

CHAPTER 8 : HOW DARLINGTON IS DELIVERING AGAINST THE GOVERNMENT'S SHARED PRIORITIES

- 1 Darlington has developed its Second Local Transport Plan following guidance produced by Department for Transport, with extensive consultation with key stakeholders and residents and utilising travel behaviour research. ~This Chapter demonstrates the links between the Community Strategy, corporate objectives, transport objectives, programme and targets and the Government's Shared Priorities this summary chapter has been produced to demonstrate the links.

- 2 The Shared Priorities for transport are:
 - improving access to jobs and services particularly for those most in need;
 - improving Road Safety;
 - reducing problems of traffic congestion;
 - improving Air Quality; and
 - improving Quality of Life.

- 3 'Where Quality Comes to Life' Darlington's Community Strategy encapsulates Darlington's vision to improve quality of life for everyone in the Borough. It strives to achieve:
 - an area creating and sharing prosperity;
 - a location for learning, achievement and leisure;
 - a place for living safely and well; and
 - a high quality environment with excellent communication links.

- 4 This vision to improve Quality of Life is underpinned by the Council's Corporate and Best Value Plan and other key strategies within the Council and amongst partners.

- 5 Darlington is already experiencing strong economic growth with major investment by the Council, Tees Valley Regeneration and private developers. There is an understanding that traffic, in particular car traffic, will increase as these developments come on stream. In order to minimise the impact of these developments, in terms of congestion and air quality, a combination of demand management measures and improving and promoting sustainable transport will be implemented through the delivery of this Plan. Travel safety and accessibility will be tackled through appropriate land use planning, design, training, information and promotion. Through partnership working Darlington will address key Quality of Life issues, in particular healthier communities, improving the quality of public spaces and streetscape and supporting sustainable and prosperous communities.

- 6 Darlington will deliver this Plan and achieve its objectives through:
 - Partnership working at the local level, both corporately and with external partners in the private, public and voluntary sector, and at the sub-regional level with the other authorities in the Tees valley and the neighbouring authorities of County Durham and North Yorkshire.
 - Innovation in design, approach to planning and using technology.
 - The wide-scale use of promotion and information to assist people as they make their journeys around Darlington.
 - Addressing the needs of all road users, in particular those without access to a car and those with a disability.
 - Ongoing consultation with local people and key stakeholders through the Transport Forum, working groups and travel behaviour research.
 - An extensive performance management system, linking budgets, schemes and targets, and incorporating monitoring data from a wide range of sources.
 - The development and implementation of the Transport Asset Management Plan and budget optimisation software to focus

maintenance expenditure on the optimisation of the Councils Highway Assets.

- The Network Management duty will ensure that delay and disruption to the highway network is minimised for all road users.

Improving Accessibility

- 7 The strategic mapping has shown that Darlington residents have good accessibility to all key services, which is to be expected in a compact town, with a comprehensive bus service and services centralised in the town and local centres.
- 8 The Corporate Management Team has adopted an accessibility checklist, which is to be used as a planning tool for land use planning, Leading Edge projects and corporate planning.
- 9 At the sub regional level Darlington is working with its neighbouring authorities in the Tees Valley and County Durham to improve access to employment and health facilities through major public transport schemes and promoting more use of local rail services.
- 10 Accessibility planning will also be used extensively for transport planning and implementation of schemes and initiatives, in particular for supported bus services, concessionary fares, cycle network development and improving facilities for the disabled.
- 11 Details of the Accessibility Strategy can be found in **Annex 12**.

Shared Priority	Improving access to jobs and services, particularly for those most in need
Tees Valley Objective	Objective 2 – To maximise accessibility opportunities to the revitalising Tees Valley economy and associated services (health, education, leisure etc) for all sections of society, particularly those without a private car. <p style="text-align: right;">Continued ...</p>

<p>Community Strategy Theme</p>	<p>Improving the local economy Promoting inclusive communities Improving health and well-being Stimulating leisure activities Raising educational achievement</p>
<p>Corporate Objective</p>	<p>Ensuring access for all Shaping a better Darlington</p>
<p>Corporate Issues/ Strategies</p>	<p>Economic Regeneration Strategy Local Area Agreement addressing the needs of young people, in particular accessing education, training, health and leisure services Children and Young People’s Plan Social Inclusion Strategy Childhood and Adult obesity strategies Physical Activity Strategy and the Healthy Workforce Strategy Adult Services Independence, Well-being and Choice’</p>
<p>Transport Objectives</p>	<p>A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington B. To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food</p> <p style="text-align: right;">Continued</p>

