

CHAPTER 5 : PROGRAMME

Summary

Chapter 3, based on the analysis and strategies summarised in earlier chapters, demonstrated that in the delivery programme for this Second Local Transport Plan:

- 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, combined 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 use and cycling with associated benefits for walking.

Chapter 4 set out the opportunities available from the Council's delivery ethos and mechanisms.

Putting these together enable us to select a programme. Since accessibility is the focus of this plan, potential measures for the programme are selected on the basis of reasons for travel. The effectiveness of these measures in meeting objectives and offering value-for-money is assessed.

We then use this assessment in conjunction with technical and operational requirements to develop a recommended programme and spending profile for the Local Transport Plan, with further detail for 2006/7.

The additional resources required to achieve a step-change in modal shift to cycling are outlined.

Accessibility – identifying transport measures

- 1 Accessibility, the way in which people can get to, and use, local facilities such as hospitals, schools, shops and employment sites is the underlying focus of Darlington's Transport Strategy.

- 2 The Council is currently developing its **Accessibility Strategy** (to be submitted with the full Local Transport Plan in March 2006) under the guidance of the 'withinreach' programme. Further detail may be found in **Annex 12**.
- 3 The delivery process therefore seeks to deliver this underlying accessibility ethos through a focus on the reasons for why people travel in Darlington. Measures, and a programme, can then be devised which impact directly on the reasons why people travel – making their trips easier, giving the more travel choices, or providing facilities and services in ways which reduce the need to travel.
- 4 The selected reasons for why people travel, which arise from the emerging Accessibility Strategy and from the analyses and consultations outlined in earlier chapters, are:
 - 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.
- 5 The measures set out to improve these types of trips come from:
 - the analysis of transport issues in Darlington (Chapters 1, 2 and 3);
 - consultations with stakeholders, international transport experts and local partners (Chapter 2);
 - the initial work on the Accessibility Strategy;
 - potential delivery mechanisms (Chapter 4); and
 - the Darlington Congestion Study.
- 6 To help assess the impact of these measures in relation to our objectives (and outcome targets) they are then grouped under a series of headings, so that they can be evaluated using a multi-criteria analysis tool to give a

priority ranking. The chosen headings are based on LTP form F4 output indicators plus a number of additional Smarter Choices measures.

Travelling to Work

- 7 Traditionally, travelling to work occurs at times when the local transport network is most congested, despite it accounting for 20% of the total trips made on average by Darlington residents (shopping and leisure are the most frequent reasons for travel). 57% of journeys to work are less than 5 km (or just over 3 miles) in length, so implying a great potential for sustainable travel behaviour – yet 73% of all journeys to work are as a car driver (62%) or passenger (11%).

Table 5.1 - Measures for Commuters

Commuters within Darlington

Measures	Categories
Select junction improvements and other schemes that tackle congestion and benefit all transport users arising from the Network Congestion Study, including West Auckland Road/Cockerton Green, North Road (Whessoe Road junction – initially through linked signals, with the possibility of more substantial works to the junction if this would then be a value for money way of achieving outputs), and Houghton Road (McMullen Road junction).	Local Road Scheme
Revised Corridors of Certainty programme, concentrating first on sections where congestion most needs tackling, and on where bus services, cycling and walking accessibility can be most improved.	Local Road Scheme Walking Cycling Bus priority
Public transport schemes and initiatives, including better printed information at bus stops, real time displays at key locations, more raised kerbs for easier boarding, support for a multi-operator network bus ticket and further bus priority measures (including green “wave” features on traffic signals to help late running buses and helping low floor buses access all areas).	Bus priority Bus infrastructure Walking Smarter Choices
Cycle network development linking home to work including completion of the River Skerne Cycle Route if feasible.	Cycling
Walking route development, linking homes to bus stops, as well as car parks to final destinations.	Walking
Car sharing schemes, both within one company and within a business park or industrial estate.	Smarter Choices (car sharing)
Individualised travel marketing (ITM) to help people know what travel choices they have.	Smarter Choices (ITM)

Commuters from the rural areas

Develop schemes to provide appropriate parking for commuters, whilst minimising the impacts on residents through residents' parking zones and on general traffic through decriminalised parking enforcement and better signage. A special focus will be given to measures to help buses past parked vehicles in narrow streets, as and when required. Also attention will be paid to the parking needs of motorcyclists and the disabled.	Traffic management (Car parking)
Public transport schemes and initiatives, including Park & Ride.	Bus priority Bus infrastructure
Darlington Eastern Transport Corridor.	Local Road Scheme

