the 12 sites shows that the increases are consistent all around the cordon (see graph).



**Remedial action** - Although this target is on track it is important to continue to make improvements for pedestrians to encourage walking across the Borough. Pedestrian audits have been undertaken on three routes to identify potential improvements and these will be appraised and suitable schemes implemented. In addition the major developments in the town centre to introduce a pedestrianised area will put walking into the heart of the town. Promotion via Darlington Doorstep Walks, Walk to School weeks and the Town on the Move initiative will also promote walking as a cheap, healthy travel option.

**Assessment - on track** - the previous decline in pedestrian flows has been reversed. Additional sources of data also show an increase in levels of walking, in particular an increase in walking to school amongst schools implementing a travel plan.

## Car driver trips and car driver trips to work (notes 5 & 6)

### Overview

These indicators were set as part of the Town on the Move initiative as the aim is to reduce the use of the car for short trips and were set using the Community Survey data, as the only available data set at the time. At the request of the Department for Transport targets were set in 2003/04. However this was on the basis that these would possibly be changed in light of the in-depth market research. This year the data has been taken from the Socialdata household research and provides a more accurate picture of travel behaviour as it is based on a large random sample. The aim is to use the 'soft measures' of the Town on the Move initiative to influence travel behaviour. Therefore changes in behaviour cannot be expected until the Town on the Move programme is implemented, which does not start until 2005/06, with awareness raising activities and the start of the individualised travel marketing programme.

**Notes 5 & 6** - The baseline for % of car driver trips and car driver trips to work were set using the Community Survey, a sample size of 1000 (500 employees). The research undertaken by Socialdata provides a more robust baseline figure as it is based on a sample size of 4,269 (1,900 employees), using the new KONTIV design methodology and a sampling strategy to ensure a representative picture of mobility at urban ward level. Annual research will provide a snapshot on progress.

### Remedial action

Remedial action will include travel planning work and individualised travel marketing, as two ways of targeting all trips and the travel to work journey and these will start to be implemented during 2005/06. Infrastructure improvements will also be implemented where appropriate, for instance new bus shelters and cycle routes to a new distribution centre that becomes operational at the end of 2005, and a new cycle link, bus stop improvements and junction improvement associated

with a mixed use site planned for 2005/06. Both these employment sites have travel plans. A global figure for travel to work may be supplemented with additional data from those sites that implement a travel plan or households that take part in the individualised travel marketing.

**Assessment - unclear** - reviewing the Community Survey for 2004 as a direct comparison with the data collection method used in 2004 to set the target (based on the 2003 Community Survey) shows that the % travelling by car to work has fallen 36.2% in 2003 compared to 34.7% in 2004). However this is distorting as the number of people employed and travelling to work in the second survey was smaller. It is therefore felt that the much larger 4000+ Socialdata survey provides a more accurate baseline and the ongoing survey work will be more robust than the more general Community Survey.

## Rail patronage (notes 7 & 8)

### Overview

Rail patronage at all rail stations has continued to show strong growth, reducing long distance car travel in and out of the Borough, and improving access to employment sites in other areas.

**Notes 7 & 8** - Patronage at local rail stations has continued to rise. Patronage at Bank Top station on the East Coast Main Line has shown a 7% increase over the year to 1.8 million passenger journeys. Patronage at the other local stations has increased by 15% to 30,589 with an 18% increase at North Road Station.

### Remedial action

Improvements to access and security will be implemented during the Second Local Transport Plan at the local stations to support the continuation of this trend. Train journeys provide a good means of access to employment, leisure and retail opportunities outside the Borough for those without access to a car. Train travel also helps to tackle congestion on the local trunk roads.

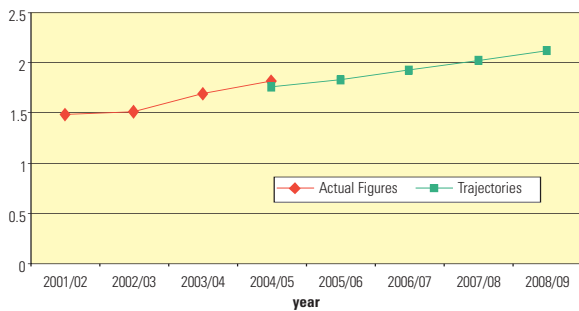
**Assessment - On track** - ahead of target and showing year on year growth. A stretch target will not be applied as it is expected that whilst rail patronage will be monitored in Darlington, it will not be reported as an indicator. Instead an



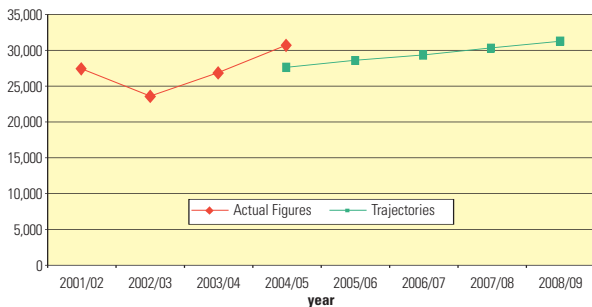


accessibility indicator will be set that ensures that residents and visitors are able to access rail services through better interchange, physical access improvements, better provision of information and improvements to the station environment.

**Rail patronage - Bank Top**



**Rail patronage - local stations**



## Users satisfaction with bus information (note 9)

### Overview

Lack of information is one barrier to bus travel that is often quoted in research. Information for bus users needs to be up to date, easy to read and understand and widely available. To this end Darlington has invested resources and time into improving information across the Borough for bus users, including the completion of the bus flag programme, timetable cases at an additional 250 stops and the production of stop specific timetable information in-house, made possible through the use of new software. New bus map and bus timetable books were distributed to every household and business.

**Note 9** - a survey undertaken by Newcastle University of 300 bus users indicates that 63.9% of people were either satisfied or very satisfied with bus information. This shows a 10% improvement on the previous year.

### Remedial action

During 2005/06 remaining stops will be fitted with timetable cases and bus stop specific timetable information will be displayed at all stops. An ongoing maintenance programme will ensure that the information is kept up to date. Any changes in services will be quickly transferred to changes to service details on flags, changes to timetables displayed and updates to Traveline. In addition the real time information project being project managed by the Joint Strategy Unit will be implemented on North Road by the Autumn, providing another source of information for bus users. The SMS bus information element of the real time information project will also be rolled out during the year, providing a new way of accessing bus information for people with a mobile phone. Most importantly all this investment in technology and infrastructure will be marketed by the Town on the Move initiative to ensure that bus users are aware of how and where they can get information, as well as promote this key message to potential bus users.

**Assessment - on track** - investment in improving information at bus stops is being recognised by bus users.

## Schools with a travel plan (note 10)

### Overview

**Note 10** - Following the appointment of a school travel plan officer good progress has been made against this target. Six travel plans have been completed during the year, 1 ahead of target. Of these six schools, three are placing an emphasis on cycling, working with Bike IT, which is part of the charity Sustrans, through cycle training and events. The eleven schools with travel plans have shown a commitment to working towards higher levels of sustainable transport by taking part in borough-wide hands up surveys and annual Walk to School Week. There is a strong partnership approach between the School Travel Plan Officer and the Road Safety and Traffic Management teams.

**Remedial action** - none required

**Assessment - on track** - already working with 8 schools and expect to meet targets in 2005/06.



## Non car travel to school (note 11)

### Overview

The council is on target to deliver travel plans to schools across the Borough and investment in cycle parking at schools is ahead of target. As a consequence non-car travel to school is beginning to grow (by 2% on 2003/04 results), reducing school gate congestion and encouraging active travel amongst children and young people.

**Note 11** - A new methodology was used to collect data. Previously a questionnaire was sent to schools in June. This has been replaced by a 'hands up' survey, undertaken in January in all schools in the Borough, in line with the recommendations for PLASC potentially to be introduced in January 2006. Therefore the data is more robust (larger survey sample). However the change in data collection from June to January will potentially impact on levels of walking and cycling, as these may reduce during winter months. It should also be noted that if the data from the 2004 Community Survey was used to measure this indicator the figure would have been 77.8%, significantly above the target of 75% by 2005/06.

Five schools had completed travel plans prior to the end of the financial year 2003/2004. Of the schools with completed travel plans all have shown an increase in walking and a reduction as a single passenger in a car. The appointment of a school travel officer has resulted in a further six schools completing travel plans and working on achieving a modal shift away from non-sustainable modes.

**Remedial action** - none required.

**Assessment - unclear** - evidence to date shows that travel plan schools are achieving a shift away from car travel towards walking and in Bike It schools a shift to cycling. It is hoped to achieve similar shifts from car to walking and cycling in the 6 new travel plan schools, whilst continuing to work with the existing travel plan schools and recruiting new schools to the programme.

## Cycling (notes 12, 13, 14 & 15)

### Overview

Levels of cycling in the Borough have shown an increase, based on the 12-hour cordon count (up 8%) and on the data provided by the automatic counters. This is very encouraging. Last year new targets were set to try and better understand travel behaviour, in particular the changes in cycle use generally and specifically for journeys to school and work.

**Notes 12 & 13** - The targets for cycling trips were set in 2004 based on the community survey (1009 individuals), as this was the most comprehensive data collection that was undertaken in the Borough. This has now been surpassed by the travel behaviour research undertaken by Socialdata, which is based on a random sample of over 4000 households. Actual cycling trips are a lot lower based on this new research.

**Note 14** - The target set for the % of trips to school by cycle was set using the Community Survey. However the Socialdata research and the school travel plan survey both indicate that levels of cycling to school are lower than indicated in the Community Survey. This may in part be explained by the time of year that the surveys are undertaken (Community Survey - August; Socialdata survey - September-December; School Travel Survey - January). In other words the survey results used last year were taken from work undertaken in the summer months (when cycling is naturally more popular due to the warmer, drier weather and long hours of daylight) whereas data for this year is taken from survey work undertaken in the winter. Also the size of the survey samples varied and the larger samples are more statistically reliable. (Community Survey - 1009 individuals; Socialdata - 4269 households; School travel survey - 11,581 pupils).

**Note 15** - There has been significant investment in cycle parking in schools over several years. Additional investment has been secured during 2004/05 for the 3 schools involved in the Sustans Bike It campaign. Levels of cycling at these schools will be carefully monitored.

### Remedial action

Remedial action is based on the Socialdata research and accompanying analysis, which indicates that there is huge potential for change to cycle for many trips currently undertaken by car. It is therefore sensible to keep the targets at their existing level and it is expected that the targets will be met or exceeded as the 'Town on the Move' programme starts to be implemented during 2005/06. A combination of



physical improvements to the network, including better signs and an enhanced cleansing and maintenance regime, and 'soft measures' such as individualised travel marketing, travel plans, events, maps and marketing will achieve a shift towards cycling. Partnership with the schools, employers, Primary Care Trust, Cycle Forum and Community Safety Partnership will be key to increasing levels of cycling.

Progress against targets will be monitored through the annual travel behaviour research, 6 permanent cycle counters and the annual School Travel Survey, (possibly undertaken as part of the PLASC returns).

**Assessment** - All trips by cycle - **unclear**, new indicator and new source of data

**Assessment** - cycle trips to work - **unclear**, new indicator and new source of data

**Assessment** - cycle trips to school - **unclear**, new indicator and new source of data

**Assessment** - **on target** - already ahead of target and planning to continue to invest in cycle parking through the school travel planning process.

## Low floor bus stops and buses

(notes 16 & 17)

In order to cater for people with mobility difficulties, as well as those with pushchairs and luggage, Darlington makes significant investment in improving bus stops, including the installation of raised bus boarders.

**Note 17** - This year a further 76 stops have been improved. This brings the total to 188, 32% of all bus stops and this is ahead of target. Improving access to bus services is important for bus passengers and helps to maintain the punctuality of bus services. It is hoped that this investment in infrastructure will be matched by investment in low floor buses by the bus operators.

**Note 16** - The bus operators have not invested in any new low floor buses on services operating in Darlington during 2004/05. However there has been a recent announcement from Arriva that they will be investing in new low floor buses for their Durham depot. This will benefit Darlington passengers as several of these services travel between County Durham and Darlington. They have also provided low floor buses for the new Sky Express service between Bank Top Rail Station and Durham Tees Valley Airport.

### Remedial action

Remedial action will include further dialogue with the bus operators to ensure that priority is given to Darlington in future investment decisions on the purchase of low floor buses and that this is encouraged by continued investment in supporting infrastructure and joint efforts to increase patronage and build the commercial case for investment.

**Assessment** - low floor bus stops - **on track** - ahead of target and proposals in place to continue with the investment along key routes and at new stops during 2005/06.

**Assessment** - low floor buses - **unclear** - awaiting investment announcements from the bus operators.

## Pedestrian crossings with facilities for people with mobility difficulties (note 18)

### Overview

Funding continues to be channelled into ensuring that pedestrian crossings cater properly for people with disabilities. In previous years we have reported excellent progress against this indicator. The installation of a new controller at one remaining site this year would have achieved 100% on this target. However we have undertaken a major review of all crossings in light of recent guidance and have reset the baseline figure to 54%.

**Note 18** - A number of small discrepancies were identified in relation to tactile paving and these will be addressed in 2005/06. This should bring compliance to approximately 85%. However none of the crossings currently have audible signals (a Borough wide policy, supported by Darlington Association on Disability) and would therefore not meet current standards. We are awaiting new guidance from DfT.

Several years ago it was decided to provide visual tactile facilities [rotating cone] at all pedestrian crossings and not to use the audible signals. Briefly this was for a number of reasons including the following: -

- Consistency of type of system used - all formal pedestrian crossings should have the same type so that irrespective of where you are in the Borough or when you use the facilities you know what is in place and how to use them

- Need a reliable indication that you can cross when traffic has stopped

- Need to be able to hear that traffic has stopped

The disadvantages with audible signals are that they:

- Cannot be used at every installation
- Bleeper can make it difficult to hear if traffic has stopped
- Most delivery vehicles now have reversing beepers that are similar to the sound of the crossing beepers
- Pedestrians with no visual impairment tend to start to cross automatically when the bleeper sounds under the mistaken impression that the bleeper tells them it is now safe to cross when actually the only safe time to cross is when traffic has stopped.

The tactile rotating cone:

- Can be used in all circumstances
- Does not mask the sound of traffic
- Does not give non visually impaired pedestrians a false sense of security
- Can cater for people who are both deaf and blind

The Darlington Association on Disability (DAD) supports this approach, which is the representative group for disabled people in Darlington.

Whilst it is considered that this strategy reflects local wishes and that all but one crossing provides proper facilities for disabled people it does not fully comply with the latest calculation methodology for BVPI 165. New guidance in relation to tactile / audible signals at pedestrian crossings is expected very shortly and targets for this BVPI will be reviewed accordingly in conjunction with DAD.

**Remedial action** - minor works such as changes to tactile paving will be implemented during 2005/06. Once guidance has been issued a programme of any works that are required, particularly in relation to audible signals, will be developed. These works will be undertaken in partnership with DAD.

