

CHAPTER 3 : STRATEGIC CHOICES

Summary

Chapters 1 and 2 detail the national, regional and local context to Darlington's second Local Transport Plan.

This chapter takes that information and sets out the strategic choices to be made by this Plan in delivering the Council's Transport Strategy.

The first part of the chapter reminds the reader of the key issues facing Darlington and the context within which the Council must deliver its services: the shared priorities agreed by national and local government, the Tees Valley sub- region's issues and local priorities detailed in the Community Strategy.

From this we generate six transport objectives and outline a series of key choices for the delivery of the second Local Transport Plan. The strategic options for this Plan are assessed using an approach based on the New Approaches to Appraisal.

These will help determine the appropriate delivery programme, to be set out in Chapter 5. Targets for the outcomes associated with the objectives are set in Chapter 6.

Key Messages

Through our Strategy for Transport we aim to:

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

The analysis of strategic choices for this Plan shows that:

- Accessibility to local facilities should be the focus of what is being delivered through the Plan.
- Traffic congestion should be tackled through the provision of alternatives to the car, with those demand management measures already in place.
- The Town on the Move 'smarter travel choice' measures currently being implemented with Department for Transport funding be continued in years 4 & 5 of the Plan
- The mix of schemes and initiatives delivered should include a focus on encouraging more cycling with associated benefits for walking.

Strategy Response

National Priorities

- 1 In developing strategies and delivering services Darlington Borough Council will adhere to the shared priorities that Government agreed with the Local Government Association in 2002, in particular, the Shared Priority for Transport. The Shared Priorities are:
 - raising standards across our schools;
 - improving the quality of life of children, young people, families at risk and older people;
 - promoting healthier communities by targeting key local services, such as health and housing;
 - creating safer and stronger communities;
 - transforming our local environment;
 - promoting the economic vitality of localities; and
 - meeting local transport needs more effectively.

2 The transport shared priority, which also contributes to the others, has a number of elements as follows:

- reducing problems of traffic congestion;
- improving access to jobs and services, particularly for those most in need, in ways that are sustainable;
- improving road safety;
- improving air quality; and linked to these; and
- improving the local quality of life.

Tees Valley issues

3 As identified in chapter 1, the Tees Valley sub-region is lagging far behind the national average in terms of the key indicators underpinning the Shared Priorities. In summary, transport investment can help remedy this situation by tackling traffic congestion, improving accessibility and making transport more sustainable both physically and socially.

Local Transport Issues

4 The key local transport issues identified in Chapter 2 (from the Community Strategy, those identified by local people, those resulting from current travel patterns and those deriving from the vision for 2011) can be summarised as:

- supporting the broad vision of the Community Strategy;
- providing accessibility for all people, including those with mobility and sensory impairments and those in danger of social exclusion;
- tackling traffic congestion by:
 - ⇒ providing realistic travel alternatives to the private car; and
 - ⇒ making the existing transport network more efficient, including managing parking provision;
- making the transport network safe and secure for all, including improving perceptions of safety; and

- improving information which helps people make travel choices.
- 5 Therefore, to address the common local issues and Government remit, the following vision has been developed for Darlington's Transport Strategy (2006–2030):
- to support the economic regeneration of, and quality of life in, Darlington;
 - to improve accessibility to services and opportunities by providing travel options, so that all may participate in the life of their community;
 - to tackle traffic congestion and its associated effects on local communities through a focus on sustainable travel choices and where appropriate enhancing capacity or managing demand, thus contributing to residents' quality of life.
 - continue to tackle road safety and improve perceptions of safety;
 - to deliver solutions to travel needs in partnership with local people, businesses and other providers.

(The full strategy document is **Annex 3**.)

- 6 The vision sets out to underpin the Community Strategy and related strategies delivering economic regeneration, quality of life and social inclusion. The achievement of the vision is to be realised through the following six strategy objectives, which provide the outworking of the national shared priorities in the Darlington context (**Table 3.1**). Each objective is linked back to the Community Strategy and is cross-referenced both by that and the elements of the Shared Priority for transport. The table also shows how the Tees Valley objectives have been built into the objectives for this Plan.
- 7 Targets for the outcomes associated with these objectives are set in Chapter 6.