<p>Programme – Key Actions</p>	<p>Darlington Eastern Transport Corridor and National Cycle Network Route 14</p> <p>Bus priority measures including bus lanes</p> <p>New bus stops and bus stop improvements</p> <p>Supported bus services review</p> <p>Concessionary fares schemes and continuing support for Shopmobility and Ring a Ride Services</p> <p>Feasibility study to improve access to North Road Rail Station</p> <p>Cycle network development to improve access to key destinations.</p> <p>Cycle training and events</p> <p>Cycle bridge to improve access to Darlington College</p> <p>Wheelchair accessible pedestrian routes</p> <p>Taxi waiting facilities</p> <p>Improved parking for cyclists, motorcyclists, cars and HGVs</p>
<p>Key and Intermediate Outcome Targets</p>	<p>LTP1 accessibility</p> <p>LTP2 area wide traffic flows</p> <p>LTP3 cycle flows</p> <p>LTP4 journeys to school</p> <p>LTP5 bus punctuality</p> <p>BVPI102 Bus patronage</p> <p>% of car driver trips</p> <p>% of walking trips</p> <p>% of cycling trips</p> <p>Levels of motorcycling</p>
<p>Partnerships</p>	<p>County Durham and Darlington Transport for Health Partnership</p> <p>Darlington 14-19 Trust</p> <p>Tees Valley Chief Engineers</p>

Improving Road Safety

- 12 Darlington has a good road safety record which it will build on during the delivery of this Plan. Ongoing analysis of accident data will ensure that trends are identified early and strategies put in place to address them.
- 13 We will continue to work in schools and with young people to ensure that they are able to travel independently on foot, by cycle and by bus and safely when they learn to drive a car or motorbike.
- 14 We will raise awareness of safety issues particularly amongst at risk groups or communities and work with specialists to promote safety to all road users, including Darlington Association on Disability, Darlington and District Motorcycle Action Group and Darlington Cycle Forum.
- 15 A broader approach to travel safety has been adopted to address perceptions of safety and risk; improving safety for those travelling by bus; and using good design, CCTV and lighting to address safety concerns of pedestrians and cyclists.
- 16 Details of the Travel Safety Strategy can be found in **Annex 13**.

Shared Priority	Road Safety
Tees Valley Objective	-
Community Strategy Theme	Promoting community safety Improving health and well-being
Corporate Objective	Putting the customer first Ensuring access for all
Corporate Issues	Children and Young Peoples Plan Neighbourhood Renewal Strategy
Transport Objectives	D. To improve travel safety and security for all by addressing the real and perceived risks. Continued

<p>Programme – Key Actions</p>	<p>Local safety schemes and traffic calming schemes</p> <p>Area wide 20mph zones</p> <p>Road safety training and education, including pedestrian training</p> <p>Schemes incorporating CCTV</p> <p>Schemes incorporating street lighting</p> <p>Maintenance of roads, footways and cycle paths</p> <p>Travel plans</p> <p>Safe Routes to School</p> <p>Safe walking routes, including safe crossing facilities</p> <p>Maintenance programme</p>
<p>Key and Intermediate Outcome Targets</p>	<p>BVPI 99 KSIs and slight casualties</p> <p>BVPI 223 Principal Road condition</p> <p>BVPI 224a&b non-principal and unclassified road condition</p> <p>BVPI 187 Footway condition</p>
<p>Partnerships</p>	<p>County Durham and Darlington Speed Management Strategy Group</p> <p>Primary Care Trust (Childhood and Adult obesity strategies, Physical Activity Strategy and the Healthy Workforce Strategy)</p>

Reducing problems of traffic congestion

- 17 Darlington’s Economic Regeneration Strategy is successfully attracting new companies into the Borough creating new training and employment opportunities. Continuing investment in new major sites for retail, logistics and distribution, prestige office space and conference facilities will result in a huge increase in job opportunities in the next few years. Similar developments in major sites across the Tees Valley will create job opportunities across the sub region.

- 18 It is recognised that this will increase the number of work trips that start or end in Darlington, and significantly will potentially increase the distance travelled for employment. If all these trips are by car, congestion will become a significant issue across the Tees valley, potentially stifling regeneration. It is therefore to address congestion before it becomes a major issue.
- 19 Phases 1 and 2 of a Congestion Study for Darlington are almost complete. These highlight congestion 'hotspots' which are primarily at major junctions on the radial road network. This Plan will implement schemes to improve these junctions.
- 20 The Traffic Manager's role will identify emerging congestion problems, affecting all road users, including those that need to use their car (currently 44% of local people's trips in the town). The role will also minimise the potential for congestion through transport assessments and accessibility planning as part of land use planning.
- 21 Congestion will also be addressed through the demand management measures, which have already been introduced. These include road space re-allocation, car parking charges, introduction of charging for on street limited waiting, residents parking zones and travel plans. During this Plan period decriminalised parking enforcement will be introduced, further road space reallocation for buses and cycles and a major investment in travel plans.
- 22 Congestion will also be tackled through the improvement of the alternatives to the car, including walking, cycling, motorcycling and public transport infrastructure. The Punctuality Improvement Partnership will work to identify schemes to improve the performance of bus services.
- 23 Details of the School Travel Plan Strategy, Bus Strategy, Cycling Strategy, Parking Strategy and Traffic Management Plan can be found in **Annexes 8, 10, 16, 17 and 19** respectively.

