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**DELIVERY OF THE LOCAL TRANSPORT PLAN 2011-2026**

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**Responsible Cabinet Member – Councillor Nick Wallis  
Leisure and Local Environment Portfolio**

**Responsible Director – Ian Williams, Director Economic Growth**

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**SUMMARY REPORT**

**Purpose of the Report**

1. This report provides Members with an update on developments in Transport and delivery of Darlington's Local Transport Plan (LTP).

**Summary**

2. There are some significant changes emerging in the governance and funding around Transport.
3. Darlington and the Tees Valley are working to influence the next investment programmes of Network Rail, Highways England and Transport for the North to secure four key transport investments that will improve connectivity and facilitate Economic Growth. These are:
  - (a) Major upgrade to Darlington Bank Top Station so that it is ready for high speed rail connections on the East Coast Mainline and improvements to Local connections within the Tees Valley and adjacent areas.
  - (b) Improved East – West connectivity on the strategic road network, from the A1(M) to Teesport.
  - (c) A new Tees River crossing to alleviate constraints on the A19 to improve connectivity and resilience
  - (d) Electrification of the Northallerton to Teesport rail line to improve connectivity for rail passengers and improve freight paths from the Port.
4. Transport for the North (TfN) which is a newly established organisation brings together local transport authorities, LEP's and combined authorities across the North of England to allow the North to speak with a single voice to Government.

5. TfN announced the Transport for the North Strategy in March 2015 and are working to produce an update for March 2016 with a bid for significant funding of the identified programme in Summer 2016.
6. It is essential to maximise the potential for investment in Darlington and the Tees Valley to ensure our town and city region's economic capabilities and assets are featured in these investment plans moving forward.
7. The Tees Valley Devolution agreement secured commitment from the government to facilitate the Tees Valley partners as they further develop proposals in conjunction with Highways England and Network Rail to ensure their key strategic infrastructure projects will be considered as part of the development of TfNs Northern Transport Strategy.
8. The new Combined Authority (CA), due to come into being on 1<sup>st</sup> April 2016 will have a number of transport powers. These will focus on strategic transport priorities important to the sub-region and region. Local transport matters will be retained in the Council with Darlington's Local Transport Plan setting out the transport strategy for supporting sustainable growth over the period up to 2026.
9. In March 2015 Cabinet considered a report on the delivery of the Local Transport Plan over the period 2011-2015. This report provides:-
  - (a) a progress report on delivery of that programme and other transport projects secured and delivered,
  - (b) a report on how the investments have influenced performance.
  - (c) an explanation on changes to funding for transport projects.
  - (d) Identifies and seeks approval of a forward plan of investment of LTP funds and funding from other sources to deliver the objectives of Darlington's Transport Strategy.

## Recommendations

10. It is recommended that :-
  - (a) Cabinet note progress in delivering the Local Transport Plan and agree to release £0.886M Integrated Transport Block and £1.593M Highway Maintenance funding for the Local Transport Plan for expenditure in 2016/17 as shown in **Appendix 5** of this report..
  - (b) Release the performance reward grant associated with Highway Asset Management via the Department for Transport 'Incentive Fund'.
  - (c) Members retrospectively approve the submission of the bid and agree to release of the £1.01M funding from the Highways England Housing and Growth Fund should the Council be successful in securing this grant funding.
  - (d) Members agree to release funding secured from Tees Valley LEP Local Growth Fund as identified in **Appendix 4**, should the Council be successful in securing this funding.

- (e) Note the approach to Highway Asset Management and agree the indicative guidelines of where road condition levels should be managed.
- (f) Cabinet delegate authority to the Director of Economic Growth, in consultation with the portfolio holder for Leisure and Local Environment to agree on bidding for external funding available through the following funds and if successful to the release of the funding secured:-
  - (i) Department for Transport 'Access Fund' and 'Transition' funds for Sustainable Transport Fund
  - (ii) Department for Transport 'Pothole Fund'
  - (iii) Local Growth Fund
  - (iv) Further rounds of the Department for Transport Housing and Growth fund.
  - (v) The Department for Transport pothole fund
  - (vi) County Durham and Darlington Road Safety Partnership for Pedestrian training.

## **Reasons**

11. The recommendations are supported by the following reasons :-

- (a) To maximise the potential for investment in Darlington to ensure our town and city region's economic capabilities and assets are enhanced to support economic growth.
- (b) To enable the continued delivery of the Transport Strategy in 2016/17.
- (c) To enable Officers to proceed with the scheme to widen the A68 approach to the Rotary Way roundabout if funding is made available from the Highways England Housing and Growth Fund.
- (d) To enable Officers to proceed with delivering schemes financed by the Local Growth Fund.
- (e) To maximise the Council's opportunity to bid for, and deliver externally funded transport schemes.

**Ian Williams**  
**Director of Economic Growth**

## **Background Papers**

- (i) Transport Strategy 2011-2026
- (ii) Darlington Economic Strategy 2012
- (iii) Tees Valley Strategic Economic Plan 2014

OW: Extension 6305

S17 Crime and Disorder	Crime and disorder implications were taken into account in the preparation of the Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Well Being	Health and wellbeing implications have been taken into account in the preparation of the Third Local Transport Plan.
Sustainability	The Local Transport Plan was developed in accordance with statutory duties to promote sustainability and has been subjected to Strategic Environmental Assessment and Habitats Regulation Assessment. Objectives of the Plan are balanced so as to deliver against economic, social and environmental outcomes.
Diversity	The 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 were undertaken in the preparation of the Third Local Transport Plan.
Wards Affected	All
Groups Affected	All
Budget and Policy Framework	The Local Transport Plan forms part of the Council's Policy Framework, and is in line with the MTFP.
Key Decision	Yes
Urgent Decision	No
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Local Transport Plan.
Efficiency	LTP objective six is to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. This objective will be achieved through use of an evidenced based method of identifying transport measures coupled with a best value driven approach to delivery.

