

# Contents

	Page
Annexes	
Annex 1: Consultation	1.1
Annex 2: Travel Behaviour Research and Consultation	2.1
Annex 3: Darlington Transport Strategy	3.1
Annex 4: Darlington Eastern Transport Corridor	4.1
Annex 5: Finance Forms	5.1
Annex 6: Air Quality	6.1
Annex 7: Strategic Environmental Assessment (SEA)	7.1
Annex 8: School Travel Plan Strategy	8.1
Annex 9: Rights of Way Improvement Plan (ROWIP)	9.1
Annex 10: Bus Strategy	10.1
Annex 11: Transport Asset Management Plan (TAMP)	11.1
Annex 12: Accessibility Strategy	12.1
Annex 13: Travel Safety Strategy	13.1
Annex 14: Performance Management	14.1
Annex 15: Bus Information Strategy	15.1
Annex 16: Cycling Strategy	16.1
Annex 17: Parking Strategy	17.1
Annex 18: Health Impact Assessment	18.1
Annex 19: Traffic Management Duty	19.1



# ANNEX 1:

## Consultation

### The approach to consultation

Darlington has an enviable reputation for consultation and partnership working. It has a long-standing Local Strategic Partnership (LSP), the Darlington Partnership that discusses a wide range of issues that impact on the town, including transport. In addition, the Local Transport Plan (LTP) strategy is being integrally linked to the Local Community Strategy and theme groups of the LSP are jointly working on several different issues.

During the development of the second Darlington Local Transport Plan (LTP2), the Council has sought to consult a wide range of stakeholders and has brought in consultancy assistance in doing this, as well as initiating what we intend will be an on-going debate with the public.

The stakeholders and partners consulted as part of the development of the LTP2 include:

- Elected Councillors;
- Officers of Darlington Borough Council (DBC), covering transport, education, planning, economic regeneration, tourism, community and social services, youth services and environmental health;
- Transport providers: bus, coach, rail, freight, taxi operators as well as the providers of rail and road infrastructure and aviation;
- Representatives of local users, such as representatives of disabled people and elderly people, young people, rural transport groups, motorcyclists and cyclists;
- Representatives of stakeholders with a direct interest in transport, such as the Darlington Partnership, Chamber of Commerce, Primary Care Trust and hospitals, further education and job-seeker representatives and the regeneration company;
- Representatives of neighbouring local authority areas; and
- The general public who are both users of local transport services as well as being affected by changes therein.

A range of stakeholder consultations were held:

- Face to face interviews with 25 stakeholders and 5 Councillors;
- Telephone interviews with 9 stakeholders;
- Workshop sessions with 7 interest groups including Parish Councils, Local Strategic Partnership and Growing Older in Darlington;
- 4 focus groups were held with specific target groups of the general public to explore their views, including a session with young people; and

- Workshop sessions held during the *Town on the Move* travel summit. People from all sections of Darlington's communities considered detailed information about travel patterns and best practice with DBC's internal transport specialists and partners from local community groups and transport businesses.

These consultations were structured with the following aims:

- Informing stakeholders about the development of the LTP2 and its significance to them;
- Introducing the draft LTP2 strategy and gauging support for it;
- Asking questions about their organisation related to why transport is important to them and their key transport issues;
- Identifying and exploring any opportunities for partnership working where the LTP2 can help to deliver on some of their objectives and how their work can support delivery of LTP2 objectives; and
- Establishing how stakeholders would like to be kept informed of progress on the LTP2 development and establish communication channels for the future.

Given Darlington's sustainable travel demonstration town status, our understanding of national transport policy objectives and the local context, we have sought to develop an LTP2 that provides significant support to promoting sustainable modes and firmly addresses the Government's shared priorities. The objective of addressing the perceived weaknesses of provision for walking, cycling and public transport use, received significant support amongst stakeholders. This approach was further supported by public perceptions illustrated in the Socialdata baseline research.

It appears that both stakeholders and the public are aware of the need to improve alternatives to the car. While recognising the growing problem of congestion on the town's roads they appreciate that trying to provide ever more capacity for car-use is likely to be counter-productive.