**Assessment - not on track** - new targets to be set as outlined above

## Road safety targets (note 19)

### Overview

**Note 19** - The majority of road safety targets are on track. It is particularly encouraging to see that the number of slight casualties pedestrians continuing to decrease, and at a faster rate than expected. Pedestrian KSIs have increased but remain ahead of target. The number of cyclists involved in KSI accidents has fallen, but the number of slight casualties has increased slightly, though still ahead of target. There were no KSIs involving public transport and only 33 of the 53 'other' slight casualties involved public transport. Motorcyclists are still an area of concern although 2004 figures show an improvement on 2003 figures. Slight casualties for car users is still the biggest single category and, although the figure for 2004 is ahead of target, this is an area of concern.

**Remedial action** - Road safety campaigns will target motorcyclists and further analysis of Stats 19 data will identify any common causes of accidents involving serious and slight casualties for car users.

**Assessment - 8 targets on track - 3 targets not on track**

## Highway maintenance targets (note 20)

### Overview

**Note 20** - A review of local indicators and BVPIs has reduced the number of targets that will be monitored, with three indicators being deleted. Those remaining indicators are all on track apart from the percentage of rights of way that are easy to use.

**Remedial action** - A contract will be let in Summer 2005 for the repair and provision of roadside signs which will improve access to the footpath network. This will help to improve the use of the network, which will, in turn assist in the ongoing maintenance of the network (through improved fault reporting). A rolling programme of improvements targetted at areas in most need is already underway.

**Assessment - 4 targets on track - 1 target not on track**





## 3. Scheme Delivery & LTP Spending

The previous chapters detail how we have:

- Implemented new ways of working including improved programme management and budget control
- Undertaken a major piece of travel behaviour research to inform policy development and target setting;
- Made good progress against almost all targets

This chapter details:

- **How all the Local Transport Plan funding has been spent**
- **The schemes that have been delivered**

The chapter covers:

- Overview
- Proforma C
- Explanation of divergences on cost
- Explanation of divergences on scheme delivery
- Summary of progress and highlights of each strategy

### Overview

Darlington has made excellent progress in delivering schemes this year and has spent its Local Transport Plan budget in full. Additional funding was also secured to support the delivery of the programme and significant revenue funding has been spent on transport as part of the delivery of the sustainable travel demonstration town initiative. (A financial analysis is presented in more detail in chapter 5).

The appointment of a Monitoring and Performance Management Principal Officer in November 2004, has made a significant difference in managing the ongoing delivery of the Local Transport Plan.

The appointment of term consultants in early 2005 enables the Council to call upon additional resources and expertise as required and adapt quickly to changes in circumstances, such as the availability of additional external funding. This will further improve delivery as we move forward into 2005/06 and the Second Plan period.



## Proforma C

Proforma C reports a summary of the actual scheme delivery and outturn costs against the planned scheme delivery and predicted costs. The table shows that Darlington has successfully spent its LTP funding allocation, and has over-achieved on its scheme delivery.

### Proforma C for Reporting Delivery of Schemes and Total Transport Spend

Scheme Type	No. Planned	No. Delivered	Predicted Cost	Outturn Cost	Divergence	
					No. of Schemes [+/- %]	Cost (+/- Absolute)
Bus Priority Schemes (BL, BG)	1	1	£30	£31	-	+£1k
PT Interchanges (IN)	1	1	£67	£91	-	+£24k
Park & Ride Schemes (PR)	1	0	0	0	-100%	-
Bus Infrastructure Schemes (BI)	314	376	£454	£484	+20%	+£30k
Cycling Schemes (CY)	15	15	110	148	-	+£38k
Light Rail Schemes (LR)	-	-	-	-	-	-
Walking Schemes (WA)	2	2	20	22	-	+£2k
Travel Plans (TP)	11	9	104	118	-18%	+£14k
Safer Routes to School (LS1 and 2)1	1	1	40	41	-	£1k
Local Safety Schemes (LS3,4 and 5)	10	10	150	153	-	+£3k
Traffic Management and Traffic Calming Schemes (TM,)	13	11	856	643	-15%	-£213k
Road Crossings (RC)	203	203	100	100	-	-
New roads and Local Road Schemes (RD)2	6	5	0	0	-17%	N/a
Maintenance - Carriageway and Footway (MM 1,3 and 5)	32	34	1293	1329	+6%	+£36k
Maintenance- Bridge Strengthening (MM 7)	2	2	300	319	-	+£19k
Structural Maintenance (MM8)	2	2	0	0	-	N/a
Other Maintenance Schemes (MM9)	-	-	-	-	-	-
Other Schemes (OS)	-	-	222	267	-	+£45k
<b>TOTALS</b>	<b>614</b>	<b>672</b>	<b>£3,746</b>	<b>£3,746</b>		

<sup>1</sup> This funding was not allocated in the 2004 APR although the scheme was identified. The funding was included in the traffic management budget and was transferred at the beginning of 2004/05 by Finance. It is reported here under the LS1 code for clarity of reporting.

<sup>2</sup> This funding was not allocated in the 2004 APR although the schemes were identified. The funding was included in the traffic management budget and has not been transferred as the schemes included elements of RD schemes and TM schemes. The schemes and expenditure have not been double counted.



Through effective programme management and budget control implemented in the second half of the year Darlington has been able to successfully deliver programmes of work to budget across a wide range of scheme types. However there are a number of divergences to report.

## Explanations of significant divergences on cost

### Public transport interchange improvement + £24k (31%)

The Station Interchange was completed in June 2004 and provides a turning circle for the introduction of a new bus service between the Airport, the rail station, and the town centre as well as improved access to the main line rail station for pedestrians and better provision of disabled car parking bays. Costs increased as substantial payments had to be made for parking enforcement during the works to ensure that emergency access could be maintained at all times and to ensure that there was a circulation of traffic up to the rail station. These costs escalated, as the works took longer than planned due to the discovery and removal of asbestos and a weighbridge for safety reasons, which incurred additional costs in themselves.

### Maintenance - carriageway and footway +£36k (2.7%)

All the maintenance schemes were delivered, with a small overspend due to two additional schemes being implemented.

### Cycling +£37k (34%)

All the cycle schemes were delivered. However part way through the year additional money was secured from the DfTs Links to School Programme, managed by Sustrans. This enabled larger scale schemes to be designed and delivered as match funding was available. Costs escalated on one scheme as it was decided that a Toucan crossing would have to be

provided to make it a safe route that we could encourage children to use for cycling to school. Total spend on cycling was way in excess of the budget as other sources of money such as developer contributions were used.

### Other schemes + £46k (21%)

A number of strategies in LTP1 do not fit into the scheme types identified in Proforma C. These are therefore funded from an 'other' category budget. It is difficult to put a number in the schemes column as this varies from motorcycle parking, to the monitoring equipment to car park infrastructure.

Additional investment was made in monitoring equipment to ensure that we have reliable and continuous data for both reporting purposes and also to assist the Traffic Manager, engineers, planners and external organisations that need access to traffic flow data. In addition there were a number of Tees Valley-wide reviews and research projects that were managed by the Joint Strategy Unit that were paid for by the Tees Valley authorities. The output from these studies is to be used to deliver the remainder of the Local Transport Plan and in the preparation of the Second Local Transport Plan.

Town centre parking, a comprehensive on-street charging scheme, was delivered to programme. Additional costs were incurred due to the complex design and delivery programme for the information signs and baseline car parking and footfall surveys that were undertaken in response to concerns raised during the consultation process.





## Explanations of significant divergences on delivery

### Park & Ride Planned 1 - Delivered 0

A potential pilot Park & Ride scheme was identified as part of a major planning application, which would have provided the ideal opportunity to test the potential for a larger park and ride scheme in Darlington. It was to have been funded by a private organisation but would have involved a small contribution of LTP funding from the traffic management budget to support the development of this scheme. However the private sector organisation has not progressed the scheme.

An evaluation of the potential for Park & Ride will be undertaken as part of the Second Local Transport Plan and funding has been allocated for a feasibility study in 2006/07.

### Bus infrastructure schemes

New bus stops -

Planned - 4 : Delivered - 5

Bus stops with travel information displays (real time) - Planned 10 : Delivered - 0

Improvements to existing bus stops - Planned 300 : Delivered - 371

Additional investment was made in improving bus infrastructure in order to encourage bus patronage and bus user satisfaction and in response to research that indicates information at bus stops is key to encourage people to use bus services. This included a new flag at the remaining 288 bus stops, 76 raised kerbs, 5 new bus stops, 8 improved bus shelters and 250 timetable cases. (As the timetable cases were placed at sites that have had new flags or other improvements they were not counted in the total delivery figure, as this would significantly distort the delivery programme). The capital investments made this year will continue in 2005/06. More importantly revenue expenditure in 2005/06 made as part of the Town on the Move's individualised travel marketing programme and general travel awareness activity will leverage additional value from this significant investment.

The Joint Strategy Unit is managing the Real Time

Information project on behalf of Darlington Borough Council and the other Tees Valley authorities. Whilst the equipment has been purchased and all the preparatory works on street have been completed, we are still awaiting installation of the roadside equipment. The JSU are managing the installation programme and have committed to delivering this by Autumn 2005.

### Travel Plans Planned 11 : Delivered 9

Excellent progress was made producing travel plans as additional staff have been appointed to work with schools and employers. Two school travel plans were delayed until 2005/06 due to an OFSTED inspection and a member of staff at the school being taken ill as the plan was being finalised. Work on these outstanding travel plans will continue as well as work with new schools and employers.

### Traffic Management Planned 13 : Delivered 11

Traffic Management schemes were delivered across the urban and rural areas. These included upgrades to signals, a 20mph zone, traffic calming and further investment in the car parking Variable Messaging System and traffic monitoring equipment.

The two schemes that were not delivered were the North Road and Yarm Road Corridors of Certainty. These two schemes account for £211k underspend on this budget heading.

On North Road extensive consultation delayed the start of the associated traffic calming works, which in turn delayed the implementation of the bus lanes and associated works.

In the case of Yarm Road only part of the planned works could be implemented due to potential changes, which might arise from detailed study work being carried out in relation to the southern junction of the major Central Park Development. Tees Valley Regeneration, the urban regeneration company has now submitted its masterplan for planning approval and it is hoped that this will clear the way for progress to be made on Yarm Road in 2005/06. Indeed works are continuing on the implementation of the first stretch of bus lane, which will link into the bus lane on the Ring Road, also under construction as part of the Pedestrian Heart scheme.

## Summary of progress and highlights of each strategy

In 2004/05 the Council invested the LTP capital money across a wide range of initiatives to improve travel choice and journey experience for everyone who needs to move around the Borough.

The following paragraphs provide a short summary of what we have delivered in 2004/05 against the strategies set out in the Local Transport Plan.

### Corridors of Certainty

The Corridors of Certainty strategy is one of the key elements of the Council's LTP. It aims to improve journeys along the corridors and improve opportunities to cross the roads at safe, convenient locations. This will improve access to local facilities as well as the town centre, reduce community severance created by busy main roads and improve safety for all.

During 2004/05 the following improvements were made along the North Road Corridor of Certainty:

- Traffic calming - Fitzwilliam Drive, Thompson Street East, Pendleton Road, Leyburn Road
- Real time - 10 locations identified on North Road as first phase of real time and preparation work undertaken including alterations to shelters and electrical installation.
- Bus lane - preparation work has been completed, including the building of Northgate bus bay and Traffic Regulation Orders.
- Bus stop improvements - new flags at all stops; raised kerbs at 80% of stops; bus stop specific information at two thirds of stops.
- Cycle parking outside the post office

During 2004/05 the following improvements were made along the Yarm Road Corridor of Certainty:

- Hundens Lane/Yarm Lane signals upgrade
- Consultation for bus lane and preparatory works outside the entrance to the rail station
- Upgrade of a zebra crossing to a puffin crossing
- Flags at all stops
- Cycle parking outside the post office

## Buses

Darlington's strategy is to work with the bus operators to provide a bus service that is easy to access, affordable, reliable and meets the needs of its users in terms of timetables and routes.

### a) Accessibility

- 76 raised kerbs built bringing total to 188, 32% of the bus network.
- 8 new shelters were provided, 7 as part of the Adshel contract.
- 5 new stops were provided to improve access to bus services in 3 locations in the town.
- The operation of Service 19, our Urban Bus Challenge supported service, was extended in the mornings evenings and weekends to serve West Park Hospital, the re-located County Durham & Darlington Priority Services NHS Trust facility. The service also serves the new housing development at West Park providing a direct link to the town centre and beyond to key shopping, leisure and employment destinations in the east of the town. In addition Arriva have diverted two of their commercial services during the day to link this new development to the town centre.
- Rural Bus Service Grant continued to support 3 bus services for residents in the rural areas to the north-east, north-west and south of the Borough.

### b) Image

- CCTV cameras were provided in partnership with Stagecoach on a further 8 buses operating in Darlington, ensuring that 76% of local buses are now covered by on-board CCTV. Cameras were also provided in partnership with Garnetts on 10 buses operating home to school services on behalf of Darlington Borough Council.
- As part of a previously successful Rural Bus Challenge bid CCTV cameras, lights and solar panels have been fitted at 25 rural bus shelters to provide additional security for passengers. In addition 10 urban shelters have been fitted with lights and CCTV cameras as a pilot, which will be assessed over coming months.
- An extensive marketing campaign has started in Darlington as part of the Town on the Move initiative. This includes advertising on bus backs and bus shelters and includes the strapline 'less fuss by bus'.

**c) Cost**

- Rural half fare travel was extended to 14-16 year olds bringing it in line with urban fares, improving affordability of travel to young people.
- A joint weekly ticket was introduced by the 3 bus operators.

**d) Reliability**

- SCOOT technology is being extended to major junctions on arterial routes into Darlington.
- Initial works have started for the provision of bus lanes on Yarm Road, North Road and on the Ring Road as part of the Pedestrian Heart enabling works.



*Town on the Move marketing*

**Rail**

Darlington Council is unable to significantly impact on the rail services delivered by the Train Operating Companies (TOCs), but endeavours to work with Network Rail and the TOCs to improve access to, and facilities at, the rail stations in the Borough, as well as encourage greater use of the services. Patronage figures are increasing at all stations and the Council is keen to support this trend.

Darlington Interchange was completed in early 2004/05. The scheme provides disabled parking bays, improved pedestrian access, provision for taxis and a turning circle with a bus stop. Additional improvement works have been undertaken by GNER including CCTV on the platforms, information screens and additional cycle parking. The station has been awarded Secure Stations Status by the British Transport Police, the Department for Transport and Crime Concern. The bus service, SkyExpress, that is to be operated on behalf of Peel Holdings linking Bank Top Rail Station to Durham Tees Valley Airport and the long distance coach stops in Darlington town centre was introduced on 9 May 2005.

The 3 other stations will be reviewed during 2005/06 for potential improvements during the period of the Second Local Transport Plan. A Community Rail Partnership is planned to promote rail travel along the Darlington to Bishop Auckland line, in particular linking the railway museums in Darlington and Shildon, and promoting the line as an alternative to car journeys. Improvements to rail stations will be required for the CRP to be successful.



*Raised kerb*



*Solar powered CCTV*



## Public Transport Information

The provision of high quality, timely and easily accessible public transport information underpins the strategies for increased public transport use. Research undertaken by bus operators and the Council shows that both users and non-users of buses want to have information at every stage of their journey. This is particularly true for those that do not travel by bus regularly and want reassurance that they are at the right stop and on the right bus. To this end a number of initiatives have been undertaken in 2004/05 to provide information in advance of and during a journey.