## MAIN REPORT

### Information and Analysis

12. There are some significant changes emerging in the governance and funding around Transport. The hierarchy that is emerging is based around the following tiers:-
- (a) National Transport Programmes and organisations
  - (b) Transport for the North (TfN)
  - (c) Tees Valley Combined Authority (CA)
  - (d) Darlington Local Transport Plan (LTP)

### National Transport Programmes

13. The National Transport Programmes of Highways England and Network Rail are based over five year investment periods and those organisations are starting to formulate their proposals for the next investment periods. The Tees Valley are working together to develop priorities to influence their spending plans:-
- (a) Network Rail are undertaking a series of studies to inform their investment in Control Period 6 (CP6) which identifies their spend priorities for 2019-2024. The outputs of these studies need to come together in 2016 to inform the decisions.
  - (b) Highways England are also undertaking a series of studies to inform their investment in Road Investment Strategy 2 (RIS2) which identifies their spend priorities for 2020-2025. The outputs of these studies need to come together in 2016 to inform their decisions.
14. The Tees Valley have identified 4 key Strategic transports asks that will improve connectivity and encourage Economic Growth for the Darlington and the region. These are:
- (a) Major upgrade to Darlington Bank Top Station so that it is ready for high speed rail connections on the East Coast Mainline and improvements to Local connections within the Tees Valley and adjacent areas.
  - (b) Improved East – West connectivity on the strategic road network, from the A1(M) to Teesport.
  - (c) A new Tees River crossing to alleviate constraints on the A19 to improve connectivity and resilience.
  - (d) Electrification of the Northallerton to Teesport rail line to improve connectivity for rail passengers and improve freight paths from the Port.
15. The Tees Valley Devolution agreement secured commitment from the government to facilitate the Tees Valley partners as they further develop proposals in conjunction with Highways England and Network Rail to ensure their key strategic infrastructure projects will be considered as part of the development of the Northern

Transport Strategy.

### **Transport for the North**

16. Transport for the North (TfN) is an organisation that brings together local transport authorities, LEP's and combined authorities across the North of England to allow the North to speak with a single voice to Government.
17. In January the passage of the Cities and Local Government Devolution Act paved the way for Transport for the North to become a statutory body in 2017. Their role is to inform future investment strategies and they are working on a series of economic and transport workstreams on which the Tees Valley are represented:-
  - (a) Northern Economic Review
  - (b) Strategic Road
  - (c) Northern Powerhouse Rail
  - (d) Local Strategic Connectivity
  - (e) Freight
  - (f) SMART ticketing /information
  - (g) International Gateways
18. With an annual GVA of £11.2BN Tees Valley plays a substantial role in the Economy of the North, with sector strengths in Process Industries and Advanced manufacturing and significant potential for growth within Digital and Low Carbon industries.
19. TfN announced the Transport for the North Strategy in March 2015 and are working to produce an update for March 2016 with a bid for significant funding in summer 2016. Government has allocated Transport for the North (TfN) £50M in funding over the next four years to develop and manage the delivery of the Northern Transport Strategy and this funding is expected to increase into funds for delivery of projects identified in the strategy.
20. TfN is the vehicle for elevating the Tees Valleys Transport priorities into the national programmes and funding opportunities. Darlington represent the Tees Valley on both the Partnership Board and Executive Board through the Leader of the Council and the Chief Executive.
21. It is essential to maximise the potential for investment in Darlington and the Tees Valley through this organisation to ensure our town and city region's economic capabilities and assets are featured in investment plans moving forward and enhanced to support economic growth.

### **Tees Valley Combined Authority**

22. The new Combined Authority (CA), due to come into being on 1<sup>st</sup> April 2016 will have a number of transport powers. These will focus on strategic transport priorities important to the sub-region and region.
23. The Combined Authority will produce a Strategic Local Transport Plan that will formulate policies and priorities for transport, then utilise funding opportunities in

the devolution agreement and other funding sources to deliver strategic infrastructure. The plan will also have local delivery plans formulated by each Local Council. In the future these will be agreed by the CA.

24. Local Transport Plan (LTP) funding will be the responsibility of the CA and they will distribute it to the Local Authorities for delivery of the agreed local plan. The level of funding will be based on levels that Darlington would have expected to receive from the DfT.

### **Darlington Local Transport Plan**

25. Darlington's Local Transport Plan, sets out the transport strategy for supporting sustainable growth over the period up to 2026, with five core objectives taking account of the social, environmental and economic impacts of transport, plus a best value objective to implement schemes that demonstrate value for money. The LTP objectives are:-

- (a) To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network.
- (b) To tackle climate change through quantified reductions in greenhouse gas emissions from transport.
- (c) To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent.
- (d) To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces.
- (e) To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people.
- (f) To implement schemes that demonstrates value for money and/or deliver the greatest outcomes at a local level.

### **Transport Scheme Delivery 2015/16**

26. The Council has taken an outcome focused approach to scheme delivery, aiming to maximise the efficiency of the existing transport system before considering major investment in new transport infrastructure.
27. Capital funding for Highways and Transport schemes has focused on maintenance, with two-thirds of the Integrated Transport Block (ITB) and Highway Maintenance funds allocated to maintenance, and the remainder split between network management and network improvements.

28. The majority of the Local Sustainable Transport Fund grant has been to support revenue costs including pedestrian and Bikeability Level 3 cycle training, Personalised Travel Planning, Local Motion marketing and schools programmes.
29. The Tees Valley Bus Network Initiative (TVBNI) project is substantially complete. This £57m project incorporated a number of schemes, comparatively minor bus stop improvements and improved information and marketing across the whole of the Tees Valley. Schemes delivered using this funding include:-
  - (a) North Road/Whessoe Road (B and Q) junction improvement,
  - (b) Stonebridge traffic signal controlled junction and
  - (c) Feethams bus and coach improvements.
  - (d) There was also a focus on provision of at stop improvements which have resulted in all of our stops having bus timetable information, 71% being fully accessible and 26% having a shelter.
30. The £5.793M funding secured from the Highway Maintenance Challenge Fund is being used to strengthen Stonebridge and to deliver a three year programme of street lighting improvements, including replacement of 4000 columns and switching all of the borough's 12,000 street lights to LED lighting.
31. The first phase of the Street Lighting project is on target with 853 of 1221 columns replaced and over 1067 of 3734 lanterns converted to date. It is calculated that the annual energy savings at the end of year 1 will be £200k with carbon savings of 1,060 tonnes per annum.
32. Other significant transport measures implemented in 2015/16 are included at **Appendix 1**. This appendix also includes elements of the 2015/16 programme that are being delivered in future years.

### **LTP Performance Monitoring**

33. In developing the Transport Strategy in 2011 the Council reviewed and adopted a number of outcome based performance measures, to be used to assess the impact of the LTP on achieving the core strategy objectives. These outcome measures include national transport indicators sets (collected by the Department for Transport) and locally gathered indicators, for example on travel mode used to for the trip to school.
34. **Appendix 2** summarises the performance over the period 2008/9 to 2015/16.

