
THIRD LOCAL TRANSPORT PLAN – DELIVERY PLAN 2013/2015

**Responsible Cabinet Member -
Councillor David Lyonette, Transport Portfolio**

Responsible Director – Richard Alty, Director of Place

SUMMARY REPORT

Purpose of the Report

1. To seek members' approval for:-
 - (a) the release of capital funding for investment in the local transport network,
 - (b) to amend previously agreed investment programmes and
 - (c) to agree in principle to make bids for additional funding.

Summary

2. Darlington's Third Local Transport Plan (3LTP), sets out a transport strategy for the next 15 years (2011-2026) to support the delivery of "One Darlington: Perfectly Placed" - Darlington's Community Strategy¹. The 3LTP is being delivered through a series of rolling implementation plans; the second one, detailed in this report, being for the period 2013/14 to 2014/15 based on the funding timescales of Government. The implementation plan is based on the delivery priorities of maintain, manage and improve, with maintain and manage being the first priorities.
3. The delivery of the Plan to date has focused on maintenance schemes and improvements for bus users in a series of works part funded through the Tees Valley Bus Network Improvement (TVBNI) programme. Despite this, the highway asset is continuing to decline with more assets now becoming life expired and in need of replacement. Thus, it is recommended that uncommitted budgets from the two years 2011/13 are used to accelerate the Council's investment in updating the Borough's highway assets to facilitate economic activity and job creation. In doing this, a commitment to fully fund the John Street Cycle Route is required for the scheme's compulsory purchase order to be progressed.
4. Release of the budgets required to complete the final two years of the TVBNI programme is also requested to enable the planned benefits for bus users to be more fully realised. In addition, it is recommended that members bid for currently unallocated funds held in the programme to support further work to improve travel

¹ Darlington's Third Local Transport Plan; Cabinet 8 February 2011

conditions for bus users.

5. There is an increasing need to prepare priority schemes to a state of delivery readiness to take advantage of funding programmes such as the recently announced Local Pinch Point Programme. Members are asked to give their approval to the creation of budgets to undertake this work and to prepare a bid for the Pinch Point funding. The report also briefly sets out the potential to attract Heritage Lottery Funding to improve the Teesdale Way and requests members' support for making an application for this funding.

Recommendation

6. It is recommended that members :-
 - (a) release the recommended budgets using Local Transport Plan funding for 2013/14 and 2014/15 as set out in **table A, Appendix 1** subject to approval by Council of the MTFP.
 - (b) release the recommended budget using additional maintenance funding for 2013/14 and 2014/15 as set out in **table B, Appendix 1** subject to approval by Council of the MTFP.
 - (c) release the recommended local budget for 2013/14 and 2014/15 of the Tees Valley Bus Network Improvement major scheme as set out in **table C, Appendix 1** and the deletion of previously approved actions as set in **Table 5** subject to approval by Council of the MTFP.
 - (d) approve the amendments to previously agreed budgets to permit the schemes set out in **table 2** to proceed.
 - (e) reconfirm their commitment to fully fund the John Street Cycle Route scheme including the acquisition of all necessary land.
 - (f) approve the principle of making a bid for Local Pinch Point Funding to part fund a scheme that contributes to economic growth and job creation, delegating the finalisation of the bid detail to the Director of Place in consultation with the Cabinet Member for Transport.
 - (g) approve the principle of making a bid for Heritage Lottery Funding to improve countryside access in the River Tees corridor and delegate the finalisation of the bid detail to the Director of Place in consultation with the Cabinet Members for Leisure and Local Environment and Transport.
 - (h) approve the principle of making a bid for additional funding from the Tees Valley Bus Network Improvement major scheme delegating the finalisation of the bid detail to the Director of Place in consultation with the Cabinet Member for Transport.
 - (i) approve the use of Winston Street West car park for contract parking by businesses located in the Town Centre who have a travel plan in place, reviewable on an annual basis; delegating the finalisation of the detail to the

Director of Place in consultation with the Cabinet Member for Transport.

