

ANNEX 12:

Framework Accessibility Strategy

Introduction

This annex presents Darlington's Accessibility Strategy, to accompany the Second Local Transport Plan. In it, we outline how we are planning to improve local peoples' quality of life by:-

- improving access to jobs and services sustainably,
- encouraging achievement both for the individual and their community
- encouraging more inclusive communities by giving all people opportunities to contribute, especially those in the three priority groups (young people, the elderly & disabled, those living in deprived wards).

We intend to achieve these outcomes through working in partnership with others in an approach that recognises that some solutions will not be transport related, but will be concerned with other factors such as communication and operational matters.

As discussed in this annex, our early work shows that whilst at a strategic level there is no particular problem in terms of local peoples' accessibility, there are specific issues that need to be addressed before they develop into problems that detrimentally affect local peoples' quality of life in the future. Maintaining, or preferably improving, quality of life for all especially those in the three priority groups, is the foundation of what this strategy is trying to achieve.

This document is organised on the following basis:-

- the context to accessibility planning,
- our vision and objectives,
- discussion of the local issues and potential problems,
- our delivery programme.
- Indicators and targets
- Conclusion

Context

What is accessibility?

*'Meeting local transport needs more effectively through improved access to jobs and services, particularly for those most in need, in ways that are sustainable'*¹

We interpret the term *'those most in need'* as widely as possible, including not only those without access to a car, but also those who will have particular accessibility issues such as those on low incomes, older people, younger people and disabled people.

What is accessibility planning?

*'Accessibility planning focuses on promoting social inclusion by tackling the accessibility problems faced by those in disadvantaged groups and areas.'*²

Accessibility planning focuses on promoting social inclusion by tackling the accessibility problems experienced by those in disadvantaged groups and areas. These might include the availability, affordability and accessibility of local public transport, the design, location and delivery of non-transport services, and the ability of the community to reach those services by foot or cycle. It also focuses on access to those opportunities that are likely to have the most impact on life chances: employment, education, health care and food shops.

It is recognised that policy development and service delivery can be improved to better meet the accessibility needs of local communities through cross sector working (through the Local Strategic Partnership in Darlington) and being evidence led (using a wide variety of transport and non transport data and research). We have used both approaches in the formulation of this strategy.

National context

At a national level, the Government's Shared Priority for transport includes the element:

'improving access to jobs and services particularly for those most in need, in ways that are sustainable'

The Government's Social Exclusion Unit examined the link between social exclusion, transport and the location of services. They focused particularly on access to those opportunities that have the most impact upon life chances, such as work, learning and healthcare, as well as the opportunity to buy good quality, affordable food and enjoy leisure activities. The final report – *Making the Connections* – identified accessibility planning as a means of identifying, analysing and developing solutions to social exclusion problems. It is the ability of accessibility planning to consider the big picture, that gives it such potential to address issues such as social inclusion and deliver wide reaching outcomes.

The Council has taken up the offer of training in accessibility issues from the Department of Transport (DfT) through the "withinreach" programme³. This identifies that many of the accessibility problems experienced by people are not directly linked to transport, and in many cases the solution to accessibility problems are more to do with service delivery, cultural and social issues, perceptions and attitudes, rather than transport. Tools and techniques explained on the programme seek to identify these issues and develop problem statements to express them.



¹ Guidance on Accessibility Planning in Local Transport Plans, December 2004, DfT

² Guidance on Accessibility Planning in Local Transport Plans, December 2004, DfT

³ withinreach Accessibility Planning, Training and Advisory Programme: Action Learning Programme, February – May 2005

However, it is also recognised that there are key transport barriers to accessibility, namely the:

- Availability and physical accessibility of transport
- Cost of transport
- Services and activities located in inaccessible places
- Safety and security
- Lack of information and limited travel horizons

Regional context

At a regional level, accessibility planning needs to be considered in the context of destinations and trip purposes. The Tees Valley local authorities are working together to assess accessibility issues for employment, in particular the development of new employment sites such as Central Park in Darlington and Middlehaven in Middlesbrough. These sites need to be accessible by car but also by bus and rail services to ensure that transport is not a barrier to people taking up employment opportunities. The Bus Network Review in the Tees Valley will be based around providing high quality links between town centres and employment sites including Darlington town centre and Durham Tees Valley Airport. This should provide good public transport access to existing employment sites in Darlington as well as the new developments at Faverdale, Morton Palms and Central Park.

An initial workshop has been held with the further education and training sector to identify issues with people accessing

training opportunities across the Tees Valley. This will be developed further during the implementation of the Local Transport Plan on a Tees Valley wide basis.

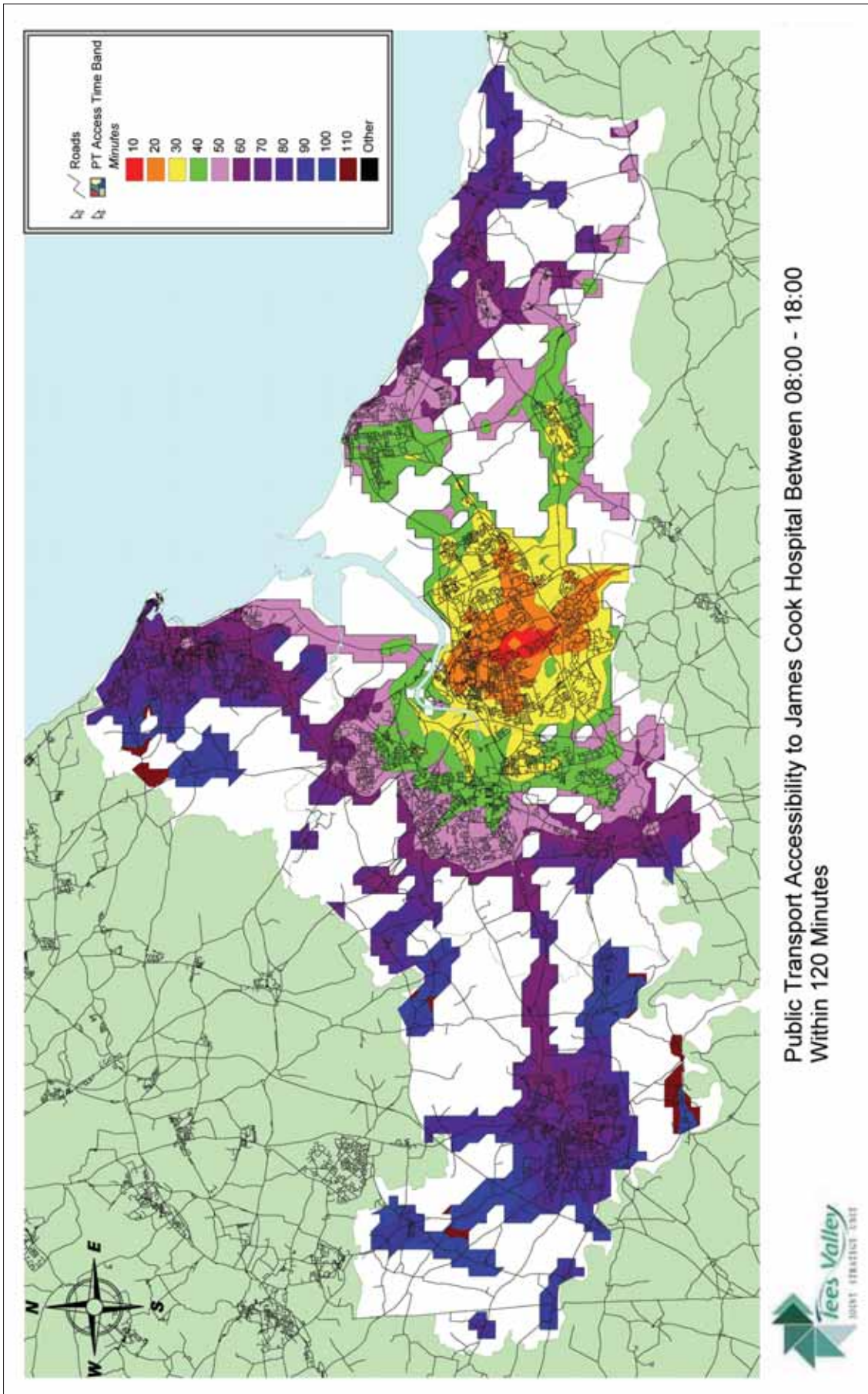
This work is described in more detail in **Chapter 1** of the Second Local Transport Plan.

Transit 15 is County Durham's initiative to provide high quality bus routes between key Durham towns and Darlington, linking Durham to the Tees City Region. This will improve access to training and employment opportunities in Newton Aycliffe, Spennymoor, Durham City, Bishop Auckland and Barnard Castle, as well as in Darlington. It is thus important that we help the delivery of the Transit 15 initiative (as well as future proposals in North Yorkshire) to improve local peoples' quality of life.

There are also regional issues around access to health facilities with a continuous programme of changes to service delivery, centres of excellence and the "Choose and Book" initiative. We are addressing this through the Bus Network Review, additional discretionary changes to the local statutory free bus pass and the Transport for Health Partnership.

Figure 1 illustrates access to James Cook University Hospital for people living the Tees Valley. As the Hospital becomes a specialist centre, more people in Darlington will need to access services only provided at this centre. Accessibility by public transport is not currently very good due to the actual distance, interchange and cost.

Figure 1 Illustrates access to James Cook University Hospital



Local context

In Darlington, accessibility is an important local issue. Darlington is an area of contrasts. It enjoys a well earned and widely perceived high quality of life, which is valued and enjoyed by many, residents and visitors alike, but has very real inequalities in some areas. The challenge is to retain and improve on this good general quality of life whilst addressing the inequalities in the health, wealth, and educational achievement that exist within the Borough, and when compared to other areas of the country. The Community Strategy aims to bring about such improvements to those most in need, whilst retaining and building on the area's strengths for the benefit of all.

Darlington Partnership, the Local Strategic Partnership behind the Community Strategy, has identified that there are three priorities for the area:

- Improving the local economy – in recognition of its importance to all other aspects of improving quality of life
- Raising educational achievement – to bring about the desired long-term investment and improvements for the area and life chances for individuals
- Promoting inclusive communities – ensuring everyone has the opportunities to live active lives, participating in and contributing positively to all aspects of the community.

In addition it has been recognized that efforts should be targeted on three important groups of residents, namely

- Children and young people
- Older people
- Those living in the most deprived wards

The key issues for transport in contributing to these priorities are:

- How all people can access facilities in Darlington, such as employment, especially where they have mobility issues such as a disability;
- How best to tackle traffic congestion and help ensure journey time reliability, in order to help local business;
- How vulnerable groups such as children or older people, can use, and perceive the use of, the transport network in safety and with a high degree of personal security;
- How travel choices can contribute to the health of both the individual and community; and
- How people without access to a car can participate fully in the life of their community

Local Area Agreement

Darlington's Local Area Agreement (LAA) is our response to the Government initiative to promote partnership working through a three year agreement between itself and the local area that sets out local priorities. Our local area is jointly represented by

the Council and Darlington Partnership. Darlington's LAA provides the opportunity to work differently in partnership to improve outcomes for children and young people, that would not otherwise be achieved within the three year timescale. Called 'Young People – Our Future', the agreement also involves Schools, Colleges and other relevant organisations in the public, private and voluntary sectors and aims to help every child fulfil their potential. All partners are re-examining how they work with young people to ensure that all children and young people are able to take advantage of a wide range of opportunities and make a valuable contribution to their community. For example, one of the transport initiatives is the introduction of a concessionary fare bus pass for 16 to 19 year olds in education and training.

