

CHAPTER 8:

How Darlington is Delivering Against the Government's Shared Priorities

Summary

This chapter sets out how Darlington aims to deliver the Shared Priorities for transport.

The first section provides the policy links between the Shared Priorities, the Tees Valley Vision, the Community Strategy and Darlington's transport strategy and objectives.

This is followed by a section on each Shared Priority providing more detailed links to the proposed programme, associated targets and the partnerships that will be used to implement the policies and interventions.

- Delivering Accessibility - see paragraphs 10-15 & Table 8.1
- Improving Road Safety – see paragraphs 16-22 & Table 8.2
- Tackling Congestion – see paragraphs 23-31 & Table 8.3
- Improving Air Quality – see paragraphs 32-33 & Table 8.4
- Improving Quality of Life – see paragraphs 34-36 & Table 8.5

The last section details the references to performance management, finance and the SEA process.

- 1 Darlington has developed its Second Local Transport Plan following guidance produced by Department for Transport, with extensive consultation with key stakeholders and residents and utilising travel behaviour research. Details of the Consultation are in **Annex 1** and Travel Behaviour Research in **Annex 2**. This Chapter demonstrates the links between the Tees Valley sub-regional transport objectives, Darlington's Community Strategy, Darlington Borough Council's corporate objectives and strategies, the Second Local Transport Plan's transport objectives, programme and targets and the Government's Shared Priorities
- 2 In July 2002, the Government and Local Government Association agreed a set of seven Shared Priorities for the delivery of Public Services. This included "meeting local transport needs more effectively". As well as being a shared priority transport will also play a key role in delivering the other shared priorities.
- 3 Five key elements have been agreed that are central to the delivery of the Shared Priority for transport. They are:
 - improving access to jobs and services particularly for those most in need;
 - improving Road Safety;
 - reducing problems of traffic congestion;
 - improving Air Quality; and
 - improving Quality of Life.
- 4 The Tees Valley local authorities, namely Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton, work in partnership on a sub-regional approach to transport planning. **Chapter 1** identifies the 5 key sub-regional transport objectives that will be delivered in partnership and by developing local initiatives to support the wider Tees Valley objectives. These are:
 - To facilitate the delivery of the Tees Valley Vision within the framework of the Transport Shared Priorities.
 - To maximise accessibility opportunities to the revitalising Tees Valley economy and associated services (health, education, leisure) for all sections of society, particularly those without private transport.
 - To address the decline in bus use and provide a stable and sustainable network that meets passenger demands.
 - To attract the necessary investment to deliver the required improvements in the local rail network the sub-region will look towards more innovative solutions. This applies equally to passenger services/facilities and improved freight capacity, which is of particular importance to Teesport and other local industry.
 - To manage the projected growth in demand in a sustainable way that still allows widespread regeneration to continue without creating congestion, or being constrained by it.
- 5 'Where Quality Comes to Life' Darlington's Community Strategy encapsulates Darlington's vision to improve quality of life for everyone in the Borough. It strives to achieve:
 - an area creating and sharing prosperity;
 - a location for learning, achievement and leisure;
 - a place for living safely and well; and
 - a high quality environment with excellent communication links.
- 6 This vision to improve Quality of Life is underpinned by the Council's Corporate and Best Value Plan and other key strategies within the Council and amongst partners.
- 7 Darlington is already experiencing strong economic growth with major investment by the Council, Tees Valley Regeneration and private developers. There is an understanding that traffic, in particular car traffic, will increase as these developments come on stream. In order to minimise the impact of these developments, in terms of congestion and air quality, a combination of demand management measures and improving and promoting sustainable transport will be implemented through the delivery of this Plan. Travel safety and accessibility will be tackled through appropriate land use planning, design, training, information and promotion. Through partnership working, Darlington will address key Quality of Life issues, in particular healthier communities, improving the quality of public spaces and streetscape and supporting sustainable and prosperous communities.

