

## CHAPTER 6 : PROGRAMME

### Summary

Chapter 4, 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 physical improvements at key junctions, the provision of alternatives to the car, combined with the 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 5 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.

### 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 has developed its Accessibility Strategy 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, although it only accounts 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 6.1 - Measures for Commuters**

***Commuters within Darlington***

Measures	Categories	Transport Objectives
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 Haughton Road (McMullen Road junction).	Local Road Scheme	C
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	C E
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	B, C, E
Cycle network development linking home to work including completion of the River Skerne Cycle Route if feasible.	Cycling	A, B, E
Walking route development, linking homes to bus stops, as well as car parks to final destinations.  Continued ...	Walking	A, B, E

***Commuters within Darlington (Continued)***

<b>Measures</b>	<b>Categories</b>	<b>Transport Objectives</b>
Car sharing schemes, both within one company and within a business park or industrial estate.	Smarter Choices (car sharing <sup>1</sup> )	A, C
Individualised travel marketing (ITM) to help people know what travel choices they have.	Smarter Choices (ITM)	A, E

***Commuters from the rural areas***

<b>Measures</b>	<b>Categories</b>	<b>Transport Objectives</b>
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)	A
Public transport schemes and initiatives, including Park & Ride.	Bus priority Bus infrastructure	C
Darlington Eastern Transport Corridor.	Local Road Scheme	C

<sup>1</sup> Car sharing schemes are organised groups of individuals who seek to share the use of their cars wherever possible for journeys to a common destination such as a place of work, study or leisure. Whilst usually organised on the basis of all those who are travelling to a particular building, they can be applied to groups of buildings, for example, all destinations within a particular industrial estate. Membership rules vary, but often seek to match car sharers together based on personal preferences offering incentives such as dedicated parking to those who participate. Schemes usually have provision for unforeseen events, supplying alternative means of transport such as a taxi, should the car share arrangement be not possible.

**Commuters travelling between Darlington and neighbouring areas**

Measures	Categories	Transport Objectives
Car sharing schemes	Smarter Choices (car sharing)	A, C
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; improving parking for bikes and motorcycles as well as cars; and as well as helping pedestrians, cyclists and car users get to stations.	Walking Cycling Bus infrastructure Rail	A, B, C, E
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	A, B, C, E
Maximise potential for bus travel between Darlington and Tees valley and County Durham, in particular as part of Transit 15 in Durham and bus network review in Tees Valley.	Bus infrastructure Bus Priority	A, B, C, E
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	A, B, C, E
Darlington Eastern Transport Corridor.	Local Road Scheme	C

**All commuters**

Measures	Categories	Transport Objectives
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	A
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	A, B, C

**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 6.2 - Initiatives for Business**

Measures	Categories	Transport Objectives
Minimising the impact of roadworks and illegal or inconsiderate parking, through the Traffic Manager role, using powers such as decriminalised parking enforcement.	Parking Enforcement	C
Introducing additional land-use planning guidance to ensure that all major developments are accessible by all people and sustainable.	Planning measures	A
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	A, B, C, E
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	A, D
Individualised travel marketing to help people know what travel choices they have.	ITM	E
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	A
Car sharing schemes.	Smarter Choices (car sharing)	A, C
Investigate potential for Car Clubs Continued ...	Smarter Choices (car clubs <sup>2</sup> )	A, C, E

<sup>2</sup> Car Clubs are membership only organizations that supply vehicles for short term hire (including less than one hour). The vehicles are kept close to where the members live, either in special parking bays at the kerbside, or in car parks.