Reasons

7. The recommendations are supported by the following reasons :-
- (a) to enable investment in the local transport network to deliver the Local Transport Plan.
 - (b) to deliver additional maintenance schemes over and above those already funded.
 - (c) to deliver the Tees Valley Bus Network Improvement initiative.
 - (d) to enable preparatory work required to deliver the Council's Investment Plan for the Borough facilitating economic activity.
 - (e) to enable the implementation of John Street Cycle Route, including the use of a compulsory purchase order as previously set out to Cabinet (report 30 March 2010).
 - (f) to enable the submission of a bid by the deadline of 21 February 2013.
 - (g) to enable the submission of a bid by the deadline of 28 February 2013.
 - (h) to access additional funding not currently allocated for use in the improvement of the highway, or other facilities in the Town Centre, for the benefit of bus users.
 - (i) to increase the supply of contract parking in the Town Centre for businesses who have a travel plan.

Richard Alty
Director of Place

Background Papers

No Background papers were used in the preparation of this report

Simon Houldsworth: Extension 2701

S17 Crime and Disorder	There are no direct implications.
Health and Well Being	The schemes set out in this report include ones that facilitate more active travel so contributing to general public health. An example would be the work to improve travel for bus passengers. The maintenance of highway assets will also contribute to well being of local people.
Carbon Impact	There are no carbon impact implications in this report
Diversity	The Local Transport Plan was assessed in principle through the Council's equality scheme in 2011 to make sure that its impact was understood. In addition, the project management process requires a more detailed understanding of potential impacts where this is necessary.
Wards Affected	All wards are affected
Groups Affected	Some schemes will benefit some groups of people more than others by virtue of their purpose. The detail of these impacts will be included in the project management process for each scheme and brought to members' attention.
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework.
Key Decision	This is a key decision
Urgent Decision	This is not an urgent decision
One Darlington: Perfectly Placed	Schemes funded through this report will support Darlington's economy, help protect its environment and facilitate more healthy lifestyles.
Efficiency	There are no implications for efficiency

MAIN REPORT

Information and Analysis

Context

8. Darlington's Third Local Transport Plan (3LTP), sets out a transport strategy for the next 15 years (2011-2026) to support the delivery of "One Darlington: Perfectly Placed", Darlington's Community Strategy². The 3LTP is being delivered through a series of rolling implementation plans; the second one being for the period 2013/14 to 2014/15 based on the funding timescales of Government funding. The implementation plan is a live document and is constantly monitored through the Council's programme control system to ensure the best possible fit with the outcomes of the 3LTP and value for money.
9. In prioritising delivery, it is recommended that the priorities derived from feedback from local people in the development of the 3LTP are retained; namely maintaining, managing and improving the transport network with maintain and manage being the first priority³. These priorities reflect a much reduced level of Government funding, when compared to that received in the Second Local Transport Plan (2LTP). The scope of the 3LTP covers all transport provision within the Borough; including revenue funded Council functions and services provided by other organisations. The proposed implementation plan focuses 81% of the Government's total allocation for 2013/15 on network maintenance, with the remainder being budgeted for network management and improvement schemes.
10. The capital and revenue funding released by Cabinet on 19 July 2011 for the delivery of the Local Sustainable Transport Fund (LSTF) continues to provide an essential component of the delivery of the Local Transport Plan. This is achieved by enabling people to make the best use of the transport infrastructure that already exists. This added value work, branded as Local Motion, is integral to the Council's facilitation of the development of a sustainable economy by mitigating traffic congestion, reducing carbon emissions and improving personal health.
11. Similarly, the capital investment funded from the Tees Valley Bus Network Improvement (TVBNI) grant is also seeking to make best use of local transport infrastructure through targeted improvements that benefit bus passengers. Government funding for the TVBNI programme ends in March 2015 with the benefits being locked in through agreements with local bus operators. It is worth noting that the Council's success in attracting external grants such as LSTF and TVBNI significantly helps reduce the budget pressure on the MTFP in maintaining, managing and improving the Borough's transport network.

Delivery 2011-13

12. The first two years of delivery using Local Transport Plan funding has concentrated on the maintenance priority. Examples of schemes delivered include the

² Darlington's Third Local Transport Plan; Cabinet 8 February 2011

³ Policy 21 of the Third Local Transport Plan

resurfacing of Geneva Road, the A68 at Swan House and the A167 at Coatham Munderville. Highway Structures were also maintained during this period including the refurbishment of Chesnut Street Bridge, so that it could continue to carry lorries accessing the adjacent industrial area. Programmes of work have also been delivered with 400 street light columns being replaced in this two year period, saving the Council £15,640 per annum in electricity charges.

13. Much work has been done to improve travelling conditions for bus passengers through TVBNI using major scheme funding from the Department for Transport, Council budgets and other sources. Most of the work has been focused on small scale improvements that bus users have said are needed such as raised kerbs at bus stops to help people get on and off the bus, but the flagship project has been the recently completed £3.24m improvement of the junction between North and Whessoe Roads. One benefit of this junction is to reduce uncertainty in travel times for bus services along North Road, as well as for other traffic. Investment has also been made in replacement traffic signals at the junction of Geneva and Yarm Roads and in real time departure displays at bus stops in the town centre.
14. Whilst actions under the LSTF programme are primarily revenue orientated, there is ongoing ring fenced capital investment worth a total of £1.244m. Schemes to date include providing a cycle route along North Road from Harrowgate Hill to the Borough boundary, new bus stops and associated paths at Red Hall and walking/cycle link paths by the River Skerne at Haughton. Currently, £387,000 has been spent with the balance of £857,000 being programmed for spend before April 2015.
15. The focus on the LTP work summarised above, coupled with the delivery of TVBNI schemes has meant that there is £1,239,000 programmed, but not committed in the LTP budgets at this point in time for actions to manage or improve the transport network. **Table 1** sets out the projects in this category.

Table 1 Programmed, but not committed projects 2011/13

Project or Scheme	Budget ('000s)
TVBNI match funding for Stonebridge.	531
Network Management Duty – schemes to expedite traffic flow	55
Statutory advanced warning signs for low bridges (replacement of imperial measurements with metric ones)	12
John Street Cycle Link. Last section of the North Road Cycle Route serving residential and business areas to the north of town and beyond.	225
Completion of signage along cycle routes	10
Electric Charging Points in town centre car parks	12
Speed Management scheme and roundabout at Grange Road/Parkside	128
Safer Routes to School scheme, Hurworth	30
Refurbishment of car parks	100

Central Park Cycle & Pedestrian Route	136
Total	1239

16. Since the budgets for 2011/13 were set, a need to consider changes to transport infrastructure has been identified through work on Darlington Town Centre. The outcome of the engagement process carried out last year has been reported to members on 4 December 2012 with further actions being identified. One of these actions was to investigate the business case for a multi-story car park in the town centre and it is recommended that the money to undertake this work is taken from existing uncommitted LTP budgets.
17. In addition, work on creating an investment plan for Darlington has confirmed the need for some schemes to be in a state of readiness for quick delivery pending the allocation of a budget. This need is supported by recent Government announcements, including the 2012 Autumn Statement, where money has been made available for quick win schemes that support the local economy. There are two quick win funding programmes – Local and Strategic Pinch Points – and it is recommended that members approve the principle of making a bid to the local fund only since the Highways Agency are unable to support any further roadworks on the strategic road network at this time. It is also recommended that members allocated some of the existing uncommitted LTP budget to pay for designs and other preparatory costs required for the bid scheme and for other schemes identified in the Darlington Investment Plan.
18. In creating a budget for the advanced design of schemes, members are asked to agree the revision and deletion of existing 3LTP budgets as set out in **Table 2** below.

John Street Cycle Route

19. Members will be aware that the proposed John Street Cycle Route is still to be implemented due to ongoing negotiations concerning the required land (Cabinet Report 30 March 2010 refers). This scheme forms part of the longer Harrowgate Hill route serving the north of the urban area and beyond to Newton Aycliffe; providing pedestrians and cyclists with an alternative to North Road. In making these proposed changes to the existing LTP budgets, it is recommended that part of the scheme's existing budget is used for other schemes prior to the scheduled delivery of the cycle route from quarter 4 2014/15. It is also recommended that members allocate the balance of funding for the scheme in the 2015/16 MTFP, releasing it once the DfT allocation for that year is known, and reaffirm the Council's commitment to the delivery of the John Street Cycle Route including the use of a compulsory purchase order (CPO). This commitment by the Council is required to satisfy the conditions for a CPO.