Consultation is not a one-off event. We believe that the LTP consultation process has allowed timely and effective opportunity for all interested parties to contribute to the development of Darlington's LTP2, including its policies, programmes and schemes. DBC is committed to maintaining and developing its partnerships to ensure the efficient and effective delivery of the programme contained in LTP2, and to provide value for money while improving the quality of life for those who live and do business in the town.

Government emphasises the importance of a robust evidence base for development of the strategy. We consider there are some areas where, given the potential controversy of orienting LTP2 towards enhancing alternatives, rather than trying to accommodate growth in car traffic, robust evidence will help to confirm the appropriate strategy approach. The consultation process, alongside the survey, has provided this.

The consultation process and survey work has provided a firm footing for LTP2, making available an evidence base that is almost unique amongst local transport authorities in England.

Specific elements of the consultation process included:

- Ensuring consistency with other decision areas within the Council, such as economic development, planning, education and social services. This involved a DBC officer workshop, but also keeping LTP2 focused on the Local Community Strategy into which all these workstreams report;
- Ensuring that LTP2 focuses on emerging as well as existing problems: consultees were specifically asked about issues expected to influence travel behaviour over the forthcoming LTP period;
- Making sure that LTP2 is informed by a proper consideration of the full range of issues faced by the people, communities, public services and businesses in Darlington;
- Addressing the problems and opportunities across the full range of transport modes;
- Ensuring our LTP addresses cross-boundary issues. We have consulted with various cross-boundary partners, including Durham and North Yorkshire County Councils, Stockton Borough Council and the Tees Valley Joint Strategy Unit (TVJSU), Tees Valley Regeneration, Tees Valley and Hambleton and Richmond Rural Transport Partnerships, both of which address some transport needs of rural communities that relate to access to Darlington, for health, education and shopping trips. LTP2 has also involved undertaking joint consultations on issues of common importance with other bodies such as the Strategic Rail Authority (SRA), other Tees Valley Authorities and joint working with TVJSU on the bus strategy.
- Ensuring we have involved the appropriate tiers and corporate responsibilities within the Council itself. This was achieved via an officer workshop on strategy development with senior representation from Corporate policy, DBC Estates, the economic development, tourism, planning, environmental health, education, and community and social services departments.
- Developing the policies and schemes with impacts on the strategic transport networks with the other responsible agencies, such as the Highways Agency and SRA;
- Ensuring that the full range of transport modes are considered in discussions with stakeholders (see **Table 1.1** opposite)

Table 1.1 Consultations with representatives of specific modes

Mode	Consultees	Outcome
Rail	Rail SRA: Regional Planning; Community Rail Partnership; GNER; Northern Trains	Opportunities for developing a Community Rail Partnership to develop the Bishop Auckland line; Opportunities for improving access to Darlington Bank Top rail station and quality of interchange facilities.
Local Bus	Arriva, Stagecoach, Green Bus	Need for bus priorities in order to allow operators to provide better quality service.
Taxi and private hire	Taxi licensing officers; taxi forum;	A range of issues for joint-working between trade and Borough Council.
Wheelchair use	Darlington Association on Disability	Accessibility improvements to physical infrastructure and range of transport services.
Cycling	Cycle Forum	Where in network to focus spend;
Motorcycle	Darlington & District Motorcycle Action Group (MAG)	Need for better maintenance, safety and training schemes.
Walking	Living Streets; general public	Four street audits undertaken by Living Streets, to engage public in issues. Results include the need to slow traffic speeds, provide more seating/artwork and provide "desire line" walking routes.
Freight	Local industry representatives	Issues for 2LTP obtained through joint Tees Valley approach - parking facilities for road freight operators.
Strategic road	Highways Agency	Range of issues identified in partnership meetings including local traffic on trunk road and development pressures.
Coach	Growing Older Living in Darlington	Need to provide better facilities for waiting passengers at Feethams Coach Stop and better signage to local bus services.
Horse riding	British Horse Society	Consultation required on strategy, but detailed issues covered at design stage of relevant specific scheme.

## Results of consultation process

### Stakeholder Consultations

A range of issues was raised during the LTP stakeholder consultations. Over 350 individual comments were logged from the 50 stakeholder consultations / workshops held and grouped under key headings.

The most frequently cited issues related to public transport provision (19% of all comments). Over 40% of these comments related to fares and ticketing issues, specifically the inconsistency and inequity in fare levels, lack of integrated ticketing options and overall cost.

The next most frequently cited issues related specifically to bus travel (14%), particularly the need for bus priorities to improve reliability and level of service (38% of these comments). Also there was concern that the bus network was not meeting modern needs, with limited services to some out of centre employment sites and a lack of buses outside weekday daytime periods (20% of these comments). The quality and comfort of vehicles and driver customer care was also criticised in 26% of comments on bus services. There was a significant minority of concern about the implications of the Pedestrian Heart scheme to the functioning of bus services in the town centre.

Traffic congestion was identified in 12% of all comments. Most stakeholders believed that the way to address congestion was to improve alternatives. A further 6% of all comments were that alternative modes should be improved to tackle future traffic problems. Investment in new road capacity was only mentioned in a few cases, particularly the potential for the Darlington Eastern Transport Corridor (DETC) and upgrades to the A66 on the eastern periphery of Darlington. A couple of consultees considered that some traffic management / traffic calming measures were worsening congestion and were not needed and that flow could be improved through their removal. Most stakeholders thought that new development would bring significantly more congestion.

Parking issues were raised in 7% of comments. 36% of these comments related to the cost of town centre parking (being too high). A couple of stakeholders thought that the number of car parking spaces should be increased in the town centre, but more thought that there were too many in the town centre and they should be reduced.

Cycling was raised in 6% of all cases, particularly the lack of continuous routes and cycling safety on-road.

Accessible transport received 6% of all comments, relating to lack of accessible buses and taxis and inadequacies with the current Ring A Ride service.

A range of other issues was raised by a minority of

stakeholders. Personal safety was seen as a significant barrier to walking, cycling and public transport use by some. Others believed that a key future challenge is to change attitudes towards travel. A need to better integrate land use planning and transport was also identified by some.

### Public Consultation Questionnaire

During March 2005, a questionnaire printed in the *Town Crier* was sent to every household and business in Darlington Borough. This part of the consultation process was targeted at local people who had not previously been involved.

Respondents to the questionnaire agreed that:

- There were problems of delays on journey times due to congestion;
- Speeding traffic was a problem in residential streets; and
- That they would be encouraged to walk and cycle more if it was safe to do so.

The following key messages from the questionnaire need to be considered:

- 70% wanted more reliable bus services by giving priority to buses on main routes within the town;
- 70% stated that they would use the bus more if better waiting facilities and timetable information were provided at bus stops;
- 42% stated that there were insufficient car parking spaces in the town centre; and
- 65% agreed or strongly agreed with the statement that more money should be spent on measures designed to make travel easier for those with disabilities.

The questionnaire also asked people to state a choice between two options for the transport strategy: 66% supported the view that money should be spent on improving walking, cycling and public transport; only 33% supported the view that money should be spent on improving roads and widening junctions.

Also, over half of respondents reported that they have a problem in reaching places they need to go to access services such as the doctor, shopping or their place of work.

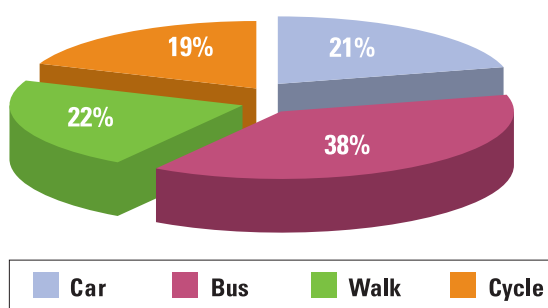
Respondents were also asked to allocate £100 in multiples of £10 in order to make improvements for cars, public transport, walking and cycling. The £100 could be allocated to one travel mode or divided in any way between the 4 modes. In overall terms the respondents wanted the total budget to be allocated as shown in

**Figure 1.1.**

The preferred allocation shows a relatively even split between all the four main types of local transport used by most people, with a bias towards sustainable modes especially buses. This perhaps reflects the perception that bus services are of low quality, with poor waiting facilities, poor reliability and little joint ticketing between operators.

