

Darlington: A Town on the Move

Second Local Transport Plan Delivery Report 2008



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Executive Summary

Darlington's Second Local Transport Plan sets out the vision of how transport investment and other actions will contribute to improving local people's quality of life and support the long-term vision for Darlington. The transport objectives were set within the local, sub-regional, regional and national context and the delivery programme and targets were agreed within the indicative budgets set by the Department for Transport.

In line with guidance issued by the Department for Transport, this Delivery Report provides:

- an update on progress to date, including performance against targets;
- a brief review of the strategy, objectives and approach in the current context of local, regional and national context, to ensure that the direction of travel is still right for Darlington; and
- a risk assessment of the programme and targets over the remaining 3 years of the plan.

Overall performance is strong with 8 of the core indicators and 6 of the local indicators being on track against target. **Table 1** summarises performance against targets.

In line with the Network Management Duty, the Traffic Manager has further developed the Network Management Plan in collaboration with colleagues, partners such as the Highways Agency and Police and other local authorities across the North East region, as well as continuing to implement key improvements to the management of the network. The Plan will be taken to Cabinet for approval in 2008/09 as part of the Council's approach to tackling congestion.

The capital programme has provided investment in improvements at key junctions on highway corridors into the town centre, in particular Haughton Road, North Road and Bondgate/ Woodland Road.

All the indicators for travel safety are on track and the investment in 20mph zones and Safer Routes to School has had an impact on reducing slight casualties.

Progress against the accessibility target is on track, but there have been other improvements in accessibility such as ongoing improvements for pedestrians, including the completion of the Pedestrian Heart, investment in the Shopmobility service and upgrades to signalised crossings.

It was recognised during the first two years of the Plan that the investment profile for asset management needed to be changed in order to improve the condition of non-principal roads, in response to problems identified by the condition data. Investment, through prudential borrowing, has seen a major improvement in footway condition, and associated satisfaction levels.

The National Demonstration Town projects for both sustainable travel and cycling have continued to demonstrate strong performance against targets, contributing to other strategies to tackle congestion, improve accessibility and promote travel safety.

Performance is poor on public transport, in terms of overall patronage, bus punctuality and satisfaction with both bus services and public transport information. However the first two years of the Plan have been a period of disruption for public transport due to the ongoing town centre Pedestrian Heart work, major road works on Haughton Rod due to the construction of the Eastern Transport Corridor, the takeover of Stagecoach in Darlington by Arriva and delays in the delivery of public transport infrastructure due to the uncertainty surrounding the major bid for funding with the other Tees Valley local authorities and ongoing problems with the real time system. It is hoped that there will be improvements to patronage and satisfaction following a period of relative stability in public transport services.

The transport strategy, objectives and delivery programme set out in the Second Local Transport Plan have been reviewed in light of changes in context at a local, sub-regional, regional and national level. In particular there has been the development of a new Sustainable Community Strategy, following major consultation with local people and key stakeholders. This document has examined whether the LTP2 continues to deliver the transport requirements for achieving the Strategy. It also reviews the programme for the following 3 years to ensure that the balance of investment is appropriate in order to meet targets and its objectives.

Finally the document sets out a risk assessment to identify what strengths and opportunities we can capitalise on to achieve the objectives and deliver a strong performance against targets; and what weaknesses and threats could undermine the delivery of the Plan. The schemes identified in the final 3 years of the Plan are then mapped against the opportunities and threats, assisting in identifying the risks. This will assist in investment decisions and setting priorities.

Table 1 Summary of Performance

Local indicators	Progress		Comment
BVPI 99 Child slight casualties	On track	✓	
Changes in peak period traffic flows	On track	✓	
% trips by walking (Darlington residents)	On track	✓	
% trips as a car driver (Darlington residents)	On track	✓	
% trips by cycle (Darlington residents)	On track	✓	
BVPI 103 Satisfaction with public transport info.	Not on track	■	Interim monitoring has shown an improvement in 2008 compared to 2006/07.
Number of school travel plans	On track	✓	
% Rights of Way that are easy to use	Not on track	■	Limited resource to pursue landowner issues.

Core indicators	Progress		Comment
BVPI 223 Principal Road Condition	On track	✓	
BVPI 224a Non Principal Classified Road Condition	Not on track	■	Within tolerance levels for the target but in the worst quartile nationally. Requires significant investment in 2008/09 and beyond.
BVPI 224b Unclassified Road Condition	On track	✓	
BVPI 99 (x) Total Killed and Seriously Injured	On track	✓	
BVPI 99 (y) Child Killed and Seriously Injured	On track	✓	
BVPI 99 (z) Total Slight Casualties	On track	✓	
BVPI 102 Bus Passenger Journeys	Not on track	■	Major changes taking place in 2008, which should have a positive impact on patronage.
BVPI 104 Bus Satisfaction	Not on track	■	Interim monitoring has shown an improvement in 2008 compared to 2006/07.
BVPI 187 Footway condition	On track	✓	
LTP1 Accessibility to primary health care	On track	✓	
LTP2 Area wide traffic flows	Not on track	■	Traffic levels entering the urban area from the Borough and neighbouring boroughs continues to increase.
LTP3 Cycle Flows	Not on track	✓	
LTP4 Mode share journeys to school	On track	✓	
LTP5 Bus punctuality	Not on track	✗	Punctuality has improved against the baseline but is not on target. Adverse impact of DETC construction work. Some issues to be addressed by Arriva's network review.

Section 1 – Performance April 2006-March 2008

This section provides a review of the progress made on delivering the programme of schemes and initiatives during the first two years of the Second Local Transport Plan. It includes highlights of the schemes that have been delivered as well as the performance against targets, where appropriate, in the following areas:

1. Transport's contribution to wider objectives
2. Tackling congestion
3. Improving accessibility
4. Travel safety
5. Asset management
6. Use of resources
7. National Demonstration Town projects

1. Transport's contribution to wider objectives

Chapter 3 of the Second local Transport Plan clearly identified that transport has a key role to play in delivering wider objectives, in particular improving the Quality of Life for local people. The Plan also set out how transport would play its part in delivering Darlington Council's corporate priorities. This section details what progress has been made towards meeting these wider objectives.

(a) Healthier Communities

The Second Local Transport Plan has a role to play in both reducing the negative impact of transport, in particular in terms of road traffic casualties, and promoting the health benefits of active travel and access to health and leisure services, green space and fresh food.

The Travel Safety Strategy identified how Darlington could further improve safety for all those travelling in Darlington. During the first two years of the Plan we have delivered two 20mph zones and designed and consulted on 3 more; implemented local safety schemes including a route action plan for the A68 at Burtree. In 2007 the new Bikeability cycle training standard had its regional launch in Darlington. Free cycle training is offered to year 5 and year 6 children and level 3 has been introduced at secondary schools. Free pedestrian skills training is offered to all years 1, 2 and 3 pupils. In July 2007 the training was evaluated through a questionnaire sent to parents. 98% of respondents felt that every child in Darlington should receive pedestrian training and 96% said that pupils should receive cycle training. Road traffic accidents resulting in serious and slight casualties to children have continued to reduce.

Air quality, also proven to have a negative impact on health continues to be

monitored, but to-date, no air quality management areas have needed to be declared.

Promoting active travel continues to be a key component of the Local Motion project in order to address the health inequalities that are prevalent in the Borough.

School travel plans have been rolled out to a further 12 schools in the first two years of the LTP bringing the total to 30. The travel plans have highlighted areas for improvement and these have included Safer Routes to school to promote walking and cycling, as well as cycle parking. School travel plans form a key part of the healthy schools initiative.

The results have seen an increase in cycling levels from 0.9% in 2004/05 to 4.4% in 2007/08. Walking remains high at 54.2%, down just 0.7% and bus use has declined from 13.7% to 11.9%. Journeys to school by car have decreased from 25.8% in 2004/05 to 24.2% in 2007/08. Much of this shift to cycling has been achieved in primary schools and Local Motion will now focus more efforts on working with secondary schools. The health impact of these changes will only be seen over time, but Children's Services and the PCT will continue to monitor obesity levels amongst primary aged children. Further analysis on bus travel will also be carried out, as there have been no changes in policy to reduce eligibility.

A similar approach is being taken in workplaces in the Borough. Travel plans have been developed and infrastructure built to encourage a greater take up of sustainable travel options.

For example the cycle route alongside McMullen Road has been completed plus an improved light controlled crossing at its junction with Haughton Road and the Skerne restoration cycle route. This has improved sustainable travel options to Lingfield Point, Yarm Road Industrial estate and Morton Palms. Key employers along this route will be targeted as part of the workplace travel planning work in 2008/09. The cycle counter has shown an increase in usage from 152 (average weekday flow) in August 2006 to 180 in August '07 and 236 in August '08.

The Cycling Demonstration Town project and the ROWIP both aim to increase the use of the cycle network (and associated walking network) to encourage people to be more active. In 2006/07 the route alongside the River Skerne through Rockwell Nature Reserve was widened and surfaced and in 2007/08 a new route was developed alongside Cocker Beck, improving access to open space and enabling the development of a nature reserve.

The final strand of healthier communities is to improve access to doctor's surgeries. Whilst there are some physical improvements that can be implemented such as the new toucan crossing and associated footpath links to the surgery on Nunnery Lane, providing very localised benefits, it has been the new bus network that has potentially had the greatest impact on access to GP surgeries. Although the new network (both commercial and supported) came into force in July 2008, the preparatory work was undertaken in 2007/08. This highlighted particular issues for residents in Sadberge who needed to attend a

GP surgery in the neighbouring village of Middleton St George. Service 18 was developed to ensure this link was retained.

(b) Supporting the economy

Darlington's regeneration strategy identifies Darlington's 'accessibility' as a key strength in attracting inward investment. Darlington has good access by road (A66 and A1 trunk roads), by rail (both intercity on the East Coast Main Line and locally on the line to County Durham and the Tees Valley) and by air (Durham Tees Valley Airport). The town is compact enabling the majority of trips to be made by walking, cycling or public transport. Darlington wishes to continue to develop its economy and attract jobs whilst minimising the number of car trips (and associated congestion).

During first two years of plan new jobs have been created with new employers moving to Borough, in particular locating at Morton Palms and Lingfield Point. Darlington College also relocated to its new site on Central Park attracting higher numbers of students and appointing more staff.

During the first two years of the Plan, the Highways Agency has improved the A66 at the Yarm Road junction and at the Little Burdon roundabout, improving traffic flow.

The Darlington Eastern Transport Corridor major scheme was started in 2007 and completed in August 2008. The scheme aims to reduce traffic congestion in Haughton Village and on Yarm Road, as well as open up development land.

Arriva has continued to invest in public transport routes between Darlington and the Tees Valley, County Durham and North Yorkshire. Service frequencies have been maintained or increased and the company has invested in an improved fleet of vehicles in 2008.

Darlington has experienced a significant growth in rail patronage during the first two years of the Plan. This was not set as an indicator as it was believed that too many factors outside of the control of the local authority would influence rail travel behaviour. However it is recognised that we have a key role to play in the interchange between modes at the station. Darlington bid for and has been selected by ATOC as one of 31 stations to develop a station travel plan. This should identify what measures need to be put into place to increase the number of sustainable journeys to and from the rail station, and potentially increase rail as an option instead of some long distance car trips.

The Pedestrian Heart scheme was completed in June 2007. Further developments are now being planned to further support the town centre economy including the redevelopment of the Feethams area (formerly the site of the bus depot) and the Oval retail and leisure development on Commercial Street car parks. A retail study has been commissioned to ascertain some of the impacts of the Pedestrian Heart scheme (due to report in October 2008). Monitoring of pedestrian and cycle movements on a quarterly cordon around the town centre show an increase in sustainable travel to the town centre, with cycling figures increasing from 612 in summer 2004, to 1123 in summer 2006 and 1331 in summer 2008. The equivalent walking data has seen an increase

from 25,099 in 2004 to 32,707 in 2008. The LTP contributed to this major change in the town centre, which includes new bus stops and shelters, cycle parking, parking for taxis, delivery vehicles and disabled as well as a shared use area for pedestrians and cyclists.

The Local Development Framework and other associated planning guidance are under development. The core strategy encapsulates the importance of accessibility by all travel modes in order to achieve sustainable land use planning.

Sensitive demand management is being applied through careful control of supply and pricing of car parks, in particular in and around the town centre. This aims to support the town centre economy whilst discouraging commuter parking. Investment in improving car parks also aims to encourage people to park off street rather than on street, and this is reinforced with the implementation of resident parking zones.

In November 2007 Darlington introduced Pay By Phone, allowing people to pay for their parking without having to use cash and extend their visit without having to return the car park. The LTP funded the capital works, including signs in all the car parks.

Further Residents Parking Zones have been implemented in and around the College site (3 schemes) and a further scheme designed for consultation and delivery in 2008/09.

(c) **Improving public spaces**

By improving the design and quality of public spaces, people are encouraged to use spaces. Ensuring roads, footpaths, cycle routes and public transport waiting facilities which link together public spaces and other destinations (such as school or work) are well designed, maintained and cleansed will encourage people to make that journey, in particular by sustainable transport. Linking places together with good quality walking and cycling routes encourages more people to use them, providing an improved perception of safety and increasing travel horizons.

Examples of this include the design of the Pedestrian Heart. Greater numbers now arrive in the town centre on foot or by bike ¹ and use of the Shopmobility service has increased significantly, as the town centre is more accessible by scooter than it was previously. In 2006/07 there were 3,633 'hires' of equipment. In 2007/08 this had increased to 4,200, an increase of 15%. An average of 30 new members join the scheme each month.

The cycle network has been designed to provide 7 routes from the edge of town urban fringe into the town centre. In addition a circular route links the 7 radial routes together (like a wheel and spokes design) linking together parks, nature reserves and other areas of open space such as the cycle 4X track at West Park. Much of this infrastructure is now in place and the impact is an increase in cycling across the town. The quality of the infrastructure has been

¹ See results on cordon counts detailed in previous section on supporting the economy.

praised by Cycling England. A new approach to providing signs on the route has been agreed with the Department for Transport, incorporating a single destination on each sign in most cases and times rather than distances. The first route was implemented in 2006/07 but this is now being further improved with 'reminder' signs on lamp columns to reassure cyclists that they are still on the right route. This approach has reduced street clutter along the route.

The Second Local Transport Plan also highlighted two major initiatives to tackle maintenance and cleansing of highway land and public spaces:

Street Scene was an initiative to develop area based multi-disciplinary teams across the Borough. Each of the 5 teams has responsibility for cleansing and maintenance issues on their patch. This approach has resulted in improvements, in particular to known 'hotspots' on the urban walking and cycling routes, where the incidence of glass/litter has started to be reduced.

Lets Get Cracking – an initiative to spend £2.5m on maintenance schemes, prioritised from schemes suggested by members of the public, funded by Prudential Borrowing. These schemes have now been implemented and included both footway and road maintenance schemes. The BVPIs for footway condition and unclassified roads have both seen an improvement.

This approach and its delivery has been recognised by Darlington's award of Beacon Status for Better Public Spaces in January 2008.

(d) Tackling Climate Change

Darlington Partnership published Darlington's Climate Change Strategy 2006-2010 and an Action Plan has been developed with short-term actions to be implemented in 2008/09.

For transport the actions are:

- Continue to deliver actions under Local Motion and Cycle Demonstration Town programmes beyond the initial grant period;
- Develop Local Development Framework policies to reduce the impact of travel, including accessibility planning; and
- To continue to help schools actively promote sustainable travel to school.

In addition there is an action to implement the Council workplace travel plan. Progress is being made against all of these actions. In particular a review of car usage at work is underway with consultation on the provision of car park passes taking place in Autumn 2008 and implementation of both new car park pass criteria and a review of essential car user status programmed for Spring 2009.

It should also be noted that following continuing monitoring of air quality there is no requirement to declare an Air Quality Management Area.

(e) **Social Inclusion**

Darlington's Community Strategy and Social Inclusion Strategy identified that improvements should be targeted to those most in need, especially children and young people, older people and those in deprived wards. Progress has been made in all these areas.

(i) **Children**

- Safer Routes to school have been delivered to Branksome School and Cockerton Primary School. The school travel plans have identified schemes for delivery during the next 3 years of the LTP2 programme.
- The new Bikeability scheme has trained 730 children to level 1 and 2, 78 pupils to level 3 and 35 adults, since its launch.
- The Bike It officer has provided intensive support to both primary and secondary schools.
- Teen card, which provides reduced fare travel for young people has been promoted to secondary age children.
- Information and views on potential changes to both commercial and supported bus services has been sought from young people at College.
- The Sustainable Travel to School Strategy has been written in collaboration with Children's Services and the travel planning process continues with a further 12 plans being completed.

(ii) **Older People**

- Darlington continued to offer a concessionary fares scheme, which included free travel within the Borough but also to Bishop Auckland hospital, as this was identified as a key destination outside of the Borough.
- A programme of bus stop improvements continued including raised platforms and the provision of new shelters.
- Transport Officers regularly attend the Growing Older Living in Darlington (GOLD) Transport Group.

(iii) **Disabled People**

- The LTP2 funded additional equipment for the Shopmobility service to increase its capacity, required due to the increasing demands from both local people and visitors. The Pedestrian Heart now provides an ideal environment for wheelchair and scooter users. (The Council continues to provide revenue funding for the service).

- The Disability Equality Scheme and Disability Impact Assessments are ensuring that the needs of disabled people are considered and the impact of policies and actions recognised and understood. Ongoing dialogue has ensured that the best possible solutions are developed for highway schemes and transport policies.
- A review of Ring a Ride was started but shelved due to lack of resource. This will be revisited in 2008/09 and in the meantime the service continues to be provided under a Service Level Agreement.

(f) Rights of Way Improvement Plan (ROWIP)

In the assessment of the Second Local Transport Plan, DEFRA reported that although Darlington had provided a very thorough ROWIP report and action plan, there were no references to Rights of Way (ROW) in the LTP priorities, or in the annexes on accessibility and road safety. However, DEFRA felt it likely that the ROW issues were encompassed in the walking and cycling schemes.

In order to deliver green routes, which have high scenic value and are both safe and sustainable, the ROW Section has continued to work closely with colleagues in the Transport Policy and Highways Departments. Such close cooperation has facilitated the progress with the planned creation of multi-user, traffic-free routes linking the villages of Hurworth, Sadberge, Middleton St George and Merrybent with the town of Darlington.

Detailed progress on the ROWIP can be found in **Annex 1**.

2. Tackling Congestion and Network Management Duty

(NB Darlington has not declared an Air Quality Management Area, but actions in this section seek to maintain/improve air quality standards).

In January 2005, the government placed a duty on local traffic authorities under the Traffic Management Act 2004 to manage their road networks with a view to minimising congestion and disruption to the movement of traffic as far as possible. "Traffic" within the context of the Act, means all road users – pedestrians and cyclists as well as motorised vehicles. The duty, known as the Network Management Duty, is set out in Section 16 of the Act, and Section 17 sets the arrangements that an authority must have in place in order to perform the Network Management Duty. Those arrangements must include the appointment of a Traffic Manager, whose role is to carry out the tasks that the authority considers necessary to adequately perform the Duty.

Darlington appointed its Traffic Manager in November 2004. The Second Local Transport Plan set out the authority's draft Network Management Plan to demonstrate the Authority's commitment to achieving the objectives of the Duty. Darlington's delivery of the Duty's requirements are now set out in its Network Management Plan, which is appended to this Report.

Darlington's Traffic Manager is placed in the Traffic Management and Road Safety Section in the Highways and Engineering Division. He has no responsibility for promoting works on the road network, and is therefore able to act with parity between the Council's activities and those of the Statutory Undertakers, developers etc. In performing the duties, the Traffic Manager focuses on three broad areas of work:

- (i) Congestion – managing the capacity of the road network and the volume of traffic wishing to use it at any time.
- (ii) Disruption from planned activities - – i.e. those that require access to the highway network to carry out activities, for example the Council to maintain the road, service street lights, empty gullies, cut grass, collect refuse etc; the Statutory Undertakers to place and maintain pipes and cables; construction companies; and event organisers.
- (iii) Disruption from the Unforeseen – incidents and emergencies that cause disruption to the movement of traffic, such as road traffic accidents or inappropriate parking.

An update on the progress made on the implementation of the network Management Duty can be found in **Annex 2**.

(a) **Delivery**

Capacity Improvements

The District does not suffer from the levels of congestion more prevalent in the larger conurbations in the country, but there are congestion hot spots, notably on certain sections of the radial routes linking the town centre with the Strategic Road Network.

Darlington's approach is two fold: one to implement schemes to tackle the hot spots, usually junction improvements; and secondly to manage the existing highway more effectively through the implementation of the Network Management Duty.

A Congestion Study undertaken in 2005 highlighted key junctions that were congestion hot spots and these were used to inform the delivery programme for the Second Local Transport Plan. The progress made in the first two years of the Plan is as follows:

Houghton Road/McMullen Road – scheme implemented in 2007/08, comprising an increase in capacity on McMullen Road for traffic turning left towards the town centre, new signals and a new pedestrian/cycle crossing to provide crossing facilities on all 3 legs of the junction.

North Road/Whessoe Road – initial design for the scheme has been drafted. This scheme is a crucial part of the Tees Valley Bus Network Improvement bid, as it will provide improvements for bus services operating on North Road as well as general traffic and improvements for pedestrians and cyclists.

Woodland Road/Greenbank Road – scheme completed in 2007. Junction redesigned to reduce the pedestrian crossing times. The adjacent Bondgate roundabout was improved, incorporating a bus and left turn lane on St Augustine’s Way approach (inner Ring Road).

Cockerton - initial design for the scheme has been drafted. This scheme is part of the Tees Valley Bus Network Improvement bid and will provide improvements for bus services operating on Woodland Road as well as general traffic and improvements for pedestrians and cyclists.

In addition, the Council has instigated a study into the impact of traffic growth on the existing strategic and principal road network, in partnership with the Highways Agency and other Tees Valley Councils. The study findings will be reported soon and will particularly deal with congestion on and around the A66, including at the Yarm Road A66 roundabout. The Highways Agency has already completed a scheme in 2007, providing a filter lane from the A66 onto Yarm Road to improve traffic flow on the A66(T).

Darlington Eastern Transport Corridor (major scheme) – aims to reduce traffic levels in Haughton and on Yarm Road as well as open up further development land. Work started on site in 2007. The road is due for completion in August 2008 (opened 27 August 2008) and a further Local Transport Plan funded scheme is planned for 2008/09 to ‘lock in the benefits of the DETC’ by adapting traffic management on Haughton Road as a local access road to Haughton Village and signing the DETC as the main route into the town centre.

In addition the following schemes have been completed:

- Wensleydale Road/North Road.
- Improvements to signals on Northgate and Parkgate.
- Upgrade to the puffin crossing on St Cuthbert’s Way (Inner Ring Road) into a two phase toucan crossing.
- Reallocation of road space on Haughton Road to a bus lane and traffic lane (removing parking).
- Improvements to road markings on Stonebridge roundabout (Inner Ring Road).
- Minor works resulting from the Punctuality Improvement Partnership e.g. ‘Keep Clear’ marking on Haughton Road/Salter’s Lane South junction.

Car Parking

The management of supply and price of car parking continues to be used as part of the demand management strategy to manage car use. However a key strand of the strategy is to reduce the amount of circulating traffic (drivers seeking a space either on or off street) and to reduce congestion caused by

inappropriate parking through better enforcement. During the first two years of the Plan we have:

- Reviewed the Residents Parking Zones and started to consult on and implement new schemes. Schemes in the Stanhope Road area, and 3 schemes around the new site of Darlington College have been completed.
- Initial preparations have started for the introduction of Decriminalised Parking Enforcement, including the purchase of software to coordinate all TROs in the Borough
- A new VMS sign has been added to the system to advise drivers where to park, which is activated when the car park accessed from Crown Street is full. This is to ensure that bus movements along Crown Street are not impeded by queuing traffic waiting to access an already full car park.
- A feasibility study has been undertaken into the viability of a Park and Ride scheme for the Borough. The study has shown there is currently insufficient demand for such a scheme

School Gate Congestion

Tackling travel to school is one way of tackling traffic levels on local roads and the resulting school gate congestion, with additional benefits for children's health and the environment. Darlington's holistic approach includes five essential elements and when the whole package is delivered effectively then we see sustained travel behaviour change. The diagram illustrates Darlington's model for school travel.



The Local Transport Plan has jointly funded cycle parking in schools as well as Safer Routes to School, including:

Cycle parking for 40 bikes in 1 school in 2006/07 and 330 places for bikes in 8 schools in 2007/08.

Safer Routes To School at Whinfield School, Education Village and Cocker Beck which provided routes to both Branksome Secondary School and Cockerton primary School. Pedestrian guard railing was also provided at Heighington Primary School.

Travel to Work

Travel to work accounts for 10% of all trips² and therefore understanding how and when people travel to work is a key consideration in addressing congestion, particularly at traditional peak traffic times. Travel plans are being developed with employers in the Borough in order to influence travel behaviour, particularly for those commuters who do not live in the urban area of Darlington and have therefore not been targeted by the Local Motion campaign. The Council is also leading by example and updating its own travel plan. Employers are encouraged to use the travel plan builder website. Funding has been spent on the provision of showers and cycle parking.

Promoting Sustainable Travel

Promoting alternatives to car driver trips is the longer-term strategy for tackling congestion. Darlington, as both a Sustainable Travel and Cycling Demonstration Town, is leading the way in utilising smarter choices to encourage mode shift from the car to more sustainable modes, in particular for short journeys. Details on smarter choices are later in this document in section 7 (page 47).

Disruption from Planned Activities

This area has been historically the most problematic in the District. The New Roads and Street Works Act 1991 (NRSWA) places a duty on the Council, as Street Authority, to co-ordinate works on the road network. However, performance by the Statutory Undertakers in complying with the legislation has been poor, leading to disruption being caused unnecessarily to road users. The advent of the Traffic Management Act 2004 has brought with it a more professional approach by Statutory Undertakers and there has been a significant improvement in control of planned activities in the highway

Changes to NRSWA regulations which came into force on 1st April 2008, now require Council road works to be carried out to the same level of compliance as the Statutory Undertakers (SU). Formal sample inspections are now made on both Council and SU works, and performance information will be published each year through a report to Cabinet

The Traffic Manager is formally involved in the Public Events Safety Advisory Group (PESAG) and the Darlington Football Club Safety Advisory Group (DFCSAG). The Safety Advisory Groups include representatives from

² Socialdata household research; September-November 2004.

the police and emergency services, the licensing authority and the highway authority, and they receive and consider applications to hold public events on or off the highway. Events are planned to minimise disruption and are co-ordinated with other activities taking place on the road network. The Traffic Manager is also in a position to assess the impact of development proposals.