### Highway Asset Management Performance

35. Highway Infrastructure Asset Management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. The highway network is made up of a number of assets:-



- (a) Highways
- (b) Structures
- (c) Street Lighting
- (d) Traffic Management Systems/Signals
- (e) Highway Drainage Systems
- (f) Public Rights of Way
- (g) Drainage and Water Courses

36. The Council publishes the Highway Asset Management policy and strategy on the Council's website that explains the Council's approach to managing these assets to prioritise the best use of available resources.

37. Evidence from road condition survey data is used to plan future maintenance work. Road condition charts for 'A', 'B', 'C' and unclassified roads are attached as **Appendix 3**. Generally, there is:-

- (a) an improving picture for 'A', 'B' and 'C' class roads which may be attributed to the additional funding provided by the Winter Damage and Pothole funds plus funding from the Carlbury Slip project.
- (b) The targeting of 'C' class roads, in 2014/15, has reduced the percentage of roads requiring investigation dropping from 15.8% in 2013/14 to 10.2% in 2015/16.
- (c) The condition of unclassified roads has worsened over the period 2011/12 – 2015/16, during which time they suffered from two severe winters in 2011 and 2012. 12% of the unclassified network now requires further investigation.

38. To assist in prioritising resources on road condition it is recommended that some parameters are set around the levels at which investment programmes are developed. It is proposed that the following percentages of roads requiring investigation are targeted to the following levels as indicative guidelines of where road condition levels should be managed, within the resources available.

Road Class	Target Level	Current Level 15/16
"A" Roads	5%	3.4%
"B" Roads	7%	3.9%
"C" Roads	10%	10.2%
Unclassified Roads	10%	12%

### Transport Funding

39. Over the five years from 2011/12 – 2015/16, through successful competitive funding bids the Council has secured £25.22M in additional transport funding. This is a significantly greater than the 'core' transport budget received from government of £12.08M over the same five year period. The detail of this funding is included at Appendix 4.

40. Through section 106 planning agreements over the past seven years the Council has secured £2.3M, with a further £1.61M in the pipeline. Schemes funded

include:-

- (a) New bus lay-by's shelters and raised kerbs
  - (b) Highway junction improvements
  - (c) Funding to support bus services
  - (d) Cycle route improvements
41. In 2014 the five Tees Valley Councils agreed the Tees Valley Strategic Economic Plan setting a target of achieving a net increase of 25,000 jobs in the Tees valley (6,500 in Darlington) by 2025. The Strategic Economic Plan identifies employment growth sectors and key development sites to support growth, through both the expansion of indigenous businesses and by attracting inward investment from outside of the Tees Valley.
42. Darlington's priority sectors are Logistics, Advanced Manufacturing including Subsea, Digital industries, Biologics and Business Services. With key employment sites at Central Park, East and North Faverdale, Lingfield Point and Link 66 (adjacent to the Darlington Eastern Transport Corridor), Yarm Road South (off Salters Lane), Durham Tees Valley Airport and in the Town Centre / Town centre fringe.
43. Excellent transport connectivity, with rapid access to the strategic road and rail network and good local accessibility for all travel modes (car, bus, rail, foot and cycle) is a vital component in supporting economic growth at these locations and across the Borough as a whole.
44. The mechanism for allocation of transport funding to local authorities has changed, with decision making on the allocation of substantial elements of capital funding devolved to Local Enterprise Partnerships, who must in turn bid to government for Local Growth Funding. To be eligible for funding transport schemes must demonstrate their strategic importance to the Tees Valley Economy.
45. In the next 2 years there is a potential total investment in the region of £10.9m planned on transport priorities. The details of which are included in Appendix 4.
46. Evidence from the performance monitoring shows that overall the LTP is delivering against its core objectives. Areas for improvement and areas where factors such as forecast growth in jobs and housing mean it is important to invest in maintaining current performance levels are:
- (a) Reducing accidents, particularly accidents involving children
  - (b) Improving condition of transport infrastructure – roads, paths, lighting
  - (c) Providing transport infrastructure that will support economic growth
  - (d) Understanding and planning for the impact of jobs and housing growth, so that Darlington maintains a reliable, predictable and efficient transport network.

### **Local Transport Plan (LTP)**

47. The Local Transport Plan (LTP) remains the only guaranteed source of highway funding but this has been significantly reduced over years with competitive bidding into specific funds being favoured by the Department for Transport and other

Government departments. The Council must be agile in its ability to develop schemes and bid into funds at short notice. The LTP is split into 2 components:-

(a) Integrated Transport Block (ITB)

From April 2015 the Department for Transport introduced a new formula for allocation of ITB funds. Overall the national ITB budget was reduced by £200M, with that sum redirected into the Local Growth Fund. The ITB remains stable over the 15/16 to 20/21 at £886k per year. This is significantly lower than previous levels (circa 44% reduction on 2009/10 levels).

(b) Highway Maintenance Block (HMB)

From 2016/17 the Department for Transport have introduced a new formula for allocation of Highway Maintenance funds, including elements for Challenge fund and Incentive funding. Funding of £578 million has top-sliced from allocations for the period 2015/16 to 2020/21. This means a reducing funding profile over the next few years with two new elements introduced that enable additional funding to be obtained. These are:-

- (i) Competitive Highway Maintenance Challenge Fund bidding process:  
This is a bidding process for exceptional Maintenance requirements split over two tranches; tranche 1 2015/16 to 2017/18 and tranche 2- 2018/19 to 2020/21. Darlington was one of a small number of Local Authorities successful in Tranche 1.
- (ii) Incentive fund for Highway Asset Management:  
This is an auditable self-assessment process that is intended to ensure all highway authorities are developing to follow all best practise and Value for Money highway maintenance practices. There is an imperative to perform well in this assessment or maintenance funding could reduce by £340k per year by 2020/21 Each local authority in England (except London) was been invited to complete a self-assessment questionnaire in order to establish the share of the Incentive Fund they will be eligible for in 2016/17 and Darlington has submitted the questionnaire and awaits the outcome. This report seeks the release of funding when the amount is notified to the Council.

48. The LTP funding remains the main source of guaranteed funding to invest in local priorities. Appendix 5 details the proposed allocation of the LTP transport funding for the period 2016/17, and an indicative allocation for 2017/18. This includes elements of match funding for the LGF project bids and includes an allocation of contingency funding in case an LGF financial contribution for the Parkgate and Feethams public realm schemes is not available. This report seeks approval to release funding for schemes identified in Appendix 5.

### **Other Funding sources**

49. It is very likely that government, and government agencies such as Highway's England will continue to release substantial elements of funding through a competitive bidding process and new funds. Ensuring DBC accesses this funding

will be reliant on the development of advanced schemes, business cases and bids. The Council is seeking significant investment from a number of funding sources.