Table 3.1 - Strategy Objectives

Strategy Objective	Transport Shared Priority	Tees Valley objective	Community Strategy
A To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.	Accessibility Quality of Life	Tees Valley Vision Rail use Traffic Congestion Quality of Life	Improving the local economy Enhancing the environment
B To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need.	Accessibility	Accessibility Bus use	Promoting inclusive communities Raising educational achievement Stimulating leisure activities Improving the local economy Improving health and well-being
C To tackle traffic congestion on key corridors and its potential affects on the economy and environment by making the most effective use of the transport network.	Congestion Air quality	Tees Valley Vision Bus use Rail use Traffic Congestion Air Quality Quality of Life	Develop an effective transport system
D To improve travel safety and security for all by addressing the real and perceived risks.	Road Safety	Road Safety Quality of Life	Promoting community safety
E To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.	Congestion Accessibility	Accessibility Bus use Rail use Traffic Congestion Road Safety	Promoting inclusive communities Developing an effective transport system
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	Accessibility Traffic Congestion Road Safety Air Quality	Improving health and well-being

Second Local Transport Plan Key Strategic Choices

- 8 The second Local Transport Plan is the delivery mechanism for the Transport Strategy in the years 2006 to 2011. It is therefore the co-ordinating focus of all monies used for transport investment by the Council, be they derived from Government, the Council or partners. In considering how to formulate the Plan to deliver this Strategy and the above objectives - in the light of the analysis in Chapters 2 and 3 - **five key, strategic questions** on how transport investment should be made arose and have been considered with partners. These were:
- Should accessibility to local facilities be the focus of what is being delivered?
 - Should traffic congestion be tackled solely through the provision of alternatives, or should there be additional measures to restrain car use over those already in place?
 - Should the smarter travel choice measures currently being implemented with Department for Transport (DfT) funding also be implemented in years 4 & 5 of the Plan?
 - Should the mix of schemes and initiatives delivered concentrate on trying to encourage more use of cycling than at present?
 - Should public transport improvements be delivered locally or through a joint Tees Valley wide strategy?
- 9 The **strategic options** which lie behind those questions have been appraised using an assessment based on the New Approaches to Appraisal methodology. The appraisal tables have been used to inform the consideration presented below of the five key, strategic questions.

Choice 1 : Should accessibility to local facilities be the focus of what is being delivered?
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- 10 As outlined above, accessibility for all (including those with a mobility and sensory impairment) is one of the key cross-cutting issues facing Darlington and one raised by local people. In many places in the past land use planning has not always had a strong connection to transport planning and vice versa. Yet, since most people travel to get to an activity, not because of the means of transport itself; land use is inextricably linked to transport provision. This connection between transport use and journey need is

being made in more recent developments such as that at West Park, for example, where a frequent bus service was provided from the date of opening of West Park Hospital (part funded by the Developer) and improvements made to local cycling/walking routes (such as the Barnard Castle Trackbed).

- 11 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-ordinated 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; and
 - access to Health services and caring for others.

- 12 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, using the strong Darlington Partnership structure described in Chapter 2. Through the Partnership's Themed Groups, an Accessibility Partnership will bring together representatives from health, education, employment, community and retail sectors to ensure that basic access needs are met. In addition, full use will be made of the existing Transport to Health Partnership where appropriate.

- 13 This approach is encapsulated in the Accessibility Strategy, which encompasses all other elements of the Council's work that have a spatial implication for local people including land use planning, economic regeneration, social inclusion, neighbourhood renewal and provision of education facilities.

Choice 2 : Should traffic congestion be tackled solely through the provision of alternatives, or should there be additional measures to restrain car use over those already in place?