Meetings are now ongoing with the Council's neighbouring authorities, Durham, North Yorkshire and Stockton on Tees in relation to cross-boundary arrangements to ensure consistency of control of activities and designations of network (traffic sensitivity, red/amber routes, reinstatement categories etc).

The Council recognises the importance of an accurate current gazetteer in the management of road and street works. The gazetteer is submitted monthly and information from the National Street Gazetteer Custodian shows that Darlington Borough Council was one of only 21 authorities to submit a gazetteer in Nov/Apr/May/Jun, during the transition to ETON 4 (Electronic Transfer Of Notices). The ETON 5 software is due to be installed during September 2008.

Disruption from the Unforeseen

Disruption to traffic caused by incidents – crashes, infrastructure failures and other emergencies – is unavoidable. However the Traffic Management Act requires that authorities consider and plan for such contingencies so that disruption to the movement of traffic is minimised. Many incidents – oil spillages, fallen trees, broken manhole covers etc – on the road network are routinely dealt with through the highway emergency call out arrangements. Incidents on the Motorway and Trunk Road network often result in traffic being diverted onto the local road network. A network of suitable diversion routes is currently being developed with the Highways Agency for both the A1(M) and the A66(T) in the Borough.

The Section 17 arrangements for network management by the authority require the authority to monitor the effectiveness of its organisation and decision-making processes and the implementation of its decisions. As set out in the Plan, the Traffic Manager will present a report to the Corporate Management Team each year summarising progress made, issues identified and recommendations for change.

(b) What have we not delivered?

Managing parking at kerbside on Yarm Road to improve traffic flow from McMullen Road to Geneva Road – whilst the verge hardening work was completed as part of the Lets Get Cracking programme, no restrictions to parking on the highway have been implemented. Further work on Yarm Road was deferred to a later year due to the ongoing works on the Darlington Eastern Transport Corridor, as work on the adjoining 2 radial routes had to be embargoed in order to ensure that traffic could continue to flow.

Design for Woodland Road – the design work for the two key junctions in Cockerton has been submitted as part of the Tees Valley Bus Network Improvement major scheme bid. No further progress can be made until a

funding decision is taken by DfT. Major work by two of the utilities companies on Woodland Road will also result in a delay to any work on this road. However a holistic approach to traffic flows on this key corridor is required and resource will need to be allocated to prepare designs for consultation and implementation during the Plan period.

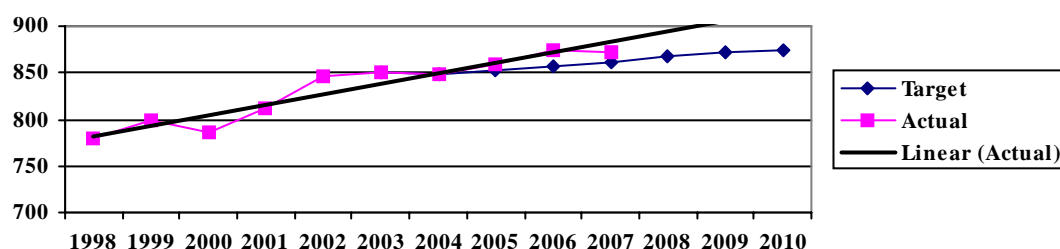
Design for Haughton Road – due to a lack of engineer resource the designs were not drawn up and consulted on in 2007/08 ready for implementation in 2008/09. This process has now been condensed into 2008/09.

(c) **Outcomes**

LTP Area Wide Traffic Flows

This data, derived from the National Road Traffic Survey³, uses count sites that are a mixture of urban, edge of town and rural locations. The target was set using TEMPRO growth projection of 8.6% with a 5.5% reduction derived from expected increases in sustainable modes through the LocalMotion and Cycling Demonstration Town projects, giving an overall target of a 3.1% increase from a 2004 baseline. With hindsight this was extremely aspirational as these projects have an affect on shorter journeys often just within the Town whereas the count sites are a mixture of urban, edge of town and rural locations and consequently the LocalMotion and CDT interventions would have a lesser impact on overall traffic growth. It is unlikely that we will meet this target. Nevertheless traffic levels will be significantly lower than the TEMPRO trajectory. Indeed traffic levels increased by just 2.7% between 2004 and 2007, which would suggest an increase of 5.4% by 2010.

Area Wide Traffic Flows	2003 Base Year	2004	2005	2006	2007	2008	2009	2010 Target Year
Target		849	853	858	862	867	871	875
Actual	851	849	860	874	872			



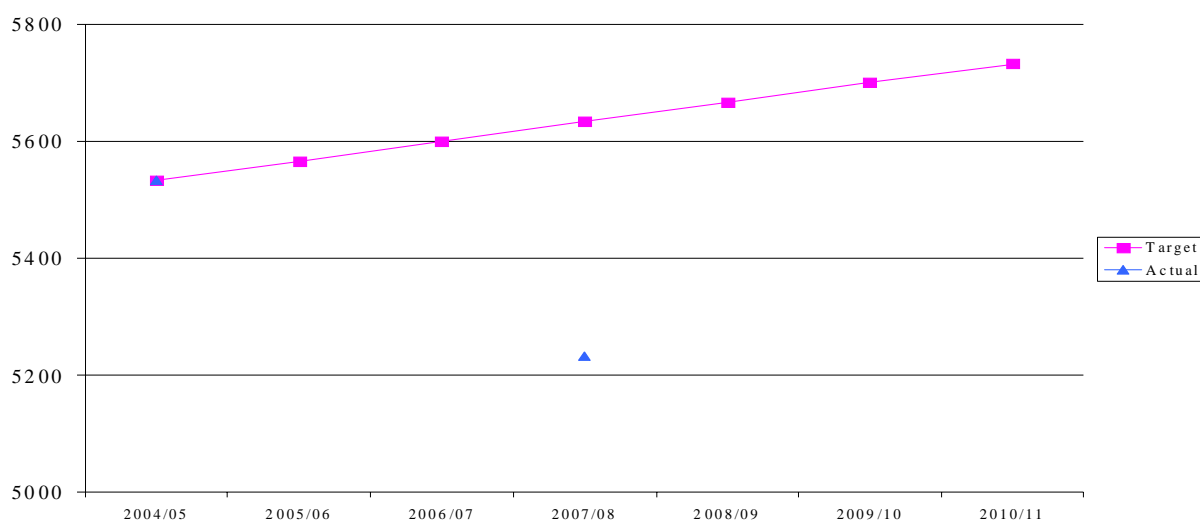
³ The Department’s traffic estimates are produced by using a consistent national methodology, which is mainly designed to deliver national level estimates. This methodology includes applying the same growth factors for minor roads to all local authorities across the country. The local authority level estimates resulting from this process may therefore differ from estimates produced by local authorities using local data and locally robust methodologies. It should be recognised that for some local authorities, the number of sample points on minor roads is very small. This limits the value of the estimates for comparing the levels of traffic across different authorities.

Further analysis is required of the peak period traffic flows (most closely associated with congestion) and the average daily weekday traffic flows at the inner cordon, outer cordon and borough cordon to assess whether there are differences between car use in the urban areas compared to the wider borough.

Peak Period Traffic Flows

Automatic traffic counters monitor traffic flow on the radial routes approaching the inner urban area. These indicate that whilst there was an increase in the inbound a.m. peak traffic flow in 2007/08, we remain on target to meet our 2010/11 target of retarding the increase in traffic in the peak hour to 3.6% (5% less than TEMPRO projection). Indeed traffic flows have decreased since 2004/05 by 5.44% compared to the 2007/08 value. This a reflection of the Local Motion house hold survey that indicates that car trips have reduced from 41% to 37% of trips between 2004/05 and 2006/07, a 9% reduction in the number of vehicle trips. We believe that this is predominantly due to our Local Motion programme and illustrates the scope for reducing traffic levels by persuading people out of the car and providing travel choice. We will need to maintain this achievement to meet our 2010/11 targets.

Peak period traffic flow	2004/05 base year ⁴	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	5533	5566	5600	5633	5667	5701	5732
Actual	5533			5232			



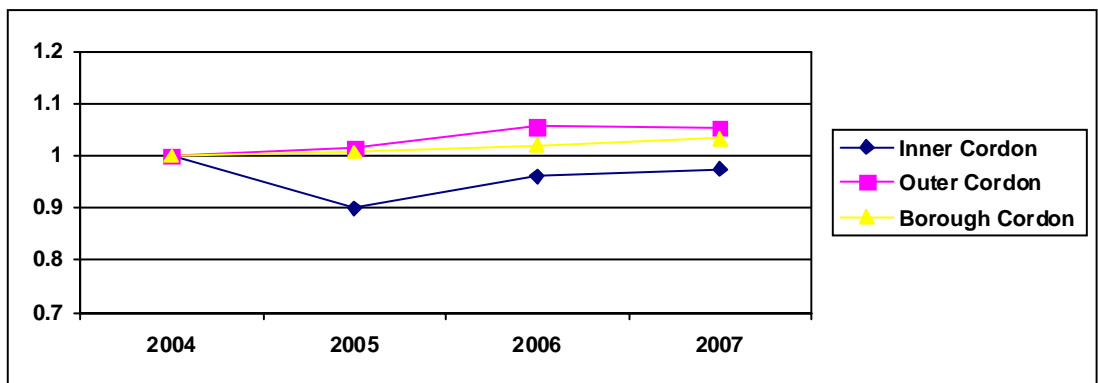
⁴ Further analysis has been undertaken on the traffic data collected by automatic counters. In 2003/04 and previous years, data was collected using temporary counters for 1 week periods during summer months. During 2004/05 permanent counters were installed. However 3 of the key sites on the inner cordon has been severely disrupted by major road works and there have been gaps in the data in 2005/06 and 2006/07. The figures for 2004/05 and 2007/08 are based on continuous 12 months of data and demonstrate a 5.44% fall in the peak period flow.

Average Daily Weekday Flow

Traffic flow is monitored over 3 cordons, an inner cordon for traffic approaching the inner urban area, an outer cordon for traffic approaching the urban area and a borough cordon recording traffic entering the borough.

Traffic flow through the inner cordon reduced by 2.45% between 2004 and 2007. This clearly reflects the reduction in car usage illustrated by the household surveys, as the majority of car trips will be from residents of the Town. This contrasts with the outer cordon and Borough boundary cordon that indicate increases of 5.42% and 3.36%, respectively, over the same period. The majority of trips through the outer and Borough cordons are made by non-residents of the Town and by their nature tend to be longer distance than trips made within the Town. This therefore represents a good comparator with the inner cordon, reflecting the reducing local trips where the impact of the Local Motion project is high against the outer and Borough cordon where Local Motion will have had little impact. The comparison graph below best demonstrates the divergence in traffic flow (indexed) and suggests a 7.9% divergence in 2007.

However the initial reduction on the inner cordon is being lost. The underlines the fact that travel behaviour change is a long-term programme and Local Motion needs to continue and evolve, in order to promote travel choices to residents and those visiting the Borough.



3. Improving Accessibility

Improving accessibility is a key aim of Darlington's Second Local Transport Plan and our approach is to combine both physical improvements to transport networks and also to address other issues such as the cost of travel, availability of information and meeting the needs of those with additional needs including disabled people.

The plan identified a programme of schemes and initiatives based on 6 travel purposes:

- (i) Travel to work
- (ii) Doing business in Darlington
- (iii) Going to school or college
- (iv) Shopping for food and goods
- (v) Leisure and recreation
- (vi) Access to health services and caring for others

Some elements of the programme meet a specific purpose such as providing a Safer Route to School, which improves accessibility to a specific destination. Others, such as improving bus passenger waiting facilities, have benefits across a range of trip purposes and improve access to a wide range of destinations.

(a) **Delivery**

The schemes and initiatives implemented in the first two years of the Plan are summarised as follows:

Public Transport

- Improvements to bus stops including raised kerbs and 8 new bus shelters at various locations, including a shelter at the bus stop serving West Park Hospital.
- Bus stop specific timetable information provided at every stop in the Borough, and kept up to date at every service change.
- Bus priority measures on St Augustine's Way and Bondgate roundabout.
- Provision of an inbound bus lane on Haughton Road (Rail line to Borough Road).
- Minor works to improve bus punctuality as a result of meetings with the operators.
- Developments at Bank Top Rail Station to improve access arrangements for all traffic from Parkgate. This included the provision of a new bus stop, passenger drop off area and improved pedestrian access.
- A new cycle route from the town centre to Bank Top Rail Station including the refurbishment of a bridge over the River Skerne, a new segregated cycle route alongside St Cuthbert's Way and a new two phase toucan crossing over the Inner Ring Road.
- Development of proposals for the Tees Valley Bus Network Improvement major scheme bid and submission to DfT.

- Development of proposals for Tees Valley Metro.
- Introduction of a multi-operator ticket to reduce the cost of weekly bus travel within the urban area and Borough. This included all bus operators in the Borough. (It is no longer required as Arriva currently operates all services).
- Supported bus services currently provide access to West Park Hospital, Memorial Hospital, Queen Elizabeth Sixth Form College, Hundens Lane Rehabilitation Centre, the employment areas in Albert Hill and Faverdale and rural areas to the West of the Borough (Walworth and Haughton Bank) and the North East of the Borough (Sadberge and Bishopton). In addition the Council supports some early morning, evening and Sunday services, providing accessibility for some residents, in particular for employment and leisure.
- The concessionary fares scheme, which provided free travel within the Borough, also included free travel on Service 1, 1B to Bishop Auckland to enable Darlington concessionary pass holders to travel to Bishop Auckland Hospital for free.
- The concessionary fares scheme also includes taxi vouchers for those that opt to travel by taxi rather than by bus. Eligible residents must be disabled, aged 75 or over or be resident in a nursing or residential home.
- Following the takeover of Stagecoach in Darlington by Arriva in August 2007, a large amount of data was collected from various sources, including a questionnaire for residents to provide feedback, in order to inform the development of a new commercial network (introduced in July 2008) and associated supported bus network, developed in response to the commercial proposals. These supported contracts were short term contracts to allow a fuller data collection exercise to be undertaken in 2008 for new contracts in 2009. These will include maintaining or improving accessibility to key destinations whenever possible.

Walking and Cycling

The completion of the Pedestrian Heart scheme to pedestrianise the town centre and provide quality bus passenger waiting facilities was completed in June 2007. This improved access to shopping and leisure destinations for all, in particular those with mobility problems. Disabled parking bays, taxi waiting facilities, new bus stops, cycle parking and improved pedestrian facilities have been provided.

Access to leisure facilities have been improved with the development of a walking and cycling route alongside Cocker Beck. This open green space will now be developed as a Local Nature Reserve. The existing walking and cycling route alongside the River Skerne providing access to Rockwell Local Nature Reserve has also been upgraded from a loose surface path to a sealed surface to improve access for all, especially during periods of wet weather when the area is subject to local flooding. NCN14 has been constructed during 2007/08 as part of the Darlington Eastern Transport Corridor along the route

of the existing bridleway. This will provide access to a new Local Nature Reserve at Red Hall and South Burdon Community Woodland. (Route opened August 2008).

Access to health has been improved with a new toucan crossing on Carmel Road North and associated footpath and cycle path improvements, providing a more direct link to the GP surgery.

Safer Routes to school have provided improved footpath and cycle route links at Haughton Education Village, Whinfield Primary School, Branksome Secondary School and Cockerton Primary School. Cycle parking has also been provided in 9 schools. A new junction was provided on Haughton Road as part of the development of Central Park, and specifically creating access to the relocated Darlington College. This included bus stops and a pedestrian/cycle route. This route has now been extended into the town centre via a continuation of the segregated route, a new one-way TRO on Borough Road and linking to the toucan crossing on the Inner Ring Road. A new length of bus lane has also been provided along this stretch of Haughton Road.

The cycle route alongside McMullen Road has now been completed, including a new toucan crossing at its junction with Haughton Road. This improves access to employment sites on McMullen Road including Lingfield Point and connects to the existing cycle network alongside Yarm Road to employment sites including Morton Park and Morton Palms. Cycle parking facilities at the Town Hall have also been improved.

Parking

Pay by Phone has been introduced in all off street car parks. This enables those that purchase weekly tickets to do so without the need for large amounts of cash. It also enables those that visit the town for a short period, for instance to shop, to extend their stay without having to return to the car park.

The Council has also made specific provision for motorcycle parking in 6 locations in its town centre car parks, where most convenient to users. Since April 2006, it has provided spaces with locking bars at Central House, East Street and Park Place East, adding to the three existing areas in Beaumont and Commercial Street (2x) car parks. The existing areas were also upgraded in October 2006 to match the standard of the 3 new locations.

In addition, the Council has encouraged the provision of motorcycle parking at The Cornmill Centre in the town centre (under cover) and by local employers as part of their travel plans (including spaces at Lingfield Point which have utilised existing car parking spaces).

Parking places for 100 bikes have been provided in the town centre, as well as at employment sites and schools.

Car sharing has been promoted to assist those without access to a car but also to share the cost of travel and parking.

Other

Darlington Association on Disability continue to operate a Shopmobility service under a Service Level Agreement with, and grant funding from, the Council. The service provides electric wheelchairs and scooters or use in the town centre, free of charge to the user. The Council has continued to support Shopmobility, both through the purchase of additional equipment and revenue support of a member of staff to operate the service. Shopmobility continues to thrive with use increasing significantly, in particular since the completion of the Pedestrian Heart, which makes navigation of the town centre relatively easy.

Darlington and District Youth and Community Association continue to operate a Ring a Ride service under a Service Level Agreement with, and grant funding from, the Council. This service provides wheelchair accessible transport.

Individualised Travel Marketing in 2006 and 2007 in households in two thirds of the urban area has provided information, motivation and incentives to people to help them use public transport, walk and cycle. The Medal Motion campaign has encouraged children to travel to school sustainably.

A feasibility study to investigate the potential demand for a Park and Ride scheme has been completed. Currently the evidence demonstrates that there is insufficient demand for such a scheme, as much of the inbound traffic does not terminate in the town centre.

(b) What has not been delivered?

The bus real time information system is still not operational in Darlington. The real time displays on North Road can only display timetable information. This has been a region-wide issue, which is slowly being resolved. In Darlington there are problems with the mast and engineers are investigating whether it needs to be relocated. There are also problems with the on board bus equipment and this is to be checked in late 2008. Following a similar check in Stockton and Middlesbrough, major problems were corrected and therefore it is anticipated that this will resolve the outstanding issues and the system will be able to display real time information. Once it is proven to be a robust operational system plans for a further roll out will be programmed.

The cycle/foot bridge adjacent to Haughton Road and providing a route over the East Coast Main Line is still not completed. This is delayed due to the uniqueness of the design and materials being used, which has made appointing a contractor a lengthy process. Manufacture off site has now begun.

During the Plan period it was proposed to evaluate the possibility of a 16-19 concession. Work with the other Tees Valley authorities and work specifically in Darlington by JMP transport consultants did not identify a real need for such a concession. The Local Area Agreement identified potential funding, but the research concluded that a travel concession would not improve educational attendance or attainment. The greatest benefits would be for young people wanting to make discretionary leisure/social trips. Instead Arriva's

commercially available Teen Card has been promoted to local young people, with some success, (71 at the end of March 2008).

New improved signs to guide drivers to the nearest car park have been put on hold due to uncertainty around the future development timescales of key town centre car parks, including Feethams, Beaumont Street and Kendrew Street.

Reviews of Ring a Ride and Shopmobility have been incorporated into a wider review of how the Council contracts services with the Voluntary and Community Sector. This should report in 2008/09.

(c) **Outcomes**

Bus passenger journeys (millions) (BVPI 102)

Bus patronage has declined from 10.222 million trips in 2001/02 to 8.780 million in 2005/06, a 14% decrease over 4 years. However in 2006/07 there was a small increase in patronage (50,000 trips) though this was due to an increase in the number of concessionary fare passholder trips (+167.061). This equates to an overall reduction of 13.6% between 2001/02 and 2006/07. This compares to a reduction of 15.5% in bus use in the North East outside Tyne and Wear and 17% in the Tyne and Wear area. Darlington is therefore part of this regional trend, driven by an increase in car and second car ownership, as well as a contracting commercial bus network. There was a further decline in Darlington in 2007/08.

Socialdata research undertaken in 2004 and subsequent annual surveys has shown a slight increase in bus patronage in some areas of the town following programmes of Individualised Travel Marketing. Much of this work took place when there were two competing operators, limited joint ticketing offers and the network was contracting, and therefore the 'bus product' was difficult to market.

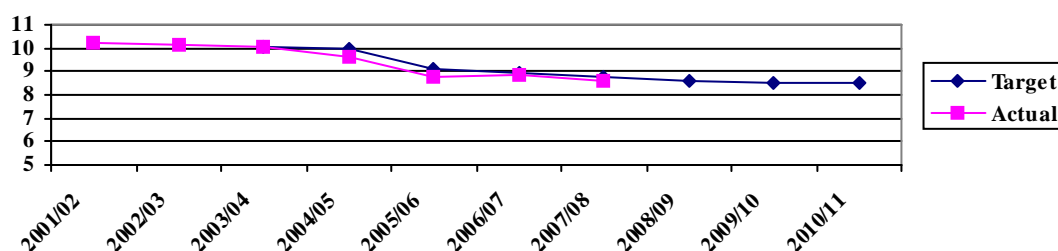
There has been significant change in 2008 in the operation of bus services in Darlington. In August 2007 Arriva took over the Stagecoach operation in Darlington resulting in a single operator running the commercial services in the Borough. A Memorandum of Understanding was signed between Arriva and Darlington Borough Council establishing how the two organisations would work together for the benefit of passengers. Following extensive consultation a new network of commercial bus routes was launched in July 2008 alongside a number of supported bus routes and services.

Arriva has also invested in 28 new fleet vehicles to operate in Darlington and operates 16 low floor routes. This has vastly improved the experience for the travelling public in terms of comfort and ease of access; contributes to improved air quality through reduced emissions; and helps to promote bus travel as a quality service.

In April 2008 the new national concessionary fares scheme was introduced in Darlington. The scheme was extended to include travel before 09:30 on weekdays in July 2008. It is anticipated that the Local Motion promotion

work will have a greater impact now that the ‘bus product’ is now more attractive for many people in terms of routes, ticket offers and concessions, timetable information and quality of vehicles. Ongoing improvements to bus stops resulting in better waiting facilities; the roll out of real time for improved information; and improvements to reliability and punctuality as a result of junction improvements (Tees Valley Major Bus Network Improvement scheme) and better network management will all contribute to making the bus a viable travel choice for many. The outcome of these changes will be monitored during the remainder of the Plan period.

Bus passenger journeys	2003/04 Base Year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	10.069	9.591	9.150	8.920	8.740	8.610	8.530	8.480
Actual	10.069	9.591	8.780	8.830	8.614			



Bus satisfaction (BVPI 104)

The 2006/07 survey was undertaken during the major construction work on the Pedestrian Heart, which caused disruption to local bus services over an extensive period (September 2005 until June 2007). Passengers had to cope with a complete change to all services as traffic operation changed from two-way in the town centre to a one-way system. In addition bus stops had to move to temporary locations in order for construction work to take place.

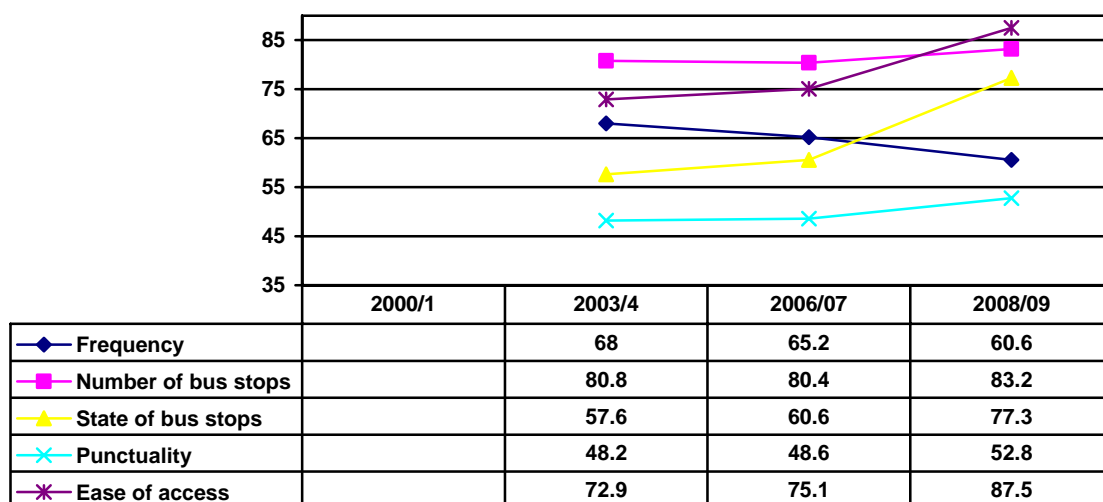
Bus Satisfaction	2003/04 Base Year	2004/05	2005/06	2006/07 Report	2007/08	2008/09	2009/10 Target Year	2010/11
Target	60%			63%			65%	
Actual	61.6%			57%		60.4%		

Although the next survey was not due until 2009/10, we decided to undertake an additional survey using the 2008 Community Survey to assess whether there had been any improvement in this indicator, especially as the Pedestrian Heart had been complete for a year. This showed an improvement although still not back to 2003/04 levels. Further analysis⁵ shows that people feel that the number and state of bus stops has improved and significantly more people feel that services are easy to access (a combination of bus stops improvements

⁵ Respondents are asked about their opinion on local bus services overall and this is the figure used for BVPI104. However respondents are also asked their views on specific elements of the service so that improvements can be targeted.

and major investment by Arriva in easy access buses). People felt that frequency had declined. The survey was taken just as a new network of services was introduced and for some people they will have experienced a small reduction in frequency and this received wide scale coverage in the local media, possibly influencing people's perceptions.

Some of this dissatisfaction has been addressed through further commercial changes by Arriva (e.g. service 77 to provide a lost link between Hummersknott, Mowden and Cockerton). Some of the other issues may be addressed by further commercial changes as well as with the review of supported services in 2008/09. In addition the Council and Arriva are using promotion and incentives to try and improve the media coverage of bus services in the Borough.



Satisfaction with public transport information (BVPI 103)

Having seen an improvement of 16% in satisfaction with the local provision of public transport information between 2000/01 and 2003/04, it was disappointing to see a decline in 2006/07, especially as there had been such a large investment programme in providing stop specific information at every bus stop, a pilot of real time displays in North Road, a web based journey planner, new bus maps following any major service changes and specific information provided as part of the Individualised Travel Marketing programme. However the survey did take place during a period when bus stops in the town centre were continually being relocated during the construction of the Pedestrian Heart and people felt that they did not know where to go to catch their bus.