### **Highways England Housing & Growth Fund**

50. The Council has recently submitted a funding proposal to Highways England for a £1.01M contribution, from their 'Housing and Growth Fund' towards a package of measures in the North Western area of the Town, aimed at mitigating for increases in traffic arising from new housing and commercial development. A decision on the bid is expected by the end of March 2016. If successful the Highways England funding will be allocated to widening the A68 approach to the Rotary Way roundabout, constructing a new left turn lane. This report seeks retrospective approval for the submission of the bid and release of funding should the bid be successful.

### **Local Growth Fund**

51. Since April 2015 within the Local Growth Fund (LGF) the Local Enterprise Partnership (LEP) has been allocated a significant element of the available capital funding for transport schemes. In the Tees Valley the Local Growth Fund funding priorities are agreed by Tees Valley LEP, the key factors being strategic importance to supporting Economic Growth, deliverability and leverage in securing funds from other partners. A number of schemes were delivered in 2015/16 and details of these are included at Appendix 4.
52. The Fund includes an allocation of £8.3m over 4 years (2016/17 – 2019/20) for a Sustainable Access to Employment programme, this funding is for schemes across the Tees Valley. This report seeks release of funding should the schemes be approved.
53. There are also a number of Local Growth Fund bids in the pipeline. These include, infrastructure further funding for Central Park, 'Ingenium Park' (Land behind Cummins and Cleveland Bridge) and Faverdale Reserve (land north of Rotary Way).
54. The details of the schemes in the pipeline are contained in Appendix 4 This report seeks release of funding should the schemes in the pipeline be approved.

### **DfT Pothole Fund**

55. In November 2015 the government announced further Pothole funding of £250 million over the next 5 years. Confirmation of how the funding will be awarded has not been confirmed but indications are that the additional funding may be issued to authorities using the Needs Based Formula approach. Authority is sought to submit a bid if required and release any funds obtained.

### **County Durham and Darlington Road Safety Partnership**

56. The Council has made a bid to County Durham and Darlington Road Safety Partnership for £32,000 to support the delivery of pedestrian training in Darlington Primary Schools. This is over the period up until July 2017. This fund was

previously not accessible as funding was available from other government grants that have now ceased. This report seeks retrospective approval for the submission of the bid and release of funding should the bid be successful.

## **DfT Access Fund**

57. The Councils previous grants for Sustainable Transport and Local Motion have now ceased. However, in the November 2015 the Comprehensive Spending Review the Chancellor announced £580 million (£80 million revenue and £500 million capital) for sustainable travel. The Access Fund will formally launch later in 2016, to start in 2017/18. To support the transition between now and then, the Department is committing £20 million of the £80 million revenue to sustainable travel projects in 2016/17.
58. The guidance states that 'This funding will benefit local authorities who wish to continue a sustainable transport project that has proven successful in the past, and who also want to start progress on plans to improve access to jobs, skills, training and education'. Also that it 'will favour schemes that focus on cycling and walking'.
59. Local Authorities are invited to bid for a share of this £20 million pot for 2016/17. Deadline for funding bids is 29<sup>th</sup> March 2016; with revenue only bids required to demonstrate a minimum of 10% match funding, and capital and revenue bids 30% match funds.
60. Darlington Borough Council can bid for this funding on its own or work with Tees Valley colleagues on submitting a Tees Valley wide bid. Darlington has an excellent track record in delivering sustainable travel projects, both on its own and as the lead authority managing shared projects with neighbouring transport authorities. Officers will explore both bidding options.
61. Bids from a single transport authority need to express a minimum interest of £350,000 and a maximum interest of £500,000; consortiums of two or more transport authorities and other delivery partners may submit a joint bid up to a maximum of £2.5 million.

## **Outcome of Consultation**

62. A series of consultation activities were held between November 2009 and December 2010 on the outcomes of the 3LTP.
63. The Implementation Plan takes into account the emphasis placed by consultees on how best to achieve the desired outcomes. The MAINTAIN, MANAGE & IMPROVE priority trio was widely accepted as a logical response to funding levels.
64. As specific interventions are developed, further consultation on the detail of the scheme or measure will take place with those groups and individuals potentially impacted.

## **Financial Implications**

65. The recommended integrated transport block and highway maintenance investment decisions are entirely from confirmed funding allocations from the Department for Transport. In this, the recommendations are within the total budget as set out in the Medium Term Financial Plan.
66. Due diligence on funding from the Local Growth Fund is managed by Tees Valley Unlimited. The Tees Valley Combined Authority will take over this responsibility when it has statutory status is confirmed.
67. The Council is working hard to maximise its available resources to deliver the transport strategy, as described in this report officers are seeking funding from a number of sources. These include Highways England Housing and Growth Fund, the Pothole Fund, Access Fund and County Durham and Darlington Road Safety Partnership.
68. In accordance with the LTP objective 'To implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level', detailed design work will consider the 'whole – life' cost of schemes, identifying and accounting for ongoing revenue implications. The provision of new infrastructure such as LED street lights, is helping to reduce future revenue costs.

## **Equalities Considerations**

69. The 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 were 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.

The following paragraphs provide a summary of transport projects delivered in 2015/16:

- (a) Construction of new Central Park / Yarm Road road junction financed by the Local Growth Fund.
- (b) Construction of new Town Centre Multi-storey car park, funded directly by the Council.
- (c) Delivery of Local Motion personalised travel marketing to 896 new households, including houses at Central Park and Lingfield Point. Plus a re-visit to 492 houses which had previously shown 'some potential for change' in their travel behaviour, of which 16% had gone on to actually change their behaviour. A further 48 participants had shown a 'strong potential for change' in 2014 and 28% had gone on to change their travel behaviour. This clearly demonstrates that a commitment to change has resulted in actual behaviour change.
- (d) Continuation of work with schools promoting sustainable travel, for example the successful primary school Mega Motion campaign and school transition programme, supporting pupils moving up to secondary school to travel independently.
- (e) Resurfacing and re-lining of Winston & Barnard St car parks.
- (f) Delivery of 12 capital highway maintenance schemes totalling 38,827 sqm of surfacing, patching and reconstruction works.
- (g) Emergency Repairs and Pothole funding has enabled the revenue surfacing programme to be increased to 56,132 sqm of micro asphalt. This type of treatment is used as a preventative measure to stop potholes forming and improve ride quality on previously patched roads. The Council repaired 10,426 potholes in 2013, 7,938 potholes in 2014 and 6,793 in 2015.
- (h) Replacement of 853 street lighting columns to date, with 1,067 lanterns replaced with energy efficient LED lanterns. This will save £200,000 in annual electricity costs on completion of year 1 of the project.
- (i) Completion of work on repairing the A167 at Carlbury slip, a joint programme of works delivered by the Council and Northumbria Water Ltd including repairs and resurfacing to 59,343 sqm of the B6279 and the B6275.