8 Darlington's Transport Strategy (**Annex 3**) will be achieved through the implementation of a programme of initiatives and policy interventions designed to deliver against six key transport objectives (**Chapter 4** Table 4.1). These are:

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

9 Darlington will deliver this Plan and achieve its objectives through:

- Partnership working at the local level, both corporately and with external partners in the private, public and voluntary sector, and at the sub-regional level with the other authorities in the Tees Valley and the neighbouring authorities of County Durham and North Yorkshire.
- Innovation in design, approach to planning and using technology.
- The wide-scale use of promotion and information to assist people as they make their journeys around Darlington.
- Addressing the needs of all road users, in particular those without access to a car and those with a disability.
- Ongoing consultation with local people and key stakeholders through the Transport Forum, working groups and travel behaviour research.
- An extensive performance management system, linking budgets, schemes and targets, and incorporating monitoring data from a wide range of sources.
- The development and implementation of the Transport Asset Management Plan and budget optimisation software to focus maintenance expenditure on the

optimisation of the Council's Highway Assets.

- The Network Management duty will ensure that delay and disruption to the highway network is minimised for all road users.

Improving Accessibility

10 Accessibility to local facilities is the focus of what is being delivered in the Plan. The rationale for this decision is explained in the first strategic choice in **Chapter 4**, paragraphs 11-17. This is further expanded in the development of the programme in **Chapter 6** paragraphs 1-12, based around trip purpose and therefore destination.

11 The strategic mapping has shown that Darlington residents have good accessibility to all key services, which is to be expected in a compact town, with a comprehensive bus service and services centralised in the town and local centres. However there are accessibility and social inclusion issues that need to be addressed. These are discussed in **Chapter 2** paragraphs 34-40.

12 The strategy is that we build accessibility planning into future changes in land use or service planning that may affect accessibility, to try to ensure that accessibility will be no worse in the future (and if opportunities arise, better). The Corporate Management Team has adopted an accessibility checklist, which is to be used as a planning tool for land use planning, Leading Edge projects and corporate planning, putting accessibility at the heart of decision making (**Chapter 5** paragraph 3).

13 At the sub regional level Darlington is working with its neighbouring authorities in the Tees Valley and County Durham to improve access to employment and health facilities through major public transport schemes and promoting more use of local rail services. See Accessibility: The Forward Strategy **Chapter 1** paragraphs 110-139. Further detail on the public transport based major bids for the Tees Valley and County Durham can be found in **Chapter 6** paragraphs 26-27, and information on the Darlington Eastern Transport Corridor can be found in **Chapter 6** paragraphs 14-17 as well as in **Annex 4**.

14 Accessibility planning will also be used extensively for transport planning and implementation of schemes and initiatives, in particular for supported bus services, concessionary fares, cycle network development and improving facilities for the disabled. For example the Local Area Agreement 'Young People – Our Future' has identified that concessionary fares for young people will improve accessibility to education, leisure and employment. See **Chapter 3** paragraph 10.

15 Details of the Accessibility Strategy can be found in **Annex 12**. Links between the Accessibility Shared Priority and Darlington's approach are detailed in **Table 8.1**.