Measures	Categories	Transport Objectives
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	A, B, C, E
Investigate the feasibility of contract parking for town centre businesses with operational and effective travel plans.	Car Parking Travel Plans	A
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	C
Darlington Eastern Transport Corridor.	Local Road Scheme	C
Improving the A66(T) as per the Darlington Gateway Study (with Highways Agency).	Trunk Road Scheme	C

### 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 6.3 - Initiatives for Schools and Colleges**

<b>Measures</b>	<b>Categories</b>	<b>Transport Objectives</b>
More school travel plans, helping staff and pupils health and reducing traffic congestion through projects such as the “walking train”.	Travel Plans	A, B, C, D
College travel plans, including better travel information and ticketing options for students on local bus services.	Travel Plans	A, B, C, D
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	D
Haughton Road Cycle & Pedestrian Bridge, to serve the new site of Darlington College of Technology.	Walking Cycling	B, C
Accessibility planning used as an integral part of educational planning in Darlington.	Planning	A
Environmental improvements through increased maintenance and cleansing as part of the StreetScene initiative.	Maintenance	D
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 it” website/advertising campaign for motorcyclists.	Smarter Choices (training) Local Safety Schemes	D
Promotional activities such as Walk and Bike to School Weeks to raise awareness.	Smarter Choices Events	E
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 and Local Area Agreement.	Smarter Choices (social inclusion)	B, E
Feasibility of introducing a Wheels to Work scheme for those aged over 16 accessing education, training and employment.	Travel Plans	B



## 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 6.4 - Initiatives for Shoppers**

Measures	Categories	Transport Objectives
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	A
Examining the potential of more home delivery of food, including to neighbourhood delivery points for collection by local residents.	Smarter Choices ( Home delivery)	A, F
Investigate potential for Car Clubs	Smarter Choices (car clubs)	A, C, E
Examining the potential of home delivery of town centre goods to encourage trade.	Smarter Choices ( Home delivery)	A
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)	A

## 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 6.5 - Initiatives for Leisure Trips**

Measures	Categories	Transport Objectives
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	D
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	A, D, E
Measures to contribute to the local StreetScene environment.	Walking Maintenance	D
Promotion of Darlington Doorstep Walks, to encourage use of the walking network including footpaths and bridleways, to access historical sites, green spaces and other places of interest.	Smarter Choices (Events)	A, D, E, F
Working with the taxi trade to help provide the service that the public need.	Taxis	E
Improving community transport provision, including those with a mobility disability, to access facilities.	Demand responsive transport	B, E
Investigating solutions to help rural social inclusion such as supporting late buses and shared taxi services.	Bus support	E
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)	E
Investigate potential for Car Clubs	Smarter Choices (car clubs)	A, C, E
Promotion of rail and coach services for long distance travel where appropriate.	Smart Choices (Marketing)	A, E
Encourage the promotion of SkyExpress 737 Airport shuttle and improvement as required.	Bus infrastructure	A, E

### Access to Health Services and Caring for Others

- 12 Personal business and escort 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 6.6 - Proposals for Access to Health Services**

Measures	Categories	Transport Objectives
Participating in the County Durham Travel Response Centre via the Transport to Health Partnership.	Smart Choices (Information)	E
Improving community transport provision, including Ring-a-ride to help all residents, including those with a mobility disability, to access facilities.	Demand responsive transport	B, E
Cycle network development.	Cycling	A, C, E
Implementing Safer Routes to Health (to local health centres and hospitals), in partnership with Sustrans.	Walking Cycling  Local Safety Schemes	E, F
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	E, F

### 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 re-submitted the **Darlington Eastern Transport Corridor** for consideration by Government in August 2005, as invited by the Minister. Since then, the scheme has been considered by the interim Regional

Transport Board for the North East (January 2006), who have recommended that Government approve it for funding from 2006/07. Darlington Borough Council is fully committed to securing this scheme and has so far spent nearly £1m 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 (2000) and that all previous barriers to construction have now been removed.

15 This single carriageway road links the A66(T) to Houghton 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, Houghton 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 traffic calming; as well as through travel marketing opportunities.
- 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.

16 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 April 2006 (and subsequently the legal orders confirmed by the Secretary of State), it is estimated that work could commence within the financial year. Should this scheme not be approved in 2006, we are intending to submit it again, as soon as is possible through this Plan.