In 2015 Cabinet agreed to the release of Integrated Transport Block funding for the following schemes, not yet delivered but are programmed for future years:

- (j) £50,000 towards replacement of Pay & Display parking meters in the Councils off- street car parks; this project will be delivered in 2016/17, with an additional release of £75,000 from the ITB in 2016/17 to cover the estimated cost of replacing off street pay & Display meters in all the off street car parks

(excluding the new MSCP).

- (k) £115,000 towards the construction of the River Skerne, John Street pedestrian and cycleway; delays in securing access rights under the £5 note bridge have delayed this scheme. We are in advanced talks with Network Rail to resolve this issue but may consider a Compulsory Purchase Order (CPO) if negotiations do not come to fruition. Construction is now scheduled for Summer 2016 subject to the land issue being resolved.
- (l) £90,000 for advanced design work; This budget has been allocated to support modelling associated with the Local Plan and early design work for schemes emerging from that work. This enables the authority to bid for external funding as demonstrated by our Housing and Growth Fund bid to Highways England for £1.010m for A68/Rotary Way Improvements and LGF schemes.



Travel behaviour and as a consequence travel patterns are strongly influenced by factors such as household income, age and size of household, cultural norms (e.g. cycling is viewed as a normal everyday transport in some UK cities, notably Cambridge and public transport is the first choice of transport for central London), convenience, comfort and reliability.

The LTP performance measures will have been impacted by external influencing factors such as the global economic downturn, increases in online shopping, reduced levels of car ownership amongst young people (affected by student loans, insurance costs etc.) and the ageing population combined with local factors including measures delivered through the LTP.

The table in this Appendix provides the trends of the measures and outcomes monitored with an explanation and analysis below of the data presented in table:

- (a) Traffic volume is collected using automated counters operating 24/7 every day of the year. Over the period 2008/9 – 2013/14 the data showed a 3.8% drop in peak period traffic and 3.4 % drop in overall traffic volume on Darlington's local road network. Count data for 2015/16 indicates an increase in peak period traffic, back to similar levels seen in 2008/9.  
This trend reflects recent increases in employment within the borough. 24 hour counts are lower indicating a drop in overall motorised travel, this could be due to factors such as people traveling less and/or more local trips by bus, on foot or by bike.
- (b) Average traffic speed collected at a national level from moving vehicles through a DfT commissioned survey has increased slightly in Darlington to 27.2mph.
- (c) Bus punctuality for frequent services (6 or more per hour) declined in 2015/16 excess waiting time of 82 seconds. Punctuality for less frequent services, measured as percentage no more than 1 minute early or 5 minutes late has remained fairly static at 64%. Bus operators own data which is provided to the Traffic Commissioner shows that 90+% of bus services are operating on time in Darlington. Work is underway as part of the Punctuality Improvement Partnership to develop a better methodology for sharing and analysing data across the Tees Valley.
- (d) In common with the national trend (excluding London) bus patronage declined rapidly up until 2012/13 and remained stable in 2013/14. In 2014/15 patronage declined slightly and early indications in 2015/16 are that patronage will be down again. Fare paying passenger numbers are increasing on some routes, in particular for inter-urban trips, but there is a reduction in concessionary travel (from a combination of factors including higher car ownership, the changes in eligibility on the basis of age, and the impact of the delayed recovery to the recession).
- (e) Rail patronage has continued to grow at all of Darlington's Stations, with Dinsdale Station experiencing the largest rate of growth increasing from 32,687

passenger trips in 2012/13 to 48,569 in 2014/15, and increasing still further in 2015/16.

- (f) Overall public satisfaction, measured through an annual National Highways and Transportation (NHT) household survey has improved slightly in the last year. The survey, which has a sample of over 3000 households asks respondents to rank what they view as most important (e.g. Road safety, Street lighting etc..) as well as their level of satisfaction.
- (g) Overall the survey demonstrates Darlington is performing well against other highway authorities, with 21 of the 31 indicators above average, 2 identified as average and 8 indicators below average. Of the latter although public perception has improved slightly on the previous year condition of the highways is the area of greatest concern.
- (h) Statistics for road traffic accidents are for accidents reported to the Police. Calculating the three year average, shown in brackets in the table , provides a clearer picture of the overall trend. This shows that overall numbers of accidents have been reducing, including a sharp drop in 2015/16 of accidents resulting in serious injuries or death. There has been an increase in slight injury accidents involving children, albeit overall numbers are small. This is an area of concern the Council is seeking to address in partnership with Durham and Darlington Casualty Reduction Partnership.
- (i) Funded through the Department for Transport Sustainable Travel Town programme data on mode of travel used by Darlington residents was first collected through a random household survey of more than 4000 residents living in the 20 urban wards in September – October 2004. An identical random household survey was repeated in 2008. In 2011 as part of the Local Sustainable Transport Fund programme the Council commissioned a survey, this time covering the 24 wards in the borough, due to timing of the release of the LSTF the survey was conducted slightly later in the year, over the period November – December 2011. A further survey, also funded through the LSTF was completed in 2014. In order to compare the results of the 4 surveys data was extracted for urban wards only and this is set out in the table.
- (j) The latest data shows the highest levels of walking since the Local Motion project began – 31% of all trips compared to 25% in 2004. Cycling, though still at relatively low levels has maintained the levels achieved during the cycling demonstration town project. Encouragingly the % of trips by car either as driver only or with passengers has fallen from 62% in 2004 to 57% in 2014. Bus travel has declined.