An additional survey was therefore undertaken in August 2008 to assess whether the downward trend had been reversed. The results show an increase from 51% to 55.1%, which is encouraging as it took place just after Arriva introduced its new bus route network and all services changed, although it is well below the target trajectory of 68.3%. Satisfaction levels are much higher amongst those that had seen information in the last 12 months, over 70% satisfaction on all measures – clarity, amount and accuracy- whereas satisfaction is much lower (around 30%) amongst those that haven't seen any information. To improve performance against this target we will continue to

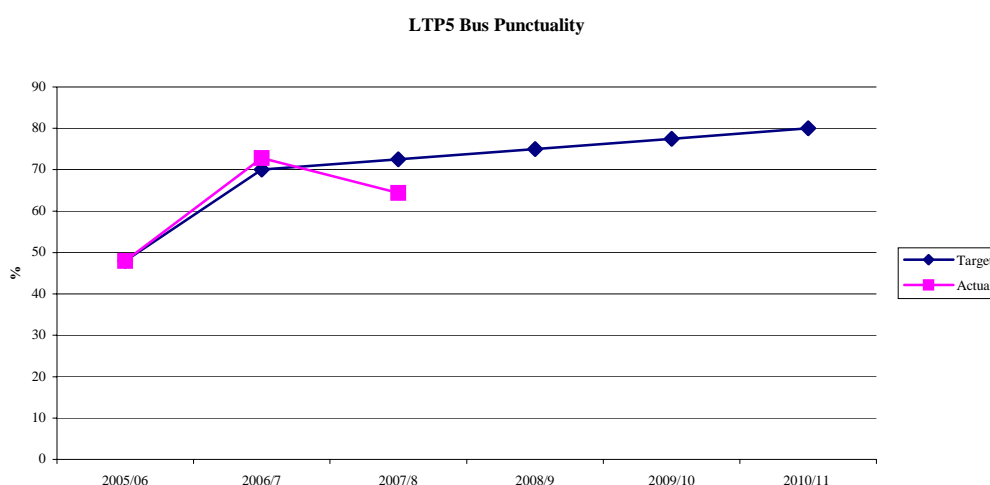
invest in real time information; focus on bus information in the Local Motion newsletter; and provide additional information through talking together events especially those focused on concessionary fares and bus services.

Satisfaction with PT Information	2003/04 Base Year	2004/05	2005/06	2006/07 Report	2007/08	2008/09	2009/10 Target Year	2010/11
Target	56.5%			65%		68.3%	70%	
Actual	56.5%			51%		55.1%		

LTP5 Bus Punctuality

Bus punctuality has improved substantially since 2005/06. The 2005/06 survey was undertaken at a time when the construction work on the Pedestrian Heart had a significant impact on bus journey times around the Town Centre and therefore the results were poor. The completion of the Pedestrian Heart scheme in June 2007 has contributed to an improvement in bus punctuality. Major disruption during the construction of the DETC also had an impact on us punctuality during 2007/08. The Council also established a Punctuality Improvement Partnership (PIP) within which the bus operators have focussed on their non-punctual services, particularly those that arrive early. We have improved communication of road works affecting bus routes as well as carrying out minor improvements to improve journey times, particularly boarding times and to reduce delay at junctions. The breakdown of BVPI 104 data indicates that public satisfaction with punctuality has improved. Arriva's review of their network in 2008 will seek to improve punctuality and reliability by reducing the number of cross-town routes and creating timetables that take into account actual running times.

LTP5 Bus Punctuality	2005/06 Base Year	2006/07	2007/08	2008/09	2009/10	2010/10
Target	48%	70	72.5%	75%	77.5%	80%
Actual	48%	72.8%	64.4%			



	Baseline 2005/06	2006/07	2007/08
% of buses starting on time	26%	72.84%	64.39%
% of buses on time @ intermediate timing points	47%	76.55%	59.94%
% of buses on time at non-timing points	44.1%	47.21%	44.75%
Average excess waiting time on frequent service routes	1.48	2.11	1.59

Footfall at Darlington's Rail Stations⁶

Although an increase in rail patronage was not set as a target in the LTP, footfall at the 3 main stations is monitored. Overall rail patronage has increased by 25.9% between 2003/04 and 2007/08, with even greater percentage increases at the minor stations of North Road and Dinsdale. This illustrates the increasing attractiveness of rail in making local, regional and inter city journeys. Further work is to be undertaken at Bank Top station as it has been selected by Association of Train Operating Companies (ATOC) as one of 31 stations to take part in the development of a station travel plan. This will provide better analysis of how people travel to and from the station and what improvements could be made to attract even more people to travel by rail

LTP1 Access to primary health care

The accessibility indicator aims to maintain access to primary health care in 15 minutes by public transport at 94%. This is being achieved so far, but changes to the commercial bus network and supported services may have an impact. In July 2008 services 17 and 18 were launched, funded by the Council, providing access to GPs in both Whinfield and Middleton St George, to meet the needs of local residents in Sadberge. Commercial services to Sadberge had been withdrawn and the village would have been left with no services and no access to primary health care or other services. Where possible access to local GP surgeries has been considered as part of any bus route changes and the concessionary fares scheme that operated within the Borough in 2006/07 and 2007/08 also provided free travel to Bishop Auckland Hospital.

Other improvements have also included a new toucan crossing and associated footpath and cycle route improvements outside the surgery on Carmel Road North.

Access to Primary Health Care	2005/06 Base Year	2006/07	2007/08	2008/09	2009/10	2010/11
Target		94%	94%	94%	94%	94%
Actual	94%	94%	94%			

⁶ Figures provided by Joint Strategy Unit; includes journeys that start or end at the station named on the ticket, or any station that is named as an interchange. E.g. Middlesbrough to Newcastle would not be recorded as a Darlington journey, but Middlesbrough to Newcastle via Darlington would be counted.

NB: Cycling/walking/car driver trips - data is in section 'g' on the national demonstration town projects.

4. **Travel Safety**

The Travel Safety Strategy seeks to improve travel safety and security for all by addressing the real and perceived risks. To achieve this we planned to:

- (i) Continue with the implementation of the Darlington Road Safety Plan 2010
- (ii) To tackle the fear of crime whilst travelling through investment in lighting, good urban design, secure parking and CCTV
- (iii) Cleansing and maintenance of the walking, cycling and public transport environments, as well as roads
- (iv) Create 'safety in numbers' through increasing levels of walking and cycling
- (v) Build on partnerships to improve real or perceived safety
- (vi) Trial area wide 20mph zones in the urban area, defined by signs only

Progress in the first two years of the Plan is as follows:

(a) **Delivery**

Darlington Road Safety Plan 2010

(i) **Local Safety Schemes**

A Route Action Plan has been developed for the A68 to address the level of accidents on this stretch of highway. Proposals went out for consultation and there was a high level of response from local people. The scheme had to be reviewed in light of these objections and suggestions. Scheme delivery began in late 2007/08 with the physical closure of the gaps in the central reservation, and with the Traffic Regulation Orders being advertised in 2008/09 for completion of the scheme.

Signs and lines were improved in Great Burdon, Coatham Mundeville, Ullnaby Crossroads and A167 to Croft.

(ii) **Speed Management and Traffic Calming**

Five area wide 20 mph zones have been implemented in Bank Top, Lascelles, Coombe Drive, Corporation Road and Oakwood Drive following extensive analysis of accident data.

The final phase of the Firthmoor traffic-calming scheme has been completed and a scheme in Fitzwilliam Drive.

In Heighington safety has been improved outside the school with traffic calming and pedestrian guardrail.

New traffic signals have been installed on Smithfield Road where the road narrows from two lanes to one, as it passes underneath the rail line. This improves safety for all road users, including cyclists (this forms part of the Morton Park cycle route) and improvements to the footway and lighting makes this a more pleasant and safe walking route.

A change to the speed limit in Great Stainton from 60mph to 40mph has been implemented.

(iii) **Training**

Darlington Council provides free pedestrian and cycle training to school children. Darlington hosted the regional launch of Bikeability, the new national standard for on-road cycle training in 2007 and offers level 1 and 2 training to all year 5 or 6 pupils. It also offers level 3 training to Year 7 children. Year 1, 2 and 3 of primary school children receive pedestrian training

(iv) **Education Programme**

An extensive education programme is implemented each year targeted at specific sectors from pre-school to key stage 3. In addition publicity campaigns have been run to address specific concerns including 'See Me' bags for senior pedestrians, Bright Sparks campaign for cyclists, Bare Bones campaign aimed at scooter/motorcyclists.

Tackle Fear of Crime

This approach is intended to make people feel safer, even though the risk is often just perceived not real.

- CCTV is now provided on both the inside and outside of all buses operating in Darlington.
- CCTV was provided at a number of bus stops during the last Plan period. These are now being maintained and their usefulness assessed before rolling cameras out to any additional bus stops.
- An additional CCTV camera was provided in East Street in the town centre at the request of bus passengers who felt that it 'was not safe' to use this stop. at night. CCTV now covers all stops in the town centre.
- Lighting was improved at North Road Rail Station to make waiting passengers feel safer.
- Secure Car park status is being extended and in addition Pay By Phone has been implemented in town centre car parks, which reduces the need for cash handling by members of the public or staff.

- Additional cycle parking and motorcycle parking has been provided at several locations (including 100 bike parking spaces in the town centre) which reduces the risk of bike theft but also reduces the risk to pedestrians from inappropriately parked bikes.
- Safer Routes to Health – this was identified as part of the programme in order to support the achievement of the accessibility target, improving access to GP surgeries. A new toucan crossing and associated footway and cycle way improvements have been implemented to improve access to a surgery on Nunnery Lane in 2007/08. A further scheme has been identified to improve pedestrian, cycle and public transport access to a GP practice on Neasham Road and this will be designed, consulted on and implemented (subject to orders) in 2008/09.

Cleansing and Maintenance

The Council has reorganised its Community Services teams into area-based teams to cleanse and maintain the local environment. StreetScene have improved the level of cleanliness, particularly on the cycle network. This approach was one factor in Darlington being selected as a Beacon Council for Better Public Places.

In 2007/08 it was decided to introduce a specific Cycle Route Maintenance Budget within the LTP maintenance block to ensure that the expanding cycle route network could be maintained to a high standard and any old routes could be brought up to adoptable standards.

Clearchannel (formerly Adshell) now provide 85 bus shelters in the Borough and these are routinely cleansed and maintained to a high standard.

Safety in Numbers

Local Motion and improvements in the walking, cycling and public transport networks are all working towards increasing the number of people travelling by these modes and through an increase in numbers address concerns of personal safety. Bikeability and pedestrian training provide parents of school children with the reassurance that their children are well equipped to make their journey on foot or by bike.

Partnerships

The Council continues to work in partnership with other organisations to tackle safety issues, including Arriva, the Community Wardens (in particular regarding motorcycle menace) and the Police.

The Local Motion project has funded the purchase of 9 bikes and safety equipment for the Police to enable 3 beat teams to patrol their patches by bike rather than by car or on foot. This makes them more accessible to local people (rather than in a car) and enables them to cover a larger area, ensuring local people have more chance of seeing their local police. It has assisted the Police in tackling crime as well as reducing the fear of crime through more visible policing.

Motorcycling Strategy

Travel behaviour research through the Sustainable Travel Demonstration Town Project reveals that motorcycling is a travel choice made for less than ½% of all journeys made by local people living in the urban area. Levels in the rural area of the Borough are similarly low.

In 2006/07 there were 34 accidents⁷ involving motorcyclists (33 casualties) including 12 KSIs (of which 2 were fatal). This reduced to 16 accidents (16 casualties) in 2007/08 including 5 serious.

Accident statistics in the period 2006/08 reveal that the main contributory factors were speed, negligent manoeuvring, aggressive driving and inexperience. One aspect of this is the high proportion of more serious accidents amongst riders of larger bikes (>500cc) **Table 1**. This accident pattern has evidenced the Council's response, which is to focus on

- road condition and
- rider behaviour

rather than the installation of physical measures per se or traffic management actions.

Table 1 Accidents involving motorcyclists 2006/08 by engine size

Engine Size	Total
<50cc	10
50 – 124cc	10
125 – 500cc	6
>500cc	23*
Total	49

* 13 of these accidents were classified as killed or seriously injured.

The Council is therefore delivering a strategy for motorcycling in the Borough based on the need to ensure that the road network is in a safe condition for riders, and that they are using it appropriately. This process also includes consideration of motorcyclists in the design of highway schemes as they are brought forward. The focus of the work is as set out in the Second Local Transport Plan, primarily delivering road safety outcomes by education initiatives and design.

Promoting Safer Motorcycling

The Council has also made specific provision for motorcycle parking in 6 locations in its town centre car parks, where most convenient to users. Since

⁷ 1 accident involved a motorcyclist, but the rider was not the injured party.

April 2006, it has provided spaces with locking bars at Central House, East Street and Park Place East, adding to the three existing areas in Beaumont and Commercial Street (2x) car parks. The existing areas were also upgraded in October 2006 to match the standard of the 3 new locations.

In addition, the Council has encouraged the provision of motorcycle parking at The Cornmill Centre in the town centre (under cover) and at Lingfield Point – a business park to the east of the town, converting car park spaces to motorcycle parking bays.

The Darlington & District Branch of the Motorcycle Action Group are members of the Darlington Transport Forum; which considers and comments on the Council's transport actions at a strategic level.

Motorcycle Parking

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(b) What have we not delivered?

Town centre 20mph zone – this is programmed for 2008/09, following consultation with the bus operator and the Police.

Area wide 20mph zones with no associated traffic calming - No support from Durham Police. However currently delivering more traditional approach to 20mph zones and Safer Routes To School. This will be reviewed as part of the Speed Management Strategy and the review of speed limits across the Borough.

School 20mph zones – traffic calming schemes are programmed for delivery at Dodmire School and St Theresa's in 2008/09. The School Travel Plan process has identified which schools require speed management measures in order to promote sustainable travel to school and these will be used to develop the programme for the remainder of the Plan period. 20mph zones will be incorporated.

Street lighting – no improvements have been funded by the LTP. Funding is allocated in the remaining three years to address the need for street lighting to

tackle anti social behaviour. Other street lighting improvements have been implemented such as new anti-vandal lights under a railway bridge on the cycle network, funded by Cycling England.

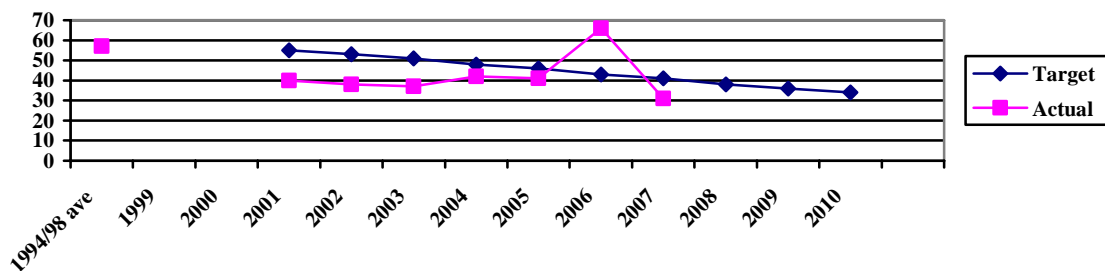
(c) Outcomes

The overall number of road traffic casualties has decreased steadily indeed the total number of casualties in 2007 at 384, was the lowest number on record.

Total Killed and Seriously Injured

The total number of killed or seriously injured (KSI) casualties has similarly seen a downward trend and again the total for 2007 (31 casualties) is the lowest on record. There was a substantial increase in 2006 (66 casualties) but this is considered to be a statistical anomaly given that it is completely out of kilter with the statistics in the other years. Analysis of the 66 casualties in 2006 do not show any accident ‘hot spots’ or particular groups that are more at risk. More car occupants, pedal cyclists, those aged 16-59 and motorcyclists were injured than in previous years but this trend was not maintained in 2007. By any measure, the number of KSI casualties is considered low and we are in the best quartile nationally. Young male drivers are still most at risk and the Road Safety Team is investigating best practice elsewhere to identify potential campaigns to reduce the risk.

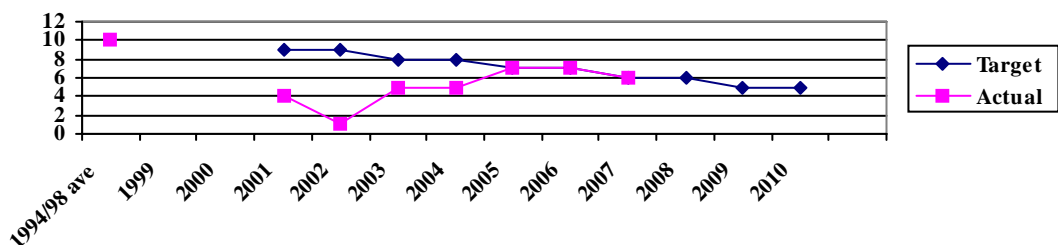
KSIs	Baseline 1994-98 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
Target		47	45	44	42	40	38	36	34
Actual	57	37	42	41	66	31			



Child Killed and Seriously Injured

The total number of child KSI casualties remains very low. We have consistently met our national target trajectory but the small number of casualties means that there is a high risk of statistical “spiking” with relatively small changes in the actual number of casualties producing substantial percentage increases or decreases. We remain on track to meet our 2010 target.

Child KSIs	Baseline 1994-98 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
Target		8	7	7	7	6	6	5	5
Actual	10	5	5	7	7	6			

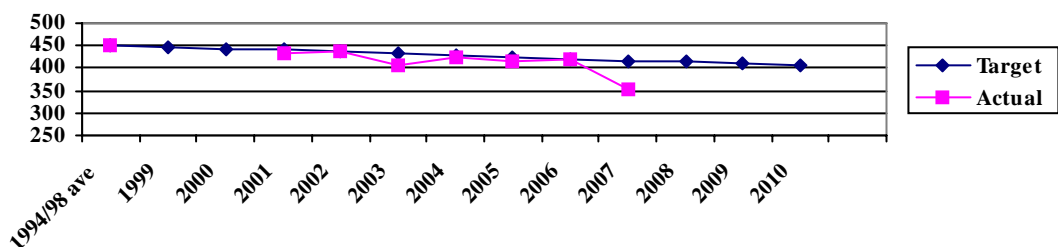


Total Slight Casualties

The total number of slight casualties also fell to an all time low in 2007 with a total of 353 casualties. The LTP2 target was set to maintain total casualties at 2005 actual levels, regardless of the rate per million vehicle kilometres. However in the Casualty Review 2007 and Corporate Plan a target of reducing slight casualties by 10% based on the baseline of 1994-98 average, in line with the Government's Road Safety Strategy objective.

We are well on target to meet our 2010 target of a 10% reduction; indeed the 2007 value is 21.7% below the 1994-98 baseline of 451 slight casualties.

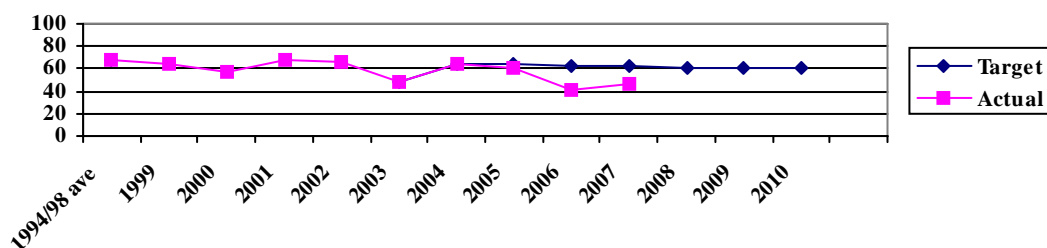
Total slight Casualties	Baseline 1994-98 Average	2003	2004	2005	2006	2007	2008	2009	2010 Target Year
Target		432	429	425	421	417	414	410	406
Actual	451	405	426	413	418	353			



Child slight casualties

The number of child slight casualties has seen substantial reductions over recent years with 47 casualties in 2007 representing a 29.9% reduction on the 1994-98 baseline figure of 67 slight casualties.

Child slight casualties	Baseline 1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010
Target			65	64	63	62	61	60	60
Actual	67	49	65	61	41	47			



5. Asset Management

The Tees Valley authorities have continued to develop a generic TAMP which will be populated with local information for Darlington to ensure that it meets local needs.

The asset register has continue to grow with the majority of major assets such as carriageways, footways, street lighting equipment, bridges, verges, safety fences, gullies, bollards, bus stops, pedestrian guard rail, trees and other street furniture added. At present the majority of this information is recorded as a text based item against each road but we are in the process of adding this information to the Symology Asset Valuation module, which will enable users to view the street and its assets on a GIS based system. In addition the system will continue to update asset volumes and values as items are added to the system.

An initial valuation has been calculated using the collected data for Highways, Street Lighting and Bridges and this has indicated a valuation of approx £600,000,000 using our own unit rates. Further work to compare unit rates is taking place with other north east authorities and a spreadsheet has been distributed via the North East Group of Engineers to enable comparisons with those authorities.

We are working closely with Symology on the continual updating of the asset items and have recently purchase software and a hand held computer (pda) to allow the collection and updating of new and existing assets. This will enable the plotting of highways drainage systems on to the system. Currently drainage in the rural areas is often not recorded. This information will be automatically added to the asset valuation as and when flooding issues are dealt with or when the highways inspectors have some unallocated time resource.

Implementation of the Traffic Management Act (TMA) has had a positive affect on the TAMP as all works on the highway are now notified. This now includes all minor maintenance works and traffic management schemes, which builds an

accurate picture on activities carried out in the highway and enables realistic assessments of the life of different highway components.

An additional benefit of the TMA is that it is now easier to coordinate works from different sections and departments as they are all recorded on the central register. This enables work at the same or adjacent locations to be carried out at the same time, reducing costs and overall disruption to the public.

A copy of the Transport Asset Management Plan is available on request.

(a) **Delivery**

During the first two years of the Plan 8 footway maintenance schemes have been delivered; 12 carriageway maintenance schemes; and 2 noise reducing carriageway schemes. The programme of works in 2007/08 was amended to include more work to 'B' and 'C' class roads in response to the ongoing assessment of road condition data.

In 2006/07 work was complete on the retaining wall on A167 Northgate, using the allocation of specific funding in the 2006/07 LTP2 settlement.

(b) **What have we not delivered?**

Further work on Yarm Road was deferred to a later year due to the ongoing works on the DETC, as work on the adjoining 2 radial routes had to be embargoed in order to ensure that traffic could continue to flow.

A scheme to improve the C51 from Sadberge to the Borough boundary was deferred to 2008/09 as emergency work had to be carried out on the McMullen Road/Yarm Road roundabout and the B6072 Coatson Moor Lane.

A decision has been taken to deliver fewer number but larger schemes. In the past schemes have been phased over one or two years. However as health and safety regulations now required more road closures for work to take place, it has been decided to reduce the number of times a stretch of road has to be closed (with all the associated disruption to residents, businesses and bus services).

(c) **Outcomes**

We currently measure our road condition over the whole of our 534km highway network. The condition of our "A" roads (BV223) and unclassified roads (BV224b) are in the best and upper quartile, respectively, and account for 74% of our total network. The remaining network of "B" and "C" roads are measured under BV224a and are reported as being in the worst quartile nationally (2006/07 national performance).

One of the reasons for the unclassified routes being so good is that we have been trying to improve public satisfaction through the funding made available to the 'Lets Get Cracking' project, where the sites were identified through public consultation. This had a led to both a distinct improvement in the

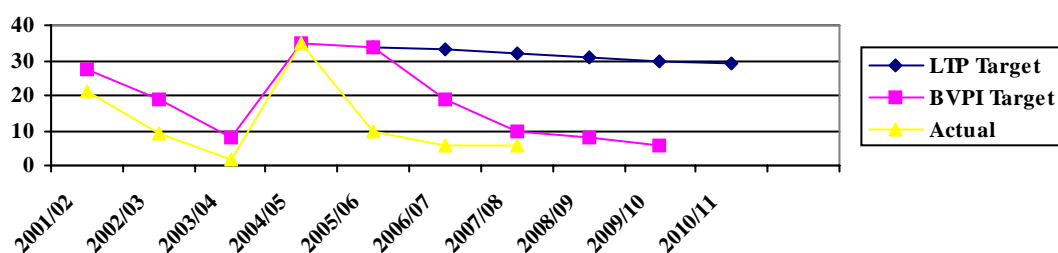
performance of BV224b and public satisfaction. This approach to risk management has been recognised with a number of awards including the 2008 European Risk Management Awards ‘Best Risk Communication’.

We clearly need to refocus our efforts to improve the condition of our “B” and “C” classified roads and targeted funding has been provided for these roads in 2008/09 and will continue in future years. It is hoped that this will have a similar impact as the “Lets Get Cracking” initiative.

Road condition Principal - ‘A’ Class Roads

Performance against this indicator is very good and we were in the best quartile nationally in 2006/07.

Principal Road Condition	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 Target Year
LTP2 target		34%	33%	32%	31%	30%	29%
BVPI target		34%	19%	10%	8%	6%	N/a
Actual	34.9%	10%	5.9%	6%			

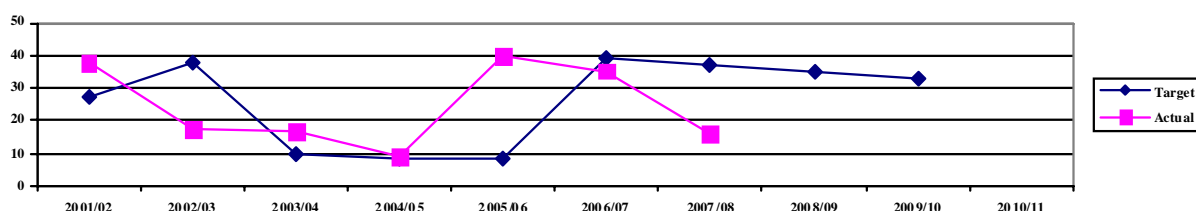


Road Condition Classified Non Principal – ‘B’ & ‘C’ Class Roads

A target trajectory was not set due to lack of (Scanner) baseline data at the time of writing the Second Local Transport Plan. Therefore, following collection and analysis of the scanner data, a target has been set and this is taken from the Leading Edge Corporate Plan (2007-10). Whilst we are within tolerance levels for our target we were reported as being in the worst quartile nationally in 2006/07. We intend to give the non-principal classified network more priority in terms of funding in order to address this issue. Early indications suggest that this will remain in the worst quartile in 2007/08, despite a substantial reduction in the percentage of roads identified as requiring further investigation.