Further detail is contained in **chapter 3** of the Second Local Transport Plan.

Discussion of how accessibility is integrated with our corporate priorities is contained below.

Vision

We have set ourselves the following statement describing our vision for the outcome of this strategy, based on the context described in this strategy:

To ensure that everyone in Darlington has the opportunity to participate in, and contribute to, all aspects of the community.

In order to achieve the vision for this Accessibility Strategy, we have set ourselves the following objectives, based on our assessment of the issues, and the priorities for our community:-

- to maintain, and preferably improve, quality of life for local people especially those in the three priority groups.
- to maintain access to primary health care by public transport, especially for those with a disability affecting travel.
- to improve access to education and learning for young people by bicycle.

Local issues

Evidence Base

In preparing this strategy, we have considered evidence from a wide range of sources including:

- Accession data
- Neighbourhood Renewal and Social Inclusion Strategies
- Community Survey.
- Corporate issues.
- Consultation for the preparation of the Second Local Transport Plan
- Travel Behaviour Research

We are aware that the strategic mapping using the Accession software is based on assumptions. For instance that:-

- patients access the nearest GP surgery to their home. Information from the Primary Care Trust highlights the fact that many people travel a considerable distance to visit their GP and do not attend the nearest facility.
- children attend their nearest primary school. Information from the Local Education Authority demonstrates that this is not the case, especially as there are no predefined catchment areas for schools.

Because of this, we have further explored the results from the strategic mapping in more detail to validate their application to reality.

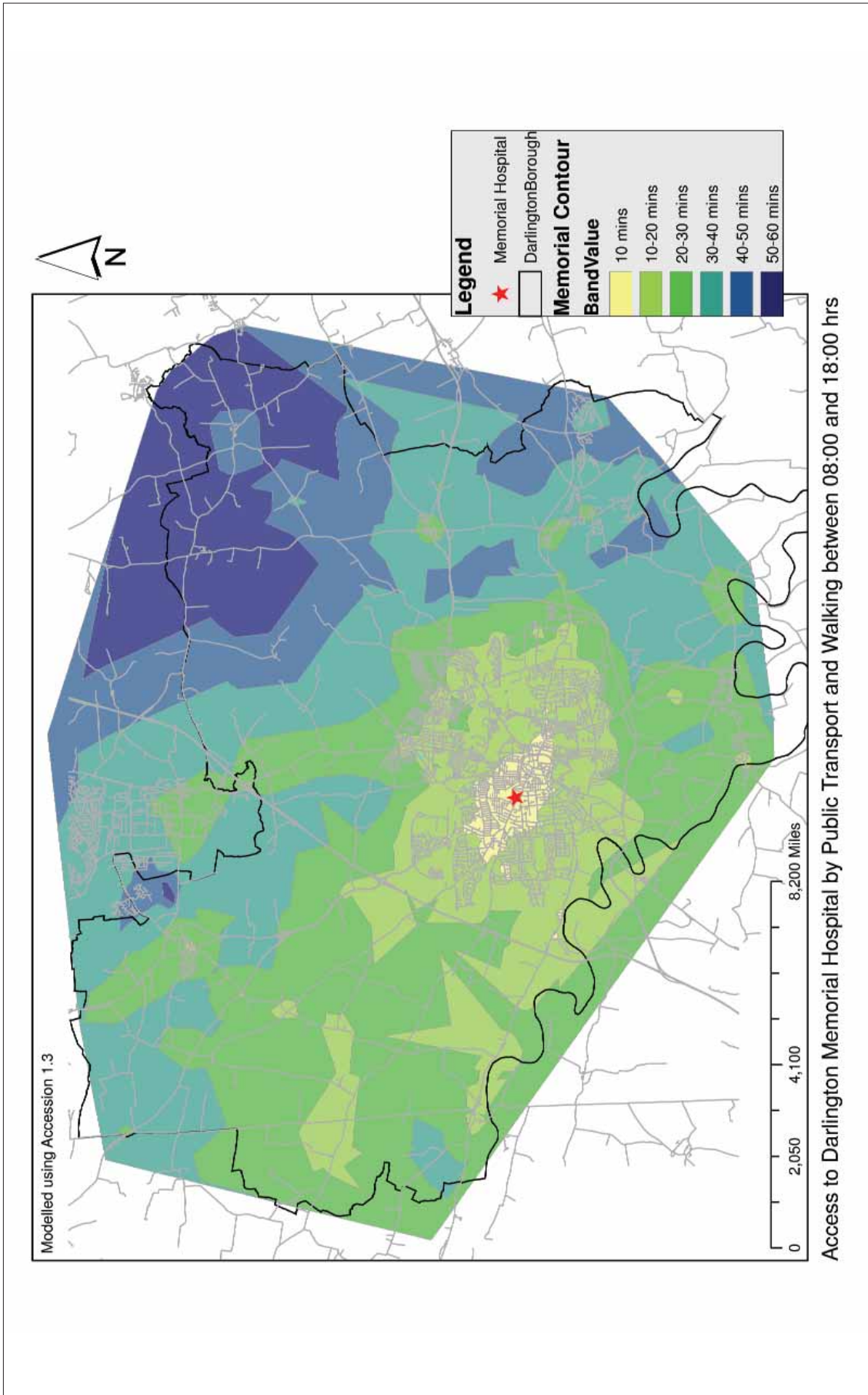
Accession data

The Accession software was used to undertake a strategic audit of access to key destination points in Darlington. The aim was to identify any potential accessibility issues for a particular geographic area or service. The results are listed in **Table 1** and **Figure 2** illustrates access to Memorial Hospital.

Table 1 Access by public transport to key destinations (8:00am – 6:00pm Tuesday, includes walking time and provision for change of service)

Health		
Memorial Hospital	% of population within 15 minutes % of population within 30 minutes	51% 96%
GP surgeries	% of population within 15 minutes % of population within 30 minutes	94% 99%
Education		
Nursery	% of population within 15 minutes % of population within 30 minutes	74% 98%
Primary	% of population within 15 minutes % of population within 30 minutes	98% 99%
Secondary	% of population within 20 minutes % of population within 40 minutes	92% 99%
Further education	% of population within 20 minutes % of population within 40 minutes	81% 98%
Supermarkets		
Supermarkets selling fresh food	% of population within 15 minutes % of population within 30 minutes	94% 99%
Major Centre		
Darlington town centre	% of population within 20 minutes % of population within 40 minutes	89% 99%
Employment		
Albert Hill	% of population within 20 minutes % of population within 40 minutes	48% 98%
Lingfield	% of population within 20 minutes % of population within 40 minutes	41% 98%
Morton Park	% of population within 20 minutes % of population within 40 minutes	27% 97%
Faverdale	% of population within 20 minutes % of population within 40 minutes	40% 98%
Argos	% of population within 20 minutes % of population within 40 minutes	23% 98%

Figure 2 Illustrates access to Darlington Memorial Hospital



At a strategic level, an analysis of the results demonstrates that:

- Access to the local hospital is very good and this needs to be maintained. Currently over 90% of outpatients appointments are at this local hospital. Careful analysis and service planning will need to be undertaken if any services are relocated to other hospital sites and the numbers of patients being referred to other specialist centres increases. The impact of Choose and Book⁴ also needs to be monitored.
- Access to GP surgeries is also very high.
- Access to education is also very good, from nursery to further education. Proposed changes to secondary education and further education delivery in the east of the town will need to be assessed against accessibility criteria. (it should be noted that the vast majority of trips to school are not undertaken by public transport).
- Access to supermarkets and fresh food is very good (eg to the Market, suburban supermarkets and town centre retailers)
- 99% of residents can reach Darlington town centre by bus in 40 minutes or less. The town centre provides opportunities for leisure, employment, shopping and other services and is therefore a key destination. In addition there are a number of local centres such as Cockerton and local parades of shops (Yarm Road/Geneva Road) that provide even more convenient opportunities to shop and socialise.
- Employment sites within the Borough are accessible by public transport, though this is sometimes not the case at certain times of day, especially early mornings, evenings and all day Sundays.

Darlington is a compact town with a comprehensive bus network using a radial road network. All services access the town centre. It is therefore to be expected that the majority of residents in the urban area or on main roads in the rural area would be well served by public transport and have good access to key services, many of which are in or near the town centre or accessible from the radial routes.

Social Inclusion and Neighbourhood Renewal Strategies

“All Together Now” A Social Inclusion Strategy for Darlington 2005 aims to improve the life chances of those who are experiencing, and those who are at risk of experiencing, discrimination and disadvantage. A number of communities of interest and identity have been recognised as being particularly at risk or already disadvantaged. For some accessibility to key

services is an issue, which the accessibility strategy needs to address. These are:

- People over the age of 85
- People with long term illness
- Disabled people
- People who are unemployed or receiving a low income

In addition research and consultation has highlighted that young people face particular difficulties with transport.

Table 2 details issues raised through the consultation process for the Neighbourhood Renewal Strategy, on a ward by ward basis.

⁴ Choose and Book: initiative to enable patients to choose from a predetermined list at which hospital, they have their first outpatients appointment: implementation in 2006.

Table 2 Issues by ward from the Neighbourhood Renewal Strategy

Ward	% without car	Traffic	Safety	Public transport	Walking	Parking	Young people	Shopping
Central	49.9%	Haughton Road - DETC	Location of bus stop				Leisure for 12+	
Cockerton West	51.2%	West Auckland Road	Poor street lighting Want 20mph zones	More shelters Change routes			Leisure for 11+ Address truancy	
Bank Top	44.3%	Geneva Road	Fear of crime Speeding by 'boy racers'		Poor pavement conditions	Commercial vehicles in residential streets	Leisure for young people	
Eastbourne	42%		Motorbikes on pavements		Lack of crossing on Geneva Road	Parking on both sides of narrow streets	Leisure for young people	Closure of Morrisons on Neasham Road
Lascelles	44.9%	Speeding on Fenby Avenue	Want place for young people to ride motorbikes	Unsuitable for elderly and disabled			Leisure for 12+	Closure of Morrisons on Neasham Road
Park East	42.1%		Speeding on Skerne Park Motorbikes on pavements and green space	Buses unreliable			Leisure for young people	
Northgate	41.7%	North Road + rat running				Commuters parking in residential streets	Leisure for young people	
Haughton East	39.8%	Concern that DETC will create severance Speeding traffic in estate		Concern about bus shelters and reliability of bus services	Lack of dropped crossings in estate			Want more local shops
North Road	43.7%	North Road + rat running			Need crossing for post office and B&Q	Problem at school drop off time	Leisure for young people (skateboard park)	
Lingfield	35.7%	Yarm Road, Broadway, Hundens Lane – volume and speed	Poor street lighting near Heathfield School				Leisure for young people	
Cockerton East	27.9%	High near schools Speed on Bates Ave					Leisure for young people	

In summary, the neighbourhood renewal strategy survey illustrates the importance attached by local people to access. For example, in Eastbourne and North Road the local shops and other facilities are valued, whilst in Park East, the good bus service to the town centre is important.

Yet, the survey also reveals the potential barriers to accessibility – in Lingfield poor quality street lighting is an issue and perceptions of danger from speeding traffic are common in several wards. A common theme is that of opportunities for young people, particularly in terms of leisure facilities. Whilst the town does have good facilities, these are located in specific locations and may not be accessible by young people due to a lack of public transport or cost (both for the transport and the facility itself). There may also be restrictions on accessibility caused by the perception of safety held by both the young person and their parent.

