Darlington Local Transport Plan
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Darlington Local Transport Plan

Section 1
Introduction

Transport in Darlington

1. Everybody in Darlington needs to travel. Whether it is walking to the local shop for a loaf of bread or making a long business trip, transport is part of our everyday lives. Travel has become easier for many people over recent decades, mainly due to the motor car and this has influenced the way in which our communities go about their daily business. Many people now buy food in bulk once a week rather than go shopping every day. People travel long distances to get to major shopping centres rather than use their nearest town. The influence of the car has been to enrich people's lives, giving them more choice and broadening their horizons. The distances travelled for an annual holiday in the 1930s are now travelled every day by commuters.

2. But these advantages have their unwanted side effects. The car is now so popular that roads are often clogged up with traffic at peak times, and people waste time queuing on congested roads. This affects individuals and businesses alike. Congestion costs money and delays other transport modes like buses, taxis and lorries. Experience has shown that the more roads we build, the more traffic jams we create. Practically all traffic uses fossil fuels to derive power, and burning these fuels affects people's health – motorists and others. Traffic jams make health problems even worse. Traffic harms the environment, damaging wildlife, affecting the global climate and severing communities.

3. And what of those who due to disability, age, lack of money or choice do not have access to the car? The growth in car use has been accompanied by a decline in bus and rail ridership. Public transport networks have declined, restricting the travel options for those without a car. Increasing traffic levels have meant that walking and cycling are perceived as too dangerous for many people, particularly school children. Car ownership has encouraged shops and businesses to locate near major roads, often at locations distant from housing areas where public transport, cycling and walking linkages are poor, if not non-existent. The effect of increasing car ownership has been to exclude those who are unable to drive from being able to access the full range of goods and services that car owners can experience.

4. These are not just big city problems any more. Traffic congestion is regularly experienced on main roads in Darlington. The social, environmental and health impacts of this are happening today.

5. We need to take sensible action. It is not realistic to ban cars and lorries in Darlington. But there are people in Darlington who can change their travel habits – perhaps only occasionally or perhaps every day – so as to benefit themselves and everyone in the Borough.

6. We need to make sure that our roads and footpaths are as safe as possible. We need to make sure that our transport networks are developed so that travel by all modes of transport – walking, cycling, public transport, car or lorry – is efficient in business and environmental terms. And we need to make sure that people benefit from genuine transport choices for more of the journeys that are made every day.

7. These are the transport challenges in Darlington – this Local Transport Plan sets out to overcome these challenges and develop a sustainable, socially inclusive and efficient transport network for our town.

Profile of Darlington

8. The Borough of Darlington lies to the west of the Tees Valley sub-region. It is a compact Borough with an area of 19,747 hectares and a population of 100,680, 85,000 of whom live in the town itself. The River Tees and North Yorkshire lie to the South, the Teesside conurbation to the East, the former coalfield areas of County Durham to the North and Teesdale to the West (see **Figures 1 and 2**). The town attracts people to its shopping and commercial centres from a wide catchment, and transport demands in the town are influenced by its neighbouring rural areas. The town is part of the Tees Valley sub-region, which comprises five unitary authorities, and has a population of some 650,000 people.

Economic Structure

9. Employment in Darlington has experienced dramatic structural change over the past ten years. In the period 1989-93, total employment declined by 5.3%, full time employment fell by 11.9% while part time jobs increased by 16.5%. Expressed in full-time equivalent terms, the stock of employment fell by more than 8%.

10. However, these figures conceal a massive structural shift in the Darlington economy. By 1998 manufacturing employment had declined to 11.7%, a drop of almost 20% since 1984. The level of manufacturing employment in Darlington is now well below the UK average. These losses, which were accompanied by a sharp fall in construction employment, were partially offset by an increase in service sector jobs.

11. In the late 1990s the stability of the local economy was tested by the announcements of closures and rationalisations leading to major job losses at Fujitsu (606 in total, 122 from Darlington with a further 133 in supplier industries), British Steel (280), Kvaerner Cleveland Bridge (102) and Cummins (64). Other companies in the town such as Rothmans (600) face uncertain futures. Early indicators suggest that these job losses will have a major knock-on impact on Small and Medium Enterprise (SME) performance in Darlington.

12. However, in contrast, service sector employment grew strongly, with accelerating growth in the early 1990s. Service sector jobs now account for 83% of total employment in Darlington. This is one of the highest rates of service sector employment in the North East and is higher than the Great Britain average of 75%. Within the Tees Valley, only Middlesbrough displays a similar economic profile.

13. Service sector employment will continue to dominate the local economy, with further strong growth in tourism and miscellaneous services. This is reflected in the growth of part-time employment which since 1979 has experienced a 17% increase. Analysis conducted as part of the Economic Development Study in 1997 by consultants EDAW, predicts that this growth will continue, while full-time employment opportunities are expected to decline. This trend will result in male employment exhibiting only modest growth, whilst female employment will continue to grow strongly. This will have considerable influence on the social fabric of the community as traditional employment values change.

Unemployment and Socio-Economic Problems

14. In March 1999 Darlington's unemployment rate was 6.6%, making it the lowest rate in the Tees Valley, below the average for the North East (7.7%) but still above the national average of 4.6%. There is still concern that the decrease in the rate of unemployment is reducing in comparison with other northern areas, and the above announcements of job losses during 1999 will have a further significant effect on the unemployment rate.

15. In March 1999 male and female unemployment in Darlington was 10.0% (2,478 males) and 2.7% (606 females) respectively, again the lowest rates in the Tees Valley but above national averages of 6.5% for males and 2.4% for females.

16. Analysis of unemployment in Darlington's wards shows that a number of wards experience particularly high levels of unemployment – 14.8% in Central ward, 12.7% in Northgate North ward and four other wards with rates over 10%. In addition, within individual wards there are pockets of extreme unemployment and associated deprivation.

17. The severity of unemployment can be measured by its duration and the relationship between the number of unemployed per job vacancy. Typically, the higher the unemployment rate the more people per vacancy. In September 1998 unemployment figures indicate that for every job vacancy within Darlington there were nine potential applicants. This compares with 14 for the Tees Valley area and six for England and Wales. The figures suggest that the majority of unemployed in Darlington remain so for under six months, however, there is concern as 27% of the unemployed are faced with unemployment lasting more than one year, compared with the British average of 24%.

Physical Development

18. The availability of land and premises in a range of sizes, specifications and locations is a critical element in the regeneration of Darlington. The Darlington Economic Development Study of 1997 and the subsequent Industrial Estates Development Project of 1998 (both by EDAW) indicate that although there is a significant amount of land for industrial purposes, this land is not readily available, that is not serviced. The premises that are available are older units which are relatively unattractive to modern industry. These issues need to be addressed to place Darlington in a more competitive position.

19. The Borough's town centre plays a key role in the life of the community. It is an important location for employment in the retail and commercial sectors and plays a major part in attracting tourists and providing leisure opportunities for Darlington residents. It services a wide geographic area covering Darlington and its surrounding hinterland. Within the centre there are some 500 retail units of all kinds, including around 350 class A1 shops and almost 100,000 square metres of gross retail space.

Business

20. Darlington is a medium sized town with an employed workforce of approximately 40,000. There are around 2,800 businesses, most of which are in the service sector. The Darlington Building Society has its headquarters in the town, but this is an exception. Generally, Darlington is an economy of small, owner managed businesses which co-exist with branch factories, offices and shops.

21. Supporting the business base, there is a wide range of business support activity. It is widely recognised that a range of measures is necessary to assist the local business community in its growth and development with the ultimate aim of both safeguarding employment and creating new job opportunities. In recent years, this range of support has become vital in assisting the private sector in economic terms and the community in social terms. The recent integration of Tees Valley Training and Enterprise Council (TEC) and Business Link Tees Valley has led to the development of a stronger business support network. In 1998/9 the business support network helped create 786 jobs and safeguard a further 193 jobs.

22. Despite this highly effective network of business support, there is still substantial work to be done. Certain areas of the business base cause continuing concern, such as the low level of business start-ups identified as far back as 1994. It is therefore necessary to build on present work in order to tackle these problems and encourage entrepreneurial activity in Darlington.

23. There is a range of opportunities for the future development of existing and new businesses in Darlington. Exploiting new markets, the introduction of new products and processes, improving links with education and training facilities and the exploitation of new technologies are all areas with great potential. In order to realise this potential and raise competitiveness, businesses in Darlington will need access to a comprehensive business support service, covering financial incentives, training, advice and information. The regional competitiveness model will be used to ensure that the most effective and efficient service is provided. Underpinning direct assistance is the need for research to ensure that the most appropriate support is given.

24. Inward investment provides new jobs and often introduces new processes and technologies into the economy. Both externally owned companies and local firms benefit from local sourcing of goods and services, which in turn produces multiplier effects in the local economy. However, if Darlington is to attract new investment it will have to overcome increasingly intense competition from other localities in the region, the United Kingdom, Europe and the rest of the world.

People

25. For Darlington to compete economically it needs a highly motivated and well qualified workforce. This must begin in the education system and continue throughout an individual's life, through the process of life long learning and initiatives endorsed through national policies.

26. Present analysis suggests that Darlington is under-performing academically and this is demonstrated by the levels of attainment which measure the percentage of pupils obtaining one or more GCSE compared to the national average. Darlington's performance is gradually improving, rising from 89.7% in 1995 to 90.6% in 1997, but it is still below the national average of 94%. Darlington suffers above average levels of unauthorised absences at secondary level and above average levels of permanent exclusions of boys, although the corresponding figures for girls are no more than the national average. The Borough also has an above average percentage of pupils with Statements of Special Educational Needs and an above average percentage of pupils placed in special schools.

27. The priorities and policies of central Government are evidence that traditional attitudes towards education and training are changing. This is to be welcomed but it is widely recognised that further work is still necessary. With the present worry regarding high levels of youth unemployment, training schemes such as the Government's New Deal – Welfare To Work and the Council's Youth Employment Premium Scheme present the only opportunities for many young people who find themselves ill equipped for the world of work.

28. In order to change attitudes towards education and training, action is needed to improve links between education and industry, and a range of initiatives to create opportunities will be developed.

29. Although limited research is available regarding the skills of the Darlington workforce, reports suggest that demand for skilled labour has increased faster than supply during the 1990s, with most manufacturing firms experiencing difficulties in staff recruitment. It underlines the need for more training and better strategic planning by employers for the development of the workforce as well as increased individual commitment to life long learning.

30. Over 69% of businesses in Darlington have less than ten employees, with 91% having less than fifty (Darlington Business Database Service, 1998). Smaller companies in all sectors find it more difficult to establish a culture of learning and a commitment to continuous workforce development. They may lack in-house resources for skill development or find it hard to gain access to the support infrastructure. Pressure to fulfil contracts and orders creates immediate short-term skills needs. As a result smaller companies often choose, or find it necessary, to attract skilled employees from other businesses or sectors rather than invest in training themselves.

31. A culture of ongoing learning within all organisations will help raise the skills of the existing workforce and new employment opportunities for young people and others entering or returning to the labour market.

Community Regeneration

32. Nationally there is now a wider gap between rich and poor than there has been for generations. Social exclusion is a new way to describe a familiar problem that can happen when individuals or areas suffer from a combination of linked issues such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

33. The Darlington Social Issues Map aims to impart better understanding of the facts about deprivation in the Borough, the geographic areas most affected and the social groups that experience it. The six indicators used in preparing the map reveal that deprivation in Darlington is concentrated mainly in the central corridor of the town. The Darlington Social Issues Map will enable the resources and actions of agencies to be focussed on those groups and areas in greatest need and provide an agreed benchmark to gauge future progress and change.

Tourism

34. At a time when traditional employment sectors have been facing difficulties, tourism continues to be seen as an area of the economy with the potential for generating employment and attracting investment. It will also provide facilities for both visitors and residents and bring wider social and economic benefits through enhancing the quality of life and image of Darlington.

35. From a base of 13,000 enquiries in 1990 the numbers using the tourist information services in Darlington grew to 84,000 in 1998. Surveys in the Borough suggest that the growth in tourism will continue into the future, with commensurate growth in wealth and employment following. This will have a trickle down effect in the general economic life of the Borough through enhanced image and awareness of the town. However, there is scope for expanding the type of visitor accommodation and attractions as well as improving the basic tourism infrastructure such as visitor information and signposting.

Darlington's Transport Network

36. Darlington's transport network has developed in response to major historical influences over the last 250 years. The market town of Darlington has always been located on the Great North Road between London and Edinburgh, and the A1(M) motorway still passes through the Borough to the west of the urban area. The advent of the steam railways during the 19th century to transport goods and passengers saw a dense rail network develop, and Darlington was a "railway town" with a railhead, sidings and a railway engineering works. As the railways contracted in the late 20th century the road network expanded with new roads built in the town centre and bypasses built for the A1(M) and the A66(T). The growth of housing in the town has seen the expansion of both the local road and bus network.

37. The road network comprises a number of radial routes (A67, A167, A1, A66, A68) congregating at the town centre ring road, with a network of minor roads connecting and rural and urban areas between these routes. The A1(M) and A66(T) routes that once passed through the town centre are now trunk road standard bypasses. The A1(M) is a motorway standard dual carriageway, while the A66 is largely a wide single carriageway standard in the Borough.

38. Two major national operators (Arriva and Stagecoach) dominate the town's bus network although other smaller operators continue to provide a number of services on a tendered and commercial basis. The town has a thriving daytime bus network based on minibus operation, although some key routes are now switching to low floor midibus operation. In the early mornings, evenings and Sundays service frequencies and densities provided on a commercial basis reduce considerably, and the Council provides subsidies for services to fill these gaps. Despite this input by the Council, evening and Sunday services do not always meet the full requirements of users. In the rural areas service provision is variable. The main villages surrounding Darlington have a good daytime service into Darlington, but other smaller settlements are less well served. Again, the Council funds the majority of early morning, evening and Sunday services in rural areas. The Rural Bus Service Grant has also been used to improve rural bus provision in Darlington.

39. Despite Darlington's rich railway history, the Borough's network now comprises only three routes. The East Coast Main Line passes through the Borough, and Darlington is a station of regional importance served by inter-regional trains to Scotland, the North West, the Midlands, the South and London. Local services also use Darlington station heading east to Thornaby, Middlesbrough and Redcar or north west to Shildon and Bishop Auckland. The Borough has extant rail freight facilities at Hopetown, Cleveland Bridge and around the station, although these are rarely used at present.

40. On 1st April 2000 there were 178 Hackney Carriages and 91 Private Hire Vehicles licensed by the Council to carry fare-paying passengers in Darlington. These vehicles are predominantly saloon cars with no special provision for people with disabilities (there are 8 vehicles licensed that are able to carry wheelchair users: 6 Transit minibuses with chair lifts and 2 vehicles with ramp access).

41. The town has a developing cycle network, comprising advisory routes on existing highways and dedicated off-highway routes for cycle use only. There is still much work to do to develop this network further. The Borough's walking network comprises footways alongside public highways, a number of dedicated urban pedestrian paths and an excellent public rights of way network in the rural areas that is recognised as one of the best in mainland England in terms of quality, availability and ease of access.

Transport Policy Context

42. At a national level transport policy has changed considerably over the last ten years, and local policy has similarly evolved. The reliance on building more roads has been replaced with a new realism. New roads still have their place in alleviating severe environmental impacts to communities, addressing safety hotspots and giving access to land earmarked for new development. However, the notion that a road building programme can eradicate congestion has been abandoned at national and local levels.

43. In its place a new, balanced and integrated transport policy has been developed, epitomised by the Government's 1998 Transport White Paper, its accompanying daughter documents and subsequent Planning Policy Guidance notes (details of which will be developed within the strategy sections later in this Plan). A balance has to be struck between the freedoms of the motor car and its effects. Transport choices need to be available to all, not just those who own a car, and that means improving the transport network to benefit public transport, cyclists and pedestrians as well as motor cars and lorries. Different parts of the transport network need to be integrated to provide a more seamless journey experience, and integration between the transport world and other policy aspects – such as health, education and planning – is needed. This will ensure that moves to develop a sustainable transport network are not hampered by policies and interventions made elsewhere in the national and local Government system.

44. Within the North East of England region transport policy is also developing at a pace. A draft Regional Planning Guidance (RPG) was considered at an Examination in Public during June/July 2000, and a Regional Transport Strategy will be prepared soon after this. The regional development agency ONE NorthEast has published a Regional Economic Strategy, the contents of which will influence transport demand for many decades to come.

45. The RPG sets out a vision for the North East over the next twenty years based on sustainable land use policies which are designed to place residential, commercial, retail and industrial developments as closely together as practicable so as to minimise travel demand. The transport policies in RPG strongly reflect local aspirations to see key bottlenecks in the regional trunk road and railway networks being relieved, whilst continuing to see local public transport and cycling networks improved in order to improve transport choices to those who travel within and around the region every day.

46. The Tees Valley authorities recognise the importance of working together at a strategic level to achieve common goals, and to this end they have established the unique Tees Valley Joint Strategy Unit (JSU). An area of policy and intervention where strategic thinking is vital is transport. The JSU has developed a number of strategic level policy documents to which the Tees Valley authorities have signed up to. These include policies for highways standards for new developments, transport demand management, developing the Tees Valley rail network and encouraging sustainable freight movement practices. These documents are brought together within the Tees Valley Transport Strategy, which forms the framework on which all five Tees Valley Local Transport Plans are based. Each Tees Valley authority has its own transport demands and characteristics, however each Plan is heavily dependent on the policies of neighbouring authorities for delivering its goals. The Tees Valley Transport Strategy ensures that this dependence is "built in" to the transport planning process in the sub-region.

47. Within Darlington, the Council has a number of policies which serve to influence the course of transport policy in the Borough, and which in turn are influenced by the transport policies set out in this Plan. The Darlington Community Plan, prepared by the Darlington Partnership, is a strategy for the Borough which co-ordinates the actions of all key private, public, voluntary and community sector stakeholders. The Plan sets out the ways in which the stakeholders will work together to improve the quality of life and environment for everyone in the Borough, and includes policies to protect and improve the environment, improve health, improve personal safety, widen transport choice and foster economic regeneration. The Council's Best Value Performance Plan sets out the objectives and targets that the Council will follow in order to implement the Community Plan strategy.

48. The Borough of Darlington Local Plan (BDLP) was adopted in 1997 and sets out how land use planning will be undertaken over the coming years. A critical cornerstone of the BDLP is the need to reduce the need to travel through land use policy. Town centre development and mixed use developments are therefore encouraged, whereas out-of-town developments are generally discouraged unless it can be demonstrated that good transport links are provided. The BDLP transport chapter sets out a series of objectives that are the basis of the objectives in this Local Transport Plan. LTP guidance seeks to ensure integration between the Local Plan and the Local Transport Plan, sharing objectives is the way in which this is achieved for Darlington.

49. The Council has other policy documents such as the Economic Regeneration Strategy and the Air Quality Strategy, which are important in setting the context for transport policy and transport implementation programmes. These documents will be discussed in detail within this Plan.

The Local Transport Plan

50. This is the first full Local Transport Plan to be produced by Darlington Borough Council, and is built on the successful provisional Plan prepared in July 1999. The Plan covers the entire Borough of Darlington and recognises the links between local transport in Darlington and the transport decisions of neighbouring authorities. The Plan is supported by a transport strategy for the Tees Valley, and pays regard to the transport plans prepared by North Yorkshire and Durham counties. The Plan will be reviewed once the North East Regional Transport Strategy has been developed.

51. The following sections will define a transport vision for the Borough, drawing on notional case studies, and then set the context for a transport strategy in terms of problems and opportunities determined through the consultative process. The objectives of the Plan will be explained and related to the nationally defined five key transport objectives included in the Transport White Paper, then alternative broad strategies will then be analysed and the preferred strategy chosen. The strategy will then be developed, explaining the overarching themes first followed by detailed implementation strategies. A capital programme will be presented, and a series of focused targets will be set to measure the strategy's contribution to the plan objectives. Finally, the progress already made in using provisional LTP funding to achieve the Plan objectives will be detailed.

The Tees Valley as a Centre of Excellence

52. The Tees Valley comprises Darlington Borough Council, Hartlepool Borough Council, Stockton-on-Tees Borough Council, Middlesbrough Borough Council and Redcar & Cleveland Borough Council. The Tees Valley Joint Strategy Unit provides the strategic planning function for the Borough Councils and co-ordinates actions across a range of transport planning disciplines. The Tees Valley local authorities through the Joint Strategy Unit wish to be considered as a Centre of Excellence, as a reflection of the work carried out in demonstrating successful joint working arrangements and in raising standards of transport provision in the Tees Valley.

53. The Joint Strategy Unit performs a unique function providing an interface between regional government and the Unitary Authorities of the Tees Valley. The Unit demonstrates that a high quality of transport planning can be delivered within the public sector environment, giving Best Value to the local community. The Unit has developed a number of innovative and dynamic approaches. The Tees Valley approach to joint working and partnership was highlighted as part of the Local Transport Plan Best Practice Guidance. This can be demonstrated by:

- Tees Valley Transport Strategy
- Tees Valley Transport Monitoring Report
- Tees Valley Demand Management Framework (see **Appendix 1)**
- Tees Valley Rail Demand Study

54. The Joint Strategy Unit, on behalf of the Tees Valley Local Authorities, has been responsible for progressing a number of *Rail Passenger Partnership* bids for the funding of rail schemes including the first successful 'fast-track' scheme to be awarded by the Strategic Rail Authority.

55. The Joint Strategy Unit and Tees Valley local authorities have consistently demonstrated the benefits of joint working through the development of a number of initiatives including Tees Valley Freight Transport Forum and Tees Valley Cycling Forum. The Freight Transport Forum was recently cited at a DETR conference as a successful example of the development of Freight Quality Partnerships.

56. In respect of Darlington, the Council recognises the key role that the Joint Strategy Unit played in the development of Darlington's successful TPP transport package, which attracted funding for sustainable transport measures to the tune of £450,000 in 1998/9 and £1.503 million in 1999/2000. Furthermore, the Council has made considerable use of the Joint Strategy Unit's specialist transport modelling team. The Unit was responsible for the construction and validation of the TRIPS-based Darlington Transport Model, and then took responsibility for modelling the economic and traffic impacts of the Darlington Eastern Transport Corridor and other infrastructure interventions planned across the urban area. The Unit also provides an important sub-regional context to the determination of major planning applications in the Borough and affecting the Borough. Recent examples include the Darlington F.C. Relocation application and the Teesside Airport Freight Forwarding Facility application.

57. The Tees Valley Joint Strategy Unit and the Tees Valley authorities will disseminate the lessons learnt from its experience through best practice guidance. This guidance will be delivered in a variety of forms. Promotional literature will be produced and the placement of articles and papers in the technical press will be sought. The Joint Strategy Unit will undertake the organisation of seminars and meetings for those authorities elsewhere in the country who are interested in learning about how the Tees Valley has successfully achieved a high degree of inter-authority co-operation. A website will also be developed that will incorporate all of the best practice documentation produced, and will act as a focus for organising future events and publications.

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Section 2
Vision

Introduction

58. This section of the Plan sets the scene for the detailed strategies and programmes. It examines the Council's corporate objectives, relates them to national and local core transport objectives and sets out the key challenges which Darlington faces to achieve these objectives. A vision for transport in ten years time is then described from the perspective of fictional Darlington residents and businesses of the future.

Darlington Borough Council – Corporate Vision

59. Reflecting the multi-sector vision and aims of the Community Plan, the Council's vision is set out in the Best Value Performance Plan, which states:

The Council's principal role is to make Darlington a place where people want to live, work and are able to enjoy a high quality of life.

60. In order to achieve this vision the Council aims to:

Economy

- Work together with our partners to achieve annual, sustainable growth in the Borough.
- Attract investment in the Borough by making the best of Darlington's assets.

Community Safety

- Make Darlington a safe place to live.
- Work with communities to combat crime and the fear of crime.

Democracy

- Ensure the best use is made of all Darlington's combined resources, focused on the needs and aspirations of all the community.
- Strive for greater involvement of Darlington's citizens in all the decisions that affect their lives.
- Treat all individuals fairly, as a service organisation and as an employer.

Lifelong Learning & Development

- Raise educational achievement in Darlington to the highest possible standard.
- Ensure the best opportunities for lifelong learning which contribute to the highest level of personal achievement and fulfillment.

Health & Environment

- Develop and promote services that enable citizens to enjoy a healthy life to the best of their ability.
- Safeguard and improve Darlington's natural heritage, its built environment and transport infrastructure.
- Promote and provide a wide range of leisure and cultural opportunities for all.

61. This Local Transport Plan will positively contribute to achieving several of the aims and objectives of the Best Value Performance Plan. These are:

- Stimulate investment in Darlington which retains and creates jobs
- Sustain the attractiveness and vitality of the town centre as a major asset
- Pursue a pro-active and co-ordinated approach to regeneration initiatives

- Promote a shared responsibility between the community, statutory and voluntary organisations and local business for improving safety in Darlington
- Work in partnership with all relevant agencies and the communities of Darlington to reduce and prevent crimes which are a particular local problem
- Support and encourage partnerships which maximise opportunities for Darlington and its people
- Seek the views of service users and other interested parties before we develop or make significant changes to a service
- Provide information and advice which is accurate, understandable and readily accessible to all
- Promote mainstream equal opportunities so that all people have access to and receive the services which they are entitled promptly and with a minimum of bureaucracy
- Ensure that we respond to the needs of people with disabilities through a co-ordinated network of services
- Move towards sustainability by continually developing the principles of Local Agenda 21
- Promote and protect Darlington's natural and built environment for the enjoyment of all
- Promote personal and commercial transportation which reduces damaging environmental effects

Five Key Transport Objectives

62. The Government's Integrated Transport White Paper sets out five key transport objectives that form the framework of all transport policies. Darlington Borough Council both through its Local Plan and its Provisional Local Transport Plan has embraced these key objectives. These are:

- **ENVIRONMENT** – ensuring that the transport system in Darlington is developed to minimise its impact on the environment at a local and global scale in respect of air pollution, noise and severance.
- **SAFETY** – ensuring that a safe and secure transport network is available for everyone to use, with special attention being focused on vulnerable groups such as the young, the elderly, people with mobility difficulties and women.
- **ECONOMY** – recognising the role that transport networks play in supporting economic prosperity, and maximising the role which transport policy can play in improving business success, including tackling geographical peripherality, opening up new areas for development and facilitating the efficient movement of goods.
- **ACCESSIBILITY** – ensuring that a socially inclusive transport system is developed which allows the entire community to access the goods and services they need conveniently and cheaply.
- **INTEGRATION** – ensuring that different modes of transport work seamlessly with each other, and ensuring that transport policy is reflected in other policy areas such as land use planning, health, education and economic development.

63. The entirety of this Plan – from the analysis of problems, the setting of local objectives and the development of strategies – is based around these five key objectives. The implementation strategy will include an analysis of how each element contributes to the delivery of these key objectives under a number of overarching themes.

Transport Challenges

64. In the context of achieving its corporate and transport objectives, this Plan must tackle some key challenges and answer the questions that these challenges pose. These challenges arise out of the analysis of the current transport system.

65. This Plan sets out to meet the following challenges:

- *To develop a transport system that imparts the minimum possible impact on global and local environment*

Many of the influences on the impact of transport on the environment are beyond the scope of the Council – for example the advent of cleaner engine technology in the future. However, there are many ways in which this Plan can play its part in a local context. Traffic growth reductions, encouraging cycling and walking, better public transport and congestion relief can all contribute to meeting the environmental challenge.

- *To improve the safety of our transport networks*

For many years the Council and its predecessors have placed improved road safety at the heart of its highway management policy and programme. Constant growth in traffic levels has led to accident numbers rising although the accident rate per journey made has probably been held constant. Serious and fatal accidents have been considerably reduced in Darlington over the last ten years, and this trend must continue. The challenge that this Plan must face is to continue to tackle road safety problems through traffic management measures and the education of highway users.

- *To reduce dependence on the private car and encourage more people to consider public transport, cycling and walking as a good alternative to the motor car for some journeys*

This challenge is at the heart of this Local Transport Plan. There are many reasons why people do not consider public transport, cycling or walking as a travel mode. There may be a lack of information about what travel choices exist, and people simply do not know that an alternative way of getting around is available. Were they to obtain this information, they may conclude that the public transport alternative is too slow, or too expensive, or is not reliable. People may be worried about their safety when walking or cycling, as these modes are perceived as vulnerable in road accidents. Personal security can be a real barrier to using some transport modes. For instance many elderly people and women do not feel safe using public transport and choose to use their car for journeys where the bus would otherwise provide a reasonable alternative.

Tackling all of these barriers is a crucial element in increasing use of non-car modes, and is perhaps the greatest immediate challenge of this Plan. Improving public transport, managing demand for the car in critical areas and improving facilities for non-motorised travel modes are at the heart of our strategy.

- *To ensure that our transport system meets the needs of all sections of the community, thus addressing social inclusion in transport*

Related to the previous challenge, the importance of good public transport, cycling networks and pedestrian facilities impacts upon present users of these modes as well as potential future users. We must ensure that a transport system is developed which provides more equable transport accessibility to all people irrespective of their age, disability or wealth.

- *To ensure that the transport system effectively and efficiently supports the local economy*

In the context of promoting travel choice and demand management, we must be mindful that many of our local, regional and national industries rely on our transport networks for the distribution of their goods and services. Town centre (and other) businesses need people to be able to travel easily to them from a wide area by a range of modes. We must ensure that the interests of the economy of Darlington are supported by the strategies that we implement. This challenge relates particularly to freight movement.

- *To balance the transport characteristics of urban and rural areas within the context of a sustainable transport strategy*

It is important that this Plan does not only offer urban solutions to urban problems. Transport networks are equally important, perhaps even more important, in rural areas. In rural areas public transport networks are inevitably less dense and frequent, journey lengths are longer and car dependence is greater. The challenge to this Plan is to offer a balanced implementation strategy which effectively tackles the urban transport problems we currently face while retaining the ability for rural communities and businesses to carry out their daily needs efficiently and sustainably.

A Vision for Transport in Darlington

66. Based on the objectives and challenges discussed in this section, a vision for transport of the future in Darlington has been developed.

The Council's vision for transport in Darlington is that a genuine choice of safe, efficient and affordable means of travel is available to everyone. The transport network should play a role in encouraging investment in jobs and business, and should allow reliable and efficient delivery of goods. All transport networks should be as safe as they possibly can be.

67. What does this vision mean to real people in the future? The transport demands of four fictional people have been analysed in the context of our vision, and their day-to-day transport experiences have been considered. The table overleaf describes what transport in Darlington could be like in ten years time (2010).

68. These fictional case studies give an idea of what the future transport networks in Darlington and the Tees Valley could be like. The rest of this Plan sets out the detailed objectives that relate to achieving this vision, and sets out an implementation strategy that will provide the first steps towards delivering the transport network of the future.

Mrs. A, 68 years old, lives in Faverdale

The retirement flats where she lives were built in 2003. She has a car park space in which she parks her car, but like most of her neighbours she only uses it for occasional long journeys. In her case, the car is mostly used to visit her son's family in Wales.

She can get most of her shopping from the district centre 200 metres down the road. For a bigger shop she gets the bus to the town centre which passes her front door.

The service is every six minutes, so she doesn't need a timetable. The journey only takes ten minutes since the priority measures were put in – it used to take anywhere between 15-20 minutes before, and buses often used to turn up two at a time after a long wait.

The nicest part of the journey is when the traffic signals change to green when the bus approaches them.

The buses are busy but it takes no time to get people on and off. There's no step between the bus and the pavement any more (a real boon as she has to use a wheelchair now) and the fare is all dealt with by her Smartcard.

Her husband spends a lot of his time on the computer, researching his book. When he's on the Web, he can tell her when the next bus to Durham leaves from the district centre bus stop.

Miss C, 31 years old, lives in the town centre overlooking the Skerne, works as a programmer for a new Internet shopping company on the business park near the Brick Train, and the A66.

Miss C lives alone in her two bedroom flat, although her partner often comes to stay. He lives in Leeds, but can get up to Darlington in an hour or so on the train and walk from the station to her flat.

She has never owned a car. Although she passed her test when she was 17, and used her Mum's car when she was at home, she never needed it when she was at University.

Now she catches the bus from the Town Centre to her office every morning. It's quick and reliable, and she gets a reduction on the fare when she shows her staff pass.

The bus stop that she uses every morning has a screen built into the shelter which tells you when the next five buses are due to arrive, and an information point can give you a timetable for any journey in the country. She can get the same information on the Council's web site.

She goes to her fitness club near North Road two lunchtimes per week. She catches the bus that connects with the train at Bank Top – since the station was rebuilt she just has to walk fifty metres from the bus stop to the train, and the train almost always runs on time.

Mr. B, 15 years old, lives in Skerne Park, goes to school at Hummersknott.

He lives in the new houses near the railway line. His parents chose his school because it does a lot for children interested in science.

He rides his bike to school most days. A lot of the footpaths have been widened to provide separate cycling and walking areas.

Where he crosses main roads on the way to school there are signalised cycle crossings.

When he gets near the schools he can safely cycle down the road. Some parents still insist on bringing their children to school by car, but they now have to park a long way from the school gates.

Traffic speeds are restricted to 10 miles per hour near the school, which makes cycling a lot safer.

When it's raining his Dad will drive him to near the school. Now that school starts at 7:45am, he can do this on his way to work at the Airport.

When he meets up with his friends in the evening they often go to the big cinema in town. The buses are quite regular and keep going until midnight.

He feels safer on the bus now that they all have video cameras, and a police officer will often ride on the bus to make sure the trouble makers are kept quiet. The air conditioning on the bus is a bonus on warm Summer evenings.

Mr. D, 39 years old, is director of an electronics company on Haughton Road. He lives in Hurworth.

His company employs about 60 people, most of them live in Darlington. A lot of them come on the bus because the Council offers a reduced price for an annual season ticket. His staff can ring up the North East TravelLine for free on a special number and get a personalised journey plan for their trip to work.

He drives his car to work most mornings, although sometimes he will come on the bus when he hasn't got any meetings with clients. He changes buses in the town centre, but that takes no time at all now the new bus stop layout is in place.

He likes to go walking in the countryside around his village. The paths are usually in good condition, and there are safe places to cross the country lanes.

He travels on the A66. The road is busiest around 8:30am so he doesn't come in for 9am, he starts at 10am and finishes at 6pm. The traffic on the A66 moves a lot better now that the variable speed limits have been introduced.

He travels all over the North on business. He makes about half his trips on the train and half by car. He uses the A1 motorway through West Yorkshire a lot as one of his biggest clients is in Doncaster. Next year they are putting in equipment so that the outside lane will be for platoon vehicles only, and the car will literally drive itself.

He employs five drivers who operate a fleet of three lorries. They all have the latest diesel engines in, and produce hardly any particles or carbon dioxide. Some of the loads are taken all the way to the client's warehouse. He has clients in Germany and China. Consignments for Germany are taken to the Eurorail Freight Park at Tees Yard in Stockton. Consignments for China are taken to the freight forwarding company at Teesside Airport. He can track all of his consignments on the Web.

Section 3
Context

Introduction

69. The first step to achieving the transport vision for Darlington is to understand the current transport problems and opportunities in the Borough. The Council is well aware of many problems that exist in the town, problems which have been further highlighted during the Local Transport Plan consultation process undertaken in the early part of 2000. The consultation process has also thrown up some key issues of public concern that this Plan needs to address. These issues are discussed later in this section.

70. The problems and opportunities have been arranged to relate back to the five key transport objectives introduced in Section 2. Section 4 will provide a detailed description of the Darlington Local Transport Plan objectives (also nested under the five key transport objectives), and the linkages between the objectives and the problems they are designed to address will become apparent.

Transport Problems and Opportunities in Darlington

Economy

TRAFFIC CONGESTION

Traffic congestion leads to wasted time for those stuck in jams and slow moving traffic. The efficiency of the local and national economy is hampered by congestion. Congestion also presents a poor image of the town to prospective investors and developers. Traffic congestion is also a major problem for bus services where priority measures have not been implemented.

The Council has the opportunity to implement traffic management measures that manage demand for the private car and reduce the occurrence of congestion. The promotion of public transport can help reduce reliance on the private car during busy times and contribute to congestion reduction.

COMMUTING ALONE BY CAR

The Council recognises that many car journeys are necessary and should be accommodated on our road network. However, some journeys can be made by other non-car means, either occasionally or every day. This in particular relates to journeys to work, which are major causes of peak hour traffic congestion. Using other modes can alleviate the stress of motoring and reduce the parking space demand at commercial premises.

The Council has the opportunity to improve public transport, cycling and walking networks to encourage more people to leave their cars at home. The Council can also work with employers to develop Travel Plans that can further encourage people to consider the alternatives to the car, improve air quality and positively contribute to health.

TOWN CENTRE PARKING

The role of car parking in the town centre is to support the economy in Darlington. To achieve this a balance must be struck between providing parking for shoppers and parking for commuters. The Council's policy is to give primacy to short and medium stay shopping demands, thereby contributing to the town centre's viability and vitality.

The Council has the opportunity to review town centre parking arrangements in respect of supply, duration and cost in order to maximise the contribution made to the town centre economy.

Accessibility

SOCIAL EXCLUSION

Despite the growth in car ownership over the last 30 years many people still do not own or have access to a car. A third of adults in Darlington do not have access to a car, and clearly children have to rely on non-car modes for independent travel. Much new development in Darlington has been at out-of-town locations where public transport is poor, distances to walk or cycle are long and many visitors are reliant on a private car. Many without a car are denied the opportunity to work or shop at these locations.

The Council has the opportunity to ensure that through its planning policies that new development is fully accessible by a range of modes, while at the same time improve non-car access to out of town locations and broadening travel choice.

BUS SERVICES, INFRASTRUCTURE AND INFORMATION

While Darlington benefits from a bus network that is often frequent and convenient, there is still considerable scope for improvement. This is a particular problem at some of the newer housing estates – bus penetration is sometimes discouraged by the developer, or made problematic by the internal road layout, and car dependency is ingrained in new residents from the start. Rural areas also have patchy public transport provision, and this can also restrict transport choices and reinforce dependency. The Council and bus operators must work in partnership to tackle these problems – the use of Government Rural Bus Service Grant is an important tool in this regard.

The resolution of these problems requires a genuine partnership between the Council as highway authority and bus operators as service providers. Vehicle standards are perceived as a barrier to many people who consider public transport, despite considerable investment in recent years. Waiting facilities are often spartan and kept in a poor state of repair. Services are sometimes unreliable and slow, further barriers to greater use. Services are infrequent in the urban area in the evenings and on Sundays, while services are infrequent throughout the week at some rural locations. Even when services are adequate, information on the existence of these services is sometimes absent.

The Council has the opportunity to work with operators to improve waiting facilities, bus journey reliability, vehicle standards, off-peak frequencies and other key elements of the bus journey experience.

RAIL SERVICES AND STATIONS

In Darlington, as in many parts of country, rail services can sometimes be unpunctual and unreliable. On the Borough's branch lines services are also infrequent. The Borough has four railway stations and facilities at each need to be improved.

The Council has the opportunity to work with Railtrack and passenger rail operators to improve services and stations. Much progress has been made, but more is needed in order to encourage greater use of the railway.

PEDESTRIAN AND CYCLING LINKS

Pedestrian and cycle access in some housing areas is often not considered a priority, and consequently is poorly provided for. The Council has the opportunity through its "Design Guide and Specifications for New Development" to positively influence highway design so that attractive and direct walk and cycle links are designed into new development. Areas of existing development with poor links can also be tackled through providing new pedestrian links and the expansion of the Council's cycle network.

ACCESS TO DEVELOPMENT SITES

The Borough of Darlington Local Plan focuses on a sustainable land use pattern for the Borough, and allocates sites for new development accordingly. However, some of these sites do not currently enjoy sufficient access arrangements. While some of these deficiencies can be met by investment from private sector developers, the Council also has a role in funding necessary infrastructure.

The Council therefore has a role in developing highway, public transport, pedestrian and cycle networks that will allow the development of sites allocated in the Local Plan to occur. This investment in transport infrastructure will occur in partnership with the private sector.

SAFE CYCLING FACILITIES

Cycling is growing in popularity as both a leisure pursuit and a means of going about daily business. Darlington has a sparse cycling network that needs further development. While there is considerable cycle parking in the town centre, major employment sites and other shopping areas make little provision for cyclists.

The Council has the opportunity to expand the cycle network to provide safer cycling routes along existing highways and on bespoke cycle paths. The Council can also seek to increase cycle parking provision in partnership with local shops, businesses and developers.

PUBLIC TRANSPORT ACCESS FOR PEOPLE WITH DISABILITIES

Public transport can provide particular barriers for people with a disability, especially those in wheelchairs. Most buses in Darlington do not make provision for wheelchair users, and many stops offer similar barriers. There is little provision for people with disabilities amongst the taxi trade as well, meaning that people with mobility difficulties often have to rely on the Council supported Dial-a-Ride service or use a car.

The Council makes considerable provision for motorists with disabilities, especially in the town centre. The opportunity now exists to work with public transport operators (bus, rail and taxi) to greatly improve journey opportunities by non-car modes for people with disabilities.

INNER RING ROAD

The Inner Ring Road serves a vital role in removing traffic from the heart of the town centre and providing access to the town's major car parks, however it also acts to sever the town centre from surrounding communities. It also presents a barrier to pedestrian access to the town centre from nearby residential areas – cyclists suffer similar problems at some locations.

The Council has the opportunity to improve the number, safety and convenience of crossing points along the length of the Inner Ring Road. This can be achieved by improving existing subway facilities and providing more controlled crossing points on all major pedestrian and cycle desire lines. The junction arrangements on the Inner Ring Road can also be reviewed to improve cyclists' safety.

TAXI FLEET AND RANKS

Darlington's taxi fleet is of variable quality – while some vehicles are good quality and driver standards are high, other vehicles are in poor repair and the image and attitude of some drivers is poor. The Council has the opportunity to work with the taxi trade to improve vehicle and driver standards – for many visitors their first experience of Darlington is a taxi ride, so maintaining a high standard fleet is important to the town's image.

The Council also has the opportunity to review taxi rank locations to ensure that they are conveniently located for a range of demands.

AIRPORT ACCESS

Teesside International Airport is experiencing growth in passenger numbers and freight volumes, which are placing increasing demands on the airport's transport links. Despite considerable investment in recent years, highway access to and from the trunk road network is still incomplete. Public transport access is also in need of improvement. A good half hourly bus service runs from the Airport to the town centre, but the Airport railway station is almost completely unused and is a constant source of complaint amongst potential rail passengers.

The Council has the opportunity, through the Airport Surface Access Group, to work in partnership with the airport board, developers, highway authorities and public transport operators to improve access to the airport by a range of modes.

BRIDGES

The Council's bridge stock has been assessed and several bridges have been shown to have insufficient strength to accommodate the heavier goods vehicles now on the roads. This has led to weight restrictions being implemented on some roads. This in turn can restrict accessibility for goods vehicles in certain parts of the Borough.

The Council has the opportunity to strengthen bridges that have failed their assessments. Not only will this improve accessibility for goods vehicles, investment in the bridge stock by carrying out identified maintenance works at the optimum time will also ensure the long term viability of structures.

Environment

AIR QUALITY

Road traffic is a major source of air pollutants in this country. The continuing Tees Valley air quality review suggests that national standards for designated pollutants are not being exceeded in Darlington. Nevertheless, the review shows that road traffic is the principal cause of several air pollutants in the Borough, and exhaust fumes are a problem on the major roads, especially those that suffer regular congestion. These pollutants in turn can instigate ill health amongst local residents, pedestrians and the motorists themselves. Further impacts caused by pollution are suffered further afield, and the global as well as local environment is suffering damage.

The Council has the opportunity to alleviate air pollution by reducing traffic levels on key links and tackling traffic congestion. The Council also has a role to play in promoting the use of vehicles that incorporate cleaner engine technologies – to this end the Council now operates some dual fuel LPG/petrol vehicles.

LOCAL ENVIRONMENT

All classes of road traffic, including goods vehicles and buses, have the potential to cause a range of environmental impacts. In drawing up transport strategies, the Council must be aware of the potential implications in terms of environmental issues. Noise, vibration, light pollution and severance all conspire to harm the quality of life of communities in Darlington. These impacts can range from loss of sleep to building damage and social exclusion.

Through considering these impacts and minimising their effects, the Council has the opportunity to improve the quality of life for people in communities located near major roads.

THE SCHOOL RUN

The modern day propensity for people to escort their children by car has effects that are wide ranging. The environment around schools is impaired by traffic pollution. Children's health suffers because they are not benefiting from the exercise that a walk or a bike ride can bring. In addition to environmental concerns, the "school run" causes safety problems and localised traffic congestion problems.

The Council has the opportunity to work with schools, parents and pupils to encourage fewer car escort journeys to school. This can be achieved by a mix of traffic management and education initiatives.

RESIDENTS PARKING

The increasing demands of commuter parking means that some residential streets are full of vehicles parked all day, and local residents find it difficult to park near their homes.

The Council has the opportunity to introduce residents only parking restrictions, and three such schemes have already been installed. These will protect the interests of local residents, and serve to discourage car commuting. The provision of better public transport alternatives will help to reduce demand for commuter on-street parking.

HEAVY VEHICLES

Much investment has been carried out over many years to provide goods vehicle routes that avoid residential areas and have alignments that can accommodate the largest vehicles. Despite this some routes in rural areas and in residential areas still experience considerable goods vehicle traffic. This causes pollution, noise and vibration that harm local environments. It can also lead to safety problems in rural areas.

The Council has the opportunity to designate goods vehicle routes through the Borough, and implement restrictions on the use of inappropriate routes by heavy traffic. The Council can also implement traffic management measures to improve road alignments where a goods vehicle ban is impractical.

ROAD AND RAIL FREIGHT

A large proportion of freight that currently travels by road cannot reasonably be transported by other means. The Council recognises this fact, and is committed to working with the freight industry to ensure that lorries are able to operate efficiently and effectively while minimising their impact on the environment.

That said, there are freight movements in Darlington and the Tees Valley for which a rail alternative exists, but for a variety of reasons this alternative is not considered. The Council has the opportunity to work with the Government, rail operators and road hauliers to encourage more freight onto the railways. The barriers to rail freight are often the high cost of access or bottlenecks on the rail network – these can only be tackled at a national level. At the local level, the Council can work with the freight industry to identify and protect sites that have potential as future rail freight facilities. The Council can also raise private sector awareness about the Government grants available to encourage the switch to rail freight.

Safety

TRAFFIC ACCIDENTS

Much work has been done over several years to tackle the worst accident hot spots in Darlington and reduce accident risk. Before and after monitoring has confirmed the success of these schemes. Despite this good work the overall numbers of accidents in Darlington has increased over the last ten years, although this needs to be placed in the context of increasing general traffic levels and reducing accident severity. It is clear that further investment is needed.

The opportunity exists to tackle road safety problems both through road safety schemes at problem locations and through road safety education and publicity campaigns co-ordinated aimed at encouraging safer driving practices, speed reduction and safer pedestrian behaviour.

PERSONAL SECURITY

Many people are wary of walking or using public transport, especially at night, because of fears for personal safety. Motorists are also fearful for their safety in car parks during the hours of darkness. These fears, be they real or perceived, are major barriers to the use of some modes amongst vulnerable groups in our community.

Risk of attack can be alleviated in a variety of ways. The Council has the opportunity to work in partnership with the Police and transport operators to improve waiting facilities, provide better street lighting and increase police presence on the street. The vital role of CCTV in alleviating fear of crime and attack is well recognised in Darlington, and the system is being extended in its coverage. The Council's commitment to achieving Secure Car Park Status is also a key component in allaying public fears.

TOWN CENTRE SAFETY

The town centre of Darlington is largely free of private vehicles, however substantial numbers of buses use the central shopping streets for boarding and alighting. Buses in the town centre can often make crossing the road difficult for those on foot, and this results in severance in the heart of the shopping area, especially between High Row and the Covered Market, and between High Row/Prebend Row and Northgate. Despite the access restrictions currently in place in the town centre, these are regularly abused by delivery vehicles that enter the town centre during the day and give rise to further conflicts.

The Council has the opportunity to review town centre traffic management arrangements and ameliorate the pedestrian conflicts currently experienced.

ILLEGAL PARKING

There is an increasing tendency for inconsiderate motorists to park on yellow lines. This presents considerable safety problems, and can also harm the efficient flow of traffic – illegal parking can often be a contributory factor to traffic congestion. Parking in bus stops has a similar delaying effect for public transport services, as well as making boarding difficult or impossible for those with mobility difficulties.

The Council has the opportunity to work with the Police in exploring new ways of enforcing traffic regulation orders and ensuring that inconsiderate motorists are discouraged from their actions.

ROAD MAINTENANCE

On assuming unitary status in 1997 the Council inherited a road network in very poor condition. Over the last three years the Council has improved many roads through the implementation of major maintenance schemes, however there is still much work to do. Poor quality roads impact on several objectives for this Plan. Road safety is compromised by poor road surfaces, the town's economy is affected and environmental impacts such as increased noise and vibration arise.

The Council has the opportunity to continue to target funds on the maintenance of its existing asset base in respect of the local road network.

Integration

PUBLIC TRANSPORT INTERCHANGE

Public transport can cater for many journeys. It is unrealistic to expect public transport to directly cover all potential travel demands, however by allowing interchange between modes and services the opportunities to travel efficiently on public transport are broadened.

The bus services that converge on the town centre of Darlington benefit from an integrated on-street boarding and alighting area focused on Prebend Row, Bondgate and Northgate. That said, interchange at other locations in the Borough could be improved greatly. The efficiency of the town centre bus stops can be improved. Interchange between bus and rail services requires improvement, especially given the edge of centre location of the town's major railway station. Integration with cycling, walking and (perhaps through park and ride) the private car also requires attention, and interchange audits at major existing and potential interchange points are being pursued. Interchange must be improved in both urban and rural locations.

PUBLIC TRANSPORT FARES

Integrating public transport services – bus to bus and bus to rail – relies on affordable and efficient through ticketing to be attractive. The fact that through ticketing is not available for some public transport journeys in Darlington needs to be tackled if a fully integrated system is to be developed.

There are good examples in Darlington of where through ticketing is provided – the Transfare system between Stagecoach and Arriva on town bus services and the Virgin/Stagecoach bus/rail interchange ticket – but these tickets need to be broadened out. More inter-operator season tickets would also improve the integration of service opportunities.

OTHER POLICIES

Transport demand and provision is often influenced by other national and local policy interventions, and sometimes these policies can work contrary to an integrated transport strategy. Examples of this include:

- Parental choice for schools which encourages longer journeys to school and greater reliance on the private car
- Hostility of some schools towards children cycling to school because of the risk of cycle theft
- Competition law which restricts the ability of public transport operators to enter into partnerships with each other and Councils

The Council has the opportunity to work in partnership with other service providers in our community to ensure that policy decisions in conflict with transport policies are avoided wherever possible.

PUBLIC PARTICIPATION

The Council and its private sector partners are working to improve transport networks in Darlington. However, the public sometimes feels remote from the decisions made and is unable to see how they can benefit.

The Council has the opportunity to consult the public more on the transport policies and programmes that it favours. The Local Transport Plan has improved public consultation considerably, and the Council is now routinely consulting local interests on the details of transport schemes being developed. Consultation is now a key component of all the Council's work, and this emphasis will result in more consultation on transport issues in the future.

71. The analysis of problems and opportunities in Darlington show that there are issues that need to be addressed in relation to all key national and local transport objectives identified. It is also clear that the core objective that presents the most problems is ACCESSIBILITY. The improvement of accessibility in Darlington and the development of a socially inclusive transport network are therefore a crucial requirement of this Local Transport Plan.

Consultations

72. In order to further understand the problems, opportunities and wider issues that relate to transport in Darlington the Council has undertaken a widespread and meaningful consultation exercise. Consultation has taken a variety of forms and has covered every person with an interest in the transport network in the Borough. The principal consultation vehicles used include the following:

- A provisional Plan available free of charge to everyone living or working in the Borough.

- A consultation document featuring prominently in the Council's free magazine, the Town Crier, outlining the strategy being adopted by the Council and inviting people to a series of public exhibitions. The Town Crier reaches every household in the Borough and is widely read; we therefore believe that as many people as possible were made aware of our transport vision and strategy.

- A series of fourteen public exhibitions, each held over one or two days with a self-completion questionnaire available for people to express their views. The exhibitions were staffed for part of the time so that Council officers were on-hand to answer people's queries. The times when officers were available were advertised in the Town Crier. The fourteen exhibitions included nine urban locations and five rural locations, so that everyone had a chance to come along and have their say. Locations were chosen so that access by a range of transport modes was possible, and so that access was easy for people with disabilities.

- Concluding the series of public exhibitions, the Council organised a "Great Transport Debate" in the town's Central Hall. All people who responded to the questionnaire at the exhibitions were invited to this event, as were all members of the Darlington Transport Forum and Darlington Environmental Forum. The assembled people worked together in workshop format to consider:

  - the ranking of a range of implementation strategies included in the provisional Plan;
  - the ideas which it was felt were missing or inadequately covered in the provisional Plan; and
  - the establishment of, and the reasons for, a "top three" most important issues which the full Plan should tackle.

The conclusions of this debate, reported in detail below, were used alongside the questionnaire responses to guide the modification process for this Plan.