The LTP programme and the Council’s revenue funded maintenance programme have been reviewed to ensure that more improvement schemes are carried out on ‘B’ and ‘C’ class roads to address this issue, starting in 2007/08. Consequently performance has already improved as shown in the 2007/08 survey results.

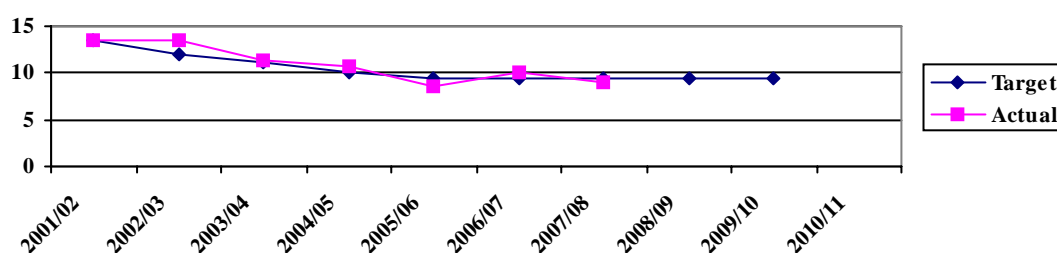
Non-principal road condition	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 target year
Target		39%	37%	35%	33%	N/A
Actual	39.58%	35.24%	16%			



Road Condition Unclassified

The target is within tolerance levels and nationally we were in the upper quartile in 2006/07. Early indications suggest that this will remain in the upper quartile in 2007/08. Satisfaction levels for roads maintenance had a three-percentage point increase between 2005/06 and 2006/07 and increased again the following year. The main reason for this was the roll out of the 2-year “Lets Get Cracking” project in 2005/06, which brought forward expenditure for minor maintenance works.

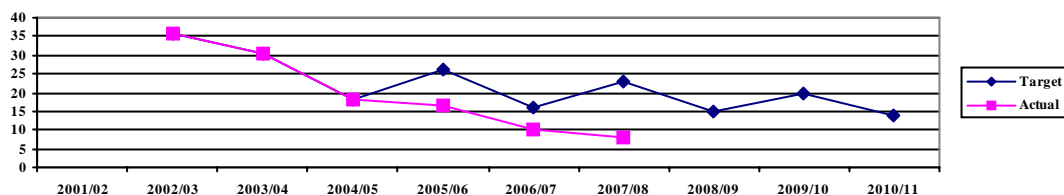
Unclassified Road Condition	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 Target Year
Target		9.5%	9.5%	9.5%	9.5%	9.5%	9.5%
Actual	10.82%	8.55%	10.17%	9%			



Footway Condition

We survey 50% of the footway network each year which is why we report against “set a” and “set b” (BV187). This indicator is in the best quartile nationally. Again the “Lets Get Cracking” initiative appears to have had an impact on performance with public satisfaction also increasing from 34% in 2005/06 to 39% in 2006/07, with this being maintained in 2007/08 at 39.3%.

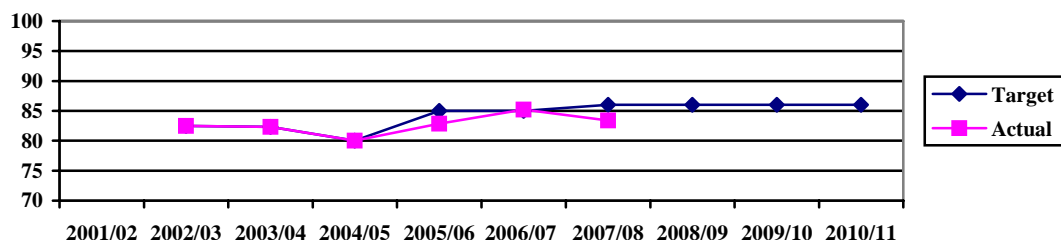
Footway Condition	2003/04 Base Year	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	30.41% (set a)	18.4% (set b)	26% (set a)	16% (set b)	23.0% (set a)	15.0% (set b)	20.0% (set a)	14.0% (set b)
Actual	30.41% (set a)	18.4% (set b)	16.46% (set a)	10% (set b)	8% (set a)			



% of Rights of Way that are easy to use by the public

The public right of way network is reported to be in the upper quartile nationally (2006/07) in terms of the percentage of the network that is easy to use and is within target tolerance, though slightly below the target trajectory.

Rights of Way	2003/04 Base year	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	82.33%	80%	85%	85%	86%	86%	86%	86%
Actual	82.33%	80%	82.85%	85.2%	83.4%			



6. Use of Resources

(a) Funding Allocation from DfT for the Delivery of the Second Local Transport Plan

The DfT allocated £2.769m in 2006/07 and £2.963m in 2007/08 to deliver a programme of activities. This has been spent in line with the programme for 2006/07 detailed in LTP2. A proposed allocation of funding for the 4 remaining years was also included, highlighting key schemes. Each year a report is taken to Cabinet with details of the schemes, including any required amendments resulting from changes in priorities, emergency works (e.g. maintenance work resulting from land slip), development of new strategies/policies (e.g. speed management strategy, introduction of Civil Parking Enforcement) etc.

	2006/07 £k		2007/08 £k		2008/09 £k	2009/10 £k	2010/11 £k
	Budget	Spend	Budget	Spend	Budget	Budget	Budget
Integrated transport	1,644	1,642	1,682	1,542	1,624	1,582	1,534
Maintenance	1,125	1,044	1,281	1,212	1,268	1,395	1,530
Total	2,769	2,686	2,963	2,754	2,892	2,977	3,064

(b) **Explanation on Changes/Variations**

(i) **Travel Safety**

It was proposed to deliver urban 20mph zones in 2006/07. However following analysis of accident data the programme expanded to 5 schemes and the public consultation process took a long time. The schemes were therefore not delivered until 2007/08. These contribute not only to safety but also Healthy Schools Initiative and reducing school gate congestion.

The A68 Route Action Plan was also delayed during extensive consultation and therefore only part of the scheme was delivered in 2007/08, with the remaining budget carried forward for delivery in 2008/09.

Although the casualty data shows that we have strong performance in tackling travel safety issues, this area of work will be allocated more funding than originally planned in order to continue to implement further 20mph zones, in particular at school sites (as identified by school travel plans) and to implement the Speed Management Strategy being jointly developed with the Police.

(ii) **Car Parking**

The amount of funding being spent on car parking has been less than programmed in the first two years of the Plan. This is due to the costs of implementing the Pay By Phone signs and minor works being less than anticipated. The Park and Ride study has demonstrated that there is no case for such a scheme at the current time and therefore the funding allocated in the LTP2 is not required. However funding will be required to implement Civil Parking Enforcement, the completion of the Residents Parking Zones and improvements to car parking directional signs, all of which form part of the strategy to reduce congestion created by circulating traffic and obstruction caused by illegal parking

(iii) **Corridors of Certainty**

The schemes identified in the LTP2 for the first two years have been delivered, including improvements to Haughton Road (RPZ, bus lane, off road cycle route, puffin crossing); improvements to the junction of

Greenbank Road and Woodland Road and associated improvements at Bondgate roundabout; and the replacement of a single phase puffin crossing to a two phase toucan crossing on the Inner Ring Road.

It is proposed to keep the level of funding for this programme the same over the remaining three years of the Plan. However it should be noted that many of the major junction improvements are part of the Tees Valley Bus Network Improvement scheme, with some match funding from the Corridors of Certainty LTP programme. If the funding bid is unsuccessful, it will not be possible to deliver the schemes without a major review of the LTP programme, identification of other funding sources and/or a re-profiling of the timescales for delivery into the timeframe of LTP3.

(iv) **Public Transport**

Overall the planned spend on public transport remains the same for the period of the Plan. However some spend has been delayed, awaiting the decision on the major scheme bid.

Darlington was given the opportunity to receive continued funding from Cycling England beyond 2009 and therefore additional funding has been allocated in the LTP2 to ensure that there is sufficient match funding. However many of these schemes are associated with walking schemes or Safer Routes to School and have benefits for the wider population.

(v) **Travel Plans**

The travel plan budget was spent on both school and work place travel plan initiatives. The budget allocation will increase over the remaining 3 years. This is to address the increased demands for Safer Routes to School identified by the school travel plans (and the number of plans increasing in order to meet DCFS targets); a concerted effort to work with employers to address peak time travel; and the continuation of smarter choices initiatives to increase levels of sustainable travel

(vi) **Demand Responsive Transport**

An allocation of capital funding for Ring a Ride was identified for 2006/07 in the expectation that a review would produce results and potentially new vehicles would need to be purchased. However the review is now linked to a wider appraisal of the Councils relationship with the voluntary and community sector and this will not report until later in 2008/09. A review of the Ring a Ride service is taking place in 2008 and options will be developed for consideration as part of the wider review. In the meantime, the Council continues to support the service with revenue funding.

(vii) **Monitoring**

The funding for monitoring remains constant, and is used to provide evidence for LTP2 reporting.

(viii) **Maintenance Block**

The maintenance block has been spent broadly in line with the original programme. There has been a change in the schemes selected, i.e. more emphasis on 'B' and 'C' class roads in order to address the results of the survey condition data.

The footway maintenance budget has also been divided with approximately 10% allocated to cycle route maintenance. This was seen as necessary due to the deteriorating condition of some parts of the network ; the requirement to modify some infrastructure to bring it up to adoptable standards; and to react to residents complaints about damage or safety concerns

(c) **Road Safety Grant**

In the Local Transport Plan a provisional programme for additional road safety funding was provided, in advance of the announcement of actual funding levels. The funding has been spent broadly in line with this provisional programme.

The money has been used to fund both pedestrian and cycle training in schools (and adult cycle training) enabling it to be delivered for free to participants; funding a road safety engineer to undertake analysis of road safety data and develop solutions to address safety issues; and the purchase of hand held speed monitoring equipment for speed limit enforcement by the Police.

	2007/08		2008/09	2009/10	2010/11
	Budget £	Spend £	Budget £	Budget £	Budget £
Capital	40,507	39,000	38,890	37,426	36,051
Revenue	182,055	181,056	174,786	168,211	162,030
Total	222,562	220,056	213,676	205,637	198,081

(d) **Additional Capital Funding**

In addition other funding has been secured and spent during the first 2 years of the Plan

(i) **Cycling Demonstration Town Project**

£1.5m match funding was allocated by Cycling England on behalf of the Department for Transport to Darlington in September 2005 for a programme of work over 3 years. The funding is predominantly capital money to fund a programme of infrastructure improvements but includes an element of revenue funding for resources and promotion. Variation between the budgets is agreed with Cycling England. Quarterly reports and financial claims are sent to DfT.

	2006/07		2007/08	
	Budget	Spend	Budget	Spend
Capital	450,000	352,340	450,000	440,699
Revenue	50,000	67,660	50,000	59,301
Total	500,000	420,000⁸	500,000	500,000

(ii) **Major Scheme Funding**

Expenditure on the **Darlington Eastern Transport Corridor** is reported to the Department for Transport under separate arrangements.

(e) **Additional Revenue Funding**

A significant amount of revenue funding is spent on transport either from council budgets or other external sources. The key budgets and spend profiles are identified below:

(i) **Sustainable Travel Demonstration Town Project**

£3.24m revenue funding was allocated by the Department for Transport to Darlington in November 2004 for a 5-year programme of activities and initiatives to promote sustainable travel. Quarterly reports and financial claims are sent to DfT.

	2006/07	2007/08
Staff costs	187,500	200,000
Non staff costs	610,779	540,100
Total	798,279	740,100

(ii) **Concessionary Travel**

Darlington has continued to provide a concessionary fares scheme, including a taxi voucher scheme for those unable to use conventional buses. The criteria for eligibility for taxi vouchers has been amended to ensure that this concession is targeted at those most at need. The total expenditure has been as follows:

	2006/07	2007/08
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⁸ Cycling England allocated £500,000 matched funding to Darlington at the beginning of the year. However as the claim by the end of Quarter 3 was relatively low, Cycling England were concerned that the full amount would not be claimed. The available budget was therefore reduced to £420,000 and the remaining £80,000 was allocated by Cycling England to other projects. This put budget pressure on the LTP programme.

Concessionary fares	1,662,665	1,929,446
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It is forecast that levels of expenditure will increase when the new national concessionary fares scheme is introduced in 2008 and this will create a budget pressure.

(iii) **Supported Bus Services**

Darlington also provides funding for supported bus services, mainly to provide early morning, evening and Sunday journeys. However in addition it also provides some complete services in areas that the commercial operators do not run services. These services will be reviewed to meet the changing needs as a result of the new Arriva commercial network.

The Council also funds a Ring a Ride service, which provides wheelchair accessible transport. This service is only used by a small group of people and therefore a review is underway to assess whether this is a good use of resources and whether a service could be provided in a different way. This review should report in 2008.

	2006/07	2007/08
Tendered bus services	529,360 ⁹	391,372
Ring a Ride	45,000	45,000
Shopmobility	63,454	63,370

7. National Demonstration Town Projects

In addition to its priorities of tackling congestion, improving accessibility and making the roads safer for all, Darlington has two local priorities, which are delivering National Demonstration Town projects for Cycling and Sustainable Travel. Although they are managed and delivered locally, they are of national significance.

Local Motion – Delivering Darlington’s Sustainable Travel Demonstration Town Project

In 2004 Darlington was selected as one of 3 Sustainable Travel Demonstration Towns by the Department for Transport and under the banner of ‘Local Motion’ has been challenging travel behaviour in Darlington. The additional £3.24m revenue funding over 5 years has been used to implement a comprehensive package of ‘Smarter Choices’ measures to promote walking, cycling and public transport and to reduce the number of trips by private car.

Darlington also has a role to play in disseminating best practice. This has included expert guidance to the Scottish Government on their sustainable towns initiative;

⁹ The tendered bus service budget was £138k greater in 2006/07 compared to 2007/08. This included Urban Bus Challenge funding. Although the UBC services met a social need the economic case failed and the services ceased.

presentations to Northern Way, Yorkshire Forward and The Institute of Civil Engineers; as well as advice and guidance to individual local authorities.

(a) **Delivery**

During the period 2006-2008 the following initiatives have been delivered:

Individualised Travel Marketing

In 2005 transport consultants were contracted to deliver a town wide programme of individualised travel marketing, targeting all 40,000 households within Darlington's 20 urban wards. This was completed over 3 years with a team of locally recruited staff.

Local Motion Club

This was launched in April 2006, and the club has a membership of more than 10,000 households. Members receive a regular newsletter with free travel information, invitations to take part in events or challenges and special offers negotiated with local retailers.

School Travel Plans, Bike It and Medal Motion

In line with Government policy Darlington is on target to achieve 100% of schools with a travel plan by 2010. The Plans identify what physical measures are required, if any, to improve safety in and around the school to encourage more sustainable travel. This is fed into the process for the LTP2 capital programme including Safer Routes to School and the roll out of 20mph zones and other traffic calming measures.

In addition the Medal Motion biannual sustainable travel campaign goes from strength to strength. This provides a package of resources and incentives linked to the curriculum to encourage as many children as possible to take part.

In 2007 Sustrans employed a full time Bike It Officer in Darlington, with financial support from Local Motion and the Cycling Demonstration Town project. This officer is working closely with schools that have identified a real potential for increasing cycling levels, and includes 9 primary schools and 3 secondary schools.

Bikeability and Pedestrian Training

In June 2007, Darlington hosted the regional launch of Bikeability, the new cycle training standard. This built on the excellent national standard on-road cycle training that Darlington offered to school children. During 2007/08 the level 1 and 2 training has been migrated from Year 6 children to Year 5 children to enable the primary school and children to benefit from increased cycling levels during their time at primary school, and hopefully to build confidence so that cycling to secondary school is an option that more children

take up. Level 3 training has also been delivered at two secondary schools to date.

The pedestrian and cycle training is funded through Local Motion and the Road Safety Grant, which enables it to be offered for free at point of delivery.

Workplace Travel Plans

Local Motion has worked with 22 businesses/organisations on developing and implementing their travel plans. In Autumn 2007 the Council re-established its own Council Travel Plan Steering Group, to demonstrate to local companies its strong community leadership role. Staff identified that many of the issues that influenced their travel behaviour was the cost and availability of parking, as well as the need for a vehicle to do their job. An action plan has been developed that aims to tackle issues such as the cost and availability of parking permits as well as essential/casual user status, in addition to less contentious issues such as improvements to cycle parking, discounted annual bus tickets through a salary sacrifice scheme and the promotion of car sharing

Events and Initiatives

Events and challenges have included guided cycle rides, an annual cycling festival and walking challenges. A pool bike scheme has been developed to enable local people to try cycling before they invest in a bike. A pool of 9 bikes and associated safety equipment has been purchased for the local Police, who are using them to great effect.

General Marketing and Brand Awareness

Local Motion marketing campaigns have included radio, local and national press, bus back and billboard advertising. Free merchandise incentives such as Local Motion pens, balloons and jute bags have also been used to spread the message.

(b) What has not been delivered?

The initial programme included the development of a car club for Darlington. However following detailed analysis of proposals by Car Club operators it was decided that the financial case was not robust and a decision was taken not to invest in a car Club. However this idea will be revisited at a future date, possibly linked to residential or commercial developments in the Borough

(c) Outcomes

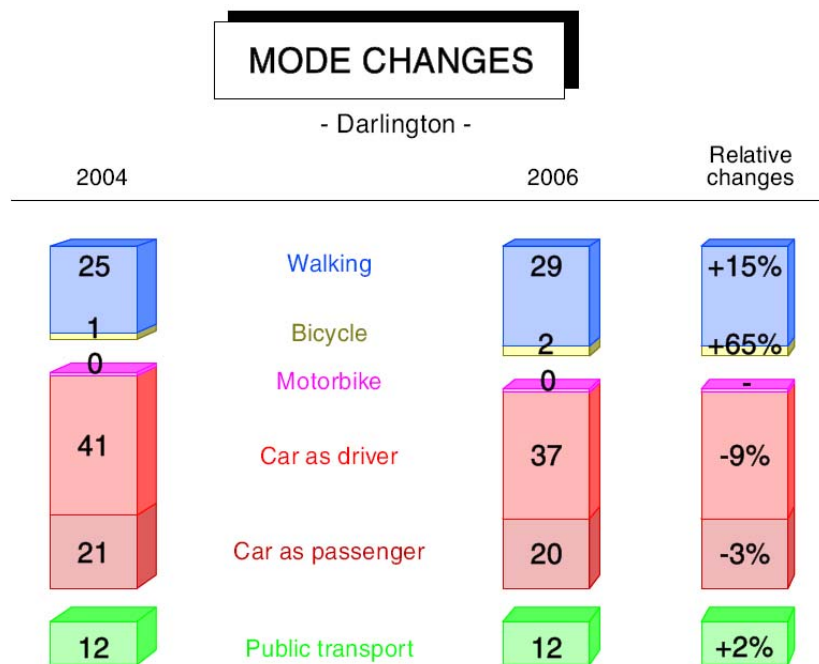
In 2004, we set out to achieve the following by 2009:

- 10% reduction in car driver trips (equal to a reduction in car trips from 41% to 37% of all trips or around 10,800 less car trips per day)
- 8% increase in walking trips (an increase from 25% to 27% of all trips, or around 5,400 extra walking trips per day)

- To increase cycling trips from 1% to 3% of all trips (approximately 5,400 trips per day or 1.9 million trips per year)
- To halt the decline in bus use (9.5 million trips per annum in 2004)

Following the initial survey in 2004 of over 4000 households, smaller scale surveys have been undertaken each year, following the programme of individualised travel marketing. Surveys results for 2006, reported in 2007, have shown the following mode changes:

- 9% reduction in car driver trips
- 15% increase in walking trips (an increase from 25% to 29% of all trips)
- Cycling trips have increased 65% from 1% to 2% of all trips
- The decline in bus use has been halted in the target areas, remaining at 12% of all trips.



Local indicator - % of Trips by Walking

A target was set in 2004, as part of the Sustainable Travel Demonstration Town project, to increase the number of walking trips by Darlington residents (urban area) by 8% (from 25% to 27% of all trips). By 2007 we have achieved a 15% increase in walking trips, (29% of all trips) equating to 1.9 million extra walking trips per year.

Local Indicator - % of Trips as a Car Driver

A target was set in 2004, as part of the Sustainable Travel Demonstration Town project, to reduce the number of car driver trips in the urban area by 10%, from 41% to 37% of all trips. By 2007 we have a 9% reduction in car trips across the whole town. This is equal to 3.8 million less car trips per year. A 2.45% drop in average traffic levels crossing the inner cordon of traffic counters every 24 hours corroborates this

Local Indicator – Number of School Travel Plans

This indicator has been brought back on track over the last year, despite the number of qualifying schools increasing from 38 to 45 as a result of a clarification from DfT on which schools need to be supported in producing travel plans. Currently 30 schools have a travel plan

LTP4 Mode Share of Journeys to School

Each year every school takes part in an Annual Travel to School Survey. This was undertaken in January each year but was moved to September in 2006, in line with PLASC data collection. The decrease in car journeys to school has been achieved through increases in cycling and car sharing.

Mode Share of Journeys to School (journeys by car alone)	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target			25%	24.5%	24%	23.75%	23.50%
Actual	25.8%	25%	19.2%	24.2%	23.1%		

In line with national policy travel to school data is also collected as part of the annual PLASC data collection in schools. However this data is more limited as it only applies to those schools with a school travel plan.

In May 2007 26 schools took part in the Medal Motion Space Travel Challenge, involving 1521 pupils who together accumulated 32,067 sustainable miles. In October 2007, the Globetrotter Challenge involved 27 schools with over 2500 pupils taking part and accumulating an incredible 51,323 sustainable miles. This is having a direct impact on reducing the number of children being driven to school and has seen an increase in cycling from 0.9% in 2005 to 4.4% in 2007 (and 6.1% in 2008).

Research also identified that Local Motion is a strong brand with awareness in 2007 of 69%

Delivering the Cycling Demonstration Town Project

In September 2005 Darlington was selected by Cycling England to become a Cycling Demonstration Town, providing an additional £1.5m matched funding (2005-2008). The majority of the funding is being spent on improving the cycle network. In 2006 a more strategic approach was adopted to implementing the network, with 7 key radial routes identified, in principle, to enable cyclists to cycle from the urban fringe into the town centre. A circular route that links these 7 radial routes together has also been identified and will provide a wheel and spoke network. The implementation programme is now designed to deliver the radial routes by March 2009. Local Motion is providing the majority of the revenue support to promote cycling through information, events and incentives.

(a) Delivery

A map detailing the planned 7 radial routes can be seen in *Diagram 1*. During the first 2 years of the Second Local Transport Plan period the following schemes have been delivered:

Route 1 – Haughton

This route connects the town centre to the north east area of the town. The following improvements have been completed:

- As part of the Pedestrian Heart scheme a toucan crossing was provided on the Inner Ring Road linking Priestgate to Brunswick Street;
- The junction of Borough Road and Haughton Road has been changed to make it safer for cyclists by making it one way for vehicles;
- A segregated cycle route has been completed along Haughton Road to Darlington College linking it to the segregated route provided as part of the development of the new access arrangements into Darlington College and the Central Park site;
- The vast majority of this route is then along National Cycle Network Route 14 alongside Darlington Eastern Transport Corridor (opened August 2008) and McMullen Road;
- A toucan crossing has also been installed on Whinfield Road to improve access to Haughton from the Whinfield residential area.

Further improvements in Haughton are planned for 2008/09, including signing the entire route.

Route 2 – Morton Park

The route in the east of the town from the town centre to Morton Park (Yarm Road/A66 junction) via Bank Top Station was significantly in place but needed gaps filling and upgrades to improve safety and attractiveness of the route, as follows:

- Leadyard bridge which links the Town Hall to the Inner Ring Road footpath and cycle route was refurbished, and a segregated route provided to the west end of Feethams;
- The puffin across the Inner Ring Road was upgraded to a toucan and a link provided to Victoria Road to complete the route from the town centre to Bank Top Railway Station;
- New traffic signals were installed to introduce alternate one-way traffic flow through the tunnel under the East Coast Main Line, improving safety for all road users on Smithfield Road;
- Improvements for cyclists were incorporated into the Highway Agency's scheme to improve the Yarm Road/A66 roundabout.

Work has started to link the existing segregated route alongside Yarm Road into new development at Morton Palms (work due for completion in 2008). The route needs to be signed and a new signalised crossing introduced on Neasham Road to complete the route.

Route 3 – Hummersknott

This route connects the town centre to the Hummersknott area in the west of the urban area. This route requires signing (due for completion in 2008/09).

Route 4 – Mowden

This route connects the town centre to the Mowden area in the west of the urban area. Nunnery lane, an existing bridleway, has been resurfaced and a new toucan crossing installed near the junction between Nunnery Lane and Carmel Road North. The remainder of this route exists and the route requires signing (due for completion in 2008/09).

Route 5 – Blackwell

This route in the south west of town connects the town centre to Blackwell via Grange Road. Consultation for this scheme began in 2007 and three different options have been considered. Construction did not begin until 2008. Once completed the route will be signed.