- A new, easy to understand bus map was developed and delivered to every household in the Borough. It was also made available on the Town on the Move website. Focus groups have been held to gain feedback from residents to ensure that 'user friendly' maps are produced and new versions, including area specific maps, will be produced as part of the Town on the Move initiative.
- A bus timetable book was also delivered to every household and business in the Borough. This details every bus service that operates in the Borough.
- A new bus stop flag has been erected at every stop in the Borough. Each flag has details of the stop name and the services that operate from that stop. During 2005/06 a roll out programme will begin to add the SMS text message service details to each flag. This service will provide details of the next bus due at any individual bus stop as part of the Real Time Information project.
- 250 timetable cases have been put in place at bus stops across the bus network. New Omnitimes software has been purchased to enable bus stop specific information to be generated and printed. This is now being rolled out to the existing timetable cases and will be extended to more stops with the roll out of the provision of timetable cases. A maintenance contract will be put in place in 2005/06, which will include the updating of the timetable information at each stop as required.
- 10 sites along North Road have been identified for the installation of the Tees Valley-wide real time information system. Preparation works have been undertaken including alterations to shelters and raised kerbs. The Joint Strategy Unit is managing the installation of the complete system by Autumn 2005. Additional equipment has been purchased for installation on Yarm Road and at town centre locations as part of the Pedestrian Heart.



*Bus stop flag and timetable*

## Road Safety and Traffic Calming

Darlington continues to strive to reduce the number of people killed or injured on its roads each year. In line with its key objective of improving safety for all road users and contributing to the Governments 2010 road safety targets it delivers an annual programme of road safety and traffic calming schemes in conjunction with extensive education, training and publicity initiatives. The Council works in partnership with neighbouring authorities, the Police and various other organisations in driving forward intelligence led road safety within the Borough. The Council's efforts are reflected in the excellent progress being made towards achieving its 2010 road casualty reduction targets.

During 2004/05 the Road Safety team has expanded the cycle training programme. Working in partnership within the secondary school sector a pilot scheme was so successful with the year 7 students the Head Teacher made a personal request to introduce the scheme to the whole school and even volunteered to undertake the training himself! During the year 548 children have undergone training, taking the total trained since the programme began to over 2000.

Since the introduction of the new National Standard for cycling in the summer of 2004 Darlington Borough Council has been helping shape the introduction of cycle training throughout the region. One of the founder creators of the National Standard now works for the Council as a cycle training instructor and has taken responsibility for training our instructors in the Borough. Because of his unique expertise, Darlington Borough Council has offered his services to LARSOA North East as leader of the newly introduced cycling focus group. This group has a brief to set up and implement instructor training for all instructors within the region's organisations and authorities wishing to implement the National Standard.

**a) Safety Schemes**

- A Safe Route to School was implemented at Cleveland Street to improve access to Gurney Pease School.
- 7 safety schemes
- 20mph zone at Alderman Leach School
- 2 rural traffic calming schemes
- 2 Toucan crossings and 1 signalled crossing - to provide safe access for pedestrians and cyclists to the West Park development and as part of a Link to School cycle route.



*Cleveland Street before*



*Cleveland Street after*

**b) Education and Training**

- On road cycle training
- Transition days for primary to secondary school
- Durham and Darlington Driver Improvement Scheme
- Walk to School Week
- Safety Carousel
- Theatre in education
- Poetry days
- Cycle helmet assemblies
- Wisedrive



*Alderman Leach School 20mph*



*Walk to School Week*



*Cycle trainers***c) Publicity**

- The "Darlington Drivers Guide" a sixty-five page full colour glossy magazine was published in the summer.
- In-car safety checks on child car seats
- Annual drink drive campaign leaflets and "Mocktail" events were held in all major local supermarkets to encourage customers to add non alcoholic drinks for guests over the festive season.
- Support for national, regional and local road safety campaigns.

**d) Speed Management Strategy**

- The Council has continued to expand its SpeedVisor programme (portable roadside speed display units ) as part of the Speed Management Strategy implemented in partnership with Durham Constabulary and Durham County Council. Two new units purchased during the year brings the total to six which in turn has allowed the sites to be targeted on a more regular frequency and additional sites in the rural villages to be incorporated into the programme. All the units now have the facility of recording speed data that are passed to the police for their information and use when drawing up their programme of specific speed enforcement campaigns.

**e) Home Zone**

- The Pateley Moor Crescent Home Zone was completed and the official opening took place in September.

**Town Centre Access**

Access to the town centre for all road users is key to the vitality of the commercial centre.

**Pedestrian Heart**

The Town Centre Access Study undertaken in 2003/04 was commissioned with the objectives of seeking to improve the environment, safety and accessibility of the town centre, thus safeguarding and enhancing its economic vitality in the 21st century. The Study recommended the installation of a high quality 'Pedestrian Heart' in Darlington's town centre.

The plans will create a pedestrian environment in the heart of the town with provision for cycle access, bus and taxi services, deliveries and access to car parking.

During the early part of 2004/05 the consultants continued to work on the designs, in particular reviewing the bus and cycle access into and through the town centre. A major consultation exercise was undertaken with local people and businesses and major external funding was secured.

Implementation of the enabling works for the scheme has begun. Traffic Regulation Orders have been made for alterations to the Ring Road and work is well advanced on the construction of the bus lane.

*Preparatory works for Ring Road bus lane*



*Artists impression of the Pedestrian Heart*

Whilst there is going to be major change over the next few months and years, it has been important to continue with small scale improvements for those wishing to use the town centre.

Darlington Council has continued to support Shopmobility, which provides a valuable service to residents and visitors. LTP funding was used to purchase an additional electric wheelchair and scooter in order to meet the continuing high demand for the service.

In addition LTP funding was used to develop a web-based map that provides users with detailed information about the location of services and shops within the town centre that provide access for wheelchairs and/or scooters. More importantly the map indicates the location of accessible car parking spaces, dropped crossings and safe routes to help residents and visitors around the town centre. Officially launched in April 2005 the [wheelygood.org](http://wheelygood.org) website has had 11,000 hits in its first month.



## Rural Transport

The town of Darlington is surrounded by a mainly rural area and the Council needs to invest in transport to ensure that these residents are able to access services, employment, education, shopping and leisure facilities in town, as well as travel safely on local roads.

- Village gateway schemes have been implemented at Killerby and High Coniscliffe
- Rural Bus Service Grant continues to support 3 rural services.
- Half fare bus travel was extended to 14-16 year olds.
- Rural Bus Challenge has funded CCTV and solar powered lights at 25 rural bus stops
- The Hurworth Neasham footway/cycleway was substantially completed providing a link between the two villages and improving access to the schools.
- New bus stop flags at all bus stops & raised kerbs in some villages
- An advisory cycle lane from Merrybent to the outskirts of Darlington.
- A major footpath improvement at The Cortine, in Heighington
- Maintenance schemes - e.g. surface water drainage improvements on Great Burdon - Great Stainton road
- Continued support of the Rural Transport Partnership



*Hurworth, Neasham footway/cycleway under construction*





*Gullies to address localised flooding*

**a) Cycling infrastructure**

- West Park link - providing a lit bridleway between the existing cycle network along the Barnard Castle Track Bed and the new West Park site. The cycle link was completed in time for the opening of West Park Hospital.
- West Auckland Road - provides a link to the north end of the West Park site and links to the High Grange estate on the opposite side of the road via a Toucan crossing on West Auckland Road.
- Desmond Way - links Brinkburn Road to the existing cycle network along Honey Pot Lane.
- 3 Links to Schools - part funded by Sustrans. Cemetery Lane, Red Hall and Hurworth Neasham.
- 1 advisory cycle lane - Merrybent to Darlington.
- 10 lots of cycle parking at schools, hospital and commercial sites including post offices.



*Bridleway at West Park*



*bus stop improvements in Hurworth*

**Cycling**

During 2004/05 the Council continued to develop its cycle network and facilities, as well as provide high quality training, promotion and information. Additional funding was secured from the Links to Schools Programme managed by Sustrans for cycle improvements to three schools. Levels of cycling are beginning to increase across the Borough and it is intended to maintain this trend through investment in infrastructure, information and promotion.



*Cycle parking*



*Merrybent cycle lane*



*Cemetery Lane cycle track*

**b) Promotion**

- An extensive cycling events programme in 2004, targeting families as well as experienced cyclists
- A Tees Valley programme of events promoted through leaflets and posters
- Bike Week - this was promoted across the Tees Valley via a website, [www.doitbycycle.com](http://www.doitbycycle.com), newsletter and radio. A guided ride was arranged and the local hospital arranged a ride between its existing and new sites.
- Company of Cyclists events in July 2004 and March 2005
- Bike It programme with 3 primary schools, specifically aiming to increase levels of cycling

**c) Information**

- A Darlington cycle map was produced and made widely available. Pocket size versions were given to all children taking part in the cycle training. A Tees Valley map was also produced and made available.

- New signing schemes were developed and installed along the cycle network. This helps cyclists and also helps to promote the cycle routes to passing drivers passengers and pedestrians.



*Cycle Signs*

**Walking**

Darlington is committed to promoting walking as a mode of transport within an integrated transport strategy. Darlington has formed strong partnerships with Darlington Association on Disability to ensure that the needs of those with a disability are met and with the Primary Care Trust to ensure that the health benefits of walking are promoted.

Improvements for pedestrians have included:-

**a) Infrastructure**

- 2 new crossing points on West Auckland Road to provide safe crossing points across this busy road and to improve access to the employment area of Faverdale and the new school and hospital in West Park.
- A Toucan crossing on Carmel Road North to provide a safe crossing point for pedestrians and cyclists, linking to Hummersknott School.
- A Puffin crossing on Victoria Road
- Cleveland Street Safer Route to School provides a safe pedestrian route under the railway, linking residential areas to Gurney Pease School
- Over 200 dropped kerbs/tactile paving



### b) Promotion

- Darlington Doorstep Walks - guided walks implemented in partnership with the Primary Care Trust and the Countryside Team.
- The development of new walking guides to be launched in Summer 2005.
- Walk to School Week
- The development and launch of the web based map by Darlington Association on Disability to illustrate wheelchair accessible routes in the town centre.



Additional covered motorcycle parking has been secured as part of a planning application for a new car park development in the heart of the town centre, which should be complete by the end of 2005.

### Travel plans

The Council now has two officers working on school and workplace travel plans. These additional resources have helped to make further progress in this important area of transport planning.

#### School travel plans

A further 6 travel plans were completed with schools during the year and the existing 5 schools have continued to promote sustainable travel to school.

Alderman Leach School was relocated to a new site on the West Park development in early 2005. A travel leaflet was produced for staff, pupils and parents explaining how to travel to the school by all modes and routes.

The School Travel Plan Officer undertook a 'hands up' survey in January with all schools in the Borough. This demonstrated that the five schools with travel plans had achieved a reduction in car driver trips and an increase in levels of walking.

Having a dedicated resource has enabled a good relationship being developed with schools and participation levels in Walk to School Weeks and Bike to School Weeks have been impressive.

Three primary schools are working with Sustrans on the Bike It! Programme which aims to increase levels of cycling through training and events. These schools have also received cycle parking.

### c) Environment

- Rights of Way and local nature reserves programme
- Street Scene initiative with Community Services



*Toucan Crossing*

### Powered two wheelers

The percentage of motorcycle trips in the Borough is very low. Consultation with the local Motorcycle Action Group has indicated that they would like to see more motorcycle parking to encourage this mode of transport.

This year the Council has therefore extended the amount of motorcycle parking by providing facilities for 10 motorcycles within the town centre.



Physical works have also been implemented to improve access to schools including a Safer Route to School for Gurney Pease School and cycle links to 3 schools as part of the Sustans Links to Schools programme.

*Dodmire Infants School launch travel plan*

**Workplace travel plans**

Darlington Borough Council has had a travel plan since 1999 and this is now being reviewed, with support at a corporate level. During 2004/05 a car share scheme was launched for council employees, [www.2plustravel.com](http://www.2plustravel.com).

County Durham and Darlington Priority Services NHS Trust moved from its existing site at the Memorial Hospital near the town centre to a purpose built site at West Park on the edge of town. A travel plan was implemented and a leaflet produced detailing walking, cycling and bus journey details to the site.

County Durham and Darlington Acute Hospitals NHS Trust developed a travel plan for their Memorial Hospital site. Small scale implementation has started with an awareness raising campaign and the installation of cycle parking for visitors. Large- scale improvements for all staff and visitors are linked to a planning application for which the Trust is awaiting funding.

Darlington Primary Care Trust and the Imperial Centre (town centre small offices) have started developing travel plans and have secured free consultancy advice from Transport Energy.

A travel plan has been completed for Lingfield Point, a mixed use development on a brownfield site. Improvements to the

access to the site will be completed during 2005/06 improving access by cycle and on foot, as well as for traffic. Routes to local bus stops will also be improved.

A travel plan has been drafted for Argos for implementation during 2005/06 as a new warehousing facility opens.

A travel plan has been drafted for Darlington College and implementation will start during 2005/06 ready for when the College relocates to a new site in September 2006.



*Car sharing scheme is launched*



*Travel awareness event at Darlington Memorial Hospital*

**Town Centre Parking**

Darlington aims to provide high quality secure car parking in and around the town centre, whilst at the same time using



the management of car parking supply and pricing to reduce the number of single occupancy vehicles entering the town.

The main initiative during 2004/05 was the introduction of charging to existing limited waiting car parking on town centre streets to bring the charging regime in line with the off street car parks. Solar powered parking ticket machines were installed in three areas of the town and came into operation in November 2004. A footfall survey undertaken before the machines came into operation, will be repeated in May 2005, along with an analysis of utilisation of the spaces, based on pre and post scheme surveys.

Ten car parks now have Safer Parking status, Park Mark, a safety assessment that has replaced the Secured Car Park scheme. Two additional car parks achieved the standard during the year.

During 2004 and 2005 two car parks were closed. A short stay 'shoppers' car park, privately owned, was closed for redevelopment and will open at the end of 2005 with an increase in car parking capacity. It will also have covered motorcycle parking. A long stay car park was also closed for the redevelopment of a health centre. This will open again at the end of 2005. In addition further short stay spaces will be brought into use by undertaking maintenance work on an existing deck of a car park. An information leaflet was produced to direct drivers to alternative car parks.



A review of Resident Parking Zones is underway. Two surveys have been undertaken to assess the usage of the current resident parking zones. A period of analysis and consultation is timetabled for 2005 for the implementation of any proposed changes in early 2006.

A review of Traffic Regulation Orders for the implementation of decriminalised parking will be undertaken during 2005, for the planned introduction in March 2007.



...car parking charging

## Airport

Durham Tees Valley International Airport (formerly Teesside International Airport) is undergoing significant investment to further increase the number and range of flights offered, numbers of passengers and the amount of freight handled. The airport is a key link in the national and international transport network serving Darlington and the region. A planning application to further develop the Airport has been submitted to the Council.

The Airport is funding a bus link to the main line rail station and town centre coach stop. SkyExpress started operating in May 2005 and saw a quadrupling of usage in the first month. The service will receive significant promotion during the summer of 2005 to coincide with the launch of new flights from the Airport.

## Highways and Bridges Maintenance

Maintenance of the highway assets is a major element of the Local Transport Plan capital programme, accounting for £1293k on highways and £300k on bridge maintenance. It directly contributes to the Plan's aims of improving safety and the environment, and public interest in this element of the service is always high.