- The Darlington Transport Forum and the Darlington Environmental Forum considered the provisional Plan in detail. These forums comprise of a range of important private, public and voluntary sector stakeholders with an interest in transport matters within the Borough, and in many cases across the Tees Valley sub-region. Comments of these Forums were fed back into this full Plan as appropriate. The changes being considered between the Provisional and this Plan, and new proposals for this

Plan, were discussed along with feedback from the consultations, at a final joint meeting of the forums in June 2000. This provided a check for the final drafting of the Plan.

- The Council's Environment Scrutiny Committee has also considered the consultation responses and the main proposals in the Plan.

73. The questionnaire consultations created a wealth of important information on the general transport issues that are of concern in Darlington. They also highlighted a number of specific issues which the Council has either already taken on board, or which are included in the detailed implementation strategies found in this Plan. The principal findings of the consultation exercise were as follows:

- **Analysis of Transport Problems**
  Respondents were invited to list what they believed to be the three most important transport problems in the town. The principal transport problems which attracted a significant response, in order of importance, identified from the consultation responses were:
  - Traffic congestion;
  - the punctuality of public transport;
  - the cost of public transport;
  - the lack of a central bus station;
  - a lack of integration of transport networks;
  - poor road condition; and
  - road traffic speed.

- **Importance of Five Key Transport Objectives**
  Respondents were invited to choose the three most important aspects of transport in Darlington from the list of five. The results in order of importance were:
  - Safety (29% of responses)
  - Integration (27% of responses)
  - Accessibility (23% of responses)
  - Environment (15% of responses)
  - Economy (6% of responses)

- **Implementation Strategies Supported**
  Respondents were invited to choose the three implementation strategies that they most supported. The strategies which attracted a significant response in order of importance were:
  - Public Transport Improvements
  - Road Safety and Safer Routes to Schools
  - Village Transport Needs
  - Corridors of Certainty
  - Town Centre Access
  - Transport for People With Disabilities
  - Walking and Cycling

- **Implementation Strategies Opposed**
  Respondents were invited to choose any implementation strategies that they most opposed. The vast majority of respondents (over 80%) were not opposed to any of the strategies. Even the most commonly mentioned issue of contention was cited by only three respondents. The strategies which attracted a significant response in order of importance were:

- Concessionary Fares Policy (the Council had recently introduced a charge for obtaining tokens)
- Car Parking Policy
- Cross Town Route (now Darlington Eastern Transport Corridor)
- Lack of proposals for two wheeled vehicles

Measuring Success
Respondents were invited to choose the three performance indicators which they thought would best measure the success of the Local Transport Plan. The indicators which attracted a significant response in order of importance were:

- Increased Bus and Rail Use
- Reducing Traffic Casualties
- Improved Awareness of Transport Choices
- Reducing the "School Run"
- Reducing Traffic Flows on Main Roads

Missing Elements of the Plan
Finally, respondents were invited to list any issues which they felt were missing from the Plan. This question elicited many responses of a detailed nature which are not directly relevant to this Plan but which the Council is following up. Again, very few respondents felt that there were any missing elements from the Plan and entered no comment or only made a detailed point. The three major missing elements mentioned by the public, in order of importance, were:

- The need for a town centre bus station, especially for "out-of-town" and coach services
- The need to promote cycling and walking
- The need to provide cheaper public transport fares

74. These responses were taken as the basis for discussions at the Great Transport Debate. The principal conclusions of the Debate were:

- The top three priorities for investment were town centre access issues, improvements for people with disabilities and improvements to public transport.

- The three most important missing items from the Plan were the need for a town centre bus station, the need for better bus-rail interchange at Bank Top station and the need for railway station improvements.

75. Clearly many of the issues raised during the consultations are reflected in the analysis of problems and opportunities described earlier in this section. However, the Council has appraised its strategy and policy on the basis of these responses and has made the following modifications in this full Plan:

- The balance of the strategies within the Plan, as revealed by the relative importance and the scale of funding bid for, is largely supported by the consultation responses. No wholesale changes to the Plan's structure and direction were felt necessary.

- The importance of public transport improvements, road safety and integration has been recognised in the Plan and these issues have been developed considerably. The Council noted the relative lack of importance attached to the Economy, but this is felt to reflect a lack of understanding amongst respondents of the role that the transport network plays in supporting a vibrant economy in the town.

- The relative lack of opposition to any specific proposal in the Plan is noted. The Council continues to review the detailed design issues that relate to the Darlington Eastern Transport Corridor to ensure that benefits are maximised. The understandable opposition to town centre car park controls will be developed further by the Council through further consultations focusing on this issue.

- The call for a town centre bus station was one of several strong themes to emerge from the Great Transport Debate. The Council has reviewed this issue over many years and has concluded that bus interchange is best served by existing town centre arrangements and that a suitable site for a bus station does not currently exist. However, the Council does intend, in response to the consultation process, to include an appraisal of the feasibility of a town centre bus station in the wider study of town centre access currently being undertaken. It is possible that redevelopment proposals at key sites in the town centre may yield a site that has the attributes that a town centre bus station needs.

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Section 4

Objectives

Introduction

76. The five key transport objectives have already been introduced in Section 2. With the transport problems and opportunities in Darlington now established, these key objectives can be related to detailed objectives on which the implementation strategy can be based.

77. To maintain consistency with other sections of this Plan the detailed objectives are nested under the five key transport objectives, although in many cases the detailed objectives contribute to more than one core objective. The detailed objectives are based on the transport objectives specified in the Borough of Darlington Local Plan. The linkage between the Local Plan and this Local Transport Plan is vital if the Council is to pursue a genuinely integrated land use and transportation policy. The objectives of this Plan also pay due regard to the transport chapter of the Tees Valley Structure Plan and the Tees Valley Transport Strategy, documents which provide a strategic context for land use and transportation decisions in the sub-region.

78. The objectives set out below are a mixture of the short term and long term. Short term objectives relate to those which can be tackled and achieved within the period of this Plan – achieving these objectives is the principal focus of the Plan. Long term objectives are those which can be moved towards in the short term, but which rely on commitment in the long term to produce the intended end result. In many cases the timescales associated with individual objectives are both within and beyond this Plan period. For clarity the individual objectives do not include a detailed discussion of long term and short term timescales. Instead, the markers "L" for long term and "S" for short term are indicated in each heading.

Darlington Local Transport Plan – Detailed Objectives

Economy

LTP Objective A (S,L)	TO MAKE THE MOST EFFICIENT USE OF EXISTING ROADS
LTP Objective B (S)	TO ELIMINATE NON-ESSENTIAL TRAFFIC FROM THE TOWN CENTRE AND GIVE PRIORITY TO THE NEEDS AND SAFETY OF PEDESTRIANS
LTP Objective C (S,L)	TO IMPROVE ACCESS TO BY A RANGE OF TRANSPORT MODES BETWEEN THE MAJOR EMPLOYMENT AREAS OF THE TOWN AND THE NATIONAL TRANSPORT NETWORK

79. The transport system in Darlington plays a vital role in supporting the local, regional and national economies. The ability to move goods and materials in an efficient and environmentally friendly way is crucial to improving trade and prosperity. The challenge to the Council is to develop strategies that make the most efficient use of existing roads based on a hierarchy that values the interests of business. In the town centre, the heart of the town's economy, action must be taken to ensure that a pleasant, safe and secure environment exists for shoppers, business and tourists.

Accessibility

LTP Objective D (S)	TO IMPROVE THE AVAILABILITY, IMAGE, RELIABILITY, PUNCTUALITY, FREQUENCY, SPEED AND AFFORDABILITY OF BUS, RAIL AND TAXI SERVICES
LTP Objective E (S)	TO PROVIDE PEOPLE WITH SUFFICIENT INFORMATION TO MAKE INFORMED CHOICES OF TRAVEL MODE BASED ON THE FULL RANGE OF SERVICES AVAILABLE

LTP Objective F (L)	TO DEVELOP A NETWORK OF CYCLE ROUTES ACROSS THE BOROUGH THAT WILL ENCOURAGE MORE CYCLE USE, AND TO ENSURE THAT THE SAFETY OF CYCLISTS IS CONSIDERED ACROSS THE HIGHWAY NETWORK
LTP Objective G (S,L)	TO DEVELOP CYCLE PARKING FACILITIES AT INTERCHANGE, SHOPPING, LEISURE AND EMPLOYMENT LOCATIONS AND PUBLIC BUILDINGS, AND PROVIDE CYCLIST CHANGING FACILITIES FOR PUBLIC AND EMPLOYEE USE
LTP Objective H (S,L)	TO CATER FOR THE NEEDS OF PEOPLE WITH MOBILITY DIFFICULTIES ACROSS THE ENTIRE TRANSPORT NETWORK

80. The key to the Council's integrated transport strategy is to improve the choice of transport modes available to people who wish to travel. This means that improving public transport services is a major component of the Plan, as is developing cycle routes and facilities. The widening of opportunities to use alternative modes is crucial if the Council is to implement complimentary demand management measures.

81. The central focus of the Council's objectives in respect of accessibility to develop a more socially inclusive transport system where all people in our community have equal transport opportunities. Improved public transport services will contribute to tackling social exclusion in transport. A further important element is to pay attention to the specific needs of people with mobility difficulties in our community who are sometimes the least able to travel by any means.

Environment

LTP Objective I (L)	TO PURSUE LAND USE AND TRANSPORT POLICIES THAT REDUCE THE NEED TO TRAVEL AND REDUCE JOURNEY DISTANCES
LTP Objective J (L)	TO MANAGE DEMAND FOR THE PRIVATE MOTOR VEHICLE WITH THE AIM OF REDUCING MOTOR VEHICLE DEPENDENCY
LTP Objective K (L)	TO REDUCE THE DAMAGING IMPACT OF MOTOR VEHICLES ON THE ENVIRONMENT
LTP Objective L (S,L)	TO MINIMISE THE IMPACT ON THE ENVIRONMENT CAUSED BY NEW ROADS, AND TO ONLY CONSIDER NEW ROADS ONCE ALL OTHER OPTIONS, COVERING THE FULL RANGE OF TRANSPORT MODES, HAVE BEEN APPRAISED USING A COMMON FRAMEWORK

82. Transport is a derived demand that results from people wanting to travel between different land uses. Land use planning clearly has a part to play in influencing need to travel and journey distance. The Borough of Darlington Local Plan includes land use policies that achieve this objective by providing for a distribution of land uses that seeks to concentrate travel-intensive development in the town and district centres and promoting employment development in accessible locations. Reducing the need to travel contributes to all five key transport objectives. It has been placed under Environment to emphasise the key role that reducing the need to travel can play in ameliorating the harmful environmental impacts of transport and especially road traffic.

83. National and local transport policy recognises the need to manage demand for the motor vehicle. Demand management does not mean restricting car use, and it does not mean restricting car ownership. It relates to encouraging motorists to consider alternative means of travel for some of their journeys through a combination of restraint and encouragement. Demand management policies in the Tees Valley are focused on particular sectors of the transport market for which the use of alternative modes is particularly appropriate, namely:

- Commuter journeys travelling alone in a car that is parked all day
- Journeys to school by car
- Short journeys by car (under 2 miles) that could be made by public transport, cycle or on foot
- Bulk goods transported by road that could be moved by rail

84. A range of measures are available to achieve the management of demand including parking policy, road space reallocation, better information, the implementation of Travel Plans for schools and businesses and the promotion of rail freight. These measures are described further in the Plan strategy and in the Tees Valley Demand Management Framework (see **Appendix 1**).

85. The above measures can serve to fulfil the central objective of minimising the impact of transport networks on the environment. This is especially important when considering new roads, the Council is committed to constructing new roads only once all other options have been fairly and comprehensively considered.

Safety

LTP Objective M (S,L)	TO IMPROVE ROAD SAFETY
LTP Objective N (S,L)	TO PLACE THE NEEDS OF PEDESTRIANS AND CYCLISTS UPPERMOST IN HIGHWAY DESIGN DECISIONS, AND TO IMPROVE PEDESTRIAN AND CYCLIST SAFETY ON THE HIGHWAY
LTP Objective O (S)	TO REDUCE EXCESSIVE AND INAPPROPRIATE VEHICLE SPEEDS IN BUILT-UP AREAS AND RURAL SETTLEMENTS

86. Safety and security in transport is central to much of the day-to-day highway work that the Council undertakes. The Council is committed to improving road safety across the highway network, with particular attention being paid to vulnerable users such as pedestrians, child casualties and safety problems in the vicinity of schools. A principal cause of road traffic accidents is excessive and inappropriate speed, and the Council is taking specific steps to tackle this problem in both rural and urban areas.

Integration

LTP Objective P (S,L)	TO IMPROVE INTEGRATION BETWEEN ALL MODES OF TRAVEL AT KEY LOCATIONS, THEREBY BROADENING THE RANGE OF TRAVEL CHOICES
LTP Objective Q (S,L)	TO INTEGRATE THE COUNCIL'S TRANSPORT POLICIES AND PROGRAMMES WITH THE WORK OF OTHER AGENCIES IN DARLINGTON, FOR EXAMPLE IN HEALTH, EDUCATION, ENVIRONMENTAL PROTECTION AND ECONOMIC DEVELOPMENT

87. Integrating public transport journeys by rail and bus more effectively will help to broaden the transport choices available and help reduce the barriers to public transport use. Integration between bus and rail services is an important element of this objective, the achievement of which is hampered by the distance between the main hub of bus interchange (the town centre) and the main hub of rail interchange (Bank Top station).

88. Of equal importance is the integration of transport policy with other policies being offered by various agencies in Darlington. The role of the health, education, development and environmental sectors in helping to deliver transport objectives is recognised, and work to integrate these policy areas continues to be progressed.

Section 5

Strategy: Analysis of Alternatives

Introduction

89. The five key transport objectives and the detailed local objectives have been described, and a flavour of the strategy put in place to deliver these objectives has been hinted at. However, it is vital that this Plan considers a range of alternative core strategies to ensure that the one offered in this Plan is the one which best meets these objectives. For the purpose of testing alternative strategies three broad transport policy proposals have been analysed and compared with the five key objectives to ascertain the likely long term effects of each. These strategies are:

- a road construction based option
- a stringent traffic reduction option
- an integrated option that provides an accessible socially inclusive transport network **(the Council's current strategy)**

90. In reality the Council has not developed from scratch the overall strategy in this Plan. The strategy has evolved over a period of years and has been supported by Government through the award of generous TPP and LTP settlements in the last two years. An analysis of alternatives will therefore need to take the present transport network and policy as its central case, and compare the effect of changing the direction of transport policy in the Borough in two radically different ways. By referring back to the predicted outcomes when following the existing policy it can be demonstrated that the Council's present integrated approach is the best option to pursue.

91. To forecast the impacts of the different transport policy approaches a subjective short term and a long term analysis has been developed. For each option a short statement about the possible measures taken will be provided, and then the impacts of these measures on the five key transport objectives will be forecast.

A Road Construction Based Option

The Vision

92. In this option the Council decides to tackle traffic congestion head on by providing considerably more road capacity on the Borough's major routes. In the first five years the Council will widen all major radial corridors to the town centre in order to improve capacity, at the same time upgrading corridor pedestrian and cycling facilities. A Northern Bypass between Great Burdon and Harrowgate Hill is provided during the lifetime of the Council's second LTP. In order to encourage people to come to Darlington the Council provides new car parking in the town centre and halves parking charges during the life of its first Local Transport Plan. Subsidies for bus services are withdrawn and the money redirected to concessionary travel. Little investment is put into public transport infrastructure.

Short Term Impacts

93. The road building programme eliminates practically all congestion in the urban area in the short term, this encourages more people to drive into the town rather than use other modes. Congestion therefore remains on side roads that feed the main radial routes. The road building requires the demolition of some residential and commercial properties in the main radial roads. Where demolition was deemed inappropriate, new traffic pinch points occur and congestion soon builds up again. Traffic speeds are increasing on the widened sections of roads.

94. The town centre car parks are full by 8am every weekday morning, shoppers struggle to park anywhere near the town centre during the day and residential areas up to one mile from the town centre are cluttered with parked cars. Bus services along the new roads are faster, but patronage has fallen by 5% annually as more people choose to drive, and daytime service cuts are starting to happen.

95. Whilst capacity has increased on the radial routes, severe congestion occurs at the major junctions and pinch points. Community severance is a major issue on either side of these radial routes and although accident numbers have reduced, severity has increased as a result of higher vehicle speeds. In rural areas the reduced bus services mean those without a car are effectively prevented from accessing many of the goods and services they would like to.

Long Term Impacts

96. Urban congestion is increasing and car parking supply does not meet demand. The long term impact is to reduce the attractiveness of Darlington as a regional shopping centre and ultimately shoppers choose to use other towns in the region. The economy of the town centre is undermined by the increased road capacity strategy. Cycling and walking has declined as a direct result of the levels of congestion and increased road danger, and the quality of life in the communities along the radial routes has deteriorated significantly in terms of air and noise pollution.

97. Declining levels of bus services in the Borough compound the reliance on the private car and further reduces the non-car options for travel. This results in increasing social exclusion for those without access to a car. As more and more people drive or are driven as their travel mode, this has an impact on the health of the population.

Summary

- **Economy** – adverse impact. The town centre suffers economic decline.
- **Accessibility** – strongly adverse impact. The choice of transport is significantly reduced. Bus services are initially faster, but then are withdrawn as patronage and Council support decline. Walking and cycling are considered too dangerous and decline. Those without access to a car are disadvantaged in terms of their ability to travel.
- **Environment** – strongly adverse impact. Communities experience increased air and noise pollution as well as the negative effects of severance as a result of the traffic levels travelling through them.
- **Safety** – strongly adverse impact. After a reduction in accidents at hotspots, more speed related accidents occur which mean increased severity of injury. The higher volumes also increase the accident risk for cyclists and pedestrians.
- **Integration** – strongly adverse impact – the alternative modes that would have been integrated have declined. The long term implications for integration are increasingly negative as the pattern for substantial reliance on the private car has been established.

A Stringent Traffic Reduction Option

The Vision

98. In this option the Council decides that it should tackle car use head on. A charge will be made to enter the urban area with an additional charge to access the town centre. A park and ride system is provided on the edge of the urban area. Many roads are closed. Car parking supply owned by the Council is halved and prices doubled. The proceeds of all the charges are spent on subsidising bus services and bus fares. A maximum bus fare is introduced in the town, and bus frequencies and times of operation are improved considerably. Similar improvements are put in place in rural areas. Comprehensive cycling and walking networks are completed within five years. The Council conducts anti-car travel awareness campaigns.

Short Term Impacts

99. The stringent road user and parking charges see shoppers leave Darlington and visit other towns and cities nearby as they are unwilling to pay for Park and Ride when they can drive directly into neighbouring town centres and park relatively cheaply. Both the bus subsidies and the Park and Ride cannot be financially sustained. Fewer shoppers and visitors mean the economic vitality of the town centre is significantly reduced. Less traffic on the roads has the benefit of a safer and more pleasant environment for cyclists and pedestrians.

Long Term Impacts

100. The charging for road users continues to have adverse impacts. Traffic levels in the town have now reduced so much that the Council can afford little financial support to bus operators. The declining town centre means public transport service levels have declined due to decreased patronage; vehicle investment is stagnant and fares are rising sharply. The environment in residential areas is still much improved, and many road safety problems have evaporated. The cost of travel into and out of the Borough has led to many people choosing to leave Darlington and live/work elsewhere.

Summary

- **Economy** –adverse impact. The impact of charging to enter Darlington town centre while neighbouring town centres do not, has led to shoppers and workers opting to choose alternative locations to Darlington. This has led to the decline of the town centre economy.

- **Accessibility** – negative impact. Improvements to walking and cycling are made and endure to the benefit of those making short journeys. Bus services decline after an initial boost. Social exclusion remains for those who can't walk or cycle once the bus services decline.

- **Environment** – strongly positive impact. The many traffic impacts on the environment are substantially reduced. Darlington is a more peaceful place to live, and the air is very clean.

- **Safety** – strongly positive impact. Road traffic casualties have declined as road traffic volumes have declined. The streets are safer for children to play in and a sense of community increases.

- **Integration** – neutral impact – the positive initiatives have withered over the years and integrated transport networks are rare. Public health is benefited and links with education policy are strengthened. The decline of the town centre has worked against planning policy, although many other policies have been fulfilled.

A Balanced, Integrated Approach

101. The details of this approach have already been discussed in the previous Vision section, and are covered in considerable detail under each implementation strategy in Section 7. The overall impacts are summarised as follows:

- **Economy** –positive impact. The strategy supports the town centre by providing good facilities for visitors while encouraging the use of a range of modes. Road condition will improve. A limited road building plan will help to provide more jobs and prosperity for the Borough.

- **Accessibility** – strongly positive impact. Improvements to a range of transport modes provide a genuine choice for more people and tackles social exclusion in transport highly efficiently. The financial viability of bus services improves, allowing more and more new services to be subsidised and more travel opportunities and choices to arise.

- **Environment** –positive impact. Taking steps to reduce reliance on the private car and promote alternative transport modes combine to limit traffic growth considerably. Parallel improvements in engine technology will see an overall decline in air pollution levels within a few years. The built and natural environments will be enhanced.

- **Safety** –positive impact. A range of measures to tackle existing accident problems, head off potential future accident problems while limiting traffic growth will come together to reduce road casualty levels considerably. A range of actions will also improve the feeling of personal security for all transport users and modes.

- **Integration** – strongly positive impact – the linking of transport networks will widen journey choices. Health and education benefits will accrue. The planning policies of local and national Government will be supported by this approach.

Conclusion

102. It is clear that the road building option has negative consequences for Darlington, and should not be considered. While the stringent traffic reduction option has some merits it can be seen to impact adversely on the town's economy and fail to deliver some of the long term benefits to transport networks that might initially be envisaged. In contrast, the balanced and integrated approach provides positive outcomes for all five key transport objectives. Accordingly, the Council is satisfied that its present transport policy is the best long term strategy to pursue.

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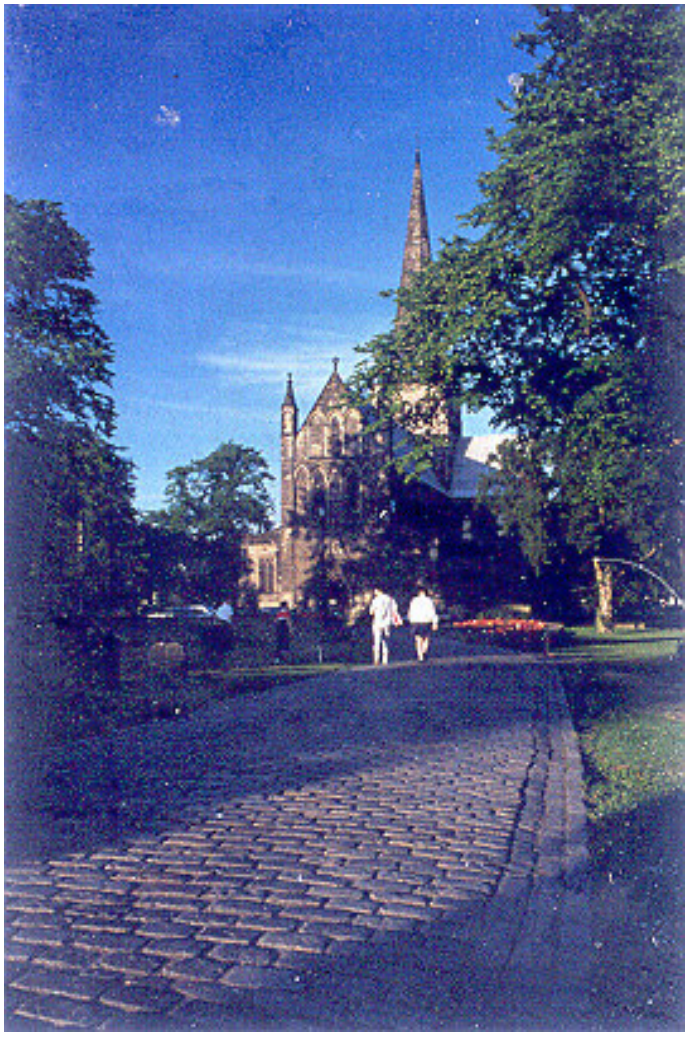
Section 6

Strategy: Overarching Themes



Introduction

103. This section discusses the overarching transport policy themes that link the objectives and the implementation programme together. These themes are arranged under the five key transport objectives, and form the basis on which the detailed implementation strategies described in Section 7 are developed and appraised. The overarching themes provide an important context for the implementation strategies that ensure the objectives of the Plan are being met.

Transport Strategy for Darlington

104. The central strategy adopted by the Council is an integrated approach which seeks to fulfil the philosophy laid down in Planning Policy Guidance 13 ("Transport") which is to:

- Reduce reliance on the private car;
- Promote alternatives modes of transport to the car; and in time
- Put in place land use strategies that reduce the need to travel.

105. The three key ways of achieving this strategy are to manage demand for the private car; encourage public transport, walking and cycling; and put in place sustainable land-use strategies that bring journey origins and destinations closer together. The third strand of the strategy is the cornerstone of the Borough of Darlington Local Plan (BDLP) which relies on the particular geography of Darlington to create sustainable mixes of land uses along the radial routes, which are accessible by a range of modes, and in the town centre. The first and second strands, relating to managing car demand and the promotion of alternative modes, are the focus of the transport strategy described in this and subsequent sections.

106. This is a strategy for the short term and the long term. The overarching themes and the implementation strategies contained in this Plan relate to the relatively short term, the next five years. Beyond these five years the future transport problems are hard to foretell. The influence of this strategy can be estimated by using transport models and other predictive tools, but the sociological influences on future transport demand are less easy to gauge. The Tees Valley Structure Plan sets out a vision of land use and development up to 2016, and its transport strategy is similar to that presented here. The conclusion of this must be that the strategy being pursued in the short term is one that will need many years to bear full fruit, and that it is a strategy that must be followed beyond the lifetime of this Local Transport Plan. The only change that can be foreseen is that the Council does not at this time anticipate the need for a major scheme during the lifetime of its second LTP, for the period five to ten years from now. The only major transport scheme in the BDLP that remains to come forward after this LTP is the central Haughton Road to Faverdale section of the Cross Town Route. Subject to unforeseen pressures from new development, the Council does not anticipate that this scheme will come forward for funding between 2006 and 2011.

107. The themes presented here focus on delivering an effective transport system for Darlington that recognises that all modes play a part. Private transport, for people and goods, remains important to the economy of the Borough and to accessibility for individuals in many circumstances. Many of the strategies included in Section 7 are designed to promote greater use of public transport, cycling and walking across the Borough. For some types of journeys the Council is seeking to promote a move away from car use for some or all trips. To achieve this the Council is committed to implementing a series of demand management measures. These measures have been developed at a sub-regional level by the five Tees Valley authorities and are summarised in the Tees Valley Demand Management Framework found in **Appendix 1** of this Plan. This framework demonstrates the high degree of close working amongst the Tees Valley authorities, close working that is vital in delivering an integrated and accessible transport system in the sub-region.

Overarching Themes – Economy

Jobs, Prosperity and Development

108. This theme is at the heart of the Council's policies as described in the Community Plan and the Best Value Performance Plan. For the community of Darlington to benefit from a quality lifestyle and environment it is important that continued investment and increasing prosperity are achieved. Transport has a clear role to play in helping to achieve this goal.

109. The provision of safe, efficient transport networks that are free of congestion and which serve the needs of communities are crucial in engendering growth amongst Darlington's existing business and attracting new business and investment to the town. Without adequate transport links, potential development sites are impossible to develop, and the Council must work in partnership with developers to overcome development related transport issues where they arise.

110. The implementation strategies in this Plan should contribute to the provision of a transport network that helps support new development in the Borough. Indeed new infrastructure has the potential to be a catalyst for new development in areas where access arrangements are currently poor – this theme will be discussed in detail in relation to the Darlington Eastern Transport Corridor.

Movement of Freight

111. This theme relates to prosperity and development. Darlington's businesses need to be able to move around their raw materials and finished goods in an efficient and effective way in order to contribute to their commercial success. If transport networks are inefficient in catering for freight movement, then the ability for business to trade effectively and compete in local, national and global markets will be compromised.

112. The crux of this theme is to ensure that the implementation strategies in this Plan that seek to manage demand for the private vehicle in Darlington do not have a negative affect on ability of business to move freight. It is intended that many demand management measures aimed at tackling traffic congestion will actually improve the efficiency of transport networks to the benefit of the freight industry. Care must be taken to ensure that this is indeed the outcome of every strategy. The Council will work in partnership with the freight industry to locate problems, tackle these problems in a sustainable fashion and promote good practice in the industry. To achieve this a sub-regional Tees Valley Freight Transport Strategy is being drawn in partnership with the industry and the Tees Valley Joint Strategy Unit.

113. An important component of the Plan is the encouragement of more freight to be transported by rail. It is vital that this Plan recognises that for fiscal and logistical reasons the rail freight is often not the most efficient and effective way of moving the majority of raw materials and goods around. Conversely, the Plan must recognise that the road network will still be the principal means of moving freight in Darlington and in the United Kingdom, and strategies must be framed with this in mind.

Best Value

114. An important economic consideration for the Council as a provider of services to the community of Darlington is that the money it spends on transport, as with all Council spending, should provide the best possible value, and the most effective way of meeting the needs of the community. The Council has a rolling programme of Best Value reviews to discover whether alternative ways of procuring services could deliver services to more effectively meet the needs of the community.

115. In this Plan there is an opportunity to look at the transport strategies it contains and consider whether the objectives each strategy tries to achieve could be better achieved in another way. It is important for the Council to do this because several nationally set indicators of local authority Best Value Performance relate directly to the provision of transport networks and services. These Best Value Performance Indicators (BVPI) will be discussed further in Section 11.

Overarching Themes – Accessibility

Widening Travel Choice, Tackling Social Exclusion

116. The analysis of transport problems and opportunities in Darlington revealed very clearly that there are insufficient choices of transport for too many people. The Council must ensure that its implementation strategies contribute to widening transport choices for more people, so that not only those with access to the private car have the opportunity to access the full range of goods and services available. In the majority of cases the fulfillment of this theme requires the improvement of public transport services.

117. In some instances the requirement is less to widen travel choices, more to introduce a travel choice where no option currently exists. This is particularly relevant to the young and elderly who have no access to the private car, to people who live in rural areas that have poor public transport services and people who live in areas with poor and unsafe walking and cycling networks.

118. Tackling social exclusion in transport is an important way of ensuring that everyone in our community enjoys a high quality of life. Those who can't use a car, either due to financial or mobility constraints, should not be disadvantaged, and the implementation strategies of this Plan must aim to provide real non-car alternatives for travel in the Borough for as many people as possible.

Access for People with Disabilities

119. A vital aspect of social exclusion and travel choice is the way in which the Council and its partners cater for the particular needs of people with disabilities in our community. The Council is fully committed to discharging its responsibilities under the 1995 Disability Discrimination Act.

120. The Council has to ensure that the individual needs of those with mobility difficulties are taken account of in all its implementation strategies. The needs of visually impaired people, wheelchair users and those who walk with difficulty are all different, but are all equally important. Great care is needed in the design of all facilities to ensure that advantaging one sector of the mobility impaired community does not adversely affect another sector.

121. Access for people with disabilities is not just about paying attention when designing transport schemes, it is a cultural ethos that must pervade all the work of the Council. Access to Council buildings for people with disabilities is not a direct feature of this Plan's implementation strategies, but is nevertheless vitally important. We have wasted our time and effort encouraging people with mobility difficulties to travel to a particular building by taking advantage of investment in bus facilities if when the person arrives he or she is unable to get up the stairs at the front door. An integrated approach to catering for the needs of people with mobility difficulties is required across the Council's work. This same approach must be adopted by the private sector through the Council's encouragement.

Encouraging Non-Motorised Modes

122. The Council has recognised in its detailed transport objectives that cycling and walking are transport modes that have massive potential to contribute to a more accessible transport system. In order to fulfil this potential implementation strategies must overcome the barriers to cycling and walking. These are often related to safety fears and to the provision of inadequate or incomplete cycle and pedestrian networks.

123. It is clear that walking and cycling also bring considerable health and environmental benefits to our community. Their importance as a component overarching theme is therefore further emphasised.

Overarching Themes – Environment

Global and Local Air Quality

124. The Council is responsible for enforcing a number of Acts designed to minimise air pollution. One of the most significant is the Environment Act 1995, which gives local authorities new responsibilities to assess and manage air quality in their areas. It requires, for the first time Air Quality Reviews to be completed with the aim of identifying potential problem areas or 'hot spots' as set out in a national strategy, new air quality standards and objectives to be achieved within given timescales. Where these objectives will not be met then local authorities are required to declare 'Air Quality Management Areas' specifying the steps to be taken to bring about the necessary improvements.

125. Objectives have so far been set within the National Air Quality Strategy for seven pollutants that have the potential to cause harm to human health - these are Benzene, 1,3-Butadiene, Carbon Monoxide, Lead, Nitrogen Dioxide, Particles (PM10s) and Sulphur Dioxide.

126. Road transport is a major source of most of the above pollutants. The exceptions are sulphur dioxide (which is mainly produced by industry and power generation) and lead, emissions of which are likely to reduce significantly from road transport following a ban on the general sale of leaded petrol from 1 January 2000.

127. The five unitary borough councils of Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees have jointly undertaken an Air Quality Review in the Tees Valley. This has been based on the results from both continuous and non-continuous monitoring stations and through the use of air quality modelling software to predict pollution levels in the areas between stations. Continuous sites are expensive to install and operate and are therefore limited to a very few locations. A mobile continuous monitoring laboratory was purchased in 1998 and is jointly operated by four councils (including Darlington) on a 3-6 month rota, measuring nitrogen dioxide, particulates (PM10s), sulphur dioxide and carbon monoxide. In recognition of the contribution of traffic to pollution levels, a fixed monitoring station has also recently been installed adjacent to the busy Inner Ring Road at St. Cuthbert's Way, Darlington. This station currently measures particulate matter on a continuous basis. Other monitoring includes nitrogen dioxide at 10 sites and monitoring of sulphur dioxide and black smoke at a town centre location using low cost, non-continuous monitoring techniques.

128. The work has confirmed that all of the air quality objectives are currently being met within the Darlington area and are expected to continue to do so. Action will, however be on-going to ensure that any changes to the road network take the impact on air quality into account and mitigate against any deterioration, particularly near to residential areas.

Noise and Vibration

129. Noise and vibration are major causes of stress that can seriously impair residential amenity. The impact of road transport can, however be reduced by careful planning of both new highways and the development of land adjacent to roads. The Council will therefore continue to protect and enhance the environment around noise-sensitive areas by ensuring that such developments are satisfactorily located and designed, primarily through the development control process.

130. When assessing a proposal for residential development near a transport-related source of noise, the Council will determine into which of the four noise exposure categories (NECs) identified below the site falls, taking into account both day and night-time noise levels. In determining and conditioning development proposal, the Council will then have regard to the guidance (Planning Policy Guidance PPG24) for each NEC, as follows:-

- **NEC A** : noise need not be a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level;

- **NEC B** : noise should be taken into account when determining applications and, where appropriate, conditions should be imposed to mitigate the effects of noise;

- **NEC C** :- planning permission should not normally be granted, but where it is considered that permission should be given, conditions should ensure a commensurate level of protection against noise;

- **NEC D** : planning permission should normally be refused.

Community Severance

131. The increase in road traffic and the consequent widening of roads in the past has often led to the communities that straddle these roads being effectively severed. Difficulties in crossing roads mean that accessing all the services offered to a community is made difficult, especially for those with mobility difficulties. Community severance started two centuries ago with the advent of the railways, and railway corridors in Darlington still offer considerable barriers to movement in the town despite the fact that development over the last 150 years has accounted for the railways' presence.

132. In developing our transport strategies we must ensure that the severance of established communities does not arise from our actions. The Council is also committed to reducing community severance where it currently exists, either through traffic reduction, traffic calming or pedestrianisation. A prime example of where severance is a real problem is in Darlington town centre, and the Council intends to use all three tools mentioned above to tackle this issue.

Countryside Needs

133. The Council recognises the importance of retaining a diverse, accessible and financially successful rural community in the Borough. Transport has a role to play in delivering this aspiration. The countryside has its own transport demands and transport problems which are often quite distinct from those found in rural areas, and the strategies in this Plan must recognise these differences.

134. The achievement of this theme will be gauged by the creation of transport networks in rural areas that protect the local environment, retain the character of the area and still allow people to gain access to jobs, shops and other destinations in an efficient fashion. Retaining safe, continuous and easily followed access to the countryside by foot is also important to achieving this theme, both on country lanes and on public rights of way.

Overarching Themes – Safety

Road Safety

135. The provision of a safe transport network that minimises the risk of injury to users and non-users alike has been a focus of transport policy and traffic engineering in Darlington for many years. This focus will continue with the implementation of this Plan. Road safety cuts across practically all transport interventions, from the construction of new or revised traffic schemes through to the way in which transport issues are taught in schools through the curriculum.

136. Implementation strategies must be demonstrably contributing to the objective of reducing transport related casualties, in terms of the number and severity of the injuries. The Council has prepared a Road Safety Plan that will help to ensure that this happens.

Safer Routes to Schools

137. Although an aspect of road safety as described above, the issue of safety around schools is vitally important and worthy of separate consideration when assessing the themes on which implementation plans will be judged. Creating the safest possible transport networks around our schools minimises the risk of immediate injury, but also does much to encourage safer and more sustainable transport practices amongst the children of today who will become the transport users of tomorrow.

Speed Management

138. Excessive traffic speed has a variety of impacts that means that the control of speed has a rightful place amongst the overarching themes. These impacts range from direct problems, such as the increased severity of road traffic accidents caused by speeding, through to the indirect impacts such as the reinforcement of community severance by excessive speed and the consequent difficulties involved in crossing the road.

139. Implementation strategies must ensure that new infrastructure does not encourage excessive speeding to occur, while existing speed problems need to be effectively tackled to ensure that the safety problems associated with high traffic speeds are minimised.

Personal Security

140. People must feel personally secure when they use the transport networks in Darlington, and where feasible all modes of transport should offer the same high level of personal security at all times of the day and night. This issue relates to real and perceived risk of personal attack.

141. The implementation strategies presented in this Plan must contribute to improving the personal security of our community, particularly vulnerable groups such as the young, the elderly and women.

Overarching Themes – Integration

Public Transport Interchange

142. For an integrated transport network to be provided it is vital that the individual elements work together to provide a network that is as seamless as possible and in which transport interchange opportunities are numerous and user-friendly. The Council has much work to do in improving interchange in the Borough. While the town centre provides the focus for practically all bus journeys in the Borough and bus-to-bus interchange is very good, bus-to-rail interchange is not so well catered for given the railway station's location some distance from the town centre. The forthcoming implementation strategies will need to pay attention to the need to improve this and other deficiencies in the network of interchanges across the Borough. In the case of rail-to-bus interchange, it is clear that any lasting and full solution to this problem is long term and will not be completely solved within the lifetime of a single Local Transport Plan.

Links to Health

143. People's health is improved by using certain active modes of transport, while using other sedentary modes of transport can worsen people's health. Similarly, some motorised modes of transport adversely impact on the health of motorists and the surrounding population alike, both through pollution and through road traffic accidents. There are clear links between a transport policy and a health improvement policy. This has been recognised by local authorities and the health authority in Darlington and County Durham who are now forging links to integrate the policies of all organisations at all levels. The implementation strategies must be gauged against their ability to contribute to this partnership and improve public health levels as a whole.

Links to Education

144. In education, there are more clear linkages with transport. The ways in which pupils and parents choose to get to and from school can result in significant positive or negative transport impacts. Safety around schools is a critical influence in this decision making process. Education can have a much wider role to play amongst the school age and the adult population by raising awareness of the benefits and impacts of various transport habits, and seeking to encourage changes in behaviour that contribute to a sustainable transport network. In turn, encouragement to use sustainable modes such as walking and cycling can improve health, benefits that are sustained if habits are formed at a young age.

Links to Planning Policy

145. As recognised at the start of this section, it is the Council's land use policy, as expressed in the BDLP, which will largely govern transport demands in the future. Only through the encouragement of sustainable development will travel demands be reduced and the ability to use a choice of modes to travel be maximised. On the other hand, the implementation strategies in this Plan can play their part in putting in place numerous policies and strategies incorporated in the BDLP, and these will be highlighted at appropriate locations.

Section 7

Strategy: Implementation Programmes

Introduction

146. In this section the detailed implementation strategy is presented. A series of strategies are presented under topic headings, and the linkages between each strategy and the detailed plan objectives and the overarching themes are drawn.

147. In order to demonstrate that the strategies meet the objectives set in this Plan, target setting and monitoring is required. Each strategy is appended with the summary of the targets on which its success or failure will be judged. Also appended to each strategy is a summary of the expenditure profile envisaged to meet the targets, including where appropriate spending from the Council's capital programme, revenue budget and spending from third party sources.

148. The Council has completed a simplified Appraisal Summary Table (s-AST) for the overall transport strategy detailed in this section – this can be found in **Appendix 2**. This s-AST provides an analysis of the contribution that the implementation programmes as a whole will make to achieving the five key transport objectives under the headings: safety, economy, accessibility, environment and integration. It demonstrates that the programmes put forward in this LTP will make considerable contributions to achieve all five key transport objectives, thereby delivering a safer and more accessible transport network that contributes to a healthy economy, a better environment and a more integrated approach to transport.

149. **Appendix 2** also contains a s-AST for the implementation programme presented here, minus the Plan's sole major scheme with a capital cost of greater than £5 million, the Darlington Eastern Transport Corridor. This s-AST reveals that the five key transport objectives are still met by the strategy, but that the success of some elements is compromised. Without the Darlington Eastern Transport Corridor the Plan's ability to contribute to a healthy and thriving economy is severely reduced, the beneficial impacts of the Darlington Eastern Transport Corridor on the environment will be lost and the Council's ability to integrate its transport policy with its land use policy, as set out in the Borough of Darlington Local Plan and Tees Valley Structure Plan, will be diminished.

150. In addition to the simplified Appraisal Summary Tables the Council has provided a commentary alongside each strategy in the implementation programme that outlines how the Plan's overarching themes described in Section 6 are facilitated. These summaries demonstrate the linkages between the Plan objectives, the overarching themes, the five key transport objectives and the s-ASTs in **Appendix 2**.

CORRIDORS OF CERTAINTY

151. This strategy covers a range of measures that comprise the Council's major initiative to improve transport facilities in Darlington's major urban radial routes. The strategy is based on the philosophy that all transport users in the town's radial corridors should have a degree of certainty about the facilities and information that they can expect to receive, be they motorists, bus passengers, cyclists, pedestrians or residents. Within this, special attention is being paid to vulnerable groups such as people with disabilities, those on foot and school children.

152. The core aims of the strategy are as follows:

- **Pedestrians** can expect a safe and convenient road crossing points and an attractive walking environment. The needs of people with mobility difficulties, school children and parents on foot will be given emphasis in the delivery of this strategy.

- **Cyclists** can expect that a continuous, safe route is provided along, or adjacent and parallel to, the corridor for journeys made by all users, be they young or old, speedy or slow paced. Safe cycle crossing facilities will be provided at appropriate locations. High quality secure cycle parking facilities will be provided at major destinations in and adjacent to the corridor.

- **Bus Passengers** can expect a journey that is quick, reliable, punctual, frequent, reasonably priced and wherever possible free from the effects of traffic congestion. Passengers can expect a modern high quality vehicle for their journey. Passengers can expect a safe and pleasant waiting environment and timely, high quality journey information from a variety of means. Those with mobility difficulties can expect that their boarding and alighting needs will be accounted for through investment in vehicles and infrastructure. Bus passengers can expect that their journey along each corridor will be integrated with other onward journey opportunities by bus and rail through the provision of through ticketing, convenient interchange facilities and integrated timetables.

- **Motorists in Cars, Motorcycles and Goods Vehicles** can expect that journey delays will be minimised, and that their journeys will be assisted by accurate and easily understood signing to car parks and through destinations. A good road surface and a safe highway layout will be provided.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improvements in efficiency and journey time for all modes will strongly contribute to these themes. **Access for People With Disabilities** Access for people with disabilities will be incorporated throughout the corridors to assist pedestrian movement and bus boarding **Encouraging Non-Motorised Modes** Improved facilities for cycling and walking throughout the corridors.
Economy	**Jobs, Prosperity and Development** Improved access to town centre will contribute to its viability. **Movement of Freight** Reduced delays to general traffic will assist freight movements, better signing for freight destinations. **Best Value** Will make significant positive contribution to public transport related Best Value Performance Indicators.
Environment	**Global and Local Air Quality** Reduced congestion and improved walking and cycling choices will help to reduce vehicle emissions. **Noise and Vibration** Increased bus flows may lead to minor degradation in noise and vibration. **Community Severance** Improved pedestrian and cycle crossing facilities will significantly reduce severance. **Countryside Needs** Little impact.
Safety	**Road Safety** Major contribution to achieving casualty reduction, especially for vulnerable groups. **Safer Routes to Schools** Focus of pedestrian and cycling facilities in vicinity of schools will provide a major positive contribution. **Speed Management** Better traffic controls will regulate excessive speed. **Personal Security** Improved lighting and waiting facilities will contribute positively.
Integration	**Public Transport Interchange** Improved waiting facilities at all stops, including interchange locations. **Links to Health Agenda** Encouragement to cycle and walk will bring health benefits. **Links to Education** Safer and quicker access to schools by non-car modes. **Links to Planning Policy** Contributes to the achievement of the environment and transport objectives of the BDLP.

- **Taxis** can expect that well located, properly identified pick-up and set-down points will be provided at appropriate locations in and adjacent to the corridors.

- **Residents in the corridor** can expect that their needs will be incorporated into the design of all measures. They can expect an improved environment with less traffic congestion and reduced severance. Reasonable on-street parking needs will be included in traffic management proposals.

- **Businesses that trade in the corridor** can expect that adequate facilities for loading/unloading and customer parking, including parking for motorists with disabilities where appropriate, will be incorporated into the traffic management proposals.

153. The fulfillment of these objectives in the main transport corridors will rely on the use of a wide variety of traffic management measures. The implementation of measures to improve bus journey times and comfort, measures to improve bus stop facilities and measures to assist bus movements at key junctions is a key element of this strategy. The provision of cycle routes (on and off street), cycle parking, pedestrian crossings, toucan crossings and innovative signal junction layouts will also be incorporated into all designs. Many corridors have residential frontages and for those homes where no off-street parking arrangements are provided the needs of vehicle-owning residents will be taken account of. Parking in the corridors will also pay regard to the needs of businesses and their customers.

154. The Council has already taken significant steps towards the implementation of the first Corridor of Certainty on the A167 North Road. This corridor has been chosen because it is the most congested route in Darlington and because it offers considerable scope to implement a range of traffic management measures.

155. Public consultations have been undertaken on the first phase of the North Road corridor between Salters Lane North and Burtree Lane, and a lot of positive feedback has been received. Work on-site is scheduled to begin towards the end of 2000. The Council is now extending the North Road proposals to cover the entire corridor between Burtree Lane and the Inner Ring Road, for which initial concept designs have already been prepared and tested. Further consultations will be conducted with the public on these wider proposals. The conclusions of the design work undertaken so far is that an integrated approach to managing all traffic modes in the corridor could claim considerable benefits for all users. The implementation of a comprehensive SCOOT-based traffic signal scheme with selective bus priority measures can improve bus journey times by around 10% and improve journey times for other traffic by around 5%. Considerable pedestrian and cycling facilities have also been incorporated to encourage the safe use of these modes. The analysis showed that were bus priority measures not implemented, there would be an adverse effect on bus journey times and car journey times alike because the improved efficiency of operation at key junctions would be lost.

156. The Council has established a priority list of corridors through a needs-based assessment of current problems and network deficiencies. The corridors in question are shown in **Figure 3**. Key consultees such as local bus operators, the Police and the public have agreed the list. Indicative capital costs have been established by preparing schematic designs based on current requirements – clearly the details of what is provided in each corridor will be agreed only after extensive design work and consultation. The priority list is:

A167 North Road	estimated cost £850,000	programmed to start/finish 2000-2002
B6280 Yarm Road	£600,000 **	2002-2004 **
B6279 Haughton Road	£500,000 **	2003-2005 **
A68 Woodland/West Auckland Road	£600,000	2004-2006
A67 Coniscliffe Road	£200,000	2005-2006

**** assuming approval of funding for major scheme**

157. The Council intends to seek private sector developer funding for measures in these corridors through negotiated Section 106 agreements. At this stage no specific private sector funding has been identified. Should such funding be forthcoming then it can be used both to implement further corridor measures in appropriate locations and to free LTP monies for other uses.

158. The introduction of measures such as improved waiting facilities and more complex traffic signal systems has the potential to impact on the routine highway maintenance element of the Council's revenue budget. However, the Council is advancing negotiations with a shelter advertising operator which should help to reduce the Council's shelter maintenance bill. Also, the implementation of newer and more reliable traffic signal equipment should result in revenue budget requirements being largely neutral.

FINANCE

Strategy for Corridors of Certainty

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	450	480	620	550	500

TARGETS

(2000 = 100)		2001	2002	2003	2004	2005
Traffic Levels	North Road corridor	102.0	102.5	102.5	102.0	101.5
	Yarm Road corridor	102.0	103.0	104.0	104.0	90.5
	Haughton Road corridor	102.0	103.0	104.0	105.0	80.0
	Woodland Road corridor	102.0	103.0	104.0	105.0	106.5
	Coniscliffe Road corridor	102.0	103.0	104.0	105.0	106.5
(1999 = 100)		**2001**	**2002**	**2003**	**2004**	**2005**
Bus Ridership	North Road corridor	101.0	102.0	104.0	106.0	108.0
	Yarm Road corridor	100.5	101.0	101.5	104.0	106.0
	Haughton Road corridor	100.5	101.0	101.5	102.5	104.5
	Woodland Road corridor	100.5	101.0	101.5	102.5	103.5
	Coniscliffe Road corridor	100.5	101.0	101.5	102.5	103.5

STRATEGY FOR BUSES

159. The bus is the cornerstone of public transport provision in Darlington. While the town has a rich railway history, only a small proportion of public transport journeys are rail-based (figures for 1999 in this Plan suggest 8.5% of the 310,000 public transport journeys per week in Darlington are by rail, 91.5% by bus).

160. The Council's strategy for buses is to work in partnership with the private sector operators and the Police to develop the best possible network that meets the policy objectives of the Council and the fiscal objectives of the operators. To this end the Council, operators and Durham Constabulary are poised to agree a Bus Quality Partnership covering the whole of the Borough. The objective of the partnership is to improve bus services throughout the Borough so as to offer genuine travel choices for as many people as they go about their daily business. The partnership objective therefore seeks to improve journey times, comfort, accessibility, integration, friendliness and frequency for the bus experience. These in turn will help to tackle social exclusion and contribute to improvements to the environment.

161. This partnership details agreements and policies on the range of issues pertaining to the provision of bus services in Darlington including:

- Investment in new vehicles, boarding facilities and shelters
- Investment in measures to improve bus journey times and reliability (see **Figure 3**)
- Improvements in driver and vehicle standards
- Enforcement of traffic regulation orders relating to bus stops
- Ticketing initiatives
- Bus service information and timetabling

162. The draft agreement is included as **Appendix 3**. It is intended that once this voluntary agreement is reached, the case for establishing a statutory partnership as permitted by the forthcoming Transport Act will be examined. The Council retains the option to pursue a more rigorous quality contract arrangement for the Borough should the partnership fail to deliver the intended objectives in the future.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Achieved by quicker, more frequent and more reliable bus services. **Access for People With Disabilities** Provision of more low-floor easy access vehicles, coupled with provision of raise bus stop kerbs, will improve disabled access considerably. **Encouraging Non-Motorised Modes** Little impact.
Economy	**Jobs, Prosperity and Development** Improved access to town centre and key employment locations by bus will contribute to its viability. **Movement of Freight** Little impact. **Best Value** Will make significant positive contribution to public transport related Best Value Performance Indicators.
Environment	**Global and Local Air Quality** Introduction of cleaner engined buses will reduce vehicle emissions. **Noise and Vibration** Increased bus flows may lead to minor degradation in noise and vibration. **Community Severance** Little impact. **Countryside Needs** Improved rural services and infrastructure will widen travel choice in the countryside.
Safety	**Road Safety** Little impact. **Safer Routes to Schools** Bus services have a role to play in providing non-car access to some schools. **Speed Management** Little impact. **Personal Security** Better driver training will improve perceptions of personal security.
Integration	**Public Transport Interchange** Improved waiting facilities at all stops, including interchange locations. **Links to Health Agenda** Minor positive impact through encouraging walking to the bus stop. **Links to Education** Little impact. **Links to Planning Policy** Contributes the achievement of transport objectives of the BDLP.

163. The present network of buses in Darlington is good, but there are deficiencies which need to be addressed. In the urban area the "town" services are predominantly operated by minibuses and midibuses, the majority of these vehicles are less than five years old. One town service (Route 30/31) is operated with low floor midibuses, and this route has been the focus of Council investment in raising kerb heights and installing new road markings and traffic orders at stops to ensure level access for people in wheelchairs, people with buggies and those with mobility difficulties.