Action to tackle young peoples' accessibility issues will therefore form part of this strategy. The importance we attach to these issues is further demonstrated by the Local Area Agreement that seeks to provide solutions to the needs of young people in terms of education and training.

Community Survey

The 2005 Community Survey undertaken by NWA Social & Market Research on behalf of the Council, asked 1,000 local residents about a wide range of issues in the Borough. One of these questions concerned their opinion on how easy it was to get to selected destinations by their usual form of transport. Whilst there are drawbacks with this question, it does reveal general perceptual information on accessibility of local people.

Comparisons with the results from the 2004 survey show that out of the 16 destinations, perceptions of the transport related ease of access went up in 6 cases, down in 4 and was unchanged in 6 (**Table 3**). Where perception went down (Post Office, cultural or recreational facilities, Bank or cashpoint and Council office), it is suggested that this is due to changes in transport provision, especially local bus services, since no facility of this type closed during the period. However, given the limitations of the question, we are mindful that peoples' perceptions are coloured by other issues such as ease of access for the disabled and journey time (reliability and duration).

Table 3

Ease of transport access to	Very or fairly easy %	neither %	Very or fairly difficult %	No opinion %	Improvement since 2004?*
Local shop	95.8	1.1	2.6	0.5	No change
Shopping Centre or Supermarket	93	1.5	4.2	1.3	No change
Post Office	90.6	1.5	4.2	0.6	No
Doctor's surgery	87.1	3.4	8.9	0.6	Yes
Chemist	92.9	2.3	4	0.8	Yes
Shop selling fesh food and vegetables	91.4	3	4.8	0.5	Yes
Local Hospital	82	4.1	13.4	0.5	Yes
Publicly accessible green space	92.6	2.2	3.1	2.1	Yes
Public transport facility	91.8	2.2	4	2	Yes
Library	82.4	5.7	7.4	4.5	No change
Sports or Leisure Centre	76.3	6.9	8.1	8.7	No change
Cultural or recreational facility	79.1	7.3	7.6	6	No
Bank or cashpoint	88.8	3.7	5.8	1.7	No
Council or neighbourhood office	67.6	7.4	7.4	17.6	No
Recycling facility	75.6	6.2	8.3	9.9	No change
Childcare facilities	46.1	5.3	2.3	46.3	No change

* changes of plus or minus 0.5% are classified as "no change"

Corporate issues

How accessibility objectives link with wider vision and objectives

The Corporate Objectives set out in the Corporate and Best Value Performance Plan and their transport implications are as follows:

Table 12.4

Corporate Objective	Description	Transport implications
Shaping a better Darlington	Each service/strategy must identify how it specifically contributes to the Community Strategy.	Deliver outcomes that support the Community Strategy goals.
Providing excellent services	Each service/strategy needs to identify how it can become/remain excellent.	Set targets that are stretching but realistic.
Putting the customer first	Each service/strategy needs to be clear on who its customers are, what the service looks like to them and how excellent customer satisfaction can be achieved/maintained.	Use ongoing consultation with key user groups and stakeholders to ensure that services and schemes meet customer needs.
Ensuring access for all	All services/strategies need to be able to demonstrate that they are working to reduce inequality gaps.	Use accessibility planning and the results of the health impact assessment to improve access, in particular for those in most need.
Enhancing our capacity to improve	Each service/strategy must ensure that it is being delivered with appropriate standards of financial management, human resource management etc.	Use the performance management framework and budget optimisation software (part of the Transport Asset Management Plan) for financial management, performance analysis and review.

Accessibility issues have been recognised across a wide range of corporate policy areas. More detail can be found in **Chapter 3** of the Second Local Transport Plan. Examples are summarised in **Table 5**

Table 5 Summary of accessibility issues identified in corporate policy areas.

Corporate policy	Accessibility issue
Land use	Ensure that accessibility is a key criterion when considering land use decisions through the accessibility checklist, in order to maintain or improve access to key services and encourage travel by sustainable transport.
Housing	Ensure that proposals for housing developments are considered with accessibility by all transport modes as a key requirement. Good links from developments to key destinations for access to health, food, employment and education must be maintained or improved, in particular for those without a car.
Employment & regeneration	<p>Work with the Tees Valley local authorities on the bus network review to ensure that key development sites outside of the Borough are accessible by those who do not have a car and that key development sites in Darlington are accessible by public transport from outside the Borough (including County Durham and North Yorkshire). This review should also include rail travel.</p> <p>Use travel plans to ensure that all travel options are considered and greater provision is made for those travelling by more sustainable modes. Improving access to employment assists with recruitment and retention. Darlington is a Cycling Demonstration Town and will be working directly with employers through travel plans and indirectly with employers through joint working with the Primary Care Trust on their Healthy Workforce Strategy to increase levels of cycling.</p> <p>The town centre should be accessible by all modes and safe routes should be developed for those walking and cycling or arriving by bus. The needs of disabled people must be considered.</p>
Tourism	Support the tourism strategy in particular through the development of cycling routes in rural areas in partnership with Sustrans and improvements to North Road Rail Station to support the further development of the Darlington Railway Museum and rail heritage and the embryonic Community Rail Partnership
Adult Services	<p>Improved access to public transport and facilities, including accessible taxis, low floor buses and pedestrian improvements.</p> <p>Provide bus services to Extra Care schemes at Dalkeith House, Tees Grange Avenue, Oban Court, Whinfield and Rosemary Court, Fenby Avenue.</p> <p>Support the movement of people throughout the day, in smaller accessible vehicles.</p> <p>Encourage door to door care for in-house transport provision.</p>
Children's Services	<p>Ensure that decisions about land use and service delivery consider accessibility for children and young people in particular the availability and cost of bus services.</p> <p>Continue to develop Safe Routes to school in partnership with schools and the Police.</p> <p>Continue to roll out the travel plan strategy to all schools and colleges.</p>
Social Inclusion & Neighbourhood Renewal	<p>Through the Council's close relationship with Darlington Association on Disability and other partners, ensure that people with physical and sensory impairments can travel to select destinations safely and conveniently on foot or by wheelchair.</p> <p>Ensure that information about access opportunities for people with various disabilities are well publicised, both for their benefit and for the benefit of businesses and service providers.</p> <p>Work with bus operators and other partners to provide public transport (or other forms of transport, such as community transport or taxis) for older people, young people, those in the targeted deprived wards and other groups with economic disadvantage, at times, on routes and at a cost to meet specific needs to access services, shopping, work and leisure</p>
Crime & Disorder	<p>Through the travel safety strategy, the Local Transport Plan will address both actual safety and perceived fear of crime. This will continue the work carried out to date, such as the fitting of CCTV cameras to local buses.</p> <p>Interventions through the Plan will be audited to ensure that their design does not encourage or facilitate criminal or disorderly behaviour. We plan to use the services of the Urban Design Officer in achieving this action.</p>

Consultation for the Second Local Transport Plan

We have undertaken wide-scale consultation for the preparation of the Second Local Transport Plan. This included workshops and focus groups and was an opportunity to hear, first hand, issues that people have accessing services and facilities. A summary appears in **Annex 1** of the Second Local Transport Plan.

Wider transport strategies and policies in LTP

With its focus on transport issues affecting quality of life, Darlington's Second Local Transport Plan supports the Accessibility Strategy through its emphasis on overall outcomes rather than transport outputs alone. Five of the strategic transport objectives (listed in **Table 6**) have an accessibility link and thus seek to deliver the intent of the Government's shared priorities on this matter.

Table 6 Accessibility and Transport Strategy objectives

Transport Strategy Objective	DfT Shared Priority	Community Strategy theme	Accessibility Implications	Quality of life indicators
A. To provide the environment for sustainable development of new and existing businesses, housing and services in Darlington.	Accessibility Quality of life	Improving the local economy Enhancing the environment	Local Development Framework	QoL17 noise pollution QoL35 new housing on brownfield land
B. To improve access to employment and education, particularly for those without access to a private car and for those that have greatest need.	Accessibility	Promoting inclusive communities Raising educational achievement Stimulating leisure activities Improving the local economy Improving health and well-being	Darlington Learning Partnership Economy & Environment Group	QoL22 access to key services QoL37 children travelling to school QoL3 unemployment among young people
C. To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.	Congestion Air quality	Develop an effective transport system		QoL17a Road traffic QoL19 Community well-being
D. To improve travel safety and security for all by addressing the real and perceived risks.	Road Safety	Promoting community safety	Community Safety Partnership	QoL15a/15b Residents feeling safe
E. To provide and promote travel choices to all, in particular to reduce car driver trips.	Congestion Accessibility	Promoting inclusive communities Developing an effective transport system	Town on the Move	QoL36 residents using different modes of transport
F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.	Quality of life Accessibility	Improving health and well-being	Health Impact Assessment Improving Health	QoL22 Access to key services QoL10 Death rates

Darlington is a sustainable travel demonstration town and a cycling demonstration town, and as such there is a focus on improving accessibility for those that walk, cycle or use public transport.

Area based work, such as the Individualised Travel Marketing, can highlight accessibility issues in local communities, such as poorly lit footpaths. In addition accessibility improvements can be communicated as part of these demonstration projects to individual groups, communities or across the Borough. For example one bus service route is to be improved in partnership with the bus operator. This will include improvements to bus stops and buses, as well as supporting route information at stop and in leaflets. This will be promoted as part of the Individualised Travel Marketing programme.

Accessibility objectives derived from the Second Local Transport Plan include:

- To develop the cycle network based on improving access to the town centre for Darlington's residents and for children cycling to primary, secondary and further education sites.
- To improve facilities for disabled people, in particular to improve pedestrian access to key destinations including GP practices, supermarkets, leisure facilities, schools and employment sites.
- To address safety concerns, in particular fear of crime and antisocial behaviour, which impact on people's ability and willingness to make journeys.
- To work with bus, taxi and rail operators to improve access to their services, in terms of physical design, cost and availability by time of day.

Travel Behaviour Research

In addition a significant piece of research has been undertaken on travel behaviour and attitudes to travel and transport, as part of the Town on the Move⁵ initiative.

Initial research was carried out in 2004/05 and the first annual update survey was completed during 2005. The research provides us with the ability to explore travel behaviours at geographical resolutions down to ward level and by socio-economic factors such as employment status, age or car ownership. As might be expected, there are significant variations in the travel behaviour of local people within the town, yet on average, each individual makes 1,000 trips every year – it is the length and means of travel of those trips that is changing over time (longer trips and more by car), with implications for maintaining, and preferably, improving accessibility.

Further detail is shown in **Annex 2** of the Second Local Transport Plan.

Issues and solutions

We are aware that the strategic Accession analysis is based on

⁵ Town on the Move is Darlington's sustainable travel demonstration town project, funded by the Department for Transport. The research, undertaken by Socialdata, included information from 4269 individuals in the urban area of Darlington.

assumptions about how local people access jobs and services. Whilst this is acceptable for the strategic picture, we are aware that the detailed picture is slightly different and have explored three areas of especial concern from the evidence base:

- access to health.
- access to education and training.
- access to employment.

Access to health

Accession data indicates that there is not a problem in terms of access to either the Darlington Memorial Hospital or Doctors' surgeries via bus services, with 96 and 99% respectively being able to reach these destinations within 30 minutes. In this assessment, it was presumed that the nearest surgery to place of residence was chosen by the patient. However, as could be expected due to personal reasons or list closures, it is not uncommon for people to use a doctor further afield, even outside of the practice area. Data supplied by the Primary Care Trust for a sample surgery in north east Darlington shows this pattern well (**Figure 3**), with significant numbers of trips originating in the east and south west quadrants of the town. There are also trips from rural villages such as Middleton St. George. Many of these trips would either start or pass close by to surgeries that are closer to their point of origin than the destination surgery.