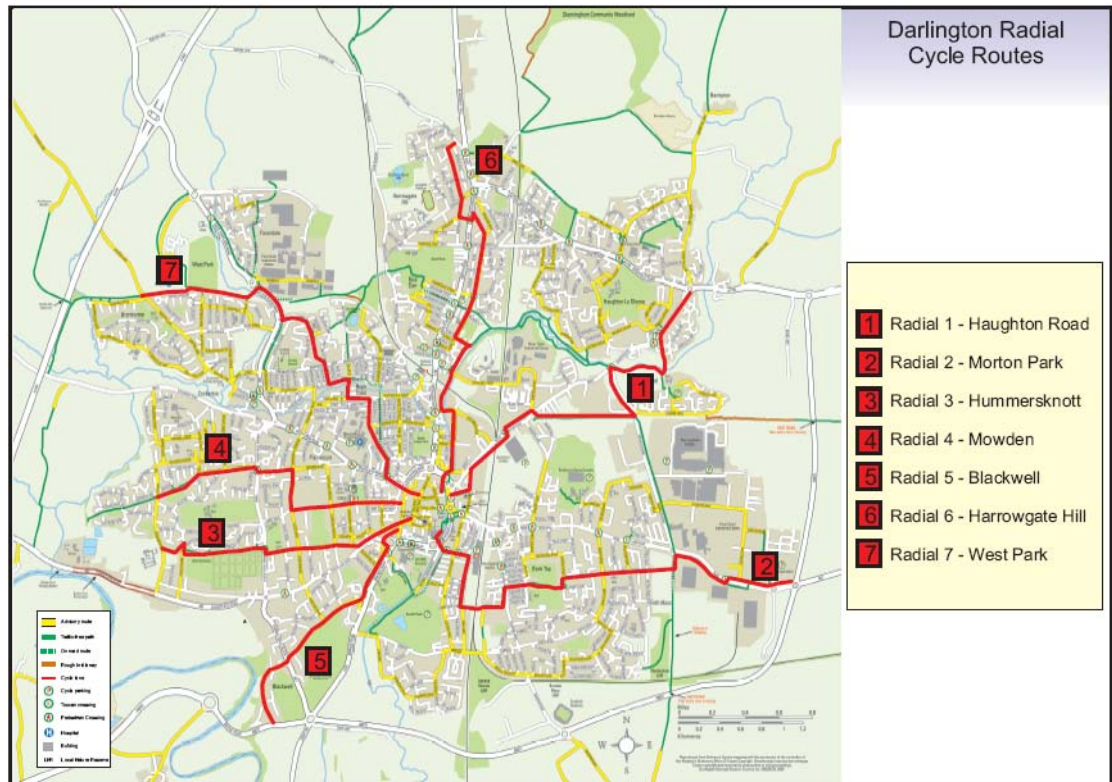
Route 6 – Harrowgate Hill

This route links the town centre northward to Harrowgate Hill, taking cyclists on a parallel route away from the busy North Road. A new toucan crossing was provided on the Inner Ring Road at Russell Street linking the existing segregated cycle route on the Inner Ring Road to Valley Street. The remainder of the work on this route is planned for 2008 and 2009 and includes resurfacing of Valley Street, a new toucan crossing on North Road at Lowson Street and a cycle track alongside the River Skerne linking John Street to Albert Road, subject to a land purchase agreement.

Route 7 – West Park

This route links the town centre to West Park in the north west of the urban area, and which includes a new 4 Cross (BMX) cycle track. This route was substantially complete and has just required improvements at Willow Road roundabout. The route has been signed.

Diagram 1



Circular Route

A circular route has been identified that links the 7 radial routes and provides improved accessibility to employment sites, schools as well as leisure cycling. Improvements have included:

- A segregated route has been provided the full length of McMullen Road between Yarm Road and Houghton Road;
- Traffic signals at the Houghton Road junction have been improved to provide full pedestrian and cycle phases;
- Route alongside the River Skerne through Rockwell Nature Reserve has been upgraded from a loose surface to a sealed surface;
- A new toucan crossing has been installed at Askrigg Street to enable cyclists to cross North Road;
- Visibility for cyclists has been improved through new road markings on Whessoe Road;

- The cycle route passes under the railway bridge on the other side of Whessoe Road. The road has been resurfaced to benefit cyclists and new anti vandal lighting has been fixed to the underside of the bridge.

The route then continues along the Faverdale Black Path, which is a lit but un-surfaced path for much of its length. Costs are being sought to improve this next stretch of the route.

Safer Routes to School

Improved cycling routes have been implemented at Whinfield Primary, the Education Village and Cockerbeck, a joint scheme for Branksome Secondary School and Cockerton Primary School.

Cycle Parking

Cycle parking has been provided at 1 school in 2006/07 (40 places) and at 8 schools in 2007/08 (330 places). A further 290 places are planned at a further 8 schools in 2008/09.

One hundred cycle parking spaces have been provided in the town centre as part of the Pedestrian Heart scheme.

Following the relocation of Transport Policy and Highways to Lingfield Point requests for improvements to cycle parking have been met. A new covered shelter for 8 bikes as been provided outside the main entrance door. In addition 8 bike lockers, which were relocated from the previous office location, were installed in the front main car park, utilising 2 car parking spaces. Improvements were also made to cycle parking at the Town Hall.

A new focus on workplace travel planning towards the end of 2007/08 is bearing fruit in 2008/09 with cycle parking planned at the Student Loans Company (2 shelters for 12 bikes each); Cummins (2 shelters for 10 bikes each, with CCTV); Darlington College (an additional 3 secure shelters for 12 bikes each); and parking for 8 bikes at Saks Accounting.

Signs

Aylesbury, one of the other 6 Cycling Demonstration Towns, had a strategy of implementing new signs for their cycle network. These were branded, colour coded and used time rather than distance to assist cyclists find their way around. As time was one of the main reasons given for people not cycling, it was decided that using time on our signs would also benefit our cyclists, as well as putting across a message as to how quick and easy it is to cycle around Darlington. A signing strategy has been developed during 2007/08 and approved in principle by DfT. The signs will be implemented during 2008/09 incorporating time and colour codes for routes as the capital schemes for each route are completed.

Cycling Through the Town Centre

Following completion of the Pedestrian Heart in June 2007, cycling through the town centre was allowed as part of a 6 month trial to assess whether there were any issues with allowing cyclists and pedestrians to use the areas of the Pedestrian Heart that are traffic free for the main part of the day. A report was taken to Cabinet in February 2008, and it was agreed that the trial should continue until the end of November 2008 to enable further monitoring to take place, to implement a Disability Impact Assessment and to undertake some intergenerational work to explore the different perspectives of young and older people.

Local Motion – Incentive/Motivation/Information

A decision was taken at the beginning of the project that a separate brand would not be developed to promote cycling as part of the Cycling Demonstration Town project. Instead the Local Motion team would promote cycling as part of its work on promoting sustainable transport. (see section on Local Motion). In addition the two teams have worked together to develop and implement a new cycle map, a series of guided rides each year and a Cycling Festival to promote cycling to the general public.

(b) What has not been delivered?

The key section of route to the north of the town centre linking John Street and Valley Street alongside the River Skerne has not progressed to construction. This is due to significant issues securing the land and negotiating easements with a number of landowners. The work is continuing and all other preparation has been completed such as flood risk assessment, structural survey, planning application and detailed design.

The programme to sign routes has been significantly delayed due to the lengthy process of acquiring permission from DfT for non-standard signs.

Some schemes have been delayed due to the change in the Councils approach to consultation and community engagement, which whilst resulting in improved schemes and greater community involvement, also created resource issues with insufficient staff with the necessary skills sets.

All changes/delays to the programme are reported quarterly to DfT and Cycling England and variations in the programme are agreed with the Cycling England Board.

(c) Outcomes

A stretched target of tripling cycling levels by the end of the Plan period was set following Darlington's selection as a Cycling Demonstration Town by Cycling England in 2005. Whilst for the Plan a single target had to be selected which was based on monitoring from 5 automatic cycle counters, a range of monitoring data was used to provide Cycling England with progress for the Cycling Demonstration Town project. All this data indicates that, so far, cycling levels have doubled.

(i) **Automatic Cycle Counters**

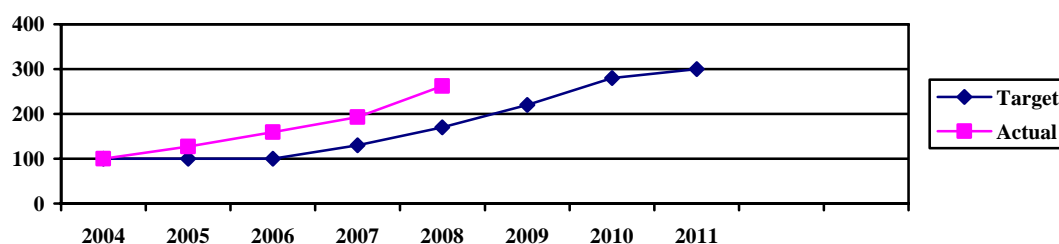
LTP3 Cycle Flows (annualised index)

In 2005 there were 5 existing automatic cycle counters on established sections of the cycle network. These had to be used to set the target, which was set at tripling levels of cycling. So far these counters have recorded a 27% increase in cycling. These counters are on sections of the route that have seen little or no improvement works and therefore the level of increase is lower than on parts of the network that have seen major improvements.

Cycle Flows	2004/05 Base Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target		100	130	170	220	280	300
Actual	100	105	117	127			

In 2006 a further 12 automatic counters were installed on the developing cycle network. The cycle flows for the month of July utilising all 17 Automatic Cycle Count Sites has been rebased in July/August 2006.

In total the 17 counters have seen an increase of 21% in the first year and 65% between August 2006 (first month of monitoring post installation) and July 2008. The location of counters will need to be reviewed as the network continues to develop. For example it has been noted that since the Darlington Eastern Transport Corridor opened cyclists along McMullen Road are choosing to cycle on the pavement on the approach to the new junction to reduce the number of roads they need to cross, rather than using the cycle track on the other side of the road. This will mean that the counters do not show the growth in the number of cyclists using the route and may even start to show a decline.



Local Indicator - % of Trips by Cycle (by Darlington Residents)

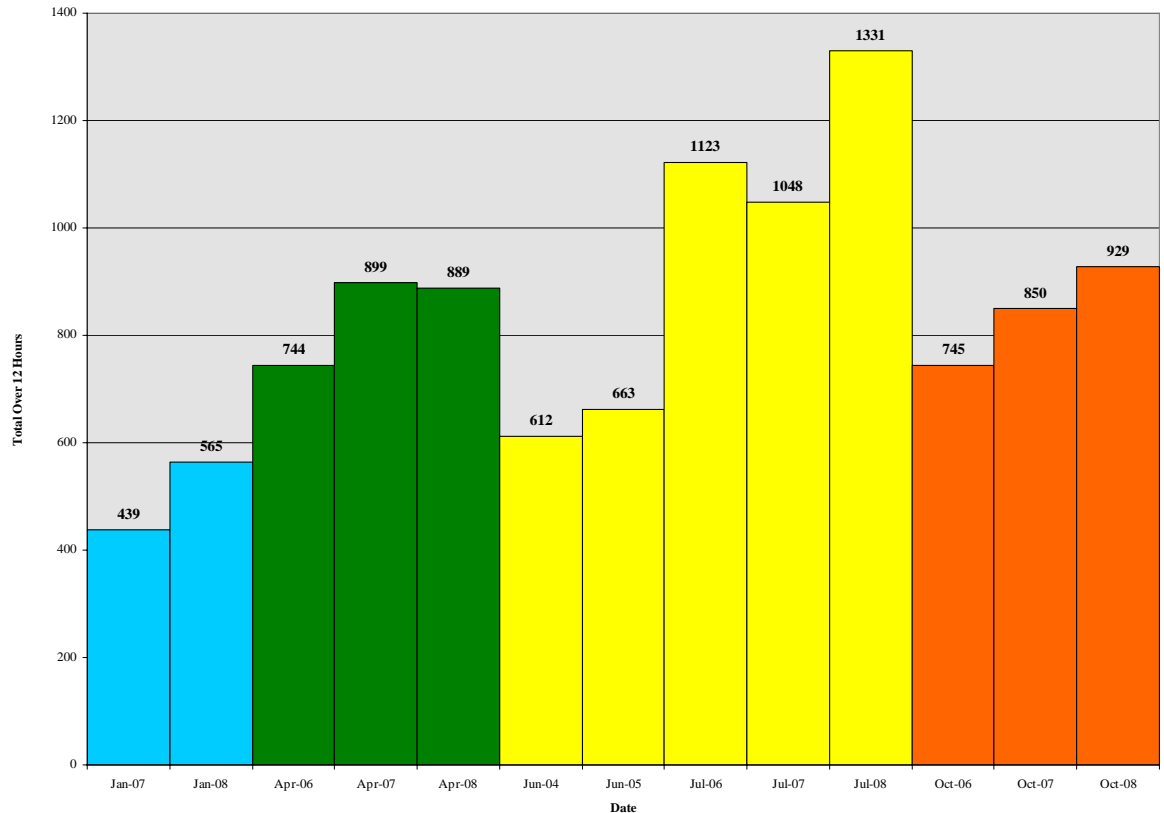
Data for this indicator is gathered through household surveys following an extensive programme of individualised travel marketing and promotion of sustainable travel options through the Local Motion

project. In 2006/07 the survey indicated that cycling levels have increased by 65% from 1.3% to 2.2% of the total number of journeys. This is equal to 620,000 extra trips per year. We expect this trend to continue, as the network of cycle routes, funded through the Cycling Demonstration Town project is now substantially complete and can be marketed to a wider number of people and can be used for more diverse travel patterns.

(ii) Town Centre Cordon Count

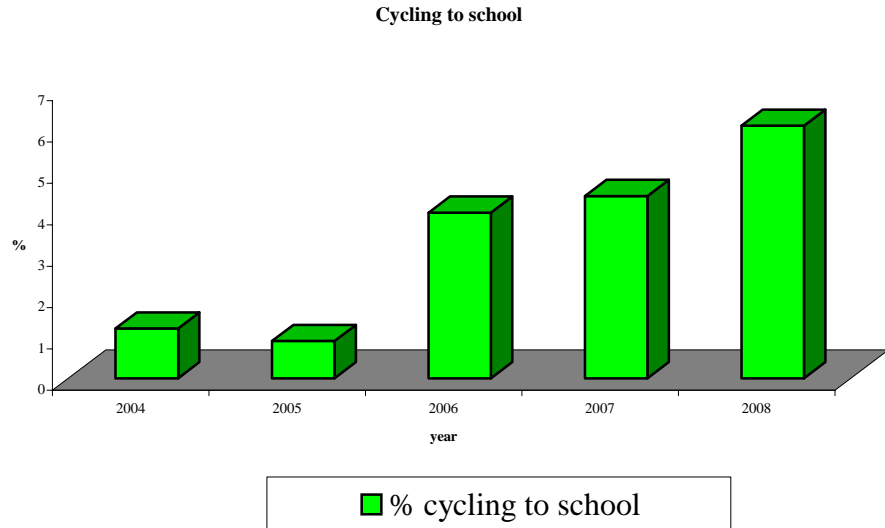
This cordon is located on the inside of the Inner Ring Road and measures the number of cyclists passing into and out of the town centre over a 12 hour period. Between Summer 2004 and Summer 2008 there was an increase of 117% from 612 observations to 1331. It should be noted that the data only represents observed cycle trips on just one day and is not statistically robust enough to suggest a trend in isolation. However it does support the other cycling data. In addition as part of the monitoring of the Cycling Demonstration Town project, counts are also undertaken at 3 other times during the year (January, April and October) and these have also seen increases.

Cycle Cordon Count - Darlington Town Centre (12 Hour Count 7:00 AM - 7:00 PM)

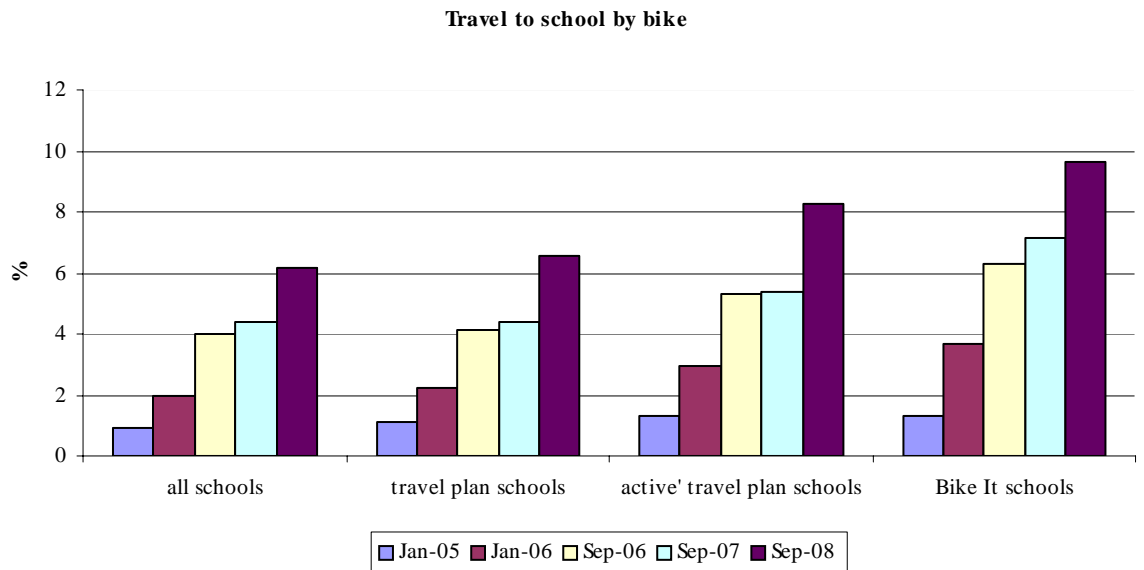


(iii) Cycling to School

Significant resources have been targeted on changing how children travel to school and in particular a focus on increasing cycling levels. This has seen an increase in cycling levels across all primary and secondary schools from 0.9% of journeys to school in 2005 to 4.4% in September 2007. Data in 2008 shows that this has increased further to 6.1%. This has contributed to the reduction in car trips to school from 25.8% in 2004/05 to 24.2% in 2007/08 (and 23.1% in 2008/09).



Further analysis of data shows that levels of cycling to school increases if the school has a travel plan and increases further if the school is active in implementing its travel plan. Those schools that are working with the Bike It officer see the greatest increases. Combining physical improvements such as cycle parking, with a commitment by the school to implement their travel plan and additional motivation and incentive provided by the Medal Motion campaign and Bike It Officer, result in significant positive impacts.



Section 2 – Review of Strategy and Objectives

The Second Local Transport Plan (LTP2) was written in 2005/06 and covers the period 2006- 2011. This Report is reviewing both the first two years of delivery and a risk assessment of the final three years of the Plan. However since the LTP2 was written there have been changes to the context in which the Plan is being delivered and it is important to briefly review whether the Plan is still fit for purpose.

1. Transport Strategy and LTP2 Objectives

In the Second Local Transport Plan the vision for the transport strategy for Darlington was set out as follows:-

- To support the economic regeneration of, and quality of life in, Darlington;
- To tackle traffic congestion and its associated effects on local communities through a focus on sustainable travel choices and where appropriate enhancing capacity or managing demand, thus contributing to residents' quality of life;
- To maintain and improve where possible, local people's accessibility to services and opportunities by providing travel options, so that all may participate in the life of their community;
- Continue to tackle road safety and improve perceptions of safety; and
- To deliver solutions to travel needs in partnership with local people, businesses and other providers.

Six strategic objectives were set which informed the programme of scheme delivery, policies and targets. They were:

- A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.
- B. To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need.
- C. To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.
- D. To improve travel safety and security for all by addressing the real and perceived risks.
- E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.
- F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.

This section reviews what policy changes have taken place locally and assesses whether these objectives and Darlington's approach to achieving them is still right. Developments in national, regional and sub-regional policy is summarised in **Annex 4**.

2. Local Context

During 2007, Darlington Partnership started the review of the Community Strategy, publishing the new Sustainable Community Strategy (SCS) 'One Darlington : Perfectly Placed' in the Summer of 2008, covering the period up to 2021. The review involved wide-scale involvement from Partnership members, stakeholders and the local residential and business population. The consultation sought to understand the local issues that face the people of the Borough, as well as the strengths and opportunities. These were then prioritised and the vision encapsulates the two priorities for Darlington - One Darlington : Perfectly Placed.

One Darlington – the need to make sure that people are not disadvantaged by their lack of income, where they live or by any other potential disadvantage that could cause them to miss out on the opportunities that will be created by realising our vision.

Perfectly Placed – describing Darlington as a place and helping us shape our investment decisions, spatial planning and care for the environment.

The Strategy identifies issues and problems that must be addressed through the implementation of the plan including:

- Tackling traffic congestion whilst enhancing accessibility to jobs facilities and services for all residents and for businesses across all parts of the borough;
- Doing all that we can locally to reduce our contribution to global CO₂ emissions, and to have a beneficial effect on climate change; and
- Tackling the gaps in health and well-being across the borough and particularly narrowing the current 13-year gap in life expectancy between the wards with longest and shortest average lifespan.

Five themes have been established to deliver improvement actions. These are:

Prosperous Darlington – focused on creating a vibrant economy and prosperity for all, recognising the quality of life that makes Darlington perfectly placed.

Aspiring Darlington – enabling people to develop and achieve their aspirations, and to maximise their potential.

Healthy Darlington – improving health and well-being for everybody, irrespective of social, economic and environmental constraints.

Greener Darlington – ensuring an attractive and 'liveable' local environment, and contributing to tackling global environmental challenges.

Safer Darlington – creating a safer and more cohesive Darlington.

Transport strategy and the Local Transport Plan has a role to play in delivering all of these themes, but it will be managed under the Greener Darlington theme. See *Diagram 1*.

The Local Development Framework (LDF) provides the spatial planning for the SCS. Progress has been made on the development and consultation of the core strategy in line with the development of the SCS. Accessibility is a key strand of the LDF core strategy. Further work is ongoing regarding the Cross Town Route, to establish whether there is a case to retain the scheme within the LDF.

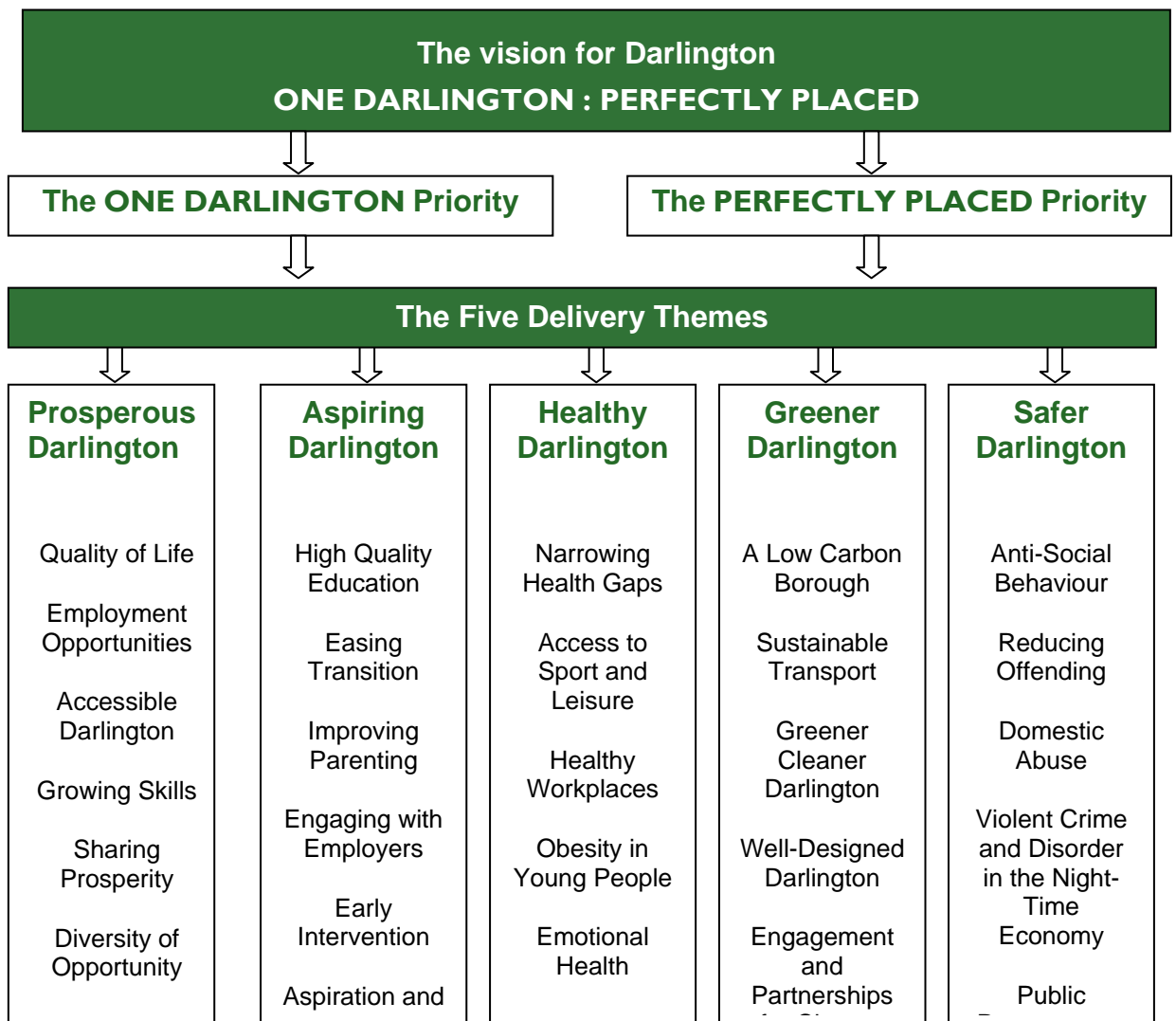


Diagram 1 – One Darlington : Perfectly Placed

The Local Area Agreement (LAA) is the delivery plan for the Sustainable Community Strategy and includes 35 indicators drawn from the national list of 198. In Darlington these have been agreed with Government Office North East and include two transport targets – travel to school and accessibility. These have been endorsed by the LSP Board and Cabinet as addressing local priorities.

The Tees Valley Multi Area Agreement (MAA) is a mechanism to deliver the priorities identified within the Tees Valley City region Business Case in order to improve economic performance and hence quality of life. It is complementary to the LAA and will be an important component in achieving the priorities within the Prosperous and Greener Darlington themes of One Darlington: Perfectly Placed. The MAA should expedite funding for the Tees Valley Bus Network Improvement scheme and Tees Valley Metro (should this prove feasible).

A new Corporate Plan 2008-2012 has been developed which aligns the Council's improvement priorities by both One Darlington : Perfectly Placed, but also the Corporate Objectives of:

- Shaping a better Darlington
- Providing excellent services
- Putting the customer first
- Ensuring access for all
- Enhancing our capacity to improve.

The organisational development strategy 'Leading Edge' sets out how the Council needs to work in order to play its part in delivering the Vision for Darlington. In April 2007, the Council adopted its first Community Engagement Strategy 'A Bigger Say and a Better Deal for Communities', which has introduced significant changes in the way that the Council communicates and consults with local people.

A programme of 'Talking Together' events enables local people to meet representatives from public sector organisations including the Council, Primary Care Trust and the Police, asking questions of senior representatives as well as finding out what services are on offer. These events have also been used as part of the consultation programme for key strategies and policies such as the Local Development Framework. Such a Talking Together event was used to explain the new concessionary fares scheme to local residents and gather feedback on the scheme. This ensures that there is regular feedback from local communities on local priorities and policy development.