FIGURE 1.1

### Preferred allocation of transport budget



## The emerging LTP2

The principles of the draft strategy on which we have consulted are:

- The strategy will focus on central and local Government's four shared priorities of enhancing accessibility, tackling congestion, ensuring road safety and improving air quality;
- The eight objectives of the Community Strategy will be used to provide a local steer;
- The strategy will be written around journey purposes in order to ensure that accessibility drives the LTP2 strategy and proposals remain focused on people's travel needs; and
- The strategy will be fully integrated with *A Town on the Move*, Darlington's sustainable travel town project: the LTP2 and *A Town on the Move* will be presented to the public as one strategy.

Consultees have responded positively to the ideas for the strategy aims:

- The four shared priorities capture the essence of the objectives of the LTP2 and have universal agreement;
- The Community Strategy is well regarded in terms of expressing an holistic vision for Darlington and captures the fifth shared priority: "other quality of life issues";
- The Community Strategy / LSP is also ideally placed for

partnership working – therefore LTP2 should have strong links with it and LTP2 should use the Community Strategy as a delivery vehicle and vice versa as appropriate; and

- Encouraging healthy travel has been identified by a few as a potential additional core objective, which provides a good link to the *Town on the Move* initiative. However, healthy travel could equally be captured through the Community Strategy objective on improving health.

Of these four shared priorities:

- Congestion is seen as the most significant **problem** (and one that will get considerably worse under expected future trends). Most stakeholders accept that Darlington cannot 'build its way out of trouble': they accept there isn't enough capacity in the system to accommodate ever higher levels of traffic.
- Therefore, congestion has to be addressed through improving alternative modes and through changing attitudes towards transport: some limited traffic management measures to improve flow of traffic could help, but cannot solve the problem on its own;
- Improving accessibility is seen as the most important **aim** of LTP2, particularly focusing on the needs of more deprived people / areas (e.g. those without access to a car);
- Improving safety and air quality are not seen as high a priority (they are not seen to be as significant problems as the other issues) and it is felt that in addressing the first two shared priorities, it will make a positive contribution to these objectives; and
- The broader concept of 'travel safety' – referring to all modes and relating to the quality of the public realm – is seen as more useful than 'road safety' and provides a good link with the Community Safety element of the Community Strategy.

There is a clear **preferred strategy** that reflects both Government guidance and requirements, and the views of the majority of stakeholders:

- The LTP2 should focus on tackling congestion and enhancing accessibility and do this primarily through improving conditions for people walking, cycling and using public transport;
- As well as physical improvements to benefit those using these modes, there is a need to raise awareness and change attitudes towards use of these modes – which can be achieved through the close integration of the sustainable travel town project - *A Town on the Move* - and the LTP2 programme;

- There should only be specific and modest attempts to increase general road capacity through minor traffic management improvements on the local road network. Trying to grow road capacity to accommodate all future growth is unachievable and unaffordable; and
- As part of the overall strategy, significant investment on the strategic road network may be justified/required, in particular the A66 on the eastern side of Darlington to accommodate growth in regional traffic and divert through traffic round Darlington (although this is outside the scope of the LTP2).

Subsequent research has shown widespread public support for prioritising investment towards the sustainable modes<sup>1</sup>.

Darlington's historic road network cannot accommodate significant growth in car traffic and 'doing nothing', under conditions of economic growth will cause congestion to worsen and the attractiveness of alternative modes to decline further. Prioritising LTP2 funding to improve conditions for walking, cycling and bus use could enable many of the short trips within the town to be undertaken by alternative modes<sup>2</sup>. Integration of the LTP2 with *A Town on the Move* provides Darlington with an almost unique opportunity to promote awareness and use of sustainable modes at the same time as LTP2 improves physical provision for them.

The emerging LTP2 strategy has several strengths:

- It helps set transport in its wider context and identifies cross-cutting links with other areas as well as opportunities for partnership. In particular, it provides strong links with the Community Strategy.
- By focusing on people's journey needs and travel choices, it places accessibility at the heart of the LTP2 and the role of softer measures such as education, awareness-raising and marketing is made more prominent, rather than just physical schemes; and
- By integrating *A Town on the Move* and the LTP2, it ensures consistency between these programmes and a balanced, sustainable transport strategy.