Table 8.1 Delivering Accessibility

Policy	Response/Intervention
Shared Priority	Improving access to jobs and services, particularly for those most in need
Tees Valley Objective	Objective 2 – To maximise accessibility opportunities to the revitalising Tees Valley economy and associated services (health, education, leisure etc) for all sections of society, particularly those without a private car. Objective 3 – To address the decline in bus use and provide a stable and sustainable network that meets passenger demands.
Community Strategy Theme	Improving the local economy Promoting inclusive communities Improving health and well-being Stimulating leisure activities Raising educational achievement
Corporate Objective	Ensuring access for all Shaping a better Darlington
Corporate Issues/ Strategies	Economic Regeneration Strategy Local Area Agreement addressing the needs of young people, in particular accessing education, training, health and leisure services Children and Young People's Plan Older Persons Strategy Social Inclusion Strategy Neighbourhood Renewal Strategy Childhood and Adult obesity strategies Physical Activity Strategy and the Healthy Workforce Strategy Adult Services 'Independence, Well-being and Choice'
Transport Objectives	A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington B. To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food
Programme – Key Actions	Darlington Eastern Transport Corridor and National Cycle Network Route 14 Major public transport schemes in Tees Valley (Network Review) and County Durham (Transit 15) Bus priority measures including bus lanes on key radial routes and Ring Road New bus stops and bus stop improvements on a service route basis in partnership with bus operators e.g Service 21 and supported bus service review in 2006. Concessionary fares schemes and continuing support for Shopmobility and Ring a Ride Services Feasibility study to improve access to North Road Rail Station for existing and potential passengers, supporting County Durham's policy to upgrade stations in Heighington and Bishop Auckland. Cycle network development to improve access to key destinations, including schools, colleges and the town centre Cycle training and events for children and adults Cycle bridge to improve access to Darlington College (adjacent to Haughton Road). Wheelchair accessible pedestrian routes, in particular to primary health care sites Taxi waiting facilities (if awarded additional funding). Improved parking for cyclists, motorcyclists, cars and HGVs

Table 8.1 Delivering Accessibility continued

Key and Intermediate Outcome Targets	<p>LTP1 accessibility to primary health care</p> <p>LTP2 area wide traffic flows</p> <p>LTP3 cycling trips</p> <p>LTP4 mode share of journeys to school</p> <p>LTP5 bus punctuality</p> <p>BVPI102 Bus patronage</p> <p>% of car driver trips</p> <p>% of walking trips</p> <p>% of cycling trips</p> <p>Levels of motorcycling</p>
Partnerships	<p>County Durham and Darlington Transport for Health Partnership</p> <p>Darlington 14-19 Trust</p> <p>Tees Valley Chief Engineers</p> <p>Darlington's Strategic Quality Bus Partnership</p>

Improving Road Safety

- 16 Darlington has a good road safety record which it will build on during the delivery of this Plan. This has been recognised with the Council being shortlisted for Beacon Status for Road Safety in 2005 (awaiting announcement in March 2006). Ongoing analysis of accident data will ensure that trends are identified early and strategies put in place to address them. An overview of road safety in Darlington is in **Chapter 2** paragraphs 41-43.
- 17 During the consultation process for the Second Local Transport Plan it was agreed to take a broader approach to travel safety, to address perceptions of safety and risk; improving safety for those travelling by bus; and using good design, CCTV and lighting to address safety concerns of pedestrians and cyclists. (See **Annex 1**)
- 18 Darlington will also pilot area-wide 20mph zones in the town centre, as well as urban areas and rural areas. The Health Impact Assessment (**Annex 18**) identified this as a scheme to be screened further to assess the health benefits of such an approach, including reductions in accidents as well as increasing levels of active travel.
- 19 We will continue to work in schools and with young people to ensure that they are able to travel independently on foot, by cycle and by bus and safely when they learn to drive a car or motorbike. This will be supported through Safe Routes to School and Health. The camera safety revenue funding that is to be integrated with the Local Transport Plan funding will support the continuation of road safety activities such as pedestrian and cycle training, as well as an increased focus on promotion and innovation through additional staff, equipment and integration with other transport related activities. Details of the provisional programme can be found in **Chapter 6** paragraphs 50-51.
- 20 We will raise awareness of safety issues particularly amongst at risk groups or communities and work with specialists to promote safety to all road users, including Darlington Association on Disability, Darlington and District Motorcycle Action Group and Darlington Cycle Forum.
- 21 Issues of safety for all road users will also be addressed through the development and ongoing use of the Transport Asset Management Plan which will highlight the importance of maintaining transport assets to ensure safety for all users. See **Chapter 5** paragraphs 7-20 and **Annex 11**.
- 22 Details of the Travel Safety Strategy can be found in **Annex 13**. Links between the Road Safety Shared Priority and Darlington's approach are detailed in **Table 8.2**.