Winston Street West Car Park

20. A request has been made by NHS County Durham & Darlington for contract parking in Winston Street car park, to facilitate their relocation to the Town Centre. The precedent for doing this was set by members in their decision on 22 February 2011 to offer Beaumont Street West car park as a contract parking facility for

businesses located in the Town Centre, who have a travel plan in place yet need operational parking. Members at that time also identified Winston Street and Park Place West as potential locations for further contract parking. The decision to offer contract parking to businesses seeks both to support the ongoing economic vitality of the Town Centre and to encourage more sustainable travel patterns by employees where possible. It is recommended that members offer contract parking in Winston Street car park to businesses with a travel plan in place, reviewable on an annual basis.

Table 2 Revised budget for 2011/13 funding settlement

Project or Scheme	Budget ('000s)	Notes
TVBNI match funding for Stonebridge Bridge replacement.	531	Budget retained
Network Management Duty	0	Budget to be used for Advance Design since same outcomes for network management
Advance design for priority schemes to mitigate traffic congestion to enable economic activity.	55	Enables delivery of the Darlington Investment Plan
Statutory advanced warning signs for low bridges	12	Budget retained
John Street Cycle Link. Last section of the North Road Cycle Route serving residential and business areas to the north of town and beyond.	105*	Budget required for preparatory costs. Balance of scheme to be funded in 2015/16
Completion of signage along cycle routes	10	Budget retained
Electric Charging Points in town centre car parks	0	Budget deleted. Charging points to be funded from other sources.
Clifton Road resurfacing	65	TVBNI match
Feasibility study for the provision of a multi-storey car park, junction improvements and other transport investment to support plans for the regeneration of the Town Centre	71	Facilitates the regeneration of the Town Centre
Speed Management scheme and roundabout at Grange Road/Parkside	128	Budget retained
Safer Routes to School scheme, DSMS	30	Scheme changed after further analysis
Refurbishment of car parks	100	Resurfacing & relining works
Safer Route to School scheme, Skerne Park to Hummersknott	20	Design for potential scheme

design (proposed delivery in Q1 2015/16)		
Central Park Cycle & Pedestrian Route from Station to University	0	Scheme to be funded from LSTF budget
Street lighting	112	Additional funding
Total	1239	

* with a commitment to fund the balance of the scheme in 2015/16 (£120,000). This commitment is required to support an application for a compulsory purchase order for the land required.

Highway Asset

21. The current value of the highway asset is around £692m. This year's highways return to Government on Whole of Government Accounting (WAG) shows a maintenance backlog of £45.3m within the Borough's transport network inclusive of structures and street lights. The value of the borough's carriageways (length 574km) and footways (length 617km) is falling reflecting its deteriorating condition.
22. Nationally there is a similar picture to that in the Borough with a significant backlog of maintenance and a continuing deterioration. The latest assessment of Darlington's network **Table 3** shows the following position:-

Table 3 Road Condition in the Borough*

	ROAD CONDITION		
	RED	AMBER	GREEN
'A' Roads (57.4 km)	4.5% (2.6km)	20.7% (11.7km)	74.8% (43km)
'B & C' Roads (138.7km)	12.18% (16.9km)	31.58% (44km)	56.24% (78km)
'Unclassified ' Roads (377.9 km)	9% (34km)	Not available	Not Available

* The traffic light rating is based on a comprehensive survey programme with RED roads requiring investigation to determine the extent of repairs required.

23. One element of the highway asset requiring increased investment is street lighting. Four thousand columns are over 40 years old and a further 2,200 are between 30 and 40 years old. Thus, it is recommended that the existing programme of replacing street columns is increased over and above the planned levels in 2013/15 to continue to deal with this issue. The replacement programme seeks to provide street lights that have more efficient lighting equipment so reducing the Council's projected electricity consumption and carbon footprint when combined with forthcoming proposals for changing how street lights are operated. Work is also ongoing to see if savings on delivery costs can be made through collaborative procurement with Hartlepool, Middlesbrough and Stockton-on-Tees Councils.
24. Given the condition of the highway asset, it is also recommended that additional budget is allocated to carriageway and bridge maintenance in 2013/15 in line with the priorities set for the 3LTP as shown in **Table 4**. Budgets are also recommended:-
- to manage the transport network (both for all traffic and for bus services),
 - to improve the Council's parking stock (the precise detail of this depends on the forthcoming Parking Strategy Action Plan) and

(c) for improvements to transport facilities in the town centre as part of the regeneration of Darlington Town Centre.

25. The recommended budgets are set out in **Table A, Appendix 1** of this report.

Table 4 Recommended LTP budgets* for maintenance, management and improvement 2013-15

Priority	Budget ('000) 2013/14	Budget ('000) 2014/15
Budget allocation	2319	2429
Maintenance	1882	1899
Management	177	224
Improvement	260	306

* DfT additional allocation for maintenance and TVBNI grant not included.

26. It is not possible at the time of writing to make a recommendation about the use of DfT LTP allocations beyond March 2015, since no decision has yet been made by them about this. However, it is recommended that members agree to fund the balance of the John Street Cycle Route in 2015/16 from the LTP, unless an alternative funding source becomes available and to consider the funding of the Safer Route to School to Hummersknott in the same year should this be desirable. The DfT are consulting on what formula should be used to allocate the financial settlement from 2015/16 onwards. The consultation period ends on 6 March and a response to the consultation is currently being prepared by officers.

Fees

27. In undertaking this work, the Council incurs resource costs including that of employing staff, undertaking consultation on detailed design and the provision of equipment. In reflection of these costs, it is proposed that fees are taken from each scheme in a range from 10% to 15%, similar to the precedent set in the MTFP for 2012/13.

Additional maintenance funding

28. In addition to the budgets set out above, an additional amount for maintenance has been allocated by the DfT for essential maintenance to renew, repair and extend the life of the Borough's transport asset. In 2013/14, this additional sum is £289,000 and in 2014/15, it is £145,000. In aiding the maintenance of the transport network, the Government aims to facilitate job creation, support economic growth and local communities. The amount is given by DfT on the basis of being additional to all planned expenditure that the Council would have made on maintenance items. It is recommended that members allocate the 2013/14 budget for carriageway maintenance (£189,000) and street lighting (£100,000). In 2014/15 it is recommended that members allocate the whole budget of £145,000 for bridge maintenance based on condition survey data and the proposed delivery programme (other budgets are being used during 2013/14) **Table B, Appendix 1**.

TVBNI

29. The TVBNI major scheme is more than half way to completion, with two more years left to run. Until now, the Council has released the funding required on an annual basis, since this was the timescale also used by the DfT for their confirmation of the indicative grant allocation (so avoiding the possibility that the grant would not be available after a decision was made to implement a scheme). However, the DfT have now confirmed the grant for 2013/15, so a two year release of funding by members is now recommended. The sum to be released is £2.237m for use in the delivery of a new junction between Parkgate, St. Cuthbert's Way and Stonebridge on the ring road. This junction forms part of the work to facilitate the sustainable development of employment and housing land in the Town Centre Fringe.
30. The total budget required to deliver the new Parkgate junction is estimated to be £3.7m. This is more than the allocation available in 2013/15, so it is proposed that members agree to fund the balance from the deletion of TVBNI schemes previously approved and from underspend within the TVBNI programme locally. The TVBNI schemes recommended for deletion are shown in **Table 5**.
31. In addition, it is recommended that members approve the submission of a bid for further funding from the TVBNI grant, using currently unallocated money held in reserve centrally by all the Tees Valley authorities for contingencies. Further technical work is required before a bid can be submitted with one possible scheme being around further improvements to bus stops in the Town Centre beyond those already proposed, in response to emerging needs identified through the Town Centre Regeneration project.