## Implications of LTP2 consultation

We therefore consider that the draft strategy being developed is the appropriate one for addressing Darlington's transport problems and issues, and our consultations indicate it has widespread stakeholder support and buy-in. Subsequent research has also indicated large-scale public support for the broad approaches being adopted<sup>3</sup>.

Whilst stakeholders broadly supported the strategy, they did of course raise issues that need to be addressed, where possible, as part of the delivery Plan. These are reported in **Table 1.2** opposite.

1 SocialData and Sustrans: Darlington: Sustainable Travel Demonstration Town; Travel Behaviour Research, Baseline Survey 2004.

2 SocialData and Sustrans: Darlington: Sustainable Travel Demonstration Town; Travel Behaviour Research, Baseline Survey 2004: report shows that 43% of all car trips within the town are under 3km in length.

3 *ibid.* Attitudinal questions showed that 85% of people favoured investment in sustainable modes above investment in facilities for the car. Equally, where there are conflicts between providing for walking, cycling or buses vs. providing for the car, 85%, 78% and 79% respectively believe that these alternatives to the car should be prioritised.

**Table 1.2 Responses from stakeholder consultation**

Chamber of Commerce	Priority is improving alternatives to car travel so fewer people are on the roads during the day causing congestion. Also want better enforcement of traffic orders and more/better car parking facilities.
Darlington Association on Disability	Priority is to have more wheelchair accessible vehicles (taxis and buses) and continue, at speed, with dropped kerb programme.
Durham Tees Valley Airport	Bus lanes on Yarm Road to provide good quality alternative to the car; improved links from Rail Station to car parks and Central Park development; Real time information; continue to advocate improvements to the A66 around Darlington to cope with future growth.
Darlington Cycling Forum	Network is not as extensive or complete as it needs to be; target must be to encourage new users; crossing ring road is a major problem; employers are currently not doing enough.
Darlington Primary Care Trust	The LTP should be developed looking at all community needs - health, education etc.
Durham County Council	Ensuring bus reliability/journey times maintained/improved on key corridors between Durham and Darlington; joint delivery of Health Transport Partnership Action Plan; support for the proposed Darlington to Durham Tees Valley Airport bus link.
Bus operators	Bus lanes on key corridors; various junction and traffic management improvements to improve traffic flow; information provision at stops; continued programme of improvements at stops; would support major Tees Valley scheme e.g. for smartcards.
Central 'Into Work' Team	Integrated ticketing would radically improve the bus offer; travel information is a key point; there is potential for car sharing; parking is a priority in the town centre; access to rail services - integration with bus services.
Youth Services	Priority is to make transport more affordable for young people.
Durham Constabulary	Encourage alternatives to the car; the LTP could help the Police with their objectives if done sympathetically with a view to all in the community, such as disabled, cyclists; measures should not create danger or be a detriment to other users.
JobcentrePlus	Integrated ticketing and information; improve access to employment sites on the periphery of town.
GNER	Improvements to the subway to Victoria Road; improvement to walking route along Yarm Road; would like to further develop car park and upgrade existing footbridge which is poor quality and does not offer disabled access.

Both parts of the consultation process clearly showed that, in order to sustain support, it is vital that the Council delivers the LTP2 strategy quickly and decisively.

Perhaps one of the biggest challenges to the success of the Second Local Transport Plan, identified both in the consultation process and elsewhere, is the improvement of local bus services. Currently, despite a good tradition of bus use and high frequency services; quality and reliability are poor and bus patronage has been declining. If a strategy approach of promoting alternatives is to be maintained, it is essential that the bus fulfils a greater role in providing accessibility, and if it is to do this, a step-change in quality is needed within the lifetime of the LTP2.