- 14 In the research into local peoples' travel behaviours and opinions discussed above, the consensus of opinion was that traffic congestion should be primarily tackled through the provision of effective alternatives, such as public transport facilities, rather than through restricting the use of the private car. Most of the respondents favoured investment in bus services, cycling and walking with significant majorities accepting that priorities may have to be made that disadvantage the user of a private car.
- 15 Government guidance for the Second Local Transport Plan indicates that it will take a close interest in each plan's proposals to deal with traffic congestion, with an expectation that each plan will demonstrate that all aspects of how to deal with traffic congestion have been considered. The promotion of alternatives alone, rather than a mixture of those and existing demand management measures, is considered nationally not to be sufficient to achieve the outcomes set by the objectives. In Darlington, it is important that we implement these national policies in ways appropriate to the local context. Therefore, it is important that we continue to use those demand management measures which are consistent with the needs of the local economy and regeneration aims (as set out in chapters 1 & 2), whilst also promoting travel choices.
- 16 In the first Local Transport Plan, Corridors of Certainty were one of the key delivery processes for achieving outcomes. Despite detailed issues that have significantly delayed the delivery of this group of schemes, the principle behind Corridors of Certainty is valid today. This was to improve travel conditions for all users and residents along key radial routes through an integrated approach to the whole corridor, rather than the implementation of individual schemes. It is proposed to continue implementing this comprehensive approach in the Second Local Transport Plan, but to concentrate first on sections where congestion most needs tackling and on where facilities for other modes can most be improved, and further widen it to include accessibility issues in formulating specific schemes and initiatives.
- 17 The Council has recently commissioned a series of studies looking at how to improve facilities for pedestrians, cyclists and how best to tackle traffic congestion.

- Capita Symonds Limited, the Council's term partner, is carrying out phase 1 of a study into traffic congestion in Darlington. Whilst this study has yet to report, the initial finding is that most consultees believed that the Council had the right approach to traffic congestion by encouraging the use of alternatives, whilst tackling local "hotspots". The consultants are currently working up proposals for specific junction improvements and other works along critical roads, including West Auckland Road/Cockerton Green, North Road (Whessoe Road junction), and Haughton Road (McMullen Road junction). The outcomes from phase 1 of this Study and the more detailed phase 2 will be integrated into the Second Local Transport Plan as appropriate.
 - Phase 2 of the traffic congestion study will use a detailed version of the existing Darlington Traffic Model, a multi-modal computer simulation of the local transport network to help determine the relevant benefits of any one course of action. In modelling the transport network, to such a fine level of detail, we anticipate being able to make informed judgements about the precise effect of proposals brought forward by this provisional Plan.
 - Living Streets have undertaken a series of Community Street audits looking at key local walking routes to the town centre and to the Cockerton district centre.
 - Through a partnership involving Sustrans and our Tees Valley local authority partners, Cycle City Guides have recently completed a cycle audit looking at the whole of the highway network and identifying a range of short, medium and long-term improvement measures for cyclists. This work will also form the basis of the information required for an on line cycle journey planner.
- 18 The Council will continue to ensure that the road network operates efficiently through meeting its new duties under the Transport Act, 2004. The new Traffic Manager role has the dedicated task of tackling traffic congestion and delay by co-ordinating the activities of all those involved in, or affecting the, operation of the local road network.
- 19 The Council already has strong and appropriate demand management measures in place:
- The number of car parking spaces in and around the town centre is low in comparison with the amount of floorspace. For example, if the retail floorspace in the town centre (existing and with planning permission) was built with the maximum levels of car parking provision

allowed for in current Government Guidance (Planning Policy Guidance 13), then there would be 5150 spaces compared with the current 1783 short-stay spaces within the inner ring road. Darlington, as one of the four regional/sub-regional centres in the Regional Spatial Strategy, has a wide catchment area, and much of the catchment area outside the Borough to the south and west is more rural with fewer bus services, so car access to the centre is important to regional planning and economic aims. Whilst short-stay car parking numbers may grow somewhat as development takes place, this will sometimes be at the expense of long-stay spaces and, given the current numbers, the supply of car parking will continue to act to manage demand. As previously stated, 49% of town centre users walk, cycle or use the bus – in part influenced by our demand management policies.