Shared Priority	Tackling Congestion
Tees Valley Objective	<p>Objective 3 To address the decline in bus use and provide a stable and sustainable network that meets passenger demands.</p> <p>Objective 4 To attract the necessary investment to deliver the required improvements in the local rail network the sub region will look towards more innovative solutions. This applies equally to passenger services/facilities and improved freight capacity, which is of particular importance to Teesport and other local industry.</p> <p>Objective 5 To manage the projected growth in demand in a sustainable way that still allows widespread regeneration to continue without creating congestion, or being constrained by it.</p>
Community Strategy Theme	Developing an effective transport system
Corporate Objective	<p>Shaping a better Darlington</p> <p>Ensuring access for all</p>
Corporate Issues	<p>Economic Regeneration Strategy, including Tourism Strategy</p> <p>Local Development Framework</p> <p>Climate Change Strategy</p>
Transport Objectives	<p>C. To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network</p> <p>E. To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips</p>
Programme – Key Actions	<p>Darlington Eastern Transport Corridor</p> <p>Improvements to the A66(T)</p> <p>Bus priority measures and bus service improvements</p> <p>Real time bus service information</p> <p>Development of the cycle network, in particular cycle lanes</p>

<p>Programme – Key Actions (Continued...)</p>	<p style="text-align: right;">Continued</p> <p>Improved access to rail stations and promotion of rail services</p> <p>Park and ride feasibility</p> <p>Decriminalised parking enforcement</p> <p>Improved travel information</p> <p>Individualised travel marketing</p> <p>School and work place travel plans</p> <p>Car clubs and car sharing schemes</p>
<p>Key and Intermediate Outcome Targets</p>	<p>LTP2 area wide traffic flows</p> <p>LTP3 cycle flows</p> <p>LTP4 journeys to school</p> <p>Changes in peak period traffic flows</p> <p>% of car driver trips</p> <p>LTP5 bus punctuality</p> <p>BVPI102 Bus patronage</p>
<p>Partnerships</p>	<p>Punctuality Improvement Partnership</p> <p>Bus Quality Partnership</p> <p>Motorcycle Action Group</p> <p>Cycle Forum</p> <p>North East Traffic Management Group</p>

Improving Air Quality

- 24 Darlington does not have an air quality issue. However it is recognised that air quality is closely linked to congestion and that it will have to be carefully monitored to ensure that air quality targets set in the Air Quality Strategy are achieved.
- 25 Details of the Air Quality Strategy can be found in **Annex 6**.

Shared Priority	Improving Air Quality
Tees Valley Objective	-
Community Strategy Theme	Enhancing the local environment Improving health and well-being
Corporate Objective	Shaping a better Darlington Ensuring access for all
Corporate Issues	Climate Change Strategy
Transport Objectives	C. To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.
Programme – key actions	Darlington Eastern Transport Corridor Reducing the number of short trips made by car Increasing levels of cycling and walking through infrastructure improvements and associated soft measures Demand management measures Encourage the use of low emission vehicles and bio fuels especially for buses, taxis and fleet vehicles
Key and Intermediate Outcome Targets	LTP2 area wide traffic flows LTP3 cycle flows LTP4 journeys to school Changes in peak period traffic flows % of car driver trips
Partnerships	Climate Change Working Group

Improving Quality of Life

- 26 Improving quality of life will be achieved through the successful implementation of the other Shared Priorities. However by addressing the 5 key elements of Quality of Life - healthier communities, sustainable and prosperous communities, quality of public spaces and better streetscapes,

climate change and environmental noise and landscape and biodiversity – there is an increased emphasis on creative and innovative design; a focus on the end user; integration between implementation, maintenance and cleansing; an awareness of the wider environment; and an understanding that the implementation of the Plan may have wider impacts on the environment, health and the economy.

- 27 Details of the Rights of Way Improvement Plan, Transport Asset Management Plan and Health Impact Assessment can be found in **Annexes 9, 11 and 18.**

Shared Priority	Quality of Life
Tees Valley Objective	Objective 1 To facilitate the delivery of the Tees valley Vision within the framework of the Transport Shared Priorities
Community Strategy Theme	Enhancing the local environment Improving health and well-being Improving the local economy
Corporate Objective	Shaping a better Darlington Enhancing our capacity to improve Providing excellent services
Corporate Issues	Economic Regeneration Strategy, including Tourism Strategy Local Development Framework Countryside Strategy
Transport Objectives	A. To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington. F. To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.
Programme – Key Actions	Work, school and residential travel plans Cycle network and promotion of cycling Improving parking Improving access to rail stations Bus priority measures including bus lanes and

<p>Programme – Key Actions (Continued ...)</p>	<p>improving bus services</p> <p style="text-align: right;">Continued</p> <p>ROWIP and urban walking routes Pedestrianisation of the town centre CCTV and street lighting schemes Maintaining and cleansing footpaths, cycle paths and roads.</p>
<p>Key and Intermediate Outcome Targets</p>	<p>LTP1 BVPI102 Bus patronage % of walking trips % of cycling trips LTP2 area wide traffic flows LTP3 cycle flows LTP4 journeys to school</p>
<p>Partnerships</p>	<p>Darlington Partnership Design Forum Primary Care Trust and Heath Impact Assessment project Countryside Team, Tees Forest Tees Valley Regeneration StreetScene Durham Police</p>