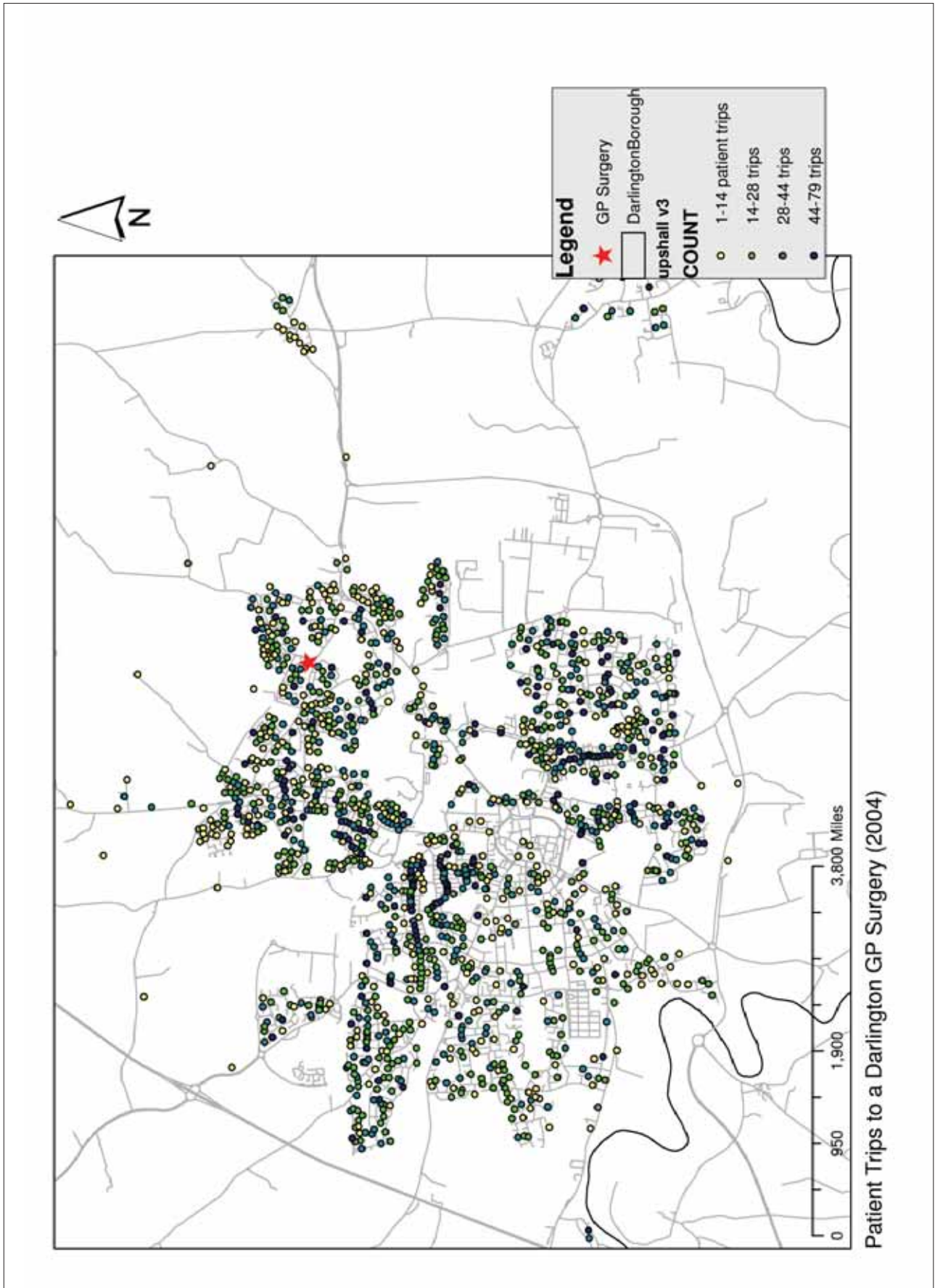
This pattern of behaviour automatically generates difficulties in maintaining or improving accessibility, since it disperses trip making and is not always focused in on major trip attractors such as the town centre. In the case of the sample surgery 717 trips out of 6,727 trips (12%) originate outside of the DL1 2- and DL1 3- postcodes near to the surgery.

In this particular circumstance, the issues requiring consideration are the:-

- ease of transfer between bus services for those travelling from further afield (information, times, waiting facilities, through ticketing etc).
- provision of a network of pedestrian and cycling routes for those able to use them.
- how patients can access the out of hours service based at the Hospital or the Walk in Centre at Archer Street.

As detailed in **chapter 6** of the Second Local Transport Plan, we are bringing forward a range of interventions to tackle these issues, both in terms of physical improvements and information through the sustainable travel demonstration town initiative. For example, interventions directly relevant to the sample surgery are the implementation of a new cycle

Figure 3



route in 2006/07 along McMullen Road that will help people living in Red Hall and east Darlington access Whinfield more easily by bike. We are also improving the quality of bus service 21 between the town centre and Whinfield from April 2006, through an integrated application of 2LTP and sustainable town funds in partnership with the operator Arriva. The result will see low floor accessible buses employed on this route for the first time, with improved waiting facilities including seating where necessary.

Access to education and training

Darlington Partnership's Community Strategy has raising educational achievement as one of its priorities, with this being an action for all especially for those in the three priority groups (children & young people, older people and those living in the most deprived wards).

Examination of two postcode plots for two secondary schools in the Borough reveals the travel patterns that this strategy has to facilitate. That for Hummersknott Secondary School (**Figure 4**), shows a scattered school population, mainly within 3 miles by cycle of the school (including use of off road cycle routes).

Figure 5 attached for comparison shows the effect of our proposed cycle network development including the extension of the West Auckland Road and the construction of the Mowden to Branksome Cycle Tracks, which increases the number of children within cycling distance using a safe cycling route.

Postcode analysis of students attending Carmel Roman Catholic Secondary School shows the even greater dispersal of population that could be expected from a School selecting by faith, not geographical area (**Figure 6**). This plot reveals that students travel from as far afield as Newton Aycliffe, Long Newton and Gainford. Local bus services and education transport contracts are thus essential for much of this school population, although walking and cycling are a realistic option for many within the urban area.

One of the two Colleges of Further Education in Darlington, Darlington College, is relocating to a new site at Central Park to the east of the town centre from September 2006. This relocation brings with it the need to sustainably provide transport links to the site, so that students' accessibility to education and training is not impaired. **Figure 7** shows the current postcode plot for the College and the spread of home addresses of students registered for daytime courses. The new site is no longer as centrally located to many of the urban area origins, although it is on a major radial route from the town centre. Further analysis has yet to be carried out on the home addresses of those attending evening classes but we expect that distribution will be roughly similar – possibly with a greater bias towards the urban area.

The following issues have been identified from the evidence.

- the need to improve transport alternatives for school children, especially walking and cycling options.
- the need to provide local bus services (and train if

applicable) to meet the needs of young people, especially in terms of travel cost, information and frequency.

- the need to continue to work with Schools and the Colleges on the development and implementation of travel plans to sustainably provide access to education and training.

As discussed elsewhere in the Second Local Transport Plan, we are proposing a suite of measures that will focus on the needs of young people. For example, we are contributing to the implementation of the Houghton Road Pedestrian & Cycle Bridge over the East Coast Main Line to improve access to the new site of the Darlington College. We are also improving bus service 21 past the site and have already financially supported the equalisation of the age limits for child fares throughout the Borough, where previously differential limits applied depending upon operator and time of day.

We have also much improved our provision of bus timetable information (**Appendix 15**) and are developing new timetable formats in response to consultation with users. As mentioned above, we are participating in a local area agreement for Darlington called "Young People – Our Future", which seeks to help every young person achieve their potential.

Access to employment

Analysis of census data reveals that some 13,120 trips were made on average every working day from Darlington urban area to destinations elsewhere (**Figure 8**). The remainder of the Tees Valley and County Durham were key destinations. These areas were also key generators of work trips into Darlington (11,570), illustrating the linkages regionally between Darlington and other places.

This pattern of employment behaviour can be seen in the origin of home to work trips made by employees of a major employer based in central Darlington (**Figure 9**). The plot of home postcode data reveals that some 53% of employees live outside the urban area of Darlington, mainly in County Durham and North Yorkshire.

These journey to work patterns raise the following issues:-

- ensuring that all people in the Darlington journey to work area have the opportunity to access employment in Darlington, without the need to use a private car.
- ensuring that Darlington residents have the ability to access employment elsewhere in the Tees Valley, County Durham and North Yorkshire, without the need to use a private car.
- ensuring that the home to work journey does not create unsustainable demands upon the transport network, especially that resulting in traffic congestion and on-street parking conflicts between different user groups.