Table 8.2 Delivering Road Safety

Policy	Response/Intervention
Shared Priority	Road Safety
Tees Valley Objective	
Community Strategy Theme	Promoting community safety Improving health and well-being
Corporate Objective	Putting the customer first Ensuring access for all
Corporate Issues	Children and Young Peoples Plan Neighbourhood Renewal Strategy Older Persons Strategy
Transport Objectives	To improve travel safety and security for all by addressing the real and perceived risks.
Programme – Key Actions	Local safety schemes and traffic calming schemes to address actual and perceived risks Traffic calming in Haughton Green in parallel to development of DETC Area wide 20mph zones in the town centre, urban and rural areas. Road safety training and education, including pedestrian training, targeted at key groups Schemes incorporating CCTV in particular for pedestrians, cyclists, motorcyclists and bus passengers. e.g. new camera on East Street to improve safety for bus passengers. Schemes incorporating street lighting to address antisocial behaviour and road safety issues. Maintenance of roads, footways and cycle paths and other highway assets Travel plans in schools and workplaces Safe Routes to School and health Safe walking routes, including safe crossing facilities, in particular to key destinations such as health facilities and local shops
Key and Intermediate Outcome Targets	BVPI 99 KSIs and slight casualties all and child BVPI 223 Principal Road condition BVPI 224a&b non-principal and unclassified road condition BVPI 187 Footway condition
Partnerships	County Durham and Darlington Speed Management Strategy Group Primary Care Trust (Childhood and Adult Obesity Strategies, Physical Activity Strategy and the Healthy Workforce Strategy)

Reducing problems of traffic congestion

- 23 Increasing economic activity in Darlington and the wider Tees Valley will give rise to higher car usage as a result of increasing car ownership and this will create congestion at key junctions. This needs to be addressed through investment in, and promotion of, alternatives such as walking, cycling, motorcycling and use of bus and rail and appropriate demand management
- 24 Darlington's Economic Regeneration Strategy is successfully attracting new companies into the Borough creating new training and employment opportunities. Continuing investment in new major sites for retail, logistics and distribution, prestige office space and conference facilities will result in a huge increase in job opportunities in the next few years. Similar developments in major sites across the Tees Valley will create job opportunities across the sub region
- 25 It is recognised that this will increase the number of work trips that start or end in Darlington, and significantly will potentially increase the distance travelled for employment. If all these trips are by car, congestion will become a significant issue across the Tees Valley, potentially stifling regeneration. It is therefore necessary to address congestion before it becomes a major issue. The Tees Valley approach to congestion is set out in **Chapter 1** paragraphs 145-155 and details of travel outside the Borough is in **Chapter 2** paragraphs 32-33.
- 26 The Second Strategic Choice addresses whether traffic congestion should be tackled through the provision of alternatives or should there be additional measures to restrain car use over those already in place. See **Chapter 4** paragraphs 18-36.
- 27 Phases 1 and 2 of a Congestion Study for Darlington are almost complete. These highlight congestion 'hotspots' which are primarily at major junctions on the radial road network. This Plan will implement schemes to improve these junctions. (**Chapter 2** paragraph 21).
- 28 The Traffic Manager's role will identify emerging congestion problems, affecting all road users, including those that need to use their car (currently 44% of local people's trips in the town). The role will also minimise the potential for congestion through transport assessments and accessibility planning as part of land use planning. See **Chapter 5** paragraphs 21-26 and **Annex 19** Traffic Management Duty.
- 29 Congestion will also be addressed through the extension of demand management measures, which have already been introduced. These include road space re-allocation, car parking charges, introduction of charging for on street limited waiting, residents parking zones and travel plans. During this Plan period decriminalised parking enforcement will be introduced, further road space reallocation for buses and cycles and a major investment in travel plans. Details of the Parking Strategy are in **Annex 17**.
- 30 Congestion will also be tackled through the improvement of the alternatives to the car, including walking, cycling, motorcycling and public transport infrastructure. The Punctuality Improvement Partnership will work to identify schemes to improve the performance of bus services.
- 31 Details of the School Travel Plan Strategy, Bus Strategy, Bus Information Strategy, Cycling Strategy, Parking Strategy and Traffic Management Plan can be found in **Annexes 8, 10, 15, 16, 17 and 19** respectively. Links between the Congestion Shared Priority and Darlington's approach are detailed in **Table 8.3**.