3. Is the Transport Strategy Still the Right One?

The results of wide-scale consultation and the findings of the Enquiry Groups resulted in the identification of 5 strands of work within the Greener Darlington theme. These are:

- A low carbon borough tackling climate change
- A sustainable transport network
- Greener, cleaner Darlington
- Well-designed Darlington

- Engagement and partnerships for change

The Prosperous Darlington theme also identified:

- Quality of Life
- Employment opportunities
- Accessible Darlington

The Transport Strategy therefore needs to support the delivery of these themes. This it does through:

Greener Darlington	Transport Strategy
<ul style="list-style-type: none"> • A low carbon borough tackling climate change 	To tackle traffic congestion and its associated effects on local communities through a focus on sustainable travel choices
<ul style="list-style-type: none"> • A sustainable transport network 	To improve accessibility
<ul style="list-style-type: none"> • Greener, cleaner Darlington 	To tackle traffic congestion
<ul style="list-style-type: none"> • Well-designed Darlington 	To tackle traffic congestion and its associated effects on local communities through enhancing capacity or managing demand; To maintain and improve where possible, local people's accessibility to services and opportunities
<ul style="list-style-type: none"> • Engagement and partnerships for change 	To deliver solutions to travel needs in partnership with local people, businesses and other providers
Prosperous Darlington	
<ul style="list-style-type: none"> • Quality of Life 	To support the quality of life in Darlington; Continue to tackle road safety and improve perceptions of safety
<ul style="list-style-type: none"> • Employment opportunities 	To support the economic regeneration of Darlington
<ul style="list-style-type: none"> • Accessible Darlington 	To maintain and improve where possible, local people's accessibility to services and opportunities by providing travel options, so that all may participate in the life of their community

Further work has been undertaken to develop the strategy on tackling congestion. It is recognised that the approach needs to be a combination of using road space more efficiently, influencing travel behaviour and strong encouragement to change travel behaviour. The approach is therefore:

Improvements at key junctions and pinch points, including the completion of the DETC and the related scheme in Haughton Village to 'lock in' the benefits; an Inner Ring Road study to identify further physical improvements required as further development takes place on the fringe of the town centre and as part of the Housing

Growth Point bid; and major junction improvements as part of the Tees Valley bus scheme including schemes in Cockerton, Whinfield, and North Road/Whessoe Road.

Managing road space more efficiently particularly with the development of the Network Management Plan as part of the Network Management Duty. The approach now falls into 3 broad categories:

- Proactive Traffic Management, including a review of the Urban Traffic Control with Newcastle signals, small schemes to tackle hotspots such as school gate congestion; and reviews of Traffic Regulation Orders;
- Managing disruption through improved road works coordination, event management and contingency planning; and
- Implementing Civil Parking Enforcement.

The Local Motion ‘smarter choices’ work is already recognised nationally as best practice in influencing people to change their behaviour particularly for short trips. Darlington already had a robust approach to demand management that encourages economic regeneration, recognises that a large percentage of trips have to be made by car and must be provided for (both road space and car parking) and provides a balance of road space between private and public transport.

4. Are the Objectives Still Relevant?

The objectives that were developed in the Second Local Transport Plan were designed to meet local needs but within the national context of the Governments Transport Shared Priorities, the Transport objectives of the wider Tees Valley and also the themes of Darlington’s Community Strategy.

During the first two years of the delivery of the Second Local Transport Plan the Local Strategic Partnership has reviewed the Community Strategy and, in line with national policy, developed a new Sustainable Community Strategy. It is important to check that the LTP2 objectives are still in step with the new SCS as this encapsulates the vision and priorities for Darlington. *Table 1* illustrates that the LTP objectives ‘fit’ the new One Darlington ; Perfectly Placed themes.

Table 1

Strategy Objective (LTP2)	Transport Shared Priority (National)	Tees Valley Objective (Sub regional)	Community Strategy – ‘Where Quality Comes to Life’	Sustainable Community Strategy – ‘One Darlington : Perfectly Placed’
A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.	Accessibility Quality of life	Objective 1 (deliver Tees Valley vision) Objective 5 (tackle congestion)	Improving the local economy Enhancing the environment	Prosperous Darlington Greener Darlington Continued ...

Strategy Objective (LTP2)	Transport Shared Priority (National)	Tees Valley Objective (Sub regional)	Community Strategy – ‘Where Quality Comes to Life’	Sustainable Community Strategy – ‘One Darlington : Perfectly Placed’
B. To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need.	Accessibility	Objective 2 (accessibility) Objective 3 (bus use) Objective 4 (rail use)	Promoting inclusive communities Raising educational achievement Stimulating leisure activities Improving the local economy Improving health and wellbeing	Aspiring Darlington
C. To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.	Congestion Air Quality	Objective 1 (deliver Tees Valley vision) Objective 3 (bus use) Objective 4 (rail use) Objective 5 (tackle congestion)	Develop an effective transport system	Greener Darlington Prosperous Darlington
D. To improve travel safety and security for all by addressing the real and perceived risks.	Road Safety		Promoting community safety	Safer Darlington
E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.	Congestion Accessibility	Objective 3 (bus use) Objective 4 (rail use)	Promoting inclusive communities Developing an effective transport system	Greener Darlington
F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.	Quality of Life Accessibility	Objective 2 (accessibility)	Improving health and wellbeing	Healthy Darlington

The new SCS highlights that the fact that transport cannot be separated out as a discrete system, which can be designed and operated in isolation from everything else. Instead the importance of accessibility - ensuring people can access education,

employment, social and leisure opportunities - is a key strand to the strategy. Strong links between the need to tackle health problems and active travel (walking and cycling) and accessibility to health care (public transport) are evident in the SCS.

5. Is the Approach Still Right?

In considering how to formulate the Second Local Transport Plan to deliver the transport strategy and its objectives, 5 key strategic questions on how transport investment should be made arose and were considered with partners. These were:

- (a) Should accessibility to local facilities be the focus of what is being delivered?
- (b) Should traffic congestion be tackled solely through the provision of alternatives, or should there be additional measures to restrain car use over those already in place
- (c) Should the smarter travel choice measures currently being implemented with Department for Transport funding also be implemented in years 4 & 5 of the Plan?
- (d) Should the mix of schemes and initiatives delivered concentrate on trying to encourage more use of cycling than at present?
- (e) Should public transport improvements be delivered locally or through a joint Tees Valley wide strategy?

When the Plan was completed in 2005/06 it was decided that the way forward was as follows:

- (a) Accessibility to local facilities was deemed to be the most important aim of the plan.
- (b) To continue with the demand management measures already in place (supply and pricing of car parking and road space reallocation) and to further improve alternative modes including public transport, walking and cycling. Road pricing and workplace parking levies were not considered necessary.
- (c) To 'lock in' the benefits obtained through conventional LTP schemes, it was proposed to continue with interventions that proved successful during the Sustainable Travel Demonstration Town project.
- (d) As the baseline information provided evidence that there was huge potential to switch car trips to cycling trips it was proposed to match funding from Cycling England with LTP funding, as well as revenue from the Sustainable Travel Demonstration Town project to increase levels of cycling
- (e) The Council selected to pursue a Quality Bus Partnership in Darlington to reduce the rate of decline in bus use in the Borough. In parallel Darlington agreed to jointly work with the other Tees Valley authorities in a major bid to secure major improvements for bus travellers across the sub region.

In light of two year's experience is this still the best approach?

- (a) Accessibility is still key and underpins much of the work of the transport policy team as well as other policy makers in the Council and in other organisations. It is a key theme that runs through the Local Development Framework Core Strategy and land use decisions and associated planning conditions underline the need for new development to be in sustainable locations and promoting all travel options. For example, the supported bus contracts that were put in place in July 2008 took into account accessibility issues such as access to GP surgeries (not necessarily the nearest location), food stores, employment sites and schools. Morton Palms, previously only accessible by car, now has a commercial bus service operating into the site and a new footpath/cycle route will be completed by the end of the year.
- (b) Darlington's approach to congestion has been further developed over the last two years. Rather than a choice between implementing further demand management measures and improving alternative modes to reduce reliance on the car, a much more complex and integrated approach has been developed. This still includes retaining appropriate demand management measures, in particular control of supply and price of car parking, and improving facilities for those walking, cycling and using public transport. In addition specific junction improvements have been delivered at local congestion hot spots, such as McMullen Road/Haughton Road junction and Greenbank Road/Woodland Road junction. Other schemes had already been identified and form part of the programme for the final 3 years of the Plan. Further work is required to better understand the Inner Ring Road and a model is to be commissioned which will enable potential changes to junctions to be modelled and the impact on traffic flow assessed. The final strand is the increasing importance of the Network Management Plan and a greater understanding of how managing planned and unplanned events; designing and enforcing traffic orders; and analysing the impact of residential and commercial developments on the highway network, can have a significant impact on how efficiently and effectively the highway network operates. As part of this work Civil Parking Enforcement will be implemented in 2010/11
- (c) The Sustainable Travel Demonstration Town project, although not yet completed, has received national recognition for its success in achieving a reduction in car driver trips and increases in walking and cycling. The outcomes detailed in section 1 of this report highlight the success of the approach and these have been achieved with, in some cases, poor infrastructure and services. During 2008 much of the work to complete the urban cycle network will be completed and there will be a quality, signed, continuous network to market to local people. In 2008 there has been the launch of a new bus network and the introduction of 28 brand new vehicles by Arriva in Darlington. There is now a quality bus network to market to local people. Local Motion achieved initial success even when the alternatives were not always available. As the alternative choices to the car are now available for many more people it is important that the joint approach of building and improving the alternatives and marketing them is continued.
- (d) During the first two years of the Plan cycling levels have increased significantly and Darlington has been successful in securing additional

funding from Cycling England until March 2009, with a potential for a further 2 years of funding if the last key links in the network of radial routes are completed. Although there has been major investment in the routes, a decision was taken not to sign the routes until they were complete. As these routes are now being finished, signs directing cyclists from the rural/urban fringe into the centre of Darlington are being installed (incorporating colours and times). As the core network is completed by March 2009 there will be an opportunity in the remaining 2 years of the Plan period to promote the whole network as well as add on local links and links into the rural areas to connect villages to the urban area. National events such as the recent Tour of Britain Stage start also help to raise the profile of cycling in the Borough.

- (e) Darlington, along with the other Tees Valley authorities has submitted a bid to Government for a major bus improvement scheme. This would provide necessary funding for improvements to bus infrastructure including major junction improvements, additional bus lanes, an acceleration in the upgrading of passenger waiting facilities and conversion of areas of hail and ride operation to bus stops. In the meantime Darlington has signed a Memorandum of Understanding with Arriva, following Arriva's takeover of the Stagecoach operation in the Borough. The two organisations are now working more closely together to provide a stable bus network that has reliable, punctual services.

6. Programme and Targets

The programme of work will need to reflect local priorities and will be affected by external funding decisions, for instance the decision by the Department for Transport on the Tees Valley Bus Network Improvement scheme; the Department's decision on whether to continue to fund Darlington as a Cycling Demonstration Town for a further two years; and the selection by the European Union of an Intereg project in which Darlington is a partner.

However the balance of expenditure will remain in line with the original spend profile set out in the Second Local Transport Plan. Delays to a decision on the Tees Valley major bus scheme has resulted in less money being spent on public transport infrastructure, although there has been significant time and revenue funding spent on public transport information, ongoing review of the supported bus network and concessionary fares.

In addition new schemes may come forward as a result of external factors such as the bus operator changing bus routes (requirement for new stops), or additional maintenance pressures (caused by extreme weather).

Other areas of work such as speed management, a joint initiative with the Police, and the implementation of Civil Parking Enforcement will also require funding from the programme. With the appointment new staff into the Traffic Management and Road Safety team, there will be a more proactive approach to implementing our Traffic Management duty.

The targets will remain the same. Further investment in bus infrastructure is required to improve the customer's experience of bus travel, in particular punctuality, and to continue to redress the decline in bus patronage. The

performance against targets also indicate that there needs to be careful planning of the maintenance block of funding to ensure that non principal classified roads are improved significantly.

7. Conclusion

Following the review process undertaken by the Local Strategic Partnership of local priorities for the development of the new Sustainable Community Strategy One Darlington : Perfectly Placed, the transport strategy remains sound.

Ongoing implementation of the Network Management Duty and preparation for the introduction of Civil Parking Enforcement has strengthened our approach to tackling congestion. A clear prioritised programme of junction improvements is supported by the continuation of the demonstration town projects to promote travel choice and support travel behaviour change in the longer term.

Performance against the targets that have been set is strong and supports the continuation of our approach, with a continued focus on public transport through the Tees Valley Bus Network Improvement major bid and other initiatives to address concerns with satisfaction with and punctuality of bus services.

This Delivery Report was tabled at a meeting of the Local Strategic Partnership Greener Theme Group. Following the meeting the final draft report was circulated to all Theme Group members for comment. As no substantive comments were received the report has been submitted to Government Office North East.

Section 3 – Risk Assessment April 2008 – March 2011

In its guidance DfT requested that authorities undertake a risk assessment on the remaining 3 years of the delivery of the Second Local Transport Plan. This is to ensure that problems are detected early and contingency plans put into place if possible. It also ensures that opportunities are identified and capitalised on in order to deliver the transport strategy. Darlington has chosen to undertake a SWOT analysis.

During the remaining 3 years of the Second Local Transport Plan the focus will remain on

- Improving accessibility, in particular for those without access to a car;
- Tackling congestion through improvements to the highway network, appropriate demand management measures, better management of the highway network and improved processes for dealing with planned and unplanned events on the highway;
- Continuing to promote travel safety for all.

The delivery programme will focus around the following major schemes and initiatives:

Tackling Congestion

- Completing the Darlington Eastern Transport Corridor and locking in the benefits of reduced traffic levels in Haughton Green;
- Major junction improvements in Cockerton, Whinfield, Whessoe Road/North Road junction and feasibility work on the Inner Ring Road to improve traffic flow;
- Review of Urban Traffic Control / traffic signal installations and timings;
- Introduction of Civil Parking Enforcement;
- Implementation of the Network Management Plan.

In addition, there is a new emphasis on implementing minor network management schemes

Park and Ride has been removed from the programme as the feasibility work showed that there is currently insufficient demand for a scheme in terms of the level of trips accessing the town centre utilising one or two adjacent radial routes; inadequate bus priority; and availability of car parking in the town centre.

Improving Accessibility

- Continued investment in the bus network to lock in benefits of Arriva's new network, including roll out of real time information, conversion of hail and ride sections of route and removal of inappropriate speed humps to encourage

easy access buses to be operated;

- Continued development of the cycle network and associated pedestrian network, and programme to increase levels of cycling in line with status as a Cycling Demonstration Town.

In addition further funding has been secured to continue with Local Motion initiatives through a European Union funding bid; and Darlington has been selected by ATOC to be a pilot site for a station travel plan.

Travel Safety

- Local safety schemes to reduce casualties as part of the implementation of the Durham and Darlington Casualty Reduction Strategy;
- Speed limit review by 2011 in conjunction with the police as part of the Speed Management Strategy;
- Continued roll out of 20mph zones and Safer Routes to School (with increased funding due to further schemes being identified through the school travel plan process);
- Street lighting improvements.

In addition the Anti-social behaviour team and Police have been engaged to tackle anti social cycling on pavements; and the Police are working with the Council to develop a Speed Management Strategy which will require funding from the LTP to implement required changes to Traffic Regulation Orders, lines and signs.

Maintenance and Transport Asset Management Plan

- Focus on improving classified non-principal roads ('B' and 'C' class);
- Maintain gains in satisfaction levels achieved with footways (Lets Get Cracking initiative);
- Maintain principal road condition.

Regional Initiatives

- Await decision on the Tees Valley Bus Network Improvement major scheme bid and implement local elements of the programme once the funding is available;
- Continue to support the Tees Valley Metro scheme;
- Await the completion of the modelling work for the Tees Valley Area Action Plan for A19/A66/A174 and utilise the outputs to inform the sub region's bids to the RFA process for future major scheme funding bids

SWOT Analysis

The following pages identify the strengths, weaknesses, opportunities and threats, for:

- 1) Transport's contribution to wider objectives
- 2) Tackling congestion
- 3) Improving accessibility
- 4) Travel safety
- 5) Asset management
- 6) Use of resources
- 7) National Demonstration Town projects

As well as a log of the risks against the schemes identified for delivery during the remaining three years of the Plan period.

1) Transport's Contribution to Wider Objectives – SWOT Analysis

<p>Strengths</p> <p>The role of transport in delivering wider objectives is recognised in the Sustainable Community Strategy and the Local Area Agreement;</p> <p>Following reorganisation, Transport Policy is now a function in the Chief Executives Department alongside Economic Regeneration and Planning, ensuring close links between land use planning and accessibility;</p> <p>Strong links between the ROWIP, LTP2 and Green Infrastructure Strategy, contributing to 'better public spaces (recognised through Beacon status);</p> <p>Transport has a key role in delivering Climate Change actions and achieving targets set under NI186;</p> <p>Strong community and stakeholder engagement ethos.</p>	<p>Weaknesses</p> <p>The role of transport, in particular the impact of planning and policy decisions on congestion, travel safety and accessibility is not always recognised by other departments within the Council;</p> <p>The role of transport, in particular the impact of planning and policy decisions on congestion, travel safety and accessibility is not always recognised by other organisations in the private, public and voluntary sector;</p>
<p>Opportunities</p> <p>Joint working with the Primary Care Trust (NHS Darlington) to promote walking and cycling as part of the Obesity Action Plan;</p> <p>Joint working with the Primary Care Trust to design and implement an Investors in Health award scheme, incorporating travel planning;</p> <p>For Darlington's Play Strategy to recognise cycling as a form of play and accessibility for all children to play opportunities, including travel;</p> <p>Social marketing, used extensively to change travel behaviour, could be utilised to deliver other behaviour changes programmes in energy savings, recycling, anti-social behaviour etc</p>	<p>Threats</p> <p>Possible adverse impacts on transport infrastructure, as a result of climate change, such as extreme weather events causing flooding, buckling rails etc. Therefore links to NI188 - needing to adapt to climate change;</p> <p>Credit crunch and impact on additional funding from external sources;</p> <p>Slow down in new developments, both housing and commercial, with associated threats to jobs and prosperity, with implications for transport and travel behaviour;</p> <p>Potential changes to the location of health services (hospital and health centre) could create the need for longer journeys and to sites not well served by public transport;</p> <p>Changes to home to school travel strategy; introduction of 14-19 diplomas; and extended schools could all potentially increase the number of car trips.</p>

2) Tackling Congestion and Network Management Duty – SWOT Analysis

Strengths	Weaknesses
<p>Relatively low levels of congestion compared to other major conurbations;</p> <p>Balanced approach in tackling congestion: minimising traffic growth whilst increasing capacity at points on traffic sensitive routes;</p> <p>Good record in developing and implementing school travel plans to tackle school gate congestion;</p> <p>Feasibility of Park and Ride has been assessed and a decision taken that it will reviewed again in light of the funding decision on the Tees Valley Bus Network Improvement major bid;</p> <p>Full time Traffic Manager to be employed in 2008/09 and Network Management Plan to be adopted by Cabinet;</p> <p>Streetworks notification procedure in place and working well, reducing congestion arising from planned and emergency works;</p> <p>Safety Advisory Groups coordinating planned events that have an impact on the highway – improved planning and reduced disruption.</p>	<p>Poor communication in how schemes contribute to tackling congestion;</p> <p>Constricted nature of highway network within the urban area makes significant improvements at pinch points expensive to deliver;</p> <p>Limited human resources to design and consult on major junction improvements (including 2 major schemes in Cockerton, Whinfield Road improvement, Whessoe Road junction improvement, Woodland Road/Brinkburn junction);</p> <p>Urban traffic control system and traffic signal installations managed externally. Limited expertise within the Council and little ongoing validation of signal controlled junctions;</p> <p>Limited traffic modelling expertise and resource.</p> <p style="text-align: right;">Continued ...</p>

	Opportunities		Threats
1	Following the completion of the Darlington Eastern Transport Corridor, congestion through Haughton can be tackled with local traffic management;	1	Increases in car ownership continue;
2	The A19/A66/A174 area action plan will highlight what improvements are required to the A66 around Darlington and will inform funding bids to the Regional Transport Board;	2	Funding for the Tees Valley major bus bid may not be forthcoming and key junction improvements required for the expeditious movement of all traffic including buses, pedestrians and cyclists as well as general traffic will not be completed as they are beyond the scope of the LTP;
3	Bus priority measures detailed in Tees Valley Bus Network Improvement have advantages for the expeditious movement of all traffic;	3	Strong objections by the public may delay the implementation of schemes, especially with regard to loss of on-street parking;
4	The Tees Valley has been selected as a Housing Growth Point and as such is eligible to access funds for transport improvements required to facilitate the construction of additional housing;	4	Construction of major schemes creates disruption on the highway network and public perception is that congestion is therefore getting worse (pedestrian heart, DETC, Woodlands road gas main and sewer work); ¹⁰
5	Full time Traffic Manager to be employed in 2008/09 and Network Management Plan to be adopted by Cabinet;	5	Increased trips generated by Housing Growth Point sites and Darlington Gateway sites;
6	Adoption of a new Parking Strategy and implementation of Civil Parking Enforcement in 2009/10;	6	Lack of public support due to poor communication of messages about tackling congestion.
7	Accelerate the development and implementation of workplace travel plans;		

Continued ...

¹⁰ Role of Traffic Manager in delivering the Network Management Duty is to minimise disruption on the highway and to provide information so that those using the highway can make informed choices about how and where they travel, with due regard to potential delay.

8	Continue to implement school travel plans to tackle school gate congestion; Rising costs of using a private car encourage more people to car share or switch mode completely;		
9	Local Motion to promote smarter travel choices to reduce car driver trips;		
10	Specific LTP budget allocated to minor network management schemes to address issues that contribute to congestion and fulfil the Network Management Duty;		

Tackling Congestion and Network Management Duty – Schemes 2208-2011

Scheme	Tackling Threat or Opportunity	Risk Log	Risk Management
Traffic calming on Houghton Road to lock in benefits of the Darlington Eastern Transport Corridor	Opportunity 1	Results of consultation with public and other stakeholders may alter and/or delay the scheme;	Early engagement with local residents; comprehensive information about scheme rationale.
Study of the Inner Ring Road and associated improvements	Opportunity 3 Threat 2 Threat 5	<p>A micro-simulation model is required and this will require building from scratch – time and budget implication;</p> <p>No agreement across Tees Valley on which modelling software is to be adopted as a standard;</p> <p>Insufficient funding to implement recommendations of the study;</p> <p>Timing of Town Centre Fringe development may change due to financial situation;</p> <p>Land ownership issues;</p>	<p>Utilise modelling expertise at JSU;</p> <p>Programme advance design work, so schemes progress in line with demand and finance.</p> <p style="text-align: right;">Continued ...</p>

Scheme	Tackling Threat or Opportunity	Risk Log	Risk Management
Whinfield Road/Whinbush Way junction	Opportunity 3 Threat 2	<p>Scheme not yet fully designed or consulted on – may result in delay;</p> <p>Awaiting funding decision on TVBNI;</p> <p>Option on land secured but not yet completed land deal;</p> <p>Scheme not supported by Arriva due to insufficient bus priority and no improvements to bus running times (requirement of bid funding);</p> <p>Scheme not supported by local people/businesses;</p>	<p>Prepare detailed design;</p> <p>Programme early consultation with key stakeholders and local residents;</p>
Whessoe Road/North Road junction improvement	Opportunity 3 Threat 2	<p>Ditto</p> <p>Plus – scheme adjacent to North Road Station and Network Rail will have to assess impact on rail network and ancillary facilities – may result in delay.</p>	<p>Prepare detailed design;</p> <p>Programme early consultation with key stakeholders and local residents;</p>
Cockerton Green junction improvement	Opportunity 3 Threat 2	<p>Ditto</p>	<p>Prepare detailed design;</p> <p>Programme early consultation with key stakeholders and local residents;</p>

Continued ...

Scheme	Tackling Threat or Opportunity	Risk Log	Risk Management
Introduction of CPE	Opportunity 6	Resource implications to prepare for submission of scheme to DfT; Objection by residents to formalisation of TROs that have not previously been signed and lined correctly – potential for delay; Scheme not accepted by DfT	Produce a project plan and employ a project manager to ensure preparation of scheme is on track to meet DfT requirements and keeps to time and budget;
School travel plans	Opportunity 8	Lack of support by schools to implement identified schemes	Greater involvement from Children's Services to support schools
Workplace travel plans	Opportunity 7	Difficult to engage businesses	Utilise colleagues in economic regeneration and town centre management;
Local Motion programme of smarter choices ¹¹	Opportunity 9 Opportunity 10 Threat 1 Threat 6	Poor perception of alternatives	Communications programme to secure more positive media coverage, in particular about tackling congestion.

¹¹ Additional funding from European Union as part of successful Intereg proposal; and elements of revenue funding from Cycling England as part of the ongoing delivery of the Cycling Demonstration Town project.

Better Air Quality - SWOT

<p>Strengths</p> <p>All air quality objectives are being met and there is no need to declare an Air Quality Management Area;</p>	<p>Weaknesses</p> <p>It recognised that traffic is the major source of air pollution in Darlington;</p>
<p>Opportunities</p> <p>Continue to deliver Local Motion to further reduce car driver trips, in particular for short local journeys in the urban area;</p> <p>Further investment by the Council to reduce emissions by its own fleet and reduce the number of car miles undertaken during the delivery of its services;</p>	<p>Threats</p> <p>If congestion increases air quality will worsen at some locations;</p> <p>Any reduction in the frequency or reliability of rail or bus services or any significant increase in fares, may encourage an increase in car use especially for commuter journeys;</p>

Better Air Quality – Schemes 2008-11

Improved air quality will be an outcome of schemes to tackle congestion.