- Long-stay car parking levels in and around the town centre are within the limits envisaged by the Tees Valley Demand Management Strategy and will tend to reduce as development takes place.
- Car parking charges, at 80p per hour currently, are consistent with larger centres and consistent with this strategy. Long-stay car parking charges have been increased recently. On street car park charges were introduced in the town centre in November 2004.
- Residents Parking Zones have been introduced in a ring around the town centre, and Decriminalised Parking Enforcement is planned, to improve enforcement of parking on yellow lines.
- The Corridors of Certainty programme is making adjustments to the use of road space consistent with this strategy.

20 These existing demand management measures have influenced our performance to date (chapter 6):

- traffic flows on key corridors are at 2000/01 levels;
- traffic flows approaching the inner ring road are declining compared to 2000/01 values;
- traffic flows approaching the urban area are on track in terms of target growth over the first plan period.

21 Given the needs of the economic regeneration strategy (increasing levels of employment, promoting business growth and attracting investment) it is considered that existing demand management measures are appropriate for the next five years' delivery of Darlington's proposed Transport Strategy.

These measures include:

- selecting the most appropriate use of road space for all modes (as in Corridors of Certainty);
 - continuing to provide short stay town centre parking both on and off street, provide residents' parking zones and consider decriminalised parking enforcement;
 - continuing to limit long stay car parking supply in the town centre to 2000 levels whilst examining the feasibility of Park & Ride;
 - continuing to provide better facilities for pedestrians, bus users and cyclists where needed;
 - continuing to introduce and promote travel plans; and
 - encouraging the development of land in accessible locations.
- 22 More stringent demand management measures, such as road pricing or workplace parking levies, implemented in isolation (to other towns) are considered to be detrimental to the achievement of the economic regeneration strategy whilst the local economy is recovering, and so should not be implemented in Darlington.
- 23 For reasons of economic regeneration, it is appropriate that Darlington's Second Local Transport Plan concentrates on the provision of alternative means of travel to the private car, whilst making it easier for those trips by car that have no other reasonable alternative means of transport, relying on the existing strong and appropriate demand management measures continuing.

Choice 3: Should the smarter travel choice measures currently being implemented with Department for Transport (DfT) funding also be implemented in years 4 & 5 of the Plan?

- 24 Currently, the Council has received the sum of £2.03m from the DfT for delivering smart travel choices in the years 2006 to 2009. Locally branded as 'Darlington: A Town on the Move', the initiative focuses in on helping people make more informed travel choices by providing better travel information, promoting travel choices (for example via the use of travel plans) and improving the operation of the transport network. In simple terms, the initiative takes care of elements of transport investment that are

not to do with significant physical investment.

- 25 The choice arises because of the mismatch between the funding period for Town on the Move (ending March 2009) and the end of the Second Local Transport Plan (ending March 2011).
- 26 It is proposed that those smarter travel choices, which have by 2009 been shown to be effective in delivery outcomes, are also delivered between 2009 and 2011 through the Plan. This is because smart travel choices have been proven (through national research (Cairns et al, 2004)) to maximize the benefits obtained from physical infrastructure delivered through Local Transport Plans. For example, in terms of traffic congestion, smarter travel choices have been shown to deliver congestion reduction benefits of 10 pence for every 1 pence spent; and even higher in heavily congested areas (this benefit to cost ratio of 10 to 1 compares to a benefit to cost ratio of 5 to 1 or less for many capital schemes). The research also found that smart travel choices can reduce urban traffic levels by 21% in peak periods (approximately the same as the reduction in school holidays) and 13% off peak when given priority for funding. The actual cost depends on the size of the population covered, but 'smarter choice' measures, where appropriate, can be better value means of tackling congestion than capital schemes.
- 27 Such a choice does not mean that the Second Local Transport Plan is detracting from car use – instead it will see the car as one of several ways of traveling around Darlington. The essential thrust of smarter travel choices is to give the user the means to best decide how they travel on the local transport network. However, the baseline research shows that 44% of all car trips have no other option than to use a car, either because of personal circumstances or the nature of the trip that people are making. Therefore, the Plan needs to help people make realistic changes in travel behaviour, and does not apply to a proportion of journeys which have to be made by car.

Choice 4 : Should the mix of schemes and initiatives delivered concentrate on trying to encourage more use of cycling than at present?