LTP performance measures

Performance measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/2014	2014/15	2015/16	Direction of travel
Peak period traffic count ( average)	20,293	20,417	20,587	20,092	19,528		20,287	Not available yet	n/a
24 Hour traffic count (average)	130,525	129,651	126,340	127,306	126,032		123,847	Not available yet	n/a
Average journey speed – cars & vans (mph) ( <i>Measured by DfT</i> )	26.9	27.7	27.3	27.2	26.7	26.2	27.2	Not available yet	Slight positive
Bus Punctuality average excess waiting time, target < 1.25mins	1 m 53 sec	2 m 13 sec	42 sec	52 sec	45 sec	42 sec	86 sec	Not available yet	Negative
Bus Punctuality % on time	63%	48%	67%	62%	64%	64%	63%	Not available yet	Slight negative
Bus Patronage		8,281,489	7,825,000	7,164,000	6,605,517	6,604,117	6,505,849	Forecast* 6,384,660	Slight negative
Rail Patronage		2,202,125	2,256,063	2,320,360	2,241,390	2,279,159	2,322,927	Forecast** 2,378,174	Positive
Overall public satisfaction (NHT survey)		57.4	56.1	56.3	55.7	54.9	55.1	56	Slight positive
<b>Road casualties: (3yr average in brackets)</b>									(3 yr average)
Killed or Seriously Injured – All	34	43	33 (37)	36 (37)	35 (35)	41(37)	21(32)	Not available yet	Positive
Killed or Seriously Injured – Child	1	2	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	3(4.3)	Not available yet	Slight positive
Number of slight injuries - All	346	365	303 (338)	296 (321)	309 (303)	285 (297)	283(292)	Not available yet	Slight positive
Number of slight injuries - Child	46	42	34 (41)	32 (36)	45 (37)	34(37)	64(48)	Not available yet	Negative

<b>Performance measures – travel mode share (based on travel survey data)</b>	<b>2004/5</b>	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/2014</b>	<b>2014/15</b>	<b>Direction of travel</b>
Walk (20 urban wards)	25%	29%	Not collected	n/a	29%			31%	positive
Bicycle (urban wards)	1%	3%	Not collected	n/a	2%			3%	slightly positive
Car as driver (urban wards)	41%	37%	Not collected	n/a	39%			39%	neutral
Car as passenger (urban wards)	21%	19%	Not collected		18%			18%	neutral
Bus (urban wards)	10%	10%	Not collected		11%			8%	negative

\* Forecast based on 8 months actual data and 4 months of estimated data

\*\* Forecast based on 10 periods of actual data and 3 periods of estimated data

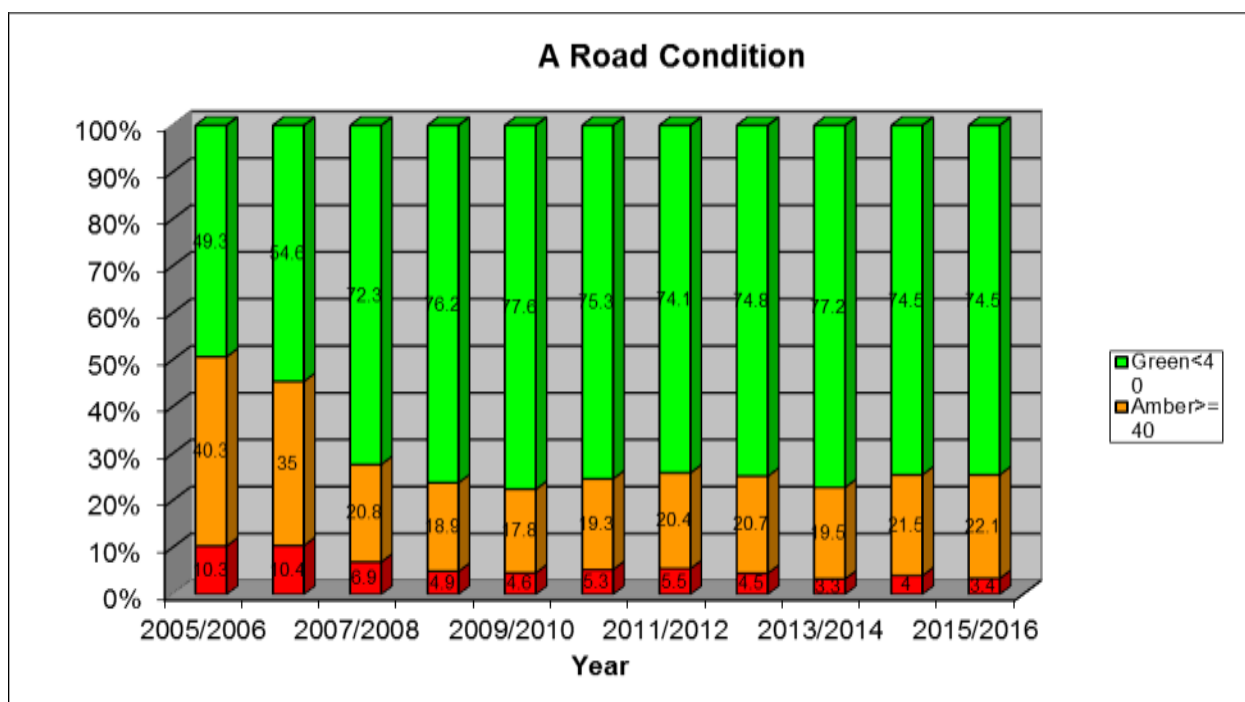
Darlington Borough Council (DBC) recognises the importance of its highway infrastructure and how an effectively maintained and managed network contributes to Darlington’s economy and place in general.