3) Delivering Accessibility – SWOT Analysis

<p>Strengths</p> <p>Good bus and rail links to the Tees Valley, North Yorkshire, and County Durham;</p> <p>Memorandum of Understanding with Arriva;</p> <p>Darlington has been selected as one of the trial sites for a Station Travel Plan;</p> <p>Comprehensive cycle network within the urban area;</p> <p>Taxi voucher scheme to supplement the bus concessionary fares scheme;</p> <p>In partnership with Darlington Association on Disability provides a Shopmobility Service, operating in a pedestrianised town centre;</p> <p>Provision of travel information, including a local on-line journey planner, printed materials and at stop timetable information;</p> <p>Supported bus network has addressed issues regarding accessibility, in particular to GP surgeries, schools, college and employment.</p>	<p>Weaknesses</p> <p>Costs of providing supported bus services are increasing and rural services have been reduced due to revenue pressures;</p> <p>Cost of providing concessionary fares has increased, with insufficient additional funding from Government;</p> <p>Ring a Ride does not provide value for money;</p> <p>Limited community and voluntary sector capacity to provide transport.</p>
<p>Opportunities</p> <p>1 Metro proposal to improve travel times, frequency, quality and reliability using the existing rail network in the Tees Valley by 2012;</p> <p>2 Small scale improvements and marketing to promote existing rail services in Tees Valley;</p>	<p>Threats</p> <p>1 Withdrawal of commercial bus services or changes to bus routes by bus operators and associated impact on access to a service for some residents;</p> <p>2 Relocation of services by the private and public sector, with little consideration for accessibility;</p>

	Opportunities		Threats
3	Tees Valley major scheme to improve bus travel through enhancements to the road network and waiting facilities, investment in new vehicles and information, providing more reliable, frequent and high quality services;	3	Pressure on Tees Valley local authority budgets to support Metro and possibility that DfT will not become project sponsor;
4	Development of a university within Darlington in partnership with Teesside University, reducing the need for Darlington students to travel out of the Borough;	4	Continuation of problems with the operation of the Public Transport Real Time Information Service, resulting in the scheme not being rolled out into the town centre and other locations;
5	Redevelopment of town centre sites for employment which have good access by public transport, walking and cycling;	5	Purchasing land is critical for some schemes, including John Street cycle route;
6	Extension of the cycle network to villages;	6	Residents opposition to schemes continues to delay implementation or results in scheme designs that no longer meet their objectives (Mill Lane cycle route);
7	Review to identify what level of accessible transport service (Ring a Ride) is required and the best way to provide it;	7	Reduction in potential funding – Green Infrastructure Strategy Funding is required to deliver many of the elements of the ROWIP and this has not yet been secured;
8	Roll out of real time information at key bus stops;		
9	Further improve access to transport/travel for the disabled.		

Delivering Accessibility – Schemes 2008-2011

Scheme	Tackling threat or opportunity	Risk log	Risk management
Minor bus stop improvements, focusing on routes that operate easy access buses	Opportunity 3 Opportunity 9 Threat 1	Currently improvements are reactive in light of changes by bus operators, rather than proactive on a route by route basis; Implementation has been delayed due to waiting for a funding decision on TVBNI – may not be able to improve quality rapidly without funding decision in short term;	Agree programme of improvements with bus operator; Utilise Memorandum of Understanding to minimise changes to network;
Real time displays in the town centre	Opportunity 8 Threat 4	Technology is still not fully operational – delaying implementation;	Extensive maintenance programmed for Quarter 3 2008;
Conversion of hail and ride sections of bus routes, focusing on those routes that already have easy access buses	Opportunity 3 Opportunity 9	Objections from residents;	Early engagement with local residents and ward councillors; Promote benefits of easy access buses; Continued ...

Scheme	Tackling threat or opportunity	Risk log	Risk management
ROWIP – minor improvement works, particularly focused in the urban/rural fringe	Opportunity 6 Threat 7	<p>No firm commitment on Green Infrastructure Strategy funding;</p> <p>Lack of staff resource to undertake inspections and work with landowners to ensure performance indicators are met;</p> <p>Lack of sufficient staff resource to undertake development work in line with ROWIP;</p>	<p>Work programme to be prioritised by ROW team in consultation with Transport Policy;</p> <p>Staff resource issue to be addressed by ROW manager;</p> <p>JSU to push ahead with bid for funding;</p>
Station Travel Plan – pilot project – to identify improved integration with other modes to increase rail travel and increase sustainable travel to the station	Opportunity 2	<p>Funding not currently identified to implement any highway related improvements resulting from this work;</p> <p>Delay to development of Central Park delays improvements for access to the station from Parkgate;</p>	<p>Adapt capital programme in LTP and other funding sources if this will achieve outcomes;</p> <p>Provide temporary ‘value for money’ options to improve access from Parkgate in the short term;</p>
Dropped kerbs for those with mobility issues, particularly on identified routes	Opportunity 9	No criteria for prioritising routes;	<p>Agree a priority list in consultation with Darlington Association on Disability</p> <p>Continued ...</p>

Scheme	Tackling threat or opportunity	Risk log	Risk management
Cycle network development - completion of the 7 radial routes - schemes to complete the circular route around the urban area - schemes to link the urban area with rural communities - completion of direction/time signs across the whole cycle network	Opportunity 6 Threat 5 Threat 6 Threat 7	Haughton Road footbridge/cyclebridge – delayed; Land issues associated with John Street scheme and other rural schemes; Agreement required with Highways Agency for a second bridge over the A66 and to upgrade an existing route adjacent to the A66;	Programme a meeting with the Highways Agency to agree a way forward on cycle schemes that need to cross the A66 or A1; Continue to support estates in land negotiations;

Other initiatives

Tees Valley Unlimited – continuing the development of the case for Tees Valley Metro (Opportunity 1; Threat 3)

Local Development Framework and associated planning documents – ensure accessibility planning is a key strand of this strategy to ensure that developments do not generate unnecessarily large volumes of car trips or that they exclude people from accessing services and opportunities. (Opportunity 4; Opportunity 5)

Review of supported bus service contracts in light of commercial changes by Arriva in 2008. (Opportunity 5; Threat 2)

Review of Ring a Ride and Shopmobility – both funded from Council revenue and application of the Disability Equality Scheme on all schemes (Opportunity 7; Opportunity 9).

4) **Travel Safety – SWOT Analysis**

<p>Strengths</p> <p>Good safety record in terms of casualty reduction;</p> <p>Established programme of pedestrian and cycle training;</p> <p>Higher than average winter maintenance programme;</p> <p>All Darlington buses are equipped with CCTV;</p> <p>11 Car parks have Park Mark status and Pay By Phone in car parks reduces the need for cash to be used;</p>	<p>Weaknesses</p> <p>Perceived risks for pedestrians and cyclists is still high;</p> <p>Road safety is not seen as a high priority compared to antisocial behaviour but impacts on travel behaviour in the same way;</p> <p>The implications of maintenance and cleansing interventions on road safety standards not fully embedded in decision making process;</p> <p>Cycle Demonstration Town status means that we cannot bid for Bikeability funding, increasing pressure on other budgets.</p>
<p>Opportunities</p> <p>1 To identify safety improvements at all schools through the School Travel Plan Strategy and Sustainable Travel to School Strategy;</p> <p>2 Develop more 20mph zones in residential areas as part of a Borough-wide Speed Management Strategy;</p> <p>3 Speed limit review with Durham Police as part of the borough wide Speed Management Strategy;</p> <p>4 Community Safety Partnership crackdown on drugs and drinking – positive impact on driving;</p> <p>5 Durham and Darlington Casualty Reduction Strategy with key stakeholders including Police and Fire.</p>	<p>Threats</p> <p>1 Cycling on pavements due to fears of traffic, leading to cycle/pedestrian conflict;</p> <p>2 Reducing congestion can lead to increased vehicle speeds;</p> <p>3 Reduced enforcement by Durham Police;</p> <p>4 Comparatively small number increase in casualties can lead to significant percentage increase in KSI casualties;</p> <p>5 KSIs are at an all time low and further reductions are becoming more difficult to achieve;</p> <p>6 Road Safety Grant ends in 2011 – significant revenue funding</p>

Travel Safety – Schemes 2008-2011

Scheme	Tackling Threat or Opportunity	Risk Log	Risk Management
Casualty reduction prioritised by potential for casualty savings	Opportunity 5 Threat 5	<p>Schemes yet to be identified;</p> <p>Need to fit wit the objectives of the evolving Durham and Darlington Casualty Reduction Strategy;</p> <p>Schemes can have significant implications on residents – may result in delay;</p> <p>Most accident hot spots have been improved – casualty savings are becoming harder to deliver.</p>	<p>Annual review of casualty statistics to identify trends and ‘hot spots’ to inform programme;</p> <p>Ensure Darlington’s requirements for travel safety are fully met within the Casualty Reduction Strategy;</p>
School 20mph zones and Safer Routes to School – schemes identified for Dodmire Primary, St. Theresa’s Primary, Holy Family RC Primary and Longfield Secondary schools.	Opportunity 1	<p>Requirements for schemes being identified by the school travel plan process – high demand for finite budget and need to manage expectations;</p> <p>Schemes have potential for being contentious, particularly where they incorporate traffic regulation orders.</p>	<p>Identify other sources of funding to complete Safer Routes to School, such as Sustrans;</p> <p>Early engagement with local residents and ward councillors, as well as the schools;</p> <p style="text-align: right;">Continued ..</p>

Scheme	Tackling Threat or Opportunity	Risk Log	Risk Management
Street lighting improvements to address anti social behaviour	Opportunity 5	Increased revenue costs; Limited budget and need to manage expectations.	Highways to work closely with Community Safety Team to identify most 'at risk' areas.
Speed management schemes – speed limit review and area wide 20mph zones	Opportunity 2 Opportunity 3 Threat 2 Threat 3	Potential conflict between Police and Council re enforceable speed limit versus appropriate speeds in villages; Cost implications of changing orders, signs and lines; Limited staff resource to deliver speed limit review.	Approach of developing wide-scale 20mph zones to change driver behaviour in residential areas; Schemes identified in the speed limit review must have the full support of the Council for funding to be identified.

Other Initiatives

Increased enforcement of illegal cycling on pavements – Police resource is an issue, but propose joint working with Community wardens and will seek to provide more bikes to Police for greater engagement with cyclists (Threat 1);

Continue to use the Road Safety Grant to fund cycle and pedestrian training and the Road Safety Education, Training and promotion activity, targeting specific groups such as young drivers, motorcyclists and elderly pedestrians. (Opportunity 4; Threat 6).

5) Asset Management – SWOT Analysis

<p>Strengths</p> <p>All works on the highway are now notified and coordinated resulting in reduced costs and reduced disruption to the public;</p> <p>A realistic assessment of the life of different highway components is now possible as all highway works are coordinated and recorded in one system;</p> <p>Condition data is used to inform the maintenance programme;</p> <p>Lets Get Cracking programme delivered significant improvement on footway and road condition leading to an increase in satisfaction levels;</p> <p>Tees Valley Asset Management Group meets regularly.</p>	<p>Weaknesses</p> <p>Lack of consistency in the types of street furniture utilised – this can reduce value for money;</p> <p>Difficulty in setting stretching service levels whilst keeping within budgets.</p>
<p>Opportunities</p> <p>Upgrade the system to enable users to view streets and their assets on a GIS based system;</p> <p>Joint procurement with neighbouring authorities to deliver improved value for money.</p>	<p>Threats</p> <p>DBC budget pressures;</p> <p>Unforeseeable extraordinary maintenance events arising from flooding etc;</p> <p>Expensive materials used in new development sites may be difficult to source and expensive to purchase.</p>

6) Use of Resources – SWOT Analysis

<p>Strengths</p> <p>Excellent track record on securing additional external funding;</p> <p>Jointly fund shared resources e.g. Tees Valley Sustrans Officer</p>	<p>Weaknesses</p> <p>Processes designed to improve performance management and budget control between departments have not been implemented;</p> <p>Small authority with limited staff resource means that ability to deal with significant additional funding for capital schemes is limited.</p>
<p>Opportunities</p> <p>Additional funding from Intereg programme for smart card technology;</p> <p>Joint procurement with neighbouring authorities;</p> <p>Partnership arrangement with key stakeholder groups to deliver improvements in areas of shared concern e.g. Road Casualty Reduction Forum.</p>	<p>Threats</p> <p>Insufficient funding from DfT for concessionary fares;</p> <p>Cost increases to deliver schemes, relating to wage rates, costs of materials etc – increasing need to provide value for money.</p>

7) Local Motion and Cycling Demonstration Town – SWOT Analysis

<p>Strengths</p> <p>Darlington is the only authority to be both a sustainable travel and cycling demonstration town;</p> <p>National recognition of delivering ‘smarter choices’;</p> <p>Further funding secured to continue the projects beyond 2009;</p>	<p>Weaknesses</p> <p>Awareness of the needs of pedestrians and cyclists is poor in some other departments within the Council;</p>
<p>Opportunities</p> <ol style="list-style-type: none"> 1 To develop social marketing with other sectors such as health, recycling or energy efficiency; 2 Promote public transport, following major changes to the bus network and investment in new vehicles by Arriva; 3 Expand the work with local businesses on workplace travel plans to tackle commuter travel; 4 Tees Valley Green infrastructure Strategy funding can provide a step change in the delivery of the ROWIP; 5 Wider recognition of the role of sustainable travel to tackle health inequalities and provide cheaper travel options in times of high fuel prices; 6 Implement the Council Travel Plan as a model of best practice; 7 Embed Local Motion ethos into the Local Development Framework; 8 Continue to develop the cycle network as a transport network and for the wider benefits of improving health and well being and increasing access to green space. 	<p>Threats</p> <ol style="list-style-type: none"> 1 Loss of Cycling England funding and status as a Cycling Demonstration Town due to delays in delivery the programme; 2 Poor media coverage of walking, cycling and public transport acting as a deterrent; 3 Cycling through the town centre being prohibited;

Local Motion and CDT – Schemes 2008-2011

Scheme	Tackling Threat or Opportunity	Risk Log	Risk management
<p>Cycle network development</p> <ul style="list-style-type: none"> - completion of the 7 radial routes - schemes to complete the circular route around the urban area - schemes to link the urban area with rural communities - completion of direction/time signs across the whole cycle network 	<p>Opportunity 8 Opportunity 4 Threat 1 Threat 2 Threat 3</p>	<p>Haughton Road footbridge/ cyclebridge – delayed;</p> <p>Land issues associated with John Street scheme and other rural schemes;</p> <p>Agreement required with Highways Agency for a second bridge over the A66 and to upgrade an existing route adjacent to the A66;</p>	<p>Programme a meeting with the Highways Agency to agree a way forward on cycle schemes that need to cross the A66 or A1;</p> <p>Continue to support estates in land negotiations;</p>
<p>Implement Council Travel Plan initiatives for staff</p>	<p>Opportunity 6</p>	<p>Staff resistance to change;</p>	<p>Collaboration between Transport Policy and Human Resources;</p> <p>Extensive consultation with staff and Unions;</p> <p>Develop travel choices for business travel, as well as addressing car use.</p>
<p>Focus resources on workplace travel planning to tackle peak hour congestion and parking issues – develop Investors in Health Initiative with PCT</p>	<p>Opportunity 3 Threat 2</p>	<p>Difficult to engage businesses;</p>	<p>Utilise colleagues in economic regeneration and town centre management;</p> <p>Focus staff resource in Transport policy team;</p>

Other Initiatives

Station Travel Plan pilot project funded by ATOC to improve access to rail stations and increase the number of rail passengers for longer journeys (opportunity 3);

Intereg funded project to further develop Local Motion smarter choices initiative (Opportunity 1, Opportunity 2, Opportunity 5, Threat 2);

Intereg funded project to better integrate planning policy and transport planning to encourage sustainable travel (Opportunity 7);

Intereg funded project to develop smart card technology for transport including public transport and bikes as well as potential links to other council services such as leisure, retail discounts etc (Opportunity 1, Opportunity 2, Opportunity 7).

ANNEX 1

Progress made with ROWIP

2006/07 saw the production of the ROWIP, following extensive consultation with a wide range of individuals and groups across the borough. The ROWIP was adopted by Cabinet in November 2007, and received very positive feedback from a variety of internal and external sources including our own Environment Scrutiny Committee and the organisation recruited to oversee the ROWIP nationally, 'The Access Company'. Darlington's ROWIP was in the top quartile in England, and received special mention for its treatment of the importance of quality in delivering countryside access, as well for its detailed and costed action plan.

In 2007/08, the ROWIP became the focus of much of the proactive work of the team during this year, and while the statutory side of managing the network still takes the majority of what is a small team's time, the ROWIP provides a structure around which projects and developments can be focused. This has led to a number of the major schemes identified in the ROWIP being moved forward. These are:

1. The new access route around the river at Rockwell; adding 3km of very high quality countryside to the Teesdale Way.
2. The green radial routes theme: 5 new urban rural links are being explored; gaining local support and developing each individual business case - the first of these routes from the centre of Darlington, crossing the A66 to Middleton St. George.

Progress made with the Green Infrastructure Strategy

A Tees Valley team of planning and strategic green space officers from the 5 local authorities, plus representatives from the Environment Agency, Natural England, CABI and One North East, have worked together to develop a Green Infrastructure Strategy for the sub-region and all five local authorities have adopted it. Darlington is presently working with the Tees Valley Joint Strategy Unit, One North East and the Tees Valley Local Authorities to produce a business plan that details the major projects to be delivered under the strategy, the cost and benefits of the projects, and a robust assessment criterion. The business plan is due to be completed in the early part of the 2009, so opening the doors for the sub regional funding stream to be delivered providing the business case is successfully made. The indication is that the very thorough and inclusive process that has been undertaken so far with the production of the strategy itself will lead to a successful conclusion with regards to this particular allocation of funding. The programme will then be taken forward in 2009.

Progress made with ROWIP delivery

Promotion of ROW network and walking

The provision of information, promotion and events is key to encouraging people to use the ROW network. The regionally organised Great North Walks were held in Darlington in 2006 and 2007 with great success, and the 'Walk the Darlington Way' brochure was produced. In addition, the first Darlington Family Walk was held in July 2008, following on from the success of the Great North Walk. The walk attracted more local residents than any past Council led walking event in recent years and it will be developed as an annual event.

Demand for short circular walks in the Borough concentrating on the urban fringe

Darlington has continued its joint approach through the LTP, ROWIP and Cycling Demonstration Town project to utilise funding to meet a number of objectives, such as increasing levels of cycling, improving accessibility, improving travel safety and developing the urban fringe ROW network to increase levels of leisure walking. A new 1km section of shared use path alongside Cocker Beck providing an excellent urban walking route as well as Safer Routes to both Branksome School and Cockerton Primary School was completed in 2007/08. A 1.3km stretch of the Skerne Restoration route through Rockwell Local Nature Reserve was upgraded in 2006/07 to meet the requests of local people, as this is a popular walking route but also to improve this busy cycle commuter route. As part of the Darlington Eastern Transport Corridor scheme, plans have been included to upgrade the bridleway and NCN14 from the A66 to Houghton Road, into a shared use sealed surface path for pedestrians and cyclists with a separate loose surface path for horses, as well as the creation of Red Hall Local Nature Reserve. Work is well underway (opened in August 2008).

Rights of Way users enjoy quality landscape walks through woodlands

A joint approach is taken with the Local Transport Plan where there is also a transport element e.g. identified schemes to improve routes to the Whinnies as part of NCN14 route between Darlington town centre and Stockton town centre (substantially complete), and to Skertingham Wood as part of the urban cycle network (feasibility stage).

Rights of Way users enjoy quality landscape walks along waterways

Darlington has delivered improvements alongside the River Skerne at Rockwell Nature Reserve (2006/07) and at Cockerbeck (2007/08). Both form part of the urban cycle network and provide safe routes for both commuters accessing employment and children accessing a number of schools. They have been funded in part through the LTP2, but also with funding from the Local Area Agreement and Countryside capital programme. A recent survey has been carried out along the Teesdale Way route, which mainly follows riverside paths. The purpose of this was to assess the quality and ease of use to improve the existing routes.

The A66, A67 and A68 run through Darlington borough and sever several ROWs making crossing dangerous

A bridle bridge over the A66 has been included in the plans for Darlington Eastern Transport Corridor (along with major improvements to the bridle way – completed in August 2008). A feasibility study is also underway to construct a bridge over the A66 to link the urban area of Darlington to villages to the south, providing both improvements to the ROW network as well as a transport route for cyclists, improving both safety and accessibility. Design options to improve walking and cycling routes which are part of, or link to, the ROW network in the vicinity of the A67 and A68 are also programmed, in particular a safer route alongside the A67 between Morton Palms and Middleton St. George.

A large part of the Borough is poorly served by Public Bridleways

A number of new routes have been identified serving Sadberge, Merrybent and Baydale Beck. Feasibility work, land negotiation and cost estimation is underway. These will extend the cycle network, improving accessibility between the villages and Darlington and in the case of Merrybent provide a Safer Route to School. Possible upgrades of existing footpaths to bridleway have been identified as part of a scheme to improve access to the Hurworth area. Some of this work is possible without

Investigate the possibilities for improved access by cycle to countryside access sites

Feasibility work, land negotiation, cost estimates and identifying sources of funding are underway for schemes to Hurworth Place, linking Maidendale Nature and Fishing Reserve to Hurworth and Neasham, link to Merrybent Community Woodland, link to Walworth and Piercebridge using Barnard castle Track Bed, route to Sadberge using the Track Bed and heritage route to Middleton St George and on to Stockton. It is anticipated that many of these will be implemented as part of the Tees Valley Green Infrastructure Action Plan.

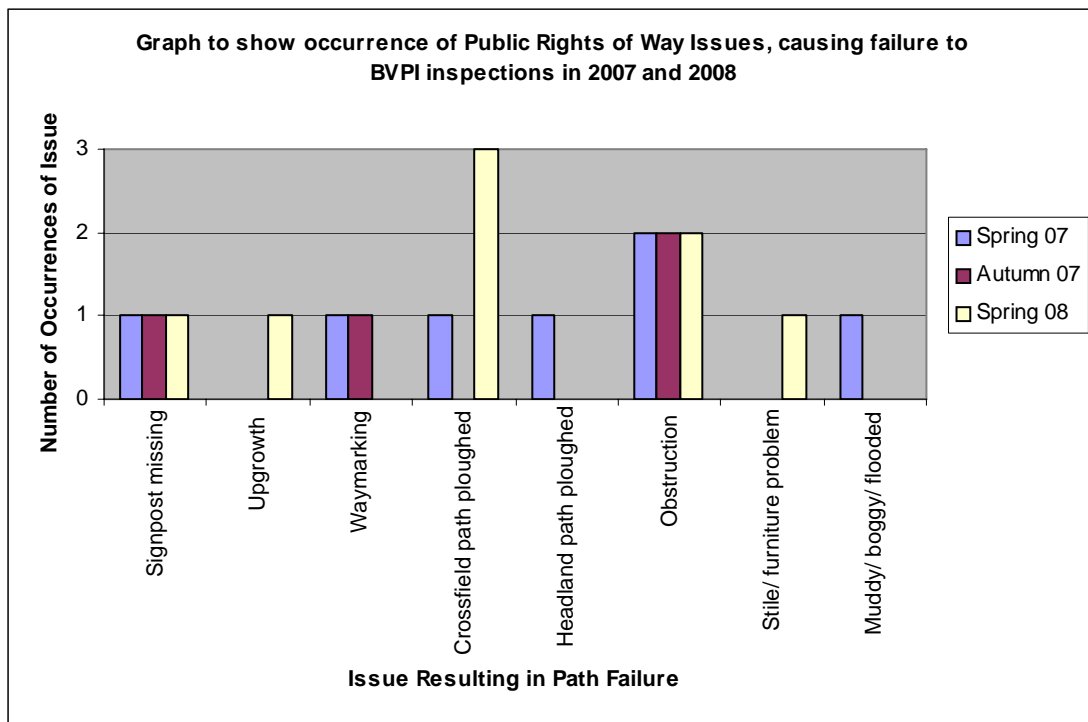
Further improvements to the ROW network have been secured as part of the planning process. As part of the Darlington Football Club development, upgrades of existing footpath to bridleway and creation of a new length of bridleway have been agreed. In addition, a short section of Public Footpath to link Burma Road to the top of existing Public Footpath- Hurworth number 1 will be funded by the developer at Skipbridge Brickworks. This will allow pedestrians to access the existing footpath to Hurworth without having to use a busy road.

Outcomes

In January 2008 Darlington was awarded Beacon Status for Better Public Places. The bid included how the integrated approach between providing high quality public space, including the pedestrianised town centre, parks and nature reserves and direct, continuous, safe, clean routes between them, encourages people to walk and cycle more, improving health, air quality and social cohesion. The panel recognised the importance of the quality of the journey to the destination, and this is achieved through corporate objectives in the LTP, ROWIP and other strategies and service plans for cleansing, open spaces, play and urban design.

The ROW Section has continued to follow the methodology for BVPI 178, as a measure of the percentage of total length of footpaths and other rights of way, which were easy to use by members of the public. Twice yearly, 5% of the paths are selected at random, and inspected as per the BVPI criteria. Consequently, DBC performs BV inspections on 10% of its network, in addition to its routine inspections.

The BVPI survey result for 2008 to date (November survey may change the figure) is 83.7% against a target of 86% for ease of use. The chart below shows the issues that resulted in failure of the paths that were not easy to use as classified by the BVPI methodology.



These results show that the paths failed for a range of issues, which vary across the survey dates.

The most frequently occurring issue for the Spring 08 survey was ploughing of crossfield paths. This is caused by action of landowners in failing to reinstate paths to a suitable condition after cultivating operations. This has increased in comparison to the previous surveys shown in the graph. Other issues that are generally caused by the action or inaction of landowners are ploughing of headland paths, obstructions and furniture problems.

The Authority has a duty to ensure that Public Rights of Way are open and available for use. However, a lack of resources, specifically officer time, has resulted in difficulty in inspecting all Public Rights of Way to ensure that they are easy to use.

The other issues shown: Signposting, upgrowth, waymarking and muddy/ boggy/ flooding are generally the responsibility of the Authority to find and rectify. Reasons for these failures are due to a lack of available resources, including officer time for finding and rectifying faults, and funding for paying for issues with sign posting and surface improvements. The small rise in upgrowth issues is likely to be due to a delay in the 2008 vegetation management contract due to contracting issues.

In order to address one of these issues, i.e. the lack of funding to improve paths, particularly the surfacing, a sum of money has been allocated in the Local Transport Plan programme for the remaining 3 years of the Plan. This is in addition other ROW, which may be improved as part of other programmes of work such as road safety and accessibility.

ANNEX 2

Network Management Duty – progress to date

The Traffic Manager currently balances his role with a Development Control role. A full time Traffic Manager will be appointed in 2008.

The Traffic Manager works with colleagues across the North East region and has used a regional template to develop the Network Management Plan for Darlington. Cabinet will approve this in 2008/09.

Significant progress has been made on implementing the Duty, as follows:

Meetings

- Public Events Safety Advisory Group (PESAG) - One of the major aims of the group is to ensure that planned events will create minimum disruption and will not conflict with other activities within the highway. Organisations represented on the group are Police, Fire and Rescue, Ambulance and the Council (including the Traffic Manager). The group was established in March 2006 and meets quarterly or for specific major events.
- Darlington Football Club Safety Advisory Group (DFCSAG) - The group was set up with the same remit as PESAG to deal specifically with events at the Football Stadium. In addition to representatives attending PESAG the Football Club and the Football League are represented. The group was established in May 2002 and it meets quarterly.
- Transport Forum - a long established meeting with representation from many stakeholder groups.
- Bus Quality Partnership - Established in March 2006 a quarterly meeting with the Bus Operators and the Police at which discussions take place on network management issues.
- Highways Co-ordination and Performance Group - an established meeting with utilities to co-ordinate works.
- Cross Boundary Meetings - Meetings are being held with Tees Valley Authorities, Durham and North Yorkshire to co-ordinate cross boundary activities and to establish cross boundary agreements. The first meeting took place in February 2008 and the groups are now meeting quarterly.
- North of England Highway Authorities and Utilities Committee (NEHAUC) - a long established meeting between the 13 Highway Authorities in the North East and the Utilities Companies to discuss co-ordination and other issues.