Commuters traveling between Darlington and neighbouring areas

Car sharing schemes	Smarter Choices (car sharing)
Encouraging more use of existing rail services through improving stations and their surrounding areas, providing better physical walk links with bus services, providing better bus interchange and promoting existing bus/rail through tickets, as well as helping pedestrians, cyclists and car users get to stations.	Walking Cycling Bus infrastructure Rail
Investigate the possibility of connecting Darlington Railway Station and any future Park & Ride site with major employment areas by direct bus to help all people access employment opportunities.	Bus infrastructure Bus Priority
Investigation, with other Tees Valley local authorities and Tees Valley Regeneration, of the potential for Light Rapid Transit, for example by the conversion of the heavy rail line in the Tees Valley to light rail or trams.	Rail
Darlington Eastern Transport Corridor.	Local Road Scheme

All commuters

More use of land use planning controls to ensure a choice of modes is available from the beginning of development of new employment sites.	Planning measures
Reducing the need to travel through encouragement of home working, flexible hours or other changes to work practices, such as neighbourhood resource centres available to registered users.	Home working/ flexible hours

Doing Business in Darlington

- 8 Work related business trips play a relatively minor part in the pattern of travel behaviour by an average resident. However, it is the ability of business to make and receive deliveries, attract customers and meet with business partners that is vital to Darlington as a place to do business. To help business, the following schemes and initiatives are proposed:

Table 5.2 - Initiatives for Business

Minimising the impact of roadworks and illegal or inconsiderate parking, through the Traffic Manager role, using powers such as decriminalised parking enforcement.	Parking Enforcement
Introducing additional land-use planning guidance to ensure that all major developments are accessible by all people and sustainable.	Planning measures
Helping businesses develop work travel plans, including support for Cycle & Car Pooling and Work Bus Season Tickets. It is also proposed that a Travel Plan is developed for Darlington and North Road Stations, with an initial focus on the needs of business travellers	Workplace Travel Plans
Helping businesses meet their freight needs efficiently and sustainably, working in partnership with the Tees Valley Freight Group and others to identify relevant measures. Also to promote general road safety as required, including “diesel overfill?” campaign to reduce incidents of spillage from HGV fuel tanks on road.	Workplace Local Road Scheme Local Safety Schemes Maintenance
Individualised travel marketing to help people know what travel choices they have.	ITM
Realising the Tourism Strategy in partnership with the Heritage Line Community Rail Partnership and others, to develop access to and between the rail museums at Darlington and Locomotion, Shildon.	Rail Walking Cycling Bus
Car sharing schemes.	Smarter Choices (car sharing)
Investigate potential for Car Clubs	Smarter Choices (car clubs)
Investigate the possibility of connecting Darlington Railway Station and any future Park & Ride site with major employment areas by direct bus to help all people access employment opportunities.	Bus priority Bus infrastructure
Investigate the feasibility of contract parking for town centre businesses with operational and effective travel plans.	Car Parking Travel Plans

Select junction improvements and other capacity increasing schemes that benefit all transport users arising from the Network Congestion Study, including West Auckland Road/Cockerton Green, North Road (Whessoe Road junction – see para. 74), and Haughton Road (McMullen Road junction).	Local Road Scheme
Darlington Eastern Transport Corridor.	Local Road Scheme
Improving the A66(T) as per the Darlington Gateway Study (with Highways Agency).	Trunk Road Scheme

Going to School or College

- 9 School and College related journeys are another category of trip that often occurs at times when the local transport network is most congested. On a workday, education trips account for 13% of all trips with most of these currently being made on foot (46%) and as a car passenger (30%). Travel habits and attitudes are often developed during people’s school years and it is considered important that local peoples’ experiences are positive. The proposed schemes and initiatives include:

Table 5.3 - Initiatives for Schools and Colleges

More school travel plans, helping staff and pupils health and reducing traffic congestion through projects such as the “walking train”.	Travel Plans
College travel plans, including better travel information and ticketing options for students on local bus services.	Travel Plans
Physical measures to support Safer Routes to School, including 20mph zones at School Gates (during opening hours as a minimum) and at other “conflict” points. Continue to focus on achieving child reduction targets through supporting local safety schemes.	Traffic calming Local Safety Schemes
Haughton Road Cycle & Pedestrian Bridge, to serve the new site of Darlington College of Technology.	Walking Cycling
Accessibility planning used as an integral part of educational planning in Darlington.	Planning
Consider the feasibility of providing a “Yellow Bus”-style Home to School bus service, with allocated seats given to each child with a tracking system for security and parental reassurance.	Bus infrastructure
Environmental improvements through increased maintenance and cleansing as part of the StreetScene initiative.	Maintenance
Provision of road safety education and training for cyclists, pedestrians and young car and motorcycle drivers, whilst continuing to design and implement local safety schemes to achieve casualty reduction targets. For example, initiatives such as “Handle it or lose	Smarter Choices (training) Local Safety

it" website/advertising campaign for motorcyclists.	Schemes
Promotional activities such as Walk and Bike to School Weeks to raise awareness.	Smarter Choices Events
Consider the feasibility of introducing a 16-19 concessionary fare scheme, as part of the multi-operator ticketing scheme, to help young people access education and other facilities, thus contributing to the Social Inclusion and Community Strategies.	Smarter Choices (social inclusion)

Shopping for Food and Goods

- 10 On average, 54% of shopping trips made by local residents were by car, as a driver or as a passenger. This reflects the reality of supermarket shopping for many; the balance of trips were made on foot (27%) and by bus (18%). To achieve corporate and Government outcomes, the following schemes and initiatives are proposed:

Table 5.4 - Initiatives for Shoppers

Balance the need for increased short stay car parking supply in the town centre, with the management of demand for town centre long stay parking, to minimise conflicts with the needs of local residents and to enforce parking restrictions (through decriminalised parking enforcement). Also review and implement improved signage as required to complement existing VMS installations.	Car Parking
Examining the potential of more home delivery of food, including to neighbourhood delivery points for collection by local residents.	Smarter Choices (Home delivery)
Investigate potential for Car Clubs	Smarter Choices (car clubs)
Examining the potential of home delivery of town centre goods to encourage trade.	Smarter Choices (Home delivery)
Modifications to car parking provision, with more attention to the needs of the disabled, those with young children and motorcyclists (secure storage for bike and/or equipment).	Walking (Car parking)

Leisure and Recreation

- 11 Leisure trips are the most common single reason for all trips made by Darlington residents, with an average of 31% of all trips being made for this purpose. As can be expected, this proportion increases at the weekend especially on Sundays when 66% of all trips were made for a leisure purpose in 2004. 64% of such trips were made by car, either as a driver or as a passenger, yet 71% of such trips were under 5km or just over 3 miles. The following schemes and initiatives are proposed:

Table 5.5 - Initiatives for Leisure Trips

Further measures to ensure that the perception of road safety and personal security issues matches the reality (that there are few problems) to encourage a vibrant night time economy in Darlington Town Centre.	Smarter Choices (Marketing) Local Safety Schemes
Ensuring that the walking and cycling networks link to green spaces, parks and countryside sites, as well as the National Cycle Network. For example, completing National Cycle Route 14 between Darlington and Stockton, thus linking the South Burdon Community Woodland to the urban area sustainably.	Cycling Walking
Measures to contribute to the local StreetScene environment.	Walking Maintenance
Promotion of Darlington Doorstep Walks, to encourage use of the walking network including footpaths and bridleways, to access historical sites, flower displays and other places of interest.	Smarter Choices (Events)
Working with the taxi trade to help provide the service that the public need.	Taxis
Improving community transport provision, including those with a mobility disability, to access facilities.	Demand responsive transport
Investigating solutions to help rural social inclusion such as supporting late buses and shared taxi services.	Bus support
Developing ticketing initiatives, for example joint leisure centre/bus, fitness centre/bus, theatre/bus or football/bus tickets to encourage sustainable travel.	Smart Choices (Marketing)
Car sharing for Darlington Football Club, including when appropriate, Park & Ride facilities for away supporters.	Smart Choices (Car sharing)
Investigate potential for Car Clubs	Smarter Choices (car clubs)

Promotion of rail and coach services for long distance travel where appropriate.	Smart Choices (Marketing)
Encourage the promotion of SkyExpress 737 Airport shuttle and improvement as required.	Bus infrastructure

Access to Health Services and Caring for Others

- 12 Personal business and escort related trips accounted for 12% of all trips made on average by local residents. Whilst not all of these were for health reasons, they are categories with a high percentage of car use (either as a driver or a passenger). This potentially means that access to health services is governed by being able to use a private car, not just need. Good liaison exists between health trusts and transport staff in improving accessibility. The proposals being developed include:

Table 5.6 - Proposals for Access to Health Services

Participating in the County Durham Travel Response Centre via the Transport to Health Partnership.	Smart Choices (Information)
Improving community transport provision, including Ring-a-ride to help all residents, including those with a mobility disability, to access facilities.	Demand responsive transport
Cycle network development.	Cycling
Implementing Safer Routes to Health (to local health centres and hospitals), in partnership with Sustrans.	Walking Cycling Local Safety Schemes
Working with the Transport to Health Partnership to ensure that all local people can get to their 'out of hours' primary care centre in line with the social inclusion strategy.	Social Inclusion

Major Schemes

- 13 For clarity, proposed and current major scheme interventions are described in more in detail below. These schemes are part of the proposals outlined earlier in the chapter by the six trip purposes.

- 14 We are re-submitting the **Darlington Eastern Transport Corridor** for consideration by Government during 2005, as invited by the Minister (see **Annex 4**). This single carriageway road links the A66(T) to Haughton Road to the east of the town centre and enables us to achieve our plans for the economic regeneration of this area of the town. It essentially does this through providing the basis for continued development of land zoned for business, beyond the level that would be acceptable to the Highways Agency (the highway authority for the A66(T)) in terms of traffic flows generated and the resulting impacts on trunk road vehicle movements. It also permits a greater degree of accessibility to these development sites (including from residential areas of higher unemployment) by several means of transport including walking and cycling. The scheme would also:
- improve pedestrian and cycle safety, both on existing roads due to re-routed traffic and on new National Cycle Route 14 (with grade separated crossing of the A66(T)) which is an integral part of the scheme;
 - improve travel conditions on McMullen Road, Haughton Road and Yarm Road, through the introduction of measures to help everyone, locking in the benefits of the DETC through physical Corridor of Certainty route action plans; and through individualised travel marketing.
 - improve access to the countryside through improving the existing bridleway into a National Cycle Route giving access to the South Burdon Community Woodland, creating the potential for a sustainable tourism initiative along the trackbed of the original Stockton to Darlington railway line.
- 15 The scheme is now ready to proceed once funding is secured; with all relevant legal, property and key design issues resolved. If funding was secured by the summer of 2005 (and subsequently the legal orders confirmed by the Secretary of State), it is estimated that work would commence in the spring of 2006. Should this scheme not be approved in 2005, we are submitting it for consideration for approval in the 2006/08 transport settlements through the LTP process. Documentation supporting the request for funding (to the latest assessment criteria) is contained in **Annex 4**.
- 16 Darlington Borough Council is fully committed to securing this scheme and has so far spent over £0.5 million from its own resources on statutory procedures, land acquisition, design, site investigation, advance environmental works and other necessary items. We feel that the scheme is worthy of Government support, not least since the economic case for

implementation has much improved since the original submission and that all previous barriers to construction have now been removed.

- 17 The scheme is an essential part of helping people travel to work, do business in Darlington and access leisure/recreational facilities. It particularly addresses the key issues of traffic congestion, safety and accessibility as a result. As shown in the supporting documentation, the scheme has a benefit to cost ration of 5.018, with an net present value of £331,006. The benefits of the investment will be 'locked in' by complementary measures on the roads which the scheme is designed to relieve and by smarter choices initiatives targeted at relevant areas, in particular Haughton Village and Yarm Road.
- 18 As stated above, the DETC is not currently approved, having been remitted to the North East Regional Assembly for a decision. Therefore, in accordance with the DfT Guidance on Local Transport Plans, the targets and trajectories in this provisional Plan do not take into account the benefits of the scheme. We will revise these appropriately, should the scheme be approved.
- 19 We see the implementation of the Darlington Eastern Transport Corridor as a precursor to the realisation of the proposals contained in the **Tees Valley Gateway Study**. This two part study was commissioned by the North East Assembly and partners (including the Council and the Highways Agency), to investigate how best to achieve the following for the local area – a “gateway” to the Tees Valley sub-region through the identification of potential options across all modes to:
 - provide better access to the Tees Valley;
 - reduce traffic congestion and improve safety on the A66(T) Darlington Bypass; and
 - enable economic regeneration consistent with the Tees Valley Vision.
- 20 Phase 2 of this Study reported in 2005 and recommendations have been made to Government about the way forward. In terms of major schemes, it is proposed that an improvement be made to the A66(T) through part dualling the section between Great Burdon and Yarm Road, with on line improvements elsewhere. In the longer term, the option of fully dualling the A66(T) around Darlington remains. As a Highway Agency promoted major scheme, this proposal falls outside of the Council’s direct remit, but we will continue to work in partnership with the Agency to ensure that maximum

benefit is obtained from this intervention particularly for local people.