Through the annual Community Survey the public tell us that they have concerns about surface condition and appearance of footways and roads and local flooding. In addition, as asset managers it is essential to maintain the underlying structural condition of footways and roads at the appropriate levels



using best value principles. The former element is being addressed through revenue funding, with the Council making £2.5m available over the next 3 years through a prudential borrowing package. The latter aspect is being addressed using LTP funding with needs based works programmes being compiled with the benefit of the data available from the now highly developed UKPMS system.

In addition highway safety inspections are carried out across the entire highway network including back lanes. In 2004/05 100% of the dangerous defects were made safe within 24 hours. Repudiation rates for highway insurance claims made against the Council remain high at 88%.

The Council has appointed a Traffic Manager to meet the requirements of the Traffic Management Act 2004 and a review of procedures is underway.

Darlington Council is amongst the first highway authorities in the UK to provide full access to all streetworks on its corporate website. During 2004/05 the Highways team, a software development company and the corporate web development company worked together to enable residents and utility companies to access the complete streetworks database for past, present and planned works. The system went live in May 2005.

### Maintenance schemes

In 2004/05 a major programme of highway maintenance was again undertaken across the Borough, including resurfacing sections of the A67, A68, A167, A1150, B6280 and C180. This included the use of noise reducing surfacing at a number of locations such as Grange Road, Salters Lane South, Yarm Road, Geneva Road and Thompson Street East. A programme of deep patching was also carried out to the A/B/C roads across the network for example on the A67 near Piercebridge and the A68/A6072 at Swan House. This work was aimed at restoring the residual life of the road as well as improving the appearance and ride quality. Numerous other schemes were implemented across the urban area.

In addition maintenance work was carried out on stretches of rural road such as haunch strengthening between Great

Stainton and Bishopton and at Over Dinsdale, to prevent further deterioration of the structure of the carriageway. Drainage works were also implemented at a number of locations across the Borough to eliminate local flooding.

Footpaths have also been maintained and 8 footpath schemes covering a length of approximately 3 kilometres having been carried out to eliminate major defects and improve the walking quality and appearance. Typical examples include along the A167 North Road and A1150 Salters Lane South. All footway and carriageway scheme include new or improved dropped kerbs and tactile paving.

### Bridges & structures

The bridgework and structures construction programme was completed on time at a cost of £319k. It included, as planned, 2 bridge strengthening schemes, one at Bates Avenue Bridge and the other at Whitehouse Bridge. It also included, as planned, 2 structural maintenance schemes at Polam Lane Bridge and Oxneyfield Bridge. The latter bridge scheme spans 2 financial years and will be completed in summer 2005. It also included carriageway realignment.

The Council is implementing the nationally adopted County Surveyors Society Bridge Condition Indicator system. Data collection has been carried out and is being input into the Insight system where it will sit alongside all the other highway inventory and condition data.

### Street Lighting

The 'white light' conversion programme has continued in 2004/05, with an additional 322 units being converted. 54% of the lighting stock has now been converted and it is planned that the remainder of the work will be completed in 2006.

Two safety schemes incorporating street lighting have been implemented during the year - the Coniscliffe rural gateway and a residential street off North Road where there was an anti-social behaviour issue.



## Report on progress of approved major schemes

We are re-submitting the **Darlington Eastern Transport Corridor** for consideration by Government during 2005, as invited by the Minister. This follows the withdrawal of provisional funding by Government in their LTP settlement of December 2004, since they felt that it did not represent an immediate priority for funding. However, we feel that the need for the scheme justifies a more immediate timescale, so that we can achieve our plans for the economic regeneration of the town.

The scheme is now ready to proceed once funding is secured; with all relevant legal, property and key design issues resolved. If funding was secured by the summer of 2005 (and subsequently the legal orders confirmed by the Secretary of State), it is estimated that work would commence in the spring of 2006.

In 2005/06, we spent £200k from our own resources on the following actions to prepare for the scheme:

- Land acquisition
- Design
- Site investigation
- Statutory procedures and resolving legal issues

One particular action was to resolve the disagreement between the Council and one landowner over the validity of a previous planning permission that affected the detailed design of the scheme. The Council's view was upheld in the High Court and the issue has now been resolved. As noted above, this now means that the Compulsory Purchase Order can be made, without the need for a Public Inquiry.

Although we expect the scheme to be approved during 2005/6, it is not currently approved. Therefore, in accordance with DfT Guidance, the targets and trajectories in the provisional Second Local Transport Plan do not take into account the benefits of the scheme.

We see the implementation of the Darlington Eastern Transport Corridor as a precursor to the realisation of the proposals contained in the **Tees Valley Gateway Study**. This two part study was commissioned by the North East Assembly and partners (including the Council and the Highways Agency), to investigate how best to achieve the following for the local area - a "gateway" to the Tees Valley sub-region through the identification of potential options across all modes to:

- provide better access to the Tees Valley;
- reduce traffic congestion and improve safety on the A66(T) Darlington Bypass; and
- enable economic regeneration consistent with the Tees Valley Vision.

Phase 2 of this Study reported in 2005 and recommendations have been made to Government about the way forward. In terms of major schemes, it is proposed that an improvement be made to the A66(T) through part dualling the section between Great Burdon and Yarm Road, with on line improvements elsewhere. In the longer term, the option of fully dualling the A66(T) around Darlington remains. As a Highway Agency promoted major scheme, this proposal falls outside of the Council's direct remit, but we will continue to work in partnership with the Agency to ensure that maximum benefit is obtained from this intervention particularly for local people.

The proposals for public transport interventions, travel plans and associated measures will be developed where possible, as part of the general work of the Second Local Transport Plan, so that they are in place before delivery of the proposed scheme.

No timescale has been set for delivery of this proposal at the moment.

## Scheme Delivery - Finance Forms

The finance forms, LTP F1-F4, appear in **Appendix 4** for completeness of this document. They include full details of schemes delivered in 2004/05 and planned for 2005/06. They also appear in the Provisional Second Local Transport Plan, according to guidance set out by the Department for Transport.



## 4. Maintenance related information

### TABLES FOR REPORTING MAINTENANCE DATA

#### Latest available carriageway and footway condition data from 2004/05 surveys

Indicator	Best Value Performance Indicator	Value
Principal RoadCondition	BV 96	Scanner TTS survey 34.97% CVI 1.59%
Non-principal classified road condition	BV 97a	8.41%
Non-principal unclassified road condition	BV 97b	10.17%
Categories 1 & 2 footway condition	BV 187	18.41%

The BV indicators show the proportion of the network that should be considered for structural treatment. When stating BV96 value, authorities should also state the survey method used.

#### Latest bridge data

No. of bridges requiring strengthening	No. of bridges requiring major maintenance (>£50,000)	Total no. of bridges (>1.5m span)
3	18	84

The BV indicators show the proportion of the network that should be considered for structural treatment. When stating BV96 value, authorities should also state the survey method used.

#### Latest Strengthening and Major Maintenance Data for Bridges and Retaining Walls on the "nationally recognised" Primary Route Network (PRN)

Structure Name	Primary Route (i.e. road number)	Indicate Strengthening, or Major Maintenance (>£50,000)	Cost £	Date
Oxneyfield Bridge	A167	Completion of works	100,000	2005/06
Great Burdon	A1150	Major Maintenance	250,000	2006/07
Victoria Road	A167	Major Maintenance	300,000	2007/08
Central House RW	A167	Major Maintenance	100,000	2006/07



## Latest Lighting Data

The lighting inventory is attached as an Excel spreadsheet.

### Percentage of "Appendix B" lighting inventory completed

Percentage completed	72%
----------------------	-----

In 2003/4 every street light was inspected and a comprehensive inventory was set up using 38 of the 53 National Inventory Attributes. The data in the inventory was essentially information that was collected from the ground for columns, control gear and lighting units. It was considered that this was a cost effective way of compiling data. The Council is currently setting up a integrated asset management system based around its Symology Insight System and the street lighting inventory has been incorporated into this along with the Bridge Condition Database.

### Table C - Energy profile

Wattages are actual stated lamp wattage, not circuit wattage. Totals in Tables C and D should be equal

**Note:** Figures in Tables A to D should relate to road lighting equipment only in 2004. Exclude Parish Council lighting, etc. and illuminated traffic signs, feeder pillars and illuminated traffic bollards.

#### Table A - Primary factors

Totals in Tables A and B should be equal

Column material	Age in years	Number of columns by column mounting height						Average height over 12m	Total columns
		4m (or less)	5m	6m	8m	10m	12m		
Mild steel (tubular and sheet)	0 - 20		308	888	112	131			1439
	21 - 30	24							24
	31 - 40		2567	3968	832	1343			8710
	Over 40								0
<b>Total</b>	<b>24</b>	<b>2875</b>	<b>4856</b>	<b>944</b>	<b>1474</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10173</b>
Stainless steel	0 - 20								0
	21 - 30								0
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Concrete	0 - 20								0
	21 - 30		477	147	14				638
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>0</b>	<b>477</b>	<b>147</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>638</b>
Aluminium (tubular and fabricated)	0 - 20								0
	21 - 30		310	2					312
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>0</b>	<b>310</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>312</b>
Cast iron	0 - 20		2	25	1	2			30
	21 - 30	14							14
	31 - 40		142	5					147
	Over 40								0
<b>Total</b>	<b>14</b>	<b>144</b>	<b>30</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
Wood Include poles mounted on electricity/telecom poles	0 - 20								0
	21 - 30		9	140	11	12			172
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>0</b>	<b>9</b>	<b>140</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>
Composite Include fibre glass and GRP	0 - 20								0
	21 - 30								0
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Other Include structure mounted, eg. overheads, substays, underpasses, tunnels, under bridges.	0 - 20								1
	21 - 30	91	11	92	28	3			225
	31 - 40								0
	Over 40								0
<b>Total</b>	<b>91</b>	<b>11</b>	<b>92</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
<b>All</b>	<b>Total</b>	<b>129</b>	<b>3826</b>	<b>5267</b>	<b>999</b>	<b>1491</b>	<b>0</b>	<b>0</b>	<b>11712</b>

**Table B - Column type profile**  
Totals in Tables A and B should be equal

Column material (see notes to Tabel A)	Number of columns
Mild steel <sup>1</sup> - EPC <sup>2</sup> only	10173
Mild steel <sup>1</sup> - HDG <sup>3</sup> only	10173
Mild steel <sup>1</sup> - EPC <sup>2</sup> & HDG <sup>3</sup>	10173
<b>Mild steel<sup>1</sup> - total</b>	<b>10173</b>
Stainless steel	638
Concrete	312
Aluminium	191
Cast iron	172
Wood	226
Composite	0
Other	0
<b>All</b>	<b>11712</b>

1. For a full definition of each Mild Steel category, place your cursor over the red triangle at the end of the row heading.
2. External Protective Coating
3. Hot Dipped Galvanised



**Table D - Lighting control**  
Totals in Tables C and D should be equal

Control	Number of lamps
Time switch - all night	
Time switch - part night	
Photo cell - all night	11738
Photo cell - part night	
24 hour operation	79
Dimmed equipment	
Other	
<b>All</b>	<b>11817</b>

**Table C - Energy profile**  
Wattages are actual stated lamp wattage, not circuit wattage. Totals in Tables C and D should be equal

Lamp type	Lamp wattage	Number of lamps	Lamp type	Lamp wattage	Number of lamps	
<b>SOX</b> Includes LPS, SOX+, SOXPLUS etc	35	878	<b>QL</b> Include induction lamps	55	2	
	55	738		85	52	
	90	236	Other			
	135	324	<b>Metal Halide</b>	70	12	
	180			100		
	Other	7		150		
<b>SOX-E</b>	26		<b>CDM/T</b> Includes CDM / TT etc.	250		
	36			300		
	66			500		
	91			1000		
	131			2000	866	
	Other			Other		
	50	29		<b>MCF</b>	50	
	70	5533			100	
	100	309			150	
	150	866			250	
250	1040	Other				
<b>MBF</b>	400	143	<b>GLS</b> Includes tungsten	60		
	600			100		
	1000			150		
	Other			Other		
	50			<b>MBT/L</b>	160	
	80	2			Other	
	125	780		<b>Other</b> Only for lamp type categories not listed above. Insert to nearest wattage.	25	
	250				50	
	400				100	
	Other				150	
		200				
		400				
		600				
		1000				
		2000				
		Other				
<b>All</b>	<b>Total</b>	<b>11817</b>	<b>All</b>	<b>Total</b>	<b>11817</b>	



## 5. Funding

The previous chapters detail how we have:

- Implemented new ways of working including improved programme management and budget control
- Undertaken a major piece of travel behaviour research to inform policy development and target setting;
- Made good progress against almost all targets
- All the Local Transport Plan funding has been spent to plan
- Total number of schemes delivered in excess of number planned

This chapter details how we have:

### Secured additional funding for transport improvements

Darlington has been successful in not only securing additional resources from external sources but has also been successful in retaining its revenue budgets in a climate of budget pressure within the Council.

This chapter covers:

- Non LTP capital funding
- Revenue funding
- LPSA funding
- Town on the Move funding
- Proposed budget spend for LTP funding in 2005/06.

### Non LTP capital funding

In addition to the Local Transport Plan capital programme Darlington has spent considerable non-LTP funding on transport.

Details are as follows:-

Source of funding	Amount £k	Spend £k	scheme	Carried forward
Capital receipts	200	200	DETC	0
Capital receipts	20	20	Polam Bridge	0
SRB grant	15	15	Firthmoor local safety scheme	0
Sustrans Grant	134	134	Links to school	0
Urban Bus Challenge	1	1	Urban Bus Challenge Rural Bus Challenge	0
Rural Bus Challenge	100	100	Homezone	0
DfT/ERDF	250	250	various	0
Capital contributions	372	86		286
TOTAL	1092	806		286



## Revenue funding

Darlington has spent £6.495M revenue funding to support the delivery of the Local Transport Plan during 2004/05. This was spent as follows:

Scheme	Gross revenue funding (£k)
Bridge maintenance	7
Routine maintenance	319
Aids to movement	74
Maintenance schemes	142
Surface dressing	150
Street lighting	673
Winter maintenance	361
Verge maintenance	223
School crossing patrol	107
Road safety education, training & publicity	20
Traffic management	72
Darlington : A Town on the Move	400
Urban Bus Challenge	350
Rural Bus Service Grant	94
Concessionary fares	1046
Supported bus services	281
Education transport	1167
Social services	148
Community transport	61
Car parking	754
Ring a Ride	46
<b>TOTAL</b>	<b>6,495</b>

## LPSA Funding

During 2004/05 a total of £465k was spent on maintenance to achieve stretched targets on the condition of non-principal classified roads and unclassified roads, as part of the Local Public Service Agreement. The remaining £535k will be spent during 2005/06.