Designation of Streets

- Traffic Sensitive Streets - Re-designation of streets has been carried out in line with new criteria introduced in the 3rd edition of the Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (July 2007). Consultation on redesignation was completed in February 2008.
- Network Management Hierarchy - All roads in the Borough have given a designation of Red, Amber or Green depending on their importance within the highway network. This hierarchy is to be submitted for approval to Cabinet in January 2009.

- Pairing of Roads - The primary route network and red routes have been 'paired' with other routes to ensure co-ordination of works and provide for unobstructed diversion routes when works are undertaken on the main highway network. To be submitted for approval to Cabinet in January 2009.
- Tactical Diversion Routes - the Highways Agency are currently surveying the Tactical Diversion Routes from the Strategic Route Network within the Borough. Once complete (likely to be November/December 2008) there will be an agreement made between the Council and the Highways Agency in regard to these routes.
- Abnormal Load Routes - there are designated routes within the Borough.
- Winter Maintenance Routes - The routes for winter maintenance are re-examined every year.
- Cross Boundary Arrangements - A database is being established to ensure consistency between highway authorities at boundaries in relation to traffic sensitivity, network hierarchy (red/amber/green), maintenance categories, speed limits, Traffic Regulation Orders, weight limits etc.

Agreements

- Cross Boundary Agreements - Cross Boundary Agreements are currently being drawn up with the neighbouring authorities of Stockton on Tees, Durham and North Yorkshire. Functions included are Routine Safety Inspections, Tree Inspection/Maintenance, Winter Services, Street Lighting Maintenance, Gully cleansing, street furniture etc.
- Detailed Local Operating Agreement (DLOA) - An agreement between the Council and the Highways Agency in relation to the exchange of information and data to support the safe and efficient movement of traffic over the road network.

Asset management

- Electronic Transfer Of Notices - there has been a number of upgrades to the computer software system (Symology Insight) over the last 2 years. These have seen improvements to the mapping and works management systems. These changes allowed for a smooth implementation of ETON 4 in April 2008. ETON 5 software was installed in October 2008 and an ETON 5 OD file submitted to the National Street Gazetteer (NSG) Hub on 3 November 2008 in preparation for the "go live" date in January 2009.
- A Level 3 gazetteer is submitted to the NSG hub on a monthly basis as required by the Mapping Services Agreement. Integration with our Street Naming and Numbering function ensures that the gazetteer is as up to date as possible.
- Inspections - a proactive approach to Street Works inspections is taken. Works are sampled for inspection at a much higher level than the 30% set in the Code of Practice. Defect inspections are reported and followed up to ensure reinstatement standards are as high as possible. Inspectors check works which should have been completed and Section 74 charges are imposed where necessary.
- The Council has carried out an extensive training programme on the new Code of Practice in advance of the new rules in April 2008. This training covered the new procedures for the inclusion of much of the Council's own works as registerable and stressed the importance of parity between utility and highway authority works.

Information

- Public Information - a weekly Roadworks Report is prepared and issued to various stakeholders including the emergency services, bus companies, media and the local Talking Newspaper. The report is also made available via the Council's website. In addition the Street Works Register is accessible from the Council's website.
- Extensive travel information has been developed on the Local Motion website including a local journey planner.
- Every bus stop has stop specific information as well as traveline number and SMS text message number and unique stop ID.
- Real time information has been provided at bus stops along North Road, although these are still not fully operational.

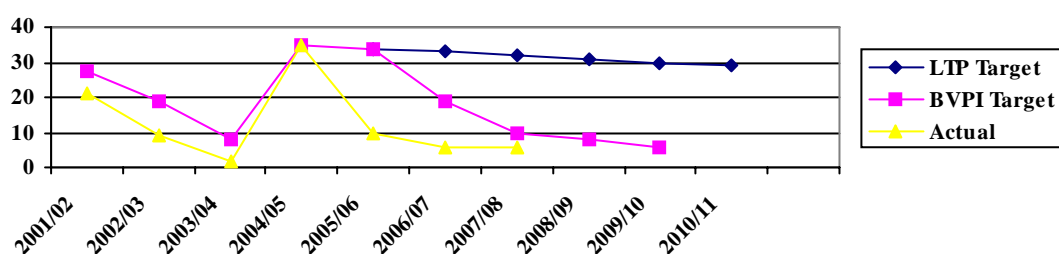
ANNEX 3

Summary of Performance

Core indicators and targets¹²

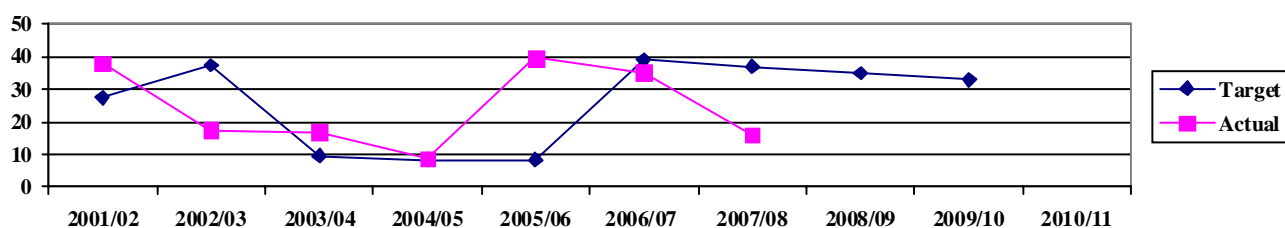
BVPI223 Principal Road Condition	13
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Principal road condition	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 target year
LTP2 target		34%	33%	32%	31%	30%	29%
BVPI target		34%	19%	10%	8%	6%	N/a
Actual	34.9%	10%	5.9%	6%			



BVPI224a Non-principal Classified Road Condition	
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Non-principal road condition	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 target year
Target		39%	37%	35%	33%	N/A
Actual	39.58%	35.24%	16%			

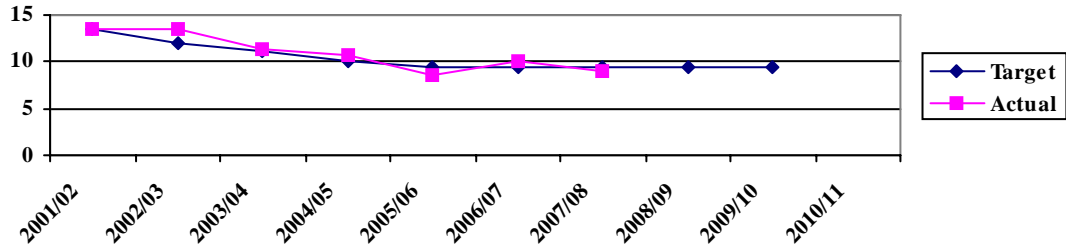


¹² Details of the justification for the target, source of data, risks and risk management are documented in Chapter 7 of the Second Local Transport Plan.

¹³ The colour indicates performance against target: GREEN – ahead of trajectory; AMBER – not on trajectory but heading in right direction; RED – not on trajectory and not improving.

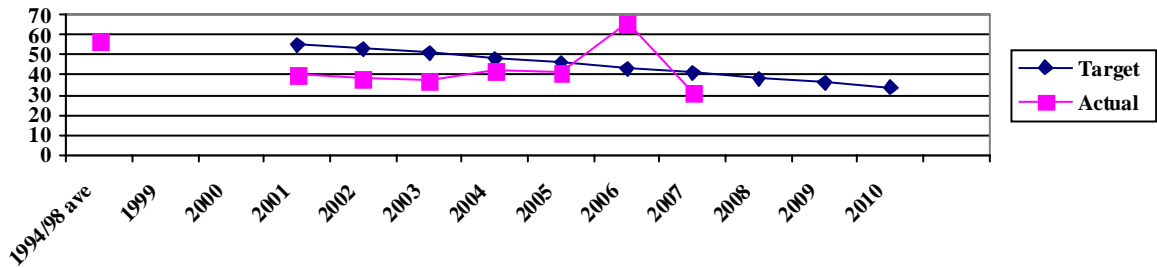
BVPI224b Unclassified Road Condition

Unclassified road condition	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11 target year
Target		9.5%	9.5%	9.5%	9.5%	9.5%	9.5%
Actual	10.82%	8.55%	10.17%	9%			



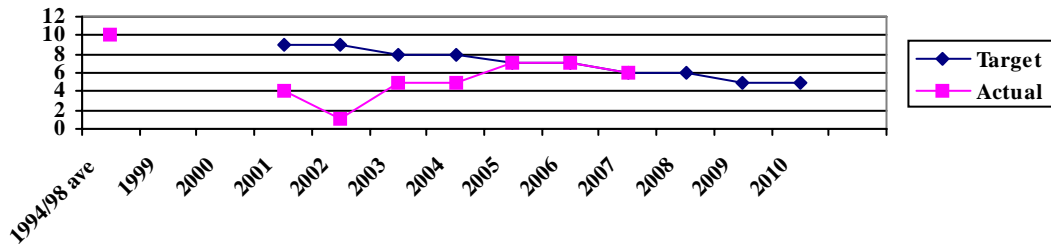
BVPI199(x) Total Killed and seriously injured

KSIs	Baseline 1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010 target year
Target		47	45	44	42	40	38	36	34
Actual	57	37	42	41	66	31			



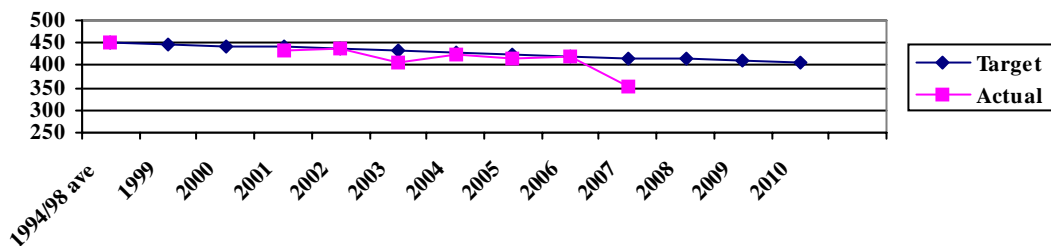
BVPI199(y) Child killed and seriously injured

Child KSIs	Baseline 1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010 target year
Target		8	7	7	7	6	6	5	5
Actual	10	5	5	7	7	6			



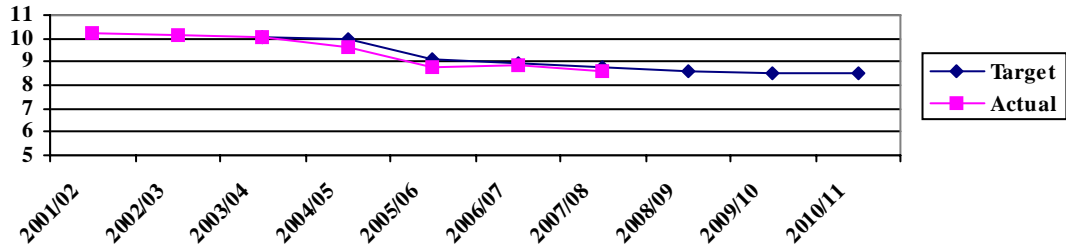
BVPI199(z) Total slight casualties

Total slight casualties	Baseline 1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010 target year
Target		432	429	425	421	417	414	410	406
Actual	451	405	426	413	418	353			



BVPI102 Bus passenger journeys (millions)

Bus passenger journeys	2003/04 base year	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	10.069	9.591	9.150	8.920	8.740	8.610	8.530	8.480
Actual	10.069	9.591	8.780	8.830	8.614			

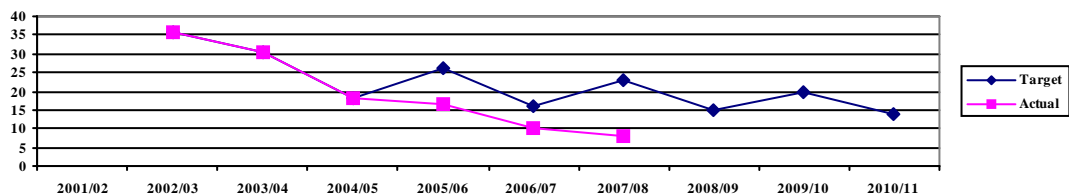


BVPI104 Bus satisfaction

Bus satisfaction	2003/04 base year	2004/05	2005/06	2006/07 report	2007/08	2008/09	2009/10 target year	2010/11
Target	60%			63%			65%	
Actual	61.6%			57%		60.4%		

BVPI187 Footway condition

Footway condition	2003/04 base year	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	30.41% (set a)	18.4% (set b)	26% (set a)	16% (set b)	23.0% (set a)	15.0% (set b)	20.0% (set a)	14.0% (set b)
Actual	30.41% (set a)	18.4% (set b)	16.46% (set a)	10% (set b)	8% (set a)			

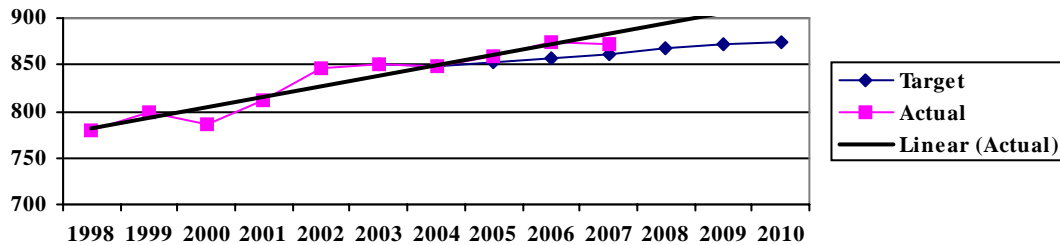


LTP1 Accessibility to primary health care

Access to primary health care	2005/06 base year	2006/07	2007/08	2008/09	2009/10	2010/11
Target		94%	94%	94%	94%	94%
Actual	94%	94%	94%			

LTP2 Area wide traffic flows

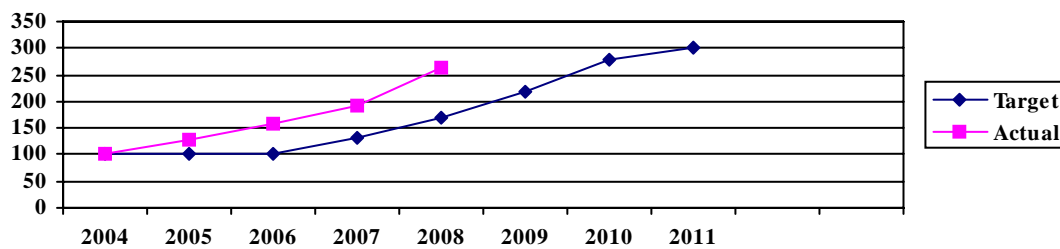
Area wide traffic flows	2003 base year	2004	2005	2006	2007	2008	2009	2010 target year
Target		849	853	858	862	867	871	875
Actual	851	849	860	874	872			



LTP3 Cycle flows

Cycle flows	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target		100	130	170	220	280	300
Actual	100	105	117	127			

The target was set using 5 counters. In 2006 a further 12 automatic counters were installed on the developing cycle network. The cycle flows for the month of July utilising all 17 Automatic Cycle Count Sites has been rebased in July/August 2006. In total the 17 counters have seen an increase of 21% in the first year and 65% between August 2006 (first month of monitoring post installation) and July 2008.



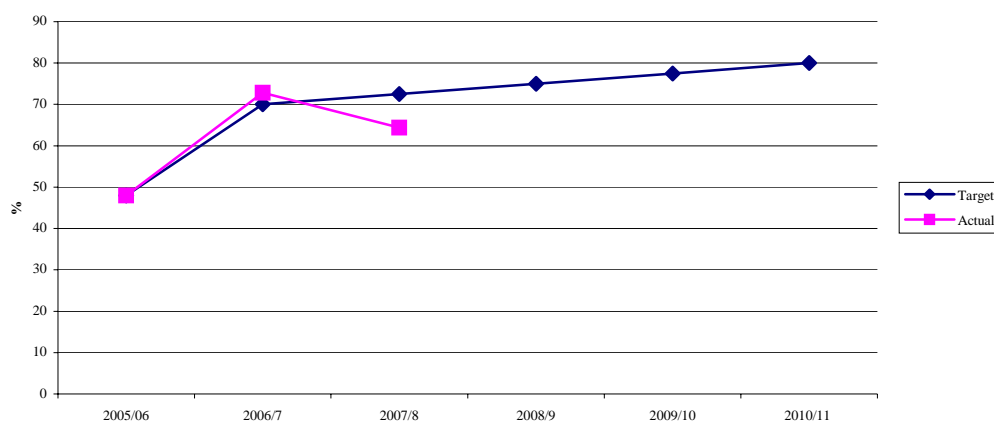
LTP4 Mode share of journeys to school (car)

Mode share of journeys to school (journeys by car alone)	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target			25%	24.5%	24%	23.75%	23.50%
Actual	25.8%	25%	19.2%	24.2%	23.1%		

LTP5 Bus punctuality

LTP5 Bus punctuality	2005/06 base year	2006/07	2007/08	2008/09	2009/10	2010/11
Target	48%	70%	72.5%	75%	77.5%	80%
Actual	48%	72.8%	64.4%			

LTP5 Bus Punctuality

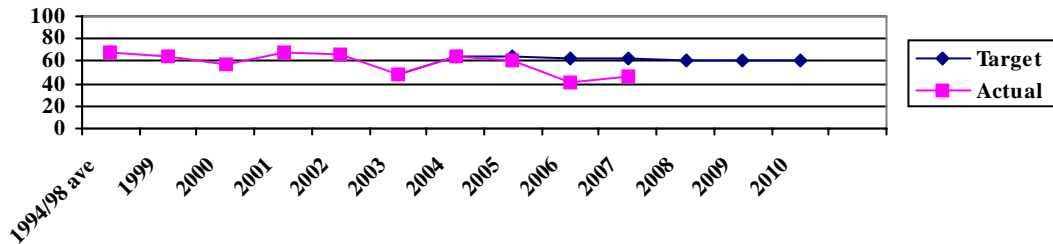


	Baseline 2005/06	2006/07	2007/08
% of buses starting on time	26%	72.84%	64.39%
% of buses on time @ intermediate timing points	47%	76.55%	59.94%
% of buses on time at non-timing points	44.1%	47.21%	44.75%
Average excess waiting time on frequent service routes	1.48	2.11	1.59

Local indicators and targets¹⁴

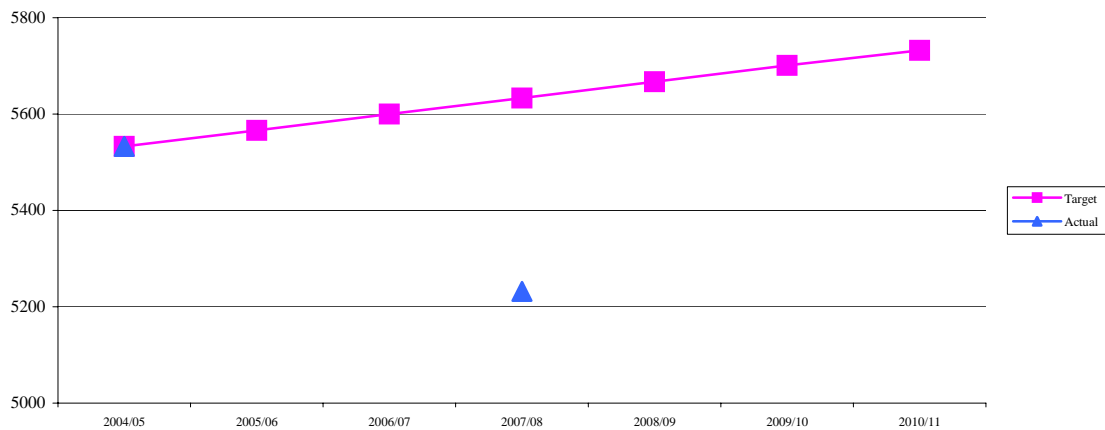
BVPI199 Child slight casualties

Child slight casualties	Baseline 1994-98 average	2003	2004	2005	2006	2007	2008	2009	2010
Target			65	64	63	62	61	60	60
Actual	67	49	65	61	41	47			



Changes in peak period traffic flows

Changes in peak period traffic flows	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	5533	5566	5600	5633	5667	5701	5732
Actual	5533			5232			



% of trips by walking

% of trips by walking	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target		25.5%	26%	26.5%	27%	27%	27%
Actual	25%		29%				

¹⁴ Details of the justification for the target, source of data, risks and risk management are documented in Chapter 7 of the Second Local Transport Plan.

% of trips as a car driver

% of trips as a car driver	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target		40.5%	39.5%	38.5%	38%	37.5%	37%
Actual	41%		37%				

% of trips by cycle

% of trips by cycle	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target		1%	1.3%	1.7%	2.2%	2.8%	3%
Actual	1%		2.2%				

BVPI103 satisfaction with bus information

Satisfaction with PT information	2003/04 base year	2004/05	2005/06	2006/07 report	2007/08	2008/09	2009/10 target year	2010/11
Target	56.5%			65%		68.3%	70%	
Actual	56.5%			51%		55.1%		

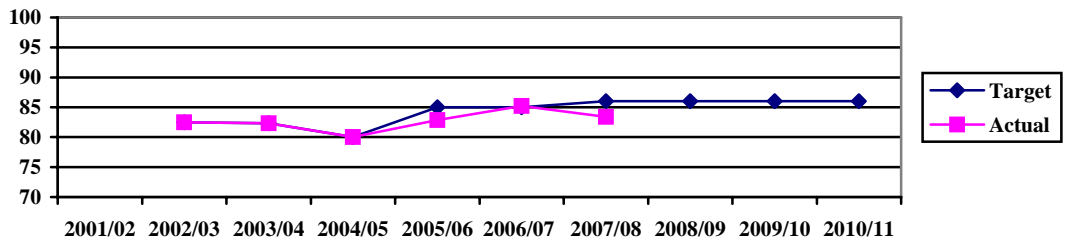
Number of school travel plans

Number of school travel plans	2003/04 base year	2004/05	2005/06	2006/07 report	2007/08	2008/09	2009/10 target year	2010/11
Target		11	18	24	30	35	38	38
Revised target ¹⁵							45	
Actual	5	11	18	22	30			

¹⁵ Target changed as a result of clarification by DfT on which schools need to be supported in producing travel plans. This increased the eligible schools from 38 to 45.

% of ROW that are easy to use	
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Rights of way	2003/04 base year	2004/05 base year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target	82.33%	80%	85%	85%	86%	86%	86%	86%
Actual	82.33%	80%	82.85%	85.2%	83.4%			



ANNEX 4

National and regional policy context

National context

‘Towards a Sustainable Transport System’ (TaSTS) was produced by the Department for Transport (DfT) in response to the Eddington Review, which looked at the contribution that transport makes to the economic growth and productivity, and the Stern Review, which looks at the economics of climate change. TaSTS sets out 5 goals:

Goal 1 – To maximise the competitiveness and productivity of the economy. This will include:

- Making best use of existing transport networks;
- A programme of targeted infrastructure investment to unlock key pinch points; and
- Adapting the delivery chain to meet changing demands.

Goal 2 – To address climate change by cutting emissions of CO₂ and other greenhouse gases. To move to a low carbon economy without impacting on economic growth by:

- Putting a price on carbon through tax or trading mechanisms;
- Developing a wide range of low-carbon technologies; and
- Allowing people to make informed decisions by removing existing barriers, which prevent this.

Goal 3 – To protect the safety, security and health of transport users and workers

Goal 4 – To improve quality of life

Goal 5 – To improve greater equality of opportunity

The **Concessionary Fares Bill 2007** also introduced further changes to the concessionary fares scheme, on 1 April 2008.

Regional context

In advance of the DfT consultation on TaSTS the North East Region led by One North East has commissioned a review of the region’s short, medium and long-term priorities for transport. The first of the three phases of the review were published in June 2008 and summarises the findings in 3 challenges:

1. Access to National and International markets
2. Access to opportunities in the City Regions
 - a. Develop sustainable systems to better connect polycentric settlements and the dispersed nature of future development sites in the Tees Valley;
 - b. Support the role of Darlington as a City region gateway to national and international networks;

- c. Develop transport solutions that contribute to addressing the high levels of deprivation in the City regions; and
- d. Develop transport infrastructure that supports key manufacturing assets in the City Regions.

3. Supporting the Rural Economy

Sub Regional context

The Interim Regional Transport Board has approved through the Regional Funding Allocation (RFA) process, the funding of the Darlington Eastern Transport Corridor. Work has begun and the scheme will be completed in August 2008. The Tees Valley Bus Network Improvement scheme has also secured RFA1 (for delivery up to 2016) funding subject to approval from the DfT. Tees Valley Metro and emerging strategic road network schemes from the Tees Valley Area Action Plan (A9/A66/A174) should be put forward for consideration as part of RFA2.

Tees Valley Unlimited, the public, private and voluntary sector partnership that coordinates activities to improve the economic performance of the Tees Valley City Region has established a Transport Board. As part of the Multi Area Agreement signed off with Government TVU has committed to deliver a broad programme of strategic investment priorities and outcomes including the Tees Valley Bus Network Improvement scheme, rail based initiatives emerging from the Tees Valley Metro project and various highway network interventions.

In 2007/08 the Tees Valley local authorities developed a **Housing Growth Point** bid (status awarded in July 2008). Accelerating housing growth will create transport pressures and therefore a bid will be made for Community Infrastructure Funding (CIF) to make improvements to the existing highway network.

The **Tees Valley Green Infrastructure Strategy** has been completed and funding is now being sought from One North East. This strategy will deliver key elements of the ROWIP.

The **Tees Valley Climate Change Strategy** has also been completed as well as a **Darlington Climate Change Action Plan**. One of the key themes is transport with 3 key actions:

- Continue to deliver actions under Local Motion and Cycling Demonstration Town programmes beyond the initial grant period;
- Develop Local development Framework policies to reduce the impact of travel;
- Continue to help schools actively promote sustainable travel to school.

In addition a key action for the Council's own operations is to implement the Council Travel Plan.

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