Table 5 TVBNI schemes recommended for deletion

Scheme	Reason
Cockerton Green	No satisfactory scheme to reduce delays to bus services possible within highway land
Corporation Road	Scheme to reduce delays for buses turning right out of Corporation Road by altering pedestrian crossing timings not recommended
Glebe Road	Bus stops already in place
Milbank Road	Scheme to provide new westbound bus stop opposite Hospital is not recommended due to cost (it would require traffic signals at Milbank Road)
Yarm Road (new bus stop opposite Eastbourne Methodist Church)	Scheme to provide new bus stop not recommended due to the cost of diverting utilities away from the proposed layby.

Local Pinch Point Programme

32. Members approval in principle is requested for the submission of a bid to DfT by 21 February 2013 for funding towards the implementation of a transport infrastructure scheme that supports economic growth and job creation. The funding for the scheme must be claimed by April 2015. Bid schemes can fall into one or more of the following categories:-
- (a) improving access to development sites with the potential to create jobs and housing,
 - (b) improving access to urban employment centres,
 - (c) improving access to Enterprise Zones and
 - (d) preventing highway structures from being in a condition that would cause traffic congestion/restrict access/create lengthy diversionary routes.
33. Work to develop a bid proposal would include identification of match funding to at least 30% of the budget value. Ideally, some or all of the match funding would be from a private sector source to demonstrate business support for the scheme. The Council's bid would also need to demonstrate that the chosen scheme could not have been funded from another funding source – ie that it is additional to the current investment programme. It is currently anticipated that any match funding from Council budgets can be from existing schemes; however member approval is sought for any consequential amendments in year to budgets as required to support a bid.
34. It is not intended to seek funding to improve select junctions on the A1(M) and A66(T) at this time, following advice from the Highways Agency that they are unable to support further roadworks at this time on the strategic road network. However, the advance design budget recommended earlier in this report will enable preparatory work to be undertaken to develop scheme proposals on the trunk road network in the Borough as part of the Darlington Investment Plan. A report will be brought to members when these schemes are more clearly defined and potential funding sources identified (including from forthcoming devolved major scheme budgets). It is anticipated that delivery on these schemes could start in the period 2015 to 2019 subject to member approval, funding, land acquisition and any statutory consents.

Heritage Lottery Fund

35. Members approval in principle is also requested for the submission of a bid for funding to improve the Teesdale Way between Broken Scar and Blackwell into a fully accessible route with permissive rights for cycling. The proposed improvements would focus on the provision of a sealed surface, signage, fishing pegs and the general riverside habitat for plants and animals. The bid would be made as part of a wider Tees Valley initiative to improve the area around the River Tees from Teesmouth inland, with match funding from the Heritage Lottery Fund (HLF). The deadline for the submission of the bid is 28 February 2013 and a decision from the HLF is expected in summer 2014.
36. The proposed improvements would add value to adjacent Council land (in use as farmland) since it would help to reduce flooding to various degrees depending on the precise scheme design. The development of the bid detail will include

identifying match funding from partner organisations such as Natural England, the Environment Agency and the Tees Rivers Trust.

Cycling funding

37. In November 2012, the Government announced additional funding for cycling (£20m) to be split between two existing funding programmes, the Community Linking Places and Improving Cycle Safety at Junctions funds. These funds had previously been open for bids earlier in 2012 with an original fund value of £30m. The Linking Places fund was further split into two with one part focused on access to rail stations, the other on destinations in general. The overall aims of the Linking Places Fund were to improve cycling & walking, support jobs, enhance access to employment and encourage greater use of more environmentally friendly transport. No updated guidance for any of these funding programmes has yet been received and it is not known if new bids can be made to the funds, but officers are actively seeking the opportunity to secure additional funding for investment in the Borough. A subsequent report will be brought back to Cabinet as required.

Sustainable Transport Fund

38. In the autumn statement (December 2012), the Government announced £42m additional funding for cycling as part of the Sustainable Transport Fund. Guidance on how this money will be allocated is still awaited, but Government have set out that the funding is intended to support infrastructure improvements that make it easier and safer for people get around their local areas by bicycle. These improvements could be cycle lanes, junction improvements, cycle parking or whatever is most appropriate with a strong focus on delivering economic growth and carbon (energy) reduction. Again, officers are actively seeking the opportunity to secure additional funding for investment in the Borough. A subsequent report will be brought back to Cabinet as required.