164. Outside the urban area, most rural services are good. The predominant operator, Arriva North East, has invested in new vehicles over the last four years and vehicle quality is high. Many of the principal rural settlements have daytime services of half hourly or hourly frequency, although nighttime and Sunday services are less frequent. Despite this, some rural settlements do not have an adequate service, in some cases throughout the day or at specific times.

165. The Council plans to significantly improve the highway facilities available for bus operations and bus passengers. The Corridors of Certainty and Rural Transport strategies detail some of the measures to be taken in these areas. The Council requires that new developments are capable of being effectively penetrated by bus services, and developers are encouraged to fund the pump primeing of new bus services through planning agreements. The Council is also committed to improving bus networks elsewhere in the Borough (see **Figure 3**). Such measures include the improvement of waiting and information facilities, installing measures to tackle localised bus delays and measures such as bus gates to assist bus operations in residential areas. The Borough wide programmes envisaged by the Council include:

- Shelter Replacement Programme — £35,000 per annum, 2001/2 to 2005/6
- Various Schemes to Reduce Bus Delay — £45,000 per annum, 2001/2 to 2005/6
- Low Floor Bus Kerb Adjustment Programme — £30,000 per annum, 2001/2 to 2005/6
- Other Measures to Benefit Bus Passengers — £5,000 per annum, 2001/2 to 2005/6

166. The Council spends approximately £150,000 every year from its revenue budget supporting socially necessary bus services that would not be operated on a commercial basis. This money is spent in both rural and urban areas. In rural areas the Council's money has for the last three years been supplemented by the Government Rural Bus Subsidy Grant which has provided a further £49,000 per annum to support three new routes in rural areas. The Council is reviewing its bus subsidy spending to determine whether current practice achieves best value for the limited resources available. The Council is unlikely to significantly increase the amount of revenue funds available for subsidising buses in the foreseeable future so a thorough review is timely.

CASE STUDY

Tees Grange Avenue

In response to requests from local residents, in particular those residents of a local retirement home, the Council widened the circulatory carriageway of a mini-roundabout at the end of Tees Grange Avenue, in the western suburbs of the town. This led to a partnership approach with the bus operator, who diverted a regular bus service along Tees Grange Avenue in return for implementing these works. This introduced a new service to a residential area that was previously unserved.

167. In order to inform that review a simple set of criteria have been established. These criteria set out what bus service rural and urban settlements should expect. These services will then be provided by a mixture of the commercial activities of the private sector and the public sector supported services. The criteria are simple and relate to the minimum distance of each household from the nearest stop, and the minimum service level from that stop to Darlington town centre. It is recognised that many services far exceed these minimum standards, especially for the town services. The Council welcomes this and will work with operators to ensure that these services continue to be provided and, with more ridership, have the scope to benefit from further improvements.

168. The criteria on which the review of existing and future bus subsidy spending will be based are shown below, and have been derived after a consultation exercise with operators. This table also provides the Council and bus operators with a framework for bus service provision in Darlington which all parties should work towards.

Type of Settlement	Maximum Distance to nearest stop	**Proposed minimum service level from that stop to Darlington town centre**		
		Mon to Sat daytime[1]	Mon to Sat off-peak[2]	Sundays/Bank Holidays[3]
Hamlet (between 20 and 100 inhabitants)	300 metres	Every two hours	At least one return journey	At least two return journeys
Village (between 100 and 500 inhabitants)	300 metres	Every 60 minutes	Every two hours	Every two hours
Large Village (over 500 inhabitants)	300 metres	Every 30 minutes	Every 60 minutes	Every 60 minutes
Urban Area (as defined in BDLP)	300 metres	Every 15 minutes (vehicles with >30 seats) Every 10 minutes (vehicles with <30 seats)	Every 30 minutes (vehicles with >30 seats) Every 20 minutes (vehicles with <30 seats)	Every 30 minutes (vehicles with >30 seats) Every 30 minutes (vehicles with <30 seats)

[1] (7:30am to 6:00pm) **[2] (5:00am to 7:30am, 6:00pm to 11:59pm)** **[3] (7:00am to 11:00pm)**

169. Because the Borough is relatively self-contained, it is acceptable to only specify minimum services to Darlington town centre. At certain locations it may be more prudent to provide the same level of service to a different town centre, for instance to Stockton or to Durham – exceptions will be permitted in these circumstances provided the minimum service level criteria is met by services to the alternative town centre.

170. The Council is now assessing the service provision in relation to every rural and urban household in the Borough that falls into one of the four settlement types. A map of where these criteria are being met and where they are failing will then be produced using GIS mapping, and service alterations and improvements will be determined.

171. The Council currently offers a concessionary fares scheme for the elderly and people with disabilities based on the annual issue of tokens. These tokens are redeemable for travel on all buses in Darlington Borough, Darlington Dial-a-Ride and wheelchair accessible taxis. Bus operators voluntarily exchange the annual token issue for an annual flat fare or, on payment of an extra charge, an annual free pass. Both passes offer excellent value for money for those eligible who are regular bus users, although the future of these schemes is clouded by the forthcoming changes to national concessionary fares legislation.

172. The Council's scheme is being reviewed by the Council in response to the Government's national half fare for the elderly scheme. Alterations to the token issue were made during 2000 along with the introduction of a administration charge. This scheme will be further reviewed once the national legislation is in place.

FINANCE

Strategy for Buses

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	115	115	115	115	115

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
BVPI 94 Cost per passenger journey of subsidised bus services.	100.0	100.0	100.0	100.0	100.0
BVPI 101 Local Bus Services (vehicle kilometres per year).	100.0	100.0	100.5	101.0	101.0
BVPI 102 Local Bus Services (passenger journeys per year).	-	-	-	-	-
BVPI 104 Percentage of users satisfied with local bus services.	-	-	-	-	-
Bus Punctuality, Multi-Tees Valley Authority Routes Serving Darlington	60%	70%	80%	85%	90%

STRATEGY FOR RAIL

173. The rail network is an important part of the transport network in the North East of England, and Darlington plays an important role within that network. Darlington Bank Top station is the most important station in the south of the region, comparable with Newcastle station further north, and is served by long distance national services as well as two important local branches. While Darlington has a key role to play in the passenger network, there is little rail freight activity in the Borough other than services passing through on the main line.

174. Darlington is located on the East Coast Main Line and is served by regular inter-regional services. The destinations and summary frequencies are as follows:

- half hourly services to London, Newcastle, Edinburgh and Glasgow (operated at present by Great North Eastern Railways)
- hourly services to Newcastle, Leeds, Manchester and Liverpool (operated at present by Northern Spirit)
- hourly services to Edinburgh, Newcastle, Leeds, Sheffield, Birmingham, Bristol, South Wales, West Country and the South Coast (operated at present by Virgin Trains).

175. In addition to these important strategic services Darlington is served by two local branch lines. The Tees Valley line heads east from Darlington serving Thornaby, Middlesbrough, Redcar and Saltburn. The service is half hourly during the daytime and hourly in the evenings and on Sundays. The Tees Valley line serves Dinsdale and Teesside Airport stations within the Borough. Dinsdale is served approximately every two hours, while Teesside Airport station is effectively closed, having only one service per week in each direction. The Bishop Auckland branch heads north west out of Darlington into County Durham and serves North Road station in the Borough. Daytime frequencies are approximately every 90 minutes.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improved passenger rail services will widen travel choice for local and national journeys. **Access for People With Disabilities** Better station facilities will improve disabled access. **Encouraging Non-Motorised Modes** Encourage walking and cycling to nearest railway station.
Economy	**Jobs, Prosperity and Development** Minor positive impact. **Movement of Freight** Promotion of rail freight can have a major positive impact on efficiency of movement for certain types of goods. **Best Value** No impact.
Environment	**Global and Local Air Quality** Increased use of rail for passenger and freight movement will contribute to traffic reduction and improve air quality. **Noise and Vibration** Little impact. **Community Severance** No impact. **Countryside Needs** No impact.
Safety	**Road Safety** No impact. **Safer Routes to Schools** No impact. **Speed Management** No impact. **Personal Security** Better trains contribute to improved security on public transport.
Integration	**Public Transport Interchange** Major positive contribution through improving interchange facilities and opportunities. **Links to Health Agenda** Minor impact through encouraging walking and cycling to nearest station. **Links to Education** No impact. **Links to Planning Policy** Contributes to the achievement of the transport objectives of the BDLP and implementation of the road-rail freight interchange at Faverdale.

176. Passenger rail services in Darlington continue to suffer from cancellations and late running. While matters have improved slightly in recent years there is still much progress to be made. The local authorities in the Tees Valley have set up the **Tees Valley Rail Forum**. The Forum brings together local authority officers and members and representatives of Railtrack, rail freight companies and passenger train operating companies to give presentations, receive reports and discuss the relevant rail issues of the day.

177. This Forum has helped to raise understanding amongst the various parties involved, and was the catalyst for the **Tees Valley Rail Demand Study**. This study, undertaken by the Tees Valley Joint Strategy Unit in partnership with Railtrack and Northern Spirit, set out to take a long term view of the passenger rail network in the Tees Valley and test the viability of various service improvements. Full details of the study conclusions can be found in the Tees Valley Transport Strategy document. In respect of Darlington, the main conclusions were that service improvements on the Tees Valley Line (introduce a clockface timetable, introduce an hourly service at Teesside Airport) and the Bishop Auckland branch (enhanced service frequency) were justified. Splitting at Darlington the through services from Bishop Auckland to Saltburn could offer the opportunity to considerably enhance frequency on the Bishop Auckland branch.

178. Very little rail freight is generated within the Borough at present. The town's railway heritage has left a legacy of disused sidings and branches, so there is considerable potential for the development of rail freight facilities in the future. Existing rail freight facilities in the Borough are:

- **Cleveland Bridge siding, Yarm Road**
  - Owned by: Cleveland Bridge
  - Status: Disused
  - Potential: Future use for steel movements into and out of the Cleveland Bridge works
- **Darlington Up Sidings**
  - Owned by: Railtrack
  - Status: In use (EWS recently used for moving scrap metals)
  - Potential: Potential for a range of freight uses, need to improve road access
- **Hopetown**
  - Owned by: UKF/Corus
  - Status: Disused
  - Potential: Junction recently removed, future use dependent on considerable investment
- **Park Lane CE Plant Depot**
  - Owned by: Railtrack
  - Status: Disused
  - Potential: Used to store track inspection vehicles, little rail freight potential

179. The Borough of Darlington Local Plan identifies a site in Faverdale adjacent to the Bishop Auckland branch line which has been allocated as a road-rail freight terminal. This site enjoys good rail linkages and excellent road access to local industries in the west of the Borough and the A1(M) motorway.

180. The Council is actively encouraging companies in Darlington to consider the use of rail freight, and transport and economic regeneration officers are working together to raise awareness of the Rail Freight Facilities Grant and Rail Freight Track Access Grant, both of which are offered by central Government. The Council recognises that while rail freight has the potential to cater for some goods currently transported by road, the goods vehicle will be the mode of choice for much freight movement generated within the Borough.

181. The Tees Valley Rail Demand Study identified a number of infrastructure projects in the sub-region which would require significant capital investment. In Darlington, the main requirements are to alter railway curves on the Tees Valley Line to improve running speeds and to provide extra bay platforms at Darlington Bank Top station in order to maximise the flexibility of operations at this key hub. Funding for these projects is likely to be sourced from central Government grants and a bid for LTP funds is not appropriate. The Council has made a modest bid for funding for rail related schemes. These relate to improving access arrangements, signing and information in the vicinity of the Borough's four stations. The Tees Valley authorities are actively encouraging rail operators to provide more space to accommodate cycles on their trains – in relation to this, the Council will consider funding the provision of cycle parking facilities at rail stations.

FINANCE

Strategy for Rail

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	25	25	25	25	25

TARGETS

(1999 = 100)	2001	2002	2003	2004	2005
Annual Rail Ridership, Darlington Bank Top	104.0	106.0	108.0	110.0	112.5
Annual Rail Ridership, Local Stations	101.0	102.0	103.0	104.0	105.5

STRATEGY FOR PUBLIC TRANSPORT INFORMATION

182. The provision of high quality, timely and easily accessed public transport information can underpin the strategies for increased public transport use outlined elsewhere in this Plan. Good information can give existing users the confidence to plan their journeys with surety and attempt complex interchange journeys that they would otherwise not consider, while that same confidence can encourage people who currently don't use public transport to give it a try, for straightforward journeys at first followed by more complex journeys in the future. In these ways, good public transport information can widen travel choices, promote social inclusion and encourage alternatives to the private car.

183. The Council therefore regards the provision of public transport information as a central part of its sustainable transport strategy. The Government's target for providing a national public transport information is being matched in Darlington and the North East of England through a partnership between local authorities, bus operators, rail operators and coach operators. This has been achieved by setting up a joint venture company which operates two regional call centres, accessed by the national "golden" telephone number. The call centres use the latest journey planning software, and incorporates public transport journey databases from throughout the region as well as from neighbouring counties and regions. National rail and coach databases are also being integrated into the journey planning system. Strict monitoring regimes have been put in place to ensure that accurate and impartial timetable and fare information is provided at all times. The call centre has minicom facilities to cater for the needs of people with hearing impairments.

184. The public transport information line is an important component of providing service information to people in Darlington, but there are many other initiatives besides. The development of the regional computer-based public transport database affords the Council the opportunity to radically update its provision of conventional public transport information in timetable cases and leaflets. Accordingly the Council has successfully applied for Government funding to purchase hardware and software that will produce a range of printed materials to be inserted into timetable cases.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Significant enhancement through widening awareness of travel choices. **Access for People With Disabilities** Minicom facilities allow those with hearing impairments to get information. **Encouraging Non-Motorised Modes** Little impact.
Economy	**Jobs, Prosperity and Development** Major impact through allowing people to discover new transport choices and access employment opportunities. **Movement of Freight** No impact. **Best Value** Contributes to better public transport system envisaged in Community Plan.
Environment	**Global and Local Air Quality** Some positive impact through reduced car use. **Noise and Vibration** Little impact. **Community Severance** Little impact. **Countryside Needs** Major positive impact through widening awareness of rural public transport services and wider journey opportunities with interchange.
Safety	**Road Safety** Limited impact. **Safer Routes to Schools** Minor impact through raising awareness of public transport alternatives for school travel. **Speed Management** No impact. **Personal Security** Little impact.
Integration	**Public Transport Interchange** Major positive impact for all kinds of journey. **Links to Health Agenda** Minor impact through encouraging walking and cycling to nearest bus/rail station. **Links to Education** Little impact. **Links to Planning Policy** Contributes to the achievement of the transport objectives of the BDLP.

185. This information supplements the high quality route timetable leaflets provided by both major operators in Darlington for all of their routes. These leaflets are available in a variety of public buildings including town centre bus company offices and the Town Hall. The Council is currently reviewing the provision of timetable leaflets to make them available in more public buildings across the Borough.

186. The regional database currently in use at the public transport information call centres is also suitable for incorporation into a web-based journey planner. In conjunction with Durham County Council this facility is being finalised and it is intended that region-wide public transport information will be available on the Internet before the end of 2001.

187. Finally, the Council recognises that the bus stop itself is an important source of information for existing and future users. The Council will provide timetable cases at all stops that attract more than 10 boarding passengers per day. Timetable information will be provided at every stop in the Corridors of Certainty, and practically every stop in the built-up area, and a bid for investment in timetable cases has been made accordingly. The Council is also in the final stages of formulating a new bus stop flag which will be rolled out to every stop in the Borough over the next two years – this programme has been delayed by the need to wait for decisions on the name and logo of the national public transport information line. This flag will incorporate an easily recognised stop name, details of the public transport telephone line and a list of the route numbers serving the stop. Stops without a timetable case will also have summary service destination and frequency information indicated on the flag.

188. The Council is proposing the use of selective vehicle detection equipment in its Corridors of Certainty in order to assist in the smooth passage of buses through key signalised junctions. In the longer term the Council will consider whether Intelligent Transport Systems controlled by either roadside beacons or global positioning systems that provide "real-time" information on the whereabouts of buses on the network can play a meaningful role in encouraging more bus use in Darlington. At the present time the Council and bus operators believe that the massive investment in vehicle detection systems and bus stop infrastructure that would be required to provide real-time information cannot be justified in a town of Darlington's size, particularly as many of the town minibus services are of sufficient frequency to allow passengers to "turn up and go". In the long term such a system may have a role to play in providing assurance to public transport users on less frequent services, principally in rural areas. The Council will keep this technology under review and consider its position further should the costs of such systems be reduced.

189. The folliowing expenditure is envisaged over the Plan period:

- Bus Stop Flag Replacement Programme £60,000 between 2001/2 to 2002/3
- Bus Stop Timetable Case Replacement Programme £10,000 per annum, 2001/2 to 2005/6

FINANCE

Strategy for Public Transport Information

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	55	25	10	10	10

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
BVPI 103 Percentage of users satisfied with local provision of public transport information	-	-	-	-	-

STRATEGY FOR ROAD SAFETY

190. Road accidents cause human misery and impose a cost on the community. During 1999 in Darlington Borough alone there were 367 accidents resulting in death or injury. This was at a total cost to the community of £15.5 million. The Council's transport policies are geared towards delivering a continued and lasting improvement in road safety problems across the Borough. A Borough Road Safety Plan has been adopted, which is included in full in **Appendix 4**.

191. The Council's philosophy is three fold, to implement traffic management which ameliorate existing accident problems, to implement further measures that will avoid repetition of accident problems at other locations and to educate the community about the dangers associated with roads and traffic, from both a motorist and a pedestrian perspective. The Council will implement measures to improve existing accident hot spots, but just as important is the work undertaken to avoid future accident problems before they develop.

192. The Council has embraced the new national road safety targets as set out in the Government document "Tomorrow's Roads – Safer For Everyone" published in March 2000. This document recognises the considerable progress that has been made across the United Kingdom to improve road safety, but confirms that further action is required and will be taken.

193. The improvements seen at a national level are reflected locally in Darlington. In the last twenty years road deaths in Darlington have fallen by 38% and serious injuries in road accidents have fallen by 67%. These reductions exceed the previously set Government targets. During the same period slight injuries in road accidents have increased by 13%, thereby failing to comply with this previous Government target. This increase in slight injuries is far from unique and is reflected for the majority of highway authorities across the nation. This increase should be placed in the context of increased traffic volumes and mileage over the last twenty years – expressed as slight accidents per vehicle mile the rate has probably fallen in Darlington.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improved safety will allow people to use modes they previously considered too unsafe. **Access for People With Disabilities** Minor positive impact **Encouraging Non-Motorised Modes** Major positive impact through providing safer facilities for cycling and walking.
Economy	**Jobs, Prosperity and Development** Little impact. **Movement of Freight** Little impact. **Best Value** Will make significant positive contribution to road safety related Best Value Performance Indicators.
Environment	**Global and Local Air Quality** Minor positive impact through encouragement of non-motorised modes. **Noise and Vibration** Little impact. **Community Severance** Improved pedestrian crossing facilities will significantly reduce severance. **Countryside Needs** Major positive impact through improving rural accident problems and encouraging rural access.
Safety	**Road Safety** The central focus of the strategy, to achieve casualty reduction, especially for vulnerable groups. **Safer Routes to Schools** Improving safety at and around schools in one of the key objectives of the strategy. **Speed Management** Control of speed through traffic management and calming is another key objective of the strategy. **Personal Security** Positive contribution.
Integration	**Public Transport Interchange** Little impact. **Links to Health Agenda** Major positive impact through casualty reduction . **Links to Education** Major contribution to safety at and near schools, which can be exploited in the wider curriculum. **Links to Planning Policy** Contributes to the achievement of transport objectives of the BDLP.

194. The new targets set by the Government are reflected in Darlington's road safety plan. These are to reduce casualty levels in general, but to pay particular attention to child casualties. Over and above the Government guidance the Council has also set a specific objective to reduce casualties amongst cyclists. The national targets for casualty reduction are to:

- reduce the number of people killed or seriously injured by 40% by 2010 compared with the 1994/8 figure;
- reduce the number of children killed or seriously injured by 50% by 2010 compared with the 1994/8 figure; and
- reduce the number of people suffering slight injuries by 10% by 2010 compared with the 1994/8 figure, expressed as injuries per 100 million vehicle kilometres.

195. In the context of Darlington this means reducing fatal/serious casualties from an average of 57 per year in 1994/8 to 34 in 2010, and reducing fatal/serious child casualties from an average of 10 per year in 1994/8 to 5 in 2010. The Council has made a provisional forecast (based on Government forecasts of traffic growth included in the National Trip End Model) that vehicle kilometres in the Borough will grow by 20% between 1994/8 and 2010. This results in a slight injury target of 485 per year (1994/8 number was an average of 449 slight injuries p.a.).

196. The Road Safety Plan has the following key objective:

To improve safety for all road users within the Borough and to contribute to the Government's strategy and targets for 2010.

197. In order to achieve this the Council proposes a range of interventions on the highways of Darlington. These are detailed in the Road Safety Plan, and are summarised as:

- keeping roads in a good and safe condition;
- ensure all new roads meet the latest road safety standards;
- implement accident prevention and reduction measures;
- raising public awareness of road safety issues;
- tackle excessive speed on road networks; and
- work in partnership with other bodies to promote safer and healthier practices.

198. Within the context of these objectives specific deliverables have been identified. These are to:

- improve road safety for children;
- improve safety for pedestrians;
- improve safety for cyclists; and
- improve safety for people with mobility difficulties.

199. The Council has identified a range of interventions which can deliver these objectives. They are detailed in the Road Safety Plan. Many of them relate to other strategies in the Local Transport Plan, for instance the Strategy for Highways and Bridge Maintenance. In terms of highways schemes aimed at reducing casualties a four pronged approach has been adopted which is summarised as follows:

- **Area Action Plans**
  These plans identify areas, in urban and rural situations, where considerable numbers of accidents are scattered, and for which area-wide traffic management and traffic calming measures are appropriate. Interventions particularly suitable here included traffic calming schemes and the implementation of 20mph Zones.

- **Route Action Plans**
  These plans identify key routes which experiences significant accident problems and provide a comprehensive safety strategy for the entire route. Once again, traffic calming measures are suitable for some of these routes as are the tackling of specific safety issues with new infrastructure, for instance the introduction of new signal controlled pedestrian crossings on a route where considerable pedestrian casualties are suffered. This approach is well-related to the Strategy for Corridors of Certainty found elsewhere in this Local Transport Plan.

- **High Risk Sites**
  This involves the identification of localised hot spots where clusters of accidents occur, often at road junctions, at bends with poor visibility or at sections of road subject to excessive speeding. Accident records will often reveal the repetition of one or two types of accident, which provide clues to the root cause of the safety problem. At these locations specific interventions such as sight-line improvements, junction remodelling and gateway treatments are provided in order to tackle particular problems encountered.

- **Mass Action Sites**
  Relating to the prevention of future accidents as well as the mitigation of existing problems, this treatment identifies accident problems at particular types of site (e.g. at mini roundabouts) where remedial measures can be identified. These measures are then installed both at the locations where the original accident problems were identified and at similar sites across the Borough where the same problem may arise in the future. Care is taken at each site to ensure that the action taken is appropriate to the locality and will not create secondary accident problems. A good example of mass action treatments is the installation of anti-skid surfaces on the approaches to all pedestrian crossings in the Borough.

200. In order to ensure that its safety schemes do not result in secondary, perhaps unrelated accident risks developing, and to ensure that the safety schemes developed by the Council meet the objectives set, the Council is to undertake formal safety audits of every major scheme implemented in the Borough. These audits are undertaken in full accordance with the latest IHT guidelines which recommend a three stage audit approach.

201. An integral part of the road safety plan is the development and implementation of a speed management strategy. A Speed Strategy Forum has been established by Durham Constabulary involving Darlington Borough Council, Durham County Council, County Durham Health Authority, Highways Agency, Central Office of Information, Government Office for the North East, Durham Magistrates Courts and Durham Constabulary Central Ticket Office. The strategy, which it is anticipated will be implemented in early 2001, aims to tackle both excess and inappropriate speeds not only to reduce accidents but also to improve the environment and quality of life for residents and those travelling through the Borough. The key objectives will be to:

- reduce incidents and casualties in terms of both numbers and severity
- reduce demand upon the Health Service and other Public Services

CASE STUDY

Salters Lane South

Fatal accidents and high traffic speeds were the pressing issues on this route, which was a popular rat-run and the location of three schools. A comprehensive traffic calming scheme has been implemented to improve safety, reduce speeds, tackle rat-running and provide particular measures to improve safety near the three schools. The Council had to be mindful of not moving the problems to nearby parallel streets, and a monitoring programme is continuing to ensure this does not occur.

- reduce conflict between motor vehicles and other road users
- create a safer and calmer traffic environment by reducing inappropriate speed
- improve the quality of life in local communities
- improve driver behaviour and understanding

202. In developing local safety schemes, traffic calming schemes and other road safety interventions the Council is mindful of the effect which measures, particularly speed reduction measures, have on certain road users that the Council is seeking to encourage, namely public transport vehicles and cyclists. The Council is therefore seeking to meet the needs of buses and cyclists in all of its traffic calming schemes. This can be achieved through innovations such as using speed cushions rather than speed humps to control vehicle speeds, and through providing cycle bypass lanes alongside road narrowings and speed humps. In time the Council will consider modifying some of its older existing schemes which have not been designed to incorporate the needs of buses and cyclists – at this time this is regarded as a secondary priority compared with improving safety at untreated accident hotspots.

203. Clearly the primary focus of the traffic calming schemes implemented by the Council is to improve road safety and reduce excessive speed. However, there are other considerations which the Council attempts to "design in" to its schemes in order to provide a better quality of life for residents and visitors. Schemes are designed so that the public realm environment is improved. In urban residential areas the Council will seek to allow street play by addressing the balance between vehicle and pedestrian priority. In this respect the Council is keen to learn the lessons of the "Home Zones" pilot studies with a view gauging the feasibility of one or more "Home Zones" in the town.

204. As well as physical measures, the Council recognises the importance of education and training as a means of raising awareness about road safety. The Council's road safety team does considerable good work in schools, raising awareness of traffic issues amongst children of all ages. The Council also uses leaflets to influence parents' perceptions of road safety issues.

205. The Council is currently reviewing its cycling training programme in line with current guidelines and best practice as recommended by RoSPA. It is intended to offer on-road training as soon as the necessary procedures have been agreed. The Council also supports regional and national campaigns to heighten awareness of key road safety issues. The role of the Tees Valley Road Safety Officers Liaison Group, a co-operative forum for Council officers and the Police, is crucial in developing common initiatives and messages with our near neighbours.

CASE STUDY

Abbey Schools Initiatives

Abbey Infant and Junior Schools are located in the western part of Darlington amongst residential areas. The school and the Council (engineers, planners and LA21 officers) have all been active in promoting sustainable school travel behaviours, and a key element of this has been the safer routes to school initiative. The Council has set up a "Walking Train" initiative, where volunteers escort children on foot to and from school around a set route. To back this up, the Council has provided improved crossing and safety facilities along the Walking Train route, reinforcing the popularity and security of walking to school. The school is now considering piloting a formal School Travel Plan.

Safer Routes To Schools

206. The Council has put its full weight behind its Safer Routes to Schools initiative, which seeks to make the roads and paths around schools safer to achieve the combined benefits of improved safety and a greater encouragement to walk or cycle to school. The initiative has the full backing of elected members and the Council believes it is at the forefront in the region in terms of improving road safety for pupils on their way to school. The Council has audited existing conditions at school gates and the immediate environs, and has drawn up a priority list for action. The Council is working closely with the schools themselves (head teachers and governing bodies) in understanding the safety issues that pertain to each location, and a partnership approach is being adopted to problem solving and scheme development.

207. There are two vital elements to the Safer Routes to Schools strategy:

- Physical measures to improve traffic, cycle and pedestrian safety adjacent to, and on the approaches to, schools in the Borough; and
- Measures to discourage car escort journeys to school and encourage walking and cycling to school, through the auspices of School Travel Plans.

208. The Council has made considerable progress in installing traffic management works in the vicinity of several schools that serve to reduce traffic speeds and improve road safety for pedestrians and cyclists. These treatments range from the installation of pedestrian crossing promontories and the use of red surfacing to the installation of comprehensive traffic calming, traffic management and pedestrian facilities (see case study box for the latter). To date some six schools have benefited from traffic management measures in the Borough, with at least a further four identified in the short term work programme for 2000 and 2001.

209. The Council is fully committed to the provision of School Crossing Patrols at locations which meet pre-determined criteria based on child pedestrian demand and traffic levels, spending over £100,000 per annum on this alone. The Council is under continuing pressure to provide more school crossing patrols at new locations, and encouraging more children to walk to school in future will further these demands even more. To this end the Council is investigating new sources of revenue to fund this service both from within the Council budget and from external sources. The Council welcomes the announcement that the responsibilities of school crossing patrols are to be expanded to allow traffic to be stopped for adult pedestrians as well as children. The Council regards this as a further encouragement to consider walking as a journey mode.

210. Complementary to these physical measures the Council is well advanced with the development of School Travel Plans. These Plans seek to influence the actions of parents and pupils as they travel to school every day so as to reduce the propensity for car escort journeys. These Plans are discussed further in the Strategy for Travel Plans elsewhere in this Plan.

Programme

211. The following capital expenditure on road safety is envisaged over the lifetime of this Plan:

- Local Road Safety Schemes — £140,000 per annum, 2001/2 to 2005/6
- Safer Routes to Schools Schemes — £80,000 per annum, 2001/2 to 2005/6
- Traffic Calming & Management Schemes — £60,000 per annum, 2001/2 to 2005/6

FINANCE Strategy for Road Safety

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	280	280	280	280	280

TARGETS

(1994/8 = 100)	2001	2002	2003	2004	2005
BVPI 99					
Road Safety – Casualty Reduction					
All Fatal/Serious	90.0	86.7	83.3	80.0	76.7
Child Fatal/Serious	87.5	83.3	79.2	75.0	70.8
All Slight Casualties	102.0	102.7	103.3	104.0	104.7
Pedestrian/Cyclist Casualties	99.0	100.0	100.0	98.0	96.0

STRATEGY FOR THE DARLINGTON EASTERN TRANSPORT CORRIDOR

212. The Darlington Eastern Transport Corridor is the new name for the scheme formerly known as the Cross Town Route (Eastern Section). The scheme represents the sole major scheme with a capital cost of greater than £5 million in this Local Transport Plan. It is proposed to provide approximately 3 kilometres of 7.3 metre wide single carriageway connecting the A66 trunk road to the east of the town with the B6279 Haughton Road. The scheme is an integral part of the adopted Borough of Darlington Local Plan and the emerging Tees Valley Structure Plan. A location plan for the scheme in the context of nearby development sites is shown in **Figure 4**.

213. The scheme is designed to provide the necessary access to key development sites in the Borough that do not currently benefit from adequate highway servicing arrangements. The scheme also provides considerable environmental benefits to nearby residential and retail communities as well as vastly improving cycling and walking facilities in the east of the urban area. Finally, the scheme includes measures that will create a heritage feature from the historic Stockton and Darlington Railway track bed.

214. In accordance with Government guidance the Council has produced a full assessment of the scheme that is fully compliant with the requirements of the New Approach to Appraisal (NATA). This NATA assessment is included in the LTP pack as a separately bound document. A summary of the NATA findings is included in the accompanying objectives table (right).

215. The components of the scheme are:

- a 7.3 metre wide single carriageway road between the A66 and Haughton Road;
- new roundabout junctions at the A66 and McMullen Road;
- new traffic signal controlled junction at Haughton Road;

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Some positive impacts from cycle/pedestrian link into town along track bed. **Access for People With Disabilities** Little impact. **Encouraging Non-Motorised Modes** Upgrade of S+DR track bed has a major positive impact.
Economy	**Jobs, Prosperity and Development** Facilitates considerable new development in town, with consequent new jobs and prosperity. **Movement of Freight** Better HGV access into inner industrial areas. **Best Value** No impact.
Environment	**Global and Local Air Quality** Greatly improved air quality in Yarm Road and Haughton Road corridors. **Noise and Vibration** Reduced noise and vibration in key corridors. **Community Severance** Significant benefits on Yarm Road and in Haughton village. **Countryside Needs** Major positive contribution to access to countryside facilities.
Safety	**Road Safety** Positive impacts in neighbouring corridors. **Safer Routes to Schools** Little impact. **Speed Management** Little impact. **Personal Security** Little impact.
Integration	**Public Transport Interchange** Major benefits in nearby Corridors of Certainty. **Links to Health Agenda** Improved air quality, encouragement to walk and cycle. **Links to Education** No impact. **Links to Planning Policy** Scheme is a major component of BDLP and TVSP strategy. Also contributes to environment and recreation objectives of the BDLP.

- new traffic signal controlled junction between Lingfield Estate and the A66, which will provide access to the land allocated for employment uses in the BDLP to the south of the Route;
- various traffic management measures on neighbouring highway networks; and
- an upgraded and lit path for cyclists, equestrians and pedestrians along the existing historic track bed between Westgarth Terrace and the A66.

216. The scheme's primary purpose is to open up land allocated in the BDLP for development that currently does not have adequate access. These development sites are indicated in **Figure 4**. In this respect it is clear that the scheme plays a vital part in the continued viability and prosperity of the whole town – without the scheme considerable new development and jobs would be lost. The scheme would not simply provide access to development sites by private vehicle. The Council is insistent that developers should provide high quality and frequent public transport access to the sites, services which will use both the scheme itself and the adjacent corridors which benefit from significant traffic relief.

217. The scheme will bring considerable traffic reduction and environmental benefits to residential communities in the east of the town. Haughton Road and Yarm Road are presently two of the busiest corridors in the town, and results from the Council's traffic assignment model indicate that significant reduction will accrue in both corridors with the Darlington Eastern Transport Corridor in place. Both of these corridors have extensive residential frontage, both serve existing local centres and both serve nearby schools. Haughton Road passes through Haughton-le-Skerne village, a designated conservation area.

218. The scheme will provide the opportunity to vastly improve the walking, cycling and horse riding opportunities in the east of the town through the upgrade of the historic Stockton and Darlington Railway (S+DR) track bed. It is proposed that the track bed, which is already a public right of way, will be given a new surface appropriate to its usage and its historic importance, and will be lit to improve the personal security of its users. The upgraded route will provide a focus for many others initaitives in the area. Discussions are being conducted with Sustrans with a view to establishing a new link on the National Cycle Network that would extend west from Stockton-on-Tees, passing through Darlington and making use of the track bed. The track bed also has the potential to be the focus for a major gateway between the urban areas and the countryside for walkers and cyclists, and the Council is exploring this potential in conjunction with the Countryside Agency. The heritage value of the track bed has been greatly undervalued in the past, and the opportunity to introduce heritage trail features along the track bed is being explored.

219. The construction of the scheme will be accompanied by various traffic management alterations on neighbouring road networks. These works will include traffic calming schemes, environmental improvements, improved pedestrian facilities and road space reallocations. They will be designed to consolidate the benefits of the traffic relief in the Haughton Road and Yarm Road corridors and ensure that traffic flows do not return to previous levels a few years after the Darlington Eastern Transport Corridor is completed. In the long term this will mean that the lasting environmental benefits of the scheme are claimed. Elsewhere, the knock-on traffic reassignment effects of the scheme have been examined and it is concluded that the closure of Allington Way east of its junction with McMullen Road, coupled with extensive traffic calming on McMullen Road, will ensure that traffic from the Yarm Road Industrial Estate is not encouraged to "rat-run" along McMullen Road to access the Darlington Eastern Transport Corridor in the future. Traffic calming features on McMullen Road will be designed taking into account the needs of bus operators. Finally, the traffic signals at Haughton Road/McMullen Road will be rephased.

220. The Council has carefully reviewed the timetable for the scheme in the light of latest information. The Council owns much of the land required to construct the route, and the remainder is in the hands of landowners and developers who have an interest in seeing the scheme completed. However, the Council wishes to follow a pragmatic timetable that it can be certain of achieving, accordingly we have allowed a two year period to enact and invoke a compulsory purchase order prior to beginning construction. The previous assumption that construction would begin during 2000/1 is no longer supportable, because discussions are still taking place with developers regarding their proposals.

221. The following modified timetable has therefore been drawn up:

- Submit bid in Local Transport Plan — July 2000
- Submit Planning Application — July 2000
- Determine Planning Application — November 2000
- Enact Compulsory Purchase Order Process — July 2000
- Complete Compulsory Purchase Order Process (if required) — June 2002
- Enact Side Roads Order Process — July 2000
- Complete Side Roads Order Process — May 2002
- Land Purchase — by June 2002
- Begin Construction — July 2002
- Complete Construction — January 2004
- Deadline for Subsequent Part One (Land Compensation Act 1973) Claims — January 2005

222. On the basis of this timetable the Council will seek the bulk of funding for the scheme in 2002/3 and 2003/4. Minor allocations will be sought in 2001/2 for land purchase (much of the land can be acquired through agreement rather than compulsory purchase) and in 2004/5 to settle any potential claims under Part One of the Land Compensation Act 1973. The Council no longer assumes that third party developer contributions will be forthcoming for the scheme. However, the Council continues to negotiate with potential developers in the area and a substantial contribution may still be forthcoming. Any such contribution will be offset against the LTP bid and the LTP expenditure will be reduced accordingly.

223. In developing the current proposal for the Darlington Eastern Transport Corridor, the Council has examined a range of alternative options. These include;

- construction of the full Cross Town Route between Faverdale and the A66;
- construction of a Darlington Northern Bypass between Great Burdon and Beaumont Hill; and
- construction of north facing slip roads at the A1(M)/A66(T) junction near Cleasby.

224. The accompanying NATA assessment provides an outline appraisal of these options. The conclusion of this appraisal was that the current proposal was by far the most advantageous in terms of achieving the scheme objectives in a balanced and sustainable way.

225. The Council has complied with the Government's wish to consider whether a Private Finance Initiative (PFI) would be a more advantageous means of funding the Darlington Eastern Transport Corridor. An analysis of the five key questions is presented within the NATA assessment that accompanies this document. In summary, the Council believes that the scheme is NOT suitable for PFI funding because:

- The scheme cost is less than £10 million, and the Council cannot readily identify other infrastructure requirements that could easily be "bundled" with this scheme; and
- The primary objective of the scheme is to provide necessary access to development sites in the Borough, so there appears to be no easily quantifiable and numerically continuous indicator of success on which the performance of a potential PFI operator could be based.

FINANCE Strategy for the Darlington Eastern Transport Corridor

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	300	2,600	2,600	200	0

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Traffic Reduction, Haughton Road corridor	102.0	103.0	104.0	105.0	80.0
Traffic Reduction, Yarm Road corridor	102.0	103.0	104.0	104.0	90.5

STRATEGY FOR TOWN CENTRE ACCESS

226. The centre of Darlington benefits from stringent access restrictions that limit through traffic movements to the Inner Ring Road and restrict town centre loading/unloading to times that avoid conflict between pedestrians and service vehicles. The pedestrianisation of Skinnergate and High Row, the repaving of much of the Market Place area and the comprehensive CCTV system are amongst the key reasons why the town centre enjoys a pleasant and secure environment.

227. The majority of town centre traffic is comprised of buses, and the town benefits from the fact that bus services are able to set down and pick up passengers in the very heart of the town centre (see **Figure 5**).

228. The crucial importance of pedestrian access and movement in the town centre is recognised by the Council, and pedestrian movement and safety is placed uppermost by the Council when considering traffic options in the town centre. An important component of this priority is to cater for the needs of people with mobility difficulties, the elderly and those in wheelchairs.

229. Notwithstanding the above, there are traffic problems in the town centre which need to be addressed. The central retail corridor in the town, which comprises High Row, Prebend Row and Northgate, is also the central bus corridor in the town, with bus access controlled by a Traffic Regulation Order. At several locations (most notably in the vicinity of the Covered Market) there is considerable conflict between bus movements and pedestrian crossing movements, which are exacerbated by the wide carriageways provided. These are caused by a combination of the volume of buses on this core section of route, the volume of pedestrian traffic crossing the road and the inadequacy and absence of pedestrian crossing facilities at several locations. Added to this, some buses travel in excess of the agreed 15mph limit in this area, which further exacerbates pedestrian problems. The Council is therefore reviewing traffic management, pedestrian facilities and the town centre Traffic Regulation Order with a view to eliminating these conflicts and improving the town centre environment.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improvements to pedestrian and cycling environment within and at edge of town centre will widen travel choices. **Access for People With Disabilities** Improved access in the town centre for the mobility impaired is a central theme to this strategy **Encouraging Non-Motorised Modes** Improvements to cycling and walking access arrangements.
Economy	**Jobs, Prosperity and Development** Contributes considerably to the vitality and viability of the town centre through improved access and improved safety. **Movement of Freight** Review of loading/unloading arrangements will allow more efficient and safe servicing of retail and commercial property in the town centre **Best Value** Contributes to several environmental, safety and transport best value indicators.
Environment	**Global and Local Air Quality** Improved emission levels in town centre. **Noise and Vibration** Little effect. **Community Severance** Major contribution to tackling pedestrian severance in the town centre. **Countryside Needs** No impact.
Safety	**Road Safety** Major positive contribution through tackling pedestrian/vehicle conflict. **Safer Routes to Schools** No impact. **Speed Management** Reduction in bus speeds in town centre. **Personal Security** All Council town centre initiatives contribute to enhancing personal security.
Integration	**Public Transport Interchange** Improved bus interchange facilities in town centre, improved linkages to railway station. **Links to Health Agenda** Encouragement to cycling and walking. **Links to Education** No impact. **Links to Planning Policy** Contributes to the achievement of the BDLP strategy for the town centre.

230. The town centre has the Inner Ring Road as a boundary on three sides, which comprises a dual carriageway road and six large roundabouts. While the Inner Ring Road plays a vital role in keeping through traffic out of the town centre core and providing necessary access to town centre car parks, it also acts as a major barrier to pedestrian and cycle access from nearby residential and commercial areas. The Council has already taken some significant steps to alleviating this barrier, notably with the construction of the Russell Street toucan crossing. A further comprehensive scheme on Victoria Road is being finalised, with part-funding coming from a nearby retail developer. Despite this good progress there is much work to be done if safe and convenient pedestrian and cycle access is to be guaranteed across all sections of the Inner Ring Road. The Council will therefore provide further safe and convenient pedestrian and cycle crossing points around the Inner Ring Road, and a traffic management review will be undertaken and implemented to incorporate the needs of cyclists' at the six roundabouts on the Inner Ring Road.

231. There are other transport-related problems in the town centre that need to be addressed. These include:

- the need for more conveniently located taxi ranks;
- pedestrian/traffic conflicts on Bondgate and Stonebridge;
- the need to improve pedestrian signing in the town centre;
- the need for a safe and secure coach park with suitable driver facilities; and
- the lack of layover areas for scheduled buses in the town centre.

CASE STUDY

Dropped Kerb Programme

For several years the Council has provided dropped kerbs at all crossing points in the town centre. Rather than a piecemeal approach, the Council has identified priority routes for initial treatment, then filled in gaps subsequently. The results is now that practically all the footways in the entire town centre are fully accessible to people in wheelchairs and other with mobility difficulties.

232. In response to all of these issues the Council is undertaking a thorough review of traffic management provision in the town centre with a view to alleviating all of the identified problems. The town centre access strategy will integrate with a comprehensive town centre redevelopment strategy currently being prepared. This will identify development proposals and environmental improvements and put forward mechanisms for achieving development and funding public domain works. It will be based on a town centre analysis carried out by Roger Tym and Partners and a retail study carried out by Drivers Jonas.

233. This wider strategy will be the subject of public consultation during the Autumn of 2000, and once agreed will provide the framework for the more detailed access study. This town centre access strategy will be focussed on improving the town centre environment for visitors and shoppers on foot while retaining as many of the benefits of bus and taxi access in the heart of the town centre as possible. It is likely to incorporate alterations to the town centre traffic management arrangements, for which an indicative bid has been included in this Plan. Revised bus stopping arrangements are also likely, and the opportunity will be taken to review the case and the feasibility of a town centre bus station being provided in conjunction with new development.

234. The following expenditure is envisaged over the Plan period:

- Dropped Kerb Programme — £20,000, 2001/2; £10,000, 2002/3
- Revised Town Centre Traffic Management Scheme — £750,000 between 2001/2 and 2003/4

- New Bus Shelters and Information — £50,000 per annum, 2004/5 and 2005/6
- Revised Taxi Rank Scheme — £25,000, between 2004/5 and 2005/6
- New IRR Pedestrian Crossings — £60,000 per annum, 2001/2 and 2002/3
£30,000 per annum, 2003/4 and 2004/5
- Improved Access for People with Disabilities — £50,000 per annum, 2001/2 to 2003/4
£100,000 per annum, 2004/5 to 2005/6

(latter years spending to cover areas beyond town centre)

FINANCE

Strategy for Town Centre Access

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	380	370	280	240	165

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Cycle Flows Across Inner Ring Road	102.0	105.0	108.0	112.0	117.0
Pedestrian Flows Across Inner Ring Road	102.0	104.0	106.0	108.0	110.0

STRATEGY FOR RURAL TRANSPORT

235. Much of this Plan relates to the urban area – that is where the majority of the community lives, that is where many of the problems exist. However, this Plan must be mindful of the rural areas which surround the town, areas which rely on the town for employment, shopping and leisure. The rural hinterland of Darlington is large and extends into North Yorkshire and County Durham.

236. Rural areas have very different transport demands from urban areas. The relative lack of services and shops in rural areas means that transport demand per head of population is greater in terms of the number and length of trips. The less dense public transport networks coupled with longer journey lengths – and consequent unsuitability of walking and cycling in many cases – mean that people in rural areas are often more dependent on their cars. Conversely, those without a car are more prone to suffer from social exclusion because of the relative lack of alternative transport modes. The different make-up of transport demand in rural areas means that different considerations must be placed uppermost when determining transport strategies.

237. The focus of this strategy is to improve transport provision in rural settlements so that safe and sustainable transport can be encouraged while still recognising the increased importance of the car. The Council's **Village Transport Needs** strategy sets out to prioritise actions in rural settlements based on a range of indicators. The need for traffic calming and traffic management measures in villages is prioritised on the basis of exposure-to-accident risk, which is measured by considering traffic volume, traffic speed and accident rates. The need for public transport improvements is gauged by considering the potential of each settlement to justify service level improvements, subject to the minimum requirements outlined in the Strategy for Buses.

238. The Council is currently assessing the need for traffic calming in all the Borough's rural settlements. The Council considers that a co-ordinated approach to traffic calming, incorporating a common identity to entry into Darlington's villages, will establish a culture of safety in the Borough. Gateway treatments will be provided in time at the entry to all villages in the Borough, and additional measures will be provided in response to particular accident and speed problems. The priority list of villages to benefit from this treatment is currently being finalised, based on traffic volume, speed and accident statistics.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improvements to facilities for rural public transport. **Access for People With Disabilities** Level access to buses to be provided at suitable locations. **Encouraging Non-Motorised Modes** Encouraging cycling and walking on quiet lanes, encouraging public transport from rural settlements.
Economy	**Jobs, Prosperity and Development** Improved access to jobs and services amongst rural communities. **Movement of Freight** Little impact. **Best Value** Contributes to rights of way indicators.
Environment	**Global and Local Air Quality** Potential to reduce traffic volumes in rural areas. **Noise and Vibration** Little impact. **Community Severance** Reduced speeds in rural settlements. **Countryside Needs** Improves the transport networks in the countryside, encouraging sustainability while recognising car dependence.
Safety	**Road Safety** Village traffic calming to make a major contribution to casualty reduction. **Safer Routes to Schools** Safety benefits in villages with schools. **Speed Management** Speed management at the heart of the village traffic management proposals. **Personal Security** Better waiting facilities for public transport.
Integration	**Public Transport Interchange** Rural transport hubs will integrate all modes of transport to promote interchange. **Links to Health Agenda** High quality public rights of way network encourages recreational walking and resultant health benefits. **Links to Education** Countryside gateways have a key educative role. **Links to Planning Policy** Contributes to BDLP rural objectives.

CASE STUDY

Merrybent

This successful traffic calming and gateway treatment was installed in order to tackle accident and speeding problems in this village on the A67 to the west of the Borough. Accident problems have been considerably mitigated since scheme installation in 1998.

239. Public transport remains an important part of transport networks in rural areas, and is a lifeline for the young, the elderly and those with mobility difficulties living in our villages. This Plan recognises the importance of providing good quality public transport waiting and boarding facilities, good quality information and an integrated approach to public transport access that includes the provision of car parking and cycle parking at key bus stops.

240. To deliver this vision, an audit of public transport provision is being undertaken at every village in the Tees Valley through a joint Tees Valley Rural Transport Partnership venture between the five unitary authorities, the Tees Valley Rural Community Council and the Countryside Agency. Recommendations to improve information, waiting and boarding facilities will be acted upon. At a small number of key locations (initially three) the concept of **Rural Transport Hubs** will be considered. Centered on an existing bus stop location, high quality boarding and waiting facilities will be provided along with cycle parking, limited car parking and high quality information. Other facilities such as a public telephone and community information will also be provided. The optimal location of these three pilot sites is currently being evaluated, and implementation is envisaged in the later stages of this Plan period.

241. The above measures deal with facilities within the villages, however this Plan also recognises the importance of action on rural lanes and paths. The Strategy for Road Safety will look to tackle accident hotspots on rural lanes while mass action treatments in rural areas will help to prevent future accident problems. An added dimension in rural areas is the need to consider the safety of horses and their riders. This will be considered at all appropriate locations, and tackled by implementing measures to reduce conflicts between vehicles and equestrians.

242. The following expenditure is envisaged over the Plan period:

- Village Traffic Calming — £70,000 per annum, 2001/2 to 2005/6
- Rural Transport Hubs — £80,000 between 2003/4 and 2005/06

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	70	70	95	95	100

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
ACPI AC-F2a Percentage of links of footpaths and other rights of way which are signposted where they leave a road.	100.0%	100.0%	100.0%	100.0%	100.0%
ACPI AC-F2b Percentage of the total length of footpaths and other rights of way that are easy to use by members of the public.	92.0%	93.0%	93.0%	94.0%	94.0%

STRATEGY FOR CYCLING

243. Nationally cycle ownership and recreational cycling are increasing. These trends are mirrored in Darlington. Despite growth in ownership, few people in Darlington choose to use their cycle as a means of going to work, going shopping or visiting friends. There are many good reasons for this, relating to journey distances and the inability comfortably to carry large loads on a bike. Many people also perceive cycling as unsafe and difficult on existing highway networks. The challenge the Council faces is to provide quality cycle routes that are safe, convenient and use a mixture of existing highways, existing paths and new cycle routes. More cycling in the Borough will improve health, promote social inclusion and contribute to an improved environment. Raising awareness of cyclists' needs amongst motorists also plays an important part in encouraging more cycling.

244. The challenge is not easy – the Council must provide routes which are direct enough to satisfy the experienced cyclist in a hurry as well as provide routes for people who are not time limited, but seek a safer and more pleasant cycling environment. In practice this means providing a combination of well signposted cycle routes in quiet streets, marked cycle lanes on key radial routes, junction modifications at locations where cyclists experience difficulties, shared use cycle/footways and dedicated cycle routes. Where the above features cannot be provided, traffic calming aimed at reducing vehicle speeds can help encourage greater cycle use. Indeed, the needs of cyclists are considered and taken into account in all traffic management schemes provided by the Council. The Council's proposed cycle network for the Darlington urban area is shown in **Figure 6**.

245. The Council's proposed cycle network has been developed by dividing the urban area in discrete sections, with links then provided between each section. Care has been taken to ensure that these routes cross busy roads at suitable locations. The use of quiet residential streets for cycling, marked by extensive signposting, is favoured as a more cost effective way of developing a network compared to large scale cycle route construction. That said, there are sections of cycle route planned where there are particular needs. Overlaid on this network, the major routes in the town will benefit from improved cycle facilities in conjunction with the Corridors of Certainty proposals. These facilities will probably be the most direct cycle routes into town, and attract the greatest cycle volumes.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Improved opportunities to cycle for many journeys. **Access for People With Disabilities** Little impact. **Encouraging Non-Motorised Modes** Cycling strategy aimed at encouraging this key non-motorised mode.
Economy	**Jobs, Prosperity and Development** Better cycle links improve access to workplaces for non-car owners. **Movement of Freight** No impact. **Best Value** Contributes to improved health and environment.
Environment	**Global and Local Air Quality** Potential to reduce traffic volumes. **Noise and Vibration** Little impact. **Community Severance** Better road crossing facilities planned for cyclists. **Countryside Needs** Better cycling links between urban and rural areas.
Safety	**Road Safety** Direct action to improve cyclists' safety. **Safer Routes to Schools** Direct encouragement to cycle to school. **Speed Management** Reduced speeding to encourage cycling. **Personal Security** Better cycle parking security. Lit cycle routes.
Integration	**Public Transport Interchange** Little impact. **Links to Health Agenda** Cycling contributes directly to improved health. **Links to Education** Encouragement to cycle to school through this strategy and through school travel plans. **Links to Planning Policy** Contributes to reduction in car dependence.