Figure 4

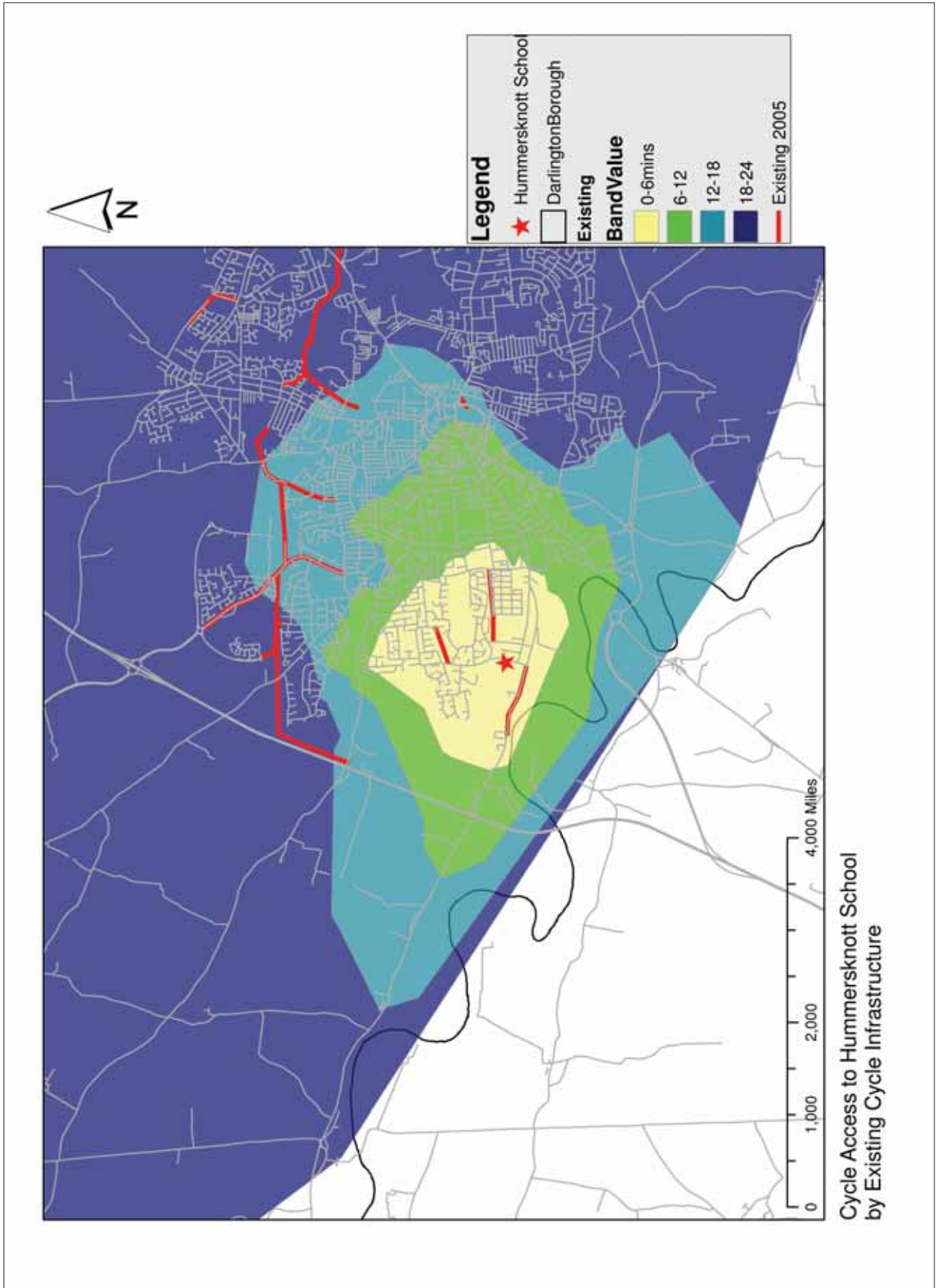


Figure 5

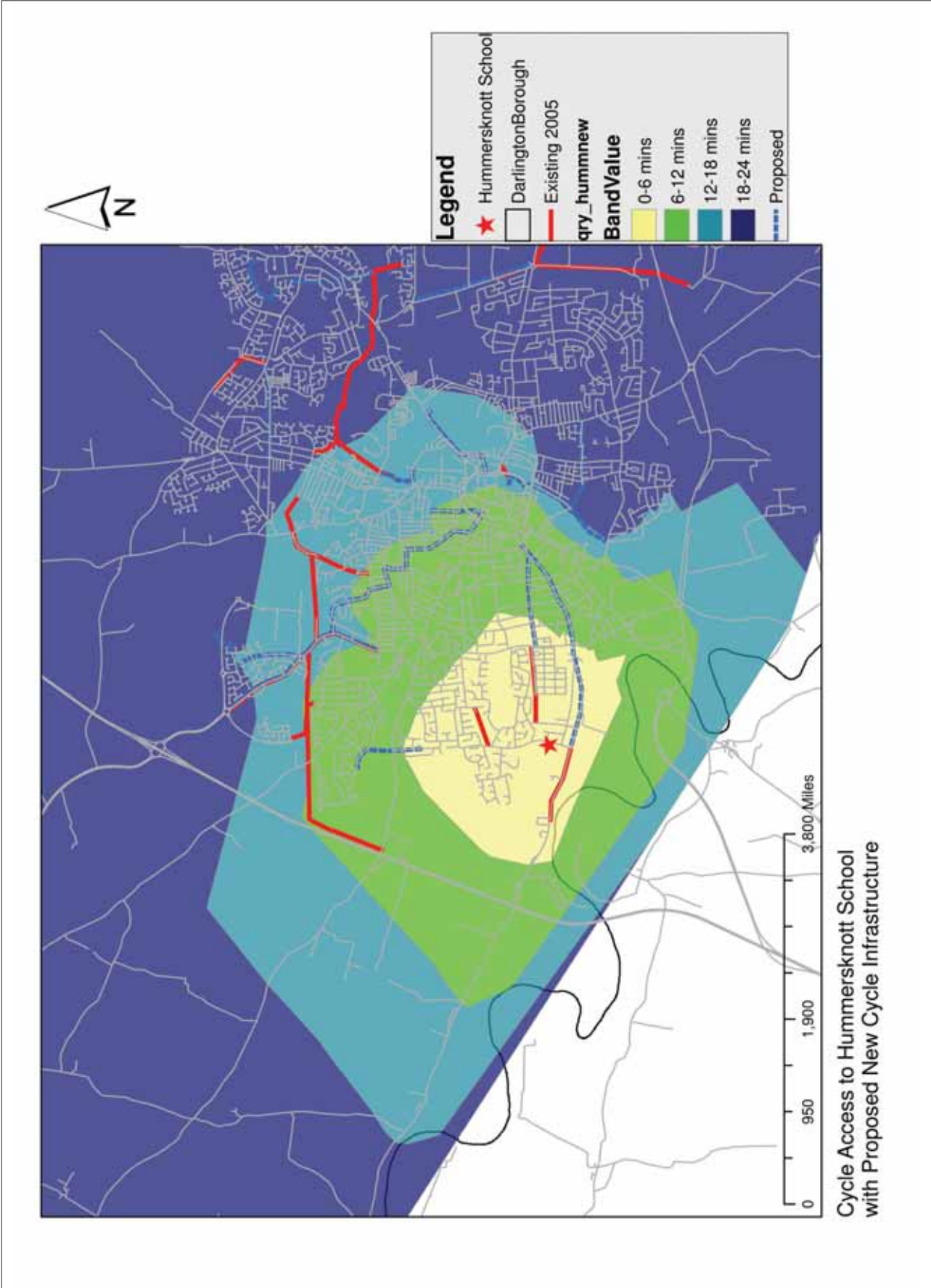


Figure 6

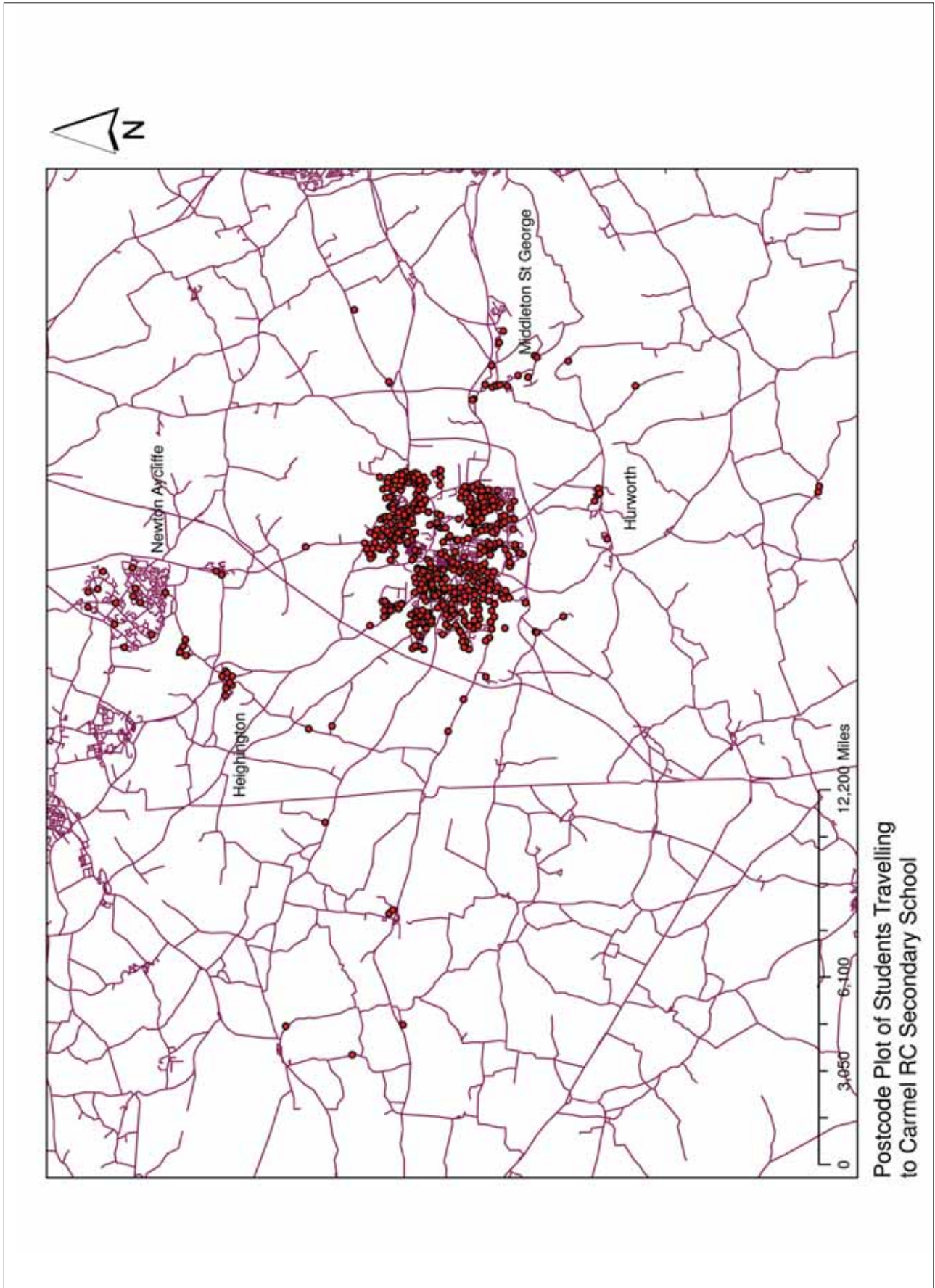


Figure 7

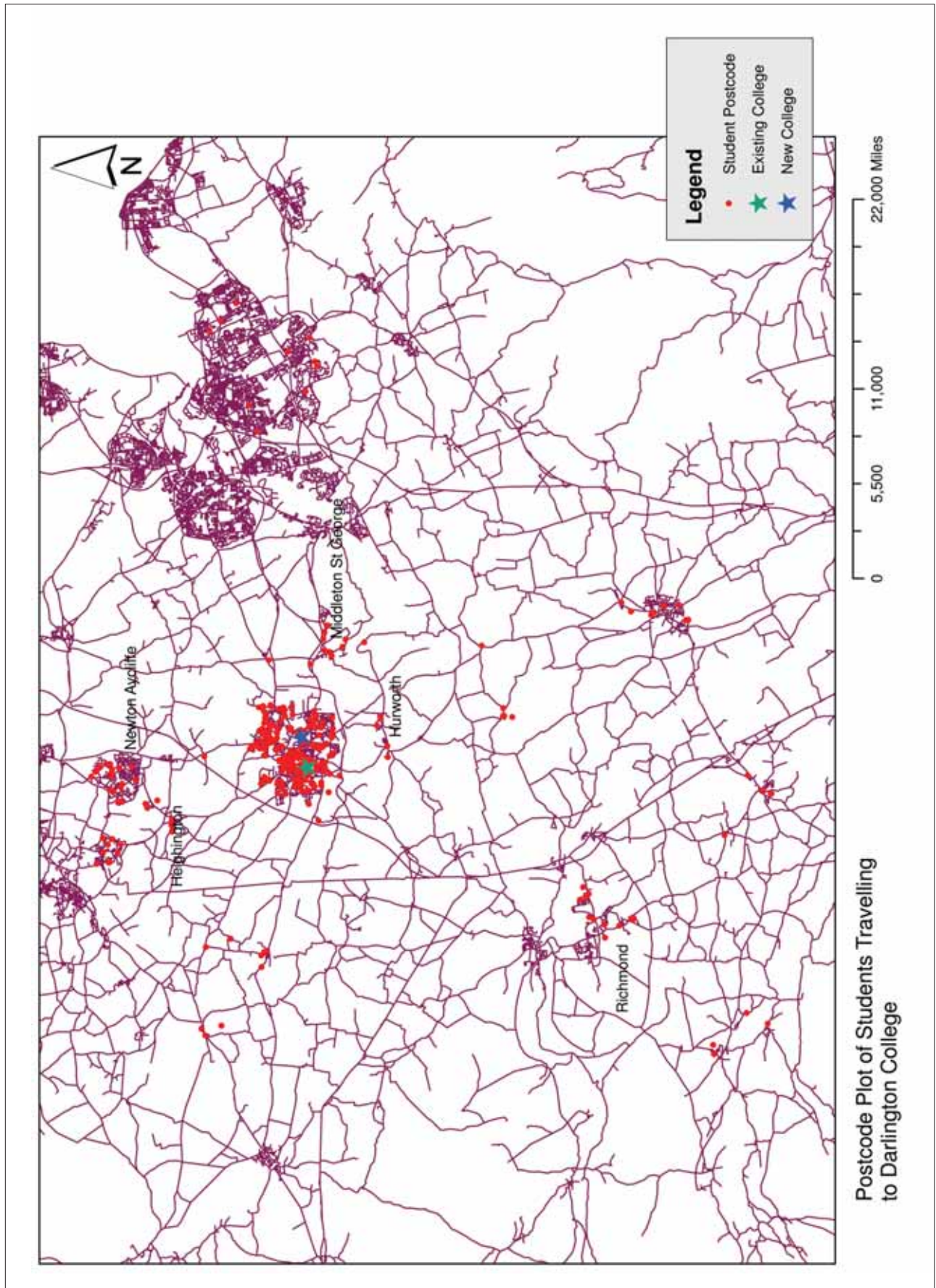


Figure 8

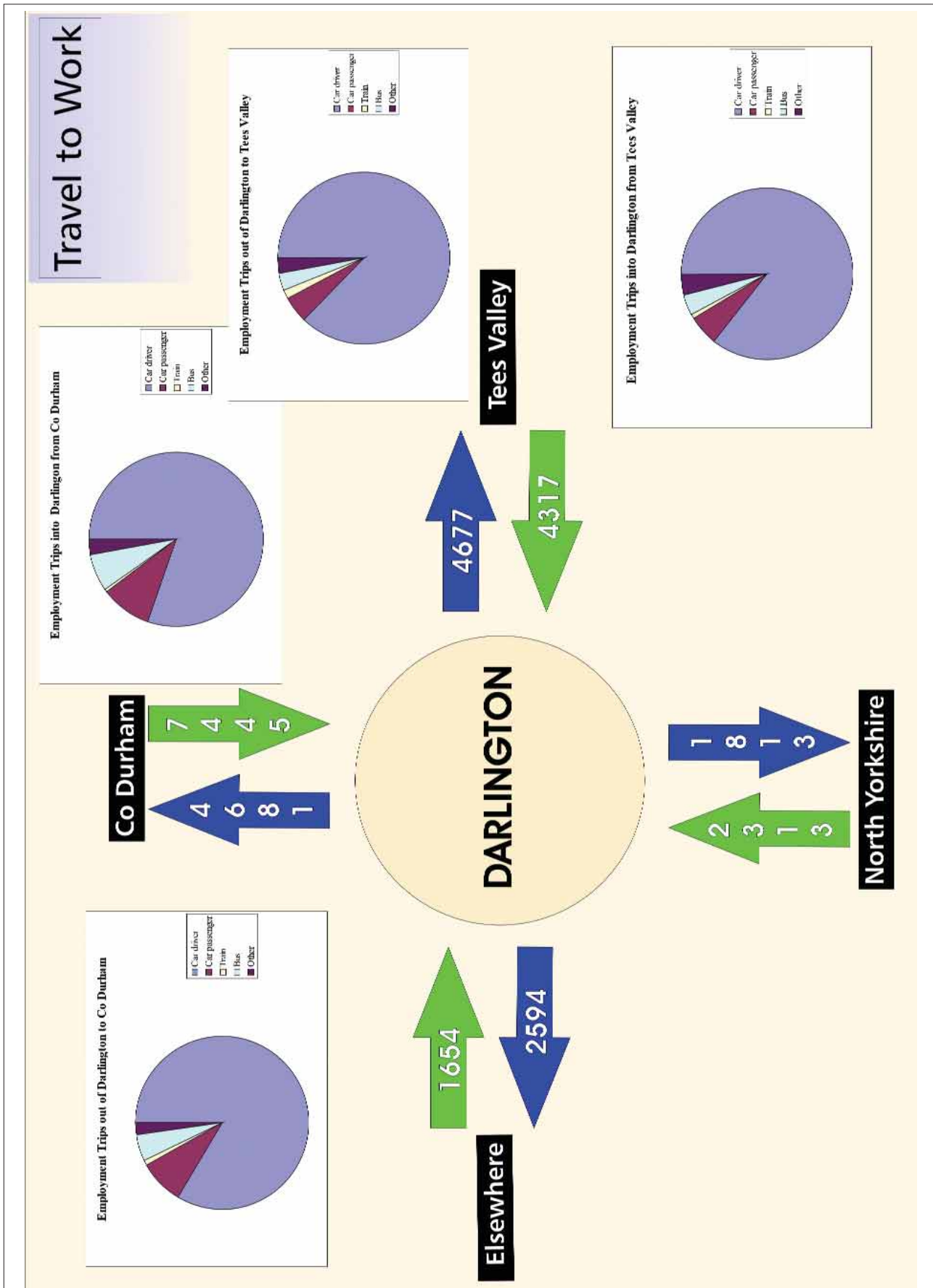
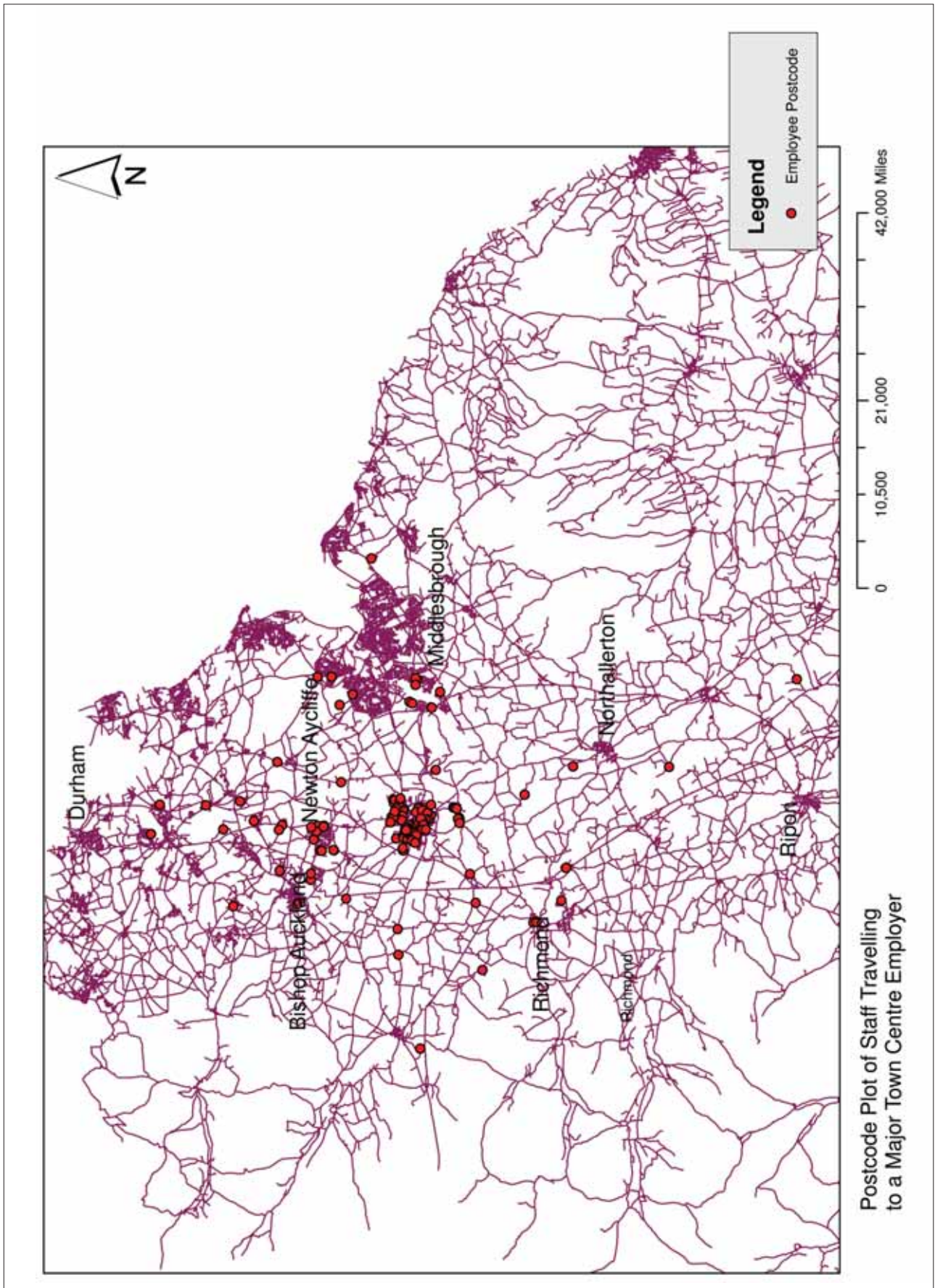


Figure 9



In the Second Local Transport Plan, we plan to continue to develop our Corridors of Certainty programme (**Chapter 6**) to tackle the increasing issue of traffic congestion, with further radial routes being treated (Woodland, Haughton and Coniscliffe Roads) and improvements to the inner ring road. We also plan to bring forward measures to support our unique status as both a Cycling Demonstration and Sustainable Travel Demonstration Town to provide people with real choices about how they travel.

We will continue to work with partners outside the boundaries of the Borough to develop integrated plans to help people have travel choices that improve their accessibility to employment. For example, the Tees Valley Bus Network Review and the Transit 15 bus initiative in County Durham will have potential impacts on how people access jobs in and outside of Darlington. Our programme also includes further work on employer travel plans, whilst investigating (and implementing if feasible), a Park & Ride scheme for the town centre that could have links to selected employment sites. In the longer term, we are working with partners to ensure that land developments are sustainable; for example the Central Park business, education and residential site adjacent to Darlington Railway Station, two Corridors of Certainty and part of the National Cycle Route network.

Delivery approach

The Transport Strategy seeks to answer the key issues raised and the Second Local Transport Plan is the delivery mechanism. Accessibility is an integral part of both the strategy and the plan. The Accessibility Strategy brings together the transport implications of accessibility planning and more importantly the role that partners have to play, by clearly positioning the Accessibility Strategy as a Darlington Partnership strategy.

Accessibility to local facilities will therefore be the focus of what is being delivered.