Furthermore there remain a number of significant challenges in developing and delivering the LTP2 strategy:

- Developing a research and evidence base to justify the strategy – and to test potential alternatives;
- Making the most out of opportunities to work with a range of partners in delivering the strategy;
- Maintaining current political, stakeholder and public support by continuing to advocate for preferred strategy and by ensuring the strategy is delivered in a timely manner; and
- Addressing potential weaknesses and risks affecting delivery.

The above issues are being brought together by articulating a long-term vision for an improved transport system that better meets the needs of Darlington residents' whilst addressing current problems. This vision should extend beyond the end of LTP2 period, but should relate to targets set for the LTP2 delivery. The vision should describe the step-change in the quality of facilities and conditions for walking, cycling and public transport services that will be delivered during LTP2. This will be tied into a long-term promotional campaign to communicate this vision to stakeholders and the public to maintain and increase support for the strategy and to raise the standard of the popular debate.

Analysis of the stakeholder consultation highlighted the following implications:

- The draft strategy presented was considered to be good at setting transport in its wider context and identifying cross-cutting links with other policy areas, as well as opportunities for partnership. In particular, it provides strong links with the Community Strategy.

- By focusing on people's journey needs and travel choices, the proposals place accessibility at the heart of the LTP2 and the complementary role of softer measures such as education, awareness-raising and marketing are recognised.
- The almost unique opportunity to promote awareness and use of sustainable modes at the same time as LTP2 improves physical provision for them was seen as a key strength.

We therefore consider that the transport strategy underpinning this Plan is the appropriate one for addressing Darlington's transport problems and issues and our consultations indicate it has widespread stakeholder support and buy-in.

### Future partnering opportunities

The LTP2 consultation process has also given rise to a range of opportunities for continuing dialogue with the Council's stakeholders. These opportunities cover various types of interventions and **Table 1.3** (below) reports on these.

**Table 1.3 Future partnering opportunities**

Partner	Measures	Type
Chamber of Commerce	Assisting with delivery of a Town on the Move	A Town on the Move
Tees Valley Rural Transport Partnership	Small scale revenue grant scheme available for schemes to improve access up to March 2006: keen to work with DBC to develop appropriate schemes	Accessible Transport
Darlington Association on Disability	Willing to advise on priorities for physical access improvements (e.g.locations for dropped kerbs)	Accessible Transport
Darlington Association on Disability	Willing to assist in the development of an improved Ring a Ride scheme	Accessible Transport
DDYCA	Willing to investigate improvements to way in which Ring a Ride scheme is run by them on behalf of DBC	Accessible Transport
Arriva	Willing to work in partnership to deliver enhanced services in return for assistance in purchasing new accessible vehicles	Accessible Transport
Stagecoach	Willing to work in partnership to deliver enhanced services in return for assistance in purchasing new accessible vehicles	Accessible Transport
Social Services	Opportunities for efficiency savings and better quality service through strategic review of provision of transport across Council service areas	Best value
School Transport/ Post 16 Partnership	Opportunities for efficiency savings by providing some home to school transport through mainstream services / strategic review of provision of transport across Council service areas	Best value
Durham Tees Valley Airport	Development of Flightlink bus	Bus services
North Yorkshire County Council	Investigate case for strengthening public transport links with Northallerton/other parts of Darlington's hinterland	Bus services
Green Bus	Willing to see if it can develop to offer demand responsive transport services in partnership with the Council, if appropriate	Bus services
Stagecoach	Would like to see a formal Quality Bus Partnership developed for Darlington	Bus services

Partner	Measures	Type
Arriva	Would support a major scheme for the Tees Valley (e.g. vehicle replacement strategy)	Bus services
Durham County Council	Traffic management improvements on A1(M): joint multi-modal study to examine	Congestion
Tees Valley Regeneration	Work in partnership to deliver major transport investment at Central Park: developer contributions/grants to fund junction alterations, pedestrian bridge to train station etc., LTP to fund pedestrian bridge on Haughton Road?	Development
Darlington PCT	Help to deliver access to health through health theme group on Darlington Partnership	Health
Durham County Council	Joint delivery of the Darlington and Durham Health Transport Partnership Action Plan	Health
Arriva	Would like to sit on Durham and Darlington Access to Health Forum	Health
Tees Valley Regeneration	TVR seeks a joint statement on the future development of LRT in the Tees Valley from all authorities	LRT
Durham Tees Valley Airport	Provision of real time information of rail services in airport	PT information
Durham County Council	Real time information scheme: link Tees Valley scheme with Durham one?	PT information
Arriva	Will help provide information at stops through manpower resources / as appropriate	PT information
Stagecoach	Will help provide information at stops through manpower resources / as appropriate	PT information
Stagecoach	Willing to conduct a Direct Marketing initiative, but only once bus product is of sufficient standard	PT information
Arriva	Would support Tees Valley Smartcard initiative	PT ticketing
Durham County Council	Develop Community Rail Partnership for Bishop Auckland branchline	Rail
Northern Rail	Happy to support Community Rail designation for Bishop Auckland line in principle, though will struggle to commit any resources to this in the short-term	Rail
North Yorkshire County Council	Joint approach to lobbying on East Coast Mainline/local services stopping patterns	Rail
GNER	Opportunities for joint-working on improving access to Bank Top rail station. GNER will pay for modest improvements to station facilities, but will need assistance for measures such as links to car parks / town centre	Rail
SRA Community Rail Partnerships	While would not be a formal member of a Bishop Auckland Line Community Rail Partnership, would be happy to offer advice/comment	Rail
Hambleton and Richmondshire RTP	Willing to assist in brokerage	Rural Transport
North Yorkshire County Council	Joint working to promote walking and cycle tourism in Teesdale	Tourism
Durham Tees Valley Airport	Development of Surface Access Strategy to airport and employer travel plans for businesses at airport	Travel Plans
West Park Hospital	Has worked in partnership with Council to develop a comprehensive Travel Plan: an example for others	Travel Plans
Darlington PCT	Work in partnership to develop travel plan	Travel Plans

## Consultation since the submission of the Provisional Second Local Transport Plan

The Council built on the initial consultation process, by continuing to consult in the period between the submission of the Provisional and Final Second Local Transport. A summary of the results of this consultation is in **Table 1.4**.

In addition more market research into travel behaviour and opinion was commissioned in November 2005 as part of the Sustainable Travel Demonstration Town initiative. Results will be available in April 2006.

**Table 1.4 Results of further consultation**

Highways Agency	Highways Agency supports policies and direction of Darlington's LTP2. Strongly supports the LTP's statement that accessibility needs to be carefully planned as part of the planning of employment locations; wish to discuss Park & Ride at feasibility stage; will progress Tees Valley Gateway Scheme proposal towards delivery in line with agreed funding timetable, once funding is confirmed; would support proposals for HGV parking; will support travel plans and wish to see them as being a compulsory part of major developments; wish to be consulted on proposals to improve safety on Public Rights of Way crossings of A66.
GNER	Working to promote cycle hire at the station and provide more secure cycle parking – wish to work with Council on promoting this as part of Cycling demonstration town; wish to improve facilities for SkyExpress to link to the Airport; wish to work with Council to provide improved signs to station from town centre; wish to extend bus real time information display to station; feasibility of improving/extending car parking; improvements required to footbridge to improve link to Central Park.
Darlington and District Motorcycle Action Group	Worked with Council to ensure that needs of motorcyclists are addressed in Final Plan, accepting that it is not a mode based Plan; improving publicity around safety campaigns e.g. diesel spills; addressing increasing levels of accidents involving motorcycles, against the national trend; improvements on response to maintenance reports; promoting motorcycling as an alternative to the car; providing more parking at appropriate locations.
County Durham and Darlington Transport for Health Partnership	Members worked with Council to ensure that health issues are addressed as part of the Plan; pleased to see that one of the 6 transport objectives is about improving access to health, food and leisure and improving health through active travel; utilising the accessibility checklist to assist with health service provision; developing travel plans at health sites; support new concessionary fares scheme which provides free travel to Bishop Auckland Hospital.
Young People and Transport	Transport event organised by young people to provide findings of research undertaken by young people as part of Investing in Children project. Raised issues about bus fares, accessible buses, more cycle lanes, safe cycle parking, cheaper taxis and respect from bus and taxi drivers. Issues around bus fares are already being pursued.