Table 8.3 Tackling Congestion

Policy	Response/Intervention
Shared Priority	Tackling Congestion
Tees Valley Objective	<p>Objective 3 To address the decline in bus use and provide a stable and sustainable network that meets passenger demands.</p> <p>Objective 4 To attract the necessary investment to deliver the required improvements in the local rail network the sub region will look towards more innovative solutions. This applies equally to passenger services/facilities and improved freight capacity, which is of particular importance to Teesport and other local industry.</p> <p>Objective 5 To manage the projected growth in demand in a sustainable way that still allows widespread regeneration to continue without creating congestion, or being constrained by it.</p>
Community Strategy Theme	Developing an effective transport system
Corporate Objective	<p>Shaping a better Darlington</p> <p>Ensuring access for all</p>
Corporate Issues	<p>Economic Regeneration Strategy, including Tourism Strategy and Darlington Gateway Study</p> <p>Local Development Framework</p> <p>Climate Change Strategy</p>
Transport Objectives	<p>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</p> <p>E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips</p>
Programme – Key Actions	<p>Darlington Eastern Transport Corridor</p> <p>Improvements to the A66(T) (Darlington Gateway Study)</p> <p>Bus priority measures and bus service improvements on key radial routes and junctions, identified with the Punctuality Improvement Partnership</p> <p>Real time bus service information in the town centre, on radial routes and at key bus departure sites.</p> <p>Development of the cycle network, in particular cycle lanes to schools and the town centre</p> <p>Junction improvements, traffic management schemes and other measures identified as part of the Traffic Manager's duty</p> <p>Improved access to North Road Rail Stations; improved access and integration fo transport at Bank Top Station (as part of Central Park; and promotion of rail services</p> <p>Park and ride feasibility (and implementation if appropriate)</p> <p>Provision of additional parking for cyclists and motor cyclists.</p> <p>Decriminalised parking enforcement and residents parking zones around new college site on Central Park.</p> <p>Improved travel information through the Town on the Move project</p> <p>Individualised travel marketing</p> <p>School and work place travel plans</p> <p>Car clubs and car sharing schemes</p>

Table 8.3 Tackling Congestion continued

Key and Intermediate Outcome Targets	LTP2 area wide traffic flows LTP3 cycling trips LTP4 mode share of journeys to school Changes in peak period traffic flows % of trips as a car driver LTP5 bus punctuality BVPI102 Bus passenger journeys
Partnerships	Punctuality Improvement Partnership Quality Bus Partnership Motorcycle Action Group Cycle Forum North East Traffic Management Group

Improving Air Quality

32 Darlington does not have an air quality issue. However it is recognised that air quality is closely linked to congestion and that it will have to be carefully monitored to ensure that air quality targets set in the Air Quality Strategy are achieved.

33 Details of the Air Quality Strategy can be found in **Annex 6**. Links between the Air Quality Shared Priority and Darlington's approach are detailed in **Table 8.4**.