- 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 ratio of 3.991, with a net present value of £246,262. 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 We see the implementation of the Darlington Eastern Transport Corridor as a precursor to the realisation of the proposals contained in the **A66(T) 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.
- 19 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.
- 20 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.

- 21 No timescale has been set for delivery of this proposal at the moment, but it is included in the Interim Regional Transport Board's proposals for after 2011.
- 22 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.

The scheme aims to answer the following issues:

- Darlington had a poor pedestrian environment in comparison to competing centres;
  - bus traffic in the prime shopping streets compromised 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.
- 23 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.
- 24 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.
- 25 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.

- 26 As one of the 5 Tees Valley authorities Darlington is also part of the **Tees Valley Bus Network Review**, which has been recommended to the DfT for approval by the Interim Regional Transport Board. This £33m outline scheme is a major review of the bus network in the Tees Valley and builds on the regional strategies to provide enhanced public transport links between key interchanges in Newcastle, Sunderland, Durham City, Darlington and Middlesbrough. Further detailed work is required to turn this outline proposal into a major scheme bid through this Plan. We currently anticipate that such a bid will be made shortly.
- 27 Darlington will also work with Durham County Council and other partners on the implementation of Transit 15, Durham's £6m major scheme to provide enhanced bus corridors between main towns in County Durham and Darlington (as a gateway into the wider Tees Valley City Region).

### Priorities and Programme for 2006 to 2011

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

Bus Infrastructure	Local Road Scheme
Car sharing	Home working / flexible hours
Bus Priority	Parking Supply and Management
Car Clubs	Individualised Travel Marketing
Parking for cars, bikes and motorcycles	Planning measures (land uses)
Better travel Information	Training (Road safety, pedestrian & cycle training)
Cycling infrastructure	Light rail scheme
Travel Awareness Marketing	Support for bus services
Demand responsive transport	Better Taxi services
Events	Traffic calming
Footway & Carriageway maintenance	Traffic management (including SCOOT)
Home delivery	Travel Plans