246. The Council wishes to maximise the participation of existing and potential cyclists in drawing up the details of the network. To this end the Council has established a Cycling Forum which is bringing together the Council, cycle groups, Police, Road Safety officers, health representatives and other interested parties. One of the key tasks of this Forum is to appraise, modify and improve upon the Cycle Network currently adopted, and guide decisions on where cycling spending priorities lie within the Borough. This Forum will also consider ways in which cycling can be related to improved road safety and improved personal health. The Council also plays an active role in the Tees Valley Cycling Forum, which sets out to achieve similar goals on a sub-regional basis.

247. Cycling forms an important aspect of the Council's Safer Routes to Schools initiative. Traffic management and traffic calming proposals in the vicinity of schools are being designed with the needs of young cyclists in mind, and marked cycle lanes are to be provided at several locations. The issue of cycle parking and security at schools is also important, and a separate bid for funding for these facilities is included. The Council must work in partnership with head teachers and Governing bodies, as often schools are hostile to pupils cycling to school for safety, security and insurance reasons. Cycling can play a major role in reducing car escort journeys to school provided that the school, parents and children are assured of a safe route to use.

CASE STUDY

Yarm Road

To encourage cycling and walking in the key industrial area of the town, the Council has installed a modern standard cycle/pedestrian shared facility alongside Yarm Road. This facility links into the town's cycling network.

248. The National Cycle Network (Route 1) passes through Stockton-on-Tees as it travels north between Dover and Inverness. The Council is discussing with Sustrans, the Highways Agency and Stockton-on-Tees Borough Council the options for Darlington to be introduced to the national network, either via a spur or via a through route between Stockton and Barnard Castle. The upgrade of the disused Stockton & Darlington Railway track bed is a key element of these discussions.

CASE STUDY

Woodlands Road

The Council implemented a scheme to improve safety at a busy roundabout by narrowing the circulatory carriageway and the approach lanes. In doing this, cyclist's safety was potentially affected, so safe cycle lanes were provided around the roundabout perimeter, making safe use of the space made available from narrow-ing the carriageway.

249. Encouragement to cycle requires more than just cycle routes. Cyclists need safe and secure parking facilities at convenient locations. People cycling to their workplace or to a business meeting would benefit from the provision of changing and showering facilities. The Council is encouraging employers and business to provide such facilities through the implementation of travel plans, and the Council as a major employer has a crucial leading role to play in developing its own Travel Plan. The Council can also continue to provide cycle parking facilities at public buildings, shopping areas and other locations. In the town centre the Council is considering the need for a "Bike Shop" which brings together cycle parking, changing facilities, luggage storage, cycle sales and cycle repairs. Suitable locations and partners are being sought for this venture, and a bid for funding is included for the later stages of this Plan.

250. Cyclists also have their own responsibilities to ensure that their cycles are roadworthy and visible to other users, that their clothing is highly visible and offers good protection, and that they cycle in a safe and reliable fashion. Cycling promotion campaigns are vital in order to raise awareness of these responsibilities, and can also inform potential cyclists of the facilities available and the health benefits that cycling brings.

251. The Council is tasked with the job of producing a separate Cycling Strategy for Darlington, a document that will draw on the widely welcomed Tees Valley Cycling Strategy, produced by the Tees Valley Joint Strategy Unit in 1997. Up to now other priorities, not least work to construct further sections of the cycle network, have meant that preparation of the Darlington strategy document has been delayed. It is intended that a strategy will be prepared and a public consultation embarked upon during the early part of 2001.

252. The following expenditure is envisaged over the Plan period:

- Develop Cycle Route Network — £100,000 per annum, 2001/2 to 2005/6
- Cycle Parking Facilities — £15,000 per annum, 2001/2 to 2005/6
- School Cycle Parking — £20,000 per annum, 2001/2 to 2002/3
£10,000 per annum, 2003/4 to 2004/5
- Town Centre "Bike Shop" — £50,000 between 2004/5 to 2005/6

FINANCE

Strategy for Cycling

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	135	135	125	135	155
Third Party Sources	-	-	-	-	-

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Cycle Flows Across Inner Ring Road	102.0	105.0	108.0	112.0	117.0

STRATEGY FOR WALKING

253. The Council wishes to create the conditions in which walking is more pleasant and safe, and is regarded as a mode of transport for more journeys than occurs at present. Walking can bring considerable benefits to the health of individuals, and providing safer walking facilities can improve access to a range of services, thereby tackling social exclusion. The Council is mindful of the fact that around a third of all households in the Borough do not have access to a car, and walking is the realistic choice of travel mode for most short journeys amongst these people. Furthermore, encouraging more walking can lead to a greater presence of people on our streets, which in turn provided benefits in improved personal safety and security.

254. The outcomes of a successful walking strategy will be to provide more direct, user-friendly and safe walking facilities that will:

- encourage people to walk for more journeys, even those who have a car available;
- encourage people to use public transport by making the walk to the nearest bus stop or railway station easier and safer; and
- encourage walking for pleasure, and contribute to improving the health and fitness of people.

255. In developing programmes of schemes to deliver this strategy the Council is committed to bearing in mind the needs of all people in the community. Of particular concern is to cater for the needs of the elderly, those with mobility difficulties (both those in wheelchairs and those using walking aids), those with sight or hearing impairments and those laden with shopping or pushchairs. It is these sections of the community who often do not have access to a car, and are therefore more reliant on walking as both a mode of travel in its own right and a means of getting to bus stops and railway stations for onward travel by public transport.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Better walking links and facilities will widen travel choices for short trips. **Access for People With Disabilities** Many improvements will incorporate facilities for the disabled.. **Encouraging Non-Motorised Modes** Central theme of the strategy.
Economy	**Jobs, Prosperity and Development** Minor impact to those for whom walking to a workplace is currently possible. **Movement of Freight** No impact. **Best Value** Positive impact to environmental and health objectives.
Environment	**Global and Local Air Quality** Little impact. **Noise and Vibration** Little impact. **Community Severance** Positive impact where road crossings and pedestrian links are currently poor. **Countryside Needs** Positive impact through encouraging countryside access and use.
Safety	**Road Safety** Positive impact through providing safer road crossings and better pavements. **Safer Routes to Schools** Encouraging walking is at the heart of the Council's Safer Routes to School strategy. **Speed Management** No impact. **Personal Security** Positive impact by improving lighting and eliminating risk areas where pedestrians may feel vulnerable.
Integration	**Public Transport Interchange** Little impact. **Links to Health Agenda** Major positive impact, walking contributes to improving public health. **Links to Education** Positive impact by encouraging walking to school and raising awareness of pupils' local environment. **Links to Planning Policy** Positive impact by reducing car dependency. Planning policy seeks high quality and safe pedestrian environments in new developments.

256. This Strategy for Walking closely relates to other strategies in this Plan – programmes to improve walking links are described under Corridors of Certainty, Bus, Rail, Road Safety, Town Centre Access, Rural Transport and Travel Plans. This reflects the importance of walking in the majority of transport opportunities that people are faced with every day. The challenge to the Council is to make walking more attractive through both safety improvements and the provision of better pedestrian linkages.

257. There is a range of measures which the Council can adopt to improve the safety and efficiency of walking as a mode of transport. These include:

- filling in the "missing links" in the pedestrian network, particularly those which obstruct walking between residential areas and nearby shops and services, and provide adequate pedestrian signposting where deemed necessary;
- ensuring that pedestrian facilities have adequate lighting in areas where that is appropriate, and design out any safety threats such as blind corners, dark secluded areas and sections of footway not overlooked by nearby buildings;
- providing attractive pedestrian routes which incorporate appropriate levels of streetscape enhancements, planting, landscaping and street furniture;
- providing safe and well positioned formal pedestrian crossings at locations where strong pedestrian desire lines exist and where road safety problems may otherwise potentially occur. The Council will seek to minimise its use of guardrails to control and detour pedestrian movements. The locations of crossings will place the needs of pedestrians above the needs of motorists. The needs of the people with disabilities and in particular visually impaired people will be incorporated into all existing and future crossing points through using tactile surfaces and, on signal controlled crossings, tactile indicators;
- ensuring pedestrian facilities are wide enough to cater for peak demands, especially in areas of considerable pedestrian activity;
- implementing traffic management measures in order to alleviate the conflicts between pedestrians and vehicles. This is especially important in areas of high pedestrian demand, such as around schools (see Strategy for Road Safety), shops (see Strategy for Town Centre Access) and employment sites;
- ensuring that pedestrian networks are continuous and that where crossing the road is necessary, the crossing point has adequate visibility and facilities to cater for all kinds of people; and
- arranging street furniture on pavements and footways so that unnecessary obstruction and clutter are avoided. This is a particular issue for the visually impaired and those with pushchairs.

CASE STUDY

Russell Street

A shared use cycle and pedestrian crossing was provided across the Inner Ring Road at Russell Street in order to improve access and eliminate dangerous crossing movements at the Freemans Place roundabout. Usage has increased considerably since installation (even before the signals were switched on!), denoting considerable suppressed demand amongst pedestrians entering the town.

258. The Council recognises that improving walking networks is a long term job that will require considerable investment. In conjunction with this the importance of incorporating good walking facilities into new developments is crucial in raising the standard of the pedestrian environment. The Council's design standards demand the highest standard of pedestrian environment in all developments, and require good linkages within every development and between every development and its neighbouring environs.

259. The Borough has a comprehensive network of public rights of way, and considerable effort has been expended in recent years to achieve the Countryside Agency **Milestones** requirements of having the network open, waymarked and available for use. Unobstructed rights of way networks allow for maximum opportunities for an increase of public access to the countryside. There is an increasing demand on this infrastructure from people seeking quality experiences in countryside related activities. These include walking, off road cycling, horse riding, fishing, bird watching and informal quiet recreation. The numbers involved are large and such trips often require high mileage journeys to more open land in the hills to the west and south of Darlington. Particularly important is to maximise the potential of rights of way that link urban and rural areas, as these can provide cost-free improvements to health and enjoyment through exercise with the minimum impact on the environment.

260. By becoming a member of the **Tees Forest Partnership** the Council has demonstrated a commitment to improving recreational opportunities in the countryside adjacent to the urban area, so offering people alternative venues where some of the above activities can be experienced. It is envisaged that Darlington will be able to offer at least one Primary Gateway site within five years. A Primary Gateway is an easily accessible site that provides a variety of activities, information and guidance on countryside issues, and serves as a focus from where local people can walk or cycle in the countryside. It is also envisaged that a number of Greenways will be developed over the next five years. Greenways are trails for walking, cycling and horse riding that provide access from urban areas to the wider countryside. They conform to a standard of design compatible with the safe and convenient exercising of the above activities.

261. The following expenditure is envisaged over the Plan period:

- New Pedestrian Links — £15,000 per annum, 2001/2 to 2005/6
- New Pedestrian Crossings — £50,000 per annum, 2001/2 to 2005/6
- Other Improvements to Key Routes — £15,000 per annum, 2001/2 to 2005/6

FINANCE

Strategy for Walking

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	80	80	80	80	80

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Pedestrian Flows Across Inner Ring Road	102.0	104.0	106.0	108.0	110.0
ACPI AC-F1 Percentage of pedestrian crossings with facilities for people with disabilities.	70.0%	75.0%	80.0%	85.0%	90.0%
ACPI AC-F2a Percentage of links of footpaths and other rights of way which are signposted where they leave a road.	100.0%	100.0%	100.0%	100.0%	100.0%
ACPI AC-F2b Percentage of the total length of footpaths					

and other rights of way that are easy to use by members of the public.	92.0%	93.0%	93.0%	94.0%	94.0%

STRATEGY FOR POWERED TWO WHEELED VEHICLES

262. Motorcycles, scooters and mopeds play an important role in providing personal travel to individuals and couples. There is currently a boom in the ownership of lightweight scooters amongst young people living in urban areas. Powered two wheelers (PTWs) carry one person in a fraction of the road space taken up by a motor car, cover most journeys in less time than a car and are often more fuel efficient and easier to park.

263. The Council wishes to accommodate existing and future PTW users in a variety of ways. Where highways are dangerous for PTWs – either because of poor alignments, loose chippings or manhole covers in the carriageway – remedial measures will be provided. The inspection of PTW accident records is important in establishing priorities, as is regular liaison with motorcycle groups. The Council will need to consider carefully the requirements of PTWs when drawing up the details of the Corridors of Certainty proposals.

264. At the end of a journey on a motorcycle, secure and well located parking facilities are required. The Council will continue to review parking facilities for PTWs to ensure that sufficient supply for short stay and long stay parking continues to be provided.

265. There are relatively few direct interventions which the Council can consider to encourage more PTW use. However, the needs of motorcyclists will be incorporated into a variety of other interventions thereby creating the necessary infrastructure to help PTW users ride safely, securely and efficiently around the highway network of Darlington. A modest level of bespoke funding has been allocated in order to fund motorcycle parking facilities (town centre, railway station, etc.) and minor maintenance works.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Little impact. **Access for People With Disabilities** No impact. **Encouraging Non-Motorised Modes** No impact.
Economy	**Jobs, Prosperity and Development** Little impact. **Movement of Freight** No impact. **Best Value** No impact.
Environment	**Global and Local Air Quality** Minor positive impact, PTWs can emit less pollutants than cars. **Noise and Vibration** Little impact. **Community Severance** Little impact. **Countryside Needs** No impact.
Safety	**Road Safety** Little impact, more PTW use may result in slightly negative impact. **Safer Routes to Schools** No impact. **Speed Management** No impact. **Personal Security** No impact.
Integration	**Public Transport Interchange** No impact. **Links to Health Agenda** No impact. **Links to Education** No impact. **Links to Planning Policy** Contributes to reduction in car dependence.

FINANCE

Strategy for Powered Two Wheelers

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	5	5	5	5	5

TARGETS

None

STRATEGY FOR COMMUNITY, VOLUNTARY AND ACCESSIBLE TRANSPORT

266. Community, voluntary and accessible transport plays a vital role in meeting the travel needs of those who cannot use conventional public transport. By supporting community, voluntary and accessible forms of transport the Council is working positively towards achieving its objectives of improving accessibility and tackling social exclusion.

267. Community and voluntary transport in Darlington is provided by a diverse range of organisations. Several other organisations involved in the community and voluntary transport sector provide volunteer drivers and/or escorts using their own vehicles or those of the organisations detailed below:

- **Darlington Borough Council**
  Education Department uses various bus, coach and taxi operators (including wheelchair accessible vehicles) to provide contract transport to and from schools and colleges throughout the Borough and a limited number of establishments in neighbouring Boroughs;
  Community Education Services provides administration and support services to the Darlington & District Youth and Community Association;
  Social Services Department operates four wheelchair accessible buses providing transport for individuals requiring a social service. The vehicles are also available when not in use for Council business.

- **Darlington Dial-a-Ride Ltd.**
  Operates five wheelchair accessible vehicles between 09:00 and 17:00 hours, plus occasional evenings out. Dial-a-Ride provides low cost transport throughout the Borough on a pre-booked basis using volunteer drivers and escorts. It has contracts with Age Concern and the Council's Social Services department, which part-funds the company. The vehicles are available for hire to nursing homes.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Major positive impact through providing vital transport links to people who are unable to use or afford conventional public transport. **Access for People With Disabilities** Major positive contribution, much community and voluntary transport is aimed at improving accessibility for disabled people. **Encouraging Non-Motorised Modes** No impact.
Economy	**Jobs, Prosperity and Development** Positive impact through providing links to work opportunities. **Movement of Freight** No impact. **Best Value** Positive impact, community transport is an excellent way for the Council to facilitate transport opportunities for sectors of the community.
Environment	**Global and Local Air Quality** Little impact. **Noise and Vibration** Little impact. **Community Severance** Positive impact by improving travel opportunities for people. **Countryside Needs** No impact.
Safety	**Road Safety** Little impact. **Safer Routes to Schools** Positive impact through provision of safe school transport. **Speed Management** No impact. **Personal Security** Positive impact by providing vulnerable people with a secure travel alternative.
Integration	**Public Transport Interchange** No impact. **Links to Health Agenda** Positive impact, transport opportunities improve people's ability to enjoy life and be active. **Links to Education** Positive impact through providing alternative travel to school to the car. **Links to Planning Policy** Little impact.

- **Darlington & District Youth and Community Association**
  Has three wheelchair accessible minibuses available for hire to voluntary, charitable and educational organisations on a self-drive basis. Drivers must be registered and have completed the Institute of Advanced Motorists test.

- **Darlington & District Hospice Movement**
  St Teresa's Hospice has one wheelchair accessible vehicle to provide transport for terminally ill patients to hospital, using a volunteer driver.

- **Darlington & District Multiple Sclerosis Society**
  Has one wheelchair accessible vehicle providing hospital, leisure and respite care transport to Society members.

- **North East Ambulance Service NHS Trust**
  Operates a variety of wheelchair accessible vehicles providing mainstream ambulance services, patient transportation, outpatients, non-emergency and ambulance car services. Their vehicles are also available for hire during evenings and weekends.

268. Whilst the above organisations provide a range of services that meet the needs of different groups within the community, the Council recognises that there are deficiencies in the current provision of accessible transport in the Borough. For example, wheelchair accessible vehicles and taxis are virtually fully committed to school contracts at certain times, leaving an unmet demand in the wider community. Compounding this difficulty, community and voluntary transport is often poorly advertised and potential users are often unaware of the facilities available.

269. A comprehensive survey of the needs of community and voluntary transport users, and potential users, is to be conducted by the Darlington Council for Voluntary Service (CVS). The results will be available in late 2000, and will enable community and voluntary transport providers to co-ordinate and target their resources far better.

270. The Council, along with the other Tees Valley authorities, is a member of the Tees Valley Rural Transport Partnership. The partnership has appointed a consultant to research rural transport needs and to develop an action plan on behalf of the partner organisations. Funding for this first phase of the Partnership's activities has been approved by the Countryside Agency. The research will survey existing community and voluntary transport provision in the rural area and consult on the needs of community and voluntary organisations and transport providers before seeking commitment to the implementation of an Action Plan.

271. The Council will consider the results of the surveys and will review its own provision and procurement in the light of these, consulting community and voluntary transport providers and organisations and parish councils for their views. In particular, the Social Services Department will consider whether its clients needs can be met by the private and/or community/voluntary sectors within the tenets of Best Value. The funding arrangements for Darlington Dial-A-Ride Limited will be examined and options considered. As far as possible, long term commitments will be made to ensure stability.

272. The Council is committed to raising awareness of community and voluntary transport and its potential. The 'County Durham Access Directory', produced by Durham County Council, details organisations with their own vehicles and wheelchair accessible taxis throughout County Durham. It also provides details of low floor bus routes and facilities for people with disabilities at railway stations, coach stops and airports. Although some information is provided for Darlington, it is not comprehensive and, in particular, those organisations providing voluntary drivers and/or escorts are not included. The Council will undertake to provide comprehensive information for Darlington, on an annual basis, either through an expansion of the 'County Durham Access Directory' or a separate publication, and will make this widely available. This will also offer organisations an opportunity to raise awareness of the possibilities of hiring their vehicles. The Council will act as a broker, with a nominated contact, to highlight opportunities for volunteers, and for community and voluntary transport providers to share resources, making more efficient use of staff and vehicles, and will work closely with Darlington CVS, in this regard.

273. The Council is committed to improving the provision of transport, particularly for wheelchair users, at peak times. The Council will encourage schools to consider measures such as staggering their start and finish times, and will combine dedicated school transport routes wherever this is feasible and cost-effective. Opportunities to utilise spare capacity on existing local bus services and make use of the discounted child Saver tickets available in the urban area will be pursued. The Council is in the process of setting standards for accessible taxis, in consultation with local operators and disability groups, and will seek to encourage an increase in the number of these vehicles, in advance of the requirements of the Disability Discrimination Act, through its licensing policies.

274. Darlington benefits from a comprehensive network of local bus services and this will be considered alongside community and voluntary transport provision. Commercial bus operators will be encouraged to make minor adjustments to their network where this would enable a need to be met more effectively than would be possible using community or voluntary transport. Conversely, the Council will consider the existing provision of community and voluntary transport in an area, and its effectiveness, before putting a route out to tender, and will consider whether community or voluntary transport organisations could meet the identified needs. The Bus Quality Partnership currently being drafted encourages the introduction of low floor buses in advance of the legislative requirements, making the network accessible to a larger number of potential users, and the Council will consider reinforcing this by specifying the use of low floor buses in tender documents.

275. It will be necessary to revise the Council's concessionary fares scheme to bring it into line with the requirements of the current Transport Bill. The Council will fully consider the implications for community and voluntary transport and wheelchair accessible taxis (currently the only ones included in the scheme), when determining the details of the revised scheme. Over fifty per cent of the fares and contracts income received by Darlington Dial-A-Ride currently comes from concessionary travel tokens.

276. Partnerships with the private sector will be encouraged. Stagecoach Darlington are considering seconding newly-trained drivers to Darlington Dial-A-Ride for disability awareness purposes with the additional benefit of providing much needed drivers to supplement the pool of volunteers. The Council will seek to encourage, through the Bus Working Group, other operators to follow suit. Other opportunities for partnership, through the training and assessment of volunteer drivers for example, will also be pursued.

277. Funding for community, voluntary and accessible transport is largely provided from revenue sources. In addition to this revenue funding, the Council has committed £10,000 per annum to cover items such as ramp construction at busy pick-up and set-down points; special parking facilities; and assistance in installing wheelchair ramps to vehicles.

FINANCE Strategy for Community, Voluntary and Accessible Transport

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	10	10	10	10	10

TARGETS

None

STRATEGY FOR TRAVEL PLANS

278. Much of this Plan details the transport initiatives which the Council is pursuing as a highway authority and a service provider. There is also much which can be done by the major employers in the town to achieve the objectives of this Plan – and indeed the largest single employer in the Borough is the Council itself. The Council is focusing its efforts on two major generators of road traffic identified in the demand management framework for the Tees Valley (see **Appendix 1**) – major employment sites (through Travel Plans for Employers) and schools (through School Travel Plans).

Travel Plans for Employers

279. Travel Plan initiatives are about the business, public transport operators and other stakeholders working in partnership with the Council to encourage more sustainable transport patterns in the workplace and for journeys to work. Businesses are encouraged to develop a **Travel Plan for Employers** which sets out the ways in which employees are encouraged to make less use of their cars to get to work. The plan can also set out ways in which employee car use can be reduced while going about daily business.

280. Encouraging more people to walk, cycle or use public transport to get to work can bring significant benefits to both the employer and the employees. Reductions in car use at major employment sites reduce the need for on-site car parking, releasing land for more productive purposes. More cycling and walking can improve the health of the workforce, benefiting the individuals and the employer. Reducing car use also contributes to the Council's broader objectives of managing demand for the private car, reducing congestion, tackling road safety problems and improving the environment.

281. Travel Plans for Employers can be tailored for each location and type of business. However, it is likely that most plans would incorporate some or all of the following initiatives:

- raising awareness about the adverse impacts of car use
- offering personalised public transport journey planning advice to each employee

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Major positive impact on travel to work mode choice. **Access for People With Disabilities** Little impact. **Encouraging Non-Motorised Modes** Major positive contribution, walking and cycling to work is a major component of work and school initiatives.
Economy	**Jobs, Prosperity and Development** Green travel initiatives can open up work opportunities to those previously unable to consider work at certain locations. **Movement of Freight** Little impact. **Best Value** Use of Council land and resources optimised through Travel Plan for Employers process. Safety and health at schools will be assisted.
Environment	**Global and Local Air Quality** Major positive impact on car use and emissions. **Noise and Vibration** Minor impact on roads near commercial premises with Employer and School Travel Plans in place.. **Community Severance** Minor positive impacts. **Countryside Needs** Minor impact possible through improved public transport services to rural areas..
Safety	**Road Safety** Positive impact through reduced traffic levels, especially around schools. **Safer Routes to Schools** Major positive impact. **Speed Management** Little impact. **Personal Security** Potential impact from improved public transport services, greater patronage and improved walking/cycling links.
Integration	**Public Transport Interchange** Positive impact at key locations. **Links to Health Agenda** Major positive impact, healthier journey to work practices encouraged. **Links to Education** School Travel Plans make a major positive contribution. **Links to Planning Policy** Contributes to reduction in car dependence.

- taking steps to encourage cycling and walking, including the provision of cycle parking, showers and establishing a Bike Users' Group
- negotiating with public transport operators to obtain discount season tickets for employees
- identifying the potential for car sharing, establishing and maintaining a car share database, making dedicated parking space available for car sharing
- employing a new member of staff or assigning an existing member of staff to spend a proportion of their time co-ordinating the above initiatives and acting as a "champion" for sustainable transport practices within the company
- setting targets for reducing car use amongst employees and taking appropriate action to meet those targets

282. As the Borough's largest employer, the Council has taken a lead on developing Travel Plans for Employers. The Council has approved an employee travel to work plan and an Implementation Group has been set up to progress this plan. The objective of the group is to seek to influence the travel to work habits of all 4,500 employees. The Council is also reviewing its policies on a variety of matters – for instance on essential car user allowances and on the issue of parking permits – to ensure that no policies encourage the unnecessary use of the car and work against the objectives of the Travel Plan.

283. The Council having now established a Travel Plan process, it is now in a position to approach private sector business and encourage them to develop similar plans. This is being led by the Council through the Local Agenda 21 process. Employers who have already indicated a willingness to consider the implementation of a Travel Plan for Employers include some the biggest and highest profile employers in the Borough, namely:

- Orange, Yarm Road Industrial Estate
- Darlington Memorial Hospital (South Durham Health Care NHS Trust), Hollyhurst Road
- Department for Education and Employment, Mowden Hall
- Environment Agency, Yarm Road Industrial Estate

284. The Council has established Employer Travel Plan Forum in the Borough which the above companies play a leading role and to which all employers in the Borough with over 100 employees are invited. The Forum will be used as a vehicle to encourage more Travel Plans to be established and is an excellent means of diseminating best practice.

285. In addition to the above, the Council is moving towards requiring major new developments (defined as above 200 employees) to implement Travel Plan for Employers from the start. This is being implemented through the development control process. The Council finds that developers are increasingly accepting of the need to develop such a plan, and in recent months some very comprehensive strategies to control car use at major developments have been submitted to and approved by the Council.

School Travel Plans

286. The Council recognises that there is a major problem caused by the increasing propensity for parents to escort their children to school by car. School travel by car leads to congestion in the vicinity of schools, exacerbating general peak hour congestion, harming the enviornment around schools and causing real safety problems for motorists and school children alike. Car escorts trips also have long term health implications for children because of the denial of physical exercise during the school journey. The Strategy for Road Safety

details the kinds of physical interventions being implemented by the Council to discourage car use around schools and improve safety. These interventions are to be supported by the development of School Travel Plans.

287. A School Travel Plan sets out the ways in which the Council, the school, the Governing body, parents, children and the local community will work together reduce the number of car escort trips to school, encourage more walking and cycling to school and thereby improve the environment and ameliorate safety problems around schools. Many of the ways in which this can be achieved are similar those already listed for Travel Plan for Employers. Education of both parents and children is key in order to create the environment whereby car use is seen as unacceptable and walking and cycling is the mode of choice for going to school.

288. The Council has been working for some time with the Abbey Schools in the west of the town in developing school travel initaitives. Parents, the local community and the Council have come together to operate a "Walking Train" which every day escorts children to school on foot by following a set route through local housing areas. Volunteers staff the Walking Train while the Council has invested in improving road crossing facilities at key locations to improve road safety.

289. The Council now wishes to broaden out and establish a number of pilot School Travel Plans. When all schools in the Borough were asked whether they would like to take part in a pilot study, an excellent response was obtained with 15 schools putting themselves forward. A range of schools volunteered including primary and secondary, urban and rural. Three or four schools are being selected from this shortlist to develop pilot School Travel Plans over the next six months.

290. In order to facilitate these pilot plans a multi-disciplinary Officer Working Group has been set up within the Council, drawing together colleagues from Education, Local Agenda 21, Highways and Transport Planning disciplines. Links are being established with Government health and education departments in the region. The Council already has a well established "Healthy Schools Initiative", and the links between this and School Travel Plans are clear.

291. An important part of establishing a School Travel Plan is understanding the scale of existing problems. This can be done through the School Gate Surveys described in the Strategy for Road Safety, and through undertaking surveys of current travel to school practices. The Council is conducting "snap shot" surveys in classrooms to determine mode of travel for a particular day using a simple show of hands method.

292. Travel Plan initiatives are to do with persuasion and partnership as well as capital investment. There are certain physical measures which would encourage more sustainable travel to work and travel to school practices, such as the provision of spurs to existing cycle and pedestrian routes and the provision of cycle parking. An appropriate amount of LTP money has therefore been bid for in support of these initiatives.

FINANCE

Strategy for Travel Plans

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	70	80	80	80	80

TARGETS

Percentages	2001	2002	2003	2004	2005
Non-Car Mode Split to Key Developments	-	-	-	-	-
Non-Car Mode Split to Schools	30.0%	30.5%	31.0%	31.5%	32.0%
Sustainable Travel Awareness	-	-	-	-	-

STRATEGY FOR TAXIS

293. The Council recognises the vital role taxis have to play in providing for the transport needs of those without access to the private car and making transport available 24 hours each day. The council will therefore continue to work with the taxi trade, continuing a dialogue with vehicle proprietors and private hire operators through regular meetings.

294. The Council is the licensing authority for Hackney Carriages and Private Hire Vehicles and there are currently no restrictions applied on the total number of vehicles it will license. Enforcement officers are employed to ensure that the regulations are being complied with, investigate customer complaints, and that licences are only issued to appropriate vehicles and individuals.

295. In May 2000 the Council reviewed and revised its conditions applying to vehicle licences to control their appearance and mechanical condition. The objective has been to standardise appearance and improve public safety. The Council has also entered into an agreement with the Vehicle Inspectorate for it to carry out mechanical testing of taxis on behalf of the Council from September 2000. Mechanical testing of vehicles will be increased from once to twice per year.

296. The provision of Hackney Carriages stands will be reviewed taking into account the views expressed by Hackney Carriage proprietors and users, and the changes that have taken place in relation to developments of leisure and retailing in the town centre, and other locations within the Borough. The Town Centre Access Study to be completed during 2000 will directly influence this process.

297. Taxi provision at Darlington Bank Top railway station and the terminal building at Teesside International Airport are also important, particularly in relation to the transport of people with disabilities and wheelchair users. Each of these locations is on private land with the hackney carriage stand provided by the owner. Compliance with the provisions of the Disability Discrimination Act will have an impact upon vehicles currently in use.

298. The training of drivers in driving skills, customer care and disability awareness are important issues to improve both standards of service and road safety. There are 262 hackney carriage drivers and 254 private hire drivers licensed in Darlington. There is currently no requirement to demonstrate driving skills beyond possessing a full

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Major positive impact, especially through the encouragement of disabled access vehicles. **Access for People With Disabilities** Major positive impact, taxis are the only form of public transport for many disabled people. **Encouraging Non-Motorised Modes** No impact.
Economy	**Jobs, Prosperity and Development** Little impact. **Movement of Freight** No impact. **Best Value** No impact.
Environment	**Global and Local Air Quality** Minor positive impact, improvements to vehicle standards will eliminate gross polluting taxis from fleet. **Noise and Vibration** Little impact. **Community Severance** No impact. **Countryside Needs** Positive impact, taxis can be important (or only) sources of public transport in deep rural settlements..
Safety	**Road Safety** Minor positive impact, better vehicle standards will improve road safety. **Safer Routes to Schools** Little impact. **Speed Management** Little impact. **Personal Security** Positive impact, better driver training will encourage more people to consider a taxi as a safe means of transport.
Integration	**Public Transport Interchange** Positive impact through provision of onward service from railway station and Airport. **Links to Health Agenda** No impact. **Links to Education** No impact. **Links to Planning Policy** No impact.

driving licence for 12 months. Historically there have been no training courses available for drivers and there is little recognition by drivers of any current training need. The Council is examining whether it should link into the "National Driver Improvement Scheme" operated locally by Stockton-on-Tees Borough Council. A pilot customer care training scheme operating under the title "Welcome Host" has been tried in Darlington with mixed results. Funding the cost of these courses (£43 for "Welcome Host" and £130 for "National Driver Improvement Scheme"), in addition to time involved, is a fundamental issue for owner drivers and companies. It appears that to overcome resistance, there will be a need to compel drivers to complete skill training and also at the same time offer encouragement by offering some form of subsidy. These training opportunities need to be investigated and developed.

299. There are requests to be considered from the Hackney Carriage trade for access to bus lanes. This request can in principle be supported on the grounds of reducing congestion in the Town Centre; shortening the duration and cost of journey for passengers and reducing exhaust emissions. The main reason for the Police and the Council refusing this request in the past has been the issue of enforcement, which is made difficult by the wide range of taxi liveries adopted across the trade. A new standard appearance of Hackney Carriages will make recognition easier for enforcement officers and bus drivers. Consultations are to be conducted on this issue and other related issues as they arise.

300. The council will work with the taxi trade and the local Access Interest Group to ensure that the issues of access for wheelchair users people with other disabilities are properly addressed to meet the requirements of users. These discussions will need to take into account any future government regulations to deliver the provisions of the Disability Discrimination Act.

301. A relatively modest sum of money has been specifically bid to cover the infrastructure works for taxis. It should be remembered that funds specifically allocated to other headings, particularly the "Corridors of Certainty" and the "Town Centre Access Strategy" would also be of direct benefit to the taxi trade in Darlington.

FINANCE

Strategy for Taxis

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	5	5	5	5	5

TARGETS

None

STRATEGY FOR TRUNK ROADS

302. The Borough of Darlington is served by two trunk roads of strategic national importance. Both once passed through the town centre but are now aligned on bypasses on the fringe of the urban area.

303. The A1(M) runs from London to Newcastle and Edinburgh and passes north-south to the west of the urban area. It is one of the most important trunk roads in the United Kingdom and carries 35,000 vehicles a day, 10,000 of which are goods vehicles.

304. The A66(T) runs between Middlesbrough and Workington and passes east-west through the Borough along the Darlington Southern Bypass. The route is an important Trans-Pennine link that is vital to business success in the Tees Valley. The bypass in Darlington carries nearly 19,000 vehicles per day on the busiest section north of the Morton Park roundabout, of which 3,300 are goods vehicles. Much of this volume is comprised of local traffic moving around the Borough. This local traffic contributes to peak hour congestion problems at certain locations, principally Morton Park.

305. The A1(M) and the A66(T) are both maintained and managed by the Highways Agency, and executive agency of the Department of Environment, Transport and the Regions. Investment and maintenance decisions are therefore made based on national strategic criteria rather than local objectives. That said, the Council has an excellent relationship with the Agency and continues to work together on a range of issues relating to development control, safety studies and the future development of the A66(T).

306. Planned investment in Darlington's trunk roads is currently focused on highway maintenance and safety schemes. The standard of the A66(T) pavement has deteriorated rapidly since construction in the mid 1980s and full reconstruction is now being undertaken. Two sections of highway (Neasham Road to Blackwell, Morton Park to Great Burdon) have been reconstructed in the last two years, and the remaining works are scheduled for completion during 2000 and 2001. Both phases completed so far represented seven figure investments in Darlington's road network.

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** No impact. **Access for People With Disabilities** No impact. **Encouraging Non-Motorised Modes** No impact.
Economy	**Jobs, Prosperity and Development** Trunk road network will be kept moving, so facilitating business that relies on travel. Improvements will facilitate new development and jobs. **Movement of Freight** Schemes to relieve congestion will directly benefit freight movement by road. **Best Value** No impact.
Environment	**Global and Local Air Quality** Minor positive impact through reduced congestion. **Noise and Vibration** No impact. **Community Severance** No impact. **Needs** No impact.
Safety	**Road Safety** Major safety schemes will make considerable contribution to road safety in Borough. **Safer Routes to Schools** No impact. **Speed Management** No impact. **Personal Security** No impact.
Integration	**Public Transport Interchange** No impact. **Links to Health Agenda** No impact. **Links to Education** No impact. **Links to Planning Policy** A66 improvements will help facilitate development of key strategic sites.

307. At Sadberge the Highways Agency is proposing to construct a grade separated junction to alleviate traffic accident hotspots at the central reservation gaps either end of the village. The scheme was considered by a Government appointed inspector and a Public Inquiry was held at Sadberge Village Hall during October 1999. The conclusions of the Inspector's deliberations, and the resulting decision by the Secretray of State, is still awaited.

308. The Highways Agency is also proposing to construct a grade separated junction at Long Newton, just east of the Darlington boundary in Stockton-on-Tees. This scheme will provide similar relief to current road traffic accident problems and will also afford improved highway access to Teesside Airport.

309. In the longer term the Council and the Highways Agency have recognised that further commercial development in the Borough will have the potential to place further demands on the A66(T). Proposed developments at Neasham Road (Darlington Football Club Relocation), Morton Palms (business park), Teesside Airport (Freight handling and forwarding facility) and Great Park (business park and warehousing) are all located close to the A66(T) and all have the potential to increase local traffic demand. The Council, in conjunction with the Tees Valley Joint Strategy Unit, has therefore commissioned a study to look at the long term demands on the A66 with a view to developing a long term plan for the route that accommodates existing and future traffic demands in an efficient and sustainable way. The Highways Agency is involved in this study in an advisory role, and the conclusions will feed into the future planning decisions to the east of the Borough as well as informing the design of the Darlington Eastern Transport Corridor.

FINANCE

None

TARGETS

None

STRATEGY FOR TOWN CENTRE PARKING

310. The Council recognises that the controlled management of car parking supply and price in the town centre is an important tool in managing demand for the private car across the Borough. Many journeys are specifically focused on the town centre, especially journeys to work and shopping journeys, and can be influenced by the way the Council manages its on-street and off-street car parking facilities.

311. The Council has undertaken a thorough review of car parking facilities in the town centre. This review has been undertaken in conjunction with the policies of the Tees Valley Demand Management Framework (see **Appendix 1**), and with five important local and sub-regional objectives in mind:

- the need to accommodate short stay shopping and tourist journeys in order to protect the viability and vitality of the town centre
- the need to encourage some journeys to work in the town centre by car to be made by other modes
- the need to mitigate the effects on car parking supply that redevelopment of key sites in the town centre will have, all of the sites being existing car parks
- the need to provide car parks which are safe and incorporate the best features to ensure personal security for all users
- the need to ensure that residents in and adjacent to the town centre without off-street parking facilities are able to park their vehicles near their homes

Off-Street Car Parking

312. The town centre and its immediate environs currently has 1,500 off-street car parking spaces in the central area (within the Inner Ring Road) and a further 1,850 adjacent to the town centre and outside the Inner Ring Road. The locations of these car parks are shown in **Figure 5**. Of these spaces, around 500 inside the Ring Road and 750 outside the Ring Road are in private ownership, the remainder is operated by

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Little impact. **Access for People With Disabilities** Major improvements to town centre parking for people with disabilities. **Encouraging Non-Motorised Modes** Increasing long stay parking charges will encourage more non-car commuting.
Economy	**Jobs, Prosperity and Development** Strategy designed to enhance the vitality of the town centre. **Movement of Freight** Better control of inconsiderate town centre parking will assist deliveries. **Best Value** Maximising the value of the Residents CPZs in pursuit of policy goals.
Environment	**Global and Local Air Quality** Positive impact through less wasted time searching for parking space. **Noise and Vibration** Little impact. **Community Severance** Improved conditions for residents in areas near town centre. **Countryside Needs** No impact.
Safety	**Road Safety** Minor contribution through less town centre congestion. **Safer Routes to Schools** Little impact. **Speed Management** Little impact. **Personal Security** Major positive impact through Secure Car Park Awards status.
Integration	**Public Transport Interchange** Little Impact. **Links to Health Agenda** Minor impact through encouragement of more cycle/pedestrian commuting. **Links to Education** Little impact. **Links to Planning Policy** Major contribution to achieving the BDLP town centre strategy.

the Council. All public car parks within the Ring Road are for short stay parking only, which costs 70p per hour in Council car parks. Most of the car parks outside the Ring Road are for long stay, which presently costs £1.50 per day. The two car parks most distant from the town centre allow parking free of charge.

313. The Council recognises that the provision of sufficient short stay car parking is a vital driving force behind the success of the town centre. The Borough of Darlington Local Plan (BDLP) has set a limit of providing 2,000 short stay spaces within the Inner Ring Road, and the Council has developed a strategy for how this limit can best be applied in the context of existing and future parking supply. The provision of 2,000 spaces inside the Inner Ring Road is inextricably linked to the redevelopment of major commercial and retail sites in the town centre at Feethams, Beaumont Street and Commercial Street. Redevelopment of these car parks sites will afford the opportunity to provide on-site replacement car parking facilities. The strategy also seeks the refurbishment of the existing East Street car park and the provision of a multi-storey facility of the existing surface level Crown Street car park.

314. Outside the Inner Ring Road the car parks are principally for long stay users. A vital element of this strategy is the recognition that redevelopment of the Commercial Street, Beaumont Street and Crown Street sites within the Inner Ring Road will result in the temporary loss of short stay spaces during construction – 370, 270 and 280 spaces respectively. The impact of this temporary loss of space will need to be mitigated if the viability of the town centre is to be protected during construction. To ensure this, the Council has stipulated that only one of the three sites will be redeveloped, and the car park spaces temporarily removed, at any one time. Furthermore, temporary replacement short stay parking has been identified at Kendrew Street and Archer Street. These car parks will be converted to short stay use during redevelopment of each of the three town centre sites, and their continued use as short stay car parks will be reviewed once redevelopment is complete.

315. The resultant impact of redevelopment in the town centre will therefore be to reduce the supply of long stay car parking. This fits well with the Council's policy of reducing car borne commuting to the town centre. There is currently considerable vacant space in the outer area long stay car parks, especially at Park Lane and Chesnut Street. The introduction of long stay charges at these car parks, coupled with improvements to the car parks' surfacing and landscaping, will be considered at the same time as creating the short stay car parks at Kendrew Street and Garden Street.

CASE STUDY

Secure Car Park Status

The Council has invested considerable sums into obtaining and now retaining Secure Car Park Status at three locations. Measures include CCTV monitoring, good landscaping, high quality design and the installation of help points. This programme is now being rolled out across all car parks in the town centre, with private sector operators being encouraged to install the necessary infrastructure.

316. The control of traffic accessing the car parks in the town centre is an important issue, especially during the busiest times such as Saturdays and the run-up to Christmas. The difficulty in finding a parking space at peak times can lead to vehicles travelling from car park to car park searching for a space. This results in wasted time and frustration for the motorist, and also contributes to traffic congestion and air pollution in the town centre. To combat this the Council proposes to install a variable message sign (VMS) car park direction system. This system will be installed on all major approaches to the town centre and at key locations on the Inner Ring Road. It will incorporate directions to the main car parks and an indication of their current level of occupancy. Motorists will be advised of alternative destinations when popular car parks become full. The signs will either be based on a rotating prism system (indicating "spaces", "nearly full", "full" or "closed") or a LED dot-matrix system. The Council is currently assessing the specifications of different systems with a view to deciding its approach in detail, and comparing each with the needs of the town. A sum of £500,000 has been bid for at this stage to cover the cost of scheme installation.

317. The Council recognises that car parks need to be safe and secure in order to fulfil their purpose. The Council has accordingly set the target that all existing and future Council owned town centre car parks not allocated for redevelopment within the Inner Ring Road will attain/retain ACPO Secure Car Park Award Status by the end of 2002. Similar awards will be sought for the Council owned car parks outside the Inner Ring Road by 2006. Three town centre car parks already enjoy Secure Car Park Award status (Town Hall, Commercial Street and Garden Street) The Council will work with private sector car park owners to encourage the same awards to be attained for all car parks across the entire town. Attaining Secure Car Park Award status requires considerable investment in the following:

- Surveillance facilities, incorporating unobstructed CCTV surveillance
- Boundary treatments, with good quality fencing defining the area of the car park
- Lighting, which should cover all areas and be vandal-resistant
- Good vehicular access
- Well laid out parking areas and easily followed one-way circulation patterns
- Good pedestrian access
- Good security
- Good signage
- Good management practice

318. The Council has already expended considerable resources from its own Capital Programme on attaining and retaining Secure Car Park Awards in the town centre, and the Council is committed to continuing this expenditure in conjunction with LTP funding.

319. The cost of car parking in the town centre is an important driving force behind the success of achieving the defined objectives. Prices for short stay car parking should be low enough to encourage shoppers and visitors into the town, but not so low as to encourage car use ahead of other modes. Long stay parking charges should be sufficiently high to encourage commuters to consider other modes of transport for journeys to work – relating long stay charges to equivalent bus fares is a good way of achieving this balance. At present the return bus fare from the outlying areas of town to the centre is approximately £1.60. The Council is committed through the Tees Valley Demand Management Framework (**Appendix 1**) to annual increases in long stay parking charges ahead of the prevailing rate of inflation, and long stay charges are likely to rise steeply over the period of this Plan. All alterations to car park charging regimes will be the subject of future consultation.

On-Street Car Parking

320. There is considerable supply of on-street parking space in and around the town centre. There is some on-street parking space in the town centre, particularly on the western margins. These spaces are often at capacity, and the traffic regulations that cover many of these spaces are sometimes abused.

321. The town centre is bounded on all sides by residential areas (see **Figure 5**). Motorists seeking to avoid parking charges or unable to find a vacant town centre space are often tempted to park in these residential areas. This can contribute to localised congestion and damages the amenity of these areas. It also makes it difficult for residents without off-street parking facilities to keep their car near their home. The Council has therefore embarked on a programme of installing Residents Controlled Parking Zones (CPZs), three of which have already been provided with one currently passing through the order making process. Further zones are required with the ultimate intention of encircling the entire town centre with CPZs. This will afford the Council considerable further jurisdiction over town centre parking demand and control.

322. The residents CPZs have been designed with the needs of the residents given primacy – all reasonable resident parking demands will be met on-street, and residential visitor parking will also be provided. In the vicinity of shops and businesses short stay parking will be provided. The remaining on-street space will be allocated for long stay parking.

323. The Council retains its own parking attendants to control its Residents CPZs. As the number and extent of the CPZs grow so the demands on the Council's resources to cover enforcement grows. The Council is therefore considering the introduction of charges for non-resident parking from April 2001 onwards. The precise details of any charges have not yet been determined, and will be the subject of a full consultation exercise. By levying charges the Council would be able to provide a suitable level of parking enforcment over a much wider area, thereby benefitting local residents and businesses in the area.

324. The Council will consult on the proposal to install on-street pay and display facilities to allow charging for short stay and long stay parking. These facilities would be installed at non-resident bays in the Residents CPZs, and would also be provided for public on-street parking bays in the town centre. Experience in other authorities shows that the cost of purchasing and installing pay and display equipment is met in full within 1-2 years of operation and the Council is seeking to enter into a partnership arrangement with one or more pay and display equipment supplier. The equipment would be installed ready to be operational in April 2002. Once the consultation phase is complete, should the charging scheme be established then subsequent charges will be subject to annual increases in line with town centre car park charges.

325. The Council is in the process of determining its priority list for installing future Residents CPZs. The criteria to be adopted in prioritising these zones will include the scale of existing problems, the financial feasibility of enforcement and the influence of new development. The priority list, and the subsequent details of each zone, will be the subject of wide and inclusive public consultation. The zones already completed and the further zones to be installed during the period of Plan are as follows:

Larchfield Street	**120 spaces**	**installed October 1995**
North Lodge Terrace	**160 spaces**	**installed June 1998**
South Terrace	**20 spaces**	**installed June 1998**
Hollyhurst Area	**290 spaces**	**to be installed Autumn 2000**
RESIDENTS CPZ TO BE INSTALLED : Stanhope Road; Victoria Embankment; Southend Avenue; Hargreave Terrace; Borough Road; Cockerton Green		
PART-TIME SCHEME TO BE INSTALLED : South East Darlington (relates to the new stadium of Darlington F.C.)		

326. To facilitate this ambitious programme the Council is bidding for £50,000 of LTP funding per annum for the entire Plan period to cover the necessary cost of signing and lining. The cost of the order making process will be met from the Council's revenue budget. The Council intends to investigate the feasibility of entering into a partnering arrangement with a pay and display equipment supplier to cover the cost of equipment purchase and installation.

Parking For Motorists With Disabilities

327. The Council recognises the particular needs of motorists with disabilities who are visiting the town centre. People with disabilities benefit from parking spaces being located near to their intended destination, and easy access between the highway and pavements are required at these locations. The Council is committed, as part of its review of town centre access arrangements as outlined in the Strategy for Town Centre Access, to provide well located and convenient parking for people with disabilities at suitable on-street and off-street locations in the town centre.

328. The Council is aware that some motorists are abusing the Blue Badge parking permit system (previously Orange badge). Motorists who do not meet the full criteria for blue badge issue are obtaining the badges under false pretences, and bona fide blue badge holders are abusing their privilege by parking in obstructive and dangerous locations. The Council is keeping a close eye on national legislation to make sure that its issue criteria for blue badges are as stringent as they should be. The Council is also working with disability groups in Darlington to make sure that badge holders are encouraged to park considerately in the town centre.

Decriminalisation of Parking Offences

329. Decriminalising parking offences under the 1995 Road Traffic Act allows local authorities to assume the policing of parking restrictions, employing parking attendants and issuing penalty charge notices (PCNs) to vehicles parked in contravention of traffic orders. The Council can keep the resulting revenue from the PCNs, therefore helping to fund the scheme. With Police resources being channelled to crime related spending and traffic wardens often being considered a low policing priority, decriminalisation gives the Council the opportunity to set the appropriate level of enforcement itself and target that enforcement on particular priority areas.

330. The Council is undertaking a thorough review of the case for decriminalising parking offences in the Borough. This study is being undertaken in partnership with the other four unitary authorities in the Tees Valley and the two relevant Police forces (Durham Constabulary and Cleveland Constabulary). It is considering the financial viability of decriminalisation, and will also provide background to the policy aspects. The study had not drawn detailed conclusions at the time that this Plan was prepared.

331. Nevertheless, the Council is mindful of the traffic and enforcement benefits that parking decriminalisation can bring, and is keen to explore the detailed case further. The study currently under way will be followed by further consideration by the Council and its final position on the matter will be determined shortly.

Parking At New Developments

332. Through the BDLP the Council has set maximum parking standards which will not normally be exceeded. These standards apply to the town centre and developments across the town. Within the town centre the Local Plan will normally prevent all provision of non-operational parking space where this parking is not available for public use – exclusive staff or customer parking is not permitted, and the Plan is prescriptive about the maximum amount of operational parking that will be permitted. Outside the town centre maximum standards are set for a variety of development types. These are detailed in **Appendix 5** along with recommended parking space dimensions.

Park and Ride

333. The ability to provide park and ride sites is closely related to town centre parking policy and strategy. Park and ride can provide town centre parking at out of town locations, the key to its success being the quality and frequency of the public transport link between the remote car park and the town centre.

334. Darlington does not currently have any park and ride facilities, and at present there are no plans to create such a facility. The size of the town and the journey times between the town centre and the edge of the urban area (where all potential park and ride sites are located) are such that a park and ride site is not considered feasible. The interchange penalty at the park and ride site in terms of extra time and cost is such that few motorists would consider using the facility.

335. Clearly the increasing congestion in the town, the Council's policy of rapidly increasing long stay parking charges and the proposed switch of long stay car parks to short stay use will all serve to make park and ride a more attractive proposition. The Council therefore intends to undertake a thorough review of park and ride in the urban area during 2003 with the intention of informing the parking strategy for the next Local Transport Plan that will cover the period 2006-2011.

Workplace Parking Charges and Congestion Charging

336. The forthcoming 2000 Transport Act will allow local authorities to introduce either a workplace parking charge or a cordon-based congestion charge in their area. These schemes have the potential to contribute greatly to managing demand for private vehicles in urban areas.

337. The Council considers that these are solutions more appropriate to larger urban areas with severe congestion problems and where alternative solutions to influence traffic demands have been implemented and have failed to arrest traffic congestion. In Darlington the strategies outlined in this Section should be implemented and tested before such stringent measures are considered. Accordingly, the Council has no intention of implementing either a Workplace Parking Charge or a Congestion Charging in any part of the Borough during the lifetime of this Local Transport Plan. This is reflecting in the Tees Valley Demand Management Framework (see **Appendix 1**).

338. In respect of parking policy in Darlington town centre the following expenditure is envisaged over the Plan period:

- Secure Car Park Award Status - Infrastructure — £20,000 per annum, 2001/2 to 2005/6
- VMS Car Park Management System — £500,000, spent during 2002/3, 2003/4 and 2004/5
- Residents CPZs — £50,000 per annum, 2001/2 to 2005/6

FINANCE Strategy for Town Centre Parking

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	70	220	270	220	70

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Traffic Flows Approaching Town Centre	102.0	103.0	103.0	103.5	104.0

STRATEGY FOR HIGHWAYS AND BRIDGE MAINTENANCE

Highway Maintenance

339. The Council has the responsibility to maintain 51 kilometres of principal road, 398 kilometres of other roads and numerous public rights of way. The maintenance responsibilities range from major carriageway resurfacing and reconstruction through to gully emptying, street furniture maintenance and winter salting. The Borough Council is committed to maintaining the current highway infrastructure to a high standard. The highway network is a most valuable asset and through a programme of identification, the Council's objective is to reap the benefits from good quality communication links.

340. Highway maintenance work is based on the Local Authorities Associations' publication "Highway Maintenance - A Code of Good Practice". The main objectives are:

- to maintain the highway network at least at a level which will avoid progressive deterioration and meet adequate safety standards;
- to achieve value for money by effective, efficient and economical use of the financial resources available;
- to establish a consistent approach to highway maintenance; and
- to achieve customer satisfaction.