- 21 The proposals for public transport interventions, travel plans and associated measures will be developed where possible, as part of the general work of the Local Transport Plan (detailed below), so that they are in place before delivery of the proposed scheme.
- 22 No timescale has been set for delivery of this proposal at the moment.
- 23 We are currently delivering the Pedestrian Heart scheme in the centre of Darlington, in part using funds from the first Local Transport Plan. Creating a high quality public realm in Darlington, the scheme addresses the need to make the town centre relevant to the future needs of businesses and users alike.



Figure 5.1 - Image of Pedestrian heart Scheme, High Row

The scheme aims to answer the following issues:

- currently, Darlington has a poor pedestrian environment in comparison to competing centres;
- bus traffic in the prime shopping streets threatens pedestrians' safety and severs pedestrian flows;
- the town centre is a key driver to attract investment in available employment sites around the town; and

- the need to stimulate the development of the Commercial Street site, which will create large shop units to attract large national retailers. Currently, the shop units in the town are too small to house the larger retailers.
- 24 The scheme provides the solutions to these issues through providing better circulation arrangements for people and associated traffic movements, keeping high accessibility to the core area, whilst removing conflicts. It also seeks to generate positive first impressions of the Town Centre and Borough through providing the environment that people want with a coherent use of street space giving a new events space, public art, improved access for people with disabilities and more encouragement of an even spread of business activity.
- 25 As a town centre scheme, the Pedestrian Heart is firmly rooted in the principles of accessibility, since the town centre is the major focus of the local bus network, is near to the railway station and is well connected on foot, by cycle and car with the rest of the Borough as well as further afield.
- 26 The Local Transport Plan contributes to the realization of this corporate project through the funding of enabling works to the local road network, including improvements aiding bus users (such as bus lanes), pedestrians and cyclists. Measures in the Second Local Transport Plan such as improvements to local bus services and car parking facilities will further help the town centre to provide a sustainable business centre for local people.
- 27 Further detail may be found in the 2005 Annual Progress Report.

Priorities and Programme for 2006 to 2011

- 28 The following types of measures have therefore been identified:

Bus Infrastructure	Travel Awareness Marketing
Car sharing	Demand responsive transport
Bus Priority	Events
Car Clubs	Footway & Carriageway maintenance
Car Parking	Home delivery
Better travel Information	Local Road Scheme
Cycling infrastructure	

Home working / flexible hours	Better Taxi services
Parking Supply and Management	Traffic calming
Individualised Travel Marketing	Traffic management (including SCOOT)
Planning measures (land uses)	Travel Plans
Training (Road safety, pedestrian & cycle training)	Trunk Road Scheme
Light rail scheme	Walking
Support for bus services	

- 29 Non-transport interventions can be more, or as, appropriate as specifically transport related ones in some circumstances. This can be seen in the lists earlier in this chapter with measures relating to land use, working patterns and health provision. This can also be seen in the Accessibility Strategy (**Annex 12**), which sets out the process for defining and tackling local people's needs. It may also be seen in the linkages made through the Pedestrian Heart scheme described above, where transport links form part of a wider picture to achieve the outcome of a revitalised, sustainable town centre.
- 30 To help in selecting a programme of transport investment from these measures which concentrates on achieving the strategic objectives of the Plan and their associated targets - and therefore to help achieve good value for money - we have undertaken a multi-criteria analysis, assessing the impact of each measure against the LTP objectives and a 'deliverability' factor. Since the Plan's objectives derive from the national shared priorities, as well as local factors, this puts the shared priorities at the heart of the delivery programme.
- 31 This technique provides a structured method using a standardized scoring system for each measure, with relative weightings for the six objectives and single deliverability factor. Individual scores are based on a range of best practice guidance and research.
- 32 Where possible we have attempted to group measures in accordance with the standard output measures used in LTP finance forms for ease of subsequent reporting on performance to the Department for Transport. We have not assessed the Darlington Eastern Transport Corridor in this process, since we, at this stage, anticipate full approval during the first LTP period.

- 33 **Tables 5.7 and 5.8** show the multi criteria analysis scores and rankings for the full Plan period.