## Town on the Move funding

Darlington was successful in securing £3.24M revenue funding from the Department for Transport in 2003/04 to become a sustainable travel demonstration town to be spent over 5 years. In the first year £400k was allocated and has funded the following initiatives:

- Travel behaviour research, undertaken by Socialdata
- Cycle audit, undertaken by Cycle City Guides, of all cycle routes to identify potential improvements, new routes and to underpin an on-line cycle journey planner
- Marketing - adverts on bus backs and shelters, car park tickets, radio and monthly Town Crier updates
- Events - Company of Cyclists at the Travel Summit
- Pedestrian audits, undertaken by Living Streets, to identify potential pedestrian improvements in the town centre and Cockerton
- Introduction of 14-16 rural half fare bus travel
- Project website
- Maps, including cycle and walking maps
- Individualised travel marketing, undertaken by Steer Davies Gleave

## Proposed LTP spending for 2005/06

Darlington was allocated £3.062M LTP funding for 2005/06. This was £1.867M for integrated transport and £1.195M for highways and bridge maintenance. It will be spent on the following programmes and schemes of work:

Strategy	Proposed spend £k
<b>Corridor of Certainty</b>	
■ Bus priority works on Corridors of Certainty	250
■ Yarm Road new works	200
■ North Road supplementary works	100
<b>Buses</b>	
■ Adjustment to bus stop kerb heights	85
■ New bus stops	15
<b>Road safety and traffic calming</b>	
■ Local road safety schemes	45
■ Traffic calming and management schemes	75
■ On the Move – 20mph zones, residential and school	100
<b>Town centre access</b>	
■ Design and implementation	500
■ Real time information for town centre	125
<b>Rural transport</b>	
■ Traffic calming and management schemes, including Sadberge village	30
■ Rural Transport Partnership	5
<b>Cycling</b>	
■ Cycle network development	100
<b>Walking</b>	
■ Pedestrian crossings	35
■ Improved access for people with disabilities (including support for Shopmobility)	30
<b>Powered two wheelers</b>	
■ Parking provision	3
<b>Travel plans</b>	
■ Physical works for Safer Routes to School	69
■ Workplace, including Council Travel Plan	100
<b>Highways and bridge maintenance</b>	
■ Highways from schedule of contending schemes	895
■ Bridges from schedule of contending schemes	300
<b>TOTAL</b>	<b>3062</b>

## Prudential borrowing (funded from revenue)

A further £2.63M has been secured from prudential borrowing for highways maintenance over the period 2005-2007.

£130k will be spent on white light improvements to bring forward the implementation of this programme to improve the quality of lighting, reduce light pollution and provide substantial savings through energy efficiency and reduced future maintenance liabilities.

£2.50M will be spent on highway maintenance schemes which are aimed at improving the appearance and surface condition of footpaths, verges and roads, and reduce the incidence of local flooding, in order to improve public satisfaction with roads and pavements.

## LTP Expenditure - Finance Forms

The finance forms, LTP F1-F4, appear in **Appendix 4** for completeness of this document. They include full details of budget expenditure in 2004/05 and planned for 2005/06. They also appear in the Provisional Second Local Transport Plan, according to guidance set out by the Department for Transport.



# Appendix 1

## Sustainable Travel Demonstration Town - Darlington: A Town On The Move

In 2004, following a rigorous bidding process, Darlington was selected by the Department for Transport as one of three sustainable travel demonstration towns. The award has secured £3.24m in revenue funding, spread over 5 years, which will be used to reduce congestion in Darlington. The cash will fund a variety of 'smarter choices' but will also be linked with capital funding secured via the Local Transport Plan.

In the first year of the project, which has been named Town on the Move, the project team has been set up. The dedicated team consists of a project director, a project co-ordinator and a school travel plan officer (the school travel plan officer is part funded by the Department for Education and Skills and the Department for Transport). The project team sits within the wider Transport Policy team and there is extensive joint working between Transport Policy, Town on the Move and Programme Monitoring & Management.

The first year has also involved the commissioning of detailed research into travel behaviour and attitudes in Darlington. The research was undertaken by Socialdata in autumn 2004 and the findings were presented in March 2005 at a 3 day Travel Summit. The first two days of the Summit presented the findings to local stakeholders and then used facilitated workshops to discuss the findings and propose a way forward for both the Town on the Move initiative and the Second Local Transport Plan. On the third day Darlington hosted a national sustainable transport conference organised by the Department for Transport

The research provides:

- A comprehensive analysis on personal travel behaviour; potential for change; attitudes and perceptions.
- Baseline data against which changes in attitude, perceptions and behaviour can be measured, as well as allowing calculation of the success of the project.

The first year of the project has also seen the development of initiatives and programmes of work in preparation for delivery during 2005 and beyond.

Initiatives delivered during 2004/05 include:

- School travel plans: Town On The Move helps to fund a school travel plan officer who is working with all of the schools in Darlington on travel plans and on other initiatives and events promoting walking and cycling. To date 11 schools have travel plans in place.
- Workplace travel plans: Town On The Move also helps to fund a workplace travel plan officer who is working with local employers on the creation of workplace travel plans. 5 local organisations (including Darlington Borough Council) have travel plans in place with several other organisations working on a plan.
- Car share schemes: Town On The Move is not anti-car but aims to promote more responsible car use through car sharing. 2plustravel is a web based database of people who want to car share. It operates by matching people who have registered similar journeys.
- Marketing: a travel awareness programme has been initiated. The first stage of this involved general Town On The Move brand awareness, using a radio commercial, bus backs / sides, bus shelters, parking tickets, the Town Crier and various other sources. Future marketing will be more mode specific.
- Website: in February 2005 a Town On The Move website was launched. The website, which has 40 pages, contains information and advice on all aspects of travel in and around Darlington.
- Community street audits: Living Streets have been commissioned to carry out pedestrian street audits in four areas of Darlington (Parkgate, Northgate, Duke Street and Cockerton shops). The purpose of the audits is to identify ways in which the experience of pedestrians can be enhanced.
- Cycle network audits: Cycle City Guides have been contracted to undertake an audit of cycle provision in Darlington – this involves examination of all of the existing cycle network (including on-road routes) to identify where improvements and additions can be made.



Preparation work for initiatives that will start to be delivered during 2005 include:

- Individualised Travel Marketing: transport consultants Steer Davies Gleave have been contracted to carry out a programme of individualised travel marketing. The programme, which will target every household in the urban area in years 2, 3 and 4 (2005 – 2007) of the project, will offer a personalised journey planning service.
- Locally specific bus information: a series of Darlington bus maps showing Monday to Saturday daytime bus routes and Sunday and evening services are being produced. In addition stop-specific timetables will be posted at 100% of bus stops.
- Events programme: a varied programme of walking and cycling events has been organised for the first year of the project. The 'Pedal Power' programme of cycling events includes 16 guided rides; a two day walking festival based in West Park will feature nature, historical and health walks.

## Partnership Working

Although Town on the Move is based within the Transport Policy team of Darlington Borough Council, success will depend on its town-wide partnership approach involving a variety of organisations:

- Darlington Partnership
- Community groups
  - Darlington Association on Disability
  - Growing Older Living in Darlington
  - Community Partnerships
- Health groups (Darlington Primary Care Trust, County Durham & Darlington Acute Hospitals NHS Trust)
- Other organisations
  - Sustrans
  - Steer Davies Gleave
  - Socialdata
  - Cycle City Guides
  - Living Streets
  - Bus operators
  - Chamber of Commerce
  - Major employers

## Mix of hard/soft measures

Although the revenue funding provided by Town on the Move will predominantly support soft measures it will be closely linked with Local Transport Plan capital funding. For instance as new cycle routes are built they will be integrated into the cycle events programme, publicity, cycle maps and individualised travel marketing programme.





# Appendix 2

## **Socialdata Travel Behaviour Research.**

The travel behaviour research was undertaken as part of Darlington's sustainable travel demonstration initiative. The research was carried out by Socialdata, using an internationally respected methodology used worldwide over the last 30 years, with a statistically valid stratified sample with 4,269 people responding. It has provided a fascinating insight into travel patterns in Darlington; perceptions and attitudes to different modes of travel; and the potential for change from one mode to another.

This Appendix includes the executive summary and the travel behaviour research findings. A full copy of the report is available in the Second Local Transport Plan or direct from Darlington Borough Council.



***Darlington:***

***Sustainable Travel  
Demonstration Town***

***Travel Behaviour Research  
Baseline Survey 2004***

**Report  
for  
Darlington Borough Council**

**February 2005**



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## 1. Executive Summary

This travel behaviour research was conducted in 2004 to obtain information on how people in Darlington travel and on the reasons for their mode choice. The analysis determines the potential for reduction of car use and for an increase of sustainable travel modes (public transport, cycling and walking).

The behavioural data gives a representative picture of day-to-day travel patterns of residents of the Darlington urban area. On an average day people make 3.0 trips with 5.3 legs, performing 1.7 out-of-home activities. Per day they spend almost one hour (57 minutes) travelling per person covering an average distance of 22 kilometres.

The travel behaviour of most people is quite simple: 40 % of all people have just one journey per day with only one out-of-home activity. More than three quarter (77 %) of all journeys are just for one activity. In total 84 % of all trips start from home or lead back to home. Only 16 % of all trips are between two out-of-home destinations.

Leisure accounts for nearly one third of all trips made by Darlington residents (31 %), shopping nearly for one quarter (24 %) and travel to work for one fifth (20 %). Travel to school or college accounts for 10 % of all trips.

On an average day a quarter of trips made by Darlington residents is on foot (ie a genuine walking trip), while just 1 % is made by bicycle. Motorised private modes (car as driver or passenger, motorbike) account for almost two thirds of all trips; the majority of these trips is made by car as driver (41 %). Travel by car as passenger accounts for about one fifth of all trips (21 %) and less than 0.5 % are trips with a motor-bike. Public transport is used for 12 % of all trips.

A more detailed analysis of the use of different travel modes shows that:

- Walking trips are more common on week days than on the weekend, for education trips and among younger and not employed people. By contrast the share of walking trips is low on the journey to work and among employed men.

- The mode share of car driver trips is highest on work, work-related business and escort trips, and among employed men. (68 % of all their trips) Employed women also frequently use the car as driver (50 % of all their trips).
- Public transport in Darlington is used mostly for education and shopping trips (the latter especially to the town centre). Not employed, retired and younger people use public transport more than average.

The research also reveals the importance of short, local trips:

- Around one fifth of all trips (21 %) by Darlington residents are no further than one kilometre and nearly half (47 %) of all trips are no longer than three kilometres. Almost three quarters of trips (74 %) are in the range of five kilometres and another 10 % are between 5.1 and 10.0 kilometres. Only one sixth of all trips are longer than ten kilometres.
- On more than three quarters (77 %) of all their trips Darlington residents remain within the Darlington urban area, (ie the trips begin and end in the town). The average distance of these trips is about 3 kilometres.
- Despite this, the town centre is the destination or starting point for only 14 % of all trips made by Darlington residents. The share of public transport for trips to or from the town centre is much higher than for all trips (32 % compared to 12 %). This PT-share is even higher for shopping trips to or from the inner city (39 %).

The analysis also shows how much, why and where cars are used by Darlington residents for their daily travel needs:

- Three out of four privately owned cars in Darlington (77 %) are used at least once a day.
- Each car is used for an average of 2.5 trips with a total duration of 42 minutes per day. The average distance covered for everyday car trips (excluding commercial and long-distance trips) is 25 kilometres per day, and each car is occupied by an average of 1.5 people per trip (including the driver).
- Nearly a third of all car trips by Darlington residents (29 %) are less than 3km and two thirds were within the town.





- Of those car trips within the town, over half (56 %) were for shopping and leisure purposes and a quarter for work.

The in-depth study shows that nearly all residents recognised an increase in car traffic in Darlington in the last few years, and the majority perceived this negatively. In the case of traffic planning conflicts between the car and sustainable travel modes a large majority of residents would support measures for public transport use, three out of four would support measures for cycling and more than four out of five would support measures for pedestrians.

Public transport in Darlington is considered to be important for the town's residents, and a majority agreed that more improvements should be carried out. The promotion of sustainable travel modes was considered by six out of seven to be a priority in transport policy/planning.

The research was also conducted by "reality checking" the alternative travel options for every trip recorded in the travel diary surveys. This analysis was supported by follow-up interviews identifying the awareness, perception and choice barriers currently preventing individuals from using real alternatives.

The analysis reveals that in principle significant shifts in travel behaviour are possible, for example:

- Seven out of ten of all trips could be undertaken by sustainable travel modes;
- or
- Around four out of five trips could be made by motorised private modes.

The current travel patterns in Darlington show that 62 % of all trips are made by car (as driver or passenger) and 38 % by the alternatives (walking, cycling and public transport).

The in-depth research also showed that more than half of current car trips within Darlington are in principle replaceable by sustainable travel modes as follows:

- a quarter by public transport,
- a third by cycling and
- a fifth by walking.

Lack of information and poor perceptions of service quality were among the most important barriers against greater public transport use. Likewise there were no constraints or subjective barriers preventing a significant proportion on car trips from being switched to walking or cycling.

**This demonstrates that Darlington's Town on Move programme, by focusing on soft measures (ie information, motivation etc) has a the potential to unlock significant shifts towards use of sustainable travel modes.**

## 2. Introduction

### 2.1 This report

This report has been prepared for Darlington Borough Council by Socialdata and Sustrans. It reviews the findings of the travel behaviour research programme conducted in Darlington from September - December 2004 as part of Darlington Borough Council's Sustainable Travel Demonstration Town Programme.

The research was divided into two main components, firstly a travel behaviour survey (net sample 4,269 people) across the 20 urban wards of Darlington and secondly a programme of in-depth interviews with a sub-sample of 406 people covering perceptions and attitudes and potentials for behaviour change. A detailed descriptions of the methodology used is given in the research field report (Appendix 4).

The main body of data arising from the travel behaviour survey are presented in a series of tables in Appendix 1. Section 3 provides charts for the key behavioural data with a commentary on each. The initial findings of the in-depth research are presented in Sections 4 and 5.

### 2.2 Further analysis

Given the scope and volume of data provided by this research programme, there are numerous possibilities for further analysis. Socialdata and Sustrans are keen to work with Darlington Borough Council to gain best value for its 'Town on the Move' programme from this rich source of data. Further graphics may be produced from the behavioural data tables following discussion with the client. The behavioural data provides a resource which may be used for a variety of special analyses as the need arises during the programme.

Following discussion with client of the data in this report, Socialdata will further analyse the in-depth data by using a micro-simulation technique to determine in more detail the potential for changes and the role of each sustainable mode.

## 3. Travel behaviour

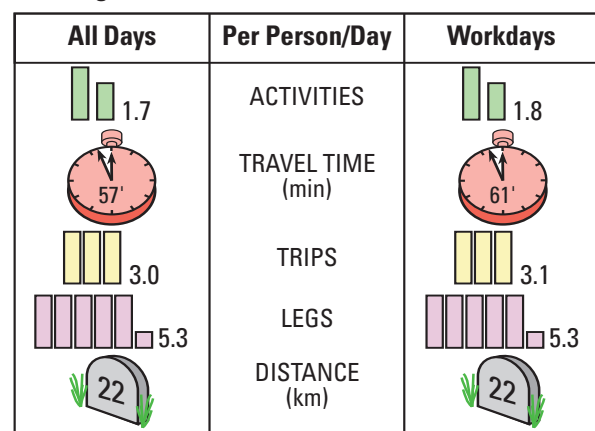
### 3.1 Introduction

The data in the following charts provide a representative picture of day-to-day travel patterns of residents in the Darlington urban area<sup>1</sup> (excluding commercial and freight traffic, and trips over 100 km<sup>2</sup>). Full data tables are provided in Appendix 1.

### 3.2 Basic Travel Characteristics

The basic travel characteristics of Darlington residents are summarised in Figure 3.1. On an average day of the week a person makes 3.0 trips consisting of 5.3 legs in total, performing 1.7 out-of-home activities<sup>3</sup>. Each person spends almost one hour (57 minutes) per day travelling, covering an average distance of 22 kilometres.

### Basic Travel Characteristics Darlington



- 1 The survey covered the 20 electoral wards in the urban area of Darlington.
- 2 The analysis of day-to-day mobility excludes trips of more than 100 km (around 2 % of all trips) to avoid skewing any distance-related indicators.
- 3 A glossary of terms is in Appendix 2.

### 3.1: Basic travel characteristics

Comparing these results for all days with those for week days (Monday to Friday) it becomes obvious that on week days people make more trips, perform more activities and spend longer travelling than on the average of all days whereas the distances travelled are roughly the same. Figure 3.2 show the number of activities and journeys<sup>4</sup> undertake per person per day. On an average day about six out of seven Darlington residents undertake some kind of travel (meaning that the share of mobile persons in Darlington is 86 %).

3.2: Journeys and activities per person

### Journeys and Activities Per Person Darlington

Activities per person	Journeys per person					Total
	0	1	2	3	4+	
0	14					14
1		40				40
2		8	15			23
3		3	4	4		11
4+		3	4	3	2	12
<b>Total</b>		54	23	7	2	86

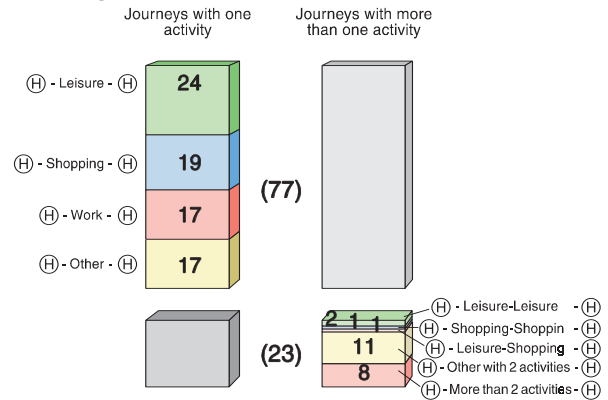
The travel behaviour of most people is quite simple: 40 % of all people make just one journey per day with only one out-of-home activity, 8 % make one journey with two activities, 3 % with three activities and another 3 % with four or more activities. Together 54 % of all people leave home only once in a day. About a quarter of Darlington people leave home twice a day (23 %), most of them (15 %) only for two activities (one per journey).

Therefore two out of five people perform only one out-of-home activity per day, another 23 % perform two activities, 11 % three activities and 12 % four or more activities.

The relationship between journeys and activities is explored further in Figure 3.3. More than three quarter (77 %) of all journeys are just for one activity. Most of them lead from home to a leisure activity and back home (24 %). Another fifth (19 %) of all journeys just leads to one shopping activity and back home and 17 % is for going to work and returning back home with no in-between activity.

Fig. 3.3: Journeys and activities

### Journeys and Activities Darlington

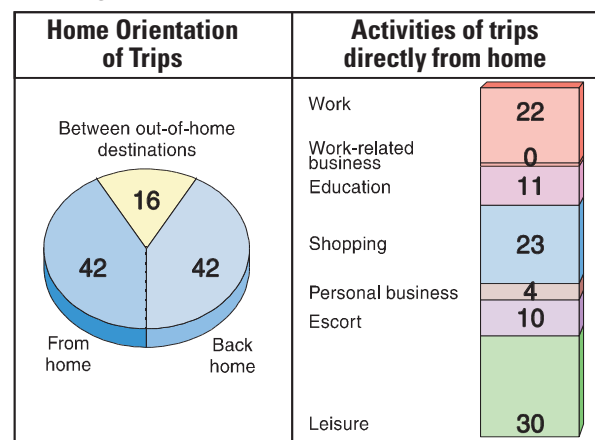


23 % of all journeys are for more than one activity, 15 % for two activities and another 8 % for three or more activities. The most common combinations consist of leisure and shopping activities.

Figure 3.4 focuses on home-related trips. In total five out of six (84 %) trips start or finish at home. Only one out of six (16 %) trips is between two out-of-home destinations.

Fig. 3.4: Home-related trips

### Home Related Trips Darlington

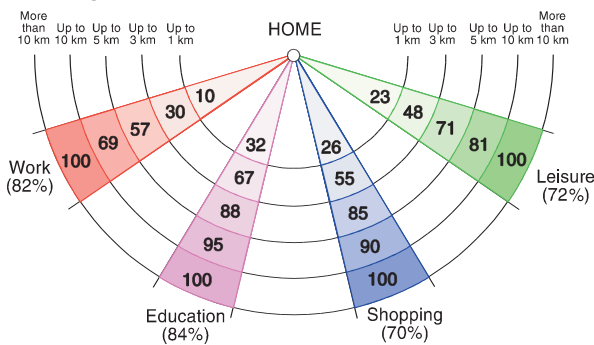


About one in five (22 %) of the trips directly from home is work-related, 11 % education, 23 % shopping, 4 % personal business (for example post office, doctor), 10 % escort and 30 % for leisure activities.

The distance range of trips from home for different purposes is shown in Figure 3.5. About four out of five (82 %) workplaces are reached by a trip starting from home. 10 % of these work places (with the trip starting from home) are within a maximum distance of one kilometre, 30 % are not further than three kilometres, 57 % not further than five kilometres and only 31 % lead to a distance of more than 10 kilometres.

Fig. 3.5: Home orientation and activities

### Home Orientation and Activities Darlington - Distances from home



A similar proportion of education trips (82 %) also start at home, but activities like school, college and university are within a shorter distance from home: one third of these activities are in a range of one kilometre, two thirds in a range of three kilometres.

About three quarters of shopping (70 %) and leisure destinations (72 %) are reached directly from home. Most of these destinations are within a short distance from home: about one quarter is in a distance of one kilometre, about half are in range of three kilometres and only every tenth shopping destination and every fifth leisure destination is in a distance of more than ten kilometres.

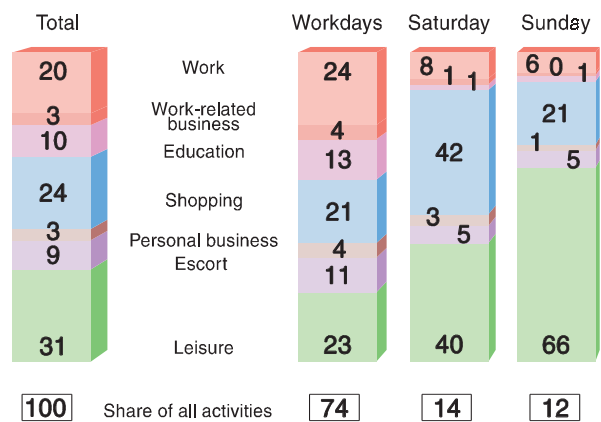
Figure 3.6 shows the activities at different times of the week, and in total. Activities are the trigger for trips. As a general rule trips can be grouped into three main purposes: those that are predetermined, such as going to work or school; those that are more discretionary, such as shopping and personal business (for example post office, doctor) and thirdly, leisure activities.

Leisure accounts for nearly one third of all trips made by Darlington residents (31 %), shopping for nearly one quarter (24 %) and travel to work for one fifth (20 %). Travel to school, college and university accounts for 10 % of all trips.

Fig. 3.6: Activities by day of the week

### Activities by Day of the Week

#### Darlington



On workdays the share of regular or predetermined activities such as work and education is larger than on an average day whereas the share of leisure is smaller.

On Saturdays most people go shopping (42 %) or have leisure activities (40 %) and on Sundays the share of leisure activities reaches two thirds of all activities.

### 3.3 Mode choice

Figure 3.7 shows the proportion of trips made by Darlington residents by different modes. On an average day (including the weekend), a quarter of trips is made on foot (i.e. a genuine walking trip), while just 1 % is made by bicycle.

Motorised private travel modes (e.g. car, motorbike) account for almost two thirds of all trips; the majority of these trips are made by car as driver (41 %). Travel by car as passenger accounts for about one fifth of all trips (21 %) and less than 0.5 % are trips with a motorbike.

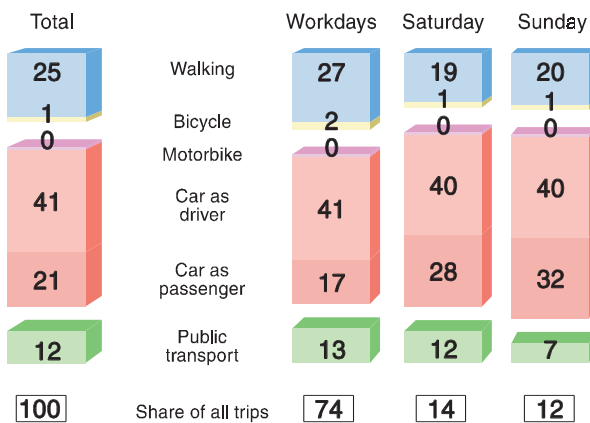
Public transport is used for 12 % of all trips.



Fig. 3.7: Mode choice by day of the week

### Mode Choice by Day of the Week

#### Darlington



From Monday to Friday (week days) the share of walking trips, bicycle and public transport is higher than on Saturday or Sunday.

On Saturdays the share of trips travelled by car as passenger increases to 28 % and on Sundays up to 32 % of all trips.

The share of different travel modes by trip purpose is shown in Figure 3.8. Almost two thirds (62 %) of all trips to work are conducted in a car as driver, 14 % by walking, 3 % cycling, less than 0.5 % by a motorbike, 11 % in a car as passenger and one in ten (10 %) work trips is by public transport.

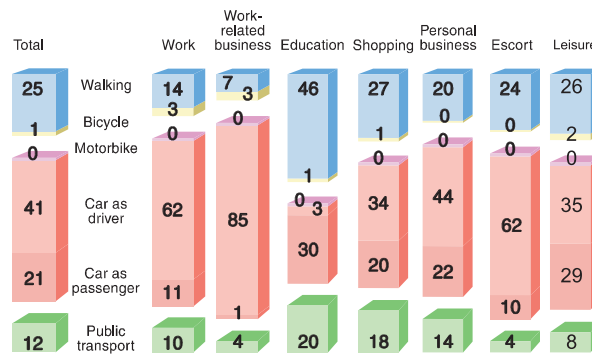
The trips with the highest levels of car use are work-related business trips with six out of seven (85 %) trips by car as driver.

Sustainable travel modes dominate education-related trips: almost half of them are genuine walking trips (46 %), 1 % is by bicycle and a fifth by public transport. Only 3 % of education trips are by car as driver, 30 % as passenger in a car.

Fig. 3.8: Mode choice by trip purpose

### Mode Choice by Trip Purpose

#### Darlington



More than a quarter of shopping trips is made entirely on foot (27 %), one third by car as driver (34 %), one fifth by car as passenger and one sixth by public transport (18 %). Personal business trips show higher levels of car use than the average trip. Most escort trips are made by car as driver (62 %) or by walking (24 %).

Finally, nearly two-thirds of leisure trips are made by car, with nearly half of these as passenger – a larger share as the main mode (29 %) than most other trip purposes.

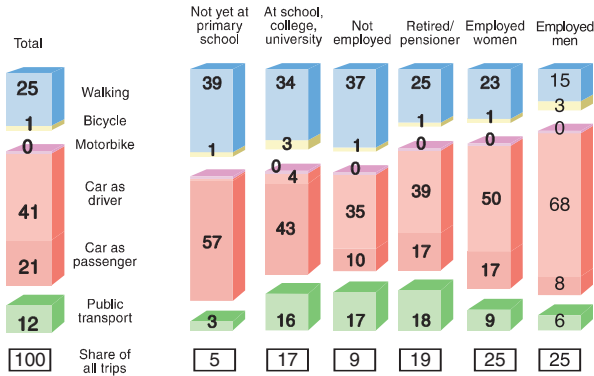
The variation of mode choice by employment status is shown in Figure 3.9. Children not yet at primary school mostly use walking (39 %) and car as passenger (57 %) for their trips. Young people going to school, college or university use public transport for 16 % of their trips. Also the share of walking (34 %) and car as passenger (43 %) is above average.



Fig. 3.9: Mode choice by employment

### Mode Choice by Employment

Darlington



Not employed people (people with home duties and people looking for work) make 37 % of their trips on foot. More than one third (35 %) of their trips is by car as driver, 10 % as passenger and 17 % with public transport.

Retired people have almost the same share of public transport trips (18 %) as unemployed people but they make fewer walking trips (25 %) and more trips with car as driver (39 %) or passenger (17 %).

Employed women use the car more often than most other groups presented: 50 % of their trips are by car as driver and 17 % as passenger. This is exceeded only by employed men: more than two thirds (68 %) of their trips are with car as driver and only 15 % by walking and 6 % by public transport.

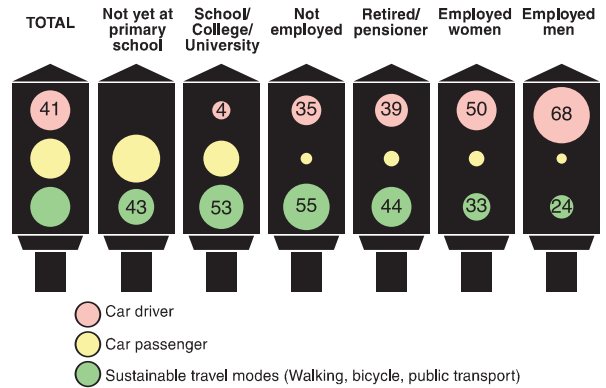
Figure 3.10 summarises these pattern using traffic lights, showing red for car as driver, yellow for car as passenger and green for sustainable travel modes (STM).

In total, slightly more trips are done by car as driver (41 %) than by all sustainable travel modes combined (38 %).

Fig. 3.10: Modal choice – Darlington traffic light

### Mode Choice Darlington Traffic Light

All trips, all days, all persons -



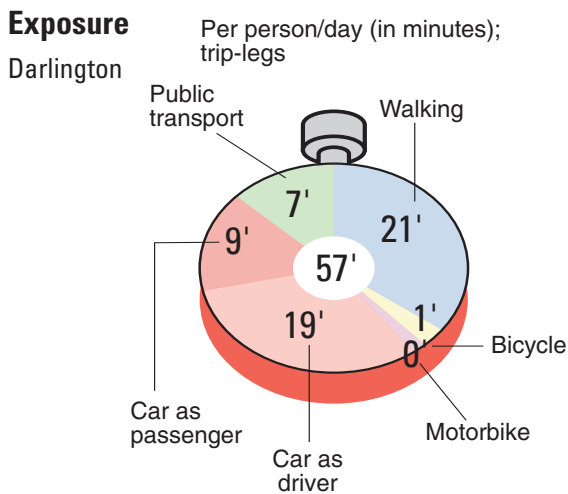
These traffic lights show that younger people (in education) and not employed people (people with home duties and people looking for work) do more than half of their trips with STM. Retired people do fewer trips with STM but still the STM share is larger than the share of trips with car as driver.

For employed people the 'red' becomes the largest of the traffic lights. Every second trip by employed women is by car as driver and only one third by STM. Employed men use car as driver for 68 % of their trips, about a quarter (24 %) of their trips is by walking, bicycle or public transport.