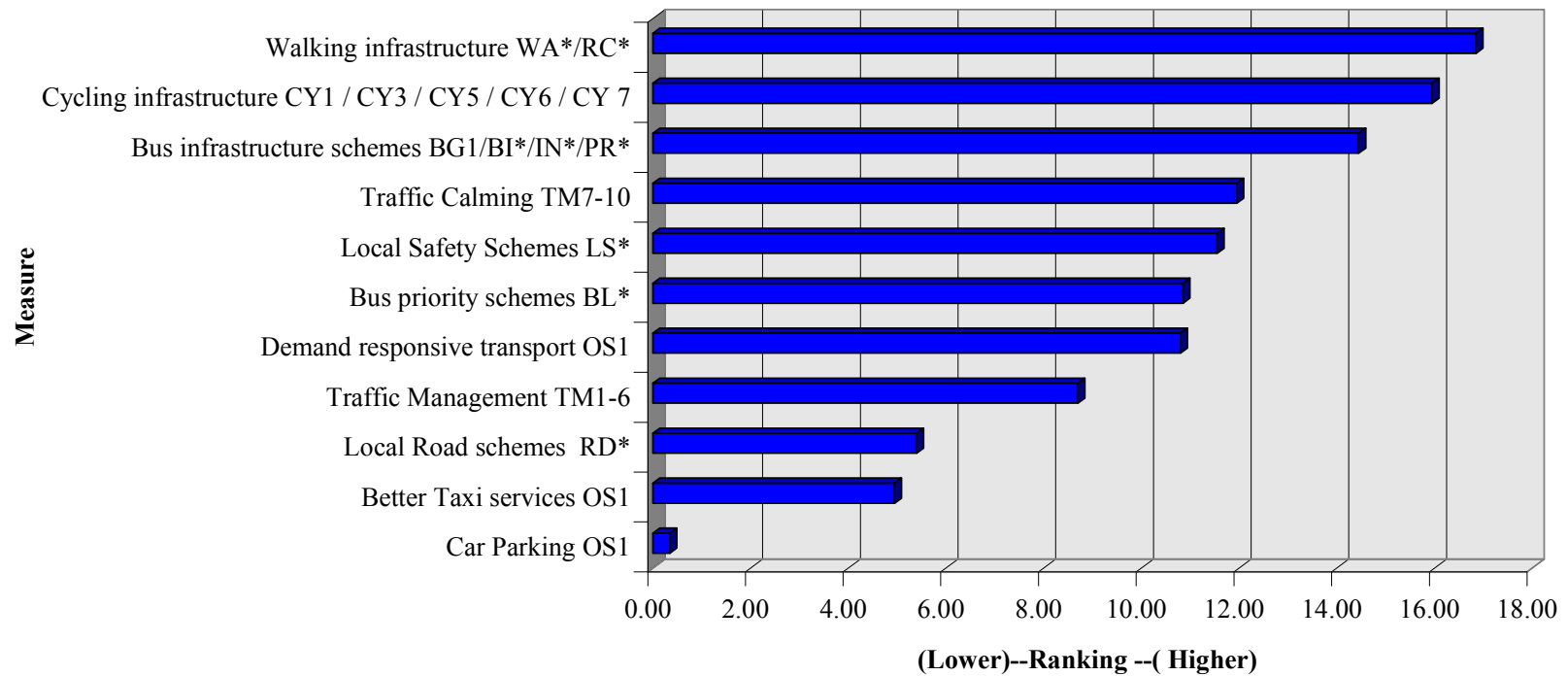
- 29 Non-transport interventions can be more, or as, appropriate as specifically transport related ones in some circumstances. This can be seen in the lists earlier in this chapter with measures relating to land use, working patterns and health provision. This can also be seen in the Accessibility Strategy (**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 6.7 and 6.8** 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)
<b>Relative weighting</b>	70.0	90.0	100.0	75.0	80.0	80.0	100.0
<b>Scoring parameters ( -5 to +5)</b>							
<b>Integrated Block</b>							
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
<b>Smarter Choices</b>							
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
<b>Maintenance Block</b>							
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 6.7 - Multi Criteria Analysis of Different Scheme Types**

**Multicriteria analysis - Infrastructure Measures**



**Table6.8**

- 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 Individual schemes and programmes will have benefits across a wide range of road users and all road users will be considered in policy briefs, design statements and implementation, following the hierarchy of road users. This will ensure that the needs of particular groups such as the disabled, motorcyclists or public transport are recognised and considered.
- 37 The proposed programme for 2006/07 (**Table 6.9**) and for the full plan (**Table 6.10 & 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. This also applies to the match funding secured through the use of Cycling England funds.

**Table 6.9 : 2LTP Capital Programme 2006/07**

<b>Intervention</b>	<b>Proposed Budget £000s</b>	<b>Transport Strategy Objective</b>
<b>Corridor of Certainty</b>	<b>220</b>	A B C D E
• Bus priority works on North Road & Yarm Road	85	
• Managing car parking at kerbside, Yarm Road	100	
• Woodland Road	10	
• Cycling - Advanced Stop Lines	5	
• Toucan crossing upgrade Victoria Road & St Cuthbert's Way	20	
<b>Public transport schemes</b>	<b>158.5</b>	B C D E F
• 13 new bus stops, including for service 21	65	
• Other improvements to existing bus stops, including 20 raised kerbs, real time information, shelter provision	64	
• Punctuality Improvement Plan	9.5	
• North Road Station	20	
<b>Car Parking</b>	<b>180</b>	A C E
• Decriminalised Parking Enforcement Implementation	100	
• Residents' Parking Zones	50	
• Improvements to car parks, especially for vulnerable users	10	
• Park & Ride	20	
<b>Cycling and Walking</b> (match funded with Cycling England)	<b>360.5</b>	A B C D E F
• Toucan crossings Whessoe & Staindrop Roads	60	
• Other signalised crossing points	30	
• Additional dropped kerbs for wheelchair accessible routes	18	
• Haughton Rd Pedestrian & Cycle Bridge (contribution)	100	
• Improving direction signs in East Darlington	25	
• 3 cycle tracks	90	
• 3 cycle lanes	22.5	
• 2x secure cycle parking	15	

Continued ....

<b>Intervention</b>	<b>Proposed Budget £000s</b>	<b>Transport Strategy Objective</b>
<b>Demand responsive transport</b>	<b>75</b>	<b>B E</b>
<ul style="list-style-type: none"> <li>• Ring a Ride</li> </ul>	75	
<b>Travel Safety schemes</b>	<b>535</b>	<b>A D E F</b>
<ul style="list-style-type: none"> <li>• Urban 20mph zone</li> <li>• Town Centre 20 mph zone</li> <li>• School 20mph zones</li> <li>• Safer routes to health (to Health Centres &amp; Hospital)</li> <li>• CCTV at East Street</li> <li>• Street lighting</li> <li>• Local Safety Schemes in priority order</li> </ul>	250 20 75 45 25 20 100	
<b>Travel Plans</b>	<b>75</b>	<b>B C D E</b>
<ul style="list-style-type: none"> <li>• Supporting School Travel Plans</li> <li>• Supporting College Travel Plans</li> </ul>	50 25	
<b>Monitoring</b>	<b>40</b>	<b>A</b>
<ul style="list-style-type: none"> <li>• Traffic monitoring equipment and other aids to measurement</li> </ul>	40	
<b>Sub-total integrated block</b>	<b>1644</b>	
<b>Highways Maintenance</b>	<b>858</b>	<b>A D</b>
<ul style="list-style-type: none"> <li>• Footway maintenance</li> <li>• Carriageway maintenance</li> <li>• Retaining wall, A167 Northgate</li> </ul>	200 558 100	
<b>Bridge Maintenance</b>	<b>267</b>	<b>A D</b>
<ul style="list-style-type: none"> <li>• Barmpton Bridge strengthening</li> <li>• 2 maintenance schemes in priority order</li> </ul>	136 131	
<b>Sub-total maintenance block</b>	<b>1125</b>	
<b>TOTAL</b>	<b>2769</b>	

**Table 6.10 - Second Local Transport Plan  
Proposed Capital Programme 2007/11**

Intervention <sup>1</sup>	Proposed Budget £000s <sup>2</sup>	Transport Strategy Objective
<b>Corridor of Certainty</b>	<b>1223.75</b>	A B C D E
<ul style="list-style-type: none"> <li>• Bus priority works Coniscliffe Road, Haughton Road, Inner Ring Road &amp; Woodland Road</li> <li>• Traffic calming B6279 Haughton Green after implementation of DETC</li> <li>• Junction improvements to tackle traffic congestion</li> <li>• Road widening to tackle traffic congestion</li> <li>• Cycling - Advanced Stop Lines</li> <li>• Cycle track St. Cuthbert's Way</li> </ul>	425  75  250  370  3.75  100	
<b>Public transport schemes (excluding Corridor of Certainty measures)</b>	<b>796.25</b>	B C D E F
<ul style="list-style-type: none"> <li>• 17 new bus stops</li> <li>• Other improvements to existing bus stops, including raised kerbs &amp; shelters</li> <li>• Real time information displays (including throughout town centre)</li> <li>• Bus priority at signals</li> <li>• Other improvements (including on bus)</li> <li>• Punctuality Improvement Plan</li> <li>• North Road Station access improvements</li> </ul>	85  230  115  98  127.5  40.75  100	
<b>Car Parking</b>	<b>1525.25</b>	A C E
<ul style="list-style-type: none"> <li>• Decriminalised Parking Enforcement</li> <li>• Residents' Parking Zones</li> <li>• Improvements to car parks, especially for vulnerable users</li> <li>• Park &amp; Ride (1x)</li> </ul>	100  75  100.25  1250	

Continued ....

<b>Intervention<sup>1</sup></b>	<b>Proposed Budget £000s<sup>2</sup></b>	<b>Transport Strategy Objective</b>
<b>Cycling and Walking (excluding Corridor of Certainty Measures)</b>	<b>965</b>	A B C D E F
• Providing signalised crossing points	200	
• Other unsignalised crossings	63	
• Additional dropped kerbs for wheelchair accessible routes	60	
• Improving direction signs	25	
• Advanced Stop Lines (36x)	45	
• Cycle tracks	90	
• CCTV monitored secure cycle parking	15	
• Network development	467	
<b>Demand responsive transport</b>	<b>71.25</b>	B E
• Shopmobility	21.25	
• Ring a Ride	50	
<b>Travel Safety schemes</b>	<b>544</b>	A D E F
• Village 20 mph zone	60	
• Village gateways	20	
• Safer routes to health	44	
• CCTV	35	
• Street lighting	20	
• Urban traffic calming schemes	140	
• Local Safety Schemes	180	
• Cycling & Pedestrian Safety Schemes	45	
<b>Travel Plans</b>	<b>528.5</b>	B C D E
• Employer Travel Plans	135	
• School Travel Plans	321.4	
• Supporting measures	72.1	
<b>Monitoring</b>	<b>160</b>	A
• Traffic monitoring equipment and other aids to measurement	160	
<b>Sub-total Integrated Block</b>	<b>5814</b>	

Continued ....

Intervention <sup>1</sup>	Proposed Budget £000s <sup>2</sup>	Transport Strategy Objective
<b>Highways Maintenance</b>	<b>3482</b>	A D
• Footway maintenance	2190	
• Carriageway maintenance	1292	
<b>Bridge Maintenance</b>	<b>1022</b>	A D
• Strengthening programme completion	136	
• Maintenance schemes in priority order	886	
<b>Sub-total maintenance block</b>	<b>4504</b>	
<b>TOTAL</b>	<b>10318</b>	

<sup>1</sup> actual interventions may change depending on feasibility of some proposals.

<sup>2</sup> additional expenditure proposed if reward funding obtained.

### Integrated Approach for Main Corridors

- 38 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. **Tables 6.9 & 6.10** illustrate 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

- 39 In line with our focus on safety we are proposing trialling area wide 20 mph zones in the urban area in 2006/07, 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.
- 40 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.

- 41 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.
- 42 The Health Impact Assessment on the Provisional Plan identified 20 mph zones as an issue for further scoping. We will undertake this work with the Primary Care Trust.

### **Sustainable Travel Demonstration Town**

- 43 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 6.9**). 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.

### **Cycling Demonstration Town**

- 44 As a Cycling Demonstration Town Darlington will have up to £1.27m additional funding for investment in cycling schemes within the Second Plan period, to be matched against Local Transport Plan funding, developer contributions, developer schemes and other private, public or community based investment in cycling schemes. In total, Cycling England funding lasts for 3 years between October 2005 and September 2008 with an total allocation of £1.5m.

### **Other Sources of Finance**

- 45 We are mindful of the benefit to be derived from integrating spend from both revenue and capital funds available to the Council, in pursuit of a

common goal. For instance, our commitment to providing free bus passes (estimate of £1.723m in 2006/07) is complementary to our proposals to improve the physical quality of bus travel through the LTP (for example, the expenditure of £138,500 on improving bus stops), since both influence our BVPI target and support the achievement of outcomes specified in LTP objectives B,C, E & F.

- 46 We are also aware of the possibilities to be gained through working with partners, both utilising cash resources and payments “in kind”. This includes the possibilities generated by our unique status as both a sustainable travel and Cycling England town, funded by the Department for Transport. In the plan period, these two initiatives will add an additional £3,304,300 (based on current proposals) to help the Council achieve its desired outcomes.
- 47 The Council’s current spending plans for 2006/07 are shown in table x below. Its Medium Term Financial Plan, is developed on an annual rolling basis, with current projections to 2009/10. In total, we have budgeted for a net revenue spend of just over £9m in the year on actions complimentary to the objectives of this Plan.

48 **Table x Revenue Allocation 2006/07**

Source	Item	Budget £000 (net if applicable)	Transport Objective
Childrens’ Services	Home to School Transport (including special needs)	856	B
	Continuing Education Transport	80	B
Adult Services	Social Service Transport	105	B
Community Services	Street Cleansing	1,710	C D F

Source	Item	Budget £000 (net if applicable)	Transport Objective
Development & Environment	Bridge Maintenance	10	D
	Routine Maintenance	312	D
	Aids to movement	88	B
	Maintenance Schemes	260	D

	Surface Dressing	122	D
	Street Lighting	800	D
	Winter Maintenance	274	D
	Verge Maintenance	188	D
	School Crossing Patrol	119	B D F
	Road Safety, Education & Training	20	D E F
	Traffic Management	62	C D
	Concessionary Fares (bus & taxi concession)	1,774	C E F
	Supported Bus Services	512	B C D E
	Ring a Ride	47	B E
	Car Parking	-1.796	A
	Prudential Borrowing "Lets Get Cracking"	2,500	D
	White Light conversion programme	66 <sup>1</sup>	D
Rural Bus Challenge	Grant	101	B C D E
Sustainable Town	Smarter Choices Measures	794	A C D E F
<b>TOTAL</b>		<b>9,004</b>	

<sup>1</sup> The sum of £131,000 has been allocated over two successive financial years 2005 onwards.

- 49 Additional funding or transport improvements are secured through the development control process. This is usually associated with the provision of new or improved transport infrastructure. However working with colleagues in our planning service, we are working towards requesting sums of revenue as well as capital money as appropriate for individual schemes. This will enable us to continue to support non-commercial bus services for instance.

### Delivery issues

- 50 All the interventions based on LTP funding proposed in **Table 6.10** 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. It will also interface with the reporting systems used for our two challenge initiatives "A Town on the Move" and Cycling Demonstration Town. 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.

- 51 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 (summarised by each indicator in chapter 7); 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.
- 52 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.
- 53 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.
- 54 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.

- 55 The maintenance implications of any investment in new or improved highway scheme needs to be analysed before implementation. Budget optimisation software that is being developed as part of the Transport Asset Management Plan will be used to ascertain the maintenance impact of new assets.

### Proposals for 2006/07

- 56 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 6.9**). Table 6.9 shows the level of spend that we need in order to deliver the Plan in its first year.

### Reward Funding Scenario

- 57 We are keen to implement all our proposals contained in the Provisional Second Local Transport Plan and are conscious that our total planning guideline for integrated block spend has been reduced by £1.283m as part of the DfT's financial processes. Therefore, we are keen to make use of any reward funding to help deliver our proposals and achieve our targets. Whilst we have revised the targets in this Plan to take account of the new planning guidelines, we would consider stretch targets should appreciable amounts of reward funding be made available to Darlington.
- 58 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). Realising such potential will bring associated benefits for pedestrians including disabled people, since many cycle facilities are shared use with walkers. 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.
- 59 We would use any reward funding to support our aspirations for improving local peoples' quality of life; for example we could spend up to £390,000 more on improving travel conditions for all on the inner ring road, enhancing the minimum scheme that we can deliver within the planning guideline budgets. In this scenario, we will be especially looking to invest further in

sustainable travel modes (public transport, walking and cycling) in order to achieve more beneficial outcomes.