Multi Criteria Analysis	To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and food.	To improve access to employment, education, health, fresh food and leisure, particularly for those without access to a car.	Improve travel safety for all, addressing real and perceived risks	To provide the environment for sustainable development of new and existing businesses	To provide and promote travel choices to all, in particular to reduce car driver trips.	To make the most effective use of the transport network	Deliverability (Ease of delivery in the short to medium term)
Relative weighting	70.0	90.0	100.0	75.0	80.0	80.0	100.0
Scoring parameters (-5 to +5)							
Integrated Block							
Bus priority schemes BL*	1	2	1	1	3	4	1
Bus infrastructure schemes BG1/BI*/IN*/PR*	2	3	1	1	3	4	3
Car Parking OS1	0	0	1	1	-2	-1	1
Traffic Management TM1-6	1	0	3	0	1	4	1
Cycling infrastructure CY1 / CY3 / CY5 / CY6 / CY 7	4	2	2	1	3	4	3
Demand responsive transport OS1	3	3	1	0	3	2	1
Local Road schemes RD*	-1	0	2	2	-1	3	1
Better Taxi services OS1	0	2	0	1	2	1	0
Traffic Calming TM7-10	2	0	3	1	2	4	2
Travel Plans TP*	2	4	2	5	4	3	4
Local Safety Schemes LS*	2	0	4	1	0	3	3
Walking infrastructure WA*/RC*	4	3	2	1	3	4	3
Smarter Choices							
Car Clubs	1	0	0	2	1	1	2
Car Sharing	0	2	0	1	3	3	3
Better travel information	2	3	0	3	4	3	4
Events	2	0	0	1	1	0	4
Home shopping	2	2	0	1	2	3	0
Home / flexible working	0	2	0	3	0	3	2
Individualised travel marketing	4	2	1	2	4	1	4
Planning measures	2	1	1	3	0	3	0
Training (Road safety, cycle & pedestrian)	3	1	2	0	1	1	4
Travel Plans	3	3	0	0	3	3	2
Maintenance Block							
Footway Maintenance schemes MM1	2	2	4	1	3	3	4
Carriageway maintenance schemes MM2	0	0	4	2	0	5	3
Noise reducing road surfaces MM5	-2	-2	4	-3	0	-3	3
Strengthening to carry 40 tonne MM7	-3	-3	1	4	-5	3	4
Structural maintenance MM8	0	0	3	2	0	4	2