Table 8.4 Improving Air Quality

Policy	Response/Intervention
Shared Priority	Improving Air Quality
Tees Valley Objective	–
Community Strategy Theme	Enhancing the local environment Improving health and well-being
Corporate Objective	Shaping a better Darlington Ensuring access for all
Corporate Issues	Climate Change Strategy
Transport Objectives	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.
Programme – key actions	Darlington Eastern Transport Corridor (reducing traffic levels on adjacent roads, thereby improving air quality) Reducing the number of short trips made by car through the Town on the Move programme. Increasing levels of cycling and walking through infrastructure improvements and associated soft measures Demand management measures such as reallocation of road space. Encourage the use of low emission vehicles and bio fuels especially for buses, taxis and fleet vehicles

Table 8.4 Improving Air Quality continued

Key and Intermediate Outcome Targets	LTP3 cycling trips LTP4 mode share of journeys to school Changes in peak period traffic flows % of trips as a car driver
Partnerships	Climate Change Working Group

Improving Quality of Life

34 Improving quality of life will be achieved through the successful implementation of the other Shared Priorities. However by addressing the 5 key elements of Quality of Life - healthier communities, sustainable and prosperous communities, quality of public spaces and better streetscapes, climate change and environmental noise and landscape and biodiversity – there is an increased emphasis on creative and innovative design; a focus on the end user; integration between implementation, maintenance and cleansing; an awareness of the wider environment; and an understanding that the

implementation of the Plan may have wider impacts on the environment, health and the economy.

35 The local approach to Quality of Life actions is detailed in **Chapter 3** paragraphs 15-52.

36 Details of the Rights of Way Improvement Plan, Transport Asset Management Plan and Health Impact Assessment can be found in **Annexes 9, 11 and 18**. Links between the Quality of Life Shared Priority and Darlington's approach are detailed in **Table 8.5**.

Table 8.5 Improving Quality of Life

Policy	Response/Intervention
Shared Priority	Quality of Life
Tees Valley Objective	Objective 1 To facilitate the delivery of the Tees Valley Vision within the framework of the Transport Shared Priorities
Community Strategy Theme	Enhancing the local environment Improving health and well-being Improving the local economy
Corporate Objective	Shaping a better Darlington Enhancing our capacity to improve Providing excellent services
Corporate Issues	Economic Regeneration Strategy, including Tourism Strategy Local Development Framework Countryside Strategy
Transport Objectives	A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington. F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.
Programme – Key Actions	Work, school and residential travel plans Further development of the cycle network and promotion of cycling Improving parking for all vehicles including cycles Improving access to rail stations at Bank Top and North Road Bus priority measures including bus lanes and improving bus services e.g. Service 21.

Table 8.5 Improving Quality of Life continued

Programme – Key Actions	ROWIP and urban walking routes providing walking and cycling routes in the urban/rural fringe to improve access to green space. Pedestrianisation of the town centre and improving the streetscape on key routes such as town centre to Darlington College. CCTV and street lighting schemes to address safety concerns Maintaining and cleansing footpaths, cycle paths and roads.
Key and Intermediate Outcome Targets	LTP1 BVPI102 Bus patronage % of trips by walking % of trips by cycling LTP2 area wide traffic flows LTP3 cycling trips LTP4 mode share of journeys to school
Partnerships	Darlington Partnership Design Forum Primary Care Trust and Health Impact Assessment project Countryside Team, Tees Forest Tees Valley Regeneration StreetScene Durham Police

Delivery

37 The programme, budget and progress towards targets will be monitored through enhanced performance management. This will include:

- Project management using Elstree Computing Limited developed software
- Financial monitoring
- Performance analysis using qualitative and quantitative data and analysis with appropriate partners
- Performance review at a corporate level

38 Details of performance management can be found in **Annex 14**.

39 Details of finance, capital and revenue, can be found in **Chapter 6** paragraphs 37, 43-52 and **Annex 5**.

40 The Second Local Transport Plan has been developed in line with the Strategic Environmental Assessment process. Detail can be found in **Annex 7**.