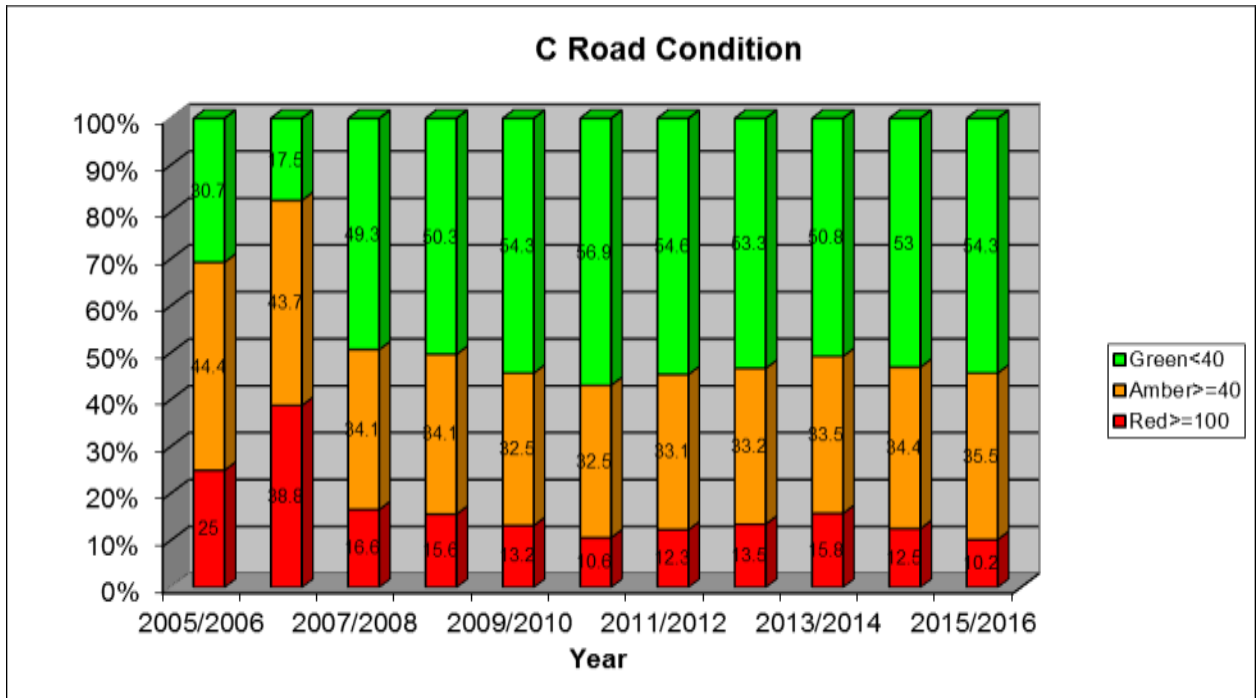
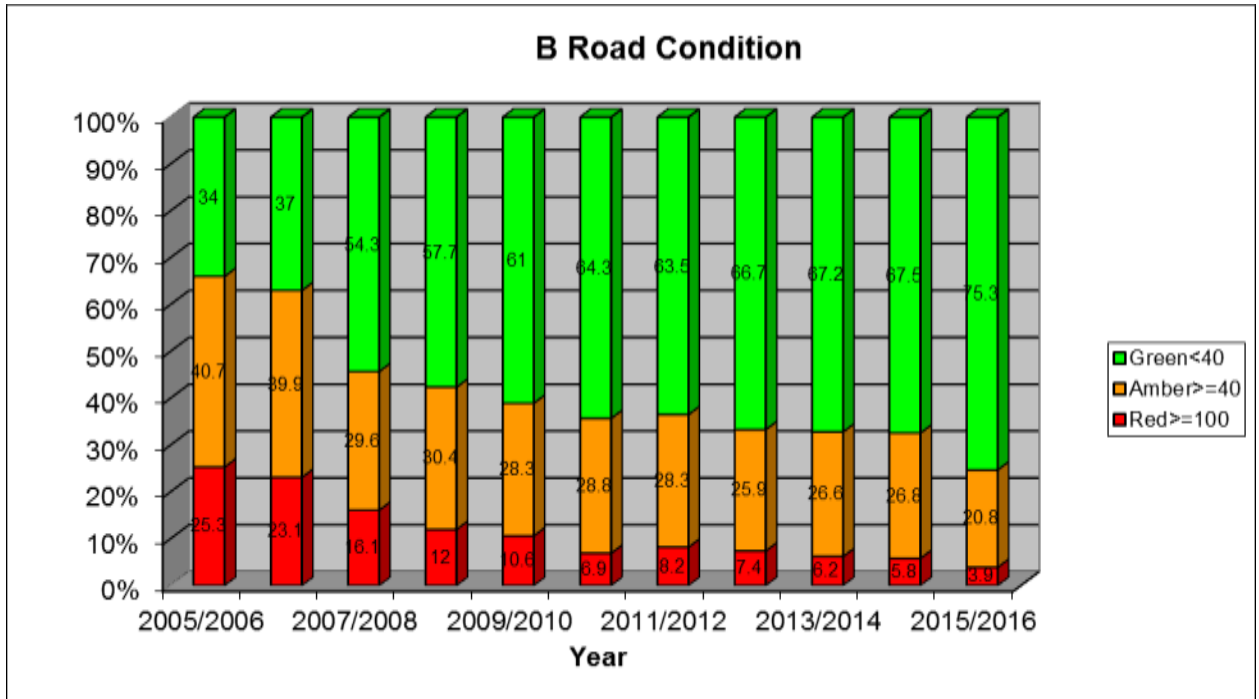
The approach taken looks at how best to manage the Highway Network taking into consideration customer needs, local priorities, asset condition and best use of available resources.

Darlington’s Highway Asset is valued at £693.734M, delivery of an ongoing maintenance programme is essential in ensuring Darlington’s highway network (roads, footways, cycle paths, drainage, street lighting and public rights of way) are maintained in a safe and acceptable condition.

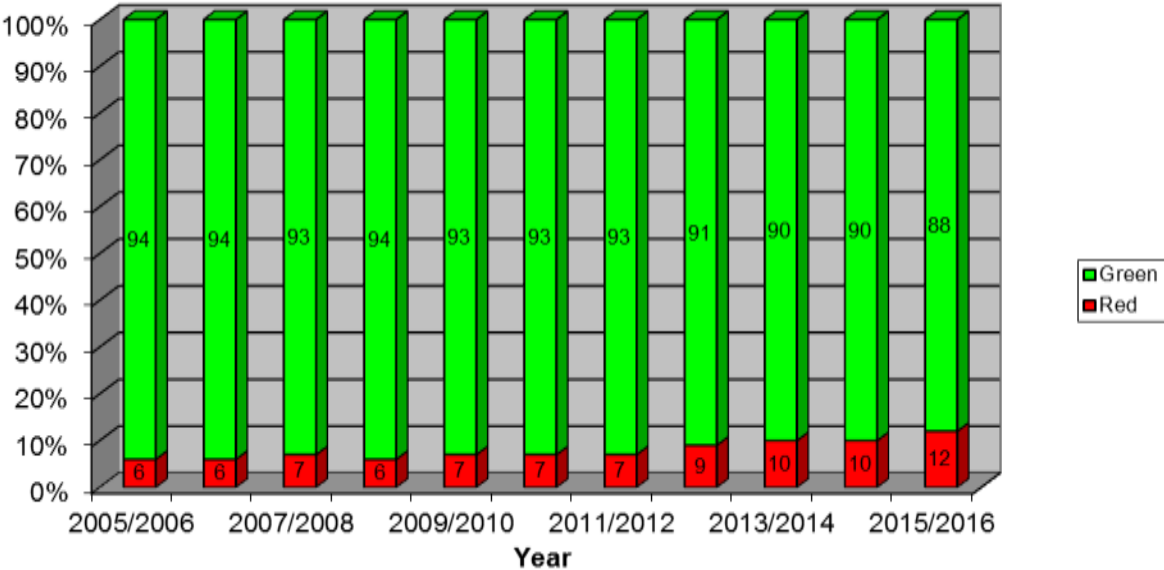
The Council utilises a nationally recognised condition data survey to assess the maintenance requirements of the borough’s roads and to prioritise maintenance schemes across the road network.