### 3.4 Duration and Distance

Figure 3.11 shows the amount of time spent each travelling by different modes. On an average day people living in Darlington spend 57 minutes travelling.

Fig. 3.11: Exposure



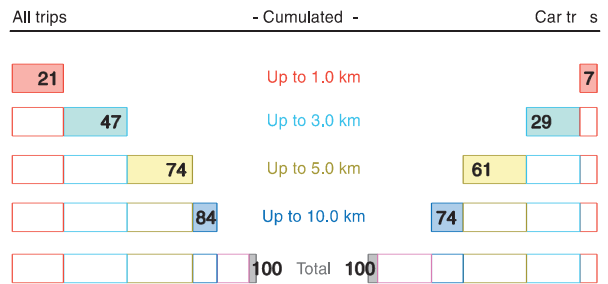
The 57 minutes travelling per day can be split on the modes used: On average people walk 21 minutes per day (including walking legs within public transport use to/from station or within car trips to/from parking place), they cycle for one minute, use cars 19 minutes as driver and 9 minutes as passenger and spend 7 minutes travelling by public transport.

Figure 3.12 compares trips by distance for all trips and car trips. Around one fifth of all trips (21 %) by Darlington residents are no further than one kilometre and nearly half (47 %) of all trips are no longer than three kilometres.

Almost three quarters of trips (74 %) are in the range of five kilometres and another 10 % are between 5.1 and 10.0 kilometres. Only one sixth of all trips are longer than ten kilometres.

Fig3.12: Trips by distance

### Trips by Distance Darlington



The car is used for many short trips: 7 % of all car trips are no further than one kilometre, 22 % between one and three kilometres and another third between 3.1 and 5.0 kilometres. Six out of ten (61 %) of all car trips are no longer than five kilometres.

Only one quarter (26 %) of all car trips covers a distance of more than 10 kilometres.

### 3.5 Car usage

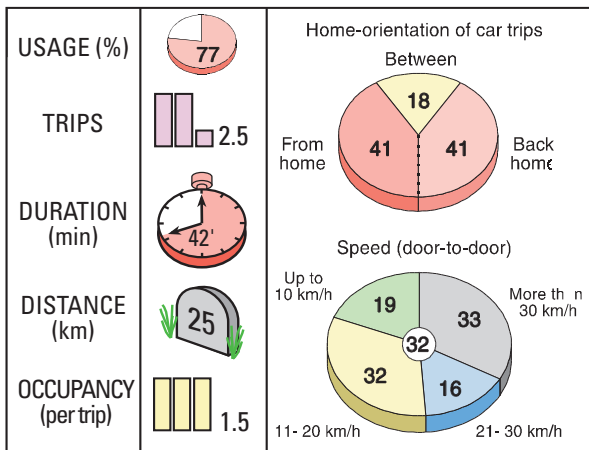
Figure 3.13 shows the extent to which privately owned cars in Darlington are used on a daily basis:

- A little over three quarters of privately owned cars in Darlington (77 %) are used at least once a day.
- Each car is used for an average of 2.5 trips with a total duration of 42 minutes per day.
- The average distance covered per (private) car for everyday car trips (excluding commercial and long-distance trips) is 25 kilometres per day, and
- each car is occupied by an average of 1.5 people (including the driver).

Fig. 3.13: Car usage

### Car Usage

Darlington; per (private) car/day -



Five out of six (82 %) car trips start at home or lead back to home from an activity. Only 18 % of all car trips occur between two out-of-home destinations.

The average speed (door-to-door, including walking legs to or from parking space and searching time for a parking space) of car trips is 32 km/h. About one fifth (19 %) reaches just an average speed per trip of up to 10 km/h. Only every third car trip is faster than 30 km/h (including walking legs).

### 3.6 Spatial orientation

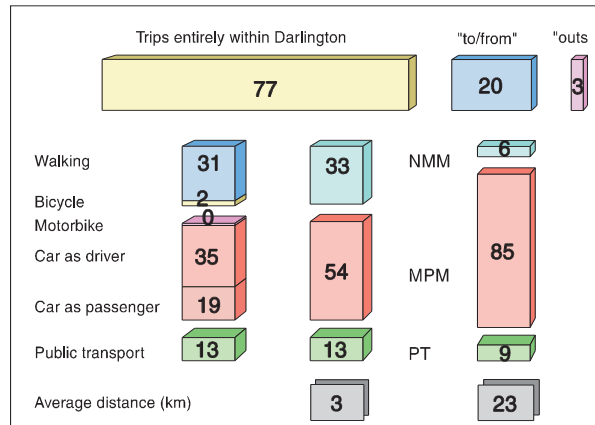
The spatial orientation of trips by Darlington residents is shown in Figure 3.14. The majority of trips is local. In more than three quarters (77 %) of all their trips Darlington residents remain within the Darlington urban area, (i.e. the trips begin and end in the town). The average distance of these trips is about 3 kilometres.

One fifth of all trips (20 %) leads to a destination outside the Darlington urban area or back to the town ('to/from') with an average distance of 23 kilometres. 3 % of all trips are completely outside Darlington ('outside').

Fig. 3.14: Spatial orientation

### Spatial Orientation

Darlington



Of all trips within the Darlington urban area almost one third (31 %) are only by walking. Cycling accounts for around 2 % of trips within the town.

The share of trips within the town by motorbike is less than 0.5 %. More than one third (35 %) of trips within Darlington are car trips as driver, almost one fifth (19 %) are car trips as passenger. In total there are 54 % trips with motorised private modes (MPM).

At least 13 % of trips within Darlington show the use of a public transport mode.

Six out of seven (85 %) trips leading outside of Darlington or back are by motorised private modes, 9 % by public transport.

Figure 3.15 compares mode choice on all trips with trips to and from the town centre, and with town centre shopping trips. The town centre is destination or starting point for 14 % of all trips of Darlington people: Darlington residents use walking for 22 %, bicycle for 1 %, car as driver for 30 % and as passenger for 15 % of their town centre trips. The share of public transport for trips to or from the town centre is much larger than for all trips (32 % compared to 12 %).



## Mode Choice

### Darlington

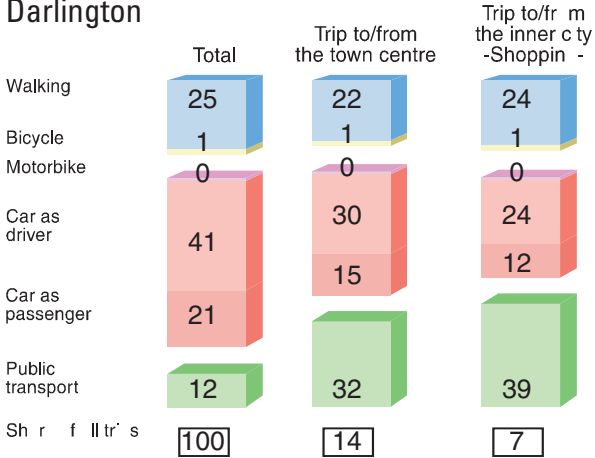


Fig. 3.15: Mode choice

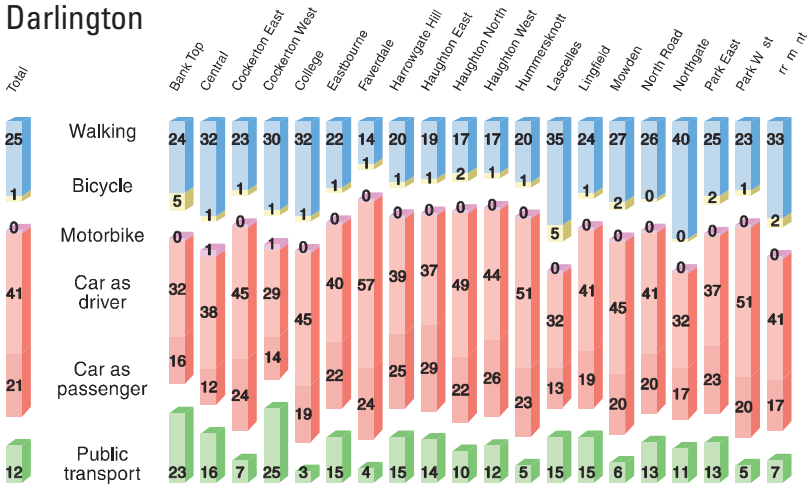
The public transport share is even larger for shopping trips to or from the town centre (39 %). For these shopping trips a car is used as driver for only a quarter of trips (24 %) and as passenger for only 12 %.

The basic travel characteristics can also be analysed by the ward people live in. Most interesting is the mode choice, showing quite a wide range due to varying socio-demographics, geography, supply of modes, etc.

Fig. 3.16: Mode choice per ward

## Mode Choice Per Ward

### Darlington



Walking shares range from 14 to 40% even though most are around the average of Darlington (25%). The share of bicycle trips ranges from between less than 0.5% to 5%.

The differences for car use are less than for walking or public transport. The share of car as driver ranges between 29 and 57%, the share of car as passenger is between 12 and 29%.

For public transport the share in most wards is between 3 and 15%. There are two wards with a much larger share of public transport trips: Bank Top with 23% and Cockerton West with 25%.

# Appendix 3

## Accessibility

Work that began last year to address issues of accessibility have been continued during 2004/05 and will continue through the development of the Accessibility Strategy which will be submitted to the Department for Transport in March 2006.

## Health

The Durham and Darlington Transport for Health Partnership that draws its membership from Darlington Borough Council, Durham County Council and NHS organisations established a Strategic Management Group. This Group, comprising Councillors, senior officers and managers, oversees the work of the Partnership. The Partnership has provided a joint approach to accessibility planning for health as part of the Second Local Transport Plan development. The third annual Workshop was held to present the issues that the Partnership are exploring and to launch 'Your Guide to Transport for Health' detailing volunteer car schemes, bus services and community transport schemes available for journeys to hospital.

Darlington Primary Care Trust opened a new Walk in Centre in January 2005. To improve physical access to the site a number of dropped kerbs were installed in consultation with Darlington Association on Disability. The Centre has improved access to healthcare through extended daily opening hours, seven days a week and no appointment system. The PCT is also developing a travel plan as part of the development of a Rehabilitation Centre which will identify any accessibility issues.

County Durham and Darlington Acute Hospitals NHS Trust has installed cycle parking on its site for visitors and held a travel awareness day at all its hospital sites.

The County Durham and Darlington Priority Services NHS Trust moved from their existing site to a new facility at West Park on the edge of the town. Through developer contributions and a travel plan, staff, patients and visitors have a wide range of travel choices to access the new hospital. This includes a half hourly bus service operating from 6:00am until 11:00pm, from the town centre and an extensive cycle and pedestrian network, with covered cycle parking.

## Employment

A major new distribution centre is being built, due for completion in Summer 2005. A travel plan has been developed and new infrastructure is being built to ensure good walking and cycling access, and bus passenger waiting facilities. A half hourly bus service serves the site from the town centre and provides access to jobs for residents in large parts of Darlington.

A major development site, Central Park, is being designed as a sustainable development that has accessibility at its heart. The site will provide a mixture of housing, community facilities and green space and employment reducing the need to travel. It will have an extensive network of walking and cycling routes, including links to the main line rail station. A spine road through the site will only be accessible by public transport, linking to bus interchange opportunities in the town centre.

## Education

The Safe Routes to School programme and school travel plans have identified improvements that need to be made to improve walking and cycling access to schools. During 2004/05 a new Safe Route to School in Cleveland Street was implemented providing a safe walking route for pupils at Gurney Pease School. Three Links to Schools cycle routes were also implemented.

Three primary schools have taken part in Bike It, a cycle programme run by Sustrans, which aims to encourage pupils to cycle to school and in their leisure time, through training and events.

Darlington College which is relocating in September 2006 to a new site on the opposite side of the town centre has developed a travel plan in preparation for the move. Accessibility planning will be used to ensure that students will be able to access the site.

## Rural areas

A main road linking to village communities has been considered a barrier due to high traffic speeds and no footway. This has meant that a safe walking route was not available for those that wished to access the primary and secondary schools or local shops and other facilities on foot. LTP funding and the Links to Schools funding secured from Sustrans has facilitated the building of a shared use footway/cycleway between the two villages.





## Other

Barrier to access	Initiative
<b>Provision of information</b>	Bus stop specific information provided at bus stops including a route map and timetable.
<b>Provision of information</b>	On-line access map ( <a href="http://www.wheelygood.org">www.wheelygood.org</a> ) to provide information on accessible shops and facilities, dropped kerbs and disabled parking provision in the town centre.
<b>Infrastructure</b>	An additional 76 raised kerbs at bus stops have been installed.
<b>Infrastructure</b>	Over 200 dropped crossings have been installed, including Toucan and Puffin crossings.
<b>Cost</b>	Half fare bus fares for 14-16 year olds in rural areas
<b>Cost</b>	Multi-operator weekly ticket

# Appendix 4

## LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2003/04 TO 2008/09

### LTP-F1: Summary of actual, estimated outturn and projected local transport capital expenditure

Settlement Year: 2006/07

Authority Name: Darlington Authority No: 150

	All figures in £000					
	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
(LTP - F3) Maintenance of principal and non-principal highways (MM1, MM3, MM5)	1,096	1,329	900	758	773	811
(LTP - F3) Maintenance, assessment, strengthening of bridges and other structures (MM7, MM8)	358	319	300	267	272	286
(LTP - F3) Maintenance other (including street lighting) (MM9)	0	0	0	0	0	0
(LTP - F2) Individual schemes costing £5 million or more	0	0	0	6,000	5,500	0
(LTP - F3) Other Individual schemes costing less than £5 million or groups of related schemes (Block)	1,735	2,098	1,862	1,646	1,646	1,728
<b>Total</b>	<b>3,189</b>	<b>3,746</b>	<b>3,062</b>	<b>8,671</b>	<b>8,191</b>	<b>2,825</b>

#### Notes:

##### LTPF1

- Expenditure on schemes with Gross Costs of £5 million or more (including major maintenance schemes) is included in the major schemes row (row 4) of this table.
- Expenditure on schemes with Gross Costs of less than £5 million is recorded in rows 1, 2 and 3 for maintenance schemes and in row 5 for all other schemes.

##### LTPF2 and LTPF3

- Where available, audited cash information should be used.
- For years before the current financial year, actual or estimated outturn expenditure should be given.
- Give estimated outturn expenditure for the current financial year.
- Give projected expenditure for years after the current financial year. You should not make any adjustments for this to reflect resources held from previous years or resources which are sought for expenditure which will occur, or have occurred, in other financial years.
- Enter all financial data in multiples of £1000, e.g. 500 = £500,000. DO NOT use commas or decimal places. Do not insert asterisks, or insert text in any number cells.

##### LTPF2

- Use LTPF2 for existing and new major schemes with gross costs of £5 million or more. This includes new road schemes, public transport schemes and major highway maintenance schemes.
- For new schemes, the local authority priority (DfT Ref/Pry 1,2, 3 ... etc) must not have equal rankings.

##### LTPF3

- Use LTPF3 for all schemes not included in LTPF2.