To reflect the fact that people travel to access facilities or activities, it is proposed to group schemes and initiatives in the Second Local Transport Plan in a co-coordinated manner, under an effective performance management regime, using six main reasons for travel:

- Travelling to work
- Doing business in Darlington
- Going to School or College
- Shopping for food and goods
- Leisure and recreation
- Access to Health services and caring for others

This delivery strategy means that accessibility is the bedrock of all actions taken in the Second Local Transport Plan due to the consideration of the reason for travel. This is a change from the practice in the First Local Transport Plan, which was primarily focused on types of transport (bus, car, rail etc.). This change in approach is recommended as being more effective in delivering the outcomes that Government, the Council and the general public want from transport over the next five years. It will necessitate partnership working through the auspices of Darlington Partnership and other community groups that bring together representatives from health, education, employment, community, voluntary and retail sectors to ensure that basic access needs are met. In addition, full use would be made of the County Durham and Darlington Transport to Health Partnership⁶ where appropriate

Accessibility analysis

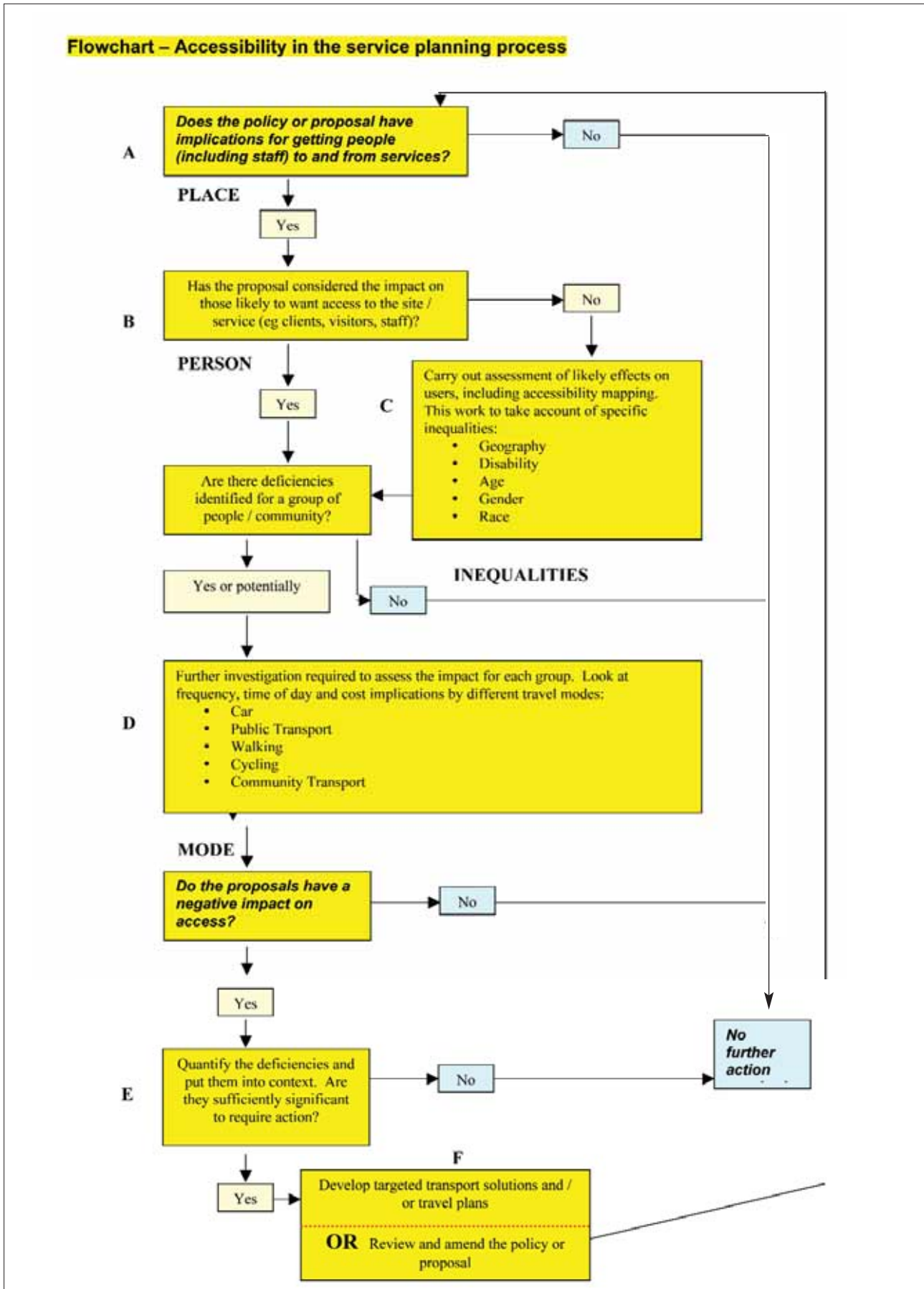
It has been recognised at a corporate level and by the Local Strategic Partnership that accessibility planning should form part of the decision making process for the development of policies and service delivery across Darlington.

An Accessibility Checklist has been developed that will be used in service decisions, Leading Edge projects and the corporate project methodology.

The checklist (**Appendix 1** on page 12.30) has been developed from a flow diagram of decision making that was developed by the County Durham and Darlington Transport for Health Partnership (**Figure 10**.) Other partners in the health field are also testing the checklist to see how it can be applied in their decision making.

⁶ Transport for Health Partnership comprises membership from Darlington Borough Council, Durham County Council, County Durham and Tees Valley Strategic Health Authority, and other primary, priority and acute health organisations.

Figure 10 Flowchart – Accessibility in the service planning process



Accessibility planning, including the use of Accession⁷ software, is also been used by other areas of the Local Authority. It is being used to develop the Open Spaces Strategy and Countryside Strategy (with potential links to the Tourism Strategy). The Planning team involved with the Local Development Framework, Development Control and the Traffic Manager are all looking to use Accession and the principles of accessibility planning to guide decisions on land use, for example in the relocation of the Council's Community Services vehicle and materials depot.

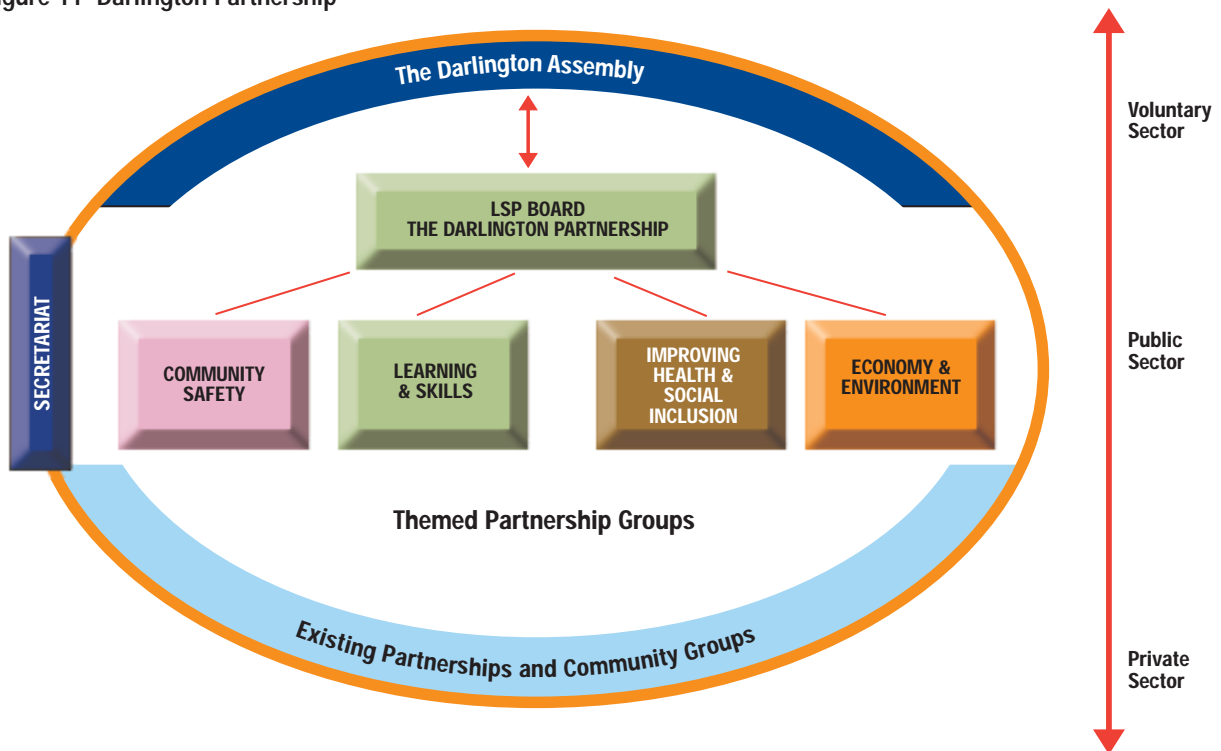
Accessibility planning principles will also be used for the review of supported bus services and other transport policy decisions such as concessionary fares, the development of walking and cycling routes and improvements to bus and rail infrastructure and services to improve access for all, in particular those without access to a car.

Partnership

We feel that a partnership approach is needed because, as "Making the Connections"⁸ made clear, accessibility is not just about transport; the location, design and delivery of other services has a significant impact. To tackle accessibility issues effectively, a cross sector approach is important to ensure that decisions and actions taken across a range of sectors contribute positively towards accessibility outcomes. Partners need to be involved at all stages of the process of developing and implementing the strategy.

The Community Strategy, 'Where Quality Comes to Life', establishes the key local priorities for Darlington and provides structures for delivering against those priorities, led by Darlington Partnership, the Local Strategic Partnership. (see Figure 11)

Figure 11 Darlington Partnership



⁷ Accession software, MVA, version 1.3

⁸ Making the Connections: the final report on Transport & Social Exclusion, SEU 2003

It therefore seems appropriate to use Darlington Partnership as an existing partnership to develop and implement the Accessibility Strategy. To this end, accessibility planning was added to the four existing cross cutting issues for the partnership during 2005/06. The principles of accessibility planning and how decisions about how, where and when services are delivered impacts on peoples ability to access

them have been presented and discussed with the Themed Groups of the Partnership. The Accessibility Checklist will be used by the Themed Groups as part of the development of the Community Strategy Action Plan for 2006/07.

Other partnerships that will address accessibility issues are detailed in **Table 7**.

Table 7 Partnerships

Partnership	Organisations involved	Terms of reference
County Durham and Darlington Transport fro Health Partnership	Durham County Council, Darlington Borough Council, representatives from all 6 Primary Care Trusts, North East Ambulance Service, Acute and Priority Trusts	To improve access to health care for staff, patients and visitors.
Shopmobility Working Group	Darlington Association on Disability, service user representatives and Darlington Borough Council	To provide a service for anyone with a mobility impairment to shop and use the facilities of Darlington Town Centre independently
Darlington Association on Disability Access Group	Darlington Association on Disability, Building Control, service user representatives	Promotes independence and choice and tackles issues affecting disabled people locally.
Growing Older Living in Darlington	Darlington Primary Care Trust, Darlington Borough Council and voluntary organisations.	Working in partnership to improve the quality of life of older people.
Darlington Cycle Forum	Durham Constabulary, Darlington Cycling Campaign, bike traders, Darlington Association on Disability	To promote increased use of and greater understanding of cycling.
Transport Forum	Transport providers, transport users, Darlington Borough Council	To provide comments and views on strategic policy and delivery issues.
16-19 Transport Partnership	Tees Valley Learning and Skills Council, bus operators, schools and colleges, Connexions, Darlington Borough Council's Children's Services and Transport Policy	To improve access to post compulsory education through transport advice and solutions.
Tees Valley Chief Engineers Meeting	All Chief Engineers from the 5 local transport authorities	To consider cross boundary highway and transport issues

Cross boundary & inter-authority working

Darlington Borough Council has traditionally worked very closely with the other four Tees Valley authorities and has developed a number of joint strategies to promote economic regeneration, tourism, housing and so on. This inter-authority working will continue, particularly for access to employment and training.

An initial workshop has been held with representatives from colleges, Connexions, Tees Valley Learning and Skills Council and Transport Policy Officers from across the Tees Valley area to identify issues that affect young people accessing education, training and employment opportunities. This work will be continued during the period of the Second Local Transport Plan and will feed into the bus network review in the short term.