Table 5.7 - Multi Criteria Analysis of Different Scheme Types

Multicriteria analysis - Infrastructure Measures

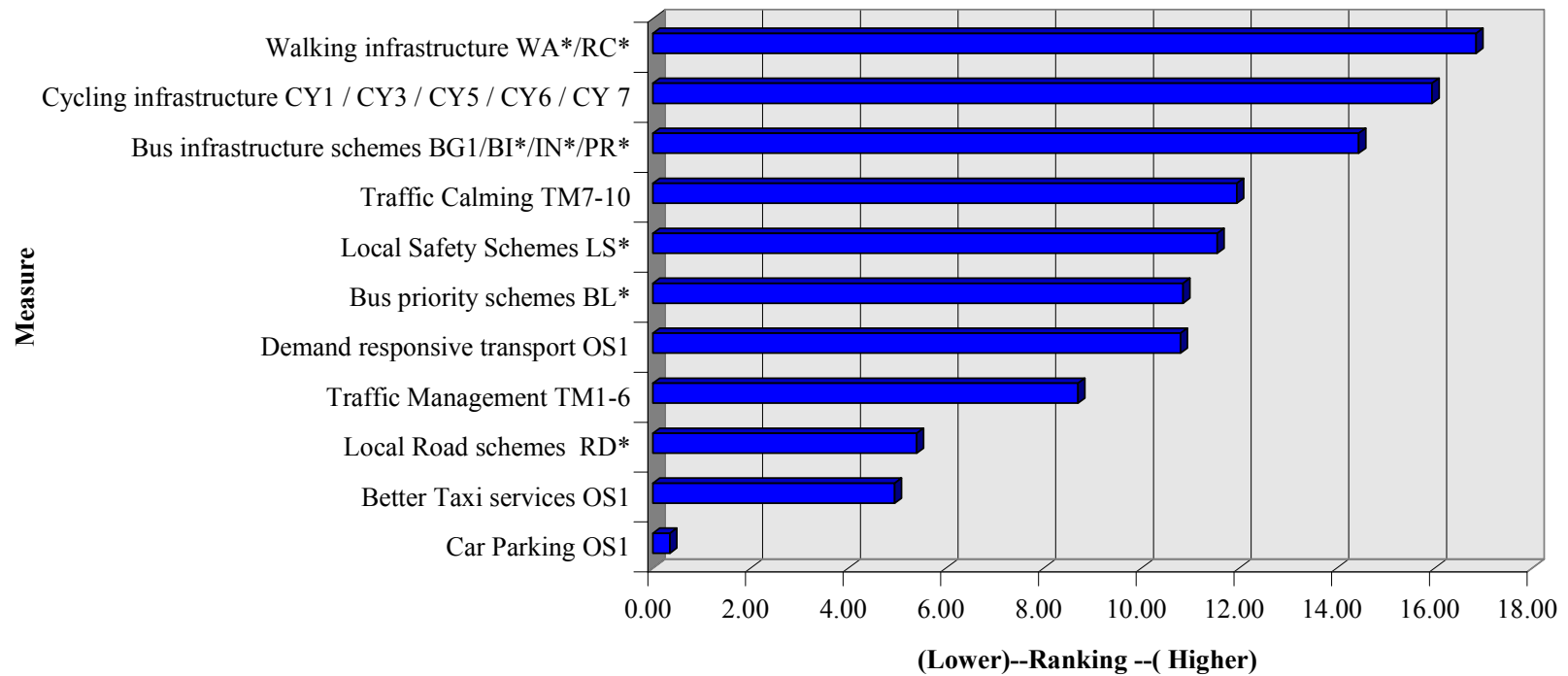


Table 5.8

- 34 This 'third tier' analysis does not provide a prescriptive solution to the precise allocation of Local Transport Plan and other resources, rather it provides an indicative set of guidelines on which to base spending allocations.
- 35 Throughout the LTP delivery programme further multi-criteria analysis will take place ranking individual competing schemes to help us select the most advantageous interventions to meet our outcome objectives. This process will examine the values used in our scoring system in the light of delivery experience, to ensure that it appropriately reflects the benefits being accrued by local people.
- 36 The proposed programme for 2006/07 (**Table 5.9**) and for the full plan (**Table 5.10 & Annex 5** 'Finance Forms') has been developed as outlined above to ensure that our proposals are robust and capable of being delivered within the indicative budget guidelines set by the Department for Transport. We have chosen not to alter the indicative budgets set by the Department for the maintenance and integrated transport blocks since we feel that these are appropriate for the schemes that we need to deliver to tackle local issues. For completeness, as a reflection of the complementary nature of smart travel choices and LTP capital schemes, we have also presented proposals for smart travel choices in the years 2006 to 2009, using Challenge funds secured through the Sustainable Travel Demonstration Town initiative. However our smart travel choice proposals delivered through this funding package are not shown in the annexed Finance Forms, since these deal solely with interventions partly or wholly funded by LTP funds.

Integrated Approach for Main Corridors

- 37 Since we have attempted to group measures in accordance with the standard output measures used in LTP finance forms, it is necessary to bundle several categories together to identify total spend on some schemes. **Table 5.11** illustrates this integrated approach for Corridors of Certainty – Darlington's route action plans tackling traffic congestion and accessibility on major radial roads.

Area Wide 20 mph Trial

- 38 In line with our focus on safety we are proposing trialling area wide 20 mph zones in the urban area, defined by signs and road markings only. This approach is at variance with current practice where 20 mph speed limits are reinforced through the installation of physical measures such as chicanes, speed humps and cushions.
- 39 We believe that we can achieve results, both by this intervention and supporting promotion, that are comparable to those achieved in Hull. Hull City Council have turned 26% of the city's roads into 20 mph zones with a 90% reduction in KSI figures and a 74% drop in child pedestrian casualties. Hull's work is estimated to have a 10:1 value for money ratio, in excess of many traditional solutions to traffic speed. We also believe that more widespread 20 mph zones could help counteract inaccurate perceptions of the safety of walking and cycling, and so help to increase use of these modes and public transport.
- 40 Our proposals also include trialling a 20 mph 'village' in our rural area, as well as specific interventions in support of the Safer Routes to School programme, as highlighted in consultation workshops. We will assess the impact of these actions through the annual survey process, carried out by the sustainable town initiative to test the success of the trial.