341. In order to achieve these objectives, the following elements are to be utilised:

- the production of a road hierarchy which is to be used as the basis for determining maintenance priorities;
- the production of documented policies and standards for all highway maintenance activities;
- the instigation of regular highway inspections within a proscribed framework;

OBJECTIVES	
Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Little impact. **Access for People With Disabilities** Reconstructed footways can incorporate latest facilities for pedestrian crossings and pedestrian bus boarding. **Encouraging Non-Motorised Modes** Little impact.
Economy	**Jobs, Prosperity and Development** High quality road surfaces contribute to the efficient movement of vehicles, and improves the town's image. **Movement of Freight** As above, assists efficient movement of freight. **Best Value** Contributes considerably to several Best Value Performance Indicators. Making the best use of existing resources is at the heart of the Council's Best Value philosophy.
Environment	**Global and Local Air Quality** Better maintenance can reduce delays and lead to less congestion. **Noise and Vibration** Better road surfaces can significantly cut noise and vibration. **Community Severance** Little impact. **Countryside Needs** Improved rural roads will lead to more efficient and safe countryside transport by all modes.
Safety	**Road Safety** Improved highway quality will contribute to road safety objectives. **Safer Routes to Schools** As above for highways in the vicinity of schools. **Speed Management** Little impact. **Personal Security** Street lighting plays a major role in improving personal security at night.
Integration	**Public Transport Interchange** No impact. **Links to Health Agenda** Reduced traffic congestion leads to fewer health impacts from road traffic. **Links to Education** Little impact. **Links to Planning Policy** Complies with BDLP objective to make best use of existing transport resources.

- the use of an accurate inventory for realistic budget setting;
- the assessment of needs;
- the determination of programmes of work by assessment of relative priorities; and
- the specification of materials and treatment for use, including their appropriateness to particular locations.

342. Well maintained roads are important to all types of road user. Currently, maintenance activities are based upon visual inspections. However, in adopting the roads hierarchy recommended in the Code of Good Practice, formal assessments will be carried out on all category 3a roads and above, and on lower category where appropriate. All lower category roads will also be subject to a common visual assessment. This will enable funds to be allocated in a more objective manner for all roads with greater emphasis being placed on preventive rather than corrective maintenance

343. The Borough is keen to ensure that funds are used as effectively as possible and to this end has invested in a maintenance management system supplied by Symology Ltd. At present the system consists of a Streetworks Register and an inspection and maintenance module. It is intended that the system will be extended to embrace Customer Service and the United Kingdom Pavement Management System (UKPMS).

344. The authority takes part in the National Road Maintenance Condition Survey (NRMCS) which measures the visible physical condition of the network across England and Wales. Thirty four sites across the Borough of Darlington were tested as part of the programme and the results of the survey are given below in outline:

NRMCS Survey Results (category of road : condition in Darlington compared with England and Wales)

- Urban Principal : **substantially worse**
- Urban Classified : **substantially worse**
- Urban Unclassified : **substantially worse**
- Rural Principal : **substantially worse**
- ALL NON-TRUNK : **SUBSTANTIALLY WORSE**

345. The results highlight the fact that the roads in Darlington are in substantially worse condition than those across England and Wales. This should also be considered against the background of the DETR report on the 1999 survey which showed that “there was a further slight decline in road condition in 1999, which was therefore the worst recorded by the survey”. The report also identifies more pronounced deterioration in the condition of urban roads and rural unclassified roads.

346. The NRMCS survey also covers footway defects. Two of the major areas assessed are general deterioration and trips constituting specific danger to pedestrians. For the sites considered, the results for the authority were worse than the average figures for England and Wales. Nationally the condition of footways deteriorated in 1999 continuing the trend since the mid 1990’s.

347. The survey results, particularly those relating to carriageways, clearly demonstrate the need to give attention to this important issue. Accordingly the Council commissioned deflectograph surveys to determine the remaining residual life of roads in the network. The entire principal road network was surveyed during 1998/99 and it is proposed to survey the more heavily trafficked and strategic B and C class roads, especially those that carry significant HGV flows. The authority will continue to take part in the NRCMS project as part of the means of being able to monitor the condition of the network, the effectiveness of remedial works and the suitability of resources allocated to the road maintenance function.

348. Furthermore, the condition of the non-principal roads is to be monitored using established coarse visual inspection methods as a basis for the effective allocation of funds needed to ensure a continuous improvement in the condition of the road network.

349. Deflectograph surveys give a measure of the structural condition of the roads and complement the information on surface condition obtained by visual inspection. The results from the deflectograph survey are summarised below:

Deflectograph Survey of Principal Road Network (PRN)

Residual Life (Years)	% of PRN
Past Critical	29.5
0-5	8.4
5-10	7.0
10-15	5.0
15-20	19.8
20-25	3.8
25-30	3.5
730	23.0
Total	**100.0**

- 30% of the Borough's principal road network has no residual life at all (compares with 15% across England and Wales); and
- 50% of the Borough's principal road network has a residual life less than 10 years (compares with 33% across England and Wales).

350. Clearly there is a substantial need for structural highway maintenance within the Borough. This is reflected in the bid for funding and the schemes included in the programme of works for 2000/2001 and 2001/2002 set out in the tables below.

351. In the LTP settlement for 2000/2001 the Council received allocation of £933,000 for the Structural Maintenance of Principal Roads and Bridge Strengthening of which £478,000 has been allocated to the Structural Maintenance of Principal Roads as indicated below:

A68	Woodlands Road	Resurfacing	£65,000
A167	Inner Ring Road	Resurfacing	£30,000
A1150	Whinfield Road	Overlay	£50,000
A67	Carmel Road	Overlay	£80,000
A67	West of Darlington	Overlay	£120,000

A68	West Auckland Road	Resurfacing	£40,000
A68	Cockerton Roundabout	Resurfacing	£40,000
A Roads	Various Locations	General Repair	£28,000
TOTAL			**£453,000**

352. The proposed structural maintenance programme for 2001/02 is as follows:

A67	West of Darlington	Overlay	£80,000
A68	Burtree to Swan House		£100,000
A68	West Auckland Road		£80,000
A1150	Whinfield Road	Overlay	£100,000
A1150	Little Burdon	Overlay	£70,000
A167	Inner Ring Road	Resurfacing	£30,000
A67	Goosepool	Overlay	£150,000
A67	Grange Road	Overlay	£50,000
A68	West of Houghton-le-Side	Overlay	£45,000
A Roads	Various Locations	Surface Dressing	£15,000
A Roads	Various Locations	General Repair	£30,000
TOTAL			**£750,00**

353. With regard to the non-principal road network the Council has set aside a sum of £2,090,000 from the revenue budget for maintenance in 2000/2001.

Street Lighting and Footways

354. The Council is on course with its Best Value Review Programme. In its Draft Best Value Performance Plan the following performance indicators are included:

Performance Indicator	1997/1998	1998/1999	1999/2000
The percentage of street lights not working as planned	2.40	1.29	1.26
The percentage of repairs to dangerous damage which were carried out within 24 hours on:			
Roads	74	80.4	88.0
Pavements	79	86.4	88.0

355. There are approximately 11,000 street lighting units in the Borough. There is a long history of complaints and requests for either new street lighting or upgrading the existing network. Insufficient levels of funding over a period of many years severely restricted the highway authority from addressing the many problems which exist and a detailed assessment of the current infrastructure is being undertaken to identify projects for future bids. Corrosion of the street lighting columns has been recognised and the extent of the problem is under investigation. In certain instances immediate replacement has been carried out.

356. Replacing old lighting systems with modern units results in significant benefits for the safety of cyclists and pedestrians in particular, as improving the perception of security during the hours of darkness. Lower maintenance and energy costs are further benefits, together with greatly reduced light pollution of the night sky.

357. The improvement of existing street lighting installations and the introduction of new systems will also form an essential element of the Borough Council's Accident Investigation and Prevention programme in instances where sites are identified as having excessive numbers of accidents during the hours of darkness. Significant accident savings can be achieved at relatively low cost.

358. The Borough Council recognises that improvement and upgrading of the existing lighting stock is only possible within a phased programme over a number of years. Consequently, a bid for funding through LTP will be prepared for a future submission.

Bridges Maintenance

Introduction

359. Following local government review in 1997 Darlington became a unitary authority and took over the role of highway authority from Durham County Council, becoming responsible, among other things, for those structures within the borough boundary. The Council now bears the responsibility for a total of 84 road bridges.

360. These are constructed in variety of materials, in various forms and vary in size from 1.5 metres to 56 metres span. The bridges are situated in both urban and rural locations within the borough and carry roads of all classifications over waterways, railway tracks and footways (in the form of subways). There are currently no 'road over road' bridges within the responsibility of the Borough.

361. The Council also owns 40 generally smaller bridges that carry public footpaths and bridleways over rivers, streams and becks and a number of associated retaining walls supporting highway. Railtrack PLC additionally owns a total of 7 bridges within the borough which carry the highway over their north - south East Coast Main Line and east - west Bishop Auckland Branch Line.

Bridge Assessments

362. As part of the national Bridge Assessment and Strengthening Programme, the Council has had to undertake assessments of its structures to ascertain their ability to sustain loading due to 40 tonne 5 axle vehicles which have been allowed onto the UK's road network since January 1999. A total of 62 Council-owned and 6 Railtrack bridges were originally identified as falling within the scope of the Bridge Assessment Programme.

363. Over the past three years good progress has been made in addressing this programme. Working to national standards and making use of both in-house and external resources, the assessments for all the 62 Council owned bridges have been completed on programme.

364. Only 2 of the Railtrack bridges have been fully assessed to date. However, in order to progress these, the Council has entered into an agreement with Railtrack, making provision for them to undertake the work, using their appointed consultants. Some provisional results have recently been made available, with the definitive results for all the outstanding Railtrack bridge assessments expected later this year.

365. The results of these to date have revealed that a total of 24 Council and 2 Railtrack bridges have 'failed' to satisfy the assessment criteria. In some of these cases 'failure' has been confined to those elements of deck supporting footway or verge rather than the carriageway. The 'failed' bridges are located in both urban and rural areas and carry highway on all classification types of road, including the primary route network.

366. Locations of all bridges in the Borough, with their current status in terms of assessment and repair, are shown in **Figure 7**. Further details are shown in **Table 1**.

Bridge Strengthening

367. Immediately following identification of the 'failed' Council owned bridges, appropriate mitigating measures were devised in order that, as far as practicable and within the prevailing availability of funds, potential interference to the safe movement of traffic was minimised. The measures considered for implementation were influenced by the location of the bridge, its type, age and overall condition degree/extent of 'failure', traffic flows (especially HGV's), availability of alternative route, and have varied from full reconstruction, provision of interim measures to monitoring. In some cases permanent weight restrictions were considered appropriate where no adverse ensuing effects on traffic movements would be produced.

368. The strengthening of these weak bridges, to provide full 40 tonnes capacity, where deemed appropriate, has been progressively addressed over the past three years. A policy was adopted to rebuild or completely replace the decks of those substandard bridges on all primary routes and any other route considered of more than local importance. The strengthening works on these important routes have now either already been completed or are on-going and due for completion this year.

369. Although the remaining 'failed' Council owned bridges are not on primary routes, they are nevertheless important in the context of serving the town centre and accessibility for the local rural communities and any form of restriction would cause hardship. It is therefore proposed to continue with the strengthening of these, in order of the priority indicated in **Table 1**, to full 40 tonne capacity over the next two years, using appropriate means. Other sub-standard features will also be addressed at the same time. The priority list has been assembled with regard to traffic volume, HGV usage, the degree of failure and the presence (or otherwise) of alternative routes.

370. Construction of the Darlington Eastern Transport Corridor, as planned, could have a bearing on the permanent strengthening proposals for two of the 'failed' bridges viz. Unc Albert Road (Council owned) and B6279 Haughton Railway (Railtrack) bridges. These have already had temporary measures in the form of vehicular kerbs installed. In the latter case the traffic over the bridge is projected to increase as a consequence and so serious consideration is to be given to providing an independent footway/cycleway in conjunction with the permanent strengthening scheme. As the bridge spans the east coast main line, close liaison with Railtrack will be required regarding the design and financial arrangements.

371. With regard to the other 'failed' Railtrack bridge at Thompson Street East, also over the main line, it is proposed to retain the imposed 17 tonne weight restriction for the foreseeable future. This is because the restriction prevents use by the heaviest vehicles on a sensitive road that serves considerable residential frontage and a school.

372. Overall progress achieved to date, is indicated in **Table 1** and **Figure 7**.

Structural Maintenance

373. As the proposed strengthening programme approaches completion, more resources are to be targeted towards 'steady state maintenance' of the bridge stock. This will necessitate regular inspections of all the Council's bridges to be undertaken. It is envisaged that these will be undertaken initially on a two-year cyclic basis.

374. As current records do not extend to providing comprehensive information on location, type, condition of retaining walls supporting highway these will additionally need to be identified, surveyed and inspected.

375. Bridge records, transferred from Durham County Council, are to be updated and a detailed computerised database is being developed. This will allow condition index ratings to be assigned to individual bridges and provide an initial indication for the overall condition of the bridge stock. An on-going prioritised programme for both essential and routine maintenance works will be subsequently drawn up to enable any identified works to be undertaken at the optimum time, in conjunction with other adjacent works, where appropriate.

376. The introduction of condition indices over the forthcoming years and the production of realistic targets for inspection, design and construction work would serve as a means of demonstrating the effectiveness of the management of the bridge stock and whether 'Best Value' is being achieved.

377. Some minor bridge maintenance work in the form of steady state maintenance and upgrading has already been identified for the immediate future and it is proposed to undertake this as the first phase, on a priority basis, before completion of the comprehensive maintenance programme.

378. Major maintenance works has already been completed at A67 Coniscliffe Bridge whereas on-going parapet upgrading, waterproofing, joint and bearing installation and painting works are approaching completion on B6279 Haughton Bridge over the River Skerne.

Programme and Expenditure

379. Details of assessments, strengthening and structural maintenance schemes with associated estimated costs are provided in **Tables 1 and 2** for 1999/00, 2000/01 and future years. The final timing of works for some of the proposed schemes will be subject to satisfactory completion of negotiations.

380. Provisional figures have been included for the Albert Road bridge over the River Skerne and Railtrack's bridge at Haughton Road, both of which will be influenced by the Darlington Eastern Transport Corridor scheme.

Overall Maintenance Expenditure

381. The following expenditure is envisaged over the Plan period:

- Highways Maintenance — £4,500,000 over the period 2001/2 to 2005/6
- Bridges Maintenance — £1,450,000 over the period 2001/2 to 2005/6.

FINANCE Strategy for Highways and Bridge Maintenance

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	1,350	1,300	1,200	1,100	1,000

TARGETS

	2001	2002	2003	2004	2005
BVPI 93 Cost of highway maintenance per 100 km travelled by vehicles on principal roads.	£0.07	£0.07	£0.07	£0.07	£0.07
BVPI 95 Average cost of maintaining street lights.	£21.00	£21.00	£21.00	£21.00	£21.00
BVPI 96 Condition of principal roads.	27.5%	25.0%	22.5%	20.0%	17.5%
BVPI 97 Condition of non-principal roads.	-	-	-	-	-
BVPI 98 Percentage of street lamps not working as planned.	1.1%	1.0%	0.95%	0.9%	0.85%
BVPI 100 Number of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per kilometre of traffic sensitive road.	0.4	0.3	0.2	0.1	0.1
BVPI 105 Damage to roads and pavements.	92.0%	95.0%	100.0%	100.0%	100.0%

Table 1

Bridge Works Expenditure - Strengthening, 1999/0 to 2005/6 (£ '000s)

REF.	STRUCTURE	Priority	1999/00	2000/01	*2001/02*	*2002/03*	*2003/04*	*2004/05*	*2005/6*	CURRENT SITUATION/COMMENTS
	BRIDGE ASSESSMENTS									
	Various DBC and Railtrack Bridges	High	50	13	-	-	-	-	-	Railtrack bridges assessments due for completion 2001
	DBC BRIDGE STRENGTHENINGS									
8	A68 Cockerton Bridge	N/A	115	2	-	-				Permanent strengthening completed
10	A68 New Bridge	N/A	10	-	-	-				Permanent strengthening completed
24	B6275 Denton Bow Bridge	5	-	-	*50*	-				
29	B6279 Mowden Bridge	N/A	80	95	-	-				Permanent strengthening on-going
30	C37 Bishopton Bridge	7	-	-	*75*	-				
35	C38a Cree Beck No.1 Bridge	N/A	35	10	-	-				Permanent strengthening completed
38	C39 Dene Beck Bridge	6	-	-	*40*	-				
43	C46 Bishopton Mill Bridge	N/A	-	-	-	-				Permanent strengthening completed
46	C46 Little Stainton Bridge	2	-	50	-	-				Permanent strengthening programmed 2000/01
50	C55 John Street Bridge	8	-	-	*30*	-				Temporary measures installed
52	C55 Newton Lane No.2 Bridge	3	-	55	-	-				Permanent strengthening programmed 2000/01
53	C55 Prior Street Bridge	4	-	45	-	-				Permanent strengthening programmed 2000/01
56	C180 Parkside Bridge	9	-	-	*50*	*50*				
57	U 48/9 Killerby Ford Bridge	11	-	-	-	*30*				
58	U48/11 Summerhouses Bridge	10	-	-	*30*	-				
61	U49/13 Barmpton No.2	17	-	-	-	-				Post 2006. Temporary measures installed
63	Unc. Albert Road Bridge	16	-	-	-	-				Post 2006. Temporary measures installed
65	Unc. Bates Avenue Bridge	14	-	-	-	*40*				
67	Unc. Chesnut Street Bridge	13	-	-	-	*30*				
69	Unc. East Street Bridge	12	-	-	-	*40*				
79	Unc. Russell Street Bridge	N/A	-	-	-	-				Permanent 3 tonne gvw restriction imposed
81	Unc. Spring Court Bridge	15	-	-	-	*40*				
82	Unc Stone Bridge	1	10	90	-	-				Permanent strengthening on-going
83	Unc. Westbrook Bridge	N/A	-	-	-	-				Permanent 3 tonne gvw restriction imposed
	RAILTRACK BRIDGES									
R2	B6279 Haughton Railway									Post 2006. Temporary measures installed.
R6	Unc. Thompson Street East									17 tonne gvw restriction imposed

Table 2

Bridge Works Expenditure – Structural Maintenance and Summary, 1999/0 to 2005/6 (£ '000s)

REF.	STRUCTURE	Priority	1999/00	2000/01	*2001/02*	*2002/03*	*2003/04*	*2004/05*	*2005/6*	CURRENT SITUATION/COMMENTS
	STRUCTURAL MAINTENANCE									
2	A67 Coniscliffe Bridge		10	-	-	-				Completed
	A167 Ring Road Subways		35	5	-	-				Completed
26	B6279 Haughton Bridge		150	115	*5*	-				On-going - completed July 2000
	B6280 Parkgate RW		50	-	-	-				Completed
	Routine/'Steady State' Maintenance, Upgrading etc.		59	-	*120*	*120*	*300*	*250*	*150*	Various bridges
	SUMMARY									
	Strengthening (Table 1)		300	360	*275*	*230*	-	-	-	
	Maintenance		304	120	*125*	*120*	*300*	*250*	*150*	
	GRAND TOTAL		**604**	**480**	***400***	***350***	***300***	***250***	***150***	

STRATEGY FOR AIRPORT SURFACE ACCESS

382. Teesside International Airport is located to the east of the Borough and straddles the boundary between the Boroughs of Darlington and Stockton-on-Tees - the passenger terminal buildings and much of runway area is within Darlington. The airport is amongst the smaller regional airports in the UK, but is experiencing considerable and sustained growth in both passenger and freight movements. It has doubled its passenger numbers over the last six years, currently carrying around 750,000 air passengers per annum and nearly 3,000 tonnes of freight cargo. Forecasts are for air passenger growth to 1 million passengers by 2001 and 1.5 million passengers by 2006. The demands on the neighbouring transport networks are therefore growing.

383. The Airport currently has a high quality direct access off the A67 Yarm Road. The A67 provides a direct link to the A66 Darlington Southern Bypass for westbound and southbound movements. For northbound and eastbound traffic Mill Lane currently links the Airport to Long Newton, where the Long Newton Grade Separated Junction is planned. At present highway access is through the western part of Long Newton village and a level priority junction, this presents considerable amenity and safety problems which the proposed new junction will address.

384. Public transport access to the Airport is mixed. A half hourly bus service is provided between the Airport and Darlington town centre which also serves Middleton St. George, the Yarm Road corridor and several villages to the south of the Borough. An hourly bus service is provided to Yarm and Teesside, funded by the Rural Bus Subsidy Grant. The future of this service is presently uncertain. The Airport does benefit from a station, although it is distant from the terminal buildings and requires a shuttle link to be provided. No such shuttle presently exists, and consequently practically no trains stop at the station (only one train per week, on a Saturday, serves the station at present in order to avoid a lengthy closure procedure). The Airport management has an arrangement with local taxi companies to provide a good level of taxi supply at all times of the day. The Airport's rural location means that walking is not feasible for most passengers or workers alike. Once the National Cycle Network Stockton to Darlington cycle link is completed (see Strategy for Cycling) a spur to the Airport may be feasible.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** Surface access strategy will widen access to employment at Airport across much of the Borough. **Access for People With Disabilities** Improved accessibility for disabled on new buses. **Encouraging Non-Motorised Modes** Little impact.
Economy	**Jobs, Prosperity and Development** Significant contribution to growth in employment at Airport. **Movement of Freight** Freight transfer is at the core of the Southside development. **Best Value** Little impact.
Environment	**Global and Local Air Quality** Minor impact through potentially reduced car commuting. **Noise and Vibration** No impact. **Community Severance** Improved access to surrounding towns for non-car owning residents of Trees Park. **Countryside Needs** Little impact.
Safety	**Road Safety** Long Newton Interchange will greatly improve this accident hotspot.. **Safer Routes to Schools** No impact. **Speed Management** No impact. **Personal Security** No impact.
Integration	**Public Transport Interchange** Integration of air, bus and rail services at the core of the Strategy. **Links to Health Agenda** No impact. **Links to Education** No impact. **Links to Planning Policy** Contributes to reduction in car dependence.

385. The Airport management has established an Airport Transport Forum to consider ways in which surface access by non-car means can best be encouraged. The Forum, which includes Borough Councils, public transport operators, the Tees Valley Joint Strategy Unit and the Highways Agency, is considering access options for passengers, those employed at the airport and those who live in the adjacent Trees Park development. The movement of freight by alternative modes is also being considered. The Forum comprises local authorities, the Airport management, the Highways Agency, local bus and rail operators, Railtrack and the developer of the major freight forwarding facility ("Southside") that was given outline planning approval during 1999. In order to inform the Forum's recommendations a Public Transport Access Study has been commissioned. This study was an obligation on the "Southside" developer through a Section 106 agreement, and is being fully funded by Moorfield Semley plc.

386. The Public Transport Access Study has concluded that the issues affecting public transport use at the Airport include:

- frequency, timing and journey time of existing bus services;
- bus passenger facilities at the Airport;
- effectively no direct rail service;
- uncongested local road network;
- available, well located parking supply; and
- comparative cost of parking against public transport for air passengers.

387. Furthermore, the study has examined the key factors that will influence future public transport use at the Airport (to both the passenger terminals and the Southside freight facility) in both the short and long term. These factors include:

- the future allocation of Rural Bus Service Grant (currently supporting Service 20 to the Airport);
- impact on journey times of the Darlington Eastern Transport Corridor in Darlington;
- ability of the road network to accommodate traffic generated by the Southside and other local developments;
- new franchise arrangements for local rail services and the long term potential for a rail freight terminal for the Southside site; and
- possible limitations to parking supply accommodating future growth in employees and air passengers at the Airport.

388. During the study consultation with public transport operators, local authorities, regional authorities and representatives of both the airport and the Southside developers has been undertaken. The issues that have been raised include:

- opportunities for both rail and bus service enhancement;
- new bus services for employees at each site and express services for air passengers;
- feasibility of a new railway station, or refurbishment of the existing halt to serve the Airport and for a rail freight facility for the Southside development;
- the technical feasibility of a new bus link between the Airport and the new development;

- bus feeder services from nearby rail stations with marketing and through-ticketing initiatives;
- feasibility for integrated coach travel from nearby centres with air charter flight operators;
- enhancing the role of taxis, both for employee and air passenger transport, including shared taxi initiatives;
- parking supply controls and review of charging regime at the Airport;
- developing Travel Plans and sustainable transport initiatives at both sites;
- initiating car sharing schemes at both sites;
- improving on site cycle facilities, exploring opportunities for local cycle routes and a possible connection from Darlington to the Sustrans National Cycle Network.

389. Presentations have been made to the Airport Transport Forum and the study is currently at the draft reporting stage. The conclusions will be discussed and actions agreed with the Airport Transport Forum for measures to be developed and initiated. This includes the possibility of further surveys and data collection at the Airport to inform the Travel Plans and sustainable transport initiatives. Any such data collection will be co-ordinated in such a way as to maximise the information derived from its analysis and to facilitate future monitoring.

390. The study has recommended a range of measures consistent with the Secretary of State's conditional approval for the new development and with the framework for developing an Airport Surface Access Strategy produced by the DETR Regional Air Services Co-ordination (RASCO) group. Teesside International Airport has not yet produced its Airport Surface Access Strategy although some details of their Masterplan for developing air-related operations have been developed. The Airport has identified an improvement programme, costing in the region of £20 million for both airside and landside facilities, which will have an impact on the Surface Access Strategy and the recent sustainable transport study has a role to play in advising this strategy.

391. Although the details of the study recommendations are yet to be published, the Council believes that it is prudent to set aside a sum of money for infrastructure works to match the £250,000 that the Southside developer and the Airport are committed to expend on sustainable transport measures. Accordingly, a sum of £100,000 is allocated to this strategy for expenditure during 2001/2.

FINANCE

Strategy for Airport Surface Access

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	100	-	-	-	-

TARGETS

(2000 = 100)	2001	2002	2003	2004	2005
Non-Car Mode Split to Airport	-	-	-	-	-

STRATEGY FOR THE SWAN HOUSE to HEIGHINGTON IMPROVEMENT

392. The A6072 provides an important strategic link between Darlington and the industrial/residential centres of Shildon and Bishop Auckland In County Durham. The road bears traffic flow commensurate with that function, and carries significant goods vehicle traffic. Most of the route is either relatively new construction (the Heighington Bypass) or has recently benefited from traffic management measures (Redworth to Borough boundary).

393. The village of Heighington was bypassed in the mid 1980s, the new route constructed to latest design standards of vertical and horizontal alignment. South of Heighington the road has not been improved beyond the limit of the Bypass and the standard of vertical and horizontal alignment is poor. Over a 1.3 kilometre section between Heighington and the A68 (Swan House roundabout) the road has blind summits, narrow sections, bends with poor visibility, badly located field entrances and side roads with poor visibility. These features have led to considerable safety problems, particularly for southbound motorists who are attuned to a higher standard of carriageway as they leave the Bypass and join the next section of road. These safety problems have affected through traffic and local residents alike, and there is a considerable momentum within the village of Heighington behind supporting this scheme. Accordingly the Council wishes to implement a scheme incorporating improvements to vertical and horizontal alignments and alterations to side road accesses in order to improve the road's standard and tackle the accident risk.

394. A scheme has been designed by Durham County Council to bring the road up to full modern standards of alignment. This scheme was estimated to cost £2 million. Darlington Borough Council considers that this scheme is too costly to be justified, and has prepared a scheme which incorporates a series of focused improvements that deal with the major problems on the road at a greatly reduced cost. The full scheme also has the risk of encouraging excessive speeding, which is sometimes experienced on the Heighington Bypass. The detailed design work for this scheme will be undertaken by the Council once the highway design for the Darlington Eastern Transport Corridor is complete. The scheme has been phased over two years so as to avoid unnecessary traffic disruption, and will cost approximately £850,000.

OBJECTIVES

Accessibility	**Widening Travel Choice, Promoting Social Inclusion** No impact. **Access for People With Disabilities** No impact. **Encouraging Non-Motorised Modes** No impact.
Economy	**Jobs, Prosperity and Development** Better access to South Durham industrial areas. **Movement of Freight** Improved safety and efficiency for HGV movements. **Best Value** No impact.
Environment	**Global and Local Air Quality** No impact. **Noise and Vibration** No impact. **Community Severance** No impact. **Countryside Needs** No impact.
Safety	**Road Safety** Significant reduction of risk on this poorly aligned section of road. **Safer Routes to Schools** No impact. **Speed Management** No impact. **Personal Security** No impact.
Integration	**Public Transport Interchange** No impact. **Links to Health Agenda** No impact. **Links to Education** No impact. **Links to Planning Policy** No impact.

FINANCE

Strategy for Swan House to Heighington Improvement

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
LTP Bid	-	-	-	250	600

TARGETS

None

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Section 8
Spending Plans

Introduction

395. The previous section outlined the spending plans envisaged under each strategy. In this section we collate this information and present a five year transport spending plan and work programme for the Borough of Darlington. Also included are past spending profiles and information about other transport funds that the Council provides.

396. **Table 3** overleaf provides details of the LTP bid for each strategy included in this Local Transport Plan, and includes a work programme for spending this money based on yearly allocations and broad category headings. The table demonstrates the range of initiatives being pursued by the Council in order to achieve its transport objectives. **Table 4** illustrates equivalent spending levels since the Council became a unitary authority in 1997. This demonstrates that the Council has been able, in a short time since becoming a transport authority, to substantially increase spending on transport from the relatively low base inherited from its predecessor.

397. The Government has asked for a commentary as to how the spending plans would change if the major scheme (the Darlington Eastern Transport Corridor) were not funded. It is clear that the deletion of this scheme from the overall strategy would present severe problems to the Council and the community. Key development allocations would go largely undeveloped and major environmental and accessibility benefits would be lost. The Council believes that its overall strategy would remain largely similar were the Darlington Eastern Transport Corridor not constructed, other than the Corridors of Certainty proposals being scaled down considerably in the Haughton Road and Yarm Road corridor. The principal effect of not providing the major scheme would be to compromise the Council's ability to deliver on the national key transport objectives and its locally set objectives. This would have the knock-on effect of resulting in the Council not fulfilling many of the targets set within each strategy. The Council feels that NATA assessment for the Darlington Eastern Transport Corridor makes it clear that there is no viable alternative that meets the scheme and the LTP objectives, and that funding of the scheme is therefore essential.

398. The Government asks for advice as to what the Council would do if more funding were available than would normally be expected. Darlington Borough Council received provisional LTP funding of £1.639 million for 2000/1 plus a further £0.073 million after the April 2000 Budget, and guidance from the Government Office suggests that around £2 million can be expected for 2001/2. The Council has bid for £3.200 million for 2001/2, this is the expenditure the Council believes is required to meet its objectives and targets in full. Extra capital allocation above £2 million for 2001/2 would therefore allow the Council to fulfil its objectives more fully over the Plan period and bring forward its implementation programmes to the timetable set out in this Plan, or perhaps even sooner.

399. As well as capital LTP funds the Council expends considerable monies from its revenue sources on transport. These are identified in **Table 5**. It is clear that the Council commits considerable sums of money from its revenue budget every year for transport purposes, and this level of expenditure is likely to continue during the period of this Plan.

400. Other funding is also available from time to time from third party sources. These include:

- Highways Agency spending on the trunk roads;
- Transport schemes funded by developers through planning agreements; and
- Other minor sources

401. The nature of this third party spending is such that forecasts of future expenditure is extremely difficult. In the last two years the Highways Agency has spent over £2 million on major highway reconstruction and resurfacing projects, and further seven figure expenditure is expected during 2000/1 and 2001/2. The Agency is minded to spend some £700,000 on the Sadberge road safety scheme, subject to the approval of the Secretary of State. The Agency expends considerable sums on the general maintenance and upkeep of the trunk roads in Darlington through its network management arrangement with a private sector highway engineering consultant. However, the Agency has not been able to disaggregate the overall spending on this commission down to the level of a single local authority boundary. The overall Highways Agency in Darlington has therefore not been included in the table below.

402. Developer funding for off-site highway works is highly dependent on development rates and the types of new development in any given year. The Council estimates that developers contribute at least £100,000 for off-site highways works every year, sometimes considerably more.

403. The following table summarises transport spending in Darlington over the Plan period. Over a five year period a total of £38 million is to be invested in the transport networks of Darlington, subject to the Government approving the capital bids in this Local Transport Plan in full. When the spending plans of the Highways Agency are taken into account this sum is likely to exceed £40 million over five years.

£ '000s	2001-02	2002-03	2003-04	2004-05	2005-06
Local Transport Plan Strategies	3,200	3,200	3,200	3,200	3,200
Local Transport Plan Major Scheme	300	2,600	2,600	200	-
Revenue Budget	3,206	3,277	3,300 [1]	3,300 [1]	3,300 [1]
Third Party Funding	100	100	100	100	100
TOTAL	**6,806**	**9,177**	**9,200**	**6,800**	**6,600**

[1] Draft expenditure for illustrative purposes only – the actual expenditure will be subject to local authority budget and Best Value decisions that the Council cannot yet forecast.

Table 3

LTP Capital Transport Bid, 2001/2 to 2005/6 (£ '000s)

Strategy and Detail	2001/2	2002/3	2003/4	2004/5	2005/6
Corridors of Certainty					
• North Road corridor	450	250	-	-	-
• Yarm Road corridor	-	230	370	-	-
• Haughton Road corridor	-	-	250	250	-
• Woodland/West Auckland Road corridor	-	-	-	300	300
• Coniscliffe Road corridor	-	-	-	-	200
TOTAL	**450**	**480**	**620**	**550**	**500**
Strategy for Buses					
• Shelter Replacement Programme	35	35	35	35	35
• Schemes to Relieve Bus Delays	45	45	45	45	45
• Adjustments to Bus Stop Kerb Heights	30	30	30	30	30
• Other Schemes	5	5	5	5	5
TOTAL	**115**	**115**	**115**	**115**	**115**
Strategy for Rail					
• Various Minor Schemes	25	25	25	25	25
TOTAL	**25**	**25**	**25**	**25**	**25**
Strategy for Public Transport Information					
• Bus Stop Flag Replacement Programme	45	15	-	-	-
• Timetable Case Programme	10	10	10	10	10
TOTAL	**55**	**25**	**10**	**10**	**10**
Strategy for Road Safety and Traffic Calming					
• Local Road Safety Schemes	140	140	140	140	140
• Safer Routes to Schools	80	80	80	80	80
• Urban Area Traffic Calming & Management Schemes	60	60	60	60	60
TOTAL	**280**	**280**	**280**	**280**	**280**
Strategy for Town Centre Access					
• Dropped Kerb Programme	20	10	-	-	-
• Alterations to Traffic Management Arrangements	250	250	200	50	-
• New Bus Shelters	-	-	-	50	50
• New Taxi Ranks	-	-	-	10	15
• Inner Ring Road Crossing Points	60	60	30	30	-
• Improved Access for People with Disabilities (incl. beyond town centre)	50	50	50	100	100
TOTAL	**380**	**370**	**280**	**240**	**165**
Strategy for Rural Transport					
• Village Traffic Calming Schemes	70	70	70	70	70
• Rural Transport Hubs	-	-	25	25	30
TOTAL	**70**	**70**	**95**	**95**	**100**

Table 3 (continued)

LTP Capital Transport Bid, 2001/2 to 2005/6 (£ '000s)

Strategy and Detail	2001/2	2002/3	2003/4	2004/5	2005/6
Strategy for Cycling					
• Developing Darlington Cycle Network	100	100	100	100	100
• Cycle Parking Facilities	15	15	15	15	15
• School Cycle Parking Facilities	20	20	10	10	-
• Bike Shop	-	-	-	10	40
TOTAL	**135**	**135**	**125**	**135**	**155**
Strategy for Walking					
• New Pedestrian Links	15	15	15	15	15
• New Pedestrian Crossings	50	50	50	50	50
• Other Schemes	15	15	15	15	15
TOTAL	**80**	**80**	**80**	**80**	**80**
Strategy for Powered Two Wheelers					
TOTAL	**5**	**5**	**5**	**5**	**5**
Strategy for Community and Voluntary Transport					
TOTAL	**10**	**10**	**10**	**10**	**10**
Strategy for Travel Plans					
TOTAL	**70**	**80**	**80**	**80**	**80**
Strategy for Taxis					
TOTAL	**5**	**5**	**5**	**5**	**5**
Strategy for Town Centre Parking					
• Secure Car Park Award Status	20	20	20	20	20
• Variable Message Sign System	-	150	200	150	-
• Residents Controlled Parking Zones	50	50	50	50	50
TOTAL	**70**	**220**	**270**	**220**	**70**
Strategy for Highways and Bridge Maintenance					
• Highways Maintenance	950	950	900	850	850
• Bridges Maintenance	400	350	300	250	150
TOTAL	**1,350**	**1,300**	**1,200**	**1,100**	**1,000**
Strategy for Airport Access					
TOTAL	**100**	**-**	**-**	**-**	**-**
Strategy for Swan House to Heighington Improvement					
TOTAL	**-**	**-**	**-**	**250**	**600**
TOTAL STRATEGY BID	**3,200**	**3,200**	**3,200**	**3,200**	**3,200**
MAJOR SCHEME BID (Darlington Eastern Transport Corridor)	**300**	**2,600**	**2,600**	**200**	**-**
TOTAL LTP BID	**3,500**	**5,800**	**5,800**	**3,400**	**3,200**

Table 4

LTP Capital Transport Expenditure, 1997/8 to 2000/1 (£ '000s)

Strategy and Detail	1997/8	1998/9	1999/0	2000/1 (estimate)
Corridors of Certainty				
• North Road corridor	-	-	41	109
TOTAL	**-**	**-**	**41**	**109**
Strategy for Buses				
• Adjustments to Bus Stop Kerb Heights	-	-	20	10
• Other Schemes	-	10	8	10
TOTAL	**-**	**10**	**28**	**20**
Strategy for Public Transport Information				
• Bus Stop Flag Replacement Programme	-	-	-	30
TOTAL	**-**	**-**	**-**	**30**
Strategy for Road Safety and Traffic Calming				
• Local Road Safety Schemes	90	124	142	139
• Safer Routes to Schools	-	45	78	214
• Urban Area Traffic Calming & Management Schemes	-	10	29	149
TOTAL	**90**	**179**	**249**	**502**
Strategy for Town Centre Access				
• Inner Ring Road Crossing Points	-	-	15	25
• Improved Access for the People with Disabilities	-	15	13	47
TOTAL	**-**	**15**	**28**	**72**
Strategy for Rural Transport				
• Village Traffic Calming Schemes	-	-	1	30
TOTAL	**-**	**-**	**1**	**30**
Strategy for Cycling				
• Developing Darlington Cycle Network	-	30	18	136
• Cycle Parking Facilities	-	-	2	5
TOTAL	**-**	**30**	**20**	**141**
Strategy for Walking				
• New Pedestrian Links	-	15	1	1
• New Pedestrian Crossings	-	-	6	71
TOTAL	**-**	**15**	**7**	**72**
Strategy for Community and Voluntary Transport				
TOTAL	**-**	**-**	**-**	**-**
Strategy for Travel Plans				
TOTAL	**-**	**-**	**-**	**-**
Strategy for Town Centre Parking				
• Secure Car Park Award Status	-	-	-	-
• Residents Controlled Parking Zones	-	23	5	25
TOTAL	**x**	**23**	**5**	**25**

Table 4 (continued)

LTP Capital Transport Expenditure, 1997/8 to 2000/1 (£ '000s)

Strategy and Detail	1997/8	1998/9	1999/0	2000/1 (estimate)
Strategy for Highways and Bridge Maintenance				
• Highways Maintenance	130	212	298	453
• Bridges Maintenance	220	170	604	480
TOTAL	**350**	**382**	**902**	**933**
TOTAL STRATEGY EXPENDITURE	**440**	**656**	**1,281**	**1,934**

Table 5

Darlington Borough Council Revenue Budget Expenditure, 1997/8 to 2002/3 (£ '000s)

Strategy and Detail	1997/8	1998/9	1999/0	2000/1	2001/2	2002/3
Public Transport						
• Subsidised Bus Services	113	137	141	158	162	166
• Rural Bus Subsidy Grant	-	20	37	49	49	49
• Concessionary Fares	691	636	636	519	532	545
• Education Transport	868	963	966	904	927	950
• Public Transport Infrastructure Maintenance	21	13	9	16	16	16
• Shopmobility	45	44	44	44	44	44
• Dial-a-Ride	28	35	29	30	30	30
TOTAL	**1,766**	**1,848**	**1,862**	**1,720**	**1,760**	**1,800**
Highways Maintenance						
• Carriageway Surfacing	80	158	136	180	185	190
• Carriageway and Gully Repairs	1,063	1,033	1,064	1,031	1,057	1,083
• Street Lighting	581	560	603	584	599	614
• Winter Maintenance	194	240	237	300	308	316
TOTAL	**1,918**	**1,991**	**2,040**	**2,095**	**2,149**	**2,203**
Capital Programme for Transport						
• Local Road Safety Schemes	90	60	-	30	-	-
• Highways Maintenance	-	60	180	100	-	-
• Others/Unspecified	-	80	-	-	250	250
TOTAL	**90**	**200**	**180**	**130**	**250**	**250**
Other Transport Spending						
• School Crossing Patrols	107	99	101	101	104	107
• Car Parks	-789	-903	-914	-1,031	-1,057	-1,083
TOTAL	**-682**	**-804**	**-813**	**-930**	**-953**	**-976**
TOTAL REVENUE EXPENDITURE/ESTIMATE	**3,092**	**3,235**	**3,269**	**3,015**	**3,206**	**3,277**

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Section 9

Road Traffic Reduction Plan

Introduction

404. The Council is obliged through legislation to produce a Road Traffic Reduction Plan, the relevant Act being the Road Traffic Reduction Act 1997. The statutory Plan comprises this section of the Local Transport Plan (pages 125 to 128 inclusive) plus pages 130-131 and 141-142 of subsequent sections. This Plan has the following structure:

- **Strategy**: a summary of the main strategies included in this Plan which contribute to general and/or location-specific traffic reduction;
- **Forecast**: details of the way in which the forecasts of traffic growth in Darlington have been constructed using the Darlington Transport Model;
- **Targets**: based on the above forecasts, targets have been set against which the Council's performance on road traffic reduction will be measured (refer to pages 141 and 142 in Section 11 of this Local Transport Plan); and
- **Performance**; a comparison of these targets against current performance (refer to pages 141-142 in Section 11 and pages 130-131 in Section 10 of this Local Transport Plan).

Strategy

405. Road traffic reduction, or management of the inexorable growth in road traffic volumes, is a key output of the Council's Local Transport Plan. The achievement of the five key transport objectives is reliant to some extent on restricting growth in road traffic. This reliance is summarised as follows:

- **Environment**: the critical driving force behind traffic reduction, the reduction in the growth of traffic volume will directly contribute to alleviating the damage to the environment caused by vehicle emissions and the severance effects of busy roads;
- **Economy**: traffic reduction is needed in order to alleviate congestion and get our road networks moving effectively and efficiently, serving our local and national businesses in the best possible way;
- **Accessibility**: reducing traffic growth will provide better accessibility for those reliant on a car, while promotion of alternatives will improve accessibility for everyone else;
- **Safety**: traffic reduction is an important way in which traffic conflicts can be reduced; and
- **Integration**: traffic reduction contributes to the development of an integrated transport network that links together seamlessly and which contributes positively to health, education and land use aspirations.

406. To achieve these objectives the Council has put in place a series of implementation strategies, as outlined in Section 7 of its Local Transport Plan. These strategies can be summarised as follows:

- **Strategies to Promote Alternative Modes To The Private Car**
  Strategy for Buses
  Strategy for Rail
  Strategy for Cycling
  Strategy for Walking
  Strategy for Powered Two Wheeled Vehicles
  Strategy for Community, Voluntary and Accessible Transport

Strategy for Travel Plans
Strategy for Taxis

- **Strategies to Provide An Integrated Transport Network**
  Strategy for Corridors of Certainty
  Strategy for Public Transport Information
  Strategy for Rural Transport

- **Strategies to Manage Demand for the Private Car**
  Strategy for Road Safety
  Strategy for the Darlington Eastern Transport Corridor
  Strategy for Town Centre Access
  Strategy for Trunk Roads
  Strategy for Town Centre Parking
  Strategy for Airport Surface Access

- **Strategies to Reduce The Need To Travel**
  Land Use Policies and Strategies included in the Borough of Darlington Local Plan

407. It is clear that the individual elements of the Council's overall local transport strategy make a significant contribution to road traffic reduction. The extent of this reduction in growth of traffic volumes is discussed below.

Forecasts

408. The Council assumed unitary authority status in April 1997, and one of its first tasks in respect of transport planning was to commission a range of transport surveys with a view to develop a transport model for the urban area. This model was constructed during 1997 and 1998 by the Tees Valley Joint Strategy Unit using proprietary TRIPS dynamic traffic assignment software. The resulting model has been used to analyse a range of policy and infrastructure interventions in the Borough and is the foundation on which the Local Transport Plan is based.

409. Forecasts of future growth in traffic have been incorporated into the Darlington Transport Model to produce estimates of travel volumes and patterns for 2005 and 2017. These future year estimates were derived by using the latest version of the Government's National Trip End Model (TEMPRO v3.1). The assumptions on national and local trends in transport taxes, land use planning, population and employment incorporated into TEMPRO v3.1 are therefore reflected in the Council's forecasts.

410. Forecasts have been produced for low growth and high growth scenarios. The high growth scenario is the expected outcome should the transport strategy outlined in the Local Transport Plan be abandoned and no action to reduce the growth in road traffic is taken. The low growth scenario reflects the situation where the LTP strategy is fully implemented. Forecasts have therefore been produced by matching the high growth demand forecasts with a "Do-Nothing" transport network, and then by matching the low growth forecasts with a "Do-Something" network that reflects the full range of infrastructure and policy interventions outlined in this Plan.

411. The forecasts for the scenario with the LTP strategy in place assume that the numerous LTP implementation strategies and, most importantly, the Darlington Eastern Transport Corridor proposal are in place. The forecasts on which this Road Traffic Reduction Plan are based therefore assumes a situation where the LTP strategies are fully funded by central Government and are completed by the Council within the prescribed timetable.

412. Clearly the transport model is capable of explicitly modelling the effect of the Darlington Eastern Transport Corridor, and indeed it is this analysis which forms the foundation stone of the accompanying NATA assessment for this scheme. The transport model has also been used to represent the potential effects of several other strategies in the LTP by making adjustments to junction layouts and link characteristics.

413. The results of this modelling exercise demonstrate that the following trends in traffic growth are forecast:

- With no action taken to tackle traffic growth, traffic volume on the approaches to the urban area is forecast to grow by 18% between 1997 and 2005.
- With the numerous LTP strategies fully implemented, the equivalent growth in traffic volume on the approaches to the urban area is reduced to 8% for the period 1997 to 2005.

414. It is these forecasts that form the basis of the Council's road traffic reduction targets.

Targets and Performance

415. The road traffic reduction targets are summarised in pages 141 and 142 of Section 11 of the Darlington Local Transport Plan. These targets have been developed in order to gauge the general progress towards reducing traffic growth in the Borough (the urban area cordon) and in order to monitor specific progress in achieving key objectives and tackling specific problems (the town centre cordon and the corridor counts). The targets chosen are:

- The Annual Average Daily Traffic (AADT) on the approaches to the urban area of Darlington (a single cordon comprising 12 sites)
- The Combined Peak Hour Flow (CPHF)[1] on the approaches to the town centre of Darlington (a single cordon comprising 8 sites)
- The CPHF at key locations in the five major radial transport corridors of Darlington.

416. Performance against these targets is continually monitored using the Council's network of over forty automatic traffic counter sites. By comparing year-on-year traffic counts from these fixed sites the pattern of traffic growth will emerge. The counter network was established during 1998 and 1999, so the results at this stage are preliminary in nature. These are described in Section 11 of the Local Transport Plan.

417. The Council has set targets for overall traffic volume at its monitoring sites. While the RTRA guidance suggests that data disaggregated by vehicle type would be preferable, the Council considers that the cost of constantly monitoring modal split information at such a large network of count sites would be prohibitive given the Council's current level of resource. Targets in this Plan are therefore confined to "all vehicle" counts.

418. The guidance for Road Traffic Reduction Plans suggests that historical traffic data would represent a good source of information for informing future targets. The Council has not followed this course of recommended action for two reasons:

- the historical data is not available to the Council, having been newly created in 1997; and
- the Council considers that its traffic model provides a far more robust analysis of traffic growth trends with and without the Local Transport Plan strategy in place.

419. Further details of the work undertaken to develop this Road Traffic Reduction Plan are available by contacting Ann Carruthers at Darlington Borough Council, Town Hall, Darlington, DL1 5QT.

[1] The average weekday morning peak hour flow (two-way) plus the average weekday evening peak hour flow (two-way).

Section 10

Monitoring Programme

Introduction

420. The Council has established a monitoring programme collating transport data from a wide variety of sources. This programme is described below. The monitoring of transport volumes and patterns is crucial in gauging the Council's performance in delivering the objectives set in this Local Transport Plan. The monitoring programme is also an important aspect in quantifying progress of the Council's pursuit of Best Value. It supports the sub-regional monitoring programme developed by the Tees Valley Joint Strategy Unit.

421. The tables in this section will be reviewed on an annual basis to provide data that will be taken forward into the targets and performance section that follows.

Road Traffic Monitoring

422. The Council has established a comprehensive network of 40 automatic traffic counter (ATC) sites across the Borough (see **Figure 8**). These sites are constantly monitored on a rotational basis. In addition the Council has established a programme of tube-based ATC surveys to establish traffic volumes and speeds in rural communities – these data are being used to prioritise village traffic calming schemes.

423. The data from the network of ATC sites has been assembled into three sub-sections. Traffic levels on the approaches to the urban area and the approaches to the centre are monitored by combining data from several sites into closed cordons. Traffic levels in key urban corridors are monitored at single ATC stations. The time periods for each survey have been carefully chosen in conjunction with the transport problems and issues that are being measured. Accordingly, traffic flow monitoring on the approaches to the urban area are measured using Annual Average Weekday Traffic (AAWT) statistics while other counts are summarised using Combined Peak Hour Flows (CHPF). The CHPF is the summation of average two way traffic flow for a termtime weekday between 09:00 and 10:00 hours and 17:00 and 18:00 hours. It is noted that at some sites these hours did not attract the highest morning or evening volumes – these time periods were nevertheless used for all sites to facilitate fair comparison.

ROAD TRAFFIC APPROACHING URBAN AREA

Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	138,204	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to annual average 24 hour weekday traffic (AAWT) at 12 count sites on the periphery of the urban area (DBC count site numbers 1, 20, 2, 39, 3, 4, 5, 6, 7, 8, 37, 36).
Data for sites 3 and 7 were provided by the Highways Agency (HA site 3648 and 3634 respectively) – Site 7 was last counted by the HA in 1998, so old data were used for the 2000 analysis.
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC APPROACHING TOWN CENTRE

Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	19,303	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined weekday peak hour flows (CHPF) at 8 count sites on the approaches to the town centre (DBC count site numbers 11, 12, 13, 14, 15, 34, 17, 18).
For 2000, site 25 was used as a proxy for Site 11 as the latter was not operational during the survey period.
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC ON KEY CORRIDORS – NORTH ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	3,610	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined term time weekday peak hour flows (CHPF) at DBC count site 25 (near Henry Street).
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC ON KEY CORRIDORS – YARM ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	3,469	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined term time weekday peak hour flows (CHPF) at DBC count site 40 (east of Teal Road).
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC ON KEY CORRIDORS – HAUGHTON ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	2,630	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined term time weekday peak hour flows (CHPF) at DBC count site 26 (north of Haughton Green).
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC ON KEY CORRIDORS – WOODLANDS ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	3,801	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined term time weekday peak hour flows (CHPF) at DBC count site 18 (east of Hollyhurst Road).
The data as collected were incorrect by one hour due to failure to adjust counting unit for BST – data shown here relate to 9-10 and 18-19 flows on the detailed count summaries.
1999 comparisons are not available as problems were experienced with data collection.

ROAD TRAFFIC ON KEY CORRIDORS – CONISCLIFFE ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume of Traffic	1,925	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Volumes relate to combined term time weekday peak hour flows (CHPF) at DBC count site 34 (east of Carmel Road South).
1999 comparisons are not available as problems were experienced with data collection.

Traffic Related Casualty Reduction

424. Personal Injury accident records are collated by Durham Constabulary and made available to the Council via monthly updates. The records provide a host of information about accident location, cause, the number of people involved and the type of vehicles. These records form the basis on which the Council's accident investigations, and subsequent development of a local road safety scheme programme, are based. The relevant data are included below.