##### LTP-F4

Refer to the LTP Technical Guidance

**LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2003/04 TO 2008/09**

LTP-F2: Actual, estimated outturn and projected local transport capital expenditure on individual schemes costing £5 million or more

Authority Name: Darlington Authority No: 150 Scheme Name Type All figures in £000

Scheme Name	DfT Ref/Pry	Joint	Start of Main Works	End of Main Works	Gross Total	Net Total	All figures in £000					
							2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
TOTAL LTPF2 - ALL PAGES					12,100	11,500	0	0	0	6,000	5,500	0
DARLINGTON EASTERN TRANSPORT CORRIDOR	9223		1-Apr-06	31-Oct-07	12,100	11,500			6,000	5,500		



**LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2003/04 TO 2008/09**

LTP-F3: Actual, estimated outturn and projected local transport capital expenditure on individual transport schemes costing less than £5 million and groups of related schemes Authority Name: Darlington Authority No: 150 Type

<b>All figures in £000</b>									
<b>Scheme Name</b>	<b>Type</b>	<b>Gross Total</b>	<b>Net Total</b>	<b>200304</b>	<b>200405</b>	<b>200506</b>	<b>200607</b>	<b>200708</b>	<b>200809</b>
TOTAL LTPF3 - ALL PAGES		18,214	18,214	3,189	3,746	3,062	2,671	2,691	2,825
Corridor of Certainty	TM3	396	396	396	0	0	0	0	0
Strategy for Buses	BI3	163	163	47	31	85	0	0	0
Strategy for Buses	BL1	85	85	0	0	55	0	0	0
Strategy for Buses	BI4	155	155	155	0	0	0	0	0
Strategy for Buses	BL7	2	2	2	0	0	0	0	0
Public Transport Information	BI2	801	801	112	484	205	0	0	0
Strategy for Rail	OS1	2	2	0	2	0	0	0	0
Road Safety and Traffic Calming	TM1	100	100	0	0	100	0	0	0
Road Safety and Traffic Calming	TM2	200	200	0	0	200	0	0	0
Road Safety and Traffic Calming	TM3	90	90	0	0	90	0	0	0
Road Safety and Traffic Calming	LS5	282	282	44	153	85	0	0	0
Road Safety and Traffic Calming	TM4	252	252	89	163	0	0	0	0
Road Safety and Traffic Calming	TM7	299	299	0	199	100	0	0	0
Road Safety and Traffic Calming	TM9	465	465	184	281	0	0	0	0
Road Safety and Traffic Calming	TM10	25	25	0	0	25	0	0	0
Town Centre Access	OS1	151	151	60	91	0	0	0	0
Town Centre Access	WA1	14	14	14	0	0	0	0	0
Town Centre Access	WA3	500	500	0	0	500	0	0	0
Town Centre Access	RC1	5	5	5	0	0	0	0	0
Rural Transport	TM10	29	29	29	0	0	0	0	0
Travel Plans	TP1	50	50	0	20	30	0	0	0
Travel Plans	TP3	126	126	0	57	69	0	0	0
Travel Plans	TP4	30	30	0	0	30	0	0	0
Travel Plans	TP6	90	90	9	41	40	0	0	0
Travel Plans	LS1	184	184	143	41	0	0	0	0
Cycling	CY1	312	312	89	148	75	0	0	0
Cycling	CY3	81	81	66	0	15	0	0	0
Cycling	CY5	5	5	0	0	5	0	0	0
Cycling	CY6	5	5	0	0	5	0	0	0
Cycling	CY7	4	4	4	0	0	0	0	0
Walking	WA1	82	82	60	22	0	0	0	0
Walking	RC1	192	192	17	100	75	0	0	0
Walking	RC3	30	30	0	0	30	0	0	0
Taxis	OS1	3	3	2	1	0	0	0	0
Town Centre Parking	OS1	217	217	124	93	0	0	0	0

## All figures in £000

Scheme Name	Type	Gross Total	Net Total	200304	200405	200506	200607	200708	200809
Highways Maintenance	MM3	2,825	2,825	1,096	1,329	400	0	0	0
Bridge Maintenance	MM7	827	827	358	319	150	0	0	0
Footway Maintenance	MM1	300	300	0	0	300	0	0	0
Noise Reducing Road Surfaces	MM5	200	200	0	0	200	0	0	0
Structural Maintenance	MM8	150	150	0	0	150	0	0	0
Airport Access	IN5	144	144	53	91	0	0	0	0
Monitoring	OS1	102	102	21	71	10	0	0	0
Community/Voluntary Transport	OS1	19	19	10	9	0	0	0	0
Powered Two Wheelers	OS1	3	3	0	0	3	0	0	0
Local Road Schemes	RD11	30	30	0	0	30	0	0	0
LTP2 Bus Priority	BL3	470	470	0	0	0	110	270	90
LTP2 Bus Infrastructure	BI1	60	60	0	0	0	20	20	20
LTP2 Bus Infrastructure	BI2	140	140	0	0	0	30	80	30
LTP2 Bus Infrastructure	IN7	5	5	0	0	0	0	5	0
LTP2 Bus Infrastructure	BI3	260	260	0	0	0	80	100	80
LTP2 Bus Infrastructure	PR1	670	670	0	0	0	20	50	600
LTP2 Car Parking	OS1	376	376	0	0	0	256	110	10
LTP2 Traffic Management TM1-6	TM2	100	100	0	0	0	100	0	0
LTP2 Traffic Management TM1-6	TM3	50	50	0	0	0	0	50	0
LTP2 Cycling Infrastructure	CY1	260	260	0	0	0	60	100	100
LTP2 Cycling Infrastructure	CY3	15	15	0	0	0	10	0	5
LTP2 Cycling Infrastructure	CY5	25	25	0	0	0	5	20	0
LTP2 Cycling Infrastructure	CY6	45	45	0	0	0	30	15	0
LTP2 Cycling Infrastructure	CY7	75	75	0	0	0	25	25	25
LTP2 Demand Responsive Transport	OS1	25	25	0	0	0	0	15	10
LTP2 Local Road Schemes	RD7	5	5	0	0	0	0	0	5
LTP2 Local Road Schemes	RD11	5	5	0	0	0	0	0	5
LTP2 Traffic Calming TM7-10	TM7	125	125	0	0	0	125	0	0
LTP2 Traffic Calming TM7-10	TM8	60	60	0	0	0	60	0	0
LTP2 Traffic Calming TM7-10	TM9	75	75	0	0	0	0	75	0
LTP2 Traffic Calming TM7-10	TM10	62	62	0	0	0	0	40	22
LTP2 Travel Plans	CY6	100	100	0	0	0	50	50	0
LTP2 Travel Plans	BI4	15	15	0	0	0	0	15	0
LTP2 Travel Plans	TP6	150	150	0	0	0	50	50	50
LTP2 Local Safety Schemes	LS1	175	175	0	0	0	75	50	50
LTP2 Local Safety Schemes	LS2	120	120	0	0	0	75	45	0
LTP2 Local Safety Schemes	LS3	80	80	0	0	0	25	25	30
LTP2 Local Safety Schemes	LS4	80	80	0	0	0	20	20	40

All figures in £000									
Scheme Name	Type	Gross Total	Net Total	200304	200405	200506	200607	200708	200809
LTP2 Local Safety Schemes	LS5	210	210	0	0	0	70	70	70
LTP2 Walking infrastructure	WA1	260	260	0	0	0	80	80	100
LTP2 Walking infrastructure	WA5	140	140	0	0	0	140	0	0
LTP2 Walking infrastructure	RC1	200	200	0	0	0	60	80	60
LTP2 Walking infrastructure	RC2	300	300	0	0	0	0	100	200
LTP2 Walking infrastructure	RC3	122	122	0	0	0	30	46	46
LTP2 Walking infrastructure	RC4	40	40	0	0	0	0	0	40
LTP2 Monitoring	OS1	120	120	0	0	0	40	40	40
LTP2 Footway Maintenance	MM1	600	600	0	0	0	200	200	200
LTP2 Carriageway Maintenance	MM3	1,396	1,396	0	0	0	446	459	491
LTP2 Noise reducing road surfaces	MM5	346	346	0	0	0	112	114	120
LTP2 Bridge Strengthening	MM7	411	411	0	0	0	136	136	139
LTP2 Structural Maintenance	MM8	414	414	0	0	0	131	136	147





### LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 200304 TO 200809

LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively) Authority Name: Darlington Authority No: 150

Scheme Type	Code	Unit of Data	200304	200405	200506	200607	200708	200809
<b>Bus priority schemes (excluding signalling)</b>								
quality bus corridor / showcase route schemes	BL1	number	0	0	0	0	0	0
	BL2	km	0	1	2	0	0	0
busways / bus lanes	BL3	number	0	0	1	2	1	2
	BL4	km	0	0	1	1	1	1
high occupancy vehicle (HOV) lanes	BL5	number	0	0	0	0	0	0
	BL6	km	0	0	0	0	0	0
other bus priority schemes	BL7	number	0	0	0	0	0	0
<b>Guided Bus Schemes</b>								
new guided bus scheme	BG1	number	0	0	0	0	0	0
	BG2	km	0	0	0	0	0	0
<b>Bus Infrastructure Schemes (excluding interchanges)</b>								
new bus stop	BI1	number	2	5	4	4	4	4
bus stops with travel information displays	BI2	number	0	0	10	6	16	6
improvements to existing bus stops	BI3	number	25	371	100	40	50	40
other bus infrastructure scheme	BI4	number	380	0	0	0	0	0
<b>light rail (including tram and other rapid transit systems; excluding interchanges)</b>								
new light rail line (excluding line extensions)	LR1	number	0	0	0	0	0	0
	LR2	km	0	0	0	0	0	0
light rail line improvements (including track dualling and line extensions)	LR3	number	0	0	0	0	0	0
	LR4	km	0	0	0	0	0	0
additional capacity (vehicles)	LR5	number	0	0	0	0	0	0
other light rail schemes	LR6	number	0	0	0	0	0	0

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. For distances, use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for all the years in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	200304	200405	200506	200607	200708	200809
<b>Public Transport Interchanges</b>								
single mode interchanges (new)	IN1	number	0	0	0	0	0	0
(improvement)	IN2	number	0	0	0	0	0	0
public transport interchanges at airports								
(new)	IN3	number	0	0	0	0	0	0
(improvement)	IN4	number	0	1	0	0	0	0
multi-modal interchanges (new)	IN5	number	1	0	0	0	0	0
(improvement)	IN6	number	0	0	0	0	0	0
new dynamic information systems at interchanges	IN7	number	1	0	0	0	1	0
<b>Park and Ride</b>								
park and ride (bus/road related) :								
new schemes	PR1	number	0	0	0	0	0	0
extensions to existing schemes	PR2	number	0	0	0	0	0	0
park and ride (rail-related) :								
new schemes	PR3	number	0	0	0	0	0	0
extensions to existing schemes	PR4	number	0	0	0	0	0	0
<b>Cycling schemes</b>								
cycle tracks	CY1	number	2	4	2	1	1	1
	CY2	km	3	3.5	3	1	2	2
cycle lanes	CY3	number	0	1	2	2	0	1
	CY4	km	0	1	4	1	0	1
new advanced stop lines	CY5	number	0	0	1	4	16	0
new cycle parking facilities	CY6	number	8	10	10	4	3	0
other cycling schemes	CY7	number	0	0	0	1	1	1
<b>Walking schemes</b>								
new or improved footways	WA1	number	4	2	2	1	1	0
	WA2	metres	1700	900	500	1	1	0
pedestrianisation	WA3	number	0	0	1	0	0	0
	WA4	metres	0	0	1000	0	0	0
new or improved pedestrian/cycle bridge	WA5	number	0	0	0	1	0	0
other walking schemes	WA6	number	0	0	0			



Scheme Type	Code	Unit of Data	200304	200405	200506	200607	200708	200809
<b>Travel Plans</b>								
local highway authority site travel plans	TP1	number	0	0	1	0	0	0
shire district travel plans	TP2	number	0	0	0	0	0	0
school travel plans	TP3	number	5	6	7	6	6	5
further/higher education establishment travel plans	TP4	number	0	0	1	0	0	0
hospital travel plans	TP5	number	0	2	0	0	0	0
employer travel plans	TP6	number	0	1	3	2	2	2
<b>Local Safety Schemes</b>								
schools implementing first safe routes scheme	LS1	number	1	1	1	1	1	1
other sites implementing first 'safe routes' scheme	LS2	number	0	0	0	1	1	0
schemes which include new CCTV cameras	LS3	number	1	2	0	1	1	1
schemes which include new street lighting	LS4	number	2	2	1	1	1	1
other safety schemes	LS5	number	0	6	6	1	1	1
<b>Road crossings</b>								
toucan or puffin crossings	RC1	number	5	2	3	1	2	1
other signalled crossings	RC2	number	2	1	0	0	1	2
other unsignalled crossings	RC3	number	287	200	200	50	52	52
underpass replacement	RC4	number	0	0	0	0	0	2
<b>Traffic Management and Traffic Calming (excluding CCTV cameras)</b>								
Urban Traffic Control (instations)	TM1	number	1	0	0	0	0	0
signalling/signal upgrading (outstations)	TM2	number	3	2	3	1	0	0
other traffic management schemes	TM3	number	2	3	2	0	1	0
home zones	TM4	number	1	0	0	0	0	0
quiet lanes	TM5	number	0	0	0	0	0	0
clear zones / low-emission zones	TM6	number	0	0	0	0	0	0
Urban 20mph zones	TM7	number	1	1	1	1	0	0
Rural 20mph zones	TM8	number	0	0	0	1	0	0
other urban traffic calming schemes (excluding home zones)	TM9	number	3	5	3	0	1	0
other rural traffic calming schemes (excluding quiet lanes)	TM10	number	2	2	2	0	2	1

Scheme Type	Code	Unit of Data	200304	200405	200506	200607	200708	200809
<b>Local Road Schemes (excluding trunk roads)</b>								
new rural bypasses	RD1	number	0	0	0	0	0	0
	RD2	km	0	0	0	0	0	0
new relief road or urban ring road	RD3	number	0	0	0	0	0	0
	RD4	km	0	0	0	0	0	0
new or improved access roads with specific regeneration or social inclusion benefits	RD5	number	1	0	0	0	0	0
	RD6	km	1	0	0	0	0	0
road dualling and widening schemes	RD7	number	0	0	1	0	0	0
	RD8	km	0	0	1	0	0	0
road realignment schemes	RD9	number	0	1	1	0	0	0
	RD10	metres	0	400	500	0	0	0
new junction or junction improvement schemes	RD11	number	7	4	5	0	0	0
other local road schemes	RD12	number	0	0	0	0	0	0
<b>Miscellaneous</b>								
other schemes (using LTP Integrated Transport Block funding)	OS1	number	2	7	0	4	4	3
<b>Maintenance schemes</b>								
footway maintenance schemes	MM1	number	4	8	5	8	8	8
	MM2	metres	1700	2700	2450	3000	2800	2700
carriageway maintenance scheme	MM3	number	15	19	12	12	11	10
	MM4	km	5	7	3	4	3	3
noise reducing road surfaces	MM5	number	5	7	2	2	2	2
	MM6	km	2	3	1	1	1	1
strengthening to carry 40 tonne vehicular loading	MM7	number	3	2	1	1	1	0
structural maintenance and enhancement of existing highway structures	MM8	number	1	2	1	2	2	3
other schemes (using LTP capital maintenance funding)	MM9	number	0	0	0	0	0	0