Sustainable Travel Demonstration Town

- 41 We will continue to implement smarter travel choices using the sum of **£2.03m** available from Darlington: A Town on the Move during 2006 to 2009 (**Table 5.9**). After March 2009, we will continue to bring forward smart travel choice interventions from our indicative allocation for the integrated transport block to ensure that the most benefit is achieved from the infrastructure measures implemented during the plan period by encouraging the most effective use of the transport network. We will use the Sustainable Travel Town project to evaluate and determine which measures are most effective in Darlington, and so should be taken into mainstream funding.

Other sources of finance

- 42 In developing proposals further for inclusion in the full Second Local Transport Plan, there are opportunities for seeking additional funding, or

other complementary actions, from other organizations (both public, private and voluntary) as well as other Council budgets. The detail will be included in the full submission of this Plan in March 2006.

- 43 The Council also spends some £8m on transport related revenue services and these will be used to complement the capital investment identified through this Plan. Further information on this investment is contained in the 2005 Annual Progress Report on the first Local Transport Plan. We will also present more detail about the benefits of all our revenue programmes in the Final Plan submission.

Delivery issues

- 44 All the interventions based on LTP funding proposed in **Table 5.10** above will be delivered by the Council through a contractor appointed and managed by them. The management process will use our newly introduced **Programme Control System (Annex 14)**. This system will be further developed as required throughout the life of the Second Local Transport Plan to ensure the delivery of schemes on time, within the allocated budget, and achieving the planned outputs and outcomes. The four themes of the system (Project Management, Financial Control, Performance Analysis and Performance Review) are integrated to allow us to have a clear understanding of the costs involved; actual, committed and budgeted. In addition, the system gives us a clear understanding of the corporate objectives that are being met by the project and how the project is going to achieve them.
- 45 Effective use of this programme control system will be the key component of controlling delivery risks through:
- the identification and management of risks to the delivery of a specific scheme such as poor weather or unexpected changes in traffic conditions; and
 - the ability to bring forward proposals for implementation should a scheme be undeliverable for a significant period of time. As part of the system, we will be able to bring forward for implementation, proposals which have been developed to implementation stage under an advance design process.
- 46 In this way, using both elements of the risk management process in the programme control system, we intend to manage delivery risk to avoid

disruption to the achievement of the overall objectives of the Plan.

- 47 Such a change in our delivery plans could have an implication where schemes are specifically linked; for example, we need to deliver the physical measures for a Safer Route to School scheme before promoting a school travel plan to school children. In these cases, we will have identified the linkages through the programme control system's policy briefs for each scheme and set out the remedial actions available to us. In a more general sense, all our proposals are linked through their joint contributions to the achievement of the Plan objectives and the wider outcomes of the Transport Strategy.
- 48 Our delivery of specific physical interventions will be informed by the involvement of our recently appointed Urban Design Officer. This officer, as the Council's Design Champion, is tasked with bringing a more coherent approach to the quality of the streetscene of the Borough. Through the vetting of the design of transport schemes, the Design Champion will contribute to Quality of Life objectives. This process will aid us in designing each of our schemes with consideration of the needs of all users of our transport network, including the emergency services and those who are less able-bodied.

Proposals for 2006/07

- 49 In the first year of the Plan period, we have set a more detailed delivery programme designed to contribute to the overall results that we have set ourselves within the indicative allocated budget, informed by the multi-criteria analysis technique illustrated above (**Table 5.9**). Table 5.9 shows the level of spend that we need in order to deliver the Plan in its first year.

Additional Resource Scenario

- 50 As detailed in Chapter 3, the biggest potential to change current travel 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 which 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.

- 51 Using evidence gained from national research, such as the report by Cairns et al into smarter travel choices (2004), we have proposed increasing our spend measures to assist cycling from £200,000 (11% of the indicative integrated transport block) to £450,000 per annum (or about £4.60 per head of population) to achieve a significant step-change in cycling behaviour. 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. Such investment would also bring significant benefits to pedestrians through the improvement of infrastructure.
- 52 Were an additional £1.25m allocated to Darlington, we could significantly increase the potential for delivery as a Sustainable Travel Demonstration town, and be in a better position to assess interventions to help walking and cycling for sharing nationally with other transport practitioners. 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.
- 53 In this scenario we will be looking to invest further in sustainable travel modes (public transport, walking and cycling) in order to achieve more beneficial outcomes. The Final Plan will set out how the delivery plan, targets and trajectories would be amended with enhanced funding.