BVPI 99
FATAL/SERIOUS CASUALTIES, ALL ROAD USERS

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	57	45	-	-	-	-	-	-
Index	**100.0**	**78.9**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:

BVPI 99
FATAL/SERIOUS CASUALTIES, CHILDREN

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	10	5	-	-	-	-	-	-
Index	**100.0**	**50.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:

BVPI 99
SLIGHT CASUALTIES, ALL ROAD USERS

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	449	438	-	-	-	-	-	-
Index	**100.0**	**97.6**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:

BVPI 99
PEDESTRIAN AND CYCLIST CASUALTIES, ALL SEVERITIES

Compared with 1994/8 Base = 100	1994/8	1999	2000	2001	2002	2003	2004	2005
Casualties	123	112	-	-	-	-	-	-
Index	**100.0**	**91.1**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:

Public Transport

425. A range of monitoring indicators has been developed to measure the provision, use and quality of public transport in Darlington. Much of the data are provided by bus and rail operators, the Council is fortunate to have a good working relationship with operators and the provision of data for these purposes is not a problem. A bus punctuality indicator has been included to satisfy requirements in respect of the Tees Valley Joint Strategy Unit Centre of Excellence bid.

BVPI 102
BUS PASSENGER JOURNEYS PER ANNUM

Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Journeys	271,648	284,171	-	-	-	-	-	-
Index	**100.0**	**104.6**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Data relate to all journeys made on services that are wholly within, or pass through, the Borough of Darlington.

BVPI 101
BUS VEHICLE KILOMETRES PER ANNUM

Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Million Kilometres per annum	6.285	6.204	-	-	-	-	-	-
Index	**100.0**	**98.7**	**-**	**-**	**-**	**-**	**-**	**-**

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

BVPI 94
COST PER PASSENGER JOURNEY ON SUBSIDISED SERVICES

Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Cost	£0.346	-	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:

BVPI 104
PERCENTAGE OF USERS SATISFIED WITH LOCAL BUS SERVICES

Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percent Satisfied	-	-	-	-	-	-	-
Index	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
2000 baseline information not available at time of Plan publication. Please refer to the 2001 Annual Progress Report.

BVPI 103
PERCENTAGE OF USERS SATISFIED WITH PUBLIC TRANSPORT INFORMATION

Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percent Satisfied	-	-	-	-	-	-	-
Index	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
2000 baseline information not available at time of Plan publication. Please refer to the 2001 Annual Progress Report.

BUS RIDERSHIP IN KEY CORRIDORS – NORTH ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Passengers	140,346	149,564	-	-	-	-	-	-
Index	100.0	106.6	-	-	-	-	-	-

Notes:
Based on average term time weekly ridership on all services that use each corridor for some or all of its length.

BUS RIDERSHIP IN KEY CORRIDORS – YARM ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Passengers	98,055	94,745	-	-	-	-	-	-
Index	100.0	96.6	-	-	-	-	-	-

Notes:
Based on average term time weekly ridership on all services that use each corridor for some or all of its length.

BUS RIDERSHIP IN KEY CORRIDORS – HAUGHTON ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Passengers	48,408	44,575	-	-	-	-	-	-
Index	100.0	92.1	-	-	-	-	-	-

Notes:
Based on average term time weekly ridership on all services that use each corridor for some or all of its length.

BUS RIDERSHIP IN KEY CORRIDORS – WOODLAND/WEST AUCKLAND ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Passengers	66,375	70,295	-	-	-	-	-	-
Index	100.0	105.9	-	-	-	-	-	-

Notes:
Based on average term time weekly ridership on all services that use each corridor for some or all of its length.

BUS RIDERSHIP IN KEY CORRIDORS – CONISCLIFFE ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Passengers	-	29,986	-	-	-	-	-	-
Index	-	100.0	-	-	-	-	-	-

Notes:
Based on average term time weekly ridership on all services that use each corridor for some or all of its length.

BUS PUNCTUALITY, MULTI-AUTHORITY ROUTES SERVING DARLINGTON							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percentage on Time	33%	-	-	-	-	-	-

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

RAIL RIDERSHIP AT DARLINGTON BANK TOP STATION								
Compared with 1998/9 Base = 100	1998/9	1999/0	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Millions of passengers p. a.	1.447	1,329	-	-	-	-	-	-
Index	**100.0**	**91.8**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Based on annual boarding and alighting figures as determined from ticket sales.

RAIL RIDERSHIP AT LOCAL STATIONS (NORTH ROAD, DINSDALE, TEESSIDE AIRPORT)								
Compared with 1998/9 Base = 100	1998/9	1999/0	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Passengers – Total (North Road) (Dinsdale) (Teesside Airport)	**30,678** 17,232 13,336 110	**29,571** 17,703 11,786 82	-	-	-	-	-	-
Index	**100.0**	**96.4**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Based on annual boarding and alighting figures as determined from ticket sales.

Cycling and Walking

426. The Council has developed a limited programme of cycling and walking counts, focused on one of the major barriers to these modes in the town, the Inner Ring Road. The Council is investigating additional surveys that can be incorporated into subsequent Annual Progress Reports. It has obtained a piezometric traffic counter unit that has the capability of automatically counting cycling activity.

427. A further target that relates to walking is the provision of facilities at pedestrian crossing for people with mobility and visual difficulties. This is also recorded below.

CYCLING VOLUMES CROSSING THE INNER RING ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume	576	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Based on a twelve hour (7am to 7pm) survey of all movements across the entire ring road, including cyclists using the ring road subways and cyclists on the road.

WALKING VOLUMES CROSSING THE INNER RING ROAD							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Volume	25,612	-	-	-	-	-	-
Index	**100.0**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Based on a twelve hour (7am to 7pm) survey of all movements across the entire ring road, including pedestrians using the ring road subways.

PERCENTAGE OF PEDESTRIAN CROSSINGS WITH FACILITIES FOR PEOPLE WITH DISABILITIES								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	61%	63%	-	-	-	-	-	-

Notes:
Based on Audit Commission guidance in respect of tactile surfaces, audible/tactile warnings and other features.

Travel Plans

428. The Council is working with major employers, schools and the Airport to develop monitoring regimes and targets for measuring the effects of Travel Plans. The Council is also intending to measure the awareness of sustainable transport issues as part of its Best Value monitoring regime. Some of the indicators are still in the process of being finalised, and details of baseline figures are not yet available. These will be included in the 2001 Annual Progress Report. The Airport modal split is to be determined as part of the ongoing surface access study and will feature in the resultant Airport Surface Access Strategy.

429. One survey that has been completed is the journey to school survey. By virtue of a simple show of hands at registration on a pre-determined day, the Council was able to obtain journey to school mode split information for 91% of all pupils on the roll of 23 schools across the Borough. This represents a sample of over 5,200 pupils across Darlington. There are 52 schools in Darlington in total.

NON-CAR MODAL SPLIT TO KEY DEVELOPMENTS							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percentage	-	-	-	-	-	-	-

Notes:
Negotiations with businesses not yet complete and data are not yet available. It is envisaged that at least three major employers will be included in this annual survey.

NON-CAR MODAL SPLIT TO SCHOOLS							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Non-Car Mode Split	70.6%	-	-	-	-	-	-
Walking	62.6%	-	-	-	-	-	-
Cycling	0.7%						
Public Transport	6.9%						
Other	0.4%						
Car	29.4%						

Notes:
Survey conducted in June 2000.

NON-CAR MODAL SPLIT TO TEESSIDE INTERNATIONAL AIRPORT							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percentage	-	-	-	-	-	-	-

Notes:
Baseline survey data not yet available from consultant's study.

PERCENTAGE OF WORKFORCE AWARE OF KEY SUSTAINABLE TRANSPORT ISSUES							
Compared with 2000 Base = 100	2000	2001	2002	2003	2004	2005	2006
Percentage	-	-	-	-	-	-	-

Notes:
Survey not yet conducted. Will be conducted amongst Council staff during 2000.

Highway Maintenance

430. The Council is developing a range of indicators to measure the effectiveness of its highway and bridge maintenance strategies. These indicators are drawn from the Best Value and Audit Commission Indicators, and will form an important part of the Council's Best Value Performance Plan. They also provide a sound basis for measuring the performance of the Council's strategy to maintain the primary road network, which is funded through the LTP.

BVPI 93 COST OF HIGHWAY MAINTENANCE PER 100KM TRAVELLED BY A VEHICLE ON PRINCIPAL ROADS								
	1999	2000	2001	2002	2003	2004	2005	2006
Cost	£0.07	-	-	-	-	-	-	-

Notes:

BVPI 95 AVERAGE COST OF MAINTAINING STREET LIGHTS								
	1999	2000	2001	2002	2003	2004	2005	2006
Cost	£21.24	-	-	-	-	-	-	-

Notes:
Average cost per column excluding energy charges.

BVPI 96 CONDITION OF PRINCIPAL ROADS								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	29.5%	-	-	-	-	-	-	-

Notes:
Percentage of the network with a negative residual life, as determined through deflectograph surveys.

BVPI 97 CONDITION OF NON-PRINCIPAL ROADS								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	-	-	-	-	-	-	-	-

Notes:
Percentage of the network with UKPMS defects score of 70 or more, as determined through coarse visual inspection. No data currently available.

BVPI 98 PERCENTAGE OF STREET LAMPS NOT WORKING AS PLANNED								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	1.26%	-	-	-	-	-	-	-
Notes:								

BVPI 100 NUMBER OF DAYS OF TEMPORARY TRAFFIC CONTROLS OR ROAD CLOSURE ON TRAFFIC SENSITIVE ROADS CAUSED BY LOCAL AUTHORITY ROAD WORKS PER KILOMETRE OF TRAFFIC SENSITIVE ROAD								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Days per kilometre	3.2	-	-	-	-	-	-	-
Notes:								

BVPI 105 DAMAGE TO ROADS AND PAVEMENTS								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	88%	-	-	-	-	-	-	-
Notes: Total number of reported incidents of dangerous damage to roads and pavements repaired and made safe within 24 hours from the time that the authority first became aware of the damage, as a percentage of such incidents.								

Public Rights of Way

431. The Council measures the performance of its rights of way service through two indicators required by the Audit Commission. These are shown below.

ACPI AC-F2a THE PERCENTAGE OF LINKS AND FOOTPATHS AND OTHER RIGHTS OF WAY WHICH WERE SIGNPOSTED WHERE THEY LEAVE A ROAD.								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	91.2	100.0	-	-	-	-	-	-
Notes:								

ACPI AC-F2b THE PERCENTAGE OF THE TOTAL LENGTH OF FOOTPATHS AND OTHER RIGHTS OF WAY THAT WERE EASY TO USE BY MEMBERS OF THE PUBLIC.								
Compared with 1999 Base = 100	1999	2000	2001	2002	2003	2004	2005	2006
Percentage	92.6	92.6	-	-	-	-	-	-
Notes: Defined as: (i) signposted or waymarked to the extent necessary to enable users to follow it; (ii) free from illegal obstructions or other interference (including overhanging vegetation) to the public's right of passage; and (iii) having a surface and any furniture (e.g. stiles, bridges) of a standard necessary to enable use without undue inconvenience to users.								

Section 11

Targets and Causal Chains

Introduction

432. The Council has defined numerical indicators and set targets against which the success of this Local Transport Plan can be judged. The indicators are based on assessing the achievement of the Plan's key transport objectives, and measure the final intended outcome rather than simply the fulfillment of outputs as specified in the work programme. In order to relate the main strategies to the objectives, and identify key targets that measure the delivery of those objectives, the Council has prepared a series of causal chain diagrams. Many of the targets in this Plan are also reflected in the Tees Valley Joint Strategy Unit "Transport 2000" document, which details sub-regional transport targets that have been set to measure the success of strategic sub-regional transport policy.

433. The targets presented in this Plan are drawn from three sources:

- **Best Value Performance Indicators (BVPIs)**, indicators which have been defined by central Government in order to gauge local authority performance;
- **Audit Commission Performance Indicators (ACPIs)**, indicators used by the Audit Commission in assessing the comparative performance of local authorities; and
- **Local Transport Plan Performance Indicators**, targets and indicators developed specifically to gauge the success in delivering the objectives of this Plan.

434. In developing its own performance indicators and targets the Council has been mindful of Government guidance, which dictates that performance indicators must be "SMART", that is they must be:

- **Specific**, capable of directly measuring performance against an objective;
- **Measurable**, data can be easily and cost-effectively collected and analysed;
- **Achievable**, there must a realistic expectation that the target set for each indicator can be achieved;
- **Relevant**, the indicator must directly relate to the objectives being considered; and
- **Timebound**, it should be possible to repeat monitoring and assess performance against each indicator over time.

435. The conclusion of this process has been the drawing up of 37 performance indicators for this Local Transport Plan, comprising 13 Best Value Performance Indicators, 3 Audit Commission Performance Indicators and 21 Local Transport Plan performance indicators. These indicators along with the targets set for each indicator are summarised below.

Road Traffic Levels

436. One of the key ways in which the objectives of this Plan can be achieved is by reducing reliance on the private vehicle, thereby arresting growth in road traffic. It is accepted that there will be some growth in road traffic over the period of this Plan. The National Trip End Model suggests that unchecked traffic growth in Darlington would see volumes increase by 15% between 1999 and 2006 (source: TEMPRO v3.1). In this context it is clear that the targets set for limiting traffic growth are challenging and rely on a major change in the way people choose to travel in the Borough.

437. The targets have been set generally and specifically. General targets have been set for traffic on the roads approaching the edge of the urban area of Darlington, and ten count sites have been identified to monitor this. A further general target has been set for traffic levels on the fringe of the town centre, for which a further eight count sites have been established. Specific targets have been set for traffic volumes in the five Corridors of Certainty identified in the implementation strategy. The influence of the construction of the Darlington Eastern Transport Corridor strongly influences the targets set for the Haughton Road and Yarm Road corridors.

ROAD TRAFFIC APPROACHING URBAN AREA

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	104.0	105.0	106.5	107.5
Performance	-	-	-	-	-	-

Notes:
Targets relate to annual average daily traffic (AAWT)
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), adjusted to allow for forecast traffic generation from new development during the Plan period.

ROAD TRAFFIC APPROACHING DARLINGTON TOWN CENTRE

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	103.0	103.5	104.0	104.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), adjusted to allow for influences of town centre redevelopment and the Corridors of Certainty strategy.

ROAD TRAFFIC ON KEY CORRIDORS – NORTH ROAD

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	102.5	102.5	102.0	101.5	101.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), assumes full completion of North Road corridor proposals by 2003.

ROAD TRAFFIC ON KEY CORRIDORS – YARM ROAD

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	104.0	104.0	90.5	90.5
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), assumes full completion of Yarm Road corridor proposals and Darlington Eastern Transport Corridor by 2004.

ROAD TRAFFIC ON KEY CORRIDORS – HAUGHTON ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	104.0	105.0	80.0	81.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), assumes full completion of Haughton Road corridor proposals by 2005 and Darlington Eastern Transport Corridor by 2004.

ROAD TRAFFIC ON KEY CORRIDORS – WOODLAND ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	104.0	105.0	106.5	106.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), assumes full completion of Woodland/West Auckland Road corridor proposals by 2006.

ROAD TRAFFIC ON KEY CORRIDORS – CONISCLIFFE ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	103.0	104.0	105.0	106.5	106.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to the combined peak hour flow for an average term-time weekday.
Targets are based on low growth forecasts in National Trip End Model (TEMPRO version 3.1), assumes full completion of Coniscliffe Road corridor proposals by 2006.

Traffic Related Casualty Reduction

438. The Council produces annual analyses of road traffic casualties in Darlington, and has set targets to reduce casualty rates. These targets are fully compliant with the Government's latest casualty reduction targets, with additional targets being set for pedestrian and cyclist casualties. The data for these targets is obtained from accident records provided by Durham Constabulary for all casualty accidents. These data are plotted using the Council's GIS software so that emerging trends and hotspots can be identified and road safety scheme funding targeted for maximum effect.

BVPI 99 CASUALTY REDUCTION – FATAL/SERIOUS CASUALTIES, ALL ROAD USERS							
Compared with 1994/8 Base = 100	1999	2000	2001	2002	2003	2004	2005
Target	96.7	93.3	90.0	86.7	83.3	80.0	76.7
Performance	**78.9**	-	-	-	-	-	-

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

BVPI 99 CASUALTY REDUCTION – FATAL/SERIOUS CASUALTIES, CHILDREN							
Compared with 1994/8 Base = 100	1999	2000	2001	2002	2003	2004	2005
Target	95.8	91.7	87.5	83.3	79.2	75.0	70.8
Performance	**50.0**	-	-	-	-	-	-

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

BVPI 99 CASUALTY REDUCTION – SLIGHT CASUALTIES, ALL ROAD USERS							
Compared with 1994/8 Base = 100	1999	2000	2001	2002	2003	2004	2005
Target	100.7	101.3	102.0	102.7	103.3	104.0	104.7
Performance	**97.6**	-	-	-	-	-	-

Notes:
Targets are based on reducing the casualties per million vehicle kilometres by 10% between 1994/8 and 2010. During this period vehicle kilometres are forecast to grow by 20%.

BVPI 99 CASUALTY REDUCTION – PEDESTRIAN AND CYCLIST CASUALTIES, ALL SEVERITIES							
Compared with 1994/8 Base = 100	1999	2000	2001	2002	2003	2004	2005
Target	98.0	98.0	99.0	100.0	100.0	98.0	96.0
Performance	**91.1**	-	-	-	-	-	-

Notes:
Targets assume a considerable increase in cycling and walking as a travel mode, therefore exposure levels with increase commensurately. The targets imply a reduction in casualties per cycled/walked kilometre.

Public Transport

439. The targets for public transport comprise a mixture of ridership targets derived from operator statistics, cost targets derived from an analysis of the Council's spending on tendered bus services and attitudinal targets based on the perception of public transport service and information in the Borough. Further targets are set to gauge the impact of particular strategies in the Plan. Several of the targets are Best Value Performance Indicators.

440. A bus punctuality target has been set to support to joint bid for Centre of Excellence status in respect of inter-authority joint working.

BVPI 102 BUS PASSENGER JOURNEYS PER ANNUM							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.5	101.0	101.5	102.5	103.5	104.5
Performance	**104.6**	-	-	-	-	-	-

Notes:
Based on all bus passenger journeys on services whose route is partly or totally within the Borough of Darlington.

BVPI 101
BUS VEHICLE KILOMETRES PER ANNUM

Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.0	100.0	100.5	101.0	101.0	102.0
Performance	**98.7**	-	-	-	-	-	-

Notes:

BVPI 94
COST PER PASSENGER JOURNEY ON SUBSIDISED SERVICES

Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Performance	-	-	-	-	-	-	-

Notes:
The Council wishes to maintain current spend per passenger head to enable further loss making services to be introduced once previously supported services become commercially viable as ridership grows.

BVPI 104
PERCENTAGE OF USERS SATISFIED WITH LOCAL BUS SERVICES

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-
Performance	-	-	-	-	-	-

Notes:
BVPI not yet defined. Baseline not yet established.

BVPI 103
PERCENTAGE OF USERS SATISFIED WITH PUBLIC TRANSPORT INFORMATION

Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-
Performance	-	-	-	-	-	-

Notes:
BVPI not yet defined. Baseline not yet established.

BUS RIDERSHIP ON KEY CORRIDORS – NORTH ROAD

Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	101.0	102.0	104.0	106.0	108.0	110.0
Performance	**106.6**	-	-	-	-	-	-

Notes:
Targets relate to average weekly term time ridership on all services which cover all or part of the corridor during its route. Assumes North Road corridor of certainty proposals are complete by 2003.

BUS RIDERSHIP ON KEY CORRIDORS – YARM ROAD							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.5	101.0	101.5	104.0	106.0	108.0
Performance	**96.6**	-	-	-	-	-	-

Notes:
Targets relate to average weekly term time ridership on all services which cover all or part of the corridor during its route. Assumes Yarm Road corridor of certainty proposals are complete by 2004.

BUS RIDERSHIP ON KEY CORRIDORS – HAUGHTON ROAD							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.5	101.0	101.5	102.5	104.5	106.5
Performance	**92.1**	-	-	-	-	-	-

Notes:
Targets relate to average weekly term time ridership on all services which cover all or part of the corridor during its route. Assumes Haughton Road corridor of certainty proposals are complete by 2005.

BUS RIDERSHIP ON KEY CORRIDORS – WOODLAND/WEST AUCKLAND ROAD							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	100.5	101.0	101.5	102.5	103.5	106.0
Performance	**105.9**	-	-	-	-	-	-

Notes:
Targets relate to average weekly term time ridership on all services which cover all or part of the corridor during its route. Assumes Woodland/West Auckland Road corridor of certainty proposals are complete by 2006.

BUS RIDERSHIP ON KEY CORRIDORS – CONISCLIFFE ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	100.5	101.0	101.5	102.5	103.5	105.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to average weekly term time ridership on all services which cover all or part of the corridor during its route. Assumes Coniscliffe Road corridor of certainty proposals are complete by 2006.

BUS PUNCTUALITY, MULTI-TEES VALLEY AUTHORITY ROUTES SERVING DARLINGTON						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	60%	70&	80&	85%	90%	90%
Performance	-	-	-	-	-	-

Notes:
Based on the peak hour punctuality of the two inter-Tees Valley authority services which serve Darlington, namely the Arriva services 98/99, X13/X14 and X24. 2000 survey based on one day's performance – subsequent surveys will be more robust.

RAIL RIDERSHIP AT DARLINGTON BANK TOP STATION							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	102.0	104.0	106.0	108.0	110.0	112.5	115.0
Performance	**91.8**	-	-	-	-	-	-

Notes:
Targets relate to annual number of boarding passengers at the station (between April of previous year to March of specified year).

RAIL RIDERSHIP AT LOCAL STATIONS IN DARLINGTON							
Compared with 1999 Base = 100	2000	2001	2002	2003	2004	2005	2006
Target	100.0	101.0	102.0	103.0	104.0	105.5	107.0
Performance	**96.4**	-	-	-	-	-	-

Notes:
Targets relate to annual number of boarding passengers at North Road, Dinsdale and Teesside Airport stations (between April of previous year to March of specified year).

Cycling and Walking

441. The Council has considered numerous options for monitoring cycle and walking activity in the Borough. Guidance produced by DETR, if followed to the letter, would see the Council conducting up to 60 surveys per annum at several locations across the Borough. The Council does not have sufficient resources to cover this. In order to focus our survey programme the key problems associated with walking and cycling have been examined. The conclusion of this is that the best place to monitor walking and cycling activity is crossing the Inner Ring Road, where considerable problems currently exist and where considerable investment is planned during the Plan period.

CYCLING VOLUMES CROSSING THE INNER RING ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	105.0	108.0	112.0	117.0	122.0
Performance	-	-	-	-	-	-

Notes:
Targets relate to volume of cycles at 11 crossing locations around the Inner Ring Road.

WALKING VOLUMES CROSSING THE INNER RING ROAD						
Compared with 2000 Base = 100	2001	2002	2003	2004	2005	2006
Target	102.0	104.0	106.0	108.0	110.0	112.5
Performance	-	-	-	-	-	-

Notes:
Targets relate to volume of pedestrians at 11 crossing locations around the Inner Ring Road.

ACPI AC-F1 PERCENTAGE OF PEDESTRIAN CROSSINGS WITH FACILITIES FOR PEOPLE WITH MOBILITY DIFFICULTIES								
Percentages in March of each year	1999	2000	2001	2002	2003	2004	2005	2006
Target	-	-	70%	75%	80%	85%	90%	100%
Performance	**61%**	**63%**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Targets relate to the pedestrian crossings that have the latest specification of tactile surface and kerb arrangements to assist people with mobility difficulties, and which have either an audible signal or a tactile indicator to assist safe crossing for the visually impaired.

Travel Plans

442. The Council wishes to gauge the success of its strategy to influence commuting patterns to key developments and schools. Some progress has been made in assessing this, although at the time that the Plan was completed not all baseline surveys have been conducted. The Council will also be conducting a sample survey to gauge the workforce's perception of sustainable transport issues. This survey is likely to be conducted amongst Council staff through the email system.

NON-CAR MODAL SPLIT TO KEY DEVELOPMENTS						
Percentages	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-
Performance	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Baseline data yet to be established. At least three major workplaces to be identified and surveyed during 2000.

NON-CAR MODAL SPLIT TO SCHOOLS							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	29.5	30.0	30.5	31.0	31.5	32.0	33.0
Performance	**29.4**	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Includes all primary and secondary schools in Darlington. Further data are available in monitoring section disaggregating by primary/secondary and rural/urban.

NON-CAR MODAL SPLIT TO TEESSIDE INTERNATIONAL AIRPORT						
Percentages	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-
Performance	**-**	**-**	**-**	**-**	**-**	**-**

Notes:
Baseline data yet to be established, survey to be conducted as part of development of Airport Surface Access Strategy.

PERCENTAGE OF WORKFORCE AWARE OF KEY SUSTAINABLE TRANSPORT ISSUES						
Percentages	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-
Performance	-	-	-	-	-	-

Notes:
Baseline data yet to be established, survey to be conducted amongst Council staff during 2000.

Highway Maintenance

443. The Council is assessing a wide variety of indicators for road maintenance. These form part of the Council's commitment to the assessment of Best Value.

BVPI 93 COST OF HIGHWAY MAINTENANCE PER 100KM TRAVELLED BY A VEHICLE ON PRINCIPAL ROADS							
	2000	2001	2002	2003	2004	2005	2006
Target	£0.07	£0.07	£0.07	£0.07	£0.07	£0.07	£0.07
Performance	-	-	-	-	-	-	-

Notes:

BVPI 95 AVERAGE COST OF MAINTAINING STREET LIGHTS							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	£21.00	£21.00	£21.00	£21.00	£21.00	£21.00	£21.00
Performance	-	-	-	-	-	-	-

Notes:

BVPI 96 CONDITION OF PRINCIPAL ROADS							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	30.0%	27.5%	25.0%	22.5%	20.0%	17.5%	15.0%
Performance	-	-	-	-	-	-	-

Notes:

BVPI 97 CONDITION OF NON-PRINCIPAL ROADS							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	-	-	-	-	-	-	-
Performance	-	-	-	-	-	-	-

Notes:
No baseline data yet available.

BVPI 98 PERCENTAGE OF STREET LAMPS NOT WORKING AS PLANNED							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	1.20%	1.10%	1.00%	0.95%	0.90%	0.85%	0.80%
Performance	-	-	-	-	-	-	-
Notes:							

BVPI 100 NUMBER OF DAYS OF TEMPORARY TRAFFIC CONTROLS OR ROAD CLOSURE ON TRAFFIC SENSITIVE ROADS CAUSED BY LOCAL AUTHORITY ROAD WORKS PER KILOMETRE OF TRAFFIC SENSITIVE ROAD							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	0.5	0.4	0.3	0.2	0.1	0.1	0.1
Performance	-	-	-	-	-	-	-
Notes:							

BVPI 105 DAMAGE TO ROADS AND PAVEMENTS							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	88%	92%	95%	100%	100%	100%	100%
Performance	-	-	-	-	-	-	-
Notes:							

Public Rights of Way

444. The Audit Commission requires the Council to measure the performance of its public rights of way function through the two indicators below.

ACPI AC-F2a THE PERCENTAGE OF LINKS AND FOOTPATHS AND OTHER RIGHTS OF WAY WHICH WERE SIGNPOSTED WHERE THEY LEAVE A ROAD.							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Performance	**100.0%**	-	-	-	-	-	-
Notes:							

ACPI AC-F2b THE PERCENTAGE OF THE TOTAL LENGTH OF FOOTPATHS AND OTHER RIGHTS OF WAY THAT WERE EASY TO USE BY MEMBERS OF THE PUBLIC.							
Percentages	2000	2001	2002	2003	2004	2005	2006
Target	92%	92%	93%	93%	94%	94%	95%
Performance	**92.6%**	-	-	-	-	-	-
Notes:							

CAUSAL CHAINS

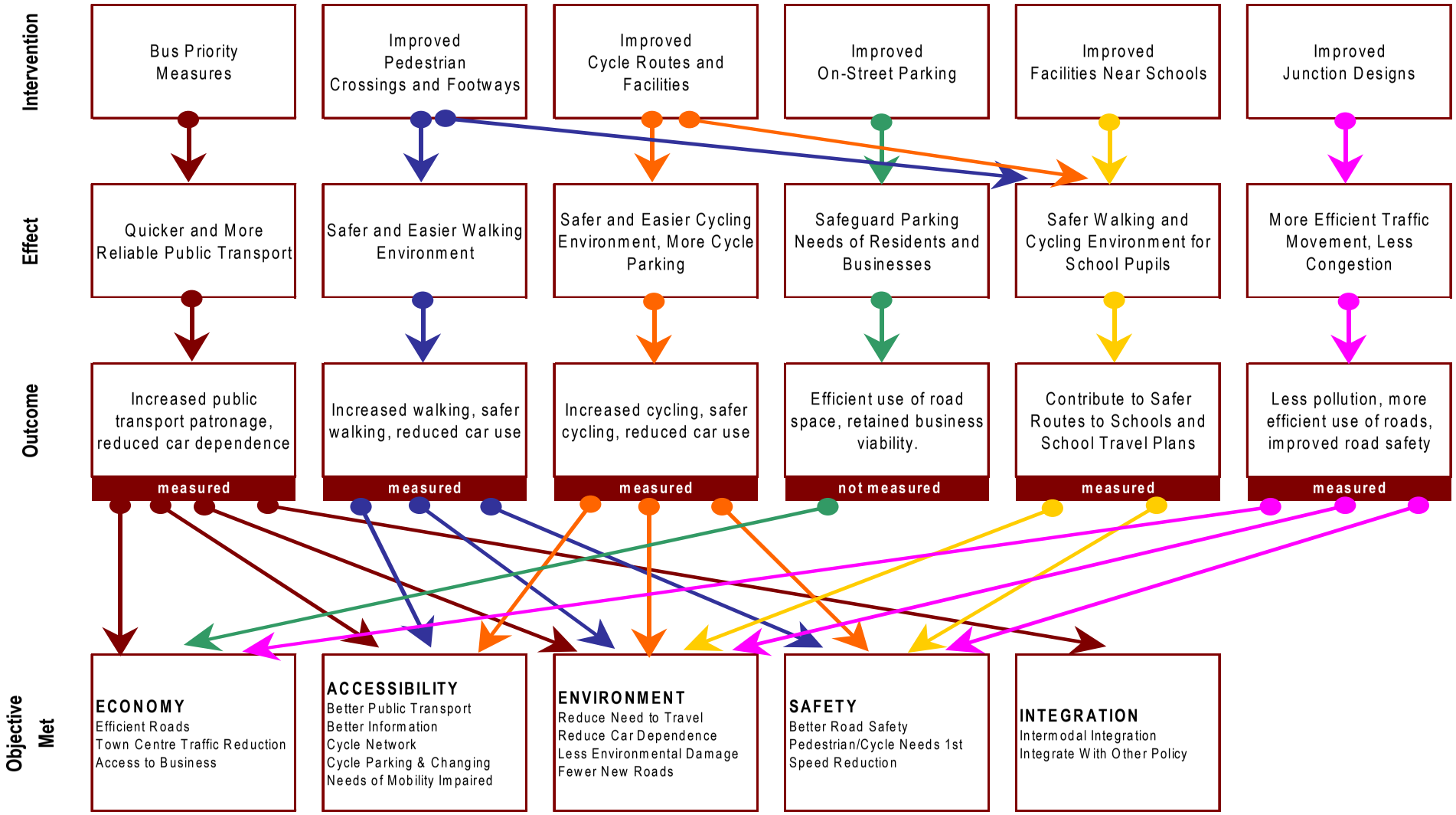
445. The Council has prepared causal chains for the key strategies in this Plan. These show the linkages between the strategies, the targets and the objectives in graphical form, and are useful in assimilating the way in which the strategies of this Local Transport Plan will meet the objectives and the vision.

446. Causal chains have been developed for the following, and are illustrated on the subsequent pages.

- Strategy for Corridors of Certainty
- Strategy for Darlington Eastern Transport Corridor
- Strategy for Rural Transport
- Strategies for the Town Centre:
  - Strategy for Town Centre Access
  - Strategy for Town Centre Parking
- Strategies to Promote Non-Car Modes:
  - Strategy for Buses
  - Strategy for Rail
  - Strategy for Public Transport Information
  - Strategy for Community, Voluntary and Accessible Transport
  - Strategy for Travel Plans
  - Strategy for Cycling
  - Strategy for Walking
  - Strategy for Powered Two Wheelers
  - Strategy for Taxis
  - Strategy for Airport Surface Access

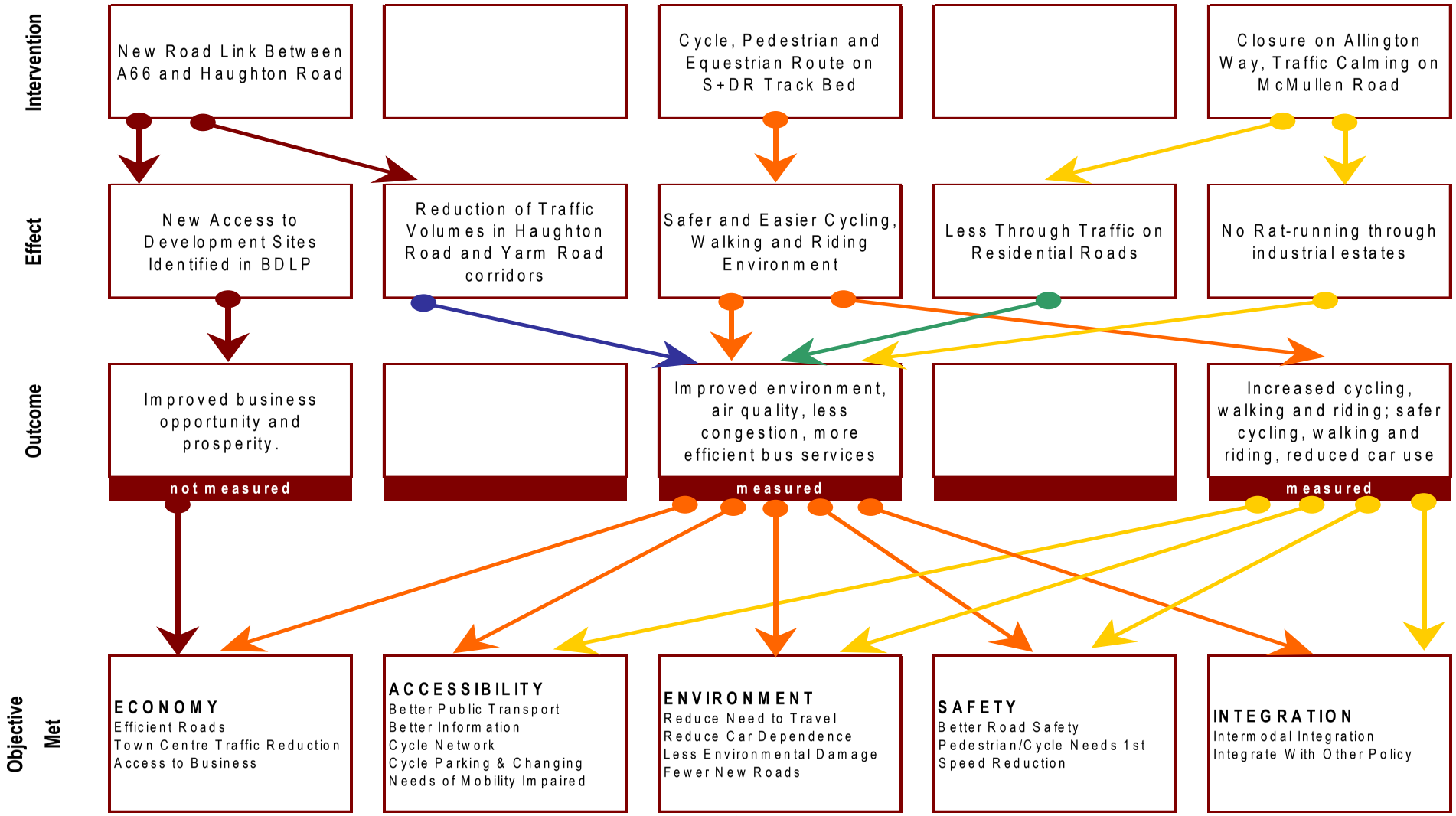
Darlington Local Transport Plan 2001-2006
Causal Chain

STRATEGY FOR CORRIDORS OF CERTAINTY



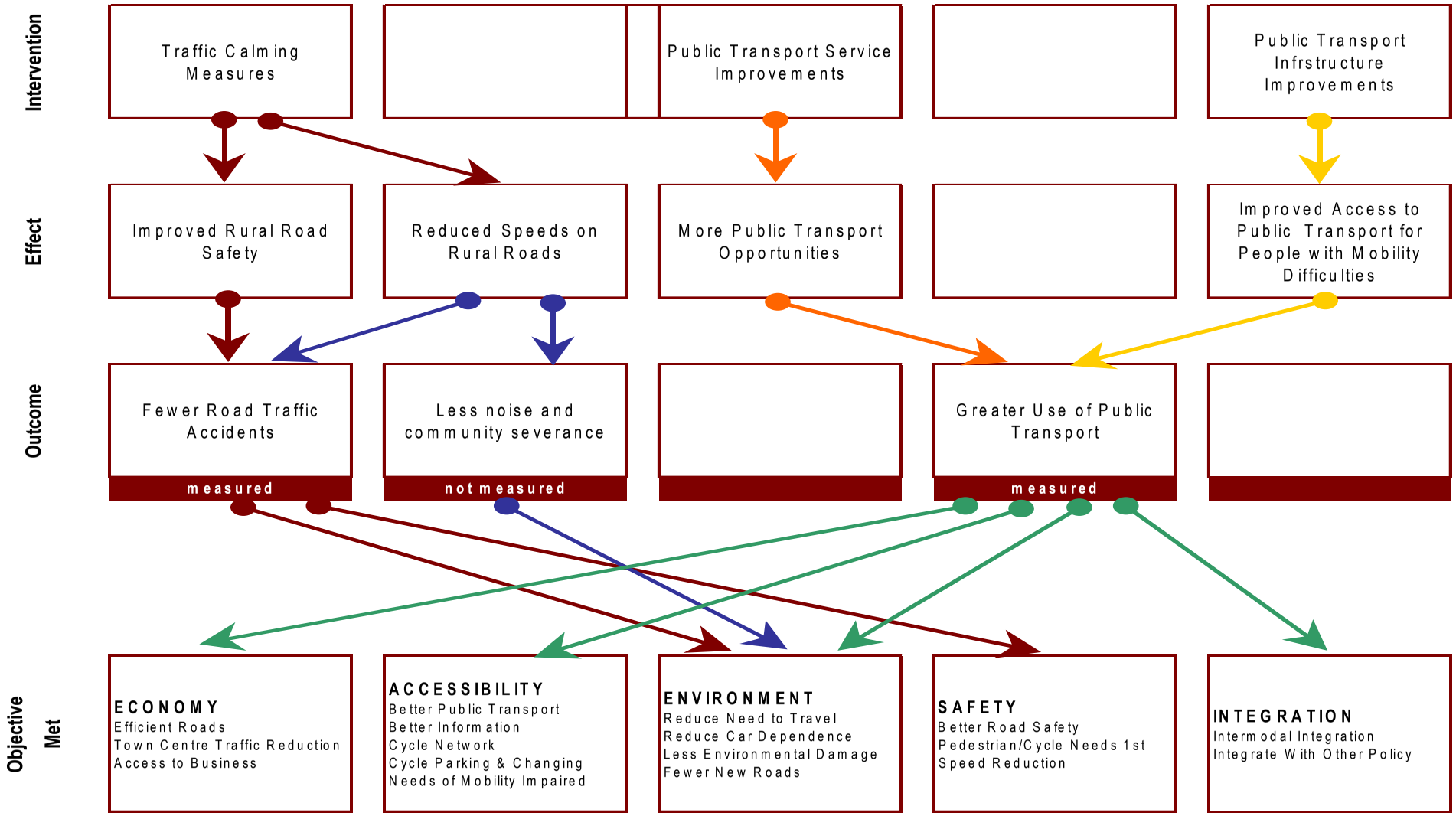
Darlington Local Transport Plan 2001-2006
Causal Chain

STRATEGY FOR DARLINGTON EASTERN TRANSPORT CORRIDOR



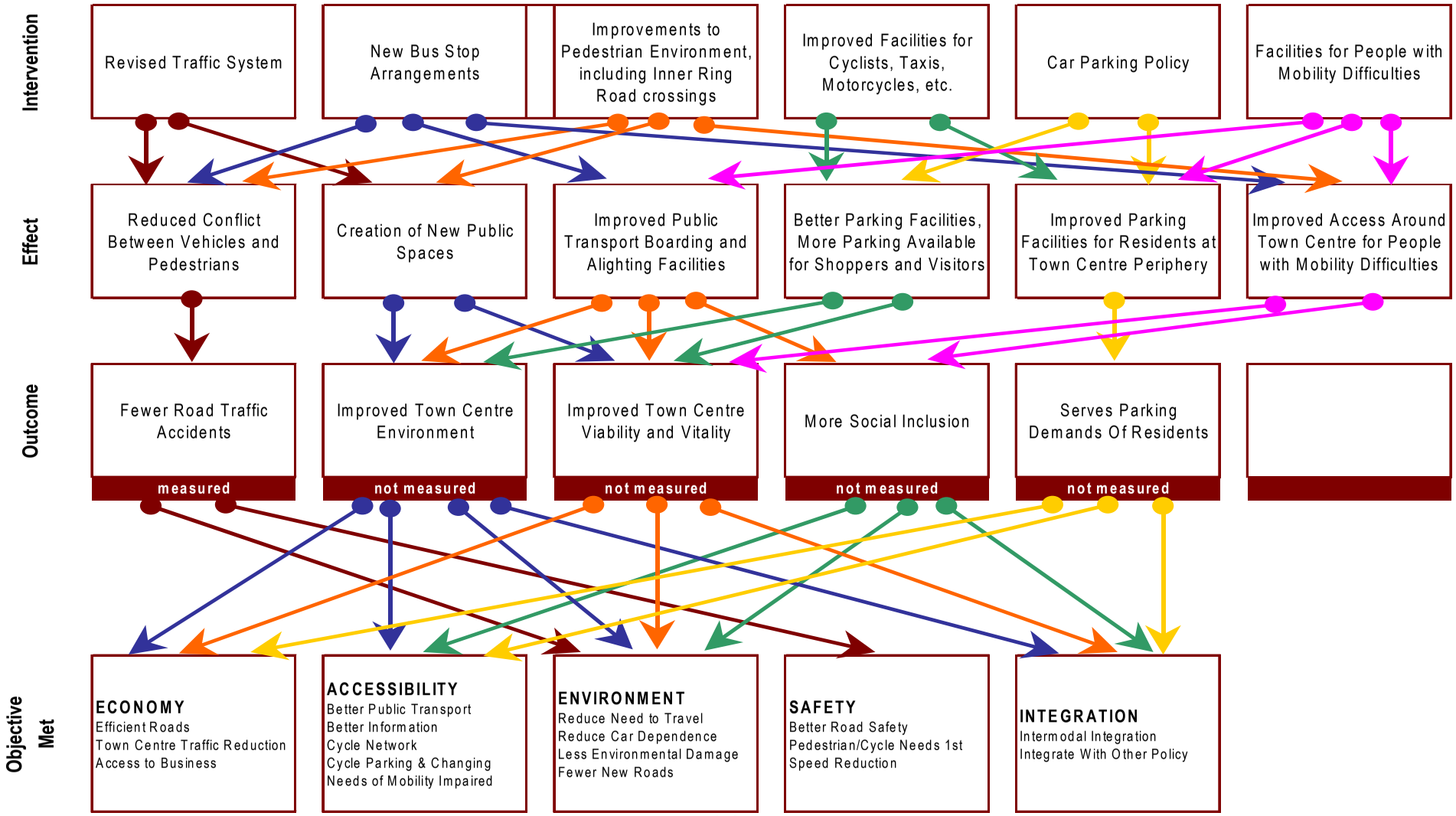
Darlington Local Transport Plan 2001-2006
Causal Chain

STRATEGY FOR RURAL TRANSPORT



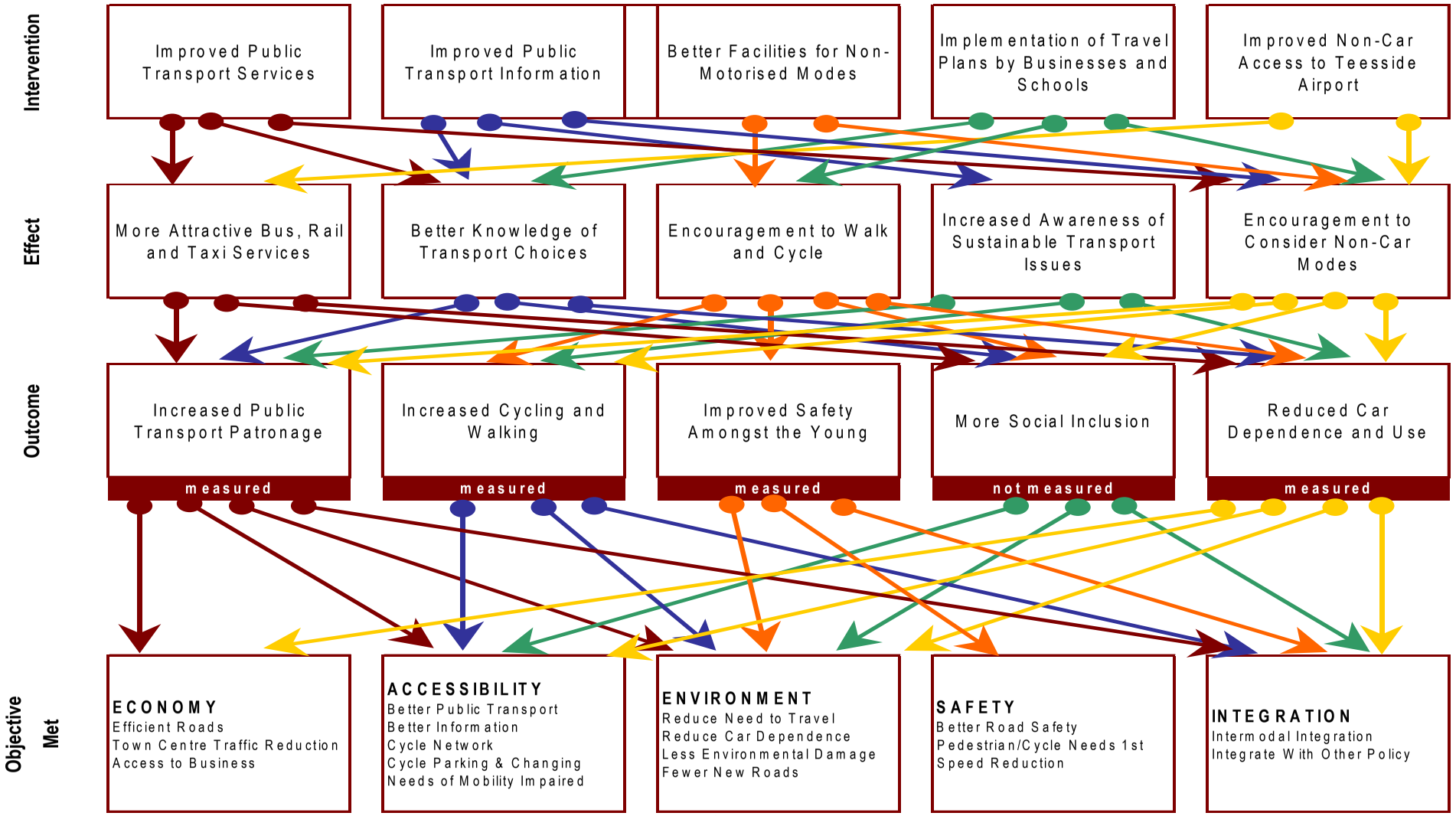
Darlington Local Transport Plan 2001-2006
Causal Chain

STRATEGIES FOR THE TOWN CENTRE



Darlington Local Transport Plan 2001-2006
Causal Chain

STRATEGIES TO PROMOTE NON-CAR MODES



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Section 12

Progress So Far

Introduction

447. This section reports on progress in achieving the strategies laid down in this Plan. This section will become the focus of future annual monitoring reports, along with reporting the achievement against the targets set in Section 11. For this initial Local Transport Plan this section will concentrate on summarising spending in the last financial year (1999/2000) and the current financial year (2000/2001), subjectively explaining the contribution of this spending in achieving the objectives of this Plan. In future Plans this subjective analysis will be supplemented by empirical evidence in respect of monitoring progress against specified targets.

Capital Expenditure, 1999/2000

Corridors of Certainty - £41,000

448. The Council continues to consult the public on the detail of this corridor proposal. However, a sum of money from 1999/2000 capital funds has been set aside to match 2000/1 expenditure.

Strategy for Buses - £28,000

449. The Council has provided kerb level adjustments and bus stop clearway treatments on Route 30/31, for which Arriva North East has introduced low floor vehicles. The Council has also made carriageway adjustments in Tees Grange Avenue to allow for bus turning, thereby allowing buses to serve this part of Darlington.

Strategy for Road Safety - £249,000

450. Considerable funds have been directed towards road safety schemes during 1999/0. This includes the following spending:

- **Local Road Safety Schemes, £142,000**
  A6072 Redworth village Route Action Stage 2
  A167 Coatham Mundeville to Beaumont Hill Route Action Stage 2
  A68 West Auckland Road Route Action
  B6278 Haughton Road/Salters Lane South Refuge and Lining
  A1150 Inner Ring Road/Russell Street Toucan Crossing Phase 1
  Salters Lane South Traffic Calming Phase 1
  Miscellaneous traffic signs and road markings

- **Safer Routes to Schools, £78,000**
  Longfield Road Traffic Calming
  Cockerton Green School Flashing Lights
  Haughton Green School Flashing Lights
  Stockton Road/Winchester Way School Flashing Lights
  Bates Avenue/Stooperdale Avenue Footpath Works
  Edinburgh Drive Traffic Calming
  Eggleston View Traffic Calming
  Salters Lane South Traffic Calming Phase 2

- **Traffic Calming and Management Schemes, £29,000**
  Cockerton Green Mini-Roundabouts, Phase 1
  Routine Traffic Management Schemes, Traffic Regulation Orders and miscellaneous signs and markings

Strategy for Town Centre Access, £28,000

451. In order to improve town centre access the Council has provided Stage 2 of the Inner Ring Road/Russell Street toucan crossing. Further improvements have also been made to access for people with mobility difficulties in the town centre, through providing wheelchair crossing points and funding new equipment for Shopmobility.

Strategy for Rural Transport, £1,000

452. This sum was used to fund a "kill your speed" campaign in two important rural settlements, Hurworth and Heighington.

Strategy for Cycling, £20,000

453. The Council has continued to fund the development of the town's cycling network through completing Phase 1 of the Yarm Road cycleway upgrade. The Council has also funded cycle parking facilities at a number of locations.

Strategy for Walking, £7,000

454. The Council has provided new pedestrian links at Staindrop Road and Freeman's Place. It has also improved pedestrian crossing opportunities across Yarm Road by providing a pedestrian refuge near Teal Road.

Strategy for Town Centre Parking, £5,000

455. The Council has set aside a sum of money for Phase 1 of implementing the Hollyhurst Road Residents CPZ.

Proposed Capital Expenditure, 2000/1

Strategy for Corridors of Certainty, £109,000

456. The Council has matched the funding set aside from the 1999/2000 allocation with a further £109,000 to fund the first phase of this corridor scheme, between Burtree Lane and Longfield Road. The treatment will include new pedestrian crossings, improved parking facilities, new pedestrian/cycling features and the introduction of a signalised junction at Burtree Lane.

Strategy for Buses, £20,000

457. A further £10,000 is to be expended on kerb height adjustments in relation to the introduction of low floor buses on certain vehicles. Other expenditure will provide bus laybys at Edinburgh Drive and Whinfield Road.

Strategy for Public Transport Information, £30,000

458. The first phase of the Council's programme for bus stop flag replacement will begin this year. Expenditure will cover the production and erection of new flags featuring PTI2000 branding.

Strategy for Road Safety, £502,000

459. Considerable spending on road safety and traffic management is planned for this year. This is summarised below:

- **Local Road Safety Schemes, £139,000**
  Carmel Road North/Abbey Road Phase 2
  Widdowfield Street/Hopetown Lane Junction Modification
  A68/B6275 Royal Oak Signs and Road Markings
  McMullen Road/Yarm Road Speed Camera Signs/Standing
  Cockerton Green Puffins
  Remedial Works at various cluster sites

- **Safer Routes to Schools, £214,000**
  Edinburgh Drive Phase 2
  Eggleston View Phase 2
  Longfield Road Additional Works
  Abbey School Walking Train Phase 2 Works
  St Bede School, Kingway
  Hopelands, Heighington
  Harrowgate Hill Junior School, Thompson St West
  Grange Road/Southend Avenue
  Eldon Street/Westmoreland Street
  Cockerton Green Puffins
  Various schemes identified by school gate parking and child accident analyses

- **Traffic Calming and Management Schemes, £149,000**
  Whinfield School Footpath Modifications
  Cockerton Green Mini Roundabouts Phase 2
  Widdowfield Street Traffic Calming
  Salisbury Terrace/Corporation Road Traffic Calming
  Eastbourne Road Traffic Calming
  Fitzwilliam Drive Traffic Calming
  Brinkburn Road Traffic Management
  The Fairway/Broadway Traffic Calming/Management
  Locomotion Street area Traffic Calming/Management

Strategy for Town Centre Access, £72,000

460. The Council plans to spend around £25,000 to implement crossing improvements at Parkgate and Victoria Road. A further £47,000 expenditure is planned for various schemes to improved facilities for people with mobility difficulties, including dropped kerbs, tactile pavements, tactile signals and other features. Further equipment will be purchased in support of town centre Shopmobility.

Strategy for Rural Transport, £30,000

461. The Council will begin its rural traffic calming strategy this year, starting with treatments in Hurworth and Heighington. These schemes will be completed after consultation.

Strategy for Cycling, £141,000

462. The Council intends to make this a major focus for investment this year. Much of the funding will be spent on new and upgraded cycling facilities at Yarm Road (phase 2), West Auckland Road, Faverdale Black Path, Russell Street, the Town Centre to Faverdale route and other schemes identified after discussion with the town's Cycling Forum.

Strategy for Walking, £72,000

463. Spending on a number of new pedestrian crossing facilities is planned this year. New signalised crossings will be provided at Haughton Road/McMullen Road and Cockerton Green. New pedestrian refuges will be provided at Yarm Road, Great Burdon, Haughton Road and Prebend Row.

Strategy for Town Centre Parking, £25,000

464. This funding will be used to complete the installation of the Hollyhurst Road Residents CPZ.

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Appendix 1

Tees Valley Demand Management Framework

Version 2 – March 2000

CONTENTS

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EXECUTIVE SUMMARY

The five Tees Valley authorities (Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Council, Redcar & Cleveland Borough Council and Stockton-on-Tees Borough Council) are committed to sustainable policies which reduce reliance on the private car, encourage the use of alternative means of travel and in the long term reduce the need to travel through refined land use planning. These policies have been set in recognition of the need to tackle the environmental damage that road based transport causes, damage which could be ameliorated through the use of more sustainable travel modes. These objectives are also compatible with the authorities' duty to fulfil the requirements of the Road Traffic Reduction Act 1997, legislation which encourages local authorities to set realistic targets for traffic reduction, set down restraint policies which are forecast to meet these targets and keep under review progress against these targets at regular intervals.

Transport policy in the Tees Valley is based around the key objectives of an Integrated Transport Policy, as laid out in the 1998 White Paper "A New Deal for Transport: Better for Everyone". In order to achieve these objectives, implementation schemes must use a mixture of inducements to use alternative forms of travel, matched by fiscal and physical measures which dissuade the use of private vehicles. Demand management is principally concerned with these latter measures, that is the ways in which price and infrastructure can be used to alter individual decisions on transport choice.

The dispersed nature of development in the Tees Valley, with more than one main centre for retail and commercial facilities, has resulted in journey patterns in the sub-region which often cross one or more Borough boundary. This means that it is difficult for one Borough to implement transport policies in isolation, and has led to joint working arrangements between Tees Valley Boroughs, of which this report is an example. The process of demand management also requires a good deal of joint working to ensure that action to restrain traffic levels in one town centre does not affect the competitiveness of that centre in relation to its close neighbours. A co-ordinated approach to demand management across all major centres in the Tees Valley will help to ensure that such issues will not arise within the sub-region.

The geography and trip patterns of the Tees Valley mean that the local authorities could not hope to remove all private vehicle journeys from the roads. However, there are certain sectors of the transport market which are especially damaging to the environmental and cause many of the safety problems associated with road transport. This Tees Valley Demand Management Framework sets out to develop ways in which these market sectors can be tackled. The target transport market sectors are:

- single occupant commuting cars travelling at peak times and parking all day;
- journeys to school by car;
- short journeys under two miles, including short distance shopping trips; and
- bulk long distance freight which could use railways and ports.

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

- the increase of cost for long stay public car parking;
- the reduction in supply of long stay car parking;
- the reallocation of road space for forms of transport other than the private car (for example, bus routes, cycle lanes, traffic calming);
- public campaigns and public transport information improvements;
- specifically targeted safety and mode shift campaigns (for example, green travel plans for business, Safer Routes to Schools initiatives, park and ride measures)

In the longer term, more sustainable land use patterns can be developed through application of the Tees Valley Structure Plan and the Local Plans. Additionally, powers to introduce direct charges

through road user charging and workplace parking levies are currently being developed. These powers may be welcomed in the medium and long term.

As with any plan, the effectiveness of demand management policies depends on the level of funding available for implementation. If the policies outlined in this document are to succeed, they must have support at all levels. Government at a national level must be prepared to support and adequately finance the methods it promotes.

A series of policies have been developed within this framework which the local authorities in the Tees Valley are committed to following. These policies, set out below, demonstrate the local authority commitment to managing the demand for travel by the private car which, in conjunction with improvements to the public transport system, will largely maintain existing levels of accessibility to the services and facilities which people need while reducing the damage done to the environment.

LIST OF POLICIES

DM1 The main retail centres in the Tees Valley will seek to harmonise charges for off street long stay public parking over the coming years, having regard for the different sizes, purposes and public transport accessibility of each centre. The local authorities will give consideration to increase long stay off street and on street parking charges in excess of the Retail Price Index every year from 2000 onwards.

DM2 The supply of long stay on-street and off-street parking in Tees Valley town centres will not be increased above 2000 levels. Efforts will be made to restrict more on street town centre parking for short stay or residents only use as appropriate. Encouragement will be given to "car-free" developments in appropriate locations which provide significantly reduced numbers of parking spaces for residents, employees or visitors.

DM3 Local authorities in the Tees Valley will continue to investigate the feasibility of decriminalising the contravention of permitted parking controls and bringing the enforcement of permitted parking controls under local authority control.

DM4 The Tees Valley authorities will continue to reallocate road space on the approaches to and within town centres to more sustainable modes of transport, such as buses, cycles, walking and taxis, where these modes are affected by general traffic congestion and where priority schemes are feasible and safe in engineering terms. Capacity reductions to rationalise on-street parking and address safety issues will be encouraged on main town centre approach roads where appropriate. Further town centre pedestrianisation schemes will be encouraged, with appropriate priorities for sustainable transport modes being retained.

DM5 The Tees Valley authorities will continue to develop Green Travel Plans for all their full-time office based employees.

DM6 The Tees Valley authorities will share experience, work collectively and develop best practice to encourage the implementation of Green Travel Plans by major employers in town centres and out of town developments. The preparation and implementation of Green Travel Plans by major employers will be expected as a component of all future major planning applications.

DM7 The Tees Valley authorities will continue to publicise and participate in campaigns to highlight to motorists the environmental and safety aspects of the use of the private vehicle, subject to resource constraints, including the annual "Don't Choke Britain" campaign.

DM8 The Tees Valley authorities will continue to implement "Safer Routes to Schools" projects, subject to resources. The gathering of best practice from these schemes and other schemes across the country will be used to guide further "Safer Routes to Schools" projects where they are required.

DM9 The Tees Valley authorities will seek to improve awareness and information regarding alternative transport modes such as bus services, rail services, cycling and walking. Co-ordinated public transport information services are already in operation - awareness of this facility will be enhanced, and the service will be improved as necessary. Subject to resources being made available the public transport information system will, in conjunction with all public transport operators (bus and rail), be made more comprehensive, cover longer hours and when feasible introduce real time information on current operating conditions.

DM10 The Tees Valley authorities will investigate the case for high quality, secure park and ride facilities connected with frequent, comfortable and reliable bus and rail services, along corridors where such a facility can be seen to reduce environmental problems on the approaches to and within town centres.

DM11 The Tees Valley authorities will review the parking and accessibility standards laid down in Planning Policy Guidance Note 13 for future development. Parking standards will be reviewed through the Residential Standards Group.

DM12 The Tees Valley authorities will work in partnership with Railtrack, rail freight companies, the Shadow Strategic Rail Authority and local business to ensure that the possibility of using the railways to transport goods into and out of the Tees Valley is maximised. Land use policies will be followed so that industrial land allocations are served by rail wherever possible. Local authorities will then endeavour to ensure that these allocations are occupied by business who can and will make use of rail facilities.

DM13 Long term land use policies which reduce the need to travel, reduce the distances of journeys and encourage the use of sustainable modes of travel will continue to be adopted by the Tees Valley authorities in their Tees Valley Structure Plan and in each constituent authority's Local Plan.

DM14 In the long term the Tees Valley authorities will consider the potential for road user charging and workplace parking levies as ultimate measures if other demand management policies fail to tackle traffic problems in the sub-region.

LIST OF TARGETS

The Tees Valley Transport Strategy sets various targets in accordance with the policies outlined in the Strategy. Those targets which are relevant to Demand Management are listed below. Further details can be found in the Tees Valley Transport Strategy and Monitoring documents.

- Limit traffic growth to TEMPRO low growth figures for the Tees Valley
- Reduce AADT levels by 5% at designated cordons
- Peak hour traffic flow reductions of 5% by 2005
- Limit the number of long stay car parking spaces in town centres to 1999 levels
- 10% increase in the overall number of journeys made by public transport by 2005
- Overall 5% increase in the number of journeys made by public transport to town centres and major developments by 2005
- Public transport accessibility to new development sites
- Reduce bus journey times along selected improved corridors by 5%
- Implementation of a programme of safer routes to schools projects
- Green travel plans adopted by 33% of all major employers
- Cycle friendly employer initiative at 20% of large workplaces
- Cycle parking facilities installed at all public transport interchanges, public buildings, shopping centres and schools by 2005
- Overall number of journeys made by cycle increased to 4% by 2002 and 8% by 2012
- Proportion of cycling to rail stations increased by 5%
- 100% increase in the movement of freight by rail by 2010

1. Introduction

1.1 This document outlines the policy framework within which local authorities intend to manage demand for road space in the Tees Valley. The five local authorities in the Tees Valley are committed to pursuing transport policies which are in accordance with the principles laid out in the Government's White Paper on transport, namely environment, safety, economy, accessibility and integration.

1.2 The policies recognise that to continue to provide additional road capacity for private vehicles will not solve traffic congestion problems as more traffic will be generated by the new capacity. Alternatives to the private vehicle must therefore be provided and promoted to encourage the use of less environmentally damaging modes. In the medium and long term the land use polices which the five local authorities are pursuing will reduce the need to travel. In the intervening period action is needed to manage road demand to assist in achieving environmental aims.

1.3 In addition to the above policies, every local authority has responsibilities under the Road Traffic Reduction Act 1997. Although the Government has declined to set a national target, local authorities have a duty to set targets for traffic reduction, develop strategies to fulfil, and monitor progress towards these targets. Local targets will need to take into account economic and other conditions in the area. It is clear that the demand management framework developed in this document will be crucial in delivering the road traffic reduction targets set by each authority in the Tees Valley.

1.4 The approach to transport problems adopted by the Tees Valley authorities is outline in each authority's Local Transport Plan (LTP). The plans set out policies and implementation schemes for transport over a five year period. All the Tees Valley authorities work with each other and the Tees Valley Joint Strategy Unit in the production of LTPs, which take into consideration the policies outlined in the Tees Valley Transport Strategy.

1.5 A key element of these transport policies is the management of demand for private vehicles, principally the private car. It is widely accepted that switching journeys from road, for individuals and freight, will assist in achieving sustainability aims. This means that the alternatives to the car must be improved where they need to be more convenient, and measures must be taken to persuade travellers to use the car for fewer trips than at present.

1.6 Measures to make alternative modes a more attractive travel choice, as described in the LTPs, include bus priority measures, cycle networks, traffic calming and management, and improvements to rail stations. In the longer term measures such as bus Greenways and improved rail service frequencies in key Public Transport Corridors are under consideration by local authorities.

1.7 Demand management covers those measures which dissuade the use of private vehicles. These are the subject of this framework. It is important for local authorities in the Tees Valley to work together to manage demand for private vehicles for a number of reasons.

1.8 The Tees Valley is characterised by having a number of main town centres and areas with concentrations of employment across the conurbation, and a number of major housing areas serving all of these centres. The topography of much of Teesside is perhaps one of the reasons why there is no dominant corridor of peak hour movement in the sub-region - peak hour journeys traverse the Tees Valley, often crossing Borough boundaries, making the identification of particular streams of traffic for management in each individual Borough of little worth. Traffic congestion therefore needs to be tackled jointly by the Tees Valley authorities to overcome the problems that these dispersed origins and destinations cause.

1.9 Secondly, the town centres in the Tees Valley are competing for business and trade with each other, and for one town centre to unilaterally adopt stringent demand management controls could potentially affect the viability of that town centre. A joint policy in the Tees Valley aims to avoid this problem at least in terms of competition within the sub-region. There may still remain the issue of how demand management will affect competitiveness with other major centres outside the Tees Valley (for example, York, Newcastle, Metrocentre). The Tees Valley authorities will work together with other authorities in the North of England to agree a regional transport strategy,

incorporating demand management, that will help to address this additional issue.

1.10 Thirdly, the Tees Valley authorities recognise that working together to manage demand means that expertise, experience and resources can be pooled to provide the most effective and proven solutions to the traffic problems the Tees Valley faces in the coming years.

2. Background to Demand Management

2.1 The Tees Valley authorities recognise that a wide variety of journeys currently made by road will continue to be so in the future either because of necessity, convenience or the lack of any alternative modes. At present there are insufficient funds to provide an adequate service by alternative modes for many of these trips, and in some cases a limitless budget would still not provide an attractive public transport alternative to a car journey. However, there are certain sectors of the transport market in the Tees Valley, outlined below, which are often particularly able to use alternative modes of travel, and which contribute to the worst traffic problems that currently occur and are forecast to worsen in the future.

Targets for Demand Management

2.2 The target transport markets for demand management measures are:

- single occupant commuting cars travelling at peak times and parking all day;
- journeys to school by car;
- short journeys under two miles, including short distance shopping trips; and
- bulk long distance freight which could use railways and ports.

2.3 Commuters using their cars are a primary cause of peak hour traffic congestion in the urban areas of the Tees Valley. This congestion results in unacceptable emissions from stationary and slow moving vehicles, inhibits the ability of businesses to fulfil their necessary transport requirements efficiently and causes severe delays to other modes of transport, principally buses and cycles. Commuting is often undertaken in vehicles with only one occupant, the driver, thus compounding the inefficient use of road space.

2.4 As well as contributing heavily to road congestion car commuting creates a large demand for long stay car parking space in major centres across the Tees Valley. This can represent inefficient use of town centre space, and certainly represents inefficient use of parking facilities in town centres which could be better utilised by shorter stay shoppers and business visitors.

2.5 There is an increasing trend for parents to drive their children to school. Some of the causes for this include increased parental choices in schools leading to greater length of journey to school, and increased perception of safety and security problems[2], particularly at busy road crossings, for younger children. Observations suggest that a significant number of car journeys to school form part of an onward journey elsewhere[3]. However, if the school leg of the journey were made by foot or by cycle there would be health and environmental benefits for individuals and society, not least because it is the high numbers of pupils being driven to schools, and the resulting increase in traffic volumes around schools, that is exacerbating the perception of safety problems at road crossings on school approaches.

2.6 Central Government statistics suggest that many car trips are made over distances less than two miles[4]. In some cases these trips are considered necessary, because of disability, safety or time constraint issues. However, many short journeys can easily be switched to foot or cycle, especially in fairly flat areas of the Tees Valley on days with clement weather. It is these short journeys that often exacerbate congestion problems, and therefore pollution problems, in town centres and at other major journey attractions.

2.7 The Tees Valley has many heavy industries producing bulk solid and liquid goods. Many of these are already transported around the country and the rest of Europe by rail and ship. However, there are still long distance bulk goods which are transported out of and into the Tees Valley by road, and steps must be taken to encourage such products to be transported by rail wherever possible.

Demand Management Measures

[2] Research shows that there is a real risk of child injury in a road accident (six deaths per week in UK), but real risk of attack by a stranger is 50 times smaller (six deaths per year in UK). 32% of children injured in road accidents are passengers, not pedestrians.

[3] A recent survey by the Tees Valley Joint Strategy Unit looking at travel patterns of secondary school pupils in Yarm, Thornaby and Eaglescliffe showed that up to 66% of lifts to schools formed part of a longer trip with other purposes, such as journeys to work or shopping.

[4] Government statistics show that nearly half of all journeys made in the UK are less than two miles distance. 33% of all trips below two miles are made by car, including 61% of all trips between one and two miles distance.

2.8 A broad range of measures are already available to assist in managing the demand for travel by the private vehicle. Wider powers, as outlined in the 1998 Transport White Paper, "A New Deal for Transport: Better for Everyone" are contained in the current Transport Bill, and might become available in the near future. These new powers include the ability to levy charges on workplace parking and, if necessary, introduce congestion charging in problematic areas.

2.9 One of the key determinants of the cost of a journey by private vehicle, particularly car, is the cost of parking the vehicle at the trip destination. Trip end parking control is a powerful tool for demand management. Local authorities in the Tees Valley are able to control the parking charge of most town centre car parks available for public use. Price mechanisms can therefore be considered for town centre long stay car parking in order to dissuade drivers from using their cars provided viable alternatives means of transport exist. A suitable balance in charge levels needs to be maintained to ensure that the town centres are not disadvantaged in comparison to out-of-town centres.

2.10 As well as the price of parking in public car parks, the balance between long stay and short stay parking provision can be used to manage demand. Most town centres in the Tees Valley have short stay car parks where parking up to two hours is relatively cheap, but parking longer than two hours is far more expensive. The use of price to dissuade long stay parking while still allowing short stay parking, and the switch of parking spaces from long stay to short stay where high short stay demand exists, are further tools available to the Tees Valley authorities.

2.11 Ultimately, the adjustment of price for public car parks can be supplemented by reducing the supply of parking space in town centres. This measure would initially apply only to long stay parking provision, and only when sufficient alternative modes of transport are in place. Such reductions in parking supply would normally occur in the context of redevelopment of car park sites for other uses.

2.12 A further way of increasing efficient use of town centre space is by the decriminalisation of parking offences. This step, being considered for the whole Tees Valley area, would give potential for more effective enforcement of parking regulations. The importance of implementing resident's parking schemes to protect the interests of town centre residents needs to be considered alongside all of the above proposals to control long stay parking.

2.13 While the Tees Valley authorities are able to control the price of much public car park provision in major centres, the same is not true for privately owned car parks. Private sector parking space can range from the small, such as a single space at the back of an office building, to the large, such as the 6,000 spaces provided at Teesside Park Leisure and Retail Parks.

2.14 The Transport Bill currently passing through parliament contains some powers to impose charges on Private Non Residential (PNR) parking. Whilst the proposals for workplace charging powers are welcomed, the inability of local authorities to levy a charge for leisure and retail parking restricts the extent to which demand for car parking in major centres can be effectively managed.

2.15 The ability of motorists to drive private vehicles into town centres is clearly governed by the capacity of the road network on the approaches to these centres. A means of controlling private vehicle demand therefore is to reduce capacity on these approaches. Pedestrianisation schemes are good examples of "ultimate" demand management tools that eliminate traffic from certain roads, and most town centres in the Tees Valley have at least some pedestrianised streets. However, on the approaches to major centres it is more usual to consider the reallocation of road space, for instance for use by buses or cycles only, as a means of both discouraging private vehicle use and encouraging other forms of transport.

2.16 Traffic calming can also be used to reduce capacity on the approaches to town centres, although traffic calming is more typically provided to improve safety problems.

2.17 Travel awareness is a form of demand management that attempts to educate motorists of the full implications of choosing the private car, in terms of real costs, real journey times and the consequences of their vehicle's emissions. Travel awareness is also vital in making motorists aware of the alternatives means of travel that they can choose from. When motorists are faced with the full implications of their choices and are made aware of other forms of travel many may be more amenable to using less environmentally damaging modes.

Travel awareness can be enhanced through national, regional and local publicity campaigns, through green travel plan initiatives that help major employers to influence the travel to work choices of their staff and through the provision of better and "real-time" travel information and costs for all transport modes.

2.18 An important aspect of travel awareness is the "Safer Routes to Schools" initiative promoted by Sustrans. The increase of journeys to school by private car is a severe problem in many areas, as it increases traffic volumes significantly and can cause safety problems and high emission levels around schools. The Safer Routes to Schools initiative aims to encourage parents and children to choose to come to school by foot, by cycle or by public transport, thus improving the child's health, reducing environmental and safety problems around schools and reducing congestion on roads approaching schools. Pilot projects in Southern England (East Sussex) showed that a package of measures including road crossing improvements, bus service alterations, bus fare reductions and in-school environmental awareness campaign combined to deliver a significant reduction in the number of pupils being driven to school by car every morning.

2.19 A further tool for managing demand for the private car in particular is the provision of Park and Ride car parks served by either bus or train services. These sites are usually located on the edge of towns just before locations of severe traffic congestion problems. Park and Ride gives motorists the choice of switching their mode midway through their journey, thus helping to alleviate the worst congestion and environmental problems while allowing the motorist an attractive alternative mode for the last leg of the journey.

2.20 Park and ride facilities are not universally appropriate, however, and the lessons of past mistakes in other parts of the country where park and ride has not been successful must be learnt in the Tees Valley. In particular, the frequency, convenience, reliability and comfort of the onward public transport journey and the security of parking facilities are important determinants of attractiveness of park and ride facilities.

2.21 The encouragement of freight to switch from road to rail is more of a national than a local issue, with local authorities having limited ability to directly influence business on their choices for haulage. Whilst the Tees Valley authorities recognise the importance of HGV traffic for freight movement, they will work with rail freight companies and central Government to encourage the use of rail freight for longer distance traffic. This may include making businesses aware of the incentives that exist to use rail and shipping for transporting goods, for example the Freight Facilities and Track Access Grants.

2.22 In the longer term there are other demand management tools which it may become appropriate to use, such as road user charging and workplace parking levies. These should be considered as a last resort measure once other demand management tools have been exhausted.

3. Research in Management of Demand for Road Space

3.1 A considerable amount of work has been undertaken in recent years to determine the effect demand management tools can have in influencing private vehicle use. The Transport Research Laboratory undertook a study to assess the effectiveness of several demand management measures. They found that whilst policies to improve public transport (for instance halving public transport fares) did slightly improve public transport patronage the effect on road demand was limited. Measures to dissuade the use of roads, such as reducing parking supply, were found to be much more effective in tackling demand levels.

3.2 These findings perhaps reflect the degree to which latent demand for road use exists (the benefits of more attractive public transport and modal shift will be soaked up by new drivers using the roads), and demonstrates that tackling road traffic directly, while providing adequate alternatives, is the best way to reduce traffic flows and environmental damage from transport.

3.3 The main conclusion would seem to be that dissuading use of the private car is more effective than encouraging use of alternative modes. That said, to implement demand management measures alone without providing adequate public transport, cycling and walking alternatives would not be acceptable or equitable, so any implementation must include a mix of policies designed to improve the transport networks of the Tees Valley.

3.4 TRL's findings were largely mirrored by a study of pricing and financing of urban transport undertaken by the European Commission DG VII in 1995. This research demonstrated that increasing the cost of motoring to its true social and environmental cost (the internalising of external costs) will be the most effective way of reducing town centre congestion and pollution. Such measures could raise further revenue which could be ploughed back to provide public transport improvements, thereby providing better alternatives to car use.

3.5 Section Two above discusses parking policy as a major aspect of demand management. The increase of parking charges is often resisted by traders and businesses in major centres who claim that trade will be harmed as customers will go elsewhere for their services. However, there is now much research evidence which demonstrates that this is normally not the case. Indeed, research by Transport 2000 has shown that public transport users contribute significantly to town centre retail takings, make more journeys to town centres per week than car drivers and spend more in town centres than car drivers.

3.6 It is vital that town centres are maintained as attractive places for all users to do their shopping. However, it is apparent that the attractions of out-of-town retail development to car users, including its free parking provision, are far more potent forces than the availability of parking spaces on town centre retailers' doorsteps.

3.7 Studies consistently demonstrate that the implementation of more stringent parking controls, in terms of both supply and price, are capable of delivering significant reductions in car traffic in urban areas.

3.8 Studies undertaken by the Department of Transport in Bristol tested a series of options for parking restraint, traffic restraint on access, restraint on through routes and improved public transport provision. The conclusions of this study was that 20% reductions in town centre car traffic and increases in public transport patronage could be achieved by applying on-street parking controls and pricing across the whole city centre, improving enforcement of parking offences and increasing off-street parking charges. When additional measures such as Private Non-Residential parking restrictions, the withdrawal of long stay parking supply and increases in parking offence fines were added in, further reductions in traffic were predicted. These reductions were added to by traffic restraint policies on town centre approach roads and improved public transport alternatives.

3.9 Some of the latest research in transport in towns and cities has concentrated on the way in which motorists respond to capacity reductions and road space reallocation for general traffic. It is a widely held belief that reducing road capacity for cars will lead to increased congestion. However, just as it has been accepted in recent years that building new roads generates more traffic, new research by the Department of Environment, Transport and the Regions and London Transport is suggesting that removing road space leads to traffic reductions, what

might be called "traffic degeneration" or "traffic evaporation".

3.10 Some of the prime examples of this phenomena exist in London. The City of London "Ring of Steel" traffic restraint was introduced in response to security threats from the terrorists. Rigorous vehicle checking reduced the capacity of routes into the City of London and reduced traffic levels in the City, but did not lead to sustained increases in traffic on other competing routes. Similarly, the enforced closure of Hammersmith Bridge in West London, previously used by 30,000 vehicles a day, did not lead to the expected increases in traffic elsewhere on the road network. Journey practices were altered and the expected traffic "evaporated", using either other modes, other destinations or other time of day.

3.11 Closer to home there is anecdotal evidence, as yet not substantiated by empirical evidence, that traffic degeneration is experienced in the Tees Valley. When the A19/A1130 Mandale Interchange was closed in January 1998 as part of the A19 widening works, traffic congestion was initially significantly increased on several adjacent radial routes into Middlesbrough. Within a few weeks, however, this additional congestion had largely dissipated and the traffic conditions were "back to normal". There is no evidence to suggest why this congestion reduced (greater use of buses, retiming of journeys and shorter journeys are all possibilities) but journey times on these corridors returned to previous levels soon after the closure of the interchange.

3.12 These empirical and anecdotal findings demonstrate that measures such as bus priority routes and pedestrianisation should not be rejected because of fears of congestion on other competing routes. Evidence suggests that this congestion does not occur after a settling down period of a few weeks.

3.13 The conclusion of recent research is that the demand management tools outlined in Section Two of this report are the most effective way of tackling traffic congestion and emissions in urban areas. Some of the fears which are held about demand management, such as the effect on retail viability and the effect of traffic restraint on congestion, have been largely answered by this research. A demand management framework is potentially the best way, within an overall transport strategy, of improving the modal split of non-car modes in the town centres of the Tees Valley.

3.14 Several European cities have experimented with City Centre car bans as publicity events in recent years. Research following the most recent, in September 1999, found that the ban had produced very little change in behaviour. Additionally, most people in the town centre on that day were in favour of the scheme, and thought it should be repeated.

4. Parking Strategy for the Tees Valley

4.1 To pursue demand management objectives the control of parking across the Tees Valley will concentrate on town centres and, potentially in the future, other major out-of-town trip generators. Before discussing the policies to which the Tees Valley authorities are committed it is worth summarising the current supply of parking in town centres and the cost of parking in each centre.

4.2 **Table 1** summarises parking supply in the main town centres of the Tees Valley. Supply is disaggregated by parking type and intended duration. Parking charges, where applicable, are also indicated. This table is updated from 1998, and includes some assumptions made then.

4.3 The data show that the town centres which provide the greatest amount of parking are Darlington and Middlesbrough, which reflects the status of these two towns as the sub-regional centres for retailing and tertiary employment in the Tees Valley. Thornaby and Billingham have been excluded as these centres do not at present have any public parking controlled by price. The split between public off street long stay and short stay parking is approximately 50:50 when Thornaby and Billingham are excluded.

4.4 There are approximately 1,700 regulated on street spaces in the Tees Valley town centres[5]. The kinds of regulation in place include short stay parking bays, pay and display meter zones and parking reserved for disabled motorists only (plus residents parking zones not included in this analysis). There may be as many as 7,700 private non residential (PNR) spaces in the Tees Valley town centres[6], nearly a third of the total town centre parking supply. However, the extent of PNR supply is largely unknown.

4.5 To summarise, the Tees Valley town centres at present have:

- 7,000 off street long stay spaces;
- 6,500 off street short stay spaces;
- 1,700 on street regulated spaces;
- 1,800 on street unregulated spaces[7]; and
- 7,700 PNR spaces[6].

This analysis is presented after making assumptions on the data not available, shown as "n/a" in **Table 1**.

4.6 **Table 1** also provides information on existing parking charges in the Tees Valley town centres. Off street parking is charged for in all Tees Valley major town centres except Thornaby and Billingham. At present Middlesbrough charges the highest long stay parking charge of £2.10 for a typical working day (9am to 5pm). Middlesbrough Council has a commitment to review this charge annually. Hartlepool charges £1.60 for long stay off street parking, Darlington charges £1.50. In Redcar and Guisborough the long stay charge is £2.00 per day, whilst in Stockton it is £1.70.

4.7 There are a variety of ways in which short stay charges are levied in each town centre. For comparison, however, the short stay charge for a two hour duration has been used. Darlington charges are the highest (£1.40 for two hours), while Guisborough and Redcar charge £1.00. Middlesbrough is inbetween the two, at £1.20, In Hartlepool and Stockton the short stay parking charges are lower, £0.70 and £0.50 for two hours respectively. In Hartlepool, the maximum short stay is three hours.

4.8 It is clear that there are variations between parking charges in each town centre, and this generally reflects the size of the centre and therefore its attractiveness to shoppers and businesses. Although both long and short stay parking charges have been reported here, it is long stay charges that are most important as these directly affect long stay commuting behaviour, one of the main target transport markets for demand management in the Tees Valley.

[5] Assuming 500 regulated on street spaces in Stockton
[6] Assuming 2,000 PNR spaces in Stockton
[7] Assuming no change from 1998 levels

Table 1: **Summary of Existing Town Centre Parking Supply and Charges for the Tees Valley**

TOWN CENTRE	PARKING SUPPLY					PARKING CHARGES			
	Public Off Street		Public On Street		Private Off Street (PNR)	Public Off Street		Public On Street	
	Long Stay	Short Stay	Regulated	Unregulated		Long Stay (9am-5pm)	Short Stay (per 2 hrs)	Long Stay (9am-5pm)	Short Stay (per 2 hrs)
Darlington	1200	2000	295	n/a	Est. 2000	£1.50	£1.40	Free	Free
Hartlepool[2]	674	1410	20	0	n/a	£1.60	£0.70	Free	Free
Middlesbrough	2530	2030	485	n/a	2395	£2.10	£1.20	Free	Free
Guisborough Redcar	155 411	183 562	172 392	n/a n/a	400? 200?	£2.00 £2.00	£1.00 £1.00	Free Free	Free £1.00
Stockton Thornaby Billingham Yarm	680 + 263[1] 0 + 423[1] 0 + 893[1] 0 + 41[1]	470 0 0 0	183 0 15 195	0 0 0 161	n/a n/a n/a n/a	£1.70 Free Free Free	£0.50 Free Free Free	Free Free Free Free	Free Free Free Free
TOTAL	5937 + 1620[1]	6549	1757	n/a	n/a				

Updated 27 March 2000

n/a : data not available

[1] Figures for Stockton Borough show number of P&D and unrestricted spaces
[2] Hartlepool figures are not directly comparable to previous versions of this table.

Policies

Car Parking Charges
Policy DM1

The main retail centres in the Tees Valley will seek to harmonise charges for off street long stay public parking over the coming years, having regard for the different sizes, purposes and public transport accessibility of each centre. The local authorities will give consideration to increase long stay off street and on street parking charges in excess of the Retail Price Index every year from 2000 onwards.

4.9 This policy means that consideration will be given to eliminating the current differentials between long-stay parking charges in Tees Valley town centres, although individual circumstances will be taken into account in this policy. The peripheral location of Redcar and Guisborough town centres may be an example of these circumstances.

Supply of Car Parking Spaces
Policy DM2

The supply of long stay on-street and off-street parking in Tees Valley town centres will not be increased above 2000 levels. Efforts will be made to restrict more on street town centre parking for short stay or residents only use as appropriate. Encouragement will be given to "car-free" developments in appropriate locations which provide significantly reduced numbers of parking spaces for residents, employees or visitors.

4.10 By capping long stay parking supply, a limit on commuting involving the use of a public car park can be imposed. Where long stay car parks are already full during the working day, a cap at 1998 levels is implied.

4.11 There are some 7,700 PNR spaces uncontrolled in Tees Valley town centres, and many thousands more in major out-of-town developments (for example Teesside Retail and Leisure Parks, Teesdale, Morton Park, Riverside Industrial Park). The ability to manage these spaces through levying parking charges would be very important in meeting demand management goals, and could generate significant revenue which could then be ploughed back into public transport improvements and the implementation of further demand management measures.

4.12 Agreement will be needed on a definition for "adequate public transport alternatives". An approach adopting accessibility indices may be appropriate.

Parking Controls
Policy DM3

Local authorities in the Tees Valley will continue to investigate the feasibility of decriminalising the contravention of permitted parking controls and bringing the enforcement of permitted parking controls under local authority control.

4.13 The decriminalisation of parking offences allows local authorities to exercise far greater control over motorists who contravene parking regulations, thereby improving parking space turnover and effective parking supply. Barriers which currently exist to implementing such schemes in the Tees Valley include the cost of setting up an adjudication service and the central Government requirement that the costs of operation are covered by revenue obtained. The Tees Valley authorities are currently investigating the potential for parking decriminalisation across the sub-region as a whole.

4.14 To ensure a co-ordinated approach and avoid problems with enforcement at boundaries, the Tees Valley authorities are working with each other through the Tees Valley Decriminalised Parking Group with the objective of decriminalising parking across the whole of the Tees Valley.

4.15 Parking policies for new development are discussed further in Section 8 of this document.

5. Reallocation of Road Space

5.1 This section deals with the scope to reallocate road space from the use of all traffic to the use of specific modes only, typically buses, cycles and taxis. Firstly, a brief summary of the approaches to the main centres, and the steps already taken to reallocate road space in these approaches away from general use, is provided.

Darlington

5.2 There are seven main radial routes approaching Darlington town centre from all directions, all of which are of two lane single carriageway standard when they intercept the town's inner ring road. At present there are limited special allocations of road space on some approaches, and schemes for bus priority of a number of the major routes are planned by Darlington Borough Council subject to LTP package funding. There is extensive pedestrianisation in the town centre itself and no through routes in the town centre for vehicles other than scheduled buses. Further revisions to arrangements in the town centre are being considered

Hartlepool

5.3 The coastal location of Hartlepool means that there are relatively few approaches to the town centre. Dual two lane carriageways are now provided to the north and south of the town, the northerly A179 extension being opened in December 1997. From outside the town a number of main routes feed into these dual carriageways while several local roads approach the town directly from the west. Traffic management measures are currently being implemented to reduce the attractiveness of these local "rat-runs". Work is progressing on the North-South bus priority route using York Road through the town centre.

Middlesbrough

5.4 Middlesbrough, the largest town centre in the Tees Valley, has numerous approaches based on a grid system, the main ones being the A66 to the west and east; Borough Road to the east; Newport Road to the west; and Linthorpe Road, Marton Road and Acklam Road to the south. Bus priority measures have already been implemented throughout the town centre, as has an extensive pedestrianisation scheme, and bus priority measures are also in place on the Newport Road, Marton Road and Linthorpe Road approaches to the town. Further bus priority measures are planned on Acklam Road to connect with the Newport Road scheme.

Redcar and Guisborough

5.5 Redcar has four main approaches, one from the west, two from the south and one from the east. None have any road space reallocation measures in place, although there are plans to provide a bus priority route to the south of the town subject to funding. The main shopping street in Redcar is largely pedestrianised. Guisborough has three major approaches, although the town itself is bypassed by the A171. Road space reallocation and traffic management measures have recently been implemented in the town centre.

Stockton, Billingham and Thornaby

5.6 Stockton town centre has five main approaches, of which Norton Road to the north already benefits from an extensive bus priority scheme that extends to Norton and Billingham. There are further proposals for bus priority measures on the two main routes to the south of the town using Yarm Road and Victoria Bridge. The latter will connect with bus priority corridors to Thornaby, Ingleby Barwick and Middlesbrough. Victoria Bridge represents a key link to the bus priority system in the Tees Valley, the Green Routes network. The use of this bridge as a bus priority route is dependent on LTP package funding and the provision of the South Stockton Link (a new strategic link connecting to residential areas, commercial areas and the trunk road network south of the town centre). Stockton town centre itself is a traffic free zone with access for buses only. Thornaby will benefit from the proposed Stockton-Ingleby Barwick Green Route while Billingham already has an extensive bus priority scheme in place.

5.7 The above paragraphs demonstrate the significant steps which the Tees Valley authorities have made over a number of years to reallocate town centre road space away from general traffic and towards more sustainable modes such as buses, cycling, walking and taxis. Further moves in this direction are planned in all town centres provided the central Government funds and grants for capital expenditure are forthcoming.

Policy

Reallocation of Road Space
Policy DM4

The Tees Valley authorities will continue to reallocate road space on the approaches to and within town centres to more sustainable modes of transport, such as buses, cycles, walking and taxis, where these modes are affected by general traffic congestion and where priority schemes are feasible and safe in engineering terms. Capacity reductions to rationalise on-street parking and address safety issues will be encouraged on main town centre approach roads where appropriate. Further town centre pedestrianisation schemes will be encouraged, with appropriate priorities for sustainable transport modes being retained.

6. Travel Awareness

6.1 Travel awareness is a crucial part of this demand management policy framework. Motorists often do not fully consider of the consequences their travel choices have on other people and themselves, and are often not aware of the alternatives which are available for them to use.

6.2 When motorists choose to use their car for their journey to work, or for the school run, many do not realise the full consequences of their choice in terms of financial cost to them, the effect on the environment and the effect on safety levels. Publicity campaigns informing motorists of these consequences in some regions of the country have successfully got these messages across. The Tees Valley authorities already mount campaigns such as these, but more is needed if the growing "car culture" developing in the Tees Valley is to be addressed.

6.3 In this context, Middlesbrough is one of five pilot authorities operating roadside emissions checks on random samples of vehicles to discourage the use of grossly polluting cars. Often the problem is a lack of resources, so the attitude of central Government to travel awareness campaigns is vitally important.

6.4 A key method of improving awareness of the consequences of travel decisions is through the workplace. Peak hour journeys to work by car are major contributors to the environmental problems now developing in the Tees Valley. Employers can be encouraged to develop "Green Travel Plans", which improve employees' perceptions of the travel choices available, of the scope for reducing traffic flow and parking requirements by car sharing and by generally raising awareness of what transport choices mean to the environment. Major employers are clearly crucial in getting such schemes going in our town centres, and local authorities are often major town centre employers.

6.5 A particular aspect of private vehicle use of concern to the Tees Valley authorities is the increasing trend of parents to take their children to school by car. This behaviour leads to congestion, parking, environmental and safety problems in the vicinity of many schools which could easily be avoided. The "Safer Routes to Schools" scheme, developed by Sustrans, is therefore a particularly welcome initiative in the Tees Valley.

6.6 The scheme sets out to educate parents and children of the consequences of their choices, explains why using the car makes it less safe to walk and cycle to school, thereby causing a vicious circle of increasing safety and security problems. The scheme suggests ways of breaking into this circle, both through information, education, providing alternative transport means and through traffic management techniques. The Tees Valley authorities are all considering projects of this kind, for example Redcar & Cleveland Borough Council is already planning a major "Safer Routes to Schools" initiative in Eston and Normanby.

6.7 Even if motorists are educated about the consequences of using the private vehicle they may not be aware that other travel mode choices are available to them. People who have driven for years will often not be aware of the bus or rail route which serves their homes, the frequency of service or the fare. They may even not be aware of how to go about stopping a bus, boarding it, paying the fare and alerting the driver when they wish to alight. Improved information on all aspects of public transport alternatives, as well as cycling facilities and, for short journeys, walking facilities are therefore vital.

Policies

Green Travel Plans
Policy DM5

The Tees Valley authorities will continue to develop Green Travel Plans for all their full-time office based employees.

Green Travel Plans
Policy DM6

The Tees Valley authorities will share experience, work collectively and develop best practice to encourage the implementation of Green Travel Plans by major employers in town centres and out of town developments. The preparation and implementation of Green Travel Plans by major employers will be expected as a component of all future major planning applications.

Publicity Campaigns
Policy DM7

The Tees Valley authorities will continue to publicise and participate in campaigns to highlight to motorists the environmental and safety aspects of the use of the private vehicle, subject to resource constraints, including the annual "Don't Choke Britain" campaign.

Safer Routes to Schools
Policy DM8

The Tees Valley authorities will continue to implement a small number of pilot "Safer Routes to Schools" projects subject to resources. The gathering of best practice from these schemes and other schemes across the country will be used to guide further "Safer Routes to Schools" projects where they are required.

Travel Information
Policy DM9

The Tees Valley authorities will seek to improve awareness and information regarding alternative transport modes such as bus services, rail services, cycling and walking. Co-ordinated public transport information services are already in operation - awareness of this facility will be enhanced, and the service will be improved as necessary. Subject to resources being made available the public transport information system will, in conjunction with all public transport operators (bus and rail), be made more comprehensive, cover longer hours and when feasible introduce real time information on current operating conditions.

7. Park and Ride Facilities

7.1 Park and ride is an important demand management tool because it can combine the convenience of the motor car for sections of journeys which cannot be easily substituted by public transport, and adds a public transport leg for the final approach to the town centre, which is often the leg where the greatest congestion and environmental problems are seen.

7.2 Care needs to be taken at the planning stage of park and ride schemes to ensure that a suitable site is available, that total travel is not increased by providing park and ride and that sufficient associated infrastructure is provided to make the onward journey reliable, convenient, fast and frequent without prohibitive costs to the local authority.

7.3 Rail park and ride schemes are normally suitable for a particular congested corridor with a large number of trips travelling to the town where the railway terminates. Bus based park and ride is more suitable for corridors with a wide geographical spread of origins and destinations - a "root and branch" bus service system can be developed centred on the park and ride facility.

7.4 There is very little use of park and ride in the Tees Valley at present. Some towns operate informal seasonal park and ride facilities. On the railways, a park and ride facility has been provided as part of the new Yarm station, while informal park and ride arrangements exist at car parks with railway stations in close proximity, for instance Redcar Central and Middlesbrough.

7.5 Park and ride facilities could form part of the East Middlesbrough Corridor proposals. A park and ride facility could be provided near Gypsy Lane station, with bus connections to a wide variety of destinations in the Tees Valley centred here. The feasibility of linking the park and ride site to an enhanced rail service on the Esk Valley line is also under investigation.

Policy

Park and Ride Facilities
Policy DM10

The Tees Valley authorities will investigate the case for high quality, secure park and ride facilities connected with frequent, comfortable and reliable bus and rail services, along corridors where such a facility can be seen to reduce environmental problems on the approaches to and within town centres.

8. New Development

8.1 As well as developing and implementing policies to manage demand on existing infrastructure, future development must be planned in a way that ensures compatibility with integrated transport policies. Guidelines should be in place both for new development which creates or attracts journeys, and for provision of new infrastructure.

8.2 Any development requiring planning permission is expected to comply with the necessary regulations and standards, laid out by the Government in Planning Policy Guidance (PPG) notes. In the context of demand management, PPG 13: Transport contains the relevant guidelines. As well as containing advice on development which meets the aims of the Government's integrated transport policy, the recently revised PPG 13 includes maximum parking standards for new developments. This represents a significant shift from the previous policy of specifying minimum parking provision.

8.3 The Tees Valley Authorities are developing their own parking standards, which will apply to all new developments. Planning authorities will also expect new developments to include a Travel Plan for staff and customers.

Policy

New Development
Policy DM11

The Tees Valley authorities will review the parking and accessibility standards laid down in Planning Policy Guidance Note 13 for future development. Parking standards will be reviewed through the Residential Standards Group.

9. Freight Transport

9.1 The movement of freight is a main source of transport demand in the Tees Valley. Teesside in particular has a historical connection with freight traffic and currently boasts several large industrial sites and two ports.

9.2 The Tees Valley authorities are not able to directly influence the choice of mode for bulk goods transported into and out of the sub-region under current legislation. However, local authorities can assist business in finding out about the inducements to use alternative forms of transport. Although rail is often seen as the natural alternative to road transport, the Tees Valley's situation makes shipping, both short sea and deep sea, a viable alternative.

9.3 For rail transport, incentives are available to construct new railway sidings, and track access charges can be subsidised. Local authorities can also lobby Railtrack, the rail freight companies, the Office of the Rail Regulator and the Shadow Strategic Rail Authority to keep the costs of rail freight transport down to make it as competitive as possible in the future.

9.4 The Tees Valley authorities can also endeavour to encourage major new industrial development whose goods have the prospect of being carried by rail to locate near to, and use, existing railways. Land next to railways suitable for such industry should be reserved for such purposes whenever possible.

9.5 The Tees Valley Freight Transport Forum, with membership including the Joint Strategy Unit and major freight users, has recently produced a Freight Transport Strategy, outlining its approach to the movement of freight in the subregion.

Policy

Rail Freight
Policy DM12

The Tees Valley authorities will work in partnership with Railtrack, rail freight companies, the Shadow Strategic Rail Authority and local business to ensure that the possibility of using the railways to transport goods into and out of the Tees Valley is maximised. Land use policies will be followed so that industrial land allocations are served by rail wherever possible. Local authorities will then endeavour to ensure that these allocations are occupied by business who can and will make use of rail facilities.

10. Long Term Influences on Travel

10.1 In the longer term it is intended that other influences will be brought to bear which will influence the level of demand for private vehicles in the Tees Valley.

10.2 The Tees Valley Structure Plan and the local plans of the five Tees Valley authorities all contain land use policies which are designed to reduce the need to travel. These reductions can be achieved by placing residential, leisure, retail and commercial areas close together, or at least in positions whereby public transport access between them is readily available.

10.3 These land use policies are, however, inevitably slow moving in their overall influence as only a small percentage of land in the Tees Valley is either developed or redeveloped in any given year. This means that the year on year effect of these policies is relatively small. However, in the long term it is clear that the effect of these policies will be to profoundly alter the travel patterns and transport demands across the whole of the Tees Valley.

10.4 One further potential influence on demand for road space in the Tees Valley is the possibility of urban road pricing, or congestion charging, being introduced. This is where motorists are required to pay a toll to use certain roads. The level of the toll may be variable depending on the time of day or level of prevailing traffic congestion. It is likely the toll will be paid through electronic means, avoiding the need for slowing down and performing a physical cash transfer. investment that would be required to implement such a scheme.

10.5 A more feasible option for direct charging may be the introduction of a workplace parking levy. Although such a scheme has several advantages, it would place a large administrative burden on local authorities, and is limited in scope, reducing its effectiveness.

10.6 It is considered that at present traffic congestion problems experienced in the Tees Valley are not sufficiently severe to justify the introduction of either road user charging or workplace charging levies. However, should the other policies outlined in this framework fail to tackle the traffic problems that are emerging in the Tees Valley, the suitability of direct charges in the sub-region may need to be revisited.

Policy

Land Use Planning
Policy DM13

Long term land use policies which reduce the need to travel, reduce the distances of journeys and encourage the use of sustainable modes of travel will continue to be adopted by the Tees Valley authorities in their Tees Valley Structure Plan and in each constituent authority's Local Plan.

Congestion Charging
Policy DM14

In the long term the Tees Valley authorities will consider the potential for road user charging and workplace parking levies as ultimate measures if other demand management policies fail to tackle traffic problems in the sub-region.

11. Conclusions

11.1 This policy framework demonstrates that local authorities are already doing a great deal in partnership with each other and outside bodies, to manage demand for road space in the Tees Valley. This work is set to continue, and policies have been set down which provide commitment to continue to follow demand management objectives.

11.2 The delivery of demand management policies, as in all aspects of transport, is crucially dependent on money being available for infrastructure, resources and information. The Tees Valley authorities will continue to give high priority to demand management to achieve the greatest possible benefit within their limited transport budgets. It is hoped that this joint policy framework will go a long way to achieve demand management goals in the Tees Valley. The authorities hope that adequate funding for these policies can be secured.

Appendix 2

Darlington Local Transport Plan – Simplified Appraisal Summary Tables

Simplified Appraisal Summary Table

Darlington Transport Strategy	Strategy Fully Funded with Darlington Eastern Transport Corridor (DETC)

CRITERIA		MAJOR IMPACTS OF LTP	Assessment
ENVIRONMENT	Noise	Limiting traffic growth means limited noise nuisance. DETC provides significant reductions in residential noise nuisance.	☑
	Local Air Quality and Greenhouse Gas Emissions	Limiting traffic growth and reducing traffic congestion improve air quality. Walking/cycling are benign modes regarding emissions. There is a better town centre environment.	☑
	Landscape	Only DETC is significant, any potential impacts are minimised by measures designed into the scheme.	O
	Biodiversity	Only DETC is significant, potential impacts are mitigated by measures recommended in Environmental Statement.	O
	Built Environment	Town Centre Strategy will improve environment in this key area. DETC will allow enhancements to historic S+DR track bed. Corridors of certainty will improve image of key thoroughfares.	☑
	Water	No impacts. DETC has no impact of water courses or drainage.	O
	Other Health Impacts	Greater public transport use, walking and cycling will result in healthier population. Better air quality reduces risks of chronic disease. Improved safety levels result in less injury and more health resources available for other treatments.	☑
	Quality of Journey	Journey quality improved for all modes of travel across the Borough.	☑
SAFETY	Accidents	Accident reduction is a central theme. Special action at hotspots, around schools and for cyclists, pedestrians and children.	☑
	Security	Work with Police and operators to improve security on public transport. Town centre CCTV and Secure Car Parks Awards will enhance personal security. Action proposed to deal with insecure pedestrian environments.	☑
ECONOMY	Journey Times	Public transport, cycling and walking times will be reduced. DETC will relieve considerable traffic congestion and provide direct route to existing and new development.	☑
	Vehicle Operating Costs	Reduced congestion will reduce operating costs.	☑
	Financial Flows	Investment by Government being matched by other sources, such as bus and rail operators, developers, etc.	O
	Journey Time Reliability	Improved by corridors of certainty proposals and DETC.	☑
	Regeneration	DETC a key facilitator of economic regeneration for development sites to the east of the town.	☑
ACCESSIBILITY	Option Values	All areas will see improved public transport, cycling and walking options.	☑
	Severance/Community	Massive improvements will tackle severance at edge of town centre and in main corridors. Better pedestrian linkages in residential areas.	☑
	Social Inclusiveness	People with disabilities and mobility difficulties, the vulnerable and the young will benefit from several strategies. Greater mobility for all through better public transport.	☑
INTEGRATION	Interchange	Measures to improve bus/rail and bus/bus interchange are under consideration within Town Centre Access Strategy.	☑
	Land Use Policy	LTP fully compliant with objectives and strategies of Borough of Darlington Local Plan.	☑
	Other Government Policy	Strategy is well integrated with national and regional health, education and social policies.	☑

Simplified Appraisal Summary Table

Darlington Transport Strategy	Strategy Fully Funded, no Darlington Eastern Transport Corridor (DETC)

CRITERIA		MAJOR IMPACTS OF LTP	Assessment
ENVIRONMENT	Noise	Limiting traffic growth means limited noise nuisance.	☑
	Local Air Quality and Greenhouse Gas Emissions	Limiting traffic growth and reducing traffic congestion improve air quality. Walking/cycling are benign modes regarding emissions. There is a better town centre environment.	☑
	Landscape	None.	O
	Biodiversity	None.	O
	Built Environment	Town Centre Strategy will improve environment in this key area. DETC will allow enhancements to historic S+DR track bed. Corridors of certainty will improve image of key thoroughfares.	☑
	Water	None.	O
	Other Health Impacts	Greater public transport use, walking and cycling will result in healthier population. Better air quality reduces risks of chronic disease. Improved safety levels result in less injury and more health resources available for other treatments.	☑
	Quality of Journey	Journey quality improved for all modes of travel across the Borough.	☑
SAFETY	Accidents	Accident reduction is a central theme. Special action at hotspots, around schools and for cyclists, pedestrians and children.	☑
	Security	Work with Police and operators to improve security on public transport. Town centre CCTV and Secure Car Parks Awards will enhance personal security. Action proposed to deal with insecure pedestrian environments.	☑
ECONOMY	Journey Times	Public transport, cycling and walking times will be reduced.	☑
	Vehicle Operating Costs	Limited opportunities without DETC.	O
	Financial Flows	Input from developers into the town will be reduced if DETC not provided, as key sites will remain undeveloped.	☒
	Journey Time Reliability	Improved by corridors of certainty proposals.	☑
	Regeneration	Inability to develop key sites allocated in BDLP without DETC.	☒
ACCESSIBILITY	Option Values	All areas will see improved public transport, cycling and walking options.	☑
	Severance/Community	Massive improvements will tackle severance at edge of town centre and in main corridors. Better pedestrian linkages in residential areas.	☑
	Social Inclusiveness	People with disabilities and mobility difficulties, the vulnerable and the young will benefit from several strategies. Greater mobility for all through better public transport.	☑
INTEGRATION	Interchange	Measures to improve bus/rail and bus/bus interchange are under consideration within Town Centre Access Strategy.	☑
	Land Use Policy	Central land use allocations of BDLP will be compromised by lack of DETC.	☒
	Other Government Policy	Strategy is well integrated with national and regional health, education and social policies.	☑

Appendix 3

Draft Darlington Bus Quality Partnership

DRAFT PARTIAL QUALITY PARTNERSHIP DOCUMENT

Potential partners: Adshel
Arriva North East
Darlington Borough Council
Durham Constabulary
Go North East
Leven Valley Coaches
Procters of Bedale
Stagecoach Transit t/a Stagecoach Darlington

Key locations: Town centre (within Inner Ring Road/Salt Yard/West Street)

Railway stations
- Darlington (Parkgate and Victoria Road stops)
- North Road (future stop)
- Dinsdale
- Teesside Airport (if train service levels increase)

Teesside International Airport

Darlington Memorial Hospital
- Woodland Road
- Hollyhurst Road
- Internal stop

Supermarkets/shopping centres
- North Road (The Morrison Centre)
- Whinfield Shopping Centre
- Morton Park (Morrisons)
- Yarm Road District Centre (The Wheatsheaf)
- Neasham Road District Centre (Morrisons)
- Victoria Road/Grange Road (Safeway)
- Mowden Park Shops
- Cockerton Library

Rural bus hubs (possible Rural Bus Challenge bid) - open to suggestions

2. BUS SERVICES

Darlington Borough Council Responsibilities

2.1 Darlington Borough Council will review the bus service network to ensure that, as far as is reasonably possible, 90% of the urban area, including all non residential and industrial buildings, has access to a bus route operating to both the town centre and nearest local centre (unless the town centre is the nearest local centre) at least every fifteen minutes Monday to Saturday daytimes, and every half hour evenings and Sundays, within 200 metres. The remainder of the urban area will be no further than 300 metres from such a route.