**ROAD CONDITION SURVEYS**





### Unclassified Road Condition



## TRANSPORT FUNDING

## APPENDIX 4

The table below details transport funding levels since 2011/12 and (in bold) future allocations, for the 2 years up to 2017/18. The table also includes information on the additional transport funding secured through successful funding bids.

	Local Transport Plan					
Year	Integrated Transport Block	Highway Maintenance	Local Sustainable Transport Challenge Fund Grant	Other external funding	Total	
2011/12	683,000	1,640,000	861,000	9,893,000 <sup>1</sup>	13,077,000	5 year Total  £34.8 million
2012/13	729,000	1,658,000	1,192,000		3,579,000	
2013/14	729,000	1,590,000	1,263,000	2,445,000 <sup>2</sup>	6,027,000	
2014/15	1,025,000	1,404,000	760,000		3,189,000	
2015/16	886,000	1,738,000	510,000	1,931,000 <sup>3</sup> 2,500,000 <sup>4</sup>	8,927,000	
<b>2016/17</b>	<b>886,000</b>	<b>1,593,000</b>		<b>1,931,000<sup>3</sup></b> <b>1,080,000<sup>5</sup></b> <b>1,010,000<sup>6</sup></b> <b>32,000<sup>7</sup></b>	<b>6,532,000</b>	<b>2 year Total</b>
<b>2017/18</b>	<b>886,000</b>	<b>1,545,000</b>		<b>1,931,000<sup>3</sup></b>	<b>4,362,000</b>	<b>£10.9 million</b>

- 1) Tees Valley Bus Network Improvement Funding spent over period 2011/12 – 2015/16
- 2) Funding for Carlbury landslip.
- 3) Funding for Stonebridge and Street lighting spent over period 2015/16-2017/18.
- 4) Local Growth Funding for Bank Top Station Master plan and Central Park junction including first phase of the access road.
- 5) Subject to due diligence Local Growth Fund for Morton Palms car park, Parkgate, Feethams and River Skerne cycle & pedestrian route.
- 6) Bid to Highways England Housing & Growth fund.
- 7) Bid to County Durham and Darlington Road Safety Partnership.

### **2016 to 2018 Local Growth Fund Schemes (LGF)**

Proposals for future LGF funded schemes included in the above table that are subject to approval following due diligence processes are:

Location	LGF Amount	Indicative Delivery	Scheme
Morton Palms	£0.55m	2016/17	Increase Parking provision to improve business park and encourage development of further businesses units and business
Central Park Access Road	£1.75m	2016/17	Provide infrastructure to Central Park and facilitate development of



Phase 2			plots and further LGF developments.
Salters Lane, behind Cummins and Cleveland Bridge	£2.0m	2017/18	Provide infrastructure to land to facilitate the development of plots and jobs.
<p>The Tees Valley Local Growth Fund includes an allocation of £8.3m over 4 years (2016/17 – 2019/20) for a Sustainable Access to Employment programme, this funding is for schemes across the Tees Valley.</p>			
Parkgate	£0.2m	2016/17	improving the sustainable transport corridor between Central Park, Bank Top Rail Station and the town centre via Parkgate and Park Place
Feethams	£0.157m	2016/17	improving the sustainable transport connections between the new Multi Storey Car Park, cinema and leisure development, Riverside Park and bus and coach facilities
River Skerne	£0.173m	2016/17	River Skerne sustainable transport and heritage access corridor, providing the missing links in the Harrowgate Hill cycle route and providing access to the Skerne Bridge (£5 Bridge) and North Road Station.
<p>Proposed future years schemes include a new footbridge/cycle bridge to connect Central Park to Bank Top Rail Station and a new signalised junction at Yarm Road/Lingfield Way as part of the enabling work for the Eastern Growth Zone.</p>			

Objective	Manage Maintain Improve	Growth Zone	Scheme	2016/17	2017/18 (indicative)	Notes
<b>Traffic – Network Management</b>						
	Improve	North West Growth Zone	New Junction Design & Construction A68 Woodland Road	110,000	150,000	Contribution to package of Highway measures in North West Darlington – part of match for £1M HE Housing and Growth bid.
	Manage	-	Traffic monitoring	20,000	20,000	Monitoring traffic flows across the road network
	Manage	-	Traffic modelling	20,000	20,000	Traffic modelling to inform transport planning for new development.
<b>Public Transport</b>						
	Improve	-	Low floor bus stops	25,000	25,000	Bus stop access improvements
	Maintain	-	Bus Shelters	25,000	25,000	Replacement / repair of bus shelters
<b>Public Realm / access improvements</b>						
	Improve	Central	Network Management	60,000		Contribution to Local Growth Fund public realm improvements
	Improve	-	Dropped kerbs	20,000	20,000	Improving access for pedestrians / wheelchair users
	Maintain	-	Right of way	10,000	10,000	The Council maintains 386Km of PROW
<b>Travel Safety</b>						
	Improve	-	Sustainable transport connections	110,000	100,000	Includes contribution to LGF sustainable transport scheme at Parkgate.
	Maintain (Invest to save project)	-	Street lighting	260,000	300,000	Replacement of lighting columns and installation of more efficient LED lanterns.

Objective	Manage Maintain Improve	Growth Zone	Scheme	2016/17	2017/18 (indicative)	Notes
Parking						
	Maintain	Central	Abbotts Yd		65,000	Resurfacing and lining
	Maintain	Central	P&D meters	75,000		Contribution to replacing meters
	Manage	Central	Residents parking	35,000	35,000	Review of RPZ's in 2016/17 and budget for first scheme in 2017/18
Sub total				770,000	770,000	
Highways & Transport fees				116,000	116,000	
<b>Total (ITB)</b>				<b>886,000</b>	<b>886,000</b>	
<b>Highway Maintenance Funding</b>				1,354,050	1,313,250	
Highways & Transport fees				238,950	231,750	
<b>Total Highway Maintenance</b>				<b>1,593,000</b>	<b>1,545,000</b>	

#### Highway Asset Management

Maintenance schemes identified as being high priority for completion in the next year include:

- (a) A68 West Auckland Road-A1M to Rotary Way
- (b) A167 Croft Road Phase 5
- (c) A167 Burtree to Coatham Mundeville Phase 8 – Brafferton Junction
- (d) A1150 Stockton Road – Great Burdon to Little Burdon Westbound
- (e) C39 Walworth Gate to Heighington
- (f) C40a Burtree Lane Phase 4
- (g) C88 Whessoe Road – Longfield Road towards Meynall Road.
- (h) C182 McMullen Road Phase 2
- (i) Unc Firth Moor Estate (to be determined)