- 28 The baseline travel research for Darlington: A Town on the Move reveals that the biggest potential to change travel current behaviour, on trips that realistically could be undertaken by an alternative means of travel is from car use to cycling. This potential for change is 34% of all trips currently made by car in Darlington (or 21% of all trips). This would be over 19 million trips per year that could potentially change (although it is not

suggested that all would). It is important to stress that this potential is for realistic changes in travel behaviour and not, for instance, where the user cannot cycle or needs to transport heavy luggage.

- 29 This potential for change is greater than the other changes identified in the research. The potential for change from car to walking is 21% of all car trips (or 13% of all trips), and from car to public transport 26% (or 16% of all trips). These percentages amount to over 11 million and about 14 million trips per year respectively (although there is some overlap, because some trips could change to bus or cycle for example). It is worth noting that the 38% of all trips currently made on foot, by bike or by bus (over 20 million trips per year) could switch to private car use in future, with direct effects on traffic congestion, social inclusion and health, unless steps are taken to retain the market share of these means of transport.
- 30 Cycling is currently a very minor method of getting around (1% of all trips) and yet in a compact, relatively flat town like Darlington, could significantly contribute to the strategic objectives of reducing traffic congestion, improving health, giving low cost access for those without a private car and providing travel choices. Cycling has a poor image in the Borough, owing to the anti-social behaviour of a very small number of cyclists. It is anticipated that extensive, expanding cycling training schemes in many of Darlington's schools and other action on anti-social behaviour will address this issue in the medium to long term. It is important to implement schemes that encourage the other potentials for sustainable trip making as well, but cycling is the most under-represented mode at the moment. Improving conditions for cyclists would also benefit pedestrians as many schemes involve improvements to road crossings and provision of new off-road shared use pedestrian and cycle paths. (A recent example of this is the re-surfacing of Cemetery Lane and installation of a toucan crossing).
- 31 Whilst it could take many years to reach the levels of cycling in somewhere like York (10%), small increases in cycling could make a difference to traffic. For example, if another 1% of trips within Darlington were made by cycle, this could contribute to congestion relief by reducing car trips by nearly 1 million a year.
- 32 Leading national transport figures at the Darlington: Town on the Move Travel Summit suggested that the Department for Transport should consider releasing additional funding to support a Plan that seeks to maximize the potential for change to this sustainable mode, as part of Darlington's sustainable town status. Therefore (and in accordance with para. 4.22 of the DfT Guidance on Local Transport Plans), two funding profiles will be submitted in our Final Plan, one for £14.27m based on the

Council's indicative budget allocation and one for £15.52m for enhanced delivery of cycling schemes. The Final Plan will set out how the delivery plan, targets and trajectories would be amended with enhanced funding for cycling, also benefiting walking.

- 33 There is national evidence that it is appropriate for the delivery of schemes to have such a focus on encouraging cycling. In terms of finance, the Cycling England board suggests (based on observations of best practice) that if Darlington Borough Council spent between £385,000 - £485,000 per year (or about £4 to £5 per head of population) on cycling over a sustained period, then this would begin to significantly to increase the proportion of trips made by bike. As a comparison, Darlington spent about £150,000 from LTP funds during 2004/05 on cycling schemes. The indicative allocation for Darlington for all schemes (the 'integrated transport' block) is £8.741m over the five years, with potential for this to be varied according to the quality of our planning and delivery. To spend £200,000 per annum (11%) on cycling would not be unreasonable, given the under-representation and potential of cycling in Darlington, particularly since cycling schemes often benefit walking as well. £200,000 could fund about 2km of adoptable cycle routes, for example. Were an additional £1.25m allocated to Darlington, as a result of a good LTP assessment and our potential as a Sustainable Travel Demonstration town, then this would allow a 'good practice' amount of about £450,000 per annum to be spent on schemes benefiting cycling, and also help walking.
- 34 The enhanced scenario would allow the Council to spend at European best practice levels on cycling and release more of the potential for switching trips from car to cycling which the Darlington travel behaviour survey has demonstrated.