2.2 Darlington Borough Council will review the bus service network to ensure that, as far as is reasonably possible, all settlements with a population greater than 600 are wholly within 300 metres of a bus service operating to both Darlington and the nearest local centre at least every half hour Monday to Saturday daytimes, and every hour evenings and Sundays.

2.3 Darlington Borough Council will review the bus service network to ensure that, as far as is reasonably possible, all settlements with a population greater than 100 are wholly within 300 metres of a bus service operating to both Darlington and the nearest local centre at least every hour Monday to Saturday daytimes, and every two hours evenings and Sundays.

2.4 Darlington Borough Council will review the bus service network to ensure that, as far as is reasonably possible, all other settlements are wholly within 300 metres of a bus service operating to both Darlington and the nearest local centre at least every two hours Monday to Saturday daytimes, and at key times evenings and Sundays.

In all the cases detailed above, the last bus from Darlington town centre and the nearest local centre will depart after 2300.

2.5 Darlington Borough Council will work with the bus operators with the aim of meeting the frequencies detailed above. On routes which are wholly tendered and on other routes during the periods when they are wholly tendered, the Council will normally meet any additional costs associated with this, subject to the availability of resources and the demonstration of Best Value. On other routes and at other times, the bus operators will normally meet the frequencies for a minimum of six months until their commercial viability or otherwise is known.

2.6 Darlington Borough Council will, in addition to the above, consider the following when reviewing the tendered bus service network:

i) Number of passengers carried
ii) Subsidy to fares revenue ratio
iii) Cost per passenger journey (excluding concessionary fares costs)

2.7 Darlington Borough Council will undertake periodic monitoring of bus service reliability and may publish the results. Where the Bus Operators have also undertaken their own surveys, or joint surveys in conjunction with the Borough Council, the results may be published jointly. Reasons for the results will be given where they are obvious.

2.8 Darlington Borough Council will monitor details of complaints about bus services and will pass complaints on to the relevant bus operator on the day of receipt (or the next working day if received out of normal office hours). The Council will make available, in generalised form, any statistics they may compile regarding complaints about bus services.

2.9 Darlington Borough Council will only change their tendered bus services on the dates specified for the Bus Operators, unless exceptional circumstances apply.

2.10 Darlington Borough Council will specify standard departure times past each hour

throughout the day on all but the most infrequent of tendered services, and will use the results of the Bus Operators surveys to determine running times. On new sections of route a time test will be carried out by the Borough Council beforehand and tenderers will be recommended to carry out their own surveys prior to tendering. The successful tenderer will be required to carry out a time test or provide evidence that they have already done so.

2.11 Darlington Borough Council will, when increasing the frequency of or retiming tendered services along a section of route, seek to avoid running close to the times of an existing journey having regard to connections that need to be made en route.

2.12 Darlington Borough Council will give the Bus Operators the opportunity to comment on proposals for tendered services, at least four weeks before the issue of tender documents, unless exceptional circumstances apply. The Council will identify, with the Bus Operators, services which they consider to have the potential to be operated commercially and the Bus Operators will be invited to declare any services they are willing to operate commercially before the tender documents are issued.

2.13 Darlington Borough Council will not issue tenders with a duration of less than three years, unless the funding is external and cannot be guaranteed for this length of time or it is likely that the contract will only be required for a short period.

2.14 Darlington Borough Council will publish details of tenders awarded and in operation on an annual basis.

2.15 Darlington Borough Council will rationalise bus stops where appropriate to ensure that all buses to a single destination, whatever the operator, observe the same stop, subject to safety and the capacity of the stop to handle the frequency of service. The Bus Operators will be consulted as part of this process although the final decision will rest with the Council.

2.16 Darlington Borough Council will endeavour to introduce bus priority measures on designated Corridors of Certainty as detailed in the Local Transport Plan and subject to the usual process of consultation.

2.17 Darlington Borough Council will endeavour to ensure that buses are not unduly affected by congestion on any route and will seek to introduce bus priority measures at other locations where they are warranted. The Bus Operators suggestions will be actively considered in this regard.

2.18 Darlington Borough Council will give the Bus Operators the opportunity to comment on any traffic management proposals, of a temporary or permanent nature, that may affect their services, with the exception of emergency and minor temporary works.

2.19 Darlington Borough Council will undertake to seek passengers views on bus services, the network and possible improvements and will make the Bus Operators aware of any comments or requests received.

2.20 Darlington Borough Council will maintain the commercial confidentiality of any information supplied to it.

Bus Operators Responsibilities

2.21 The Bus Operators will operate a minimum of 99.5% of all scheduled kilometreage and will provide details of all lost kilometreage to the Borough Council in an agreed format.

2.22 The Bus Operators will not permit services to leave a timing point early.

2.23 The Bus Operators will endeavour to operate 95% of their scheduled journeys no more than five minutes late except in extreme circumstances, as may be defined at a future date by the Traffic Commissioner. The Bus Operators will survey the running time of all their services at least every two years and will make the results available to the Council.

2.24 The Bus Operators will ensure that all drivers have access to a reliable timepiece, and that its accuracy is checked daily.

2.25 The Bus Operators will permit designated Borough Council employees carrying agreed identification (pass or letter) to carry out reliability monitoring and will allow them free access to their vehicles, without notice, to undertake this. They will provide details to the Borough Council of their own reliability monitoring.

2.26 The Bus Operators will provide summary details to the Borough Council of complaints received and any qualitative passenger perception and other surveys undertaken regarding service performance, on a monthly basis in a standard format respecting confidentiality.

The Bus Operators will respond to all complaints within seven days of receipt, and copy to the Council the replies to all complaints forwarded by them.

2.27 The Bus Operators will provide the Borough Council with passenger usage figures for bus services in the Borough, broken down by service, concessionary pass holders and, on cross-town services, by end of route.

2.28 The Bus Operators will only change their services on the Sundays of or preceding the following dates, unless exceptional circumstances apply and the Borough Council are in agreement:

i) The start of the school spring term (early January)
ii) The start of the school summer term (March/April)
iii) The start of the summer National Rail Timetable (late May)
iv) The start of the first full week of the school summer holidays (July)
v) The start of the school autumn term (early September)
vi) The start of the winter National Rail Timetable (late September)
vii) The start of the week following the autumn half term (late October)

All school terms and holidays are defined as those applying to Darlington. Exceptional circumstances include significant reliability issues subject to a time test being undertaken.

2.29 The Bus Operators will not change the same service more than twice in one rolling twelve month period, unless exceptional circumstances apply and the Borough

Council are in agreement. Exceptional circumstances may include changes requested by another local authority, factors preventing the continued operation of the service via its existing route, the opening of major new sources of traffic, and the changing of school or shift times.

2.30 The Bus Operators will give the Borough Council four weeks advance notice, and the opportunity to comment, on any proposed bus service changes before registrations are submitted to the Traffic Commissioner. Where the change is an extremely minor timing adjustment, in competitive situations and in the case of significant reliability issues backed up by a time test made available to the Borough Council, the period of notice will be reduced to one week.

2.31 The Bus Operators will not use the five minute rule without three weeks advance notice to, and the agreement of, the Borough Council. This may be reduced to one week with the agreement of the Borough Council.

2.32 The Bus Operators will use standard departure times past each hour throughout the day on all but the most frequent (every ten minutes or less) and infrequent of services. On services running every ten minutes or less, the Bus Operators will endeavour to use standard departure times past each hour throughout the day. Minor exceptions may be permitted, with the agreement of the Borough Council, to serve schools and specific businesses in Darlington at critical times, and on routes without bus priority which are subject to major traffic congestion at peak times.

2.33 The Bus Operators will, where necessary, increase the frequency of their commercial services, during the periods when they are wholly commercial, to meet the minimum service levels designated in 2.1 to 2.4 above. They will be responsible for maintaining these frequencies for a minimum of six months.

2.34 The Bus Operators will, when increasing the frequency of or retiming services along a section of route, endeavour to maintain as even a headway with existing journeys as possible having regard to connections that need to be made en route.

The Bus Operators will identify, with the Council, tendered services which they consider to have the potential to be operated commercially.

2.35 The Bus Operators will, when seeking to reduce services, provide the Borough Council with any revenue and other information they may require to come to a decision as to whether to support the continuation or replacement of the service. Darlington Borough Council will be free to circulate this information with tender documents.

2.36 The Bus Operators will not withdraw journeys less than six months after their introduction, with the exception of specific seasonal journeys.

2.37 The Bus Operators will, in consultation with the Borough Council, use standard timing points and apply them to all services stopping thereat.

2.38 The Bus Operators will ensure that all bus stops are observed on request, except on express services, and will not permit buses to leave a stop without ensuring that all intending passengers are given the opportunity to board.

2.39 The Bus Operators will work together in determining the most suitable and appropriate type of transponder, or other vehicle detection system, for on-bus fitment, bearing in mind the Council's requirements and keeping the Council informed of developments. They will co-operate in fitting a common system to all their vehicles operating on routes where selective vehicle detection is to be introduced.

2.40 The Bus Operators will allow uniformed Police Officers and Traffic Wardens free travel on their vehicles.

Police Responsibilities

2.41 Durham Constabulary will undertake to maintain a presence on buses to combat specific problems and at other times when resources permit.

2.42 Durham Constabulary will investigate bus related incidents and problems and work with the Council and Bus Operators to identify solutions.

3. INFRASTRUCTURE

Darlington Borough Council Responsibilities

3.1 Darlington Borough Council will name all bus stops, and provide a standard flag displaying the name, by 2004.

3.2 Darlington Borough Council will endeavour to provide near level access through the use of raised kerbs and protected bus stop markings at all stops on bus routes served at least 95% of the time by low floor buses, within one year of their introduction. Should a large number of low floor buses be introduced within a short period of time, routes will be phased over a longer period in agreement with the Bus Operators.

3.3 Darlington Borough Council will provide near level access when their own highway and footpath maintenance works are undertaken at bus stops.

3.4 Darlington Borough Council will work with developers to ensure that bus stops in new developments are compatible with low floor buses.

3.5 Darlington Borough Council will ensure that all bus stops are clear of and do not obstruct dropped kerbs provided for the benefit of pedestrians and the disabled by 2005.

3.6 Darlington Borough Council will ensure that bus boarding points are not obstructed by shelters and other street furniture and that sufficient room is maintained for wheelchairs and pushchairs to board.

3.7 Darlington Borough Council will seek to introduce Bus Stop Clearways at all stops in the Borough as resources permit, targeting key locations and problem stops, and will take advantage of any legislation which may speed this process. Any Bus Stop Clearways introduced will be effective for 24 hours a day.

3.8 Darlington Borough Council will co-ordinate the provision of bus shelters at all stops at key locations, subject to the site being suitable.

3.9 Darlington Borough Council will co-ordinate the provision of bus shelters at all stops on designated Corridors of Certainty in conjunction with the introduction of bus priority measures.

3.10 Darlington Borough Council will expand the provision of bus shelters at a minimum rate of five new or replacement sites each year, targeting stops at the locations mentioned above, and other busy stops, particularly those used by a high proportion of elderly people.

3.11 Darlington Borough Council will ensure that all new bus shelters are constructed to a high standard and are lit, either internally or externally. They will allow waiting passengers to see out in more than one direction and be seen by passers by.

3.12 Darlington Borough Council will ensure that all new bus shelters are located at the front of the bus stop, ahead of the bus, for safety reasons and so that queuing passengers are facing approaching buses.

3.13 Darlington Borough Council will work with Durham Constabulary to ensure that cash machines, night safes and other vulnerable locations are not obstructed by bus shelters.

3.14 Darlington Borough Council will inspect all its bus shelters at least once a month and will ensure that they are well maintained and kept clean and free from graffiti and vandalism. Damage reported will be made safe the same day and repaired within one week, unless parts have to be specially ordered.

3.15 Darlington Borough Council will report full details of vandalism and other incidents at bus stops and other locations to Durham Constabulary at the earliest opportunity and will inform them of problem locations.

3.16 Darlington Borough Council will review the location of bus stops to ensure that, as far as is reasonably possible, 90% of origin points within the urban area are within 200 metres of a stop (including all non residential and industrial premises), the remainder being no further than 300 metres, and that all settlements with a population greater than 100 and all licensed premises are wholly within 300 metres of a bus stop.

3.17 Darlington Borough Council will seek to provide formal bus stops on all routes to strengthen the presence of the bus and information provision, except on minor rural roads between settlements, by 2004.

3.18 Darlington Borough Council will undertake to ensure that bus stops are easily accessible on foot by all residents, including those with mobility handicaps, along routes that are direct, clean, well repaired and crime defensible. The Borough Council will work with developers to ensure that new bus stops meet these criteria.

3.19 Darlington Borough Council will, within five years, audit all bus stops to ensure that the above criteria are met. Problems identified will be remedied as soon as possible within the resources available, with priority being given to key locations.

3.20 Darlington Borough Council will provide signs to the nearest bus stops at key points and other locations where they are not obvious.

3.21 Darlington Borough Council will provide litter bins at or close to all bus stops by 2010.

3.22 Darlington Borough Council will review the compatibility of existing traffic calming features with low floor bus operation and, subject to the usual consultation process, seek to undertake any improvements deemed necessary by 2010.

Bus Operators Responsibilities

3.23 The Bus Operators will inform the Council and Durham Constabulary, as appropriate, of any difficulties they have in using particular roads or bus stops.

3.24 The Bus Operators will ensure that their staff are aware of how to contact the Police, and do so as soon as possible, without putting themselves in danger, when they witness anti-social behaviour both on and off the bus.

Police Responsibilities

3.25 Durham Constabulary will make a commitment to enforce Traffic Regulation Orders during the course of normal patrols by Police Officers and Traffic Wardens and will respond to complaints where persistent problems occur.

3.26 Traffic Wardens will travel by bus when operationally convenient and enforce parking infringements en route as above.

3.27 Durham Constabulary will respond to incidents regarding anti-social behaviour at bus infrastructure as they are reported, and will endeavour through intelligence to monitor locations with regular problems.

3.28 Durham Constabulary will work with the Council and other agencies to seek to prevent groups who do not intend to travel from gathering at bus stops.

3.29 Durham Constabulary will investigate bus related incidents and problems and work with the Council and Bus Operators to identify solutions.

3.30 Durham Constabulary will, from time to time where appropriate, report and publicise their operations as part of a planned strategy to enhance the deterrent effect.

3.31 Durham Constabulary will consider all requests for new bus shelters and will work with the Council to identify solutions which do not compromise road safety or vulnerable locations such as cash machines and night safes.

Adshel Responsibilities

3.32 Adshel will expand their provision of bus shelters in the Borough, subject to

planning considerations, with a minimum of seventy sites being provided by 2004. Adshel will liaise closely with the Borough Council to determine priorities and suitable locations.

3.33 Adshel will give priority to Corridors of Certainty and key locations when determining sites for bus shelters.

3.34 Adshel will ensure that all new bus shelters are constructed to a high standard and are lit, either internally or externally. They will allow waiting passengers to see out in more than one direction and be seen by passers by.

3.35 Adshel will ensure that all new bus shelters are located at the front of the bus stop, ahead of the bus, for safety reasons and so that queuing passengers are facing approaching buses.

3.36 Adshel will ensure that cash machines, night safes and other vulnerable locations are not obstructed by bus shelters.

3.37 Adshel will inspect all its bus shelters at least once a month and will ensure that they are well maintained and kept clean and free from graffiti and vandalism. Damage reported will be made safe the same day and repaired within one week, unless parts have to be specially ordered.

3.38 Adshel will report full details of vandalism and other incidents at bus shelters to Durham Constabulary at the earliest opportunity and will inform them of problem locations.

4. VEHICLE STANDARDS

Darlington Borough Council Responsibilities

4.1 Darlington Borough Council will undertake periodic monitoring of vehicle standards and may publish the results. Any checks and monitoring of mechanical and structural components will be carried out by approved competent persons.

4.2 Darlington Borough Council may undertake periodic roadside emissions testing and may publish the results.

Bus Operators Responsibilities

4.3 The Bus Operators will ensure that their vehicles are presented to a high standard and are cleaned both internally and externally at least once daily.

4.4 The Bus Operators will ensure that their vehicles are thoroughly cleaned internally at least once per month.

4.5 The Bus Operators will ensure that their vehicles are appropriately heated and ventilated.

4.6 The Bus Operators will ensure that their vehicles display accurate service number and destination information, including intermediate points where appropriate, and

that side and rear screens are used where fitted.

4.7 The Bus Operators will ensure that all new vehicles are fitted with nearside and rear service number displays.

4.8 The Bus Operators will ensure that all new vehicles purchased, except minibuses and coaches on express services, are low floor with ramps. All new minibuses purchased will be low floor with ramps by 2004.

4.9 The Bus Operators will ensure that all new vehicles purchased meet the appropriate DiPTAC standards and all existing vehicles meet the appropriate DiPTAC standards by 2004.

4.10 The Bus Operators will ensure that all vehicles have suitable non side-facing seats towards the front of the vehicle where priority is given to passengers with mobility handicaps, such as the elderly and disabled.

4.11 The Bus Operators will ensure that all vehicles have adequate luggage provision, including both bulky and loose items, and that passengers are able to have an unobstructed view of their luggage.

4.12 The Bus Operators will ensure that all new vehicles meet the current European standards for engine noise and emissions.

4.13 The Bus Operators will only use low sulphur diesel or alternative 'green' fuels.

4.14 The Bus Operators will ensure that vehicle engines are switched off when waiting at layover points or termini for periods of three minutes or more.

6. TRAVEL INFORMATION

Darlington Borough Council Responsibilities

6.1 Darlington Borough Council will ensure, through its agents, that accurate information is available on the National Public Transport Information System database at least two weeks in advance.

6.2 Darlington Borough Council will update information at bus stops at key locations within one week of services changing, subject to the Bus Operators providing the information in time.

6.3 Darlington Borough Council will update information at all other bus stops with timetable display cases within three weeks of services changing.

6.4 Darlington Borough Council will provide timetable information at all bus stops on designated Corridors of Certainty, as part of their upgrading.

6.5 Darlington Borough Council will expand the provision of timetable information at bus stops until at least one of every set of stops is covered by 2010.

6.6 Darlington Borough Council will advertise the locations, numbers and times of

operation of enquiry facilities at all bus stops with a timetable display case and in their buildings where printed timetables are displayed.

6.7 Darlington Borough Council will advertise the appropriate telephone numbers, addresses and procedures for making complaints or enquiring about lost property and other general matters, including details of the Bus Appeals Body, at all bus stops with a timetable display case and in their buildings where printed timetables are displayed.

6.8 Darlington Borough Council will advertise the numbers of all services using a bus stop, and the telephone number of the National Public Transport Information System, at all bus stops by 2004. Such information will be updated within three weeks of any change.

6.9 Darlington Borough Council will ensure that all new bus shelters installed are suitable for the addition of electronic or real time information systems.

6.10 Darlington Borough Council will produce a public transport route map and service guide for the Borough on an annual basis and make it available to the public free of charge.

6.11 Darlington Borough Council will ensure that printed timetable information is distributed to the Town Hall, libraries and other public buildings and displayed before it comes into effect.

Bus Operators Responsibilities

6.12 The Bus Operators will provide, free of charge, information to the public and the Borough Council in printed form on all service changes, however minor, at least one week before their introduction. This information will be displayed on board buses as well as being available in offices for the public to take away.

6.13 The Bus Operators will make all printed timetable information available in large print format on request.

6.14 The Bus Operators will offer postal subscription services for timetable information and will not charge for ad hoc reasonable requests for information by post.

6.15 The Bus Operators will not use the five minute rule unless they comply with Commitment 6.12 above and give Darlington Borough Council three weeks notice of such a change (one week with the agreement of the Council).

6.16 The Bus Operators will provide enquiry office facilities, either individually or jointly, open to the public between the hours of 0900 and 1700 Monday to Saturday, plus at least one hour outside normal office hours, and for a period between 1100 to 1600 Sunday. The enquiry offices will provide information to take away on all services within the Borough, irrespective of the operator, or direct customers to another enquiry office where the information can be provided.

6.17 The Bus Operators will provide telephone enquiry facilities at local rate at all times when their services are running and the National Public Transport Information System is not operational. The numbers and times of operation of such

facilities will be advertised on buses and in all publicity.

6.18 The Bus Operators will advertise on their buses and in all publicity the appropriate telephone numbers and addresses for making complaints or enquiring about lost property and other general matters. These numbers will be answered at all times when their services are running and an answerphone will be available at other times.

6.19 The Bus Operators will advertise the procedure for making complaints, including reference to the Bus Appeals Body and its address, on their vehicles and in all publicity.

6.20 The Bus Operators will include all journeys on a service in their timetables, regardless of the operator.

6.21 The Bus Operators will make reference in their timetables to other services in the same area and provide a contact point for further information, regardless of the operator.

6.22 The Bus Operators will include in their timetables, details of all known methods of obtaining further information; for example telephone numbers (with times of operation) and including the National Public Transport Information System, enquiry offices (with opening times) and internet sites.

6.23 The Bus Operators will contribute to the provision of a route map and service guide, produced by the Borough Council on an annual basis, in proportion to their registered kilometreage in the Borough. The Borough Council will contribute on the basis of the proportion of their tendered service kilometreage to total registered service kilometreage.

6.24 The Bus Operators will make fares and ticketing information available to the public at all the enquiry facilities they provide for timetable information and will provide leaflets detailing all multi-journey tickets, discounts, promotions and special offers. All other fares information will be available in written form on request.

6.25 Where joint enquiry facilities are provided, the Bus Operators will ensure that all fares and ticketing information given to the public is impartial and appropriate to their enquiry.

6.26 The Bus Operators will use the standard bus stop names displayed at each stop in relevant publicity and fare-tables.

6.27 The Bus Operators will consider advertising service improvements and promotions on the exterior of their vehicles, or at least visible from the exterior, to encourage bus travel.

Adshel Responsibilities

6.28 Adshel will provide timetable display cases at all new bus shelters and existing bus shelters as they are upgraded. All their bus shelters will have such a case by 2002.

6.29 Adshel will inform the Council within two working days if they discover a timetable display case is empty.

6.30 Adshel will repair all damaged timetable display cases, and remove all graffiti and flyposting, within one week of being notified.

6.31 Adshel will ensure that all new bus shelters are compatible with the provision of electronic and real time information systems.

Appendix 4

Darlington Borough Council Road Safety Plan

Darlington Road Safety Plan

Background

1. Road accidents cause human misery and impose a cost on the community. During 1999 in Darlington Borough alone there were 367 accidents resulting in death or injury. This was at a total cost to the community of £15.5million.

2. In 1987 the Government set a target to reduce road casualties by one third by the year 2000 compared with the average for the years 1981-85. Local Highway authorities set similar targets for reducing casualties in their own areas. Darlington Borough Council on becoming a Unitary Authority in 1997 continued with this commitment on taking over the role of Highway Authority from Durham County Council.

3. Within the Borough targets for reducing deaths and serious injuries have been substantially exceeded-
    - road deaths have fallen by 38%
    - serious injuries have fallen by 67%

4. Slight injuries on the other hand have increased above the 1981-85 baseline average, a trend which is reflected nationally.

The Government's new targets

5. In its publication "Tomorrow's Roads - Safer for Everyone" the Government has set out its strategy for improving safety on the nation's roads. It recognises that Britain's roads are amongst the safest in Europe but that there is still room for improvement. This is especially the case in relation to child pedestrian accidents as this country's record is poor compared with other European countries.

6. The Government recognises that it cannot achieve its casualty reduction aims on its own and that a partnership approach is essential. Local Highway authorities are one of the main partners and in the preparation of their five year Local Transport Plans they have been asked to set out their strategy for tackling road casualties in their areas.

Casualty reduction targets

7. To meet its commitment for making roads safer the Government has set new casualty reduction targets covering the next ten years . By 2010 it aims to achieve, compared with the average for 1994-98,
    - a 40% reduction in the number of people killed or seriously injured
    - a 50% reduction in the number of children killed or seriously injured
    - a 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100 million vehicle kilometres.

8. These new targets are challenging but the Borough Council is committed to making its roads safer and through its own efforts and in partnership with others aims to bring about a reduction in road casualty numbers through the strategy outlined in this document.

The last 10 years

Casualties by severity

9. Figure 1 illustrates the trend in accident casualties over the last decade. Although there was no net increase in casualty numbers in 1999 compared with 1990 the number of people killed or seriously injured fell by just over 50%. Slight injuries on the other hand increased by some 13%. 70% of the total casualty numbers resulted from accidents on built-up roads i.e. roads subject to 30 or 40mph speed limits.

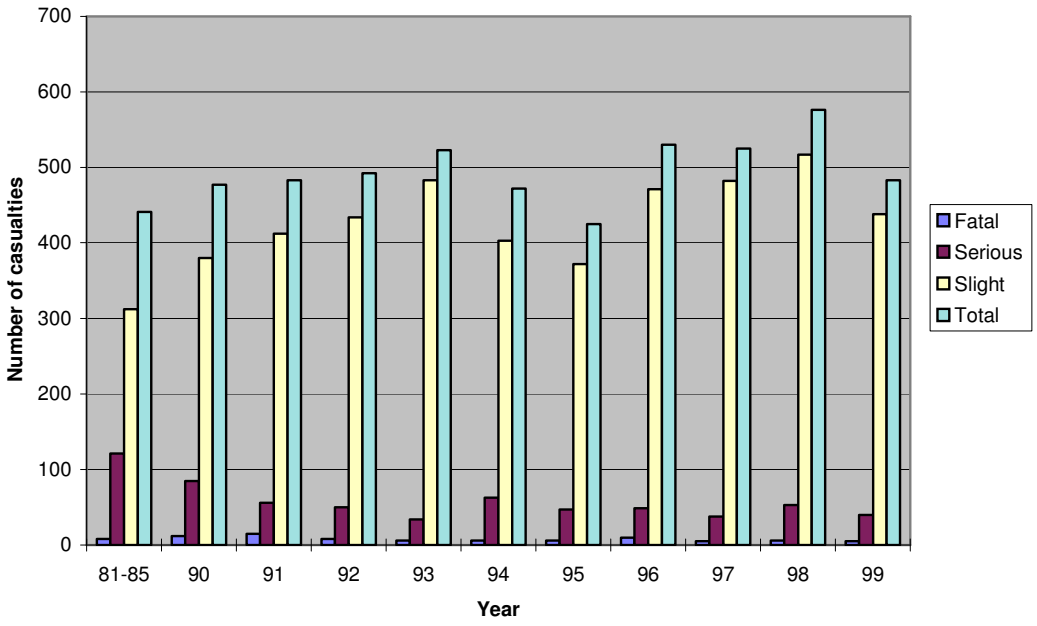


Figure 1 Casualties by severity 1990-1999

Casualties by road user group

10. Figure 2 shows the casualty trends within the road user groups since 1990. Car driver/passengers casualty numbers have shown a general upward trend and account for almost 61% of the total casualties in 1999. Pedestrian casualties have fallen from 24% of the total in 1990 to 15% in 1999. Although the fall is welcome the current figure remains unacceptably high. Pedal cyclist casualties currently account for 8% of the total casualties exhibiting a general increase since 1990. Motorcyclist casualties have remained fairly constant in the ten years.

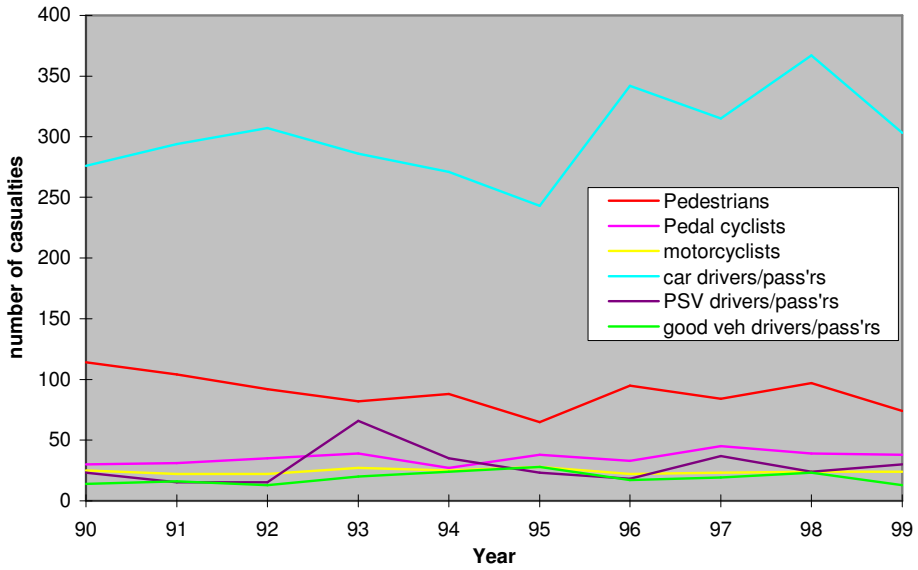


Figure 2 Casualties by road user group 1990-99

Child casualties

11. Figure 3 shows the trend in child casualties over the last decade.

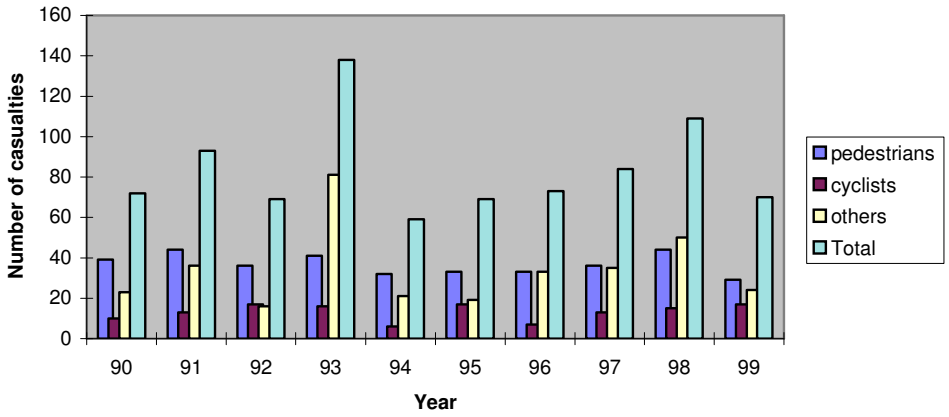


Figure 3 Child casualties 1990-99

12. Child casualties over the last 10 years have averaged 84 per year. This represents almost a sixth of the annual average total for all age groups. 60% of the child casualties are pedestrians or pedal cyclists.

The Borough Council's Road Safety Strategy 2000-2010

Key objective

" *To improve safety for all road users within the Borough and to contribute to the Government's strategy and targets for 2010.*"

13. To achieve its key objective the Council has established a series of other objectives which will be delivered through a range of actions and measures. General objectives are complemented by specific objectives which focus on vulnerable road users i.e. children, pedestrians, cyclists and the mobility impaired.

14. In implementing the strategy the Borough Council will be working in partnership with the Police, other Council departments, the DETR and other government agencies, Parish Councils, schools, the Health Authority and other interest groups.

15. An integral part of the road safety strategy is the development and implementation of a speed management strategy for implementation in early 2001. This will aim to tackle both excess and inappropriate speeds not only to reduce accidents but also to improve the environment and quality of life for residents and those travelling within the Borough. A Speed Strategy Forum has been established by Durham Constabulary involving Darlington Borough Council, Durham County Council, County Durham Health Authority, Highways Agency, Central Office of Information, Government Office for the North East, Durham Magistrates Court and Durham Constabulary Central Ticket Office.

16. The road safety strategy is summarised on the final page.

The starting point

17. The table below shows the 1994-98 baseline averages and the 2010 targets.

	All casualties		Child casualties	
	1994-98 Average	2010 Target	1994-98 average	2010 Target
Fatal &serious	57	34	10	5
Slight	449	404		

Monitoring performance

18. The monitoring and evaluation of the performance of safety schemes and other measures will be an integral part of the strategy. Overall performance will be measured against targets and the Government's and Council's Best Value performance indicators. The effectiveness of individual schemes will be assessed by their success in reducing the incidences and severity of accidents at particular locations. Before and after accident rates from schemes recently completed in the Borough are detailed below.

Scheme location	Details	Casualty Nos. (3 yrs previous to scheme implementation)	Scheme cost	Expenditure profile	
				1999/00	2000/01
A6072 Redworth village Route action scheme Stage 2	Gateway	6 slight,1serious	10,000	10,000	
A167 Coatham Mundeville-Beaumont Hill Route action scheme Stage 2	Refuges/coloured surfacing/lining	5 slight	12,700	12,700	
A68 West Auckland Road Route action scheme (carry over)	Refuge /lining	4 slight	3,150	3,150	
B6279 Haughton Rd/Salters lane South	Refuge/lining	5 slight,1 serious	4,700	4,700	
A1150/Russell Street	Toucan crossing	7 slight	65,000	65,000	
Salters Lane South	Pinch points/speed cushions/table	3 slight, 1 fatal	40,000	40,000	
Carmel Rd Nth/Abbey Road (carry over)	Anti-skid surfacing	14 slight,1 serious	3,700	3,700	
Salters Lane Nth/Thompson St East rbt	Anti-skid surfacing	6 slight, 1 serious	4,650	4,650	
Widdowfield St/Hopetown Lane	Junction modification	7slight, 2serious	2,000	2,000	
A68/B6275 Royal Oak	Signs/lines	10 slight	3,000	3,000	
McMullen Rd/Yarm Road	Speed camera signing	20 slight, 2 serious	7,000	7,000	
Cockerton Green	Puffin crossings	10 slight,1 serious	45,000		45,000
Other accident cluster sites to be Investigated McMullen Rd/Allington Way Woodland Rd/Pierremont Rd Larchfield St/Duke Street A1150 approach to Great Burdon Rbt					95,000

Brinkburn Rd/Pierremont Rd junction						
Fitzwilliam Drive/Leyburn Rd junction						
A68/A6072 Swan House rbt						
Parkside/Clifton Rd junction						
Haughton Rd/Blackett Rd junction						
C51 Norton Rd/Stockton Rd						

To improve safety for all road users in the Borough and to contribute to the Government's strategy and targets for 2010.

General Objectives

To ensure the existing road network and infrastructure is maintained in a good and safe condition	To ensure that new roads and new developments meet appropriate road safety standards.	To reduce total casualty numbers and severity by the systematic use of accident prevention and reduction measures.	To contribute to the casualty reduction targets by raising public awareness of road safety issues.	To tackle excess and inappropriate speeds on all roads in order to reduce casualty numbers and severity.	To work in partnership with other bodies, organisations and interest groups to improve safety, the quality of life and promote a healthier lifestyle for everyone.
• By carrying out repairs on a priority basis. • By ensuring road markings and signs are clear and in good order. • By ensuring existing traffic signals and pedestrian controlled facilities are in working order. • By ensuring that works within the highway are carried out in a safe manner. • By ensuring roads are kept safe in winter conditions.	• By ensuring new road schemes are designed to the latest DETR standards and are subject to an independent safety audit. • By ensuring that proposals for new developments meet the Council's standards in respect of road safety.	• By identifying and addressing accident hotspots • By the implementation of traffic management/ calming or engineering measures in a defined neighbourhood or area • By the implementation of measures along a whole route to provide a consistent guide to drivers about road geometry etc..	• Through traffic education programmes aimed at all sections of the community and in schools. • By developing an on road cycle awareness programme. • By providing support to voluntary organisations which promote road safety training schemes. • By supporting DETR campaigns and organising local campaigns to address specific needs.	• By working in partnership with the Police and other agencies to develop and implement a speed management strategy for urban and rural roads.	• By playing a key role in the Transport Forum, Speed Strategy Forum and Town Centre Forum. • By supporting and contributing to DETR initiatives. • By supporting Police initiatives. • By supporting local interest groups such as the Darlington Association for Disability.

Specific Objectives

To improve safety for children.	To improve safety for pedestrians.	To improve safety for cyclists.	To improve safety for people with mobility difficulties.
• By providing traffic calming measures around schools and in existing residential areas including 20mph zones where appropriate. • By ensuring new developments include appropriate traffic calming measures • By providing safer means of crossing heavily trafficked roads. • By adding to the network of purpose built cycleways. • By appropriate education and training through the work of the Council's Road Safety Officer. • By developing Safer Routes to Schools initiatives and encouraging the preparation of School Travel Plans. • By providing school crossing patrols where justified.	• By providing additional footpath links to complete the urban pedestrian network. • By ensuring pedestrian routes are attractive, well lit and safe and reflect pedestrian needs. • By ensuring that the needs of pedestrians are given due regard in new developments and proposed changes to existing access arrangements in the town centre. • By providing safer means of crossing heavily trafficked roads. • By implementing traffic calming in residential and other key areas, e.g. village entries.	• By implementing a scheme of practical on-road cycle training for Year 6 pupils and extending this to cover other age groups including adults. • By adding to the network of purpose-built cycleways. • By providing more Toucan crossings on busy roads. • By implementing traffic calming measures in residential areas. • By promoting safety through education, publicity, exhibitions and specific cycling events.	• By ensuring existing and new facilities meet the needs of people with mobility difficulties. • By upgrading facilities as new treatments are introduced. • By continuing to work in partnership with support groups to identify problem sites.

Appendix 5

Borough of Darlington Local Plan – Parking Standards

ANNEX: CAR PARKING STANDARDS

The car parking standards set out in this Annex are based on standards produced by Durham County Council in 1994 and subsequently modified by the Borough Council. The standards for facilities for people with disabilities are based on guidelines prepared by the Institution of Highways and Transportation. They have been adopted by the Borough Council.

The standards are expressed as maxima and should be interpreted in conjunction with Policies T24 to T26 and paragraphs 9.51 to 9.54 of the Local Plan.

Operational and Non-Operational Parking

The standards are divided into operational and non-operational parking space.

Operational parking space is the space required for cars and other vehicles regularly and necessarily involved in the operation of the business of a particular building. It includes space for delivering and collecting goods at premises but not for storing or servicing vehicles except where this is necessary as part of the business carried on at the premises. Residential parking, being essential and directly related to car ownership, is classified as operational parking space.

Non-operational parking space is the space required for the vehicles which do not need to park or wait within the curtilage of the building, including cars belonging to employees (mainly long-stay parking), shoppers, business callers and visitors (mainly short-stay parking).

The Town Centre

Policy T25 permits non-operational parking space within the town centre only if it is made generally available to the public. Exclusive or dedicated staff or customer parking is not acceptable. Policy T26 adopts a flexible approach in certain areas outside the town centre.

Mixed Uses

Certain developments may incorporate more than one independent land use, in which case the standards for the appropriate category of development will be applied simultaneously. Where it can be shown that the parking demands are likely to arise at different times of the day or on different days of the week, dual use of car parking space is encouraged.

Facilities for People with Disabilities

Space will normally be required for people with disabilities to park their vehicles in accordance with the type and capacity of car parks, as follows.

(i) For car parks associated with employment premises and provided for employees and visitors:
up to 200 spaces - 5% of capacity, subject to a minimum of 2 spaces, to be reserved;
over 200 spaces - 2% of capacity, plus 6 spaces.
Spaces for employees with disabilities are additional to those recommended above. Reservations should be ensured, for example by marking a space with a registration number.

(ii) For car parks associated with shopping areas, leisure or recreational facilities, and places open to the general public:
up to 200 spaces - 6% of capacity, subject to a minimum of 3 spaces to be reserved;
over 200 spaces - 4% of capacity, plus 4 spaces.

These spaces should be appropriately marked out and signed, should be as close as possible to the destination and should be big enough to allow wheelchair access. Dimensions are shown in Figures 1 - 3.

Car Park Layout

Car parking areas should be laid out so that there is sufficient space for vehicles to manoeuvre within the site and enter and leave the site in a forward direction. This requirement does not apply to private residential drives on housing estate roads. Recommended car park dimensions are shown in Figures 1, 2 and 3.

Layouts should incorporate safe routes for pedestrians and, where appropriate, pedal cyclists. Traffic calming features and lighting should also be included. Planting and means of enclosure must allow good visibility for

security reasons. Further advice on safety and security measures in car park layout is available from Durham Constabulary.

Use of the Standards

The standards set out in the following sections have been designed to ensure that, in normal circumstances, adequate off-street parking is provided for vehicles likely to be generated during the life-span of new development. On the other hand they are intended to avoid the construction of unnecessarily large parking areas which encourage the use of the private car over other means of travel. In assessing the parking requirements, it is intended that the standards are applied with a degree of flexibility so as to take account of the particular circumstances or location of the development. For example, reduced non-operational requirements may be appropriate for communal non-operational parking which forms part of proposals which enable multiple-purpose car journeys e.g. Proposal EP4 (Haughton Road development) and Policies S11, S12 and S13 relating to new shopping development. These standards should be read in conjunction with the current Durham County Council Guide to Design and Construction of Estate Roads.

Where standards for a particular land use are not provided, individual assessment will be necessary for each particular case.

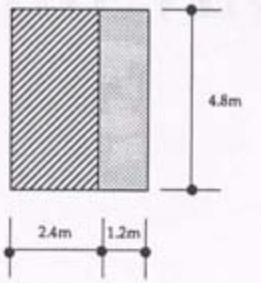
Car Parking Standards for Development Control

	Land Use	*Operational Requirement*	*Non-Operational Requirement*
1	***Residential***		
	(a) Dwelling with 5 or more bedrooms	*4 spaces.*	*-*
	(b) Dwelling with 4 bedrooms	*3 spaces.*	*-*
	(c) Dwelling with 3 or less bedrooms	*2 spaces.*	*-*
	In situations where house development will be of a high density (such as housing association or Council development, starter homes, terraced housing or flats) a minimum provision of 1 car space per dwelling must be provided adjacent to each dwelling or group of dwellings. In addition, visitor parking of 1 car space per 2 dwellings should be provided on a shared communal basis. No more than 10 spaces should normally be grouped together.		
	Parking provision should be well located so that on-street parking is minimised. If communal spaces are provided for casual parking then the distance from dwelling curtilage to the nearest parking space should not normally exceed 25m. Provision of communal parking spaces within the highway shall be limited to minor access roads. Communal parking areas are not permitted on shared access ways.		
	In situations where house extensions involve the creation of additional bedrooms, the car parking provision should be increased in compliance with the above standards.		
	(d) Flat conversions, Bedsitters and Houses in Multiple Occupancy	*1 space per bedroom. (This requirement may be relaxed where residents are unlikely to be car owners. The assessment should take notice of traffic and parking conditions of the roads adjacent to the development.)*	*-*
2	***Special Residential***		
	(a) Elderly / Nursing Home	*Staff: 1 space per resident member of staff.*	*Staff: 1 space per 2 non-resident staff employed at the busiest time. Visitors: 1 space per 4 residents.*
	(b) Sheltered Accommodation (restricted to elderly 60 / 65+ and restricted to one-bedroom units)	*Staff: 1 space per resident member of staff.*	*Staff: 1 space per 2 non-resident staff employed at the busiest time. Residents / Visitors: 1 space per 2 units.*
	(c) Semi-Retirement Accommodation (where individual units are self-contained)	*-*	*Staff: 1 space per 2 non-resident staff employed at the busiest time. Residents / Visitors: 1 space per unit.*
	(d) Purpose-Built Student Accommodation	*Staff: 1 space per resident member of staff.*	*Students / Visitors: 1 space per 3 students.*
	(e) Community Housing for Disabled People	*Each application will be assessed on individual circumstances or other special types of hostel. In some cases it may be acceptable to provide initially a proportion of the required number of spaces provided that the layout identifies the location of the residual spaces, and provided also that agreement is reached over the funding of residual spaces.*	
3	***Hotels, Motels, Guest Houses***	*Minimum of 50m^2 for servicing purposes. Staff: 1 space per resident member of staff.*	*Guests: 1 space per bedroom. Staff: 1 space per 2 non-resident staff employed at the busiest time. Where restaurants and bars are open to non-residents, land use category 4 should also be applied.*
4	***Restaurants, Cafes, Public Houses, Licensed Clubs, Hotels open to non-residents***	*Minimum of 50m^2 for servicing purposes. Staff: 1 space per resident member of staff.*	*Staff: 1 space per 2 non-resident staff employed at the busiest time. Customers, urban areas: 1 space per 4m^2 of public area. Customers, rural areas: 1 space per 2.5m^2 of public area.*

	Land Use	*Operational Requirement*	*Non-Operational Requirement*
5	***Fast Food / Hot Food Take-Away Shops***	*Each application will be assessed on individual circumstances.*	
6	***Retail***		
	(a) General Retailing (other than categories (b)-(f) below)	*50m^2 per 500m^2 gross floor area (GFA).*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 25m^2 GFA.*
	(b) Supermarkets (under 2,500m^2 GFA.)	*50m^2 per 500m^2 GFA.*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 20m^2 GFA.*
	(c) Superstores (over 2,500m^2 GFA.)	*50m^2 per 1,000m^2 GFA.*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 10m^2 GFA.*
	(d) Retail Warehouses (other than DIY stores)	*50m^2 per 1,000m^2 GFA.*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 25m^2 GFA.*
	(e) DIY Stores	*50m^2 per 1,000m^2 GFA.*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 15m^2 GFA.*
	(f) Garden Centres	*50m^2 per 1,000m^2 gross display area (GDA).*	*Staff: 1 space per 100m^2 GDA. Customers: 1 space per 25m^2 GDA.*
7	***Cash and Carry Warehouses***	*50m^2 per 500m^2 gross floor area (GFA).*	*Staff: 1 space per 100m^2 GFA. Customers: 1 space per 2 5m^2 GFA.*
8	***Storage and Distribution Warehouses***	*50m^2 per 500m^2 gross floor area (GFA).*	*Staff: 1 space per 200m^2 GFA.*
9	***Industrial Buildings***	*50m^2 per 100m^2 gross floor area (GFA) up to 300m^2 GFA, and then 50m^2 per additional 500m^2 GFA.*	*Staff / Visitors: 1 space per 50m^2 GFA.*
10	***Offices***	*50m^2 per 500m^2 gross floor area (GFA).*	*Staff / Visitors: 1 space per 30m^2 GFA..*
11	***Car Sales***	*1 space for delivery vehicle.*	*Staff / Visitors: 1 space per 50m^2 gross display area.*
12	***Garages, Service Stations, Car Repair Workshops***	*1 space for each broken down vehicle. 4 spaces for each service / repair bay. Where a car wash is provided, sufficient space for 5 cars to wait will be required on site.*	*Staff / Visitors: 1 space per 20m^2 GFA.*
13	***Education***		
	(a) Nursery / Primary / Secondary Schools	*50m^2 for servicing. Facilities for contract buses and parents to pick up and set down as appropriate.*	*Staff: 1 space per full-time member of staff. Visitors: 1 space per 6 full-time members of staff. Students: 1 space per 10 students over the age of 17. Hard-surfaced play areas should be capable of accommodating car parking at special events.*
	(b) Colleges of Further Education, Universities, Teacher Training Colleges	*50m^2 for servicing. Where the development is likely to generate the provision of buses, special measures may need to be taken to accommodate waiting buses on off-street sites.*	*Staff: 1 space per full-time member of staff. Student / Visitors: 1 space per 5 full-time students and / or 3 part-time students at the busiest time (depending on the use made of the facilities at different times of the day).*

	Land Use	Operational Requirement	Non-Operational Requirement
14	**Places of Worship**	*1 space per resident member of staff.*	*Staff: 1 space per non-resident member of staff.* *Worshippers: 1 space per 10 seats.*
15	**Places of Entertainment, Cinemas, Theatres, Bingo Halls, Concert Halls (including halls with fixed seating)**	*Minimum of 50m^2 for servicing.*	*Staff: 1 space per 2 members of staff employed at the busiest time.* *Customers: 1 space per seat.*
16	**Community Centres and other Public Halls (including public halls without fixed seating)**	*Minimum of 50m^2 for servicing.*	*Staff: 1 space per 2 members of staff employed at the busiest time.* *Customers: 1 space per 10m^2 of floorspace.*
17	**Art Galleries, Museums and Exhibition Halls**	*Minimum of 50m^2 for servicing.*	*Staff: 1 space per 2 members of staff employed at the busiest time.* *Visitors: 1 space per 30m^2 of public floorspace.*
18	**Hospitals**	*50m^2 per 250m^2 gross floor area.*	*Staff: 1 space per 2 members of staff employed at the busiest time.* *Outpatients: 3 spaces per consulting room.* *Visitors: 1 space per 2 beds.*
19	**Clinics, Health Centres, Doctors, Dentists, Veterinary Surgeons**	*1 space per practitioner.*	*Staff: 1 space per 2 members of staff, other than practitioners, employed at the busiest time.* *Patients: 3 spaces per consulting room.*
20	**Libraries**	*Minimum of 50m^2 for servicing. If the library serves as a base for a mobile library, a further space will be provided for this vehicle.*	*Staff: 1 space per 2 members of staff employed at the busiest time.* *Visitors: 1 space per 50m^2 of ground floorspace.*
21	**Sports Facilities**	*Minimum of 50m^2 for servicing.*	*Staff: 1 space per member of staff employed at the busiest time.* *Patrons / Visitors: 1 space per 2 adult patrons able to use the facilities at any one time.* *Where facilities for substantial numbers of spectators are to be provided, special consideration should be given to the need to increase parking provision.*
22	**Touring Caravan and Camping Sites**	*1 space per caravan for servicing.*	*Staff: 1 space per 2 members of staff.* *Visitors: 1 space per 10 pitches.*
23	**Self Catering Holiday Accommodation**	*1 space per 4 bedspaces for servicing.*	*Staff: 1 space per 2 members of staff.* *Visitors: 1 space per 10 units.*

Figures 1 - 3: Recommended Car Park Dimensions



Parking Bay

Wheelchair manoeuvring area (applies only to spaces for people with impaired mobility, and can be shared between bays).

Figure 1
Single Car Parking Bay Dimensions

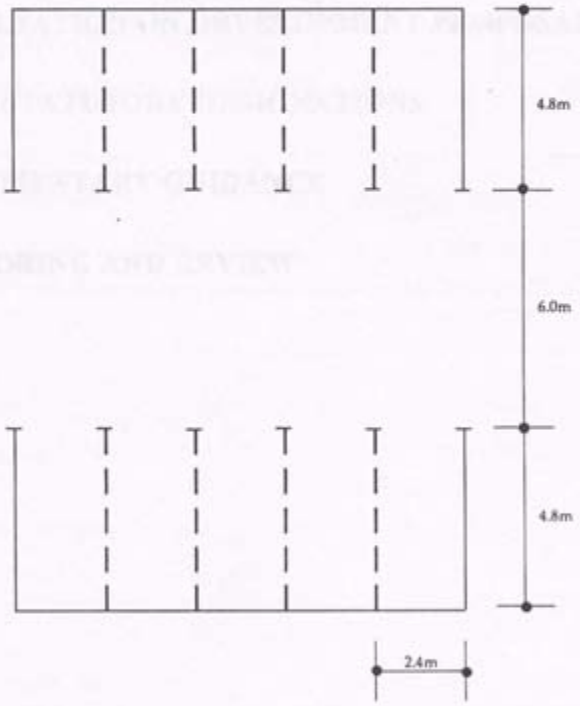


Figure 2
Grouped Parking Bays 90 Degree Formation

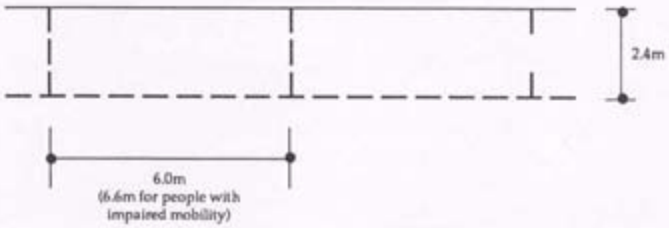


Figure 3
Grouped Parking Bays Parallel Formation