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**SECOND LOCAL TRANSPORT PLAN EXPENDITURE 2007-2008**

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**Responsible Cabinet Member - Councillor Nick Wallis, Highways and Transport Portfolio**

**Responsible Director - John Buxton, Director of Development and Environment**

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**Purpose of Report**

1. To approve the proposed expenditure of the 2007/08 settlement for the Second Local Transport Plan and 2007/09 settlement for the Road Safety Grant.

**Information and Analysis**

*Context*

2. Council approved the Second Local Transport Plan (2LTP) and associated provisional budget on 23 March 2006. This delivery budget was based on the indicative allocations given by Government for the period 2006 to 2011, prioritised by the delivery priorities identified in the Plan.
3. The Department for Transport (DfT) have now allocated a £2.963m budget for 2007/08 for both maintenance (£1.281m) and integrated transport actions (£1.682m). This sum, includes £0.226m reward financing for good performance - indeed the Council was the only one in the North East to receive an "excellent" mark for its work delivering the first Local Transport Plan where it achieved eight out of the nine targets that were set in that Plan. In consequence, the Council has been invited to apply for Centre of Excellence status.
4. The Council has also been granted finance to support the delivery of the Darlington Eastern Transport Corridor and associated National Cycle Route 14. This £12.6m scheme will help tackle traffic congestion, whilst providing the basis for future economic growth in east Darlington (Cabinet 10 October 2006).
5. The Council has also (using both 2LTP and other funds):
  - (a) improved road safety. In 2005, it had achieved a real reduction of 8% in slight accidents (449 average 1994-98 to 413) against the previous trend which was increasing. It has also reduced the number of those killed and seriously injured from 57 to 40 (children from 10 to 4);
  - (b) improved the standard of the condition of local roads from being "substantially worse" than average to being in the top 25% nationally;
  - (c) increased road capacity at key points. A current example is the Yarm Road roundabout at Morton Palms, where £900,000 is being spent to tackle queues (due for completion

February 2007);

- (d) started to tackle traffic congestion through LocalMotion actions - for example a 6% reduction in car mileage trips (3.7 million kilometres per year or an average of 1 kilometre less per day) and a 1,000 less car trips per day on the school run. It has also helped provide better buses for service 21 and is waiting to see the impact that this has had; and
  - (e) started to tackle traffic congestion through Cycling Demonstration Towns. Already, through the town centre cordon count, it has seen 5,020 more pedestrians in a twelve hour survey and nearly 500 additional cyclists. Throughout the town, cycle counters have recorded 14% more trips by bike when compared to 2004. Again, some of these trips would have previously been made by car. An example of the work is the forthcoming walk and cycle route from the town centre to Darlington College.
6. But there is much more to be done; not least to continue to tackle traffic congestion, bus patronage and safety. This needs to be through a mix of short-term actions (such as more road capacity) and preparing long-term solutions (how sustainably people can use the transport network). This report outlines the proposals for 2LTP-funded actions in 2007/08 to continue to work on these issues.

#### ***Delivery in 2006/07***

7. The Council has continued to deliver, or is currently delivering, 2LTP schemes that tackle traffic congestion whilst providing the basis for sustainably supporting the needs of local people, business and the environment. Schemes include:
- (a) the improvement to the capacity of Greenbank Road traffic signals;
  - (b) the design and consultation on Residents' Parking Zones, including those around the new site of Darlington College;
  - (c) preparatory work has been undertaken as planned for Civil Parking Enforcement (the replacement legal process for Decriminalised Parking Enforcement);
  - (d) improvements to bus stops, providing raised kerbs, shelters and bus boarders; and
  - (e) providing a cycle track along McMullen Road as part of a cycle route to employment areas in east Darlington.
8. The Council has been given flexibility within the 2LTP settlements to programme spend over more than one financial year. This is proving beneficial in that design and consultation can occur in year 1 of a scheme, with delivery on the ground scheduled for year 2, thus making the scheme less vulnerable to unexpected delays. However, despite such programming, a few schemes scheduled for delivery in 2006/07 have been delayed due to a variety of reasons; and it is proposed to deliver these in 2007/08 since they are still relevant to the Council's objectives for the 2LTP. The schemes are:
- (a) Greenbank Road junction improvement scheme - completