

Darlington Local Transport Plan Annual Progress Report 2003

Statement of Independent Review

WSP is a large multi-disciplinary consultancy that has considerable expertise in local transport planning across the UK, including a specialist team in the North East of England based in Newcastle.

WSP was proud to be associated with the development of the Darlington Local Transport Plan that was submitted to Government in July 2000. The Council has this year invited WSP to review its progress in implementing that LTP to ensure that it is on track to meet the commitments it has made.

We have undertaken a comprehensive review of the Council's Local Transport Plan and compared this with progress, as reported in this APR. We have advised the Council on areas where it is particularly successful, as well as advising the Council on areas where it needs to work harder to achieve its strategy goals and targets. For instance, the Council has reviewed its Corridors of Certainty strategy as the schemes for North Road and Yarm Road have unfolded and in the context of the initial budgetary provision. Costs have increased but this is not attributable to ineffective spending or inadequate progress – they are due to the success of the strategy in capturing the imagination of stakeholders in the town, who are demanding further measures in the corridors than were originally envisaged. Accordingly the Council has deferred progress on other corridors until after 2005 in order to concentrate on first meeting in full the needs in North Road and Yarm Road.

WSP has also performed a review of this APR against the guidance issued by the Department for Transport in March 2003. We believe that all requirements of the guidance have been complied with in full. We have advised the Council to place a strong emphasis on the requirements and suggestions made in the Council's LTP settlement letter issued in December 2002, and we have ensured that this further guidance has been complied with in full.

WSP is pleased to commend this Annual Progress Report to the Department for Transport and the Government Office for the North East. The Council continues to do sterling work to improve transport opportunities for all people across the Borough and meet local and national aims and aspirations for transport. This work is deserving of continued support by Government.

Yours faithfully,



Mike Scott

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WSP, Newcastle



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1 Introduction

1.1 This Document

This document is Darlington Borough Council's 2003 Annual Progress Report (APR), which has been prepared to explain how the Council is delivering its Local Transport Plan (LTP) for 2001-06. The LTP was submitted to Government in July 2000 and has been the basis on which increasing investment in local transport schemes has been secured for the benefit of Darlington.

This is the Council's third APR explaining the progress made in the 2002-03 municipal year. The Council has continued to flourish in respect of its delivery of schemes and strategies that are benefiting all users of transport network in the Borough. This document uses the structure set out in the Department for Transport (DfT) guidance on 2003 APRs in order to explain this progress in full. Where supporting details are provided these have generally been moved to an appendix.

In addition a self-contained summary has been compiled that has an attractive layout and quality printing standards. The Council's intention is that this summary is used to disseminate information about its progress on local transport delivery widely across the Borough and its stakeholders.

The Council has ensured that this APR and subsequent documents – including the emerging LTP for 2006-11 – is as accessible to all people in our community as possible. This document is available in a range of formats and at numerous locations across Darlington. The document is available:

- In normal **printed form** at all Council establishments in Darlington, including offices, information centres, libraries
- In **electronic form** on the Council's web site, and by email on request
- On **tape and in large print format** for people experiencing difficulties with vision

- In **translated form** for those whose first language is not English

1.2 LTP 2001-06 in the Darlington Context

The delivery of local transport schemes in Darlington is not conducted in isolation, the Council has a detailed and broad-ranging overarching Community Strategy within whose context the LTP is delivered. The progress of the Council in achieving all aspects of its Community Strategy is measured by a range of performance indicators, many of which fall within the remit of the Government's Best Value performance monitoring regime for local government.

Over the last year, 'Striving for Excellence' has been introduced as the next phase in the Council's organisational development. The programme takes a holistic approach, embracing people management, performance management and communications, building on the initial advances and successes of the early years of the new unitary, to move the whole organisation forward to meet the growing performance demands placed on local authorities.



Success is evident in positive change right across the Council, and is reflected in the 'Good' CPA rating. The Corporate Plan and Best Value Performance Plan provide the route map towards excellence as the Council strives to provide better services and raise still further the CPA judgement.

2002/03 has been a year of transition in our organisational development, streamlining and improvement of our approach to planning has been at the heart of change. Key improvements during 2002/03 include:

- A new long-term **Community Strategy**, setting out the agreed goals for Darlington over the next 10 years, and the actions of all partners within the Local Strategic Partnership to work towards those goals.
- Development of the **Best Value Performance Plan (BVPP)** to incorporate a three-year Corporate Plan summarising how the Council will contribute to delivering the community strategy.
- A **Medium Term (5 year) Financial Plan (MTFP)** projecting the Council's income/expenditure agreed with partners.
- A new approach to **Service Planning** focused on change management, introducing a consistent corporate approach across all services for the first time, and ensuring that service development is resourced through linkage to the Medium Term Financial Plan.
- Continued development of the **Performance Management Framework (PMF)** to ensure linkage between the Council's priorities and measures of progress towards them.
- A new process of **Performance Development Review (PDRs)** to link the work programmes of individual staff to service plans and on up to corporate priorities.

Figure 1 Planning Hierarchy

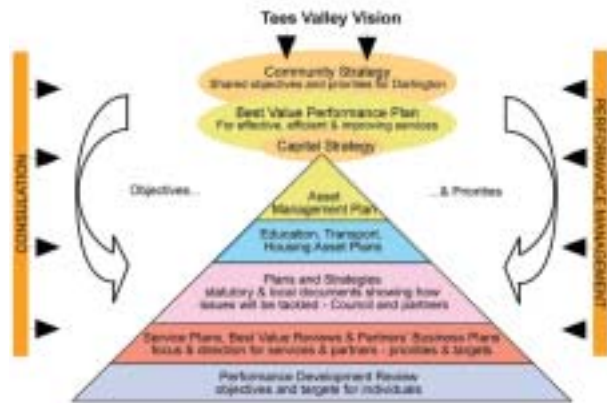



Figure 1 illustrates the hierarchy of plans that make up the Council's overall approach to planning. It shows where capital and asset planning, including the Local Transport Plan and its associated resources, sit within the hierarchy. It also incorporates the sub-regional dimension of the Tees Valley Vision as the context within which the Community Strategy has been developed.

The various components of our planning structure are linked and held together by consultation and performance management. Effective consultation and partnership ensures linkage and co-ordination of diverse areas of work, such as transport planning, in pursuit of agreed high-level objectives. This is reinforced by the structure of the Community Strategy, which ensures that action planning under one theme, for example transport, is linked as appropriate to objectives under other themes, such as Economy, Environment or Safety.



Our performance management framework (PMF) has been further developed in the last year, in step with the new approach to service planning, to enable us to monitor and manage performance on service delivery and implementation of plans and strategies, and to measure progress towards the achievement of high level goals and outcomes. The PMF has been expanded beyond the national requirements of Best Value to incorporate locally determined performance indicators that tell us what we need to know about our performance in relation to local priorities. Quality of Life PIs are also included in the PMF.

Performance indicators are now linked to every level of the planning hierarchy, ranging from the key outcome measures incorporated in the Community Strategy that provide a barometer of life in Darlington, through to the PIs that measure individuals' contributions to delivering the Council's priorities.

The quarterly monitoring cycle of the PMF is now well established. Performance is reported to departmental management teams every three months, and to Corporate Management Team and Cabinet every six months. This quarterly cycle enables performance issues to be identified and remedial action to be taken. The PMF has been extremely effective in enabling service managers to improve performance consistently across all services.



2 Delivery of Schemes on the ground

2.1 A Year of Progress

In 2002-03 the Council continued to invest capital expenditure wisely across the Borough to improve local transport conditions for the benefit of its communities. Alongside this it has continued to develop strategies and action plans - including the Council's sole major scheme, the Eastern Transport Corridor - that will be implemented in future years.

In the following paragraphs we explain the progress made in implementing the strategies that comprise Darlington's Local Transport Plan. Details of the spending programme on these schemes can be found in Section 4.

The section includes case studies of schemes that are helping the Council stay on track to meet national transport targets set out in Annex E of the DfT APR Guidance for 2003. The Council considers that targets 1 and 4 and certain aspects of targets 2 and 3 are not applicable to Darlington for the reasons stated in paragraph 27 of the guidance notes.

2.2 Corridors of Certainty

The Corridors of Certainty strategy is one of the key elements of the Council's LTP. The strategy considers all modes in the context of the town's major transport corridors and strives to bring certainty about a level of service for all transport users, residents and businesses in each corridor. This in turn will help the Council meet a whole range of transport targets.

The Council has reviewed the Corridors of Certainty strategy during 2002-03 and revised the delivery programme. When the original concept was established, the overall delivery programme was developed on an outline basis and within tight financial parameters. As the programme has unfolded and the schemes designed in detail, it has become increasingly clear that the initial budget allocations for each corridor were insufficient. This is mostly due to the high level of stakeholder interest and input to the detailed proposals, leading to increased costs of implementation.

It is proposed to complete the North Road and Yarm Road Corridors within this LTP period and to implement the remaining ones after 2005/06. Within the LTP it was recognised that the Haughton Road corridor could only be implemented once the Eastern Transport Corridor is completed, which is now anticipated to be in December 2005.

Case Study

North Road Corridor of Certainty

The North Road Corridor of Certainty is a 3km long scheme incorporating a suite of measures including bus priority, junction improvements, pedestrian and cycle facilities. The scheme contributes to the Strategy for Corridors of Certainty, which aims to reduce traffic congestion and improve travel choice as well as addressing road safety, accessibility, walking and cycling. In addition, the opportunity is being taken to provide new paving and street furniture.

The scheme contributes to national targets for traffic congestion, public transport, road safety and cycling.



In 2002/03 further schemes were implemented on the North Road Corridor to improve pedestrian crossing facilities, assist cyclists crossing this busy radial route and improve vehicle movements which will benefit public transport and road users generally. This builds on the work already carried out in this Corridor in previous years.

There are a considerable number of traffic signals and signal controlled crossings throughout the town with more planned as part of the Corridors strategy, the Darlington Eastern Transport Corridor and development proposals. A SCOOT system has been installed to ensure co-ordination of operation and maximise benefits and minimise delays.

Consultants were engaged to develop proposals for the Yarm Road Corridor. During 2002/03 consultations commenced on the overall scheme with a VISSIM traffic model being developed as part of the process. Detailed design has been carried out on the most heavily congested section of Yarm Road between the Ring Road and Neasham Road. Design work has also been carried out for a package of schemes that have been developed to bring immediate benefits to pedestrians and road users alike. Funding is available to begin these works in 2003/04.

2.3 Strategy for Buses

The Council continues to work in close partnership with bus operators in the Borough to improve service levels for passengers across the town. Darlington benefits from a stable bus network based on frequent services served by smaller vehicles, and bus patronage is mostly stable at a time when ridership is falling in comparative medium sized towns. The Council has invested considerable funds into the bus network, both through overarching strategies such as Corridors of Certainty, and also through specific bus measures.

The Council has assessed rural public transport accessibility and concluded that 99.4% of rural households has access to a public transport service, as detailed in Annex E item 6 of the 2003 APR guidance issued by DfT. As a consequence achieving a 10% improvement is not possible. The Council will monitor this indicator annually to ensure that the current high level of rural accessibility is maintained.

Case Study

Raised Kerbs Programme

The Council continued to implement this programme, involving the installation of raised kerbs at bus stops throughout the Borough (37 sites in 2002/03). This work helps the passenger get on and off the bus, since it reduces the height difference between pavement and bus step. The work contributes to the Strategy for Buses by encouraging use of public transport. for all, especially the elderly, the disabled and those with other travel impairments.

The programme contributes to national targets on public transport accessibility and air quality.



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CCTV On Buses

In 2002/03 the Council focused in on the issue of poor behaviour on some local school buses in partnership with a local bus operator. Over the course of the 2002/03 academic year behaviour has improved dramatically with only two reported incidents. As a result of the success of its pilot project, the Council is fitting further CCTV cameras to vehicles operating the Urban Bus Challenge funded route. It is also specifying cameras in the substantive supported bus service tender round in autumn 2003. The Council is also working with operators providing bus services in the more problematic parts of Darlington, putting capital programme funding forwards to match fund operator investment in CCTV equipment.

Bus Stops and Shelters

A policy document has been adopted in 2002/03 that sets out the Council's Design and Consultation procedures (**Appendix 1**) when introducing new bus stops and shelters, relocating bus stops and replacing shelters. The Council acknowledges that, particularly in residential areas, there can be resistance to having a bus stop or shelter outside homes. The procedures advocate early consultation and searching for a compromise solution as the way to resolve these issues. To achieve a consistent standard of waiting accommodation throughout the Borough the document outlines 4 types of shelter to be used depending on the classification of road.

Work continued during 2002/03 on implementing facilities for bus users, four new bus stops were installed along with improvements to 24 existing sites. These improvements all included the erection of new bus shelters of a range of types all with new information displays. Work also continued on the installation of raised kerbs at bus stops to help passengers with travel mobility problems; 37 bus stop sites were treated in 2002/03, following on from the 51 treated in 2001/02.

The roll out of the new style Darlington bus stop flag was delayed due to staff changes in 2002/03 affecting work programmes. However, the installation process has now recommenced and all 577 bus stop flags are scheduled to be in place by March 2004, including 28 enhanced flags in the town centre.

Urban Bus Challenge

The Council has introduced a new bus service serving the deprived wards of Red Hall and Firthmoor, providing new travel opportunities to local shopping, healthcare, leisure and employment areas where gaps in the public transport services previously existed. This service was introduced as a consequence of the Council's successful bid for Urban Bus Challenge funding – the highest amount awarded to 34 successful projects across England. The service provides direct buses every half an hour operating on a fixed route at peak times and as a demand responsive service in the off-peak. The service's ability to effectively meet user needs –

as identified during scheme consultation – will mean that the bus operator can hopefully continue operation on a commercial basis at the end of three years (**Figures 2 and 3 in Appendix 2**).

Supported Services

The Council spent £272,000 on supporting vital bus services in 2002-03. The opportunity is being taken to review the quality of the services supported as part of the substantive tender round in 2003. It is the intention of the Council that preference will be given to operators who provide low floor vehicles, equipped for the installation of CCTV recording systems. Contributions from the private sector are also used to support essential bus services, for example three years funding of £114,000 was secured for a new service to housing development in School Aycliffe.

Concessionary Fare Schemes

Having replaced its previous token-based concessionary fares scheme in April 2001 with a pass based scheme, the Council has expanded its concessionary fares offer in line with the requirements of the Transport Act 2000. The schemes are currently used by an estimated 70% of eligible residents and the Council spent a total of £395,000 in revenue support in 2002/03.

The Council reviewed the operation of the concessionary fare schemes during 2002/03 and the following changes were made to ensure that the best possible service was offered to passholders and bus operators alike:

- The introduction of payment facilities at local Post Offices as part of a postal renewal system.
- A credit/debit card payment service.
- A £165,000 increase in prepaid pass reimbursement fund by the Council.
- Men aged 60 to 64 now eligible (around 2,500 men are eligible, with 11% take-up to date).



2.4 Strategy for Rail

The Tees Valley Rail Strategy sets out a vision for improved rail services in the sub-region that will improve non-car travel opportunities, promote social inclusion and help to meet the social, environmental and economic objectives of the sub-region. Further work has been undertaken in 2002-03 in respect of a [Rail Capacity Study](#) and the [Tees Valley Transport 2010 study](#) (see Section 7.7). Progress on implementation has been hampered by the Strategic Rail Authority's decision to channel rail investment to maintenance and renewals rather than new services and stations.

Darlington Station Interchange

A supplementary LTP bid of £50,000 was accepted last year to provide a bus interchange at Darlington Bank Top Station that initially is to be used by a dedicated bus service to Teesside International Airport. The withdrawal of SRA match funding means the whole project will now be funded from LTP with revenue support from the Airport. Progress is continuing with consultants engaged to manage the design and implementation process. The anticipated start date for the service is October 2003, timed to coincide with the introduction of extended charter flights at the Airport.

Cycle Lockers

Over the last year, the implementation of the [Tees Valley Stations Cycle Parking RPP project](#) has been delayed for a series of reasons outside the control of the local authorities concerned. Happily, all orders have now been placed with the supplier and full installation will be completed at all stations by the end of Summer 2003. Sustrans has produced marketing and monitoring strategies to accompany the project, which will deliver 332 additional cycle parking spaces through a combination of dedicated lockers, racks and stands.

2.5 Strategy for Public Transport Information

The Council recognises that the provision of good quality public transport services will have little impact on travel

patterns if potential users are unaware of the choices that they have. Accordingly, the Council places emphasis on the provision of good quality, accurate, easily accessed and timely public transport information through a range of media.

The Council has started the process of computerizing its bus stop timetable records using bespoke software produced by Omnibus Systems. The resulting timetable displays give times specific to the individual stop. A range of new bus stop flags was introduced during the 2002/03 financial year. These flags provide more information and thus, reassurance, to the user over the services departing from that bus stop. Whilst the installation programme has been delayed, it is expected that all operational bus stops will have received their new flag by the end of March 2004.

The [Darlington Bus and Train Timetable](#) was delivered to households within the Borough, along with deliveries to other key locations. The timetable, which now denotes which routes are operated by low floor buses, was well received and it is intended that the 2003 timetable book and bus map will be distributed in the same way. The Council spent a total of £32,000 on the 2002 timetable book process (£12,000 drawn from the 2002/03 LTP budget) and has just issued an amendment book to take account of recent changes.

Working in partnership with fellow Tees Valley local authorities, the Council has addressed the need for strategic direction to information provision through the [Tees Valley Public Transport Information Strategy](#). Full details of this strategy have been submitted to Government as a "standalone" document under separate cover by the Tees Valley Joint Strategy Unit on behalf of all five Tees Valley authorities.

Progress was made on the Tees Valley Real Time Information System (supplementary bid of £50,000 for 2003/04). Working in partnership with neighbouring Tees Valley local authorities, continued funding for this supplementary bid is sought for 2004/05, as detailed at section 4.5. The Council's involvement in this project is founded on its desire to improve the knowledge of travel choices across the community, thereby broadening travel choices for those with a car and giving people without a car new travel opportunities that they were previously not aware of. The project therefore tackles car dependency, modal shift and social exclusion.

2.6 Strategy for Road Safety and Traffic Calming

In 2002/03 the Council has continued to make progress in achieving national and local road safety targets. The Council remains ahead of target in respect of child casualties (fatal & serious) and all casualties (fatal & serious), while the number of slight casualties despite rising over the year, is still on target. The Council is taking specific steps to address slight casualties amongst motorcyclists and car users, which are of concern.

The Council has produced a summary leaflet that explains the progress made against targets and the initiatives undertaken to improve road safety across the Borough, this is included at **Appendix 3**. As well as informing this APR, the summary leaflet will be distributed to key stakeholders in the Borough and made available to the public on the Council's website. In this way, the significant progress made will be publicised.

Pateley Moor Crescent Home Zone

The Council was successful in its bid for Home Zone Challenge funding for its proposals in Pateley Moor Crescent, Firthmoor. The Home Zone is unique because the Council has provided match funding from its housing refurbishment programme to pay for new driveways and fencing. In 2002/03 widescale consultation was carried out. This consultation process included leaflet deliveries, residents meetings and the setting up of a residents working group to

discuss matters in some detail. As a consequence a final design for the Home Zone including driveways, planting, and reconstruction of the whole street was agreed.

The Council and its consultants have identified a contractor to install the Home Zone. During this appointment it was revealed that further funding beyond original estimates would be required to complete the Home Zone. We now await the decision from Government as to whether further Home Zone Challenge funding can be made available before construction can commence.

Case Study

Larchfield Street / Duke Street

The improvement at this site was implemented in response to a poor accident record over recent years at this town centre junction which has particularly high pedestrian flows. The improvement essentially comprises a raised table, coloured surfacing, dropped kerbs and tactiles, guard rail, road markings and signs. The objective is to achieve a one third reduction in casualties. The scheme contributes to the national targets on road safety.



The scheme contributes to national targets on road safety.

2.7 Strategy for Town Centre Access

A Town Centre Access Study 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 report was published during 2002-03 and recommended the installation of a high quality "pedestrian heart" in the centre of the town. The study proposals are to be taken forward by consultants in 2003/04 through design and consultation phases.

Safe and convenient pedestrian access to, within and around the town centre is considered vital, as is catering for the needs of people with mobility difficulties, the elderly and those in wheelchairs. The ring road is a barrier to pedestrians and cyclists wishing to access the town centre and further progress has been made in 2002/03 in addressing this difficulty. A new toucan crossing at Parkgate became operational and the existing pelican crossing on Victoria Road was upgraded to a puffin crossing. The new Fire Station wig-wag crossing on the ring road was completed in partnership with the Fire Brigade and Ambulance Service. It also enabled improved pedestrian crossing facilities at this popular ring road crossing point.

As in previous years, the network of tactile paving and dropped kerbs in and around the town centre has been expanded, for example in the vicinity of the Technical College and Arts Centre. Tarmac fillets have been used where appropriate as a speedy and economical means of enhancing accessibility. An increasingly common problem is drivers inconsiderately parking across dropped kerbs. At a number of locations, Police enforcement has proved unsuccessful and pavement build-outs have been employed to good effect, for example in Houndgate. In conjunction with DAD the enforcement of 'The Pavements for People' project continues to prove successful.

Case Study

Parkgate Toucan Crossing

During 2002/03, the Council installed a new Toucan crossing on this busy section of the Ring Road outside the Law Courts. The crossing is located on a major pedestrian and cycle route to and from the Town Centre. The work is intended to support the objectives of the Road Safety, Accessibility, Walking, Cycling and Town Centre Access Strategies.



The crossing contributes to national targets on road safety and cycling.

A major re-organisation of town centre bus stops was carried out during 2002/03. These changes brought about the following benefits:

- to group services to a common destination or section of route at the same or adjacent stops.
- to reduce unnecessary mileage to access stops.
- to ease congestion at certain stops.

2.8 Strategy for Rural Transport

The Council has continued to invest in improvements benefiting rural communities. Two village gateway treatments were installed at Bishopton and Neasham at a cost of £40,000. These incorporate signs, road surfacing and (at Neasham) a central refuge.

The safety benefits of these gateway treatments are complemented by use of mobile speedvisor equipment. This equipment displays vehicle speed to the driver if they are travelling over the relevant speed limit, and active sites are patrolled by traffic police. In 2002/03, 14 speedvisor sites were in operation; of which 4 were in rural villages.

The Council participated in the introduction of service 567, also supported by Stockton-on-Tees Borough Council, which links the rural communities of Bishopton and Great Stainton with Sedgfield and Billingham. It has also spent £118,000 of Rural Bus Challenge funds in the year refurbishing many of the wooden bus shelters found in the Borough's rural areas, installing lighting (some solar powered) and housings for security cameras.

The Council spent £70,000 Rural Bus Service Grant in 2002/03 supporting public transport links in rural areas; for example service 97 between Great Stainton and Houghton-le-Side via Darlington. This commitment was matched by the distribution of bus timetable to addresses to rural addresses across the Borough.

Rural Transport Partnership

The Authority has committed financial support to a Rural Transport Officer as part of a Tees Valley Rural Transport Partnership. The Authority will contribute some £10,650 within the initial three year term of appointment from May 2002 and is keen that the postholder is able to work beyond the current end date of March 2005. The Council has been disappointed by recent reductions in the Countryside Agency's rural transport funding budgets, which has hampered the progress made by the RTP officer in some cases.

2.9 Strategy for Cycling

During 2002-03 the authority continued to develop its cycle network. There have been 2 significant schemes carried out in the year along with other measures to assist cyclists, such as the Toucan crossing on Yarm Road serving the Yarm Road Industrial Estate.

West Auckland Rd, Auckland Oval to Brinkburn Rd

The scheme links with previous cycling investment in the area and involved the removal of the existing flagged footpath and a section of the grass verge, to be replaced with a segregated cycle path / footpath in a tarmac surface. The cycle side has been surfaced in a red material and the footpath in a black material. There has been tactile paving installed as part of the scheme to assist the visual impaired, the segregation between the two paths was carried out using a preformed 'stick on' centreline which meets the relevant specification and assists the visual impaired.

Case Study

North Park Cycleway

This cycle route between Whessoe Road and Zetland Street, runs through North Park meeting an important need identified by local cyclists. The route, a segregated, surfaced path, is designed for both pedestrians and cyclists. It provides a key link in the growing cycle route network across the Town and supports the Strategy for Cyclists. The scheme includes public art.



The work contributes to national targets on road safety, air quality and cycling trips.

North Park, from Whessoe Road to Zetland Street

This scheme involved widening and resurfacing a park footpath at a cost to the Council of £35,000. The path was formed into a new segregated cycle path / footpath with a tarmac surface. The cycle side was surfaced using a red material and the footpath in a black material and the relevant tactile paving and centreline was installed. As part of the scheme a sculpture was commissioned and installed to improve the visual quality of the route and provide somewhere for cyclists to stop and rest. The sculpture, funded by Sustrans, is in the shape of a flower and has been designed to double up as a seating area.

School Cycle Parking

The Council are currently working with 5 schools on the installation of school cycle parking. The facilities that are being installed range from the Sheffield Loop Stands to a bank of lockers. Cycle parking is only offered to the schools that have taken part in the Authority's 'on road' cycle training, thereby contributing to safer cycling in the town. As part of the bid that was submitted to the DfT Cycle Projects Fund, a locker facility has been installed at Eastbourne Comprehensive School. The facility is a large locker with loop stands installed to accommodate up to 100 cycles.

2.10 Strategy for Walking

Five routes have been identified where comprehensive audits will be undertaken to highlight existing problems for pedestrians and identify proposed improvements. The audits began during 2002/03 and will be completed during 2003/04 with any proposed physical work scheduled from LTP funds commencing 2005.

The audits focus on the routes between the town centre and important surrounding destinations such as the railway station, the Arts Centres, the College of Technology and the Memorial Hospital. These routes will complement the excellent pedestrian facilities already provided in the town centre itself. The audit will consider a range of issues including:

- condition of surface,
- adequacy of directional and street name signing,
- desire lines for the majority of pedestrians,
- crossing points,
- reducing clutter of street furniture,
- pavement widths / crossing point widths,
- lighting,
- facilities for disabled / sight impaired,
- seating and landscaping,
- provision of clean litter bins,
- enhancement of personal security.

Alongside this audit the Council is continuing to install new pedestrian facilities in the Borough, including new footpaths and new and upgraded road crossing facilities. New footways have been provided at Hurworth Comprehensive School (to improve access to the nearby bus stop) and Caithness Way/Tayside (to improve access for local schools and facilities). In addition, new puffin crossings have been installed at 3 locations to aid safe crossing for all pedestrian users. At the same time, 3 pelican crossings have been upgraded to puffins. The upgrade to puffin crossing standards is supported by extensive education and training efforts with local people and school children, led by the Council's road safety officer.

2.11 Strategy for Powered Two Wheelers

Due to work carried out in other Local Transport Plan areas, little progress was specifically made on this strategy. Opportunities will be taken in the detailed design work for the Town Centre Access Study to propose suitable central locations for the parking of powered two wheelers.

2.12 Strategy for Community and Voluntary Transport

The Council continues to work closely with Shopmobility through regular meetings to discuss how the service is running and any problems that the authority can assist with. The Local Transport Plan has an element included to assist Shopmobility in providing the service with capital money that is used to buy new equipment. Last year the money was used to buy 2 electric scooters. A further scheme currently under investigation is the signing of Shopmobility from the outskirts of the town centre. This can be improved by directing people to the Town Hall car park (fixed signs as part of Variable Message Signing project) where the dedicated Shopmobility parking area is found.

Ring A Ride

A charitable organisation, The Darlington & District Youth & Community Association (DDYCA) provides an accessible transport service, Ring a Ride, using two small buses. This is a reduction in capacity from the previous Dial a Ride service that operated up to 2002 with 5 buses. The service is fully supported by the Council under a service level agreement. The Ring a Ride service is currently being reviewed to consider funding sources, levels of service and the interaction with accessible taxis in the town. The outcomes of this review will be implemented during 2004.

2.13 Strategy for Travel Plans

School Travel Plans

During 2002-03 the Council has worked extensively with two schools, Harrowgate Hill Junior School and Middleton St George Primary School, to develop school travel plans. Works were identified that could be carried out at the perimeter of the schools through classroom exercises and surveys with the pupils, staff, and parents. The works at Harrowgate Hill were completed this year and included the introduction of road narrowings, speed tables and a 20mph zone. The works at Middleton St George were put on hold until 2003 due to a fire at the school, and will include road narrowing and speed tables, introduction of a new access path to the school and the reworking of the entrance features and car parking to

reduce conflicts between vehicles and pupils/parents.

Preliminary work was also carried out with a further 3 schools identified for the development of a school travel plan during 2003, these are St Augustines School, Mowden Infant School, and Abbey Infant School.

As part of Darlington Borough Council's ongoing work with Sustrans, Eastbourne School was identified as a 'flagship' project on Safer Routes to Schools. As part of the project Sustrans submitted a bid to the DfT Cycle Project Fund for the construction of a new cycle path to the school, new lighting and fencing, cycle parking for 100 cycles and lockers for storage of cyclists' equipment. The bid was successful and is match funded using the New Opportunities Fund. Included as part of the overall project was cycle training for the pupils at Eastbourne School and the Year 6 pupils at the feeder schools.

Case Study

Harrowgate Hill School Travel Plan

The construction works associated with this travel plan includes the introduction of local road narrowing, static signs and roadmarkings, speed tables and a 20 mph zone along roads adjacent to the school. The Plan has also involved other measures to encourage parents, teachers and children to consider more sustainable ways of travelling to school. The Plan is designed to reduce car trips as part of the Strategy for Travel Plans.

The Plan contributes to national targets on traffic congestion, road safety, air quality and cycling.



Car Share

During 2002-03 a car-share database has been developed to be available firstly to the authority's employees and then be used as a tool for the promotion of workplace travel plans. The Tees Valley authorities and the Joint Strategy Unit joined forces to investigate car share databases and the decision was taken to use 'Liftshare.com'. Extensive work has been carried out on developing the website for use by individuals and companies to help reduce single occupancy car journeys. The website can be viewed at www.2plustravel.com.

Travelwise North East

Darlington works with other local authorities across the Tees Valley and the wider North East region under the banner of Travelwise North East, the aim being to promote sustainable transport. Travelwise North East is supported by Darlington's and others' commitment to allocating 1% of the Integrated Transport Block Allocation in the LTP Capital Settlement.

Workplace Travel Plans

Darlington Borough Council has worked with the Primary Care Trust in Darlington on the development of a travel plan as the Trust is moving to new offices with a restricted number of car parking spaces. The plan includes for car sharing, utilising other car park area, and the promotion of bus services. The Trust has also enrolled to the Energy Efficiency Best Practice Programme for 5 days free advice to assist in the development of a plan.

Through the year the authority has promoted its own Travel Plan. As part of National Bike Week the Council ran three events for employees. There was a Doctor Bike session (free check for cycles and advice), a bike to work breakfast, and a lunchtime bike ride. The cycle parking facilities at the Town Hall have been improved with new covered cycle stands and a secure gate.

The authority will be carrying out a re-launch of travel plans to the companies in Darlington with a working lunch presentation from an officer and presentation from Liftshare. This event will take place in 2003.

2.14 Strategy for Taxis

The Council continues to work with the taxi trade to improve standards and facilities for drivers and users. During 2002 the Council altered its policy in relation to the licensing of drivers of Hackney Carriages and Private Hire Vehicles. It is now required that new applications for a licence be accompanied by a DSA Taxi Driver Test Pass Certificate, while existing drivers whose medical is due must present a DSA Taxi Driver Test Pass Certificate when applying for a grant or renewal. Additionally it allowed the licensing Committee to offer attendance at the National Driver Improvement Scheme as an alternative to suspension or revocation of driver licence when considering a driver's motoring offences.

To assist drivers prepare for the DSA test the Council in March 2003 allocated £5,000 of LTP funding to a free voucher scheme allowing each driver a 1 hour driving assessment.

2.15 Strategy for Trunk Roads

During 2002/03 the scheme to improve trunk road safety at Sadberge was completed. This scheme has been successful in rationalising access to the village from the A66(T) and removing right turns across the trunk road that have caused past safety problems.

The Council's attention is now turning to the Tees Valley Gateway Study, which is considering improvements to the A66 Darlington Bypass in the context of traffic congestion and economic regeneration. Further details can be found in Section 7.7.

The Council has signed up as a partner in The National Traffic Control Centre (TCC) Project, which will introduce co-ordinated up to the minute and relevant travel information on the strategic road network. This will reduce congestion, delays and disruptions, provide more journey certainty and hence reduce driver frustration. The system provides a reciprocal arrangement for conveying traffic information should a major incident occur in Darlington.

2.16 Strategy for Town Centre Parking

During 2002-03 a Car Parking Strategy for Darlington was adopted, the concept of decriminalised parking was agreed and a working group was set up to pursue an application to the Secretary of State. Consultation and Council agreement will be sought during 2003-04.

Variable Message Signing

The Local Transport Plan identifies the need for an information sign system for the town centre car parks that would help to alleviate traffic problems in the town centre and reduce the need for cars to travel from car park to car park in the search for a space. This system was installed during 2002-03.

The project involved the installation of counting loops at each of the town centre car parks, software at the town hall to monitor the use of the car parks and the installation of five Variable Message Signs (VMS) on the main routes approaching the town centre that display the number of spaces available in each car park. The identified car parks are Commercial Street, Crown Street, Town Hall, Beaumont Street, and Kendrew Street. The VMS signs are linked to the computer at the town hall and updated on a regular basis.

In addition to the five main VMS signs, individual VMS signs have been erected at car parks with dual entrances. New fixed directional signing has also been erected to direct drivers to the named car parks.

Residents Parking Zones

The Council is committed to encircling the town centre with residents parking zones and during 2002-03 has carried out consultation with every resident in three of the remaining six identified areas – Victoria Road, Hargreave Terrace and Stanhope Road. The Victoria Road and Hargreave Terrace zones were implemented in early 2003.

As part of the consent for the new football stadium to the south of Darlington, a controlled parking zone is to be introduced in residential areas. Progress is continuing to be

made on the order making process for this zone.

Case Study

Variable Message Signing System

The introduction of 5 display units on key routes into the Town Centre, has contributed to the Strategies for Town Centre Access and Town Centre Parking. The display units can either present information on spaces available or special messages in free text. The system is controlled by a computer at the Town Hall and monitors usage at all car parks in the Town Centre, in addition to those displayed on the units. The VMS System is primarily focused at reducing or eliminating search traffic movement.



The System contributes to national targets on traffic congestion and air quality.

Off-Street Car Parks

During 2002-03 the Council implemented a range of car park initiatives including:

- Doubling the number of secured status car parks from 4 to 8, making Darlington the 'most secured' town in the Northern region.
- Installing Help points in car parks as part of obtaining secure status
- Fully refurbishing Abbots Yard car park
- Introducing 2 new car parks (Park Lane and Hird Street)
- Installing new ticket machines at all central car parks
- Purchasing new office software and hand held equipment for all attendants
- Increasing enforcement staff numbers due to extra Residents' Parking schemes

2.17 Strategy for Airport Surface Access

The Council is a member of the Teesside International Airport Transport Forum, a meeting of relevant organisations involved in the planning and operation of transport facilities to and from the site. Currently, the Forum is awaiting the outcome of a review of the Airport's operations as a result of the involvement of the new strategic partner, Peel Holdings.

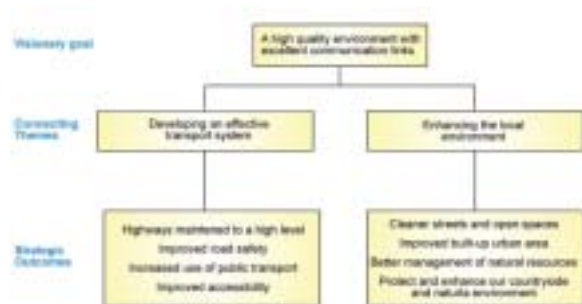
Ongoing transport improvements at the Airport include the dedicated bus service to Darlington Station discussed in Section 2.4. The proposed A66(T) interchange at Long Newton is also progressing, with a Public Inquiry currently underway.

2.18 Strategy for Highways and Bridges Maintenance

The Council continues to invest considerable sums in the maintenance of roads, bridges, street lights, footways and other highway facilities. There is still much work to be done due to the legacy of past low investment levels in the Borough, nevertheless strong progress is being made. The Council's Annex D Statement is attached to this APR (**Appendix 10**)

Figure 4 illustrates the Council's reviewed and improved maintenance strategy, including a visionary goal and strategic outcomes for its highway maintenance function. This strategic framework will assist the Council in adding clarity and purpose to its maintenance investment.

Figure 4 - Highway Maintenance visionary goal and strategic outcomes



Highways

The highway network provides a vital service that is used by almost everyone every day of their lives in some shape or form. It is not surprising therefore that the condition of the roads and footpaths across the Borough is an issue which is constantly in the public eye. It was recognised in the Best Value Review of Private Transport carried out two years ago, and residents continue to tell us through consultations, that they want roads and footpaths maintained to a high standard. From a purely financial standpoint, it is a valuable asset that requires proactive management. In order to improve the conditions of the roads and footpaths, it is essential that funds, both Capital and Revenue, are targeted in the most effective way and performance monitored.

To this end during 2002-03 the Council has acted on several initiatives:

- The UKPMS system has been further developed using revenue funding and is about to go live to Tranche 3.
- Coarse Visual Inspection Surveys were carried out on all the Class A, B, C and the outstanding 75% of unclassified roads.
- Detailed Visual Inspection Surveys were carried out on all the category 1 and 2 footways.

- A Highway Network Management Officer was appointed.
- A back lane safety inspection regime was established and an inspection of all back lanes carried out.

Case Study

A68 resurfacing works

This £140,000 Scheme between Swan House Roundabout and Burtree Lane involved the resurfacing of the inbound carriageway on this major road. Current best practice standards were adhered to in the execution of this work, including the use of thin surfacing. The scheme aimed to strengthen and restore the condition of the road surface and thus ride quality. The work was co-ordinated with a local road safety scheme at the junction with Burtree Lane.



The scheme contributes to the national target on road maintenance and road safety.

The physical condition of the road network is being monitored primarily through the national performance indicators. Comparison data is available for road condition indicators and this is set out in **Appendix 6** with brief comments in section 3.2. It is noted that the processing methodology in UKPMS for road condition indicators has changed this year, making the

direct comparison of year on year figures difficult. That said, overall condition of the network is clearly improving in Darlington overall, although the new method suggests that further attention is needed to the principal road network than previously envisaged.

The Council is currently assembling a Local Public Service Agreement with its adoption targeted for September 2003.

This will include a target to improve the condition of the highway network.

In 2002/03 a full programme of highway maintenance works to roads and footpaths was carried out at a cost of £893k. This included reconstruction, resurfacing, overlay, patching, surface dressing and general repairs across the principal and non-principal roads. Furthermore, it includes drainage improvement works and haunch strengthening works, which are part of rolling programmes on rural roads.

Where possible the opportunity is taken to use recycled or reclaimed materials. For example, we use reclaimed and recrushed aggregate for sub base, foamed bitumen base course (where possible) and recycled plastics in bollards. Furthermore, thin surfacing is now used as a matter of course instead of Hot Rolled Asphalt.

In common with national trends, the number of third party insurance claims is rising. However, because of the robust inspection systems in place and the maintenance works carried out over recent years, the claim repudiation rate continues to improve. It is too early to determine a meaningful figure for 2002/03 but for 2000/01 and 2001/02 the repudiation rates are 76% and 80% respectively. Furthermore, the Council repairs 99% of the dangerous defects in roads and footways within 24 hours. Despite this, and in an effort to discourage claims, the Council's Insurers are carrying out an 'insurance health check' in conjunction with staff. This will look at the whole process from highway inspections to claim handling procedures.



The provisions of Section 74 of the New Roads and Street Works Act continue to be implemented. In addition to the formal Co-ordination Meeting, a joint meeting on street works is held twice a year with all the public utilities which has proved a useful forum for the exchange of views and an opportunity to foster better working relationships.

Bridges and Structures

A budget of £400,000 was allocated for 2002/03 for bridge maintenance and the outturn was £406,000. The works comprised four bridge strengthening schemes, one structural maintenance scheme and three high priority schemes for the approaches to road over rail bridges on the East Coast Main Line. The strengthening work at Parkside Bridge was specifically designed to be in keeping with the major regeneration works being carried out in South Park, while to complement its rural setting the works at Brafferton Mill involved the use of "Trapion baskets". This is a trapezoid gabion carpeted in a sedum blanket whose "natural" appearance disguises its highway function.

Work commenced on upgrading the existing retaining wall register during 2002/03. This will assist the development of prioritised programmes for future maintenance works. Preliminary work also commenced on the Bridge Condition Indicator (BCI) System, which has been recommended nationally for use on local authority bridgestock.

Street Lighting

An updated version of the 'Reduced Road Lighting Inventory' is provided in **Appendix 4**. A specialist street lighting company EDS has been commissioned to develop this further to the full specification and this work, funded from the Revenue Budget, is on programme for completion by September 2003.

The 'White Light' conversion programme has commenced with 200 units being converted in 2002/03. The drivers for this programme, as embodied in the Community Strategy Action Plan, include:

- Substantial energy savings.
- Improved quality and lighting levels.
- Reduced light pollution - current research shows that nationally, light pollution is growing rapidly.
- The upgrading of the lighting stock and reduced future maintenance liabilities.
- Safety and security.

In addition, street lighting improvements have been carried out at several locations across the Borough in relation to community crime and disorder concerns, the aim being to provide a safe, amenable, well lit environment for people to use. For example, at Hundens Lane/Byron Road/Arnold Road, lighting was improved in conjunction with traffic management measures as part of the corporate response to combat speeding traffic, road safety, personal safety and security issues.

2.19 Darlington Eastern Transport Corridor

Figure 5 (in Appendix 5) illustrates the current scheme proposal for a 2.9 km single carriageway all purpose road with three traffic signal controlled, SCOOT enabled junctions and an at-grade roundabout junction with the A66(T). The scheme also includes full pedestrian facilities, including a pedestrian/cycle route adjacent to the road. This route is to form part of the National Cycle Network Route 14 to Stockton via an "iconic" bridge over the A66(T).

In 2002-03 the Council has continued to conduct the design and order making processes necessary to begin construction of the route in June 2004. The extent of the scheme has expanded as a result of discussions with the Highways Agency, with the Council now required to provide new slip roads at Great Burdon and the DETC roundabout as well as more extensive local widening along the A66(T) south of Great Burdon. This has led to increased overall costs, although we confirm that analyses of the revised economic case still indicate positive benefits. The DETC is on course for completion in December 2005.

3 Progress against targets and objectives

3.1 Introduction

Section 2 explains the progress made by the Council in delivering local transport schemes as part of achieving the aims and objectives of the Local Transport Plan. In this section we provide information about how schemes have helped to achieve the performance targets set at both national and local levels to measure progress against objectives.

Details of the Council's performance against core and local indicators are set out in section 3.2 below as well as in **Tables 1 and 2**. Other measures of the Council's performance in the year are appended to this report in **Appendix 6**.

The Local Transport Plan contains a total of 29 targets set to measure progress and success in achieving the objectives of the Plan. The targets are grouped under the five main themes of the 10 Year Plan:

- Economy
- Accessibility
- Environment
- Safety
- Integration

3.2 Performance – Core and Local Indicators

Of the **10 core performance indicators** included in Table 1:-

- 5 are highly likely to meet target [50%]
- 5 may meet target [50%]

The highlight of the indicators are the 2 road safety targets which are substantially exceeded.

The Council currently monitors **19 local indicators** (Table 2). Progress against targets are as follows:

- 12 highly likely to meet their targets [63%]
- 6 which may meet their targets [32%]

- 0 which are unlikely to meet their targets
- 1 on which no data is available

The Council is focused on the need to attract more people to local bus services. The reported decrease of -1.02% in this indicator reflects the general decline in bus patronage experienced in the North East at this time. The Council is committed to actions that seek to counter this trend and it is expected that the target of +3% in 2005/06 will be met.

The walking monitoring indicator shows a decrease of 3.4% over the year. However, this indicator is well on course to achieve a target of 10% overall growth by 2005/06. The continued work implementing the walking strategy is set to ensure that this aspiration is achieved and bettered. Work on improving pedestrian crossings [94% achievement] is a signpost of the underlying health of the programme. The cycle volumes at the permanent cycle counter sites have increased over the previous year.

Both the core and local indicators concerned with road safety are on course for meeting the 2005/06 targets, despite a small above target increase in slight casualties for all road users. This reflects on the work of the Council during 2002/03.

The Council remains concerned about the performance of the rail industry, despite a 4.5% growth in patronage at Darlington Bank Top Station. This is because of the continuing effects of little investment in local train services, coupled with a loss of passenger confidence following industrial action and other poor publicity. Commitment to schemes and initiatives such as [the Airport shuttle bus and the Tees Valley Public Transport Information Strategy](#) are expected to counter this trend.

Traffic levels during 2002/03 increased by 9.6% [volumes approaching urban area]. This is attributable to the increased level of use on the trunk road network and the length of time for modal split initiatives to take effect. The Council is pursuing vigorously its strategies to encourage modal switch and is still confident that the target will be ultimately achieved.

Regarding the condition of the various categories of road, Coarse Visual Inspection (CVI) surveys suggest that the overall condition across the network is improving, although there is a small increase in the amount of principal roads requiring attention. Deflectograph surveys have shown a continuing improvement in principal road condition and it is expected that the next survey later this year will confirm this trend.

3.3 Child Casualties in Deprived Areas

The Council is taking steps to pay particular attention to the reduction of child casualty rates in less wealthy areas of the town, in accordance with recent Government initiatives. The Council's Community Strategy identifies Eastbourne Ward, which includes Firthmoor and Brankin Moor estates, as one of the most deprived areas within the Borough. The Firthmoor Community Partnership is overseeing the regeneration of these estates and one element of the regeneration action plan seeks to improve road safety. There is on average six road traffic accident casualties per year, two thirds of which involve children under 16 years of age. All pedestrian casualties, which account for 40% of the total, were children under 16 years.

During 2002-03 the Council and the Partnership funded jointly a traffic management study that recommended the implementation of traffic calming measures and a 20 mph speed limit throughout the estates. In 2003/04 it is proposed to implement Phase 1 of a traffic calming scheme which will ultimately cover the whole of the two estates. It is intended that it will be funded equally through the LTP capital allocation and through SRB grant awarded to the Community Partnership. In conjunction with this the Council is hoping to implement a pilot pedestrian training scheme for Year 3 pupils in Firthmoor Primary School. It is anticipated that the funding to allow this to go ahead will be via the Local Public Service Agreement for which the Council is currently preparing a submission.

The Council and the Partnership have recently carried out a successful consultation exercise concerning the engineering, education, enforcement and health promotion proposals outlined above.

3.4 BVPI 102: Progress and Action

In 2002-03 the methodology for calculating BVPI 102 was changed to reporting actual journeys recorded by electronic ticket machine data rather than the previous sample-based method adopted by the Council. Our initial investigations have revealed that the change in methodology has contributed to the Council's slight decrease in performance against this indicator.

As a result of this the Council is further strengthening its partnerships with local bus operators to ensure that the opportunities for improving ridership on the network are improved. The Council has allocated some £890,000 of its 2003-04 LTP allocation (which represents half of the Council's total integrated transport allocation) to public transport measures across several strategy headings, which will assist in this strategic goal.





TABLE 1 – PERFORMANCE AGAINST CORE INDICATORS ■ Highly Likely to Meet Target ■ May Meet Target ■ Unlikely to Meet Target

Local Objectives Contained in LTP	Core Performance Indicator	Source of Data	Local Targets or outcomes contained in LTP	Baseline Data	Progress made in 2002/03 against local targets or outcomes	On Track/ Not on Track to meet Targets?	National PSA or 10 Year Plan target/ local target/ outcome links to
Public Transport - Bus							
Objective D To improve the availability, range, reliability, practicality, frequency, speed and affordability of the rail and taxi services	Bus Passenger Journeys per annum (BVP1102)	BVP1: Bus Operators annually	Increase by 3.0% by 2005/06 on 1999/00 base	10,222,067 journeys in 2001/02	2002/03 = 99.0% (10,117,827 journeys)	Passenger numbers almost the same as previous year. Ongoing major investments in rail, bus, infrastructure and technology required information to coordinate more use (see objectives 2.3 and 2.5) On track	2, 9
	Bus passenger satisfaction (BVP1104)	BVP1: Audit survey	Increase to 60% by 2003/04 on 2000/01 base	56.4% satisfied in 2000/01	2003 survey in Autumn	Slight drop, target still achievable On track	2, 9
Cycling							
Objective F To develop a network of cycle routes across the borough that will encourage more cycle use and to ease the battle of safety of cyclists considered across the highway network	Number of cycling trips - Cycle flows across the Ring Road	Annual local survey. Will be supplemented with automatic cycle count information	Increase to 117% by 2005/06 on 2001/02 base	576 trips in 2001/02	2003/04 = 88.2% (508 trips) Manual Cycle counts	Target set following 2001/02 performance. Short of target not achieved in 2002/03. On track to meet original target	1, 4, 5, 6, 7
	(Local P1) Cycling volumes at permanent count sites	Automatic cycle counts	Increase to 135% by 2005/06 on 2001/02 base	162 trips in 2001/02	190 trips in 2002/03	Permanent count site data is deemed to be more representative of cycle usage. Target on track (see objective 2.9)	

Local Objectives Contained in LTP	Core Performance Indicator	Source of Data	Local Targets or outcomes contained in LTP	Baseline Data	Progress made in 2001/02 against local targets or outcomes	On Track/ Not on Track to meet Targets?	National PSA or 10 Year Plan target local target/ outcome links to
Road Safety							
Objective M							
To improve road safety	Number of deaths and serious injuries (all ages) (BV 99)	Police accident statistics (excludes Trunk Roads & Motorways)	Reduce to 76.7% by 2005/06 of 199/46 base	57 casualties 199/46	2002/03 = 66.7% (88 casualties)	Target exceeded (section 2.6) and on track	6
	Number of people killed and seriously injured (BV 99)	Police accident statistics (BVPI) (excludes Trunk Roads & Motorways)	Reduce to 70.8% by 2005/06 of 199/46 base	10 casualties 199/46	2002/03 = 10% (1 casualty)	Target substantially exceeded and on track	
Road Maintenance							
Objective M							
To improve road safety	Condition of Principal Roads (BV 96)	CVI data	Reduce to 5.86% roads with negative residual life by 2005/06	8.96% in 2002/03	Conditionally met (section 2.16)	Civils surveys suggest that little amount of principal roads requiring attention has increased, but definite (graph) indicates continuing improvement. On track to meet target.	10
	Condition of Non-Principal Roads (BV 97a)	CVI data	Reduce to 15.30% roads with negative residual life by 2005/06	17.55% in 2002/03	Conditionally met (section 2.16)	On track	
	Condition of Unclassified roads (BV 97b)	CVI data	Reduce to 10.41% roads with negative residual life by 2005/06	11.91% in 2002/03	Conditionally met (section 2.16)	On track	
Accessibility							
Objective D							
To improve the availability, image, reliability, practicality, frequency, speed and amenability of bus, rail and taxi services	% of rural roads with 13m walk of accessibility, reliability, practicality, frequency, speed and amenability of bus, rail and taxi services	Best available information, GIS data, Electoral Register	Maintain 99.4% of rural roads with 13m walk of accessibility or better service	99.4% of rural roads with 13 min walk of better bus service	New target therefore base established	On track to meet target	2, 8
NB: Core Indicator on Light Rail not applicable to Darlington Borough							



TABLE 2 PERFORMANCE AGAINST LOCAL LTP INDICATORS ■ Highly Likely to Meet Target ■ May Meet Target ■ Unlikely to Meet Target

Local Objectives contained in LTP	Local Performance indicators contained in LTP	Source of Data	Local Targets or outcomes contained in LTP	Baseline Data	Progress made in 2002/03 against local targets or outcomes	On Track/ Not on Track to meet Targets?	National PSA or 10 Year Plan target/ local target/ outcome links to
Economy							
Objective A To Make the most Efficient Use of Existing Roads	Road traffic on key corridors (North Road Corridor where work has been carried out)	Automatic traffic count information	To hold traffic growth at 101.5% of 2000/01 level by 2005/06.	3,610 combined weekday peak hour flow (CPHF) in 2000/01	2003 = 85.5 (3086 CPHF)	Improved over target	1, 4, 5, 9
	Bus ridership on key corridors*	Bus operators	Increase journeys by 8% by 2005/06	140,346 journeys in 1999/00	2002/03 = data not available	Unable to report due to bus operators not providing information	2, 4, 5, 9
Objective B To Eliminate non-essential traffic from the town centre and give priority to the needs and safety of pedestrians	Walking flows across Inner Ring Road	Annual local survey.	Increase by 10% by 2005/06	25,612 trips in 2000/01	2003 = 107.3 (27,483 trips)		1, 4, 5, 6, 7
	Traffic flows approaching town centre	Automatic traffic count information	Restrict traffic growth to 4% by 2005/06	19,303 CPHF in 2000/01	2003 = 131.6 (25,412 CPHF)		1
Objective C To improve access by a range of transport modes between the major employment areas of the town and the national transport network	Traffic reduction, Haughton Rd corridor	Automatic traffic count information	Reduce traffic to 80% of 2000/01 baseline by 2005/06	2,630 CPHF in 2000/01	2003 = 111.1 (2,923 CPHF)		1, 4, 5
	Traffic reduction, Yarm Rd corridor	Automatic traffic count information	Reduce traffic to 90.5% of 2000/01 baseline by 2005/06	3,469 CPHF in 2000/01	2003 = 93.0 (3,227 CPHF)		1, 4, 5
Objective D To improve the availability, image, reliability, punctuality, frequency, speed and affordability of bus, rail and taxi services	Cost per passenger journey of subsidised bus services	BVPI; bus operator local authority information; annual	Increase to £0.55 by 2005/06 compared to 1999/00	£0.46 per passenger in 1999/00	200/03 = £0.60		2, 9

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Source of Data	Local Targets or outcomes contained in LTP	Baseline Data	Progress made in 2002/03 against local targets or outcomes	On Track/ Not on Track to meet Targets?	National PSA or 10 Year Plan target/ local outcome links to
Accessibility							
Objective D (cid) To improve the availability, image, reliability, punctuality, frequency, speed and affordability of bus, rail and taxi services	Bus punctuality – multi authority routes	Annual survey	Increase to 90% of surveyed services punctual by 2005/06 from 2000/01	33% punctual in 2000/01	2003 = 84%	Improved over target On track	2, 9
	Bus punctuality – routes serving town centre	Annual survey	Increase to 90% of surveyed services punctual by 2005/06 from 2001/02	35.5% punctual in 2001/02	2002/03 = 88%		2, 9
	Darlington annual rail ridership, Bank Top station	Train operating companies	Increase by 12.5% by 2005/06 on 1998/9 base	1.447 m. pass. in 1998/9	2002/03= 104.5 (1,512m pax)		3
	Annual rail ridership, local stations	Train operating companies	Increase by 5.5% by 2005/06 on 1998/9 base of 30,678 passengers	30,678 passengers in 1998/9	2002/03 = 76.5 (46,922m pax)		
Objective E To provide people with sufficient information to make informed choices of travel mode based on the full range of services available	% users satisfied with public transport information	BVPI: bi-annual household survey	Increase to 75% satisfied by 2005/06 compared to 2001/02 base	48.6% satisfied in 2001/02	2002/03 = 62.8%		2
	Non-Car mode split to schools	Annual survey	Increase to 75% by 2005/06 from 2000/01 base	70.6% in 2000/01	2002/03 = 67.5%		1, 7
Objective G To develop cycle parking facilities at interchange, shopping, leisure and employment locations and public buildings, and provide cyclist changing facilities for public and employee use							



Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Source of Data	Local Targets or outcomes contained in LTP*	Baseline Date	Progress made in 2002/03 against local targets or outcomes	On Track/ Not on Track to meet Targets?	National PSA or 10 Year Plan target local target/outcome links to
Integration							
<i>Objective P</i> To improve integration between all modes of travel at key locations, thereby broadening the range of travel choices	Targets and outcomes for these strategies as specified above under other objectives						1
<i>Objective Q</i> To integrate the council's transport policies and programmes with the work of other agencies in Darlington, for example in health, education, environmental protection and economic development	Targets and outcomes for this strategy as specified above under other objectives						
<i>Road Traffic Reduction Plan Target</i>	Traffic volumes approaching the urban area	Traffic Count Data	To restrict growth in traffic between 2000/01 and 2005/06 to 6.5%		2002/03 = 114.2 (147,501 AAWT)		1, 4, 5



4 LTP Spending programme

4.1 Introduction

Table 3 presents the spending plan for the span of the current Darlington LTP. The spending plans for years 2003-4 and beyond have been reviewed in the context of current priorities, the priorities of local communities and our commitment to core targets and local targets for transport.

4.2 Spending Details

The spend of LTP funds in 2002-03 was attributed to the following schemes:

Strategy	Schemes Proposed	Schemes Actual
■ Corridors of Certainty	2	2
■ Buses	7	7
■ Rail	2	1
■ Public Transport Information	6	6
■ Road Safety and Traffic Calming	12	15
■ Town Centre Access	10	10
■ Rural Transport	4	3
■ Cycling	6	7
■ Walking	9	11
■ Powered Two Wheelers	1	1
■ Community/Voluntary Transport	2	1
■ Travel Plans	9	7
■ Taxis	1	1
■ Town Centre Parking	7	9
■ Highways & Bridge Maintenance	65	65
■ Airport Access	0	0
■ Swan House/Heighington	0	0
■ Eastern Transport Corridor	0	0

The detail of the number of schemes delivered, as compared to that planned is outlined below.

■ Buses - to further promote public transport and benefit passengers, the programme of bus shelter replacement and raised kerbs at bus stops were expanded.

- Rail - No cycle lockers were introduced at stations due to delays in the Tees Valley Stations Parking RPP.
- Road Safety and Traffic Calming - The Council places high priority on road safety and 3 extra local safety schemes were carried out and 3 schemes increased in scope.
- Rural transport – Rural transport hub schemes deferred until 2003 – 04.
- Cycling - Additional cycle scheme carried out.
- Walking - One additional puffin crossing and one additional conversion of pelican to puffin carried out.
- Community / Voluntary Transport - Signing for Shopmobility deferred until 2003 – 04.
- Travel Plans - Two schemes deferred until 2003 – 04 one due to major school fire and one to facilitate further consultation.
- Town Centre Parking - Variable message car parking signing completed in one year rather than as phased programme over several years. Similarly with static car park signing.



The spend of funds on these schemes is shown in **Table 3** alongside the proposed spend as detailed in the 2002 APR. Much of this spending was in line with expectations set out in the 2002 Darlington APR. The significant changes in the spending plan were:

- Increased investment in the strategy for buses, focussed principally at shelter replacement and the provision of level kerb access, to match the commitment of bus operator partners as they invest in new vehicles
- Increased investment in the strategy for road safety and traffic calming, in response to increased requests for such schemes
- Reduced spending on the strategy for town centre access pending conclusion of the forthcoming "Pedestrian Heart" study – although the Council has invested more than budgeted in improving crossing facilities on the Inner Ring Road
- Increased spending on the strategy for cycling to accelerate the expansion of the town's cycle network
- Increased investment in the strategy for walking to provide new pedestrian crossing facilities
- Reduced spending on the strategy for travel plans in response to the take up amongst local schools and businesses happening slower than anticipated
- Increased investment in the strategy for town centre parking, principally the car park variable message sign system.

The Council is pleased to report no spending shortfalls for the 2002-03 LTP capital allocation – it was spent in full. The Council also allocated 35% of its 2002-03 Single Capital Pot discretionary element to transport.

Alongside this capital investment the Council has committed £3,960,000 of revenue funds in 2002-03 to support the LTP implementation programme (**Appendix 7**). The spend included the following:

- £1,964,000 on public transport measures, including

- £395,000 on providing concessionary fares for eligible residents.
- £733,000 on routine highway maintenance, supporting the Strategy for Highways and Bridges Maintenance.
- £599,000 on maintaining and improving street lighting (including energy charges).
- £108,000 on providing school crossing patrols contributing to Safer Routes to School.
- £120,000 on road safety and traffic management.

4.3 2003/04 Work Programme

Darlington Borough Council was awarded the sum of £3.189 million in December 2002 for expenditure during the 2003/2004 financial year, with a further £1.000 million set aside for the Eastern Transport Corridor. This included the sum of £268,000 awarded for the Council's performance to date. The award was split into the following categories:

- Integrated Transport (£1.793m),
- Maintenance (£1.396m), and
- Darlington Eastern Transport Corridor (£1.000m).

Table 3 summarises the Council's proposals for spending the money during the 2003/2004 financial year. The highlights of this spending plan include:

- The start of preparatory works for the Eastern Transport Corridor
- Continued investment in our 2 main Corridors of Certainty, North Road and Yarm Road
- Further investment in accident remedial schemes and traffic calming to continue the Council's exemplary record in improving road safety
- Significant investment in the maintenance of the Borough's highways, bridges and street lighting.
- A start on the introduction of the Council's "Pedestrian Heart" proposals in the town centre
- Further introductions of resident parking zones adjacent to the town centre
- A continuation of the supplementary bid to support implementation of the Tees Valley Real Time Passenger Information System (see Section 4.5).

In addition to this LTP capital expenditure the Council is committing significant further resources to transport related issues through its revenue budget and its own capital spending programme. In total some £4.4 million is allocated to transport-related revenue funding in 2003-04 ranging from routine highway maintenance to supported bus services, education and social services transport and car parking provision. The council's capital programme has allocated £40,000 to specific highway improvement schemes.

4.4 2004/05 LTP Capital Bid

For 2004-05 the Council requests a capital sum of £7,886,000 to continue the implementation of its LTP. This includes £4,193,000 for the first phase of constructing the Eastern Transport Corridor, £1,613,000 for investment in highways and Bridge maintenance and £2,080,000 for the range of integrated transport schemes. Further details are available in **Table 3**.

4.5 Supplementary Bid

Second year funding is sought for the approved Real Time Passenger Information System supplementary bid. This sum will cover Darlington's share of the full costs of implementing the system across the Tees Valley, in partnership with local bus operators. The bid covers the costs of vital components such as the base control system, the equipment to be installed in each vehicle and the display equipment to be provided at stops and interchanges.

The supplementary bid for Darlington is £315,000 for 2004-05 (in line with bids from the other Tees Valley authorities). The involvement of the Tees Valley authorities in a regional partnership has, and will continue to lead to, considerable savings in consultancy costs, installation costs and maintenance costs. The installation of further displays at bus stops beyond 2004-05 will be funded by the Council through its LTP block allocation. A summary of the financial profile for the initiative is attached to this document in **Appendix 11**.

4.6 Overall LTP Spend Profile

Overall the Council's spending profile compares with the initial spending plans (in millions of pounds) set out in the LTP as follows:

Year	LTP	Outturn	Proposed
2001-02	3.500	3.268	-
2002-03	5.800	3.209	-
2003-04	5.800	-	4.189
2004-05	3.400	-	7.886
2005-06	3.200	-	7.393
TOTAL	21.700		25.945

The difference in the total amount for the five year period is almost entirely accounted for by the increased costs associated with the Darlington Eastern Transport Corridor. The delays to implementing this scheme is also the reason for the emphasis on higher expenditure in the later years (2004-06 rather than 2002-04) compared with the original LTP figures. Overall this analysis demonstrates that the Council is providing excellent value for money and is delivering a robust and effective transport strategy for the Borough within the confines of the spending plans set out in its July 2000 Local Transport Plan.

The finance forms F1 and F4 are inducted in **Appendix 8**.

TABLE 3 – Darlington Local Transport Plan 2001-06, Spending Profile	2000/1 actual	2001/2 actual	2002/3 actual	2002/3 proposed	2003/4 proposed	2004/5 proposed	2005/6 proposed
Corridors of Certainty							
? North Road Corridor	50	414	300	200	310	250	200
? Yarm Road Corridor	-	11	40	200	260	300	300
? Haughton Road Corridor	-	-	-	-	-	-	-
? Woodland West/Auckland Road Corridor	-	-	-	-	-	-	-
? Coniscliffe Road Corridor	-	-	-	-	-	-	-
TOTAL	50	425	340	400	570	550	500
Strategy for Buses							
? Shelter Replacement Programme	-	-	59	25	25	35	35
? Schemes to Relieve Bus Delays	-	-	24	25	-	45	45
? Adjustments to Bus Stop Kerb Heights	-	25	135	103	50	30	30
? Other Schemes	-	5	13	5	-	5	5
TOTAL	-	30	231	158	75	115	115
Strategy for Rail - TOTAL	-	-	8	20	20	25	25
Strategy for Public Transport Information							
? Bus Stop Flag Replacement Programme	-	22	25	10	-	-	-
? Timetable Case Programme - 5 1 10 40 10 10	-	-	-	-	-	-	-
? Public Transport Information Booklet	-	20	2	5	18	-	-
? RTPI System	-	-	-	-	50	-	-
TOTAL	-	47	28	25	108	10	10
Strategy for Road Safety and Traffic Calming							
? Local Road Safety Schemes	254	286	314	140	140	200	200
? Urban Area Traffic Calming & Management Schemes	37	51	54	60	60	80	80
TOTAL	291	337	368	200	200	280	280
Strategy for Town Centre Access							
? Dropped Kerb Programme	1	-	10	10	-	-	-
? Alterations to Traffic Management	-	204	19	87	55	50	-
? New Bus Shelters	-	-	-	-	-	50	50
? New Taxi Ranks	-	-	-	-	-	10	15
? Inner Ring Road Crossing Points	46	31	120	60	-	30	-
? Improved Access for People with Disabilities/Shopmobility	9	9	10	50	-	100	100
TOTAL	56	244	159	207	55	240	165
Strategy for Rural Transport							
? Village Traffic Calming Schemes	45	42	53	70	50	70	70
? Rural Transport Hubs	-	-	-	-	30	25	30
TOTAL	45	42	53	70	80	95	100
Strategy for Cycling							
? Developing Darlington Cycle Network	131	52	179	100	125	100	100
? Cycle Parking Facilities	-	5	6	5	-	15	15
? School Cycle Parking Facilities	-	15	8	10	-	10	-
? Bike Shop	-	-	-	-	-	10	40
TOTAL	131	72	193	115	125	135	155
Strategy for Walking							
? New Pedestrian Links	-	-	26	15	-	15	15
? New Pedestrian Crossings	27	56	89	40	50	50	50
? Other Schemes	5	-	3	15	12	15	15
TOTAL	32	56	118	70	62	80	80
Strategy for Packaged Schemes - TOTAL	157	-	-	-	-	-	-
Strategy for Powered Two Wheelers - TOTAL	-	-	3	5	5	5	5
Strategy for Community/Voluntary Transport - TOTAL	-	30	5	10	10	10	10
Strategy for Travel Plans - TOTAL	-	147	76	160	105	80	80
Strategy for Taxis - TOTAL	-	-	1	5	10	5	5
Strategy for Town Centre Parking							
? Secure Car Park Award Status	-	16	16	15	20	-	-
? Variable Message Sign System	-	-	180	60	100	150	-
? Residents Controlled Parking Zones	47	30	98	50	30	50	50
? Car Park Improvements	-	9	31	30	25	-	-
TOTAL	47	55	325	155	175	200	50
Strategy for Highways and Bridge Maintenance							
? Highways Maintenance	241	1,470	895	998	1070	1307	870
? Bridge Maintenance	515	313	406	400	326	306	150
TOTAL	756	1,783	1,301	1,398	1,396	1,613	1,020
Strategy for Airport Access	-	-	-	-	125	-	-
Strategy for Swan House to Heighington Improvement	-	-	-	-	-	250	600
Supplementary Bids	-	-	-	-	325	-	-
OTHER (Monitoring & Studies)	-	-	-	-	68	-	-
TOTAL STRATEGY BID	-	-	3,209	2,998	3,189	3,693	3,200
MAJOR SCHEME BID (Eastern Transport Corridor)	-	-	-	-	1,000	4,193	4,193
TOTAL LTP BID	1,565	3,268	3,209	2,998	4,189	7,886	7,393

5 Evidence of Improvement

The Council's progress in 2002-03 is demonstrated in Sections 2 and 3. The Council strives to improve its LTP performance, and finds the Government comments received in December 2002 as part of the LTP capital settlement letter as very useful. **The table below is the Council's "Annex C submission".**

Summary of comments contained in December 2002 settlement letter that indicated a need for improvement or clarification.	Summary of actions taken in response to comments contained in the decision letter
Progress Report – Bus Information Strategy	The Tees Valley Bus Information Strategy has now been prepared by the Joint Strategy Unit, and will be submitted by the Unit on behalf of the five Tees Valley authorities at the same time as this APR. This strategy builds on the Strategy for Public Transport Information included in the Darlington LTP for 2001-06. An important component of this sub-regional strategy is the Tees Valley Real Time Passenger Information System being pursued in partnership with local bus operators, for which a second year supplementary bid for funding has been requested in Section 4.5.
Progress Report – Darlington Eastern Transport Corridor	The Council has concluded discussions with the Highways Agency regarding this scheme. With these agreements in place we have initiated the necessary order making processes, which should be completed early in 2004 – at that time we can commence construction. A £1 million bid for the initial tranche of funding has been accepted for 2003-04, which will allow the Council to commence advanced works for the scheme. For further details refer to Section 2.19.
Progress Report – implementing measures to encourage bus patronage and limit traffic growth	<p>The Strategy for Corridors of Certainty continues to provide a better balance between transport modes in key corridors. While the implementation of some corridors has been deferred due to cost constraints, the benefits of more comprehensive proposals in the initial corridors is securing more enduring benefits for users, businesses and residents.</p> <p>Allied to this, the Council's investment in its Strategy for Buses coupled with investment by bus operators has continued to improve facilities and opportunities for travel by alternative modes to the private car, in particular for people with mobility difficulties. Examples of this commitment include:</p> <ul style="list-style-type: none"> Important strides in improving public transport information through a variety of means Improving bus stop and bus shelter quality Planning and implementing Flightlink proposals, in partnership with bus, rail and air modes <p>Overall the Council will be investing nearly £900,000 of LTP funds into public transport schemes in 2003-04, under a range of strategy headings. We believe that this investment can have a significant effect on bus and rail ridership in the Borough.</p>
Details of how the Council's revenue funding contributes towards the overall LTP programme	This is included in Section 4.2.
Consultation on satisfaction with the Council's consultation procedures	<p>This issue has been tackled in the Citizen's Panel survey (Section 6.2). Formal consultation procedures for all kinds of transport scheme will be adopted by the Council in 2003-04, these procedures will be developed in conjunction with key stakeholders that sit on the Darlington Transport Forum.</p> <p>The Council is upgrading its website during 2003, which when complete will provide greatly improved opportunities for consultation and the submission of views on all Council matters via the Internet.</p>
Greater use of bullet points, tables and diagrams desirable in Annual Progress Report	We have taken steps to comply with this request.
Provision of a Summary Leaflet	We trust that the executive summary included with this APR complies with this request. We propose to adopt this approach for consultations on the 2006-11 LTP.

6 Consultation and Best Practice

6.1 Introduction

The Council continues to place a great deal of importance on the need to consult with key stakeholders and the public in all significant schemes that it implements in the Borough. The Council also considers it important to consult over the wider strategies that it is progressing. An example of this is the summary leaflet at the front of this APR, which is also intended to provide a basis for consultation on the Second Local Transport Plan starting later this year. The Council has a number of consultation procedures that it complies with for various types of scheme (for instance, there is a formal consultation procedure with the Police and emergency services for road safety schemes).

The Council is now in the process of encapsulating these arrangements into a single formal consultation procedure for all transport schemes. This procedure will provide a minimum standard of consultation and engagement for schemes within capital value bands, while still retaining the flexibility to perform different kinds of consultation for different kinds of works.

The Council intends to have this more formal procedure published and agreed in time for inclusion in next year's APR. In the meantime we report in this chapter the ongoing consultations with stakeholders across the Borough in 2002/03.

6.2 A Consultation Example – Corporation Road and Salisbury Terrace

The project is essentially a local safety, traffic calming and safer routes to school scheme in terraced streets in the town. Various proposals had been put forward over a number of years, but formal consultations had never been carried out. However, in order to move the project forward consultation was seen as an integral part of the development process. Central to the process was the Residents Questionnaire, the information circulated by the two local ward members to every house in the ward and the various stakeholder meetings. The questionnaire had a 30% return rate and sought views on whether residents felt there was a problem, was there a need for action and if so what measures should be introduced. Around 90% of respondents thought that some form of traffic calming was necessary.

Other consultees who contributed to the process were the local

members, police and emergency services, public transport operators, the local school, the school crossing patrol advisor, Darlington Association on Disability, Community Care rehabilitation unit and the Cycling Officer (plus the usual statutory consultees for traffic orders and speed humps). Whilst the consultation process was time consuming overall it was beneficial in arriving at a scheme that best meets the needs and aspirations of residents and users of the footpaths and roads in the area.

6.3 Citizens' Panel

The Council carries out several forms of consultation for transport initiatives, including the Citizens' Panel. Questionnaires are sent to members of the Panel every year either as part of monitoring work carried out as prescribed by the Office of the Deputy Prime Minister (2000 and 2003 surveys) or as part of internal monitoring (2001 and 2002). This work is instrumental in ensuring that delivered schemes are appropriate to the needs of local residents.

Headline results of the October 2002 survey in relation to transport were:

- 61% of residents were either very or fairly satisfied with the level of public transport services available.
- 65% did not think that noise from road traffic was a problem.
- only 9% thought that the first or second priority of the Council should be to create a safe and effective transport network.
- 88% were either very or fairly satisfied with the provision of street lighting.
- 44% were either very or fairly satisfied with the car parking provision in the town centre.
- 70% of primary school children and 52% of secondary school children usually walk to and from their school.
- 25% of households have no access to a private car or van.

The current focus of the Local Transport Plan on themes such as improving public transport, providing Safer Routes to School and improving the quality of the street environment fits in well with the headline results described above.

6.4 Cross Boundary Consultations

The Council attends monthly meetings of the Tees Valley Chief Engineers' Group. This high level forum provides the Council with an opportunity to discuss strategic highways and transport matters with senior officers of the five Tees Valley authorities. In the last year the Group has continued its work on decriminalised parking enforcement and supported the Tees Valley Real Time Information initiative. The Group has also jointly prepared a statement on traffic congestion in the Tees Valley, which is being used to guide priorities in the sub-region for this LTP and the next LTP. This statement is included at **Appendix 9**.

The Tees Valley Transport Planning Officers Group is managed by the Tees Valley Joint Strategy Unit and provides a forum for the exchange of ideas and best practice amongst Tees Valley authorities. The Group also provides the opportunity to give a steer to sub-regional transport initiatives such as the Tees Valley Rural Transport Partnership and the Tees Valley Cycling Initiatives Officer.

The Five Tees Valley Boroughs have joint working arrangements and collaborate on highway maintenance matters via the Highway Maintenance Engineer's Group, which meets bimonthly. Examples of this include the joint commissioning of highway condition surveys, joint purchase of winter salt and learning from shared experiences with SMA and Section 74 of NRASWA.

6.5 Darlington Transport Forum

The Council has held regular meetings of the Darlington Transport Forum throughout 2002/03 in order to provide formal stakeholder consultation on a range of strategies, proposals and issues. Attended by a representative group of individuals and organisations, the Forum has been an invaluable method of obtaining feedback and comment on many proposals. These include consultations regarding the car park VMS system, resident parking zones and policies on supported bus services.

6.6 Darlington Cycling Forum

The Darlington Cycle Forum was set up in 2001 and has been successful in helping the authority achieve its aims. In 2002-03 the Forum met four times to discuss and set the cycling investment priorities for 2003-04. This process is very useful to the Authority,

improving the network in line with the wishes of the users will lead to an increase in cycling activity.

The Forum has a very good profile within the authority and is being used by other sections of the authority as a consultation tool to collate the ideas and views of the people that will ultimately be using the facility.

6.7 Darlington Association on Disability (DAD)

One of the three early priorities set out in the Community Strategy is Promoting Inclusive Communities. This embraces a wide range of activities and actions, including those that relate to access to and along the highway network and access to non-car modes of transport. An important element in developing coherent proposals is the close working relationship that has been developed with Darlington Association on Disability (DAD).

This embraces consultation on individual highway schemes of all kinds and other matters such as physical works to improve accessibility and monitoring of 'Pavements for People'. As a joint exercise with DAD and in conjunction with the Corridor of Certainty schemes, a comprehensive dropped kerb programme is being implemented for the town's radial routes. In addition, individual tactile paving/dropped kerbs/tarmac fillets have been installed on other roads where they help to maintain continuity of an accessible route. In this way, the extent of accessible footway across the Borough has been substantially increased. Improved accessibility benefits not only disabled people but also the elderly and parents and guardians with prams and pushchairs

6.8 Growing Older in Darlington (GOLD)

GOLD was established in February 2002 to involve people over the age of 50 in guiding Council initiatives that affect the lives of older people in Darlington. The group has split into different sub-groups, one being the Transport sub-group. In 2002-03 the Group has discussed the Concessionary Fares scheme, Park & Ride and the possibility of a coach station.

A member of staff from the Transport Policy Section attends each meeting and contributes to discussions. The outcomes of these discussions are likely to inform the development of Darlington's next LTP.

7 Sharing Good Practice and Partnership Working

7.1 Introduction

The Council continually works with its partners to share and establish best practice. In particular our close working relationship with other Tees Valley authorities demonstrates best practice for authorities elsewhere across England.

7.2 Learning from Best Practice

In April 2003 the Tees Valley Chief Engineers' Group hosted a seminar on the Annual Progress Report process. This seminar included a presentation by senior officers of Blackburn with Darwen Council – a transport authority well regarded for innovation and delivery in England – in which lessons learnt from the APR process were explored. GONE highlighted the APR key messages and the JSU gave the Tees Valley wider strategy context. Discussion also centred around presentations on social inclusion and public and community transport from both the local authority and bus operators perspectives.

Lessons learnt from the seminar included the need to consider accessibility planning, the need to ensure that the LTP programme is fully compatible with the Council's other strategies and the need to continually monitor LTP performance to ensure that schemes meet the needs of local communities. The seminar was very useful and it has been decided that a similar event will be held in the Autumn of 2003.

The Council hosted a meeting of its neighbouring authorities in April 2003 at which transport issues common to all were discussed and best practice shared. Officers found this meeting useful and it is proposed that this event become at least an annual occurrence. In attendance at this inaugural meeting included Government Office for Yorkshire and the Humber, Government Office for the North East, Durham County Council, North Yorkshire County Council, Stockton-on-Tees Borough Council, Tees Valley Joint Strategy Unit,

Middlesbrough Council and Redcar & Cleveland Borough Council.

In April 2003 officers attended an APR conference hosted by Government Office for the North East in Newcastle. At this meeting the key requirements for this document were set out, which included:

- complying in full with DfT guidance
- the need to explain all aspects of the APR in full providing a full assessment of successes and failures in the year and
- providing GONE with a chance to see an advanced copy of the APR.

The Council is a member of a small School Crossing Patrol benchmarking group hosted by Lancashire County Council, which holds a charter mark for its school crossing patrol service. In 2002-03 the Council has implemented best practice as a result of its involvement in the Group, for example the introduction of a simple laminated credit card sized information card for all patrol staff and the inauguration of regular patrol group meetings.

7.3 Partnership Working

The Council continues to work closely with its partner authorities in the Tees Valley, and many initiatives described elsewhere in this document are conceived and managed at a sub-regional level. Beyond this the Council works closely with several partners in order to improve its performance.

As described in Section 2.4 the bus proposals at Darlington Bank Top station are being implemented in partnership with Teesside International Airport, Great North Eastern Railway, Network Rail and local bus operators. We believe that this level of co-operation between cross-modal partners should be applauded and the agreed scheme recognised as best practice in partnership working in the North East of England.



The Council works closely with Durham Constabulary and Durham County Council through the Police Liaison Group. This forum addresses items of common interest to the three members, and achievements have included developing the County Durham and Darlington Speed Management Strategy, developing a Driver Improvement Scheme that meets national ACPO guidelines, and the development of joint road safety education campaigns.

The Council works in partnership with Newcastle City Council, which provides a design, maintenance and installation service for traffic signals. This service allows the Council to draw on the considerable skills of the Newcastle team in a highly cost-effective fashion. As part of this partnership the Council has pioneered the use of shorter mounting poles for puffin push button units, which has led to savings for this Council and others in the North East. Also we have led on the use of combined pedestrian/cycle push button units for toucan crossings.

Across the region the Council works with strategic partners in the provision of transport and economic development services. Partners such as the Highways Agency, One North East and Tees Valley Regeneration are able to assist the Council in terms of managing its strategic transport network, developing strategically important development sites and advancing the cause of Darlington in the region.

7.4 LGA Shared Priorities

The Darlington Partnership and the Council have had regard to the shared priorities agreed in July 2002 by the Government and the Local Government Association when drawing up the Community Strategy. These have helped to shape the strategy's goals, themes and outcomes, alongside regional, sub-regional and local priorities. The shared priorities are therefore integral to the outcomes and priorities that the Council is pursuing. This document demonstrates the progress that the Council has made, through the implementation of the LTP, in contributing to the local transport shared priority.

7.5 Accessibility Planning

The Tees Valley Joint Strategy Unit is currently developing a Tees Valley Accessibility Model, which will be capable of providing information on public transport access to various land uses within the Tees Valley as described in the recent Social Exclusion Unit's reports. These include:

- Employment
- Education
- Health care
- Leisure

The model is in its early stages of development and will be completed during the Autumn of 2003 and tailored to the local authority's needs.

The Tees Valley Accessibility Model is being developed in parallel to the North East Public Transport Accessibility Model. This study aims to identify levels of public transport accessibility across the region, specifying the most accessible locations in terms of public transport. This work is informing the emerging regional transport strategy using a region-wide consistent approach.

7.6 Links with Economic Regeneration and Tourism

The Council's Transport Policy, Traffic Engineering and Economic Regeneration & Tourism sections work together closely – at present they are collaborating on a number of both short and long term projects as part of the Darlington Gateway framework.¹

Schemes for which active collaboration is ongoing include:

- **Darlington Gateway Development Framework:** identification of strategic sites in Darlington and recommendation of a programme of measures to facilitate development and provide necessary advance infrastructure investment.

¹ Darlington Gateway is the term used to describe a hypothesis that darlington has certain locational advantages that if fully developed and utilised, could attract business and investment both to Darlington, the Tees Valley and the North East that would not normally come here. To achieve this requires building relationships, organisational focus, and winning the confidence of partners to invest in infrastructure within Darlington

- **Faverdale East Business Park:** agreeing a Green Travel Plan with the developer of Faverdale East Business Park, a 10.8 ha new industrial park.
- **Morton Palms Business Park:** agreeing a Green Travel Plan for Morton Palms, a 28,000 square metre high quality business park with the potential to attract more than £17 million of private investment and create 1,000 new jobs.
- **Darlington Gateway Environmental Framework and Schemes:** a strategic framework for delivering improvements along the principal gateway approaches and gateways, focusing principally along the radial routes and Darlington Bank Top Station the East Coast Main Line.

7.7 Wider Issues

This APR has to be seen in the context of wider issues that affect transport and the economy in Darlington. These are briefly outlined below.

Transport 2010: The 10 Year Plan

Darlington's Local Transport Plan contributes to, and is part of, wider national and regional transport and land use planning policies. The Plan is consistent with the principles of the Government's 10 year plan and seeks to:-

- Support the economy of the Borough,
- Provide a high quality network for everyone and tackle social exclusion.
- Protecting the environment of the Borough for the future.
- Ensuring safe and secure movement, and
- Providing a seamless transport network through schemes such as Flightlink.

Regional Spatial Strategy

Work is ongoing at Regional Assembly North East on the early review of the [Regional Planning Guidance for the North](#)

[East](#) and its replacement [Regional Spatial Strategy](#) under the incoming system of development planning. This work is being carried out in tandem with the preparation of the Regional Spatial Strategy. These documents will carry significant weight in determining the strategic priorities for improving the transport infrastructure of the region and ensuring complementarity with major land use developments and the promotion of sustainable transport modes.

Tees Valley Vision, Tees Valley Gateway Study and Tees Valley Transport 2010

The Council will continue to work alongside its partner authorities to deliver the [Tees Valley Vision](#). The vision is "to develop a safe, environmentally friendly and efficient transport system which serves the needs of all residents, industry and commerce in the Tees Valley".

As part of delivering the Vision, Stage 1 of the [Tees Valley A66 Gateway Study](#) was completed in 2002-03. The study examined the need for new transport options that could be implemented to permit the continued economic regeneration of the A66 corridor. Key issues include:

- the need for economic regeneration to reverse economic and social decline,
- the need to ensure that development is sustainable in transport terms,
- the need for improvements to local bus and rail networks,
- the need for capacity enhancements on the A66(T) around Darlington,
- the potential for the expansion of the Teesside International Airport.

Stage 2 of the Study has recently been commissioned and a report is expected in March 2004. A summary of the findings of this stage will be contained in the 2004 Annual Progress Report and these findings will be an integral part of future transport investment plans in Darlington.

In May 2002 Stage 1 studies of a new Tees Crossing and a Tees Valley LRT system were completed, both concluded that further study was justified in order to develop these schemes. The Tees Crossing study concluded that an immersed tube tunnel in the vicinity of Graving Dock would bring the greatest benefits to the sub-region. The LRT study concluded that further detailed modelling, engineering appraisal and financial analysis should be undertaken on three options:

- A Light Rail network with an initial line between Stockton, Middlesbrough and Ormesby
- Maximising use of the existing Heavy Rail system by introducing regular modern trains on all current passenger lines in a Metro-type operation
- A Guided Busway between Middlesbrough and Stockton to carry services between those towns and continuing to all parts of the Tees Valley.

Accordingly the Tees Valley Transport 2010 study has been commissioned to develop a case for these key strategic sub-regional priorities. Further detailed modelling, engineering appraisal and financial analysis is now in progress and due for completion in September 2003. The outcome of this Study will enable a decision to be taken on whether the business case for the tunnel is sufficiently robust to enable a Transport & Works Act Application to be made.

It is recognised that any system recommended by the Tees Valley Transport 2010 Study can only be introduced in the medium term and that short term improvements to the existing bus and rail networks are urgently required. Efforts are therefore continuing to implement the Tees Valley Rail Strategy and a Quality Bus Network.

Tees Valley Regeneration

During 2002-03 an Urban Regeneration Company has been set up with a key strategic focus on delivering new development to key sites across the Tees Valley. Amongst these sites is the former railway land at Haughton Road, which benefits from close proximity to the town centre and

the railway station but requires investment in transport links and site remediation to make it viable as a development proposition. Working with TVR on this site will be a vital component of the Council's work on transport and engineering over the coming years.

Tees Valley Transport Strategy, Tees Valley Structure Plan, Borough of Darlington Local Plan

Darlington's LTP was conceived and is delivered within the context of the Tees Valley Transport Strategy. This strategy has been jointly prepared by the Tees Valley Joint Strategy Unit and the five Tees Valley authorities, and sets out the main strategic sub-region transport priorities as well as a sub-regional monitoring framework. Key studies such as the Tees Valley Transport 2010 study and the Tees Valley Gateway study will feed directly into the transport strategy that is evolving to inform the 2006-11 Darlington LTP.

The Tees Valley Structure Plan presents the Tees Valley Transport Strategy in the context of wider land use policy decisions. The Structure Plan is scheduled to be placed on deposit in 2003 after modifications following the Examination in Public and publication of Regional Planning Guidance in 2002. Adaption is scheduled for 2003/04.

The Borough of Darlington Local Plan sets out the Council's land use planning policies, and was adopted in 1997 to cover the period up to 2006. Work has now commenced on preparing a full review of the Plan. A Key Issues Report was published in July 2002, and a strategy for the Plan is to be published Summer 2003. The timetable for Plan preparation provides for the publication of the first deposit draft prior to April 2004, and ultimate adoption during 2005. A key aim of the plan review is to ensure that the Council's policies fully reflect the sustainability requirements of Planning Policy Guidance Notes 3,6 and 13.

Tees Valley Rail Strategy

A key element of the Tees Valley Transport Strategy is the Tees Valley Rail Strategy (TVRS). In summary the strategy aims to deliver a package of rail improvements including various enhancements to existing services and infrastructure, new rail services and a number of new stations across the Tees Valley.

Regular surveys of passenger facilities are undertaken at all stations in the Tees Valley. These surveys have highlighted that many existing stations are in need of new investment to bring passenger facilities up to the required standard. Darlington is working with stakeholders in the rail industry to deliver these improvements.

Discussions during 2002 with rail industry partners revealed that a detailed timetabling exercise is required to determine track and signalling constraints that form barriers to implementing the sub-region's passenger service aspirations. The resulting consultant study revealed that the high volume of rail freight traffic in the Tees Valley impacts on the capacity available for new passenger services, to the extent that several sections of track are already at or close to operational capacity. Accordingly, the study concluded "none of the services proposed in the TVRS could be introduced to the existing network". However, with some relatively minor adjustments to the timetable and with the provision of additional rolling stock many enhancements were considered achievable with the present network. Implementation of these measures will now be considered by the Tees Valley Transport 2010 study in advance of seeking funding from the Strategic Rail Authority.

Tees Valley Bus Information Strategy

The five Unitary Councils were allocated a total of £250,000 for 2003 / 4 to commence the introduction of an RTPI system. It is considered such a system will greatly raise confidence in the bus network and thus increase patronage. It will also improve efficiency by assisting operators in fleet management. The vision is to equip every bus in the Sub-Region to be Real Time compatible by March 2005.

Information on every service will then be available via websites and mobile phones with a progressive roll-out of displays at key stops. A second year bid for funding to complete this vision is included in this APR (Section 4.5)

Smartcards

Buses can operate much more efficiently if cash handling is minimised by pre-paid tickets or smartcards thus reducing the dwell time at stops. The North East Regional Smartcard consortium continues to launch pilot schemes in the education, leisure and transport sectors as a prelude to a regional system. In partnership with Durham County Council, the Tees Valley submitted a bid in early 2003 for funds to convert all elderly persons concessionary travel in the two Sub-Regions to smartcards. This bid was not successful but the Tees Valley will continue to explore other sources of funding to implement such a scheme. All new on-bus equipment introduced to deliver Real Time Passenger Information (RTPI) as described above will be fully compatible with smartcard technology thus making it easier to implement a smartcard scheme in future.

Darlington Local Strategic Partnership

The Darlington Partnership a co-ordinating body made up of public, private, community and voluntary organizations from the area, working in themed groups to ensure that the objectives of the Community Strategy are met.

The Economy and Environment Themed Group has set four strategic objectives for the 2003/04 year, namely:

- highways maintained to a high level,
- improved road safety,
- increased use of public transport,
- improved accessibility.

These strategic objectives are based on the results of consultations with local residents that demonstrated that they want:

- integrated and effective public transport.
- better facilities for bus users.
- roads and footpaths maintained to a high level.
- more parking in the town centre.
- less pollution and traffic congestion.
- safe walking and cycling networks

The Council has made solid progress towards meeting these six aspirations in accordance with the direction of the 2001 to 2006 Local Transport Plan. It plans to build on these previous transport achievements during the coming year in support of the wider corporate picture.

A new community strategy is currently being prepared by the Partnership involving substantial community and stakeholder participation. This involvement is being carried out in an integrated way throughout the Council and with partners, and will feed into many other strategies including the LTP thus ensuring “joined up” approaches across policy areas. Similarly, existing LTP policy is feeding into the community strategy development process.

Best Value Reviews

A Best Value Review of Street Environment is currently in progress, having commenced in October 2002 and due to be completed in February 2004. This review will contribute to future scoring of the Transport component within the Environment service block.

The Street Environment BVR is a strategic review examining the impact of over 20 Council services and activities on the quality of the street environment. The vision guiding the review is of, ‘Streets for people - high quality public spaces that are safe, clean, attractive and accessible for all’. The review overarches a number of previous service-orientated reviews, including Private Transport. It will not be re-examining these services in terms of their effectiveness in

delivering their own objectives. It will, instead, be focusing on the contribution that they make to our vision for streets, and to delivering the street environment objectives agreed in the first stage of the review.


Cabinet approved a report on the scope of the review, following Stage 1, in June 2003. Stage 2 is now in progress, focusing on collection of comparison data, consultation with stakeholders and street users, and consideration of procurement options. This stage will be completed in November 2003. Stage 3 will complete the review with an improvement plan.

The review is being inspected on a staged basis. A Stage 1 Inspection was carried out in January 2003, and an inspection report was provided in May 2003 following the completion of the draft scoping report. The inspectors were very supportive of the Council's approach to the review, and made a number of detailed recommendations. These are primarily focused on aspects of consultation and are being built into the Stage 2 work programme.

Corporate Performance

Darlington was judged to be a ‘Good’ authority in the way it provides services to local people in the 2002 Comprehensive Performance Assessment (CPA). Transport performance indicators made a strong contribution to the Environment service block of the assessment, scoring 4 out of 4.

The CPA also takes account of relevant Best Value Review inspection results and assessed plans. The Local Transport Plan scored 3.25, whilst the Inspectors’ findings on the Private Transport Review of ‘Fair/Unlikely to Improve’ resulted in a score of 2. This moderated the overall Transport score within the Environment Block to 2.65 out of 4.



The Council can demonstrate a track record of improvement of transport services, particularly in terms of highway condition. Whilst there is much work to do to bring roads and footways into the best possible state, the significant and rapid improvement that has been achieved in recent years is reflected in the excellent CPA score for performance on transport.

Now that the methodology for the 'refreshment' of the CPA in 2003 and 2004 has been published, the Council is confident that, as it continues to implement its transport improvement programmes, the good start on the CPA will be maintained.

The Council is, of course, committed to continued improvement in the condition of Darlington's roads, and is negotiating a 'proactive' transport target within its Local Public Service Agreement that will, if agreed by Government, accelerate the rate of improvement.

A Best Value Review of Street Environment is currently in progress, having commenced in October 2002 and due to be completed in February 2004. An inspection of Stage 1 of the review was carried out by Audit Commission inspectors and has resulted in a very encouraging and supportive report. This review will contribute to future CPA scoring of the Transport component within the Environment service block and provides an opportunity for further improvement of the overall score.

Public Rights Of Way

The Council has set up a Local Access Forum in 2003, in partnership with four other local authorities in the Tees Valley sub-region. The Forum has a membership drawn from councillors and representatives from organisations such as the British Horse Society and the National Farmers Union. Since there is no open access land in the Borough of Darlington, the Forum will be chiefly concerned with the development of a Rights of Way Improvement Plan for the Borough by 2007.

The Forum meets the Council's statutory duties under the Countryside & Rights of Way Act 2000 and has a consultative role to play in providing a rights of way network in the

Borough. The opportunity has also been taken to work with other adjacent local authorities to provide a coherent response to the requirements of legislation and to ensure that best practise is disseminated throughout the sub-region.

Air Quality and Climate Change

Work in linking LTP implementation with improving climate change, air quality and noise is mainly being carried out through involvement with Darlington's Environmental Strategy. A number of transport related targets have been included in this strategy with the objective of improving climate change and promoting sustainable living. In terms of air quality, nowhere in Darlington has been identified as requiring the designation of an Air Quality Management Area although specific sites are being monitored on a regular basis. An example of this is a permanent site on Northgate just off the town centre ring road which monitors PM₁₀ and nitrogen dioxide. The results of this monitoring are presented as an Annual Air Quality Monitoring Report to the Environmental Forum which details how the Authority is progressing against the national air quality targets.

At present Darlington meets all the national targets and the ongoing work being carried out through the LTP to promote use of more sustainable means of travel than the car, will contribute to ensuring this continues. Regarding noise, awareness of the need to ensure any new traffic calming measures do not create unnecessary noise for residents has led to certain types of traffic calming no longer being implemented in the Borough and for the major scheme, the Darlington Eastern Transport Corridor, appropriate noise mitigation features will be incorporated within the design with before and after noise and air quality monitoring also being carried out.



7.8 The Next LTP

The Council's current thoughts on the process leading up to the formulation of the second Local Transport Plan from 2006/07 to 2011/12 is listed below. This process will be reviewed before commencement, particularly to maximize linkages with the preparation process for the new Local Development Plan (Deposit draft early 2004, Plan Inquiry 2004/05 and adoption end 2005).

- Autumn 2003 key stakeholder consultations
- Winter 2003 key plan messages prepared
- Spring 2004 consultations with local residents
- Summer 2004 draft LTP prepared
- Autumn 2004 further consultation and preparation of final draft
- Winter 2004 Second LTP approved
- July 2005 LTP submitted to DfT
- April 2006 Second LTP implemented.

The Council is already involved in a number of studies that will help inform the direction and priorities of the next LTP for the Borough. These include strategic transport studies such as TVT2010 and the Tees Valley Gateway, as well as more detailed considerations of issues such as town centre pedestrianisation ("the Pedestrian Heart") and the need to focus on social inclusion and accessibility more effectively through the use of GIS mapping tools.

The summary included with this APR is designed as a summary leaflet that will provide a basis for the consultation process on the Second Local Transport Plan.

7.9 Rethinking Construction

The Council recognises the benefits to be gained from adopting the strategy set out in "Rethinking Construction" and is adopting a less traditional approach on major schemes. For example, the Darlington Eastern Transport Corridor scheme is being developed using a partnership approach. Design consultants have been involved from the preliminary design stage and this will continue through the detailed design and construction phases. The scheme will

use the NEC Engineering and Construction contracts using a target based contract incorporating activity schedules, rather than the more traditional Bill of Quantities approach. To ensure Best Value, our contractor will carry out a "Value for Money Audit" of the schemes construction. In adopting this approach, it is expected that everyone will be focused on achieving the same goals, in a co-operative and non-confrontational way so that the scheme is completed on time, within budget and to the required standard.

The Council is carrying out a review of the delivery of all its capital works whether they be highways, building, or housing. This review will look at a wide range of procurement methodologies and best practices carried out elsewhere, in order to ensure that services are delivered in the most appropriate way. In respect of highway scheme design, the Council has benefitted from secondment arrangements with several consultants.

8 Barriers to Implementing the LTP

8.1 Introduction

During the year, the Council has worked towards mitigating challenges in the delivery of transport investment. However, some barriers remain that hamper the Council's ability to fully meet its ambitions.

8.2 Competition Act 1998 and the Bus Industry

Whilst the Darlington area has not yet experienced the impact of trends within the bus industry to providing commercial core routes at the expense of marginal services, it has lost opportunities due to operator concerns over the 1998 Competition Act. These opportunities include the ability to promote a network style ticket, similar to that used in many other towns and cities. Without the freedom to implement such schemes, the Council believes that the achievement of its modal shift objectives is compromised.

The Council is grateful for the supply by the bus operators of patronage data this year, and hopes that this more open approach will also apply to details about timekeeping and other matters such as security, to aid scheme justification in future.

8.3 Fragmented Funding Processes

The Council welcomes the opportunities available through the "Challenge" style funding programmes – indeed it has been very successful in attracting monies through this route. However, the resources needed to mount such bids are significant for a small unitary authority such as Darlington and, as a consequence, the Council would welcome alternative options such as funding for a programme over three years, rather than for specific schemes. The Council would also welcome another opportunity to apply for a bursary to support a travel plan officer, since this is a key area of work that would benefit from dedicated staff resources.

The current need to spend supplementary credit approvals (SCAs) within the financial year that they were granted, has led to difficulties particularly where consultation has taken longer than originally expected. A reversion to the previous 2-year system for spending SCA would give the Council greater flexibility in delivering transport investment required by residents.

8.4 Organisational Structure of Partners

The Council is concerned about the organisational structure and relationships within the rail industry. The Council has experienced frustrations when working with these organisations to provide schemes that benefit the travelling public and the local economy. The withdrawal of funding for the Rail Passenger Partnership programme has further complicated the issue when dealing with the rail industry.

The Council would welcome an approach from Network Rail that concentrated on how to realise schemes on a partnership basis, using rail industry resources matched against those of the Authority.

The uncertainty generated by the franchise process is affecting all but one of the passenger train companies operating through Darlington Bank Top railway station. This is resulting in a reluctance to commit to projects that will come to fruition after the expiry of the current franchise term.

The Council is also concerned that the reduction in funding emerging from the Countryside Agency is hampering its ability to meet the action plans developed by the Tees Valley Rural Transport Partnership.



Appendix 1

Bus Stops and Shelters Procedures Guide



Contents

1. Introduction
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Introduction

The following is a guide to the procedures that should be followed for the location of bus stops and bus shelters as well as subsequent changes. The procedures may be waived at the discretion of the Director of Development and Environment, in consultation with the ward Member(s).

Policy basis; Local Authority Powers and Delegated Powers

Local Authority Powers

Section 63 of The Transport Act 1985 confers powers on the Council "to take any measures that appear to them to be appropriate for the purpose of or in connection with promoting, so far as relates to their area :-

- a) the availability of public passenger transport services, other than subsidised services, and the operation of such services, in conjunction with each other and with any available subsidised services, so as to meet any public transport requirements the Council consider it appropriate to meet; or
- b) the convenience of the public (including persons who are elderly or disabled) in using all available public passenger transport services (whether subsidised or not)."

Section 108(1) of The Transport Act 2000 directs the Council to :-

- a) develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services within its area, and
- b) carry out its functions so as to implement these policies.

The Council has a bus strategy within its Local Transport Plan, as directed by Section 110 of The Transport Act 2000, that commits it to significantly improve the highway facilities available for bus operations and bus passengers.

Section 110(1c) also directs the Council to secure that such additional facilities and services connected with bus services are provided as the Council consider should be provided.

Delegated Powers

The Director of Development and Environment has delegated powers to :-

- a) deal with highway matters regarding bus operations in Darlington (in consultation with the Cabinet Member with the Highways and Transport Portfolio).
- b) establish bus stops following appropriate consultation. (see under Procedures below).
- c) erect stored bus shelters at non-contentious sites and/or as replacement shelters for those beyond economic repair (subject to prior consultation with Ward Members).
- d) remove redundant Council-owned bus shelters if there is little likelihood of bus services returning to them (in consultation with Ward Members).

New bus stops

A new bus stop will be considered when:

- a) the need for a new bus stop is identified by officers, or
- b) a request for a new stop is received.





The following procedure will be used, unless directed otherwise by the Director of Development and Environment:-

- 1) A site meeting is to be held with officers, bus operators, the Police traffic management officer and the relevant Ward Members invited to assess road safety and traffic management issues. The Cabinet Member with the Highways and Transport Portfolio is to be informed of the proposal.
- 2) Once a suitable location is agreed, the Ward Members are formally asked for their comments. The Ward Members are given the opportunity at this point to consult local residents and a deadline for replies will be set. If no reply is received it is assumed that there is no objection. A period of 14 days is often adequate for consultation.
- 3) The Ward Members and the Cabinet Member with the Highways and Transport Portfolio are informed of the responses received, and the Director of Development and Environment then decides, based on the consultation responses, whether the bus stop is to be installed. Where agreement is given, the Director of Development and Environment signs a delegated authority notice.
- 4) Once approved, residents directly affected, i.e. frontagers and Ward Members, are informed of the decision and the timescale for implementation.
- 5) The bus stop is erected and bus stop markings placed.
- 6) All new bus stops are to have raised kerbs and boarding platforms.

Relocation or removal of bus stops

Removal or Relocation of a bus stop will be considered when:

- a) a request for removal or relocation is received or is identified by officers, or
- b) there is a proposed change in bus routing or a proposed traffic management scheme that renders the existing bus stop obsolete.

The procedure to be followed is that specified for new bus stops, with the exception that consultation must occur with bus users; both by direct contact with representative user groups and through an open letter placed at the bus stop itself. This consultation must occur in parallel with that for the ward member and have the same deadline for replies. If no reply is received it is to be assumed that there is no objection. Where agreement is given, the Director of Development and Environment signs a delegated authority notice.

Bus Stop road markings

The Council will follow all relevant legal directions with regard to the placing of road markings. Currently, The Traffic Signs Regulations and General Directions 2002, authorises the use of edged carriageway marking at bus stops. This involves a clearway order barring other vehicles from obstructing the bus stop.

The markings denote the area of carriageway where parking of unauthorised vehicles is liable for a fixed penalty.

There is no requirement for the Council to consult or notify of such works. However, it may do so at the discretion of the Director of Development and Environment.

Erection of bus shelters

The need for a new bus shelter will be considered when:

- a) the need for a shelter is identified by officers, or
- b) a request for a shelter is received

The following procedure will be used, unless directed otherwise by the Director of Development and Environment:-

1. The site is to be surveyed to assess its suitability for the corporate style of shelter identified for the particular location. The factors considered when locating a shelter include the width of footway and the availability of non-residential frontage for locating the shelter.

2. The suitability of the site on road safety grounds is considered by officers and the Police Traffic Management officer.
3. If there are space or road safety problems, (i.e. sight lines are obstructed), the proposal is either rejected or an alternative, such as relocating the bus stop or a different shelter type, is to be considered.
4. A public utility enquiry is undertaken to determine whether a shelter can be erected without affecting access to services or requiring their diversion.
5. An enquiry is to be made to determine land ownership. If necessary, access permissions should be agreed.
6. The views of the residents within a 30 metre radius of the site, bus passengers (through user groups and via a notice at the bus stop), bus operators, the Ward Members and Darlington Association on Disability should be sought. Consultees are to be informed that although their views will be considered, correspondence on specific points cannot be entered into. The Cabinet Member with the Highways and Transport Portfolio is informed of the proposal before any consultation commences.
7. Evaluation of the results of the consultation exercise and the justification for a shelter is carried out. The Director of Development and Environment, in consultation with the Cabinet Member has the final decision.
8. If the case for a shelter is agreed, all consultees shall be informed of the decision and the timescale for implementation.
9. The bus shelter is to be erected as soon as is operationally practicable.

Planning permission is not required for bus shelters that do not carry advertising, although planning advice is required where the bus shelter is located within a conservation area.

Advertising consent is required for bus shelters that carry advertising. In this case, the consultation procedure is to be that of the advertising consent process, not that outlined above.

It is presumed that cantilever shelters will be placed against the kerbline at a distance of 450mm or greater, so as to provide waiting bus passengers with protection against spray and moving vehicles. Where possible, end panels should be used. However, enclosed or semi-enclosed style shelters are considered to be preferable.

Relocation, replacement or removal of bus shelters

The relocation, replacement or removal of an existing shelter will be considered when:

- a) the need for such action is identified by officers, or
- b) a request for such action is received.

The procedure to be followed will be that specified for the erection of new bus shelters, unless directed otherwise by the Director of Development and Environment. However, direct replacement "like for like" of a bus shelter will not require any consultation process, unless a period of 12 months has elapsed without a bus shelter at the bus stop.

Bus Shelter types

The Council seeks to provide a coherent and consistent standard of waiting accommodation throughout the Borough for bus passengers. In achieving this aim, the Council has four basic types of bus shelter that it considers are appropriate for the locations specified below. Alternative shelter types may be installed at the discretion of the Director of Development and Environment where exceptional circumstances exist.

All shelters should have the following feature, where it is feasible to economically install them:-

- Seating
- Lighting
- Information Panel
- Flag Bracket
- Capability of accommodating a real time information display unit
- A width of 1.5m approximately if of an enclosed or partially enclosed design.

It is also considered desirable that shelters in the urban area are approximately 4m in length or more if demand warrants it. In other areas, this requirement may be reduced to a minimum of 3m approximately at the discretion of the Director of Development and Environment.

Type 1 Adshel 'Sigma Mark' bus shelter:

Aluminium with green coloured seating with or without advertising panels.

Where to be used:

Town Centre Conservation Areas (main roads).

NOTE - If space is insufficient, the similar cantilever version of this shelter should be used.



Type 2 Adshel 'Insignia' bus shelter:

Steel, painted Holly Green (RAL6028) with yellow coloured seating, with or without advertising panels.

Where to be used: Urban area main roads or other area suitable for advertising.



Type 3 Macemain and Amstad 'Roadsider' bus shelter:

Steel, painted Holly Green (RAL6028) with low barrel roof, yellow coloured seats.

Where to be used: All sites.



Type 4 Macemain and Amstad 'Roadsider' bus shelter:

Steel, painted Holly Green (RAL6028) with flat roof and yellow coloured seats.

Where to be used: All sites in the urban area, except those in Conservation Areas.



The Council does maintain a stock of wooden or brick built bus shelters, often in rural areas of the Borough. New shelters constructed out of these materials will not be installed, although refurbished wooden shelters may be at the discretion of the Director of Development and Environment.

Glazing in bus shelter types 1 to 4 may be either polycarbonate or glass.

Standards of Maintenance

The Council aims to provide bus users with the highest possible standard of facilities within its available resources.

As a guide, dangerous defects will be made safe within one working day of notification and other repairs will be made within 28 working days of notification, if they are part of the shelter. Repairs to accessories such as lights or information panels will be repaired as soon as possible.

Cleaning and painting will be carried out as often as resources permit, with the priority being given to well used bus stops.

Constraints

The text above should be taken as a statement of the Council's intent regarding the provision of bus stops and bus shelters and does not imply that the Council has bound itself to provide these facilities at all suitable points throughout the Borough.

It may be that some decisions made under this procedure are then delayed or deferred due to financial or other reasons at the discretion of the Director of Development and Environment. The Director may also choose to prioritise the order of implementing the decisions made through this protocol in light of operational circumstances.



Standard Consultation Letter

Address etc.

Dear Sir/Madam

Consultation concerning Bus Shelter, *Location*

A need for a bus shelter to provide protection to waiting bus passengers has been identified at *location*.

I would like to ask your opinion about the following options, described below:-

1. A new bus shelter of *type*. Green painted steel frame/aluminium with glazed panels and *flat/low barrel curved* cantilever roof (photograph 1 attached),
2. *(an alternative bus shelter (if offered) photograph ? attached)*.
3. No bus shelter provision.

Shelters will have seating, usually coloured yellow/green, lighting and a timetable. You should note that the Council is unable to offer shelters made out of other materials such as wood due to the additional costs and maintenance liabilities involved.

I would be grateful if you could reply by *date* using the attached form. A decision will then be made by the Director of the Department in consultation with the Councillor for the Highways and Transport Portfolio.

Yours faithfully



Reply Form

Consultation concerning Bus Shelter, *Location*

Personal Details

Title Mr/Mrs/Miss/Ms/Dr./Cllr./other

First name

Surname

Address

Postcode

I would prefer (*please tick as appropriate*).

- OPTION ONE** *text description*
- OPTION TWO** *text description*
- OPTION THREE** *no bus shelter at this stop*

I am a local resident

 a bus user

 a Parish Councillor

 a Borough Councillor

 Other (*please specify*)

(*please tick as appropriate*)

Please return completed forms to:-

**Transport Policy Team, Darlington Borough Council, Development and Environment Department,
Town Hall, Darlington DL1 5QT**



Delegated Authority Notices

The following proformas are to be used as appropriate. The appropriate substitute wording should apply for relocation or removal of bus stops and shelters.

Delegated Powers for Installation of Bus Stops

Purpose

To obtain the agreement of the Director of Development and Environment to this Council installing a new bus stop at *location*

Consultation Process

A site meeting was held on *date* with *individuals/organisations* to establish a suitable location for the proposed new bus stop.

The police hold no road safety objection to the introduction of a bus stop at the location shown on the attached plan.

A formal consultation has been undertaken with Councillor(s) *names*

There have been no objections raised to installing a bus stop at this location OR objections, which officers have been unable to resolve, have been made to installing a bus stop in this location.

The main grounds for the objections are *reason* but officers still recommend that a bus stop is sited at this location because *reason*.

The Director of Development and Environment is asked to approve the proposed site for the bus stop.

Recommendation

1. Officers be authorised to proceed with the establishment of a new bus stop at *location*.
2. Officers to inform all the consultees of this decision.

AGREEMENT BY DELEGATED POWERS:

Signed

Date

Director of Development and Environment

Delegated Powers for Installation of Bus Shelters where no unresolved objections exist

Purpose

To obtain the agreement of the Director of Development and Environment to this Council installing a new bus shelter at *location*

Consultation Process

The police have been consulted on the proposed installation of a new bus shelter at the site shown on the attached plan. The police hold no road safety or other objection to the introduction of a bus shelter at this location.

The statutory undertakers have been consulted and the erection of a bus shelter in this location will not affect any of their services.

A consultation exercise has been undertaken with Councillor(s) *name*, Darlington Association on Disability, bus users at the stop and the residents who live within 30 metres of the proposed site.

There are no unresolved objections to this proposed site.

The Director of Development and Environment is asked to approve the proposed siting of the bus shelter.

Recommendation

1. Officers be authorised to proceed with the erection of a new bus shelter at *location*
2. Officers to inform all the consultees of this decision.

AGREEMENT BY DELEGATED POWERS:

Signed

Date

Director of Development and Environment



Delegated Powers for Installation of Bus Shelters at Contentious Sites

Purpose

To obtain the agreement of the Director of Development and Environment, in consultation with the Cabinet Member with the Highways and Transport Portfolio, to this Council installing a new bus shelter at *location*

Consultation Process

The police have been consulted on the proposed installation of a new bus shelter at the site shown on the attached plan. The police hold no road safety or other objection to the introduction of a bus shelter in this location.

The statutory undertakers have been consulted and the erection of a bus shelter in this location will not affect any of their services.

A consultation exercise has been undertaken with Councillor(s) *names*, Darlington Association on Disability and the residents who live within 30 metres of the proposed site.

Objections to the proposal have been made by:-

1. *name* for the following *reason(s)*.
- 2.

Officers have been unable to resolve these objections but still consider that, to serve the public who use this bus stop, a shelter should be erected at this location.

The Cabinet Member with the Highways and Transport Portfolio has been informed of the outstanding objections and officer recommendations and he is of the view that opinion.

The Director of Development and Environment is asked, taking into account the views of the Cabinet Member with the Highways and Transport Portfolio, to approve or otherwise the proposed site for the bus shelter.

Recommendation

1. Officers be authorised to proceed/not to proceed (*delete as appropriate*) with the establishment of a new bus shelter at *location*.
2. Officers to inform all the consultees of this decision.

AGREEMENT BY DELEGATED POWERS:

Signed

Date

Director of Development and Environment

in consultation with

Signed

Date

Cabinet Member with the Highways and Transport Portfolio

Standard Consultation Letter of Decision

Address etc

Dear x

Bus Shelter *at location*

I refer to your reply to my consultation over the proposal for a new bus shelter at this bus stop.

Having considered all aspects of the case, I can now inform you that the Director has made the following decision in consultation with the ward councillor.

- A type bus shelter will be installed at this bus stop. The shelter will be length with flat/curved roof panels and will be located at the *kerbside/back of the pavement*. A seat and internal lighting will be provided.

The bus shelter will be installed once it has been manufactured/made available. Currently, I anticipate that this process will occur in approximately x months from the date of this letter.

Thank you for your participation in the consultation process.

Alternatively, if consent for a new bus shelter has been withheld, the following form of words may be used:-

I refer to your reply to my consultation over the proposal for a new bus shelter at this bus stop.

Having considered all aspects of the case, I can now inform you that the Director has made the following decision in consultation with the ward councillor.

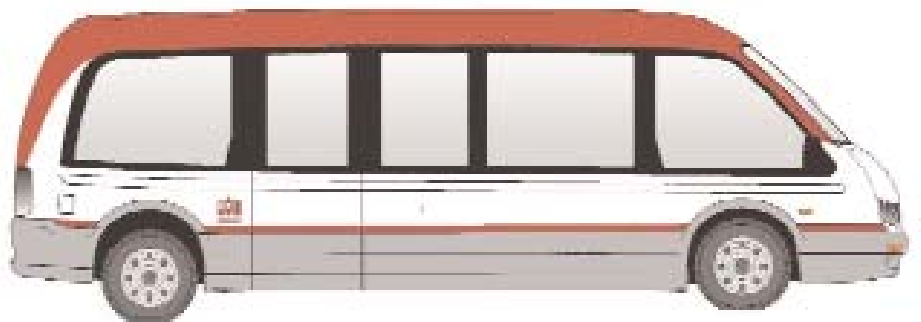
- A bus shelter will not be installed at this bus stop due to *reason*.

Thank you for your participation in the consultation process.



Appendix 2

Urban Bus Challenge





Annual Progress Report 2003










Urban Bus Challenge 2003

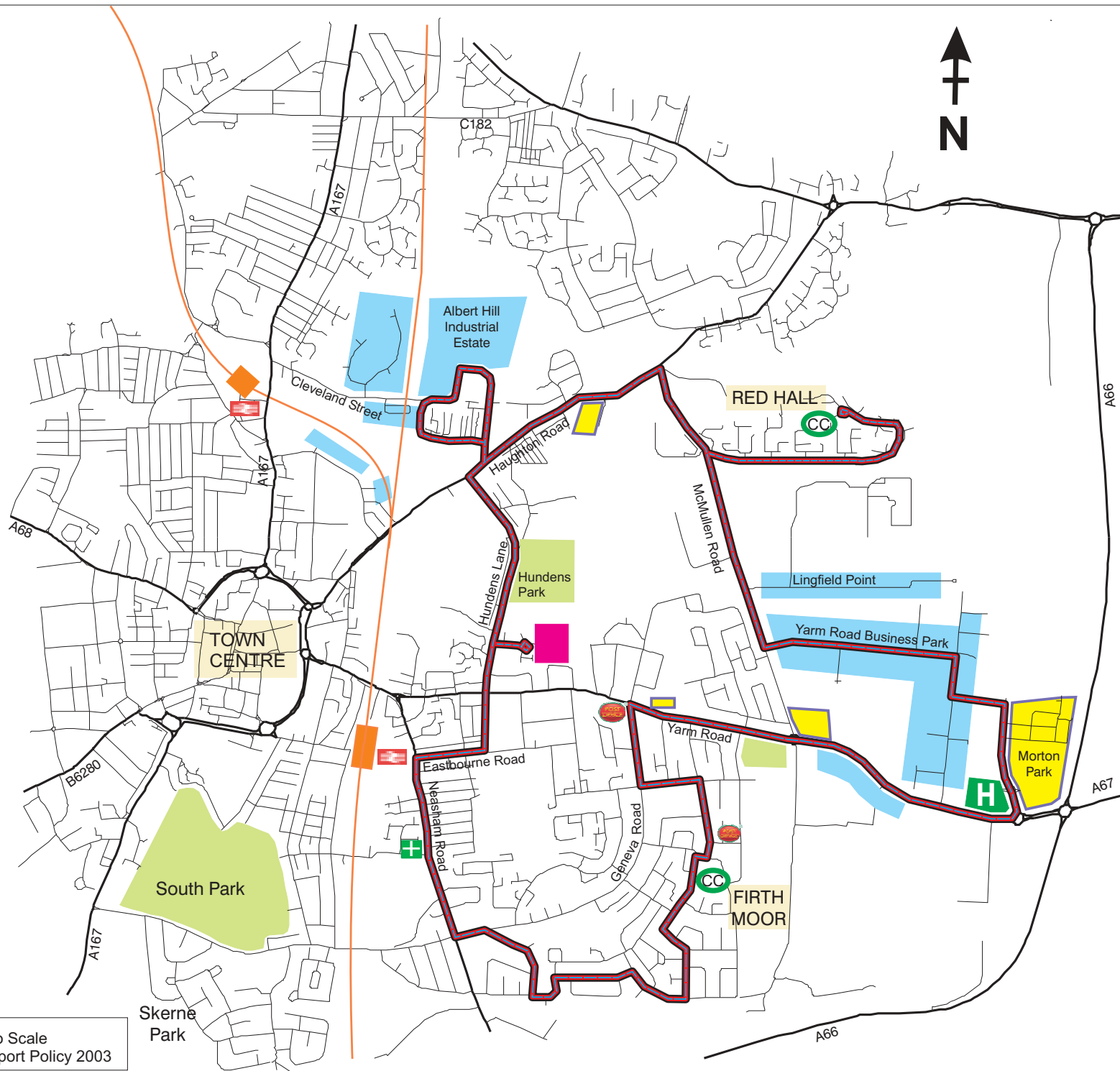
Fig 2.



Optare Alero

KEY

-  Bus Route
-  Railway Stations
-  Major Retail Areas
-  Major Industrial Areas
-  Hospital
-  Doctors Surgery
-  Post Office
-  Sports Centre
-  Park
-  Community Centre

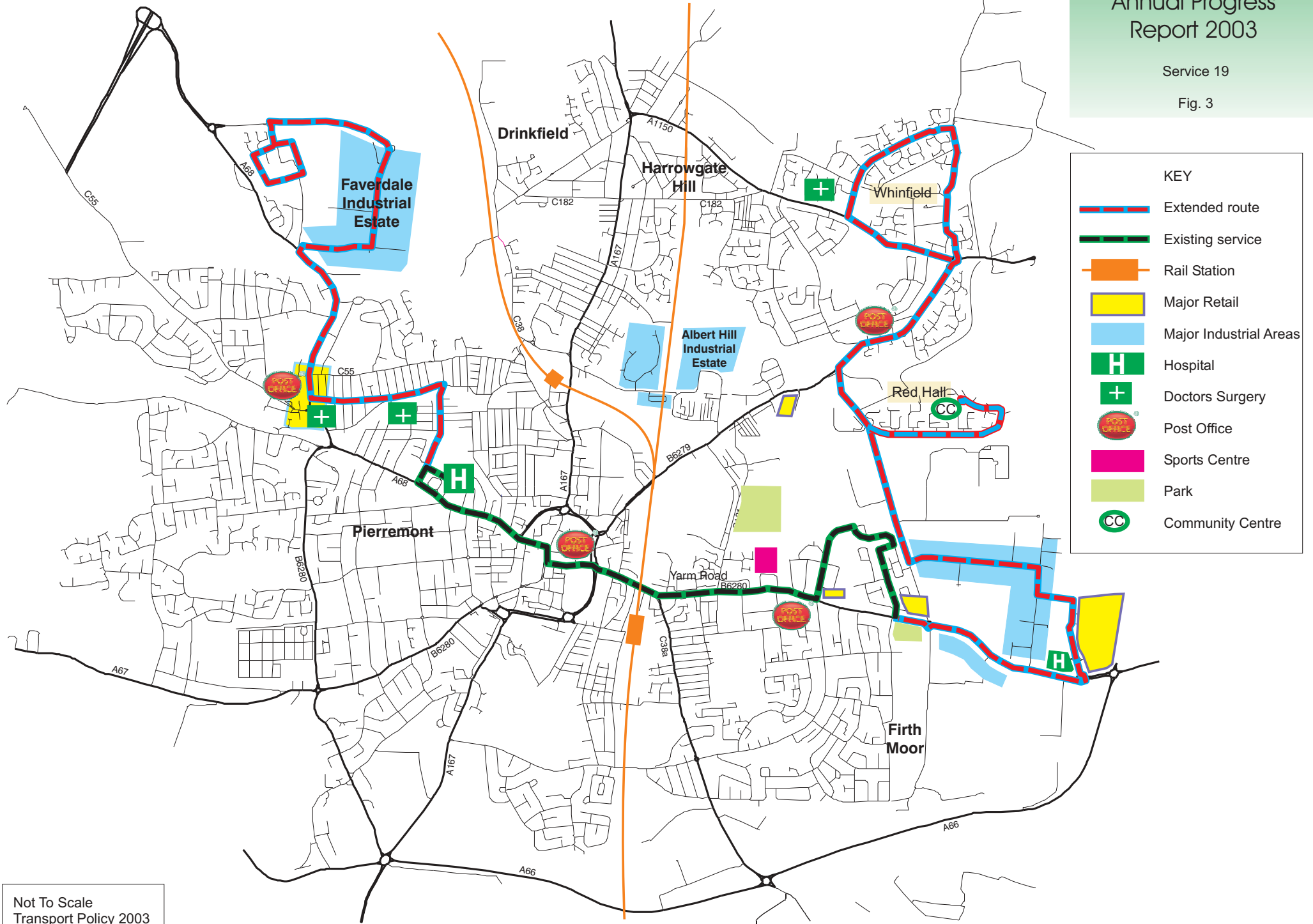


Not To Scale
Transport Policy 2003

Annual Progress Report 2003

Service 19

Fig. 3



KEY	
	Extended route
	Existing service
	Rail Station
	Major Retail
	Major Industrial Areas
	Hospital
	Doctors Surgery
	Post Office
	Sports Centre
	Park
	Community Centre

Not To Scale
Transport Policy 2003

Appendix 3

Road Safety





ROAD SAFETY

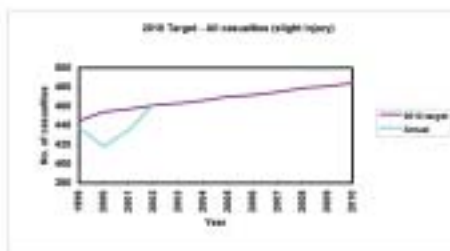
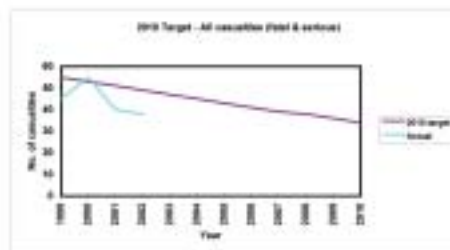
AIM - To improve safety for all road users in the Borough & to contribute to the Government's strategy & targets for 2010

Casualty reduction targets

2010 Targets:

- 40% reduction in fatal/serious casualties
- 50% reduction in child fatal/serious casualties
- 10% reduction in slight injury casualties

Progress at End 2002



Local Road Safety & other related schemes

Local safety schemes-casualty statistics

Progress since 1997

- ⇒ 38 local safety schemes implemented
- ⇒ for the 18 sites where 3 years before & after data are available casualties have reduced by 32% from 178 to 121

2002/03 achievements.

- ⇒ 8 no. Local road safety schemes
- ⇒ 2 no. Safer Routes to School scheme
- ⇒ 3 no. village gateways/3 no. traffic calming schemes
- ⇒ 3 no. new Puffin crossings & 3 no. Pelicans upgraded to Puffins
- ⇒ 1 no. new Toucan & 3 no. Pelicans upgraded to Toucans (BVPE 165- 94% of light controlled crossings have facilities for disabled)
- ⇒ 2 no. cycleway schemes
- ⇒ Ongoing programme of works (dropped kerbs, tactile paving, tarmac fillets) to improve access/safety for disabled persons
- ⇒ continuing use of SpeedVisor mobile speed display unit at 14 locations with identified speeding history



Neasham village gateway



Thompson St West- Safer Route to School -20mph zone



A68 Woodland Road- Puffin crossing

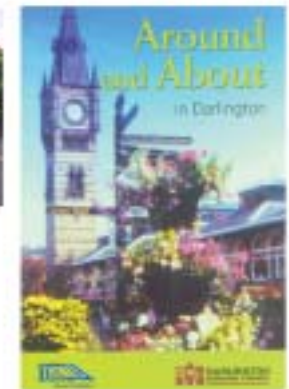
Education, training & publicity

2002/03 achievements

- ⇒ On-road cycle training programme- 454 year 6 children trained (1000 total passed in March 2003)
- ⇒ Pedestrian safety Transition campaign in schools (year 6 & 7 pupils)
- ⇒ 4 no. road safety educational programmes targeted at nursery, primary & secondary schools
- ⇒ production & distribution of road safety booklet "Around and About in Darlington" to all households within the Borough
- ⇒ in partnership with Durham Constabulary & Durham CC participation in "Wise Drive" pre-driver training scheme
- ⇒ participation in Driver Improvement Scheme in partnership with Durham constabulary & Durham CC
- ⇒ participation in Drink/Drive rehabilitation scheme in partnership The Albert Centre, a regionally based charity
- ⇒ participation in national/local road safety publicity campaigns



On road cycle training



Road safety booklet

Appendix 4

Reduced Road Lighting Inventory



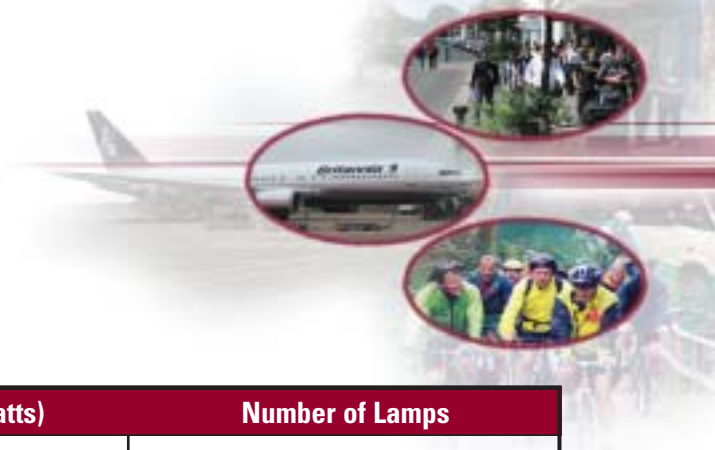


Table 1 Energy Profile

Lamp Type	Lamp Wattage (watts)	Number of Lamps
SOX	18	3
	35	1112
	55	955
	90	371
	135	423
SOX-E	0	0
SON	50	6
	70	4855
	100	212
	150	689
	250	921
	400	154
MBF	125	1429
QL	0	0
Metal Halide	0	0
CDM/T	70	0
MCF	20	4
	36	104
	60	20
PL-L	36	6
	55	2
PL-T	42	178
TH	0	0
GLS	0	0
MBT/L	0	0
TOTAL		11444

Table 2 Lighting Control

Type of Control	Number
Time switch - all night	0
Time switch - part night	0
Photo cell - all night	11306
Photo cell - part night	0
24 hour operation	138
Total	11444

Table 3 Primary Factors

Column Material	Age in Years	Number of Columns					Total
		Column Mounting Height					
		4m	5m	6m	8m	10m	
Steel	0-20			550	60	72	682
	Unknown	24	2634	4079	836	1353	8926
Concrete	0-20						
	Unknown		592	195	15		802
Aluminium	Unknown		326				326
Cast Iron	Unknown	6	157	29	2	2	196
Wood Pole	Unknown		9	141	15	13	178
Wall Mounted	Unknown	73	10	88	29		200
						TOTAL	11310

Notes

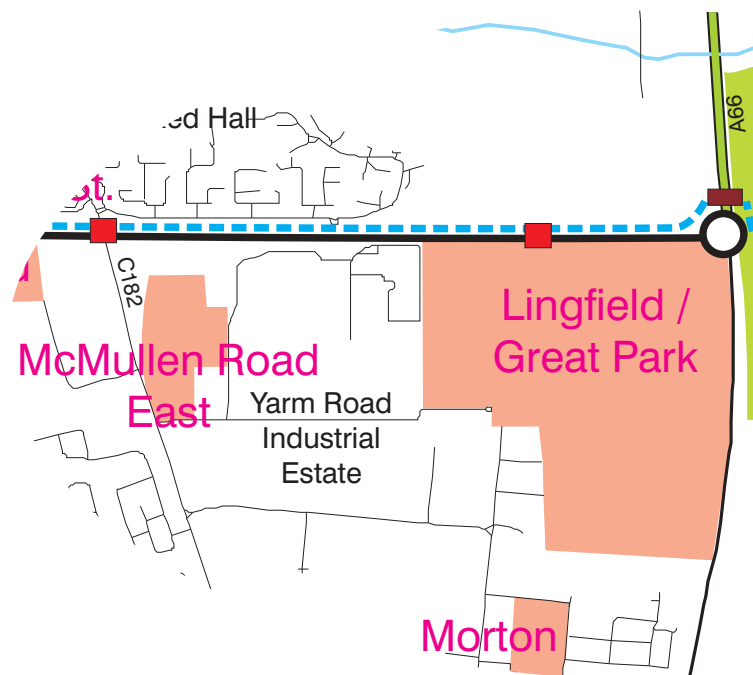
Steel column includes -

- Mild Steel - External Protective Coating Only
- Mild Steel - Hot Dipped Galvanised Only
- Mild Steel - Hot Dipped Galvanised and External Protective Coating
- Stainless Steel



Appendix 5

Darlington Eastern Transport Corridor














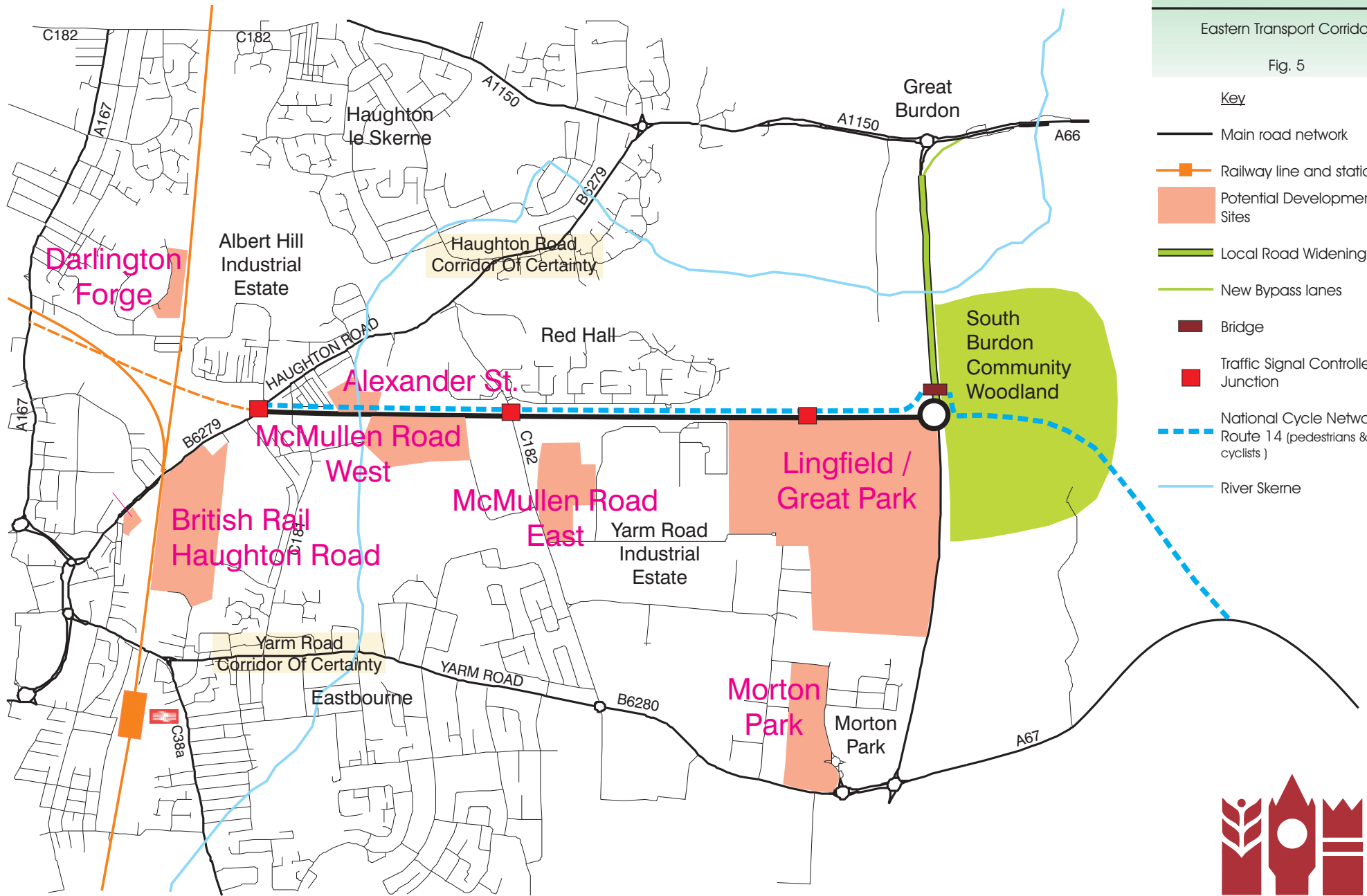
Annual Progress Report 2003

Eastern Transport Corridor

Fig. 5

Key

-  Main road network
-  Railway line and station
-  Potential Development Sites
-  Local Road Widening
-  New Bypass lanes
-  Bridge
-  Traffic Signal Controlled Junction
-  National Cycle Network Route 14 (pedestrians & cyclists)
-  River Skerne



Appendix 6

Monitoring Performance



Road Traffic Monitoring

ROAD TRAFFIC APPROACHING URBAN AREA						
Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	129,209	133,652	141,828	-	-	-
Target	-	102.0	103.0	104.0	105.0	106.5
Performance	100.0	103.4	109.8	114.2	-	-

Notes:
 Volumes / Targets relate to annual average 24 hour weekday traffic (AAWT) at 12 count sites on the periphery of the urban area (DBC count site numbers 1, 20, 2, 39, 3, 4, 5, 6, 7, 8, 37, 36).
 Data for sites 3 and 7 were provided by the Highways Agency (HA site 3648 and 3634 respectively)
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), adjusted to allow for forecast traffic generation from new development during the Plan period.

ROAD TRAFFIC APPROACHING TOWN CENTRE						
Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	19,303	21,432	24,872	-	-	-
Target	-	102.0	103.0	103.0	103.5	104.0
Performance	100.0	111.0	128.9	131.6	-	-

Notes:
 Volumes / Targets relate to combined weekday peak hour flows (CPHF) at 8 count sites on the approaches to the town centre (DBC count site numbers 11, 12, 13, 14, 15, 34, 17, 18).
 For 2000, site 25 was used as a proxy for Site 11 as the latter was not operational during the survey period.
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), adjusted to allow for forecast traffic generation from new development during the Plan period.

ROAD TRAFFIC ON KEY CORRIDORS - NORTH ROAD						
Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	3,610	3,478	3,110	-	-	-
Target	-	102.0	102.5	102.5	102.0	101.5
Performance	100.00	96.3	86.1	85.5	-	-

Notes:
 Volumes / Targets relate to combined term time weekday peak hour flows (CPHF) at DBC count site 25 (near Henry Street).
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1).

ROAD TRAFFIC ON KEY CORRIDORS - YARM ROAD						
Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	3,469	3,172	3,206	-	-	-
Target	-	102.0	103.0	104.0	104.0	90.5
Performance	100.00	91.4	92.4	93.0	-	-

Notes:
 Volumes / Targets relate to combined term time weekday peak hour flows (CPHF) at DBC count site 40 (east of Teal Road).
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1).

ROAD TRAFFIC ON KEY CORRIDORS - HAUGHTON ROAD

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	2,630	N/A	2,847	-	-	-
Target	-	102.0	103.0	104.0	105.0	80.0
Performance	100.00	N/A	108.3	111.1	-	-

Notes:
 Volumes relate to combined term time weekday peak hour flows (CPHF) at DBC count site 26 (north of Haughton Green).
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1).
 2001, unable to count due to long term roadworks
 2002/3 data from site no. 12 used

ROAD TRAFFIC ON KEY CORRIDORS - WOODLANDS ROAD

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	3,801	3,744	3,715	3,800	-	-
Target	-	102.0	103.0	104.0	105.0	106.5
Performance	100.00	98.5	99.2	99.9	-	-

Notes:
 Volumes relate to combined term time weekday peak hour flows (CPHF) at DBC count site 18 (east of Hollyhurst Road).
 Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1)

ROAD TRAFFIC ON KEY CORRIDORS - CONISCLIFFE ROAD

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume of Traffic	1,925	2,274	1,845	2,025	-	-
Target	-	102.0	103.0	104.0	105.0	106.5
Performance	100.00	118.1	95.8	105.2	-	-

Notes:
 Volumes relate to combined term time weekday peak hour flows (CPHF) at DBC count site 34 (east of Carmel Road South). Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1) Traffic Related Casualty Reduction

Traffic Related Casualty Reduction

BVPI 99i - FATAL/SERIOUS CASUALTIES, ALL ROAD USERS

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	57	45	55	40	38	-	-	-
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	78.9	96.5	70.1	66.7	-	-	-

Notes:
 Targets are based on reducing these casualties by 40% between 1994/8 and 2010.



BVPI 99 - FATAL/SERIOUS CASUALTIES, CHILDREN								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	10	5	7	4	1	-	-	-
Target	-	95.8	91.7	87.5	83.3	79.2	75.0	70.8
Performance	100.0	50.0	70.0	40.0	10.0	-	-	-
Notes: Targets are based on reducing these casualties by 50% between 1994/8 and 2010.								

BVPI 99ii - SLIGHT CASUALTIES - ALL ROAD USERS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	449	438	418	435	462	-	-	-
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	97.6	93.1	96.9	102.9	-	-	-
Notes: Targets are based on reducing the casualties per million vehicle kilometres by 10% between 1994/8 and 2010. During this period vehicle kilometres are forecast to grow by 20%.								

BVPI 99ai - FATAL/SERIOUS CASUALTIES, PEDESTRIANS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	18	9	15	10	9			
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	50.0	83.3	55.6	50.0			
Notes: Targets are based on reducing these casualties by 40% between 1994/8 and 2010.								

BVPI 99aai - SLIGHT CASUALTIES - PEDESTRIANS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	68	65	74	56	61			
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	95.6	108.8	82.3	89.7			
Notes: Targets are based on reducing these casualties by 10% between 1994/8 and 2010.								

BVPI 99bi - FATAL/SERIOUS CASUALTIES, CYCLING

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	6	8	4	2	1			
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	133.3	66.7	33.3	16.7			

Notes:

Targets are based on reducing these casualties by 40% between 1994/8 and 2010.

BVPI 99bii - SLIGHT CASUALTIES, CYCLING

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	32	30	32	30	24			
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	98.7	100.0	93.7	75.0			

Notes:

Targets are based on reducing these casualties by 10% between 1994/8 and 2010.

BVPI 99ci - FATAL/SERIOUS CASUALTIES, MOTORCYCLISTS

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	8	9	5	2	4			
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	112.5	62.5	25.0	50.0			

Notes:

Targets are based on reducing these casualties by 40% between 1994/8 and 2010.

BVPI 99cii - SLIGHT CASUALTIES - MOTORCYCLISTS

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	16	15	14	26	24			
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	93.7	87.5	162.5	150.0			

Notes:

Targets are based on reducing these casualties by 10% between 1994/8 and 2010.



BVPI 99di - FATAL/SERIOUS CASUALTIES, CAR USERS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	23	19	26	22	21			
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	82.6	113.0	95.6	91.3			
Notes: Targets are based on reducing these casualties by 40% between 1994/8 and 2010.								

BVPI 99dii - SLIGHT CASUALTIES, CAR USERS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	283	274	250	280	301			
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	98.8	88.3	98.9	106.3			
Notes: Targets are based on reducing these casualties by 10% between 1994/8 and 2010.								

BVPI 99ei - FATAL/SERIOUS CASUALTIES, OTHER VEHICLE USERS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	4	0	5	4	3			
Target	-	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	100.0	0.0	125.0	100.0	75.0			
Notes: Targets are based on reducing these casualties by 40% between 1994/8 and 2010.								

BVPI 99eii - SLIGHT CASUALTIES - OTHER VEHICLE USERS								
Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	51	54	48	43	52			
Target	-	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	100.0	105.9	94.1	84.3	101.9			
Notes: Targets are based on reducing these casualties by 10% between 1994/8 and 2010.								

Public Transport

BVPI 102 - BUS PASSENGER JOURNEYS PER ANNUM

Compared with 2001/2 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Jouneys	14,125,696	14,776,892	10,222,067	10,117,827	-	-	-
Target	-	100.0	100.5	100.5	101.0	102.0	103.0
Performance	100.0	104.6	100.0	99.0	-	-	-

Notes:

Data relate to all journeys made on services that are wholly within, or pass through, the Borough of Darlington. Targets have been revised upwards in light of performance.

2002/3, New method of measurement introduced, 2001/2 recalculated and reset as base, hence targets revised

BVPI 101 - BUS VEHICLE KILOMETRES PER ANNUM

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Million Kilometres per annum	6.285	6.204	6.231	6.191	Deleted	-	-
Target	-	100.0	100.0	100.0	100.5	101.0	101.0
Performance	100.0	98.7	99.1	98.5	Deleted	-	-

Notes:

Data relate to all journey lengths made within the Borough only, be they services that are wholly within the Borough or services which pass through the Borough. Representative service frequencies have been used to calculate these data, and complex journey variations such as occasional short running, school diversions, etc. have been ignored.

This indicator deleted 2003/4.

BVPI 94 - COST PER PASSENGER JOURNEY ON SUBSIDISED SERVICES

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Cost	£0.46	£0.50	£0.51	£0.60	-	-	-
Target	-	£0.50	£0.51	£0.52	£0.62	£0.64	£0.65
Performance	100.0	108.7	110.9	-	-	-	-

Notes:

The target figure has changed from original in light of work carried out for Best Value Performance Plan, and further guidance on calculating this indicator - e.g. Rural Bus Subsidy Grant is included. Target revised at 2002/03. 2002/03 figures include additional recharge costs.

BVPI 104 - PERCENTAGE OF USERS SATISFIED WITH LOCAL BUS SERVICES

Compared with 2001/2 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Percent Satisfied	-	56.4%	55.1%	-	-	-
Target	-	51.0%	55.0%	60.0%	62.5%	65.0%
Performance	-	100.0	97.7	-	-	-

Notes:

2000 baseline information not available at time of Plan publication.

2003/4, survey to be carried out in Autumn 2003 as part of citizens panel survey



VBP1 103 - PERCENTAGE OF USERS SATISFIED WITH PUBLIC TRANSPORT INFORMATION						
Compared with 2001/2 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Percent Satisfied	-	48.6%	62.8%	-	-	-
Target	-	-	55%	65%	70%	75%
Performance	--	100.0	129.2	-	-	-
Notes: Targets revised upwards in light of 2002/3 performance 2003/4, survey to be carried out in Autumn 2003 as part of citizens panel survey						

BUS RIDERSHIP IN KEY CORRIDORS - NORTH ROAD							
Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers	140,346	149,564	140,862	n/a	-	-	-
Target	-	100.0	101.0	102.0	104.0	106.0	108.0
Performance	100.0	106.6	100.4	-	-	-	-
Notes: Based on average term time weekly ridership on all services that use each corridor for some or all of its length. Assumes North Road corridor of certainty proposals are complete by 2003. 2002/3 not reported as information not supplied by bus operators.							

BUS RIDERSHIP IN KEY CORRIDORS - YARM ROAD							
Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers	98,055	94,745	99,683	n/a	-	-	-
Target	-	100.0	100.5	101.0	101.5	104.0	106.0
Performance	100.0	96.6	101.7	-	-	-	-
Notes: Based on average term time weekly ridership on all services that use each corridor for some or all of its length. 2002/3 not reported as information not supplied by bus operator.							

BUS RIDERSHIP IN KEY CORRIDORS - HAUGHTON ROAD							
Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers	48,408	44,575	48,332	n/a	-	-	-
Target	-	100.0	100.5	101.0	101.5	102.5	104.5
Performance	100.0	92.1	99.8	-	-	-	-
Notes: Based on average term time weekly ridership on all services that use each corridor for some or all of its length. Assumes Haughton Road corridor of certainty proposals are complete by 2005. 2002/3 not reported as information not supplied by bus operators.							

BUS RIDERSHIP IN KEY CORRIDORS - WOODLAND / AUCKLAND ROAD

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers	66,375	70,295	72,944	n/a	-	-	-
Target	-	100.0	100.5	101.0	101.5	102.5	103.5
Performance	100.0	105.9	109.9	-	-	-	-

Notes:

Based on average term time weekly ridership on all services that use each corridor for some or all of its length. Assumes Woodland/West Auckland Road corridor of certainty proposals are complete by 2006. 2002/3 not reported as information not supplied by bus operators.

BUS RIDERSHIP IN KEY CORRIDORS - CONISCLIFFE ROAD

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers	-	29,986	29,043	n/a	-	-	-
Target	-	-	100.5	101.0	101.5	102.5	103.5
Performance	-	100.0	96.9	-	-	-	-

Notes:

Based on average term time weekly ridership on all services that use each corridor for some or all of its length. Assumes Coniscliffe Road corridor of certainty proposals are complete by 2006. 2002/3 not reported as information not supplied by bus operators.

BUS PUNCTUALITY, MULTI-AUTHORITY ROUTES SERVING DARLINGTON

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Percentage on Time	33%	22.2%	68.4%	84.0%	-	-
Target	-	60%	70%	80%	85%	90%
Performance	100.0	66.6	207.3	254.5	-	-

Notes:

Based on punctuality of peak hour services 98/99, X13/X14 and X24. Punctuality of a service is measured as arriving at its destination in Darlington no more than 5 minutes late or 1 minute early compared with the latest published timetable. 2001, survey on services 97, 98, 99, X13, X14.

BUS PUNCTUALITY, ROUTES SERVING DARLINGTON CENTRE

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Percentage on Time	-	35.5%	57.7%	88.0%	-	-
Target	-	-	70%	80%	85%	90%
Performance	-	100.0	162.5	247.9	-	-

Notes:

Based on punctuality of peak hour services 20, 23, 25A, 25B, 74, 75, 76. Punctuality of a service is measured as arriving at its destination in Darlington town centre no more than 5 minutes late or 1 minute early compared with the latest published timetable.



RAIL RIDERSHIP AT DARLINGTON BANK TOP STATION

Compared with 1998/99 Base = 100	1998/9	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Millions of passengers p.a.	1.447	1.329	1.593	1.482	1.512	-	-
Target	-	102.0	104.0	106.0	108.0	110.0	112.5
Performance	100.0	91.8	110.1	102.4	104.5	-	-

Notes:
Passenger Numbers / Targets relate to annual number of passengers at the station.

RAIL RIDERSHIP AT LOCAL STATIONS (NORTH ROAD, DINSDALE, TEESSIDE AIRPORT)

Compared with 1999/00 Base = 100	1998/9	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Passengers - Total	30,678	29,571	28,769	27,258	23,461	-	-
(North Road)	17,232	17,703	17,382	15,241	13,689	-	-
(Dinsdale)	13,336	11,786	11,289	11,667	9,719	-	-
(Teesside Airport)	110	82	98	150	53	-	-
Target	-	100.0	101.0	102.0	103.0	104.0	105.5
Performance	100.0	96.4	93.8	88.9	76.5	-	-

Notes:
Numbers / Targets relate to annual number of passengers at North Road, Dinsdale and Teesside Airport stations.

Cycling and Walking

CYCLING VOLUMES CROSSING THE INNER RING ROAD

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume	576	465	621	508	-	-
Target	-	102.0	105.0	110.0	115.0	120.0
Performance	100.0	80.7	107.8	88.2	-	-

Notes:
Based on a twelve hour (7am to 7pm) survey of all movements across the entire ring road, including cyclists using the ring road subways and cyclists on the road at 11 crossing locations around the Inner Ring Road.
Targets revised upwards in light of 2002/3 performance.

CYCLING VOLUMES AT PERMANENT COUNT SITES

Compared with 2001/2 Base = 100	2001/2	2002/3	2003/4	2004/5	2005/6
Volume	162	190	-	-	-
Target	-	105.0	115.0	125.0	135.0
Performance	100.0	117.3	-	-	-

Notes:
Totals are based on average 5 day week flow at 3 permanent count sites
2002/3, figures are based on average 5 day week flow at 4 permanent count sites

WALKING VOLUMES CROSSING THE INNER RING ROAD

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Volume	25,612	27,488	28,349	27,483	-	-
Target	-	102.0	104.0	112.0	115.0	118.0
Performance	100.0	107.3	110.7	107.3	-	-

Notes:

Based on a twelve hour (7am to 7pm) survey of all movements across the entire ring road, including pedestrians using the ring road subways at 12 crossing locations around the Inner Ring Road. Pedestrian flows for 2002/2003 include a new crossing facility on Victoria Road adjacent entrance to Safeway supermarket installed in 2001/2002.

Targets revised upwards in light of 2002/3 performance.

BVPI 165 - PERCENTAGE OF PEDESTRIAN CROSSINGS WITH FACILITIES FOR PEOPLE WITH MOBILITY DIFFICULTIES

Compared with 1998/99 Base = 100	1998/9	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage	61.0%	63%	76.0%	91.0%	94.0%	-	-	-
Target	-	-	68%	83%	88%	93%	96.5%	100%
Performance	100.0	103.3	124.6	149.2	154.1	-	-	-

Notes:

Targets relate to the pedestrian crossings that have the latest specification of tactile surface and kerb arrangements to assist people with mobility difficulties, and which have either an audible signal or a tactile indicator to assist safe crossing for the visually impaired. The target figures have changed from original in light of work carried out for Best Value Performance Plan.

Travel Plans

NON-CAR MODAL SPLIT TO SCHOOLS

Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Walking	62.6%	58.4%	54.2%	52.5%	-	-
Cycling	0.7%	1.0%	1.0%	1.3%	-	-
Public Transport	6.9%	11.8%	8.6%	9.0%	-	-
School Bus	-	-	6.5%	4.7%	-	-
Other	0.4%	0.9%	0.7%	-	-	-
Total Non Car	70.6%	72.1%	70.9%	67.5%	-	-
Car	29.4%	27.9%	28.9%	32.5%	-	-
Target	-	71.0%	72.0%	73.0%	74.0%	75.0%
Performance	100.0	102.1	100.4	95.6	-	-

Notes:

Survey conducted annually in June, all schools in Darlington are included, 52 in total.

Targets have changed from full Local Transport Plan as previous figure referred to car modal split rather than non-car.



PERCENTAGE OF WORKFORCE AWARE OF SUSTAINABLE TRANSPORT ISSUES						
Compared with 2000/1 Base = 100	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Percentage	-	60.2%	71.5%	-	-	-
Target	-	-	63.0%	75.0%	80.0%	85.0%
Performance	-	100.0	118.8	-	-	-
Notes: Targets revised upwards in light of 2002/3 performance. Survey due Autumn 2003.						

Highway Maintenance

BVPI 93 COST OF HIGHWAY MAINTENANCE PER 100KM TRAVELLED BY A VEHICLE ON PRINCIPAL ROADS							
Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Cost	£0.45	£0.25	£0.43	Deleted	-	-	-
Target	-	£0.25	£0.46	£0.51	£0.38	£0.40	£0.45
Performance	100.0	55.6	93.3	Deleted	-	-	-
Notes: Targets have changed from original document in light of work carried out for Best Value Performance Plan. 2000/1 figure is calculated in accordance with DTLR guidelines 2002/3 this indicator has been deleted							

BVPI 95 - AVERAGE COST OF A WORKING STREET LIGHT							
Compared with 2000/01 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Cost	£21.24	£59.62	£65.89	Deleted	-	-	-
Target	-	£59.64	£60.67	£61.89	£63.75	£65.65	£77.63
Performance	-	100.0	110.5	Deleted	-	-	-
Notes: Targets have changed from original document, 2000/1 figure is calculated in accordance with DTLR guidelines so baseline year has changed therefore 2000/1 figures can not be compared to 1999/00 figures. 2002/3 this indicator has been deleted							

BVPI 96 - CONDITION OF PRINCIPAL ROADS							
Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Cost	29.5%	29.5%	21.33%	8.95%	-	-	-
Target	-	29.5%	23.5%		7.92%	6.89%	5.86%
Performance	100.0	100.0	72.3	100	-	-	-
Notes: 2002/3 CVI Surveys now being used and also new method of measurement introduced, hence reset base to 100 for this year.							

BVPI 97a - CONDITION OF NON-PRINCIPAL CLASSIFIED ROADS

Compared with 2000/01 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage	29.5%	29.5%	37.99%	17.55%	-	-	-
Target	-	29.5%	27.5%	-	16.80%	16.05%	15.3%
Performance	100.0	100.0	128.8	100.0	-	-	-

Notes:

UKPMS Co-ordinator to be appointed in 2002/3

2002/3, CVI Surveys now being used and also new method of measurement introduced, hence reset base to 100 for this year

BVPI 97b - CONDITION OF UNCLASSIFIED ROADS

Compared with 2001/2 Base = 100	2001/2	2002/3	2003/4	2004/5	2005/6
Volume	13.47%	11.91%	-	-	-
Target	-	12.5%	11.41%	10.91%	10.41%
Performance	100.0	88.42	-	-	-

Notes:

Totals are based on average 5 day week flow at 3 permanent count sites

2002/3, figures are based on average 5 day week flow at 4 permanent count sites

BVPI 100 - NUMBER OF DAYS OF TEMPORARY TRAFFIC CONTROLS OR ROAD CLOSURE ON TRAFFIC SENSITIVE ROADS CAUSED BY LOCAL AUTHORITY ROAD WORKS PER KILOMETRE OF TRAFFIC SENSITIVE ROAD

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Days per kilometre	2.88	3.22	0	0	-	-	-
Target	-	3.0	3.0	0	0.1	0.1	0.1
Performance	100.0	90.0	0.0	0	-	-	-

Notes:

Original targets based on actual performance in 1999 / 2000, however performance figures can vary substantially depending on works carried out. Target figures have been revised accordingly.

BV 180b (New) - STREET LIGHTING - AVERAGE LAMP CIRCUIT WATTAGE

Compared with 2001/2 Base = 100	2002/3	2003/4	2004/5	2005/6
KW/SL/Year	461	-	-	-
Target	515	455	448	441
Performance	100	-	-	-

Notes:**2002/03 New PI**

Average lamp circuit wattage compared with average consumption/wattage by local authorities in the UK. The target figure for 2002/03 is the published benchmark comparison.



BV 186a (New) - THE PERCENTAGE OF THE PRINCIPAL ROAD NETWORK NOT REQUIRING MAJOR STRUCTURAL TREATMENT

Compared with 2001/2 Base = 100	2002/3	2003/4	2004/5	2005/6
Actual	0.0078	-	-	-
Target	-	0.0076	0.0075	0.0073
Performance	100	-	-	-

Notes:

2002/03 New PI

Average lamp circuit wattage compared with average consumption/wattage by local authorities in the UK. The target figure for 2002/03 is the published benchmark comparison.

BV 187a (New) - THE PERCENTAGE OF THE NON-PRINCIPAL ROAD NETWORK NOT REQUIRING MAJOR STRUCTURAL TREATMENT

Compared with 2001/2 Base = 100	2002/3	2003/4	2004/5	2005/6
Actual	0.0138	-	-	-
Target	-	0.0136	0.0133	0.0131
Performance	100	-	-	-

Notes:

2002/03 New PI

The percentage of the non-principal road network where major structural treatment is not considered necessary, divided by the authority's average structural expenditure per kilometre on the principal road network over the past 3 years.

BV 187a (New) - CONDITION OF CATEGORY 1, 1a & 2 FOOTWAYS

Compared with 2001/2 Base = 100	2002/3	2003/4	2004/5	2005/6
Actual	35.7	-	-	-
Target	-	33	30	26
Performance	100	-	-	-

Notes:

2002/03 New PI

The percentage of length of footway Category 1, 1a and 2 network exceeding the Footway Condition Index threshold.

DE 05 (Formerly BV 105) - DAMAGE TO ROADS AND PAVEMENTS

Compared with 1998/99 Base = 100	1998/9	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage	88%	88%	93%	97%	99%	-	-	-
Target	-	88%	92%	95%	99%	99%	99%	99%
Performance	100.0	100.0	105.7	110.2	112.5	-	-	-

Notes:

Total number of reported incidents of dangerous damage to roads and pavements repaired and made safe within 24 hours from the time that the authority first became aware of the damage, as a percentage of such incidents.

DE 06 (Formerly BV 98) - PERCENTAGE OF STREET LAMPS NOT WORKING AS PLANNED

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage	1.26%	0.98%	0.97%	0.86%	-	-	-
Target	-	1.20%	0.9%	0.85%	0.8%	0.75%	0.7%
Performance	100.0	77.8	77.0	68.25	-	-	-

Notes:

This indicator is no longer measured as a Best Value Performance Indicator, however DBC will continue to monitor this indicator.

Public Rights of Way**BVPI 178 - THE PERCENTAGE OF THE TOTAL LENGTH OF FOOTPATHS AND OTHER RIGHTS OF WAY THAT WERE EASY TO USE BY MEMBERS OF THE PUBLIC**

Compared with 1999/00 Base = 100	1999/0	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage	92.6	92.6	N/A	82.22	91.05	-	-
Target	-	92%	92%	93%	85%	87%	90%
Performance	100.0	100.0	N/A	88.8	98.3	-	-

Notes:

Defined as: (i) signposted or waymarked to the extent necessary to enable users to follow it; (ii) free from illegal obstructions or other interference (including overhanging vegetation) to the public's right of passage; and (iii) having a surface and any furniture (e.g. stiles, bridges) of a standard necessary to enable use without undue inconvenience to users.

Unable to survey 2001 due to Foot and Mouth outbreak.

The result in 2002/3 is lower due to a new national method of measurement introduced, targets revised accordingly



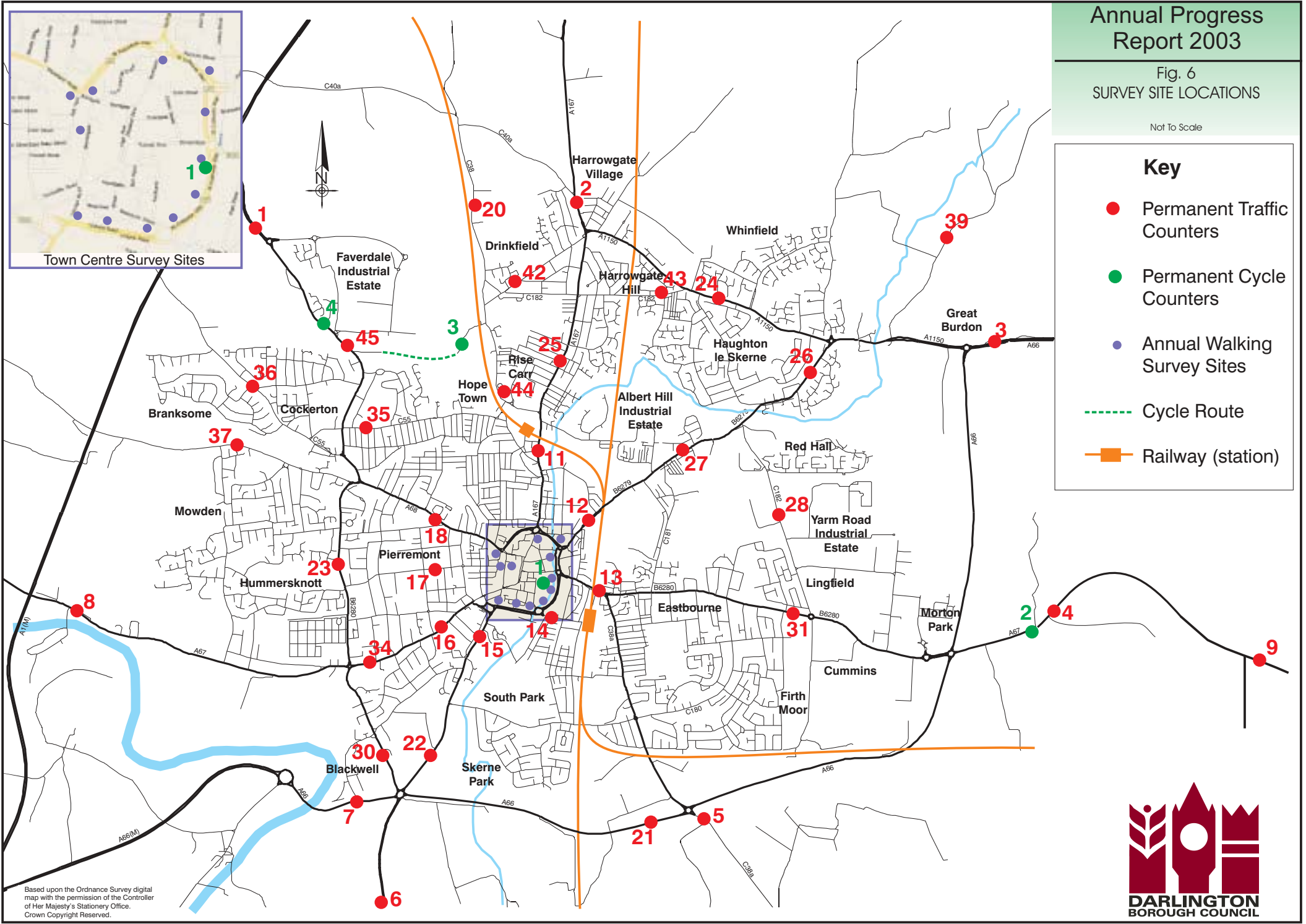
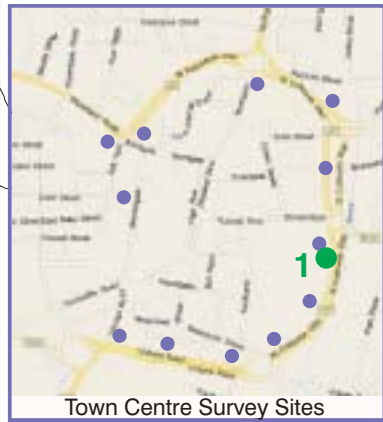
Annual Progress Report 2003

Fig. 6
SURVEY SITE LOCATIONS

Not To Scale

Key

- Permanent Traffic Counters
- Permanent Cycle Counters
- Annual Walking Survey Sites
- - - Cycle Route
- Railway (station)



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Appendix 7

Revenue Budget Expenditure




DARLINGTON BOROUGH COUNCIL REVENUE BUDGET EXPENDITURE : 2002/03 TO 2005/06 (£'000s)

Strategy and Detail	2002/03	2003/04	2004/05	2005/06
Public Transport				
• Subsidised Bus Services	277	331	337	344
• Rural Bus Subsidy Grant	71	72	72	72
• Concessionary Fares	395	641	651	664
• Education Transport	1,094	1,223	1,282	1,344
• Public Transport Infrastructure Maintenance	21	17	17	18
• Shopmobility	61	62	63	63
• Dial-a-Ride	45	45	46	47
Total	1,964	2,391	2,468	2,552
Highway Maintenance				
• Bridge Maintenance	10	10	10	11
• Routine Highway	300	303	309	315
• Aids to Measurement	25	26	26	27
• Maintenance Schemes	288	283	289	295
• Surface Dressing/Slurry Seal	120	121	124	126
• Street Lighting	599	608	620	632
• Winter Maintenance	260	263	268	273
• Verges	166	168	172	176
Total	1,768	1,782	1,818	1,855
Other Transport Spending				
School Crossing Patrols	108	113	116	119
Car Parks	-828	-881	-1,018	-1,112
Road Safety	60	61	62	63
Traffic Management	60	60	62	62

Note: Figures for 2004/05 and 2005/06 are indicative only.

DARLINGTON BOROUGH COUNCIL CAPITAL BUDGET EXPENDITURE : 2002/03 TO 2005/06 (£'000s)

Strategy and Detail	2002/03	2003/04	2004/05	2005/06
Capital Programme for Transport	130	40	TBC	TBC

TBC - To be confirmed

Appendix 8

Finance Forms



LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

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

Authority Name: Authority No:
 Contact Name: Version No:
 Telephone Number (with extension):

	All figures in £000						
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	
(LTP - F3) Maintenance of principal and non-principal highways (MM1, MM3, MM5)	1,470	833	1,050	1,287	850	950	
(LTP - F3) Maintenance, assessment, strengthening of bridges and other structures (MM7, MM8)	313	406	326	306	150	200	
(LTP - F3) Maintenance other (including street lighting) (MM9)	0	2	20	20	20	20	
(LTP - F2) Individual schemes costing £5 million or more	0	0	1,000	4,193	4,193	0	
(LTP - F3) Other individual schemes costing less than £5 million or groups of related schemes Block	1,485	1,908	1,793	2,155	2,270	2,105	
Total	3,268	3,209	4,189	7,961	7,483	3,275	

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

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 (DT 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 2001-02 TO 2006-07

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

Authority Name: Authority No:

Scheme Name

Scheme Name	Type	DfT Ref/Pry	Joint	Start of Main Works	End of Main Works	All figures in £000							
						Gross Total	Net Total	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07
TOTAL LTPF2 - ALL PAGES						9,786	9,386	0	0	1,000	4,193	4,193	0



LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

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: Authority No:

Type

Scheme Name	Type	All figures in £000									
		Gross Total	Net Total	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07		
TOTAL LTPF2 - ALL PAGES		19,999	19,999	3,268	3,209	3,189	3,768	3,290	3,275		
Corridors of Certainty	TM3	3,085	3,085	425	340	570	550	500	700		
Strategy for Buses	BI4	717	717	31	231	75	115	115	150		
Strategy for Rail	OS1	103	103	0	8	20	25	25	25		
Public Transport Information	BI4	243	243	47	28	108	10	20	30		
Road Safety and Traffic Calming	TM9	1,956	1,956	478	368	200	280	280	350		
Town Centre Access	RC1	1,028	1,028	244	159	55	240	165	165		
Rural Transport	TM10	470	470	42	53	80	95	100	100		
Cycling	CY1	845	845	72	193	125	135	155	165		
Walking	WA1	506	506	56	118	62	80	80	110		
Powered Two Wheelers/Comm Transport	OS1	98	98	30	8	15	15	15	15		
Swan House Improvement	RD9	850	850	0	0	0	250	600	0		
Travel Plans	TP3	496	496	5	76	105	80	80	150		
Taxis	TM3	46	46	0	1	10	5	10	20		
Town Centre Parking	OS1	855	855	55	325	175	200	50	50		
Highway Maintenance	MM3	6,500	6,500	1,470	893	1,050	1,287	850	950		
Bridge Maintenance	MM7	1,701	1,701	313	406	326	306	150	200		
Monitoring	OS1	293	293	0	0	68	75	75	75		
Street Lighting	MM9	82	82	0	2	20	20	20	20		
Railway Station Interchange	IN5	125	125	0	0	125	0	0	0		

LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
Bus priority schemes (excluding signalling)								
quality bus corridor / showcase route schemes	BL1	number	1	2	2	2	2	3
	BL2	km	1	2	3	3	3	2
busways / bus lanes	BL3	number	0	0	1	2	1	1
	BL4	km	0	0	2	2	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
Guided Bus Schemes								
new guided bus scheme	BG1	number	0	0	0	0	0	0
	BG2	km	0	0	0	0	0	0
Bus Infrastructure Schemes (excluding interchanges)								
new bus stop	B11	number	0	4	8	8	8	8
bus stops with travel information displays	B12	number	0	0	10	10	10	10
improvements to existing bus stops	B13	number	81	61	40	45	45	45
other bus infrastructure scheme	B14	number	21	15	20	20	20	20
light rail (including tram and other rapid transit systems; excluding interchanges)								
new light rail line (excluding line extensions)	LR1	number	0	0	0	0	0	0
	LR2	km	0	0	0	0	0	0



LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07
 LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
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
Public Transport Interchanges								
single mode interchanges	IN1	number	0	0	0	0	0	0
	IN2	number	0	0	0	0	0	0
public transport interchanges at airports	IN3	number	0	0	0	0	0	0
	IN4	number	0	0	0	0	0	0
multi-modal interchanges	IN5	number	0	0	1	0	1	0
	IN6	number	0	0	0	0	0	0
new dynamic information systems at interchanges	IN7	number	0	0	1	1	0	0
Park and Ride								
park and ride (bus/road related) :	PR1	number	0	0	0	0	1	1
	PR2	number	0	0	0	0	0	0
park and ride (rail-related) :	PR3	number	0	0	0	0	0	0
	PR4	number	0	0	0	0	0	0

LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
Cycling schemes								
cycle tracks	CY1	number	3	3	3	2	3	2
	CY2	km	1	3	2	1	5	1
cycle lanes	CY3	number	1	0	2	1	1	1
	CY4	km	1	0	2	1	1	1
new advanced stop lines	CY5	number	0	0	4	8	6	6
new cycle parking facilities	CY6	number	10	9	10	10	10	10
other cycling schemes	CY7	number	1	0	1	2	2	2
Walking schemes								
new or improved footways	WA1	number	11	5	6	6	6	6
	WA2	metres	1000	1100	1600	1500	1500	1500
pedestrianisation	WA3	number	0	0	0	1	0	0
	WA4	metres	0	0	0	400	0	0
new or improved pedestrian/cycle bridge	WA5	number	0	0	0	0	1	0
other walking schemes	WA6	number	0	0	0	1	0	0
Travel Plans								
local highway authority site travel plans	TP1	number	1	3	0	0	0	0
shire district travel plans	TP2	number	0	0	0	0	0	0
school travel plans	TP3	number	2	3	3	3	3	3



LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

LTP-F4: Actual and proposed use of LTP integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
further/higher education establishment travel plans	TP4	number	0	0	0	1	0	0
hospital travel plans	TP5	number	1	0	1	0	0	0
employer travel plans	TP6	number	1	1	1	1	1	1
Local Safety Schemes								
schools implementing first safe routes scheme	LS1	number	4	2	4	2	2	2
other sites implementing first 'safe routes' scheme	LS2	number	0	0	0	0	0	0
schemes which include new CCTV cameras	LS3	number	0	2	0	1	1	0
schemes which include new street lighting	LS4	number	1	2	2	2	2	2
other safety schemes	LS5	number	7	8	9	7	8	9
Road crossings								
toucan or puffin crossings	RC1	number	4	10	3	2	2	2
other signalised crossings	RC2	number	4	2	2	2	2	2
other unsignalised crossings	RC3	number	6	23	12	12	12	12
underpass replacement	RC4	number	0	0	0	0	0	0
Traffic Management and Traffic Calming (excluding CCTV cameras)								
Urban Traffic Control (instations)	TM1	number	0	0	1	1	1	1
signalling/signal upgrading (outstations)	TM2	number	0	2	2	2	2	2
other traffic management schemes	TM3	number	0	0	0	0	0	0

LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
home zones	TM4	number	0	0	1	0	1	1
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	0	1	2	2	2	2
Rural 20mph zones	TM8	number	0	0	0	0	0	0
other urban traffic calming schemes (excluding home zones)	TM9	number	1	1	3	4	4	4
other rural traffic calming schemes (excluding quiet lanes)	TM10	number	0	0	2	2	2	2
Local Road Schemes (excluding trunk roads)								
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	1	1	0
	RD4	km	0	0	0	1	2	0
new or improved access roads with specific regeneration or social inclusion benefits	RD5	number	0	0	1	1	0	0
	RD6	km	0	0	1	1	0	0
road dualling and widening schemes	RD7	number	0	1	0	0	1	0
	RD8	km	0	1	0	0	1	0
road realignment schemes	RD9	number	0	0	0	0	1	0
	RD10	metres	0	0	0	400	500	0
new junction or junction improvement schemes	RD11	number	6	7	6	7	8	8
other local road schemes	RD12	number	0	0	0	0	0	0

LOCAL TRANSPORT PLAN - CAPITAL PROGRAMME EXPENDITURE 2001-02 TO 2006-07

LTP-F4: Actual and proposed use of LTP Integrated Transport block and maintenance funding (for actual and indicative allocations respectively)

Authority Name:

Authority No:

General points:

1. Unless indicated otherwise, codes include new schemes and improvements or extensions to existing schemes;
2. Use whole numbers only - round up to the nearest kilometre or metre.
3. Authorities should give complete data for 2001/2 onwards in accordance with the Technical Guidance.

Scheme Type	Code	Unit of Data	2001-02	2002-03	2003-04	2004-5	2005-06	2006-07
Miscellaneous								
other schemes (using LTP Integrated Transport Block funding)	OS1	number	3	1	4	4	4	4
Maintenance schemes								
footway maintenance schemes	MM1	number	2	5	5	2	3	3
	MM2	metres	800	900	1400	300	400	400
carriageway maintenance scheme	MM3	number	2	15	15	15	16	17
	MM4	km	8	5	5	7	7	7
noise reducing road surfaces	MM5	number	8	7	8	8	9	9
	MM6	km	4	3	3	4	4	4
strengthening to carry 40 tonne vehicular loading	MM7	number	2	4	4	4	0	0
structural maintenance and enhancement of existing highway structures	MM8	number	0	4	1	2	3	3
other schemes (using LTP capital maintenance funding)	MM9	number	0	0	0	0	0	0



Appendix 9

Congestion Statement





Congestion Statement

The five Tees Valley Authorities (Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Council, Redcar and Cleveland Borough Council and Stockton-on-Tees Borough Council) are all committed to sustainable policies which will reduce reliance on the private car, encourage the use of the alternative means of travel and in the long term, reduce the need for travel and hence reduce congestion. These policies have been set in recognition of the need to tackle the environmental damage and economic dis-benefit that congestion can cause, and a series of measures designed to impact upon congestion have been set in place.

The dispersed nature of development in the Tees Valley, with multiple retail and commercial centres, has resulted in journey patterns that often cross one or more borough boundaries. This means that it is difficult for one borough to implement transport policies in isolation and has led to joint working arrangements across the sub region. Examples of this arrangement include the Tees Valley Transport Strategy, the policy framework for Demand Management in the Tees Valley, lead authority arrangements for Urban Traffic Control and traffic signal maintenance and our collaboration on local transport plan issues.

Some of the key issues which the Tees Valley Authorities are progressing to impact upon congestion are as follows:

- A policy framework for demand management;
- Decriminalised parking enforcement;
- Investigating the feasibility of a Rapid Transit system; and
- Real Time bus passenger information.

and specifically within Middlesbrough:

- National Lane Rental Pilot; and
- Development of a congestion indicator.

As mentioned earlier, people's perceptions of congestion are inextricably linked to their travelling experiences and whilst there is concern about congestion within the Tees Valley area, this concern is clearly not as well founded as in many other urban areas.

This is evidenced by the recent Transport Statistics Bulletin which gives information about traffic speeds in English Urban Areas in 2002. In terms of the Tees Valley (Teesside) the document specifically states:


"Out of the 18 areas, the highest average traffic speed, for both peak and off peak periods, was in Teesside (almost 35mph)".

Indeed, the average traffic speed had increased by 3.4mph over the 1999 levels and were higher than the levels back in 1993. Whilst this is averaged over the whole network in the area, it is still an indicator of the relative ease with which people can travel within the Tees Valley. There will always be "hot spots" on the network and many of these are on the busiest commuter routes within Middlesbrough.

The "Traffic Speeds in English Urban Areas" report also states that:

"Teesside had by far the highest average peak time traffic speed in 2002, which is reflected by a low proportion of time spent stationary and at low speeds, and the greater proportion spent towards the speed limits".

Within the boundary of Middlesbrough where peak time congestion occurs, monies have been targeted at ensuring that the vulnerable modes such as walking and cycling are not put at more risk by congestion or increase in vehicle numbers. A greater element of control has been introduced onto our busiest routes by the removal of roundabouts and the insertion of signalised junctions which can be controlled



If people are also encouraged to use part of the trunk road and dual carriageway system within the Tees Valley, which clearly has spare capacity, this will also have the benefit of removing commuter vehicles from some of our residential areas.

We also recognise the effects that congestion and road traffic in general can have on social excluded areas and communities. Pedestrian accidents, air pollution, noise and the effects of severance all combine to make access to local services more problematic and disproportionately effect areas with low car ownership such as Middlesbrough.

A Policy Framework for Demand Management in the Tees Valley

The Tees Valley Demand Management Framework sets out to develop a way in which we can minimise damage to the environment and reduce road safety problems on the network. This has been done by targeting:

- Single Occupant commuting cars travelling at peak times.
- Journeys to school by car;
- Short journeys under 2 miles; and
- Bulk long distance freight which could use railways and the ports

Research has found that demand management tools are the most effective way of achieving traffic reduction targets and hence reduce congestion in urban areas. The methods available to local authorities nationally currently include:

- The increase of cost for long stay public parking
- The reduction in supply of long stay parking
- The reallocation of road space for transport other than the private car
- Public information campaigns and public transport information improvements; and
- Specifically targeted mode shift campaigns.

Examples of the first three methods can be seen throughout the Tees Valley APRs. This includes such measures as the provision of cycle and bus lanes on existing infrastructure. The cost of parking in long stay car parks has generally kept pace with the cost of a typical bus fare in the various boroughs. Across the Tees Valley the trend has been to either hold steady or reduce long stay parking numbers.

Combinations of the above measures feature within Local Transport Plans of the five boroughs. Examples of initiatives being funded jointly by the five Tees Valley authorities during 2003/04 include development of real time passenger information at bus stops and a major sub-regional travel awareness campaign.

Lane Rental Pilot

In terms of congestion and the impact upon public transport, Middlesbrough has specifically been tackling this matter in partnership with the government as one of the 2 lane rental pilot areas. The target is to reduce avoidable congestion because of road and street works in Middlesbrough by 10% during the course of the Public Service Agreement. Part of this process will involve examining ways in which congestion can be measured. Uniquely in the case of this experiment, we have been using data from the bus operators' ticket machines to act as a proxy for journey times. Through the analysis of this data, we hope to find individual variances and cross reference these to street work notifications. The total volume of data is estimated to be in the region of 500,000 km of journey every year and it is hoped that the development of computer analysis techniques will enable us to test a reliable indicator for congestion in this area.

Decriminalised Parking Enforcement

All five of the Tees Valley authorities are committed to pursuing this particular initiative, although its introduction be phased in over a number of years.

The Boroughs of Stockton, Darlington and Hartlepool will follow suit during 2004 and 2005. Clearly this move to DPE is in line with the Demand Management Framework for the Tees Valley and enables both the parking and traffic management objectives of the Councils to be fulfilled.

We consider that this mix of robust strategies and diverse application of measures results in the required outcomes. The Tees Valley starts from a low base of car ownership and has, therefore, got a unique opportunity to persuade its citizens to use sustainable forms of transport.



Appendix 10

Annex D Statement on Maintenance Data





Latest available carriage and footway condition data from 2002/03 survey

Indicator	Best Value Performance Indicator	Value
Principal Road Condition	BV 96	8.95%
Non-principal classified road condition	BV 97a	17.55%
Non-principal unclassified road condition	BV 97b	11.91%
Categories 1 & 2 footway condition	BV 187	35.7%

Latest Bridge Data

No of Bridges Requiring Strengthening	No of Bridges Requiring Major Maintenance (>£50,000)	Total No of Bridges (>1.5 Span)
12	10	84

Latest Primary Route Bridge and Retaining Wall Strengthening and Major Maintenance Data

Structure Name	Primary Route (ie Road Number)	Indicate Strengthening or Major Maintenance (£50,000)	Cost £	Date
Central House RW	A167	Major Maintenance	100,000	2004
Oxneyfield Bridge	A167	Major Maintenance	100,000	2004
Great Burdon	A1150	Major Maintenance	250,000	2005
Victoria Road	A67	Major Maintenance	300,000	2006

Appendix 11

Tees Valley Real Time Passenger Information





DERIVATION OF LTP BID JULY 2003

ADJUSTMENT OF ULTIMATE COST

	£
Total calculated by White Young Green from Siemens tender prices	3,080,069
Deduct	
B6 Driver Information Unit (not provided unless operator funded)	226,000
B9 On bus display (optional – not required)	326,000
E1 Reduced extent of radio system (7 base stations sufficient)	134,000
F1 / F2 Maintenance costs for years 3 to 5 (original bid envisaged 2 years)	175,614
TOTAL	861,614
 Revised Ultimate Cost	 2,218,455

SOURCE OF FUNDS

Release of Rural Bus Challenge funds (Regional application currently in Progress) Tees Valley element	100,000
Balance of LTP allocation 2003/4 (less WYG costs etc)	220,000
50% operator contribution to on-bus radios	207,000
Further LTP funds 2004 / 5 or later	1,691,455
TOTAL	2,218,455

REPROFILING OF LTP BID

YEAR	SUBMITTED JULY 2002	REQUESTED JULY 2003
2004 / 5	£1,514,050	£1,574,379
2005 / 6	£154,400	£58,538
2006 / 7	£ 77,200	£58,538
TOTAL	£1,745,650	£1,691,455

NOTES

1. Regional partnership has produced accelerated programme. Hence higher than anticipated spend in 2004/5 but lower overall cost.
2. Annual Maintenance costs substantially reduced due to regional procurement.
3. Consultancy costs substantially reduced due to partnership with Durham CC.
4. Operator contribution to radios not yet confirmed but indications are extremely positive. If it fails to materialise, Tees Valley Councils will fund from base LTP allocations.
5. Tees Valley Councils have also undertaken to fund additional stop displays in 2005 /6 and subsequent years from base LTP allocations.
6. Remainder of region is intending to capitalise maintenance for five years. Tees Valley Councils reserve the right to follow suit and seek £58,538 per annum from 2007/8 to 2009/2010.

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