Conclusion

39. Delivery of the Third Local Transport Plan to date has focused on maintaining the transport assets of the Borough and, using TVBNI major scheme funding, improving the travelling experience for bus users. However, despite the focus on maintenance, more needs to be done to prevent the highway asset from further deterioration. Targeting the 2013/15 budget towards maintenance is designed to tackle the backlog of maintenance identified through condition surveys. Additional maintenance will be delivered through the use of the £434,000 allocated by the DfT for this purpose. In focusing on maintenance, it is proposed that part of the current budget for John Street Cycle Route will be released for this purpose, with funding being made available in 2015/16 to complete the scheme, subject to a decision being made to proceed with the CPO.

40. Release of the budget for TVBNI schemes scheduled in years 4 & 5 (2013/15) is now sought since the DfT have now released their grant for both years, rather than following their previous practice of doing this annually. This enables members to commit to investing in the Parkgate/Stonebridge/St. Cuthbert's Way scheme which

is scheduled to take 2 years to implement.

41. Opportunities have arisen to bid for schemes from funding programmes promoted by the DfT and HLF. Such funding programmes are likely to become more common in the future and work is ongoing through the Darlington Investment Plan to bring forward priority schemes that support the local economy to a state of delivery readiness in order to more easily bid for these funds.

Financial Implications

42. The recommended investment decisions are entirely funded from existing capital budgets or from confirmed indicative allocations by DfT. In this, the recommendation is within the total budget as set out in the Medium Term Financial Plan.
43. Further detailed design work will be required to identify any ongoing revenue implications, although the provision of new infrastructure such as street lights, is expected to reduce such expenditure compared to the existing situation.

Equalities Considerations

44. The Third Local Transport Plan seeks to enable everyone to be able to travel to access employment, healthcare and other services, and particularly notes the needs of older people and people with disabilities. Multi-strand Equalities Impact Assessments and Disability Impact Assessments have been undertaken as part of the development of the 3LTP (Cabinet 8 February 2011). Individual impact assessments on specific schemes will be undertaken as part of the detailed design process for each scheme.

Consultation

45. A series of consultation activities were held between November 2009 and December 2010 on the outcomes of the 3LTP. It included workshops arranged for specific groups, namely Darlington Partnership theme groups, young people, transport stakeholders, older people, businesses, disabled people and people living in rural areas. The draft Plan was also sent to Statutory stakeholders including the Highways Agency, rail operators, bus companies as well as other interested stakeholders such as neighbouring local authorities, Police, JobCentre Plus, NHS County Durham, and groups representing disabled people, cyclists, freight, coaches and older people. The Economy and Environment Scrutiny Committee were involved in the development of the Plan.
46. Individual consultation activities will be held as appropriate during the development of each scheme.

Outcome of Consultation

47. The Implementation Plan takes into account the emphasis placed by consultees on how best to achieve the desired outcomes. The Maintain, Manage and Improve

priority trio was widely accepted as a logical response to current funding levels.

Table A Integrated block & maintenance funding

LTP Policy	Action	2013/14	2014/15
2 &15	Network management & punctuality improvement plan for bus services	78	70
3	Advance design	50	51
5	TVBNI match	175	175
	Town Centre regeneration advance design	25	0
7	Rights of way maintenance	10	10
	Transport facilities in the Town Centre		121
10 &17	Street lighting & other electrical equipment	513	794
17	Carriageway maintenance	1005	932
	Bridge maintenance	195	173
	Footway maintenance	100	0
19	Parking improvement	99	103
	Parking maintenance	69	0
total		2319	2429

Table B Additional maintenance funding

LTP Policy	Action	2013/14	2014/15
17	Carriageway maintenance	189	
	Street lighting	100	
	Bridge maintenance		145
total		289	145

Table C Tees Valley Bus Network Improvement schemes in Darlington

LTP Policy	Action	2013/15
15	Parkgate Junction	2237*
total		2237

* the balance of the total £3.7m budget has been previously released.

Other previously released expenditure will also be made during 2013/15, such as improvements to town centre bus stops following approval of the Town Centre masterplan.