Choice 5 : Should public transport improvements be delivered locally or through a joint Tees Valley wide strategy?
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- 35 The Council, along with other Tees Valley local authorities and local bus operators has commissioned a study to report on how best to improve bus use across the sub-region. The draft findings of the Study, which have yet to be adopted, are that:
- there should be more use made of traffic signal priority to help buses when they are running late and similar measures;
 - there should be more attention paid to removing operational reasons

for lateness such as poor timetabling;

- further work is required on providing fully segregated busways where appropriate (no routes were identified in Darlington);
- implementing measures that help buses, but continue to provide servicing and access to frontage land uses;
- Route Action Plans (in Darlington these are known as Corridors of Certainty), where all sources of delay to all traffic are identified and tackled;
- implementation of Performance Improvement Partnerships – Darlington is in the process of developing one for approval; and
- installation of “bus gates” and bus only roads where appropriate – the “Priestgate Loop” in the Pedestrian Heart scheme will be virtually a bus only road during core hours.

36 Assuming that the proposals above are, in principle, good solutions to the issues identified above, the choice concerns whether they should be delivered to common standards throughout the Tees Valley, as directed by a Stakeholder Board with the ability to fund further research, as well as promotional and ticketing schemes from a levy placed on each partner. Or, alternatively, should they be delivered through a two tier Quality Bus Partnership between the Council and local bus operators? The proposed Tees Valley structure has, as yet, unresolved issues about accountability to the public and relationships with each highway authority. It also does not outline how improvements are to be delivered in County Durham and North Yorkshire – the two areas that supply the majority of Darlington’s external bus trips (73% of such trips made by all people in employment and aged between 16 & 74 (2001 Census)).

37 Given the degree of uncertainty about the proposals at this point in time, it is felt the way forward lies in improving the existing partnership working between the Council and local bus operators via the introduction of a two tier Quality Bus Partnership at both a Borough level and on a route by route basis. This approach would recognise the need for local solutions to local issues under direct local control. Whilst it is likely that much of the work would be similar to that delivered in the rest of the Tees Valley, the bus network in Darlington is relatively self-contained and local in nature (as much as 97% of all bus trips are internal to the Borough), so such a “parallel path” to delivery would not impact greatly on other Tees Valley areas, yet would permit improvements to bus services connecting these areas to Darlington to benefit local people. It would also give a greater ability to develop specific partnership projects to benefit bus passengers

travelling into Darlington from County Durham or North Yorkshire.

- 38 This “parallel path” is not seen as prejudicial to the realisation of the Tees Valley objectives (chapter 1). Rather it is seen as a more appropriate process solution to achieving the common aim of the sub-region, in the context of Darlington’s travel patterns and needs (as evidenced in chapter 2).
- 39 In the longer term, such an approach could provide the basis for the Council to seek the imposition of a Quality Bus Contract, whereby the Council determines the necessary levels, fares and standards required for local bus services, in order to meet its transport strategy. Such an action can only be taken where clear proof exists that other methods have either not been successful or are not appropriate to meeting the needs of the strategy, and so is not an option in the short term. Were an application to be made in the future, and were the Secretary of State for Transport to agree it, then the Council would take on the duties of the Traffic Commissioners and also be able to let contracts for the provision of all bus services in the Contract area for up to 10 years (in two blocks of 5 year contracts).
- 40 Therefore the Darlington Bus Strategy (**Annex 10**) contains proposals that are based on system of local decision making, via a two tier Quality Bus Partnership.

Summary

- 41 The key strategic choices on which the delivery of our Transport Strategy through this Plan needs to be based are therefore that:
- **accessibility to local facilities should be the focus of what is being delivered through the Plan;**
 - **traffic congestion should be tackled through the provision of alternatives to the car, physical improvements at key junctions, with those demand management measures already in place;**
 - **the Town on the Move ‘smarter travel choice’ measures currently being implemented with Department for Transport funding be continued in years 4 & 5 of the Plan;**
 - **the mix of schemes and initiatives delivered should include a**

focus on encouraging more public transport and cycling with associated benefits for walking; and

- **public transport improvements benefiting Darlington should be delivered locally with local decision making.**