However the priority for cross boundary working in terms of accessibility to health is a joint approach with County Durham. Darlington Borough Council is a member of the County Durham and Darlington Transport for Health Partnership, along with representatives from all the Primary Care Trusts, County Durham & Darlington Acute Hospitals NHS Trust, County Durham & Darlington Priority Services NHS Trust, and Durham County Council. The Partnership was established following the Darzi⁹ review of health provision in Darlington and County Durham, which identified accessibility, specifically transport, as the key concern of local people in relation to proposed changes to the delivery of health care. This highlighted the issues of the balance between service delivery and available transport.

The Transport for Health Partnership's vision recognizes that access to healthcare is no one organisations responsibility:

"To achieve seamless links between transport and health, with integration, co-operation and understanding, to ensure that decisions in the health and social care sector take transport into account, and decisions on transport and travel make a positive impact on the overall health and well-being of the population of Darlington and County Durham."

The aim is to:

Work closely with health and social care partners to:

- Jointly improve access to health care facilities through accessibility planning based service delivery and integrated transport solutions; and
- To ensure that transport promotes improvements to the overall health and mental well-being of communities through active travel, and access to leisure facilities and fresh food.

This work has identified access to Bishop Auckland General Hospital is an issue for some local residents whether they be patients or visitors. To this end, the new statutory concessionary fare scheme bus pass scheme (to be implemented from April 2006) includes discretionary free travel on a bus service that provides a direct link between Darlington town centre and Bishop Auckland General Hospital. This link will be proactively promoted by the Durham & Darlington Acute

Hospitals NHS Trust to patients and visitors.

Changes since Framework Strategy

The main developments in our thinking since the submission of the framework strategy in 2005, have been generated by the opportunity to analyse the evidence base from the Accession computer model more thoroughly and corroborate that with evidence obtained elsewhere. As discussed above, we found that the assumptions used in the strategic mapping hid some of the nuances of travel behaviour within our Borough and we have explored some of these in more detail to provide a guide to what actions we should seek to achieve.

We have also taken the opportunity to both provide more information on the corporate linkages and develop these as required, particularly the focus on accessibility within our Leading Edge initiative through the use of an Accessibility Checklist to inform decisions taken across all service areas. In addition, we have continued developing our general approach in partnership with others, building on the progress described in last year's Provisional Second Local Transport Plan and elsewhere in this year's document

In keeping with our ethos that accessibility is at the heart of our thinking about transport, we have developed our delivery programme for this accessibility strategy within that of the Second Local Transport Plan. Thus measures identified to tackle specific accessibility issues such as the Mowden Cycle Track and Haughton Road Pedestrian & Cycle Bridge are programmed within the Plan. We are also continuing to implement the sustainable travel demonstration town initiatives that affect accessibility in many ways – providing information about choices, encouraging use through changing perceptions and improving the quality of some of our transport network (e.g. bus service 21).

We have chosen indicators and set targets to monitor our performance, as quoted in this strategy and in **Chapter 7** of the Second Local Transport Plan.

Programme

To achieve our vision and objectives, we plan to deliver schemes that benefit all, especially those people in the three priority groups. **Table 8** illustrates the linkages of select actions in our programme.

Naturally, we intend to review this programme at least annually, both in the light of experience and to take advantage of unforeseen opportunities that could occur in the future, such as a new partnership scheme. We will report these changes to our plans through the annual progress reports on the Second Local Transport Plan.

Further detail of our plans may be found in **Chapter 6** of the Second Local Transport Plan.

Table 8 Select Programme

Intervention	2006/07	Future years	Priority groups	Partnership	Funding programme
Quality of Life	13 new bus stops for service 21	minimum 17 new bus stops	Older & disabled people	Bus operators	Local Transport Plan STDT
	20 raised kerbs at existing bus stops	minimum 87 raised kerbs	Older & disabled people	Bus operators DAD Transport Forum	Local Transport Plan Developer contributions
	2 shelters	minimum 8 shelters	All	Transport Forum	Local Transport Plan Developer contributions
	Accessible walking routes to Health Centres & other key destinations derived from SDG audit, TAMP & consultation with DAD	Continued to provide routes to key destinations	Older & disabled people	DAD GOLD Transport Forum	Local Transport Plan Council revenue
	Audit of needs for accessible leisure facilities	Implementation to provide access to leisure facilities	All	Youth Strategy 14-19 Trust DAD GOLD	Local Transport Plan Council revenue
	Review of supported bus services in 2006	Implemented to provide access to key destinations	Deprived wards (also individuals in rural areas)	Bus operators Transport Forum	Council revenue
	Review of Ring a Ride	Implementation to provide accessible demand responsive transport	Older & disabled people	DAD GOLD	Council revenue Local Transport Plan
	Review of Shopmobility service	Implementation	Older & disabled people	DAD GOLD	Council revenue Local Transport Plan
	Home Shopping for Town Centre feasibility	implementation	Older & disabled people (also those without access to a car) Deprived wards	Town Centre businesses	STDT
	Multi-operator bus ticket scheme	Continued to help tackle barriers to transport	All	Bus operators	STDT Bus operators
	Improved travel information & travel marketing campaign	Continued to help tackle barriers to transport	All		STDT Local Transport Plan
	Urban 20 mph zones in town centre & residential area	Rural 20 mph zone	All	Police	Local Transport Plan
	CCTV for East Street bus stops	further schemes to tackle actual and perceived security issues	All	Police Community Wardens	Local Transport Plan

Intervention	2006/07	Future years	Priority groups	Partnership	Funding programme
	Employer Travel Plan	continued to encourage take up of employment opportunities	All	Economy & Environment sub-group Employers	Local Transport Plan
	3 cycle tracks (one phased) & 3 cycle lanes	further schemes	Young people Deprived wards	Cycling Forum Cycling England	Cycling England Local Transport Plan
	4 new or upgraded signalised crossing points	further schemes	All	Cycling Forum Transport Forum	Local Transport Plan
	8 + revenue footway maintenance schemes	further schemes to encourage walking & cycling where applicable	All	Corporate	Council revenue Local Transport Plan
	12 + revenue carriageway maintenance schemes	further schemes	All	Corporate	Council revenue Local Transport Plan
	Use of accessibility checklist in corporate decision making	continued	All	Corporate	All Council funds
Education (in addition to above)	16 to 19 half fare concessionary bus travel	Continued to encourage take up of education & training	Young People	LAA 14-19 Trust Learning Partnership	STDT Local Transport Plan Council revenue Colleges
	7 no School Travel Plans and College Travel Plan	Continued to encourage take up of education & training	Young People	DfES Schools Colleges Learning Partnership	STDT Local Transport Plan
	Haughton Road to Ring Road Cycle Lane & Haughton Road Pedestrian & Cycle Bridge (access to Darlington College)	Develop cycle network to schools and colleges	Young People	Tees Valley Regeneration	Local Transport Plan Cycling England Tees Valley Regeneration
	Wheels to work	continued	Young People	CYPP	All participating organisations
Health (in addition to above)	Discretionary extension of free bus pass scheme to Bishop Auckland General Hospital	continued to provide access to health services at this site	Older & disabled people	Transport for Health Partnership Improving Health & Social Inclusion sub-group	Council revenue

Intervention	2006/07	Future years	Priority groups	Partnership	Funding programme
	Safer Routes to Health, including audit of current provision	continued to provide better transport links to primary health care	Older & disabled people	Transport for Health Partnership Improving Health & Social Inclusion sub-group	Local Transport Plan
	Access to green space, including increasing awareness of health benefits	continued	All	Corporate Transport for Health Partnership	Local Transport Plan Council revenue Developer contributions
Employment (in addition to above)	North Road Station feasibility study of improvements	Implementation if feasible	All	Darlington Railway Museum Network Rail Northern Rail	Local Transport Plan Heritage Lottery Grant
	Tees Valley Bus Network Review detailed proposal	Implementation	All	Tees Valley local authorities Local bus operators	Local Transport Plan major schemes
	Transit 15 bus corridors	Implementation	All	Durham County Council Local bus operators	Local Transport Plan major schemes
	Local Development Plan Supplementary Guidance	Implementation	All	Corporate Developers	Local Transport Corridor Developer contributions

Indicators and Targets

Our chosen indicators for this strategy are:-

- LTP1. Accessibility to Primary Health Care
- Local. Percent of population within 15 minutes of a shop selling fresh food.
- Local. Percent of population within 30 minutes of town centre by bus or train.
- Local. Percent of population within 30 minutes of employment.
- Local. Percent of population within 15 minutes of a primary school.
- Local. Percent of population within 30 minutes of a secondary school.
- Local. Percent of population within 40 minutes of a place of further education or training.
- Local. Percent of children able to travel from home to school via safer walking and cycling routes.
- Local. Percent of population within 15 minutes of a primary care facility.

- Local. Percent of population within 30 minute of Darlington Memorial Hospital.
- Local. Percent of patients able to travel from home to doctor's surgery via safer walking and cycling routes as well as low floor bus routes.

We have set ourselves targets for future years for indicator LTP1, as detailed in **Chapter 7** of the Second Local Transport Plan. We will report on our progress for the other local indicators, but since these are local measures of performance, will not set targets at this point in time until more evidence has been collected.

Conclusion

Accessibility for local people is, in general, very good within the Borough, with facilities such as health care being easily accessible for the vast majority. As illustrated in our indicator LTP1, it is the intention that the Second Local Transport Plan maintains accessibility (in this case to health) to contribute to local peoples' overall quality of life.

It is also the intent of the Plan to improve accessibility where possible. As demonstrated above, we recognise that in some cases accessibility may not approach the very high levels generally applicable. In particular, the Plan will have a focus on

improving accessibility to health, education & training and employment to meet the needs described in this strategy (Chapter 6).

In order to meet these outcomes, we are incorporating an accessibility checklist process in decision making, both for Plan interventions and other Council actions, to ensure that consideration is given to the impact of our service delivery, for example the forthcoming review of supported bus services will consider the accessibility issues associated with local bus services. This checklist is also being used by other service providers in the Borough such as the Primary Care Trust to assess the effect of service provision.

Appendix 1 Accessibility Checklist

Stage	Element / Guide	Description and evidence	Action to be taken	Date completed
A	Description of proposal			
A	Location			
B	Current position (if applicable): <ul style="list-style-type: none"> • Who travels? • How many travel? • Where do people travel from? <i>Use staff surveys, postcode plots, car park data etc</i>			
C	How will the proposal affect service users / staff? <ul style="list-style-type: none"> • Will they have to travel further? • Will there be available transport? • How will they travel? • Will it cost them more? <i>Take account of location, disability, age, gender, race.</i> <i>Details of travel opportunities will be available from Council Transport Officers.</i>			
C	Accessibility mapping <ul style="list-style-type: none"> • Will the proposal improve or worsen accessibility? <i>This may be measured using accessibility mapping techniques; local authority transport staff will be able to assist with this.</i>			

Stage	Element / Guide	Description and evidence	Action to be taken	Date completed
D	<p>Available transport modes</p> <ul style="list-style-type: none"> • What modes of travel are available? • How often are they available? • How much do they cost? • How long do they take? • How adequate are they? <p><i>Consider car, bus / train, walk, cycle, community transport.</i> <i>Local authority transport staff will be able to assist / advise.</i></p>			
E	<p>Deficiencies identified (please list and detail)</p>			
F	<p>Proposed actions to overcome identified deficiencies</p> <ul style="list-style-type: none"> • What actions are needed? • Who needs to take action? • How much will they cost? • How will they be funded? 			
F	<p>OR Revise proposal or policy and start process at A again</p>			
F	<p>Travel Plan</p> <ul style="list-style-type: none"> • Do you need to produce a travel plan? • Is a free-standing or cluster plan the best option? 			
F	<p>Produce a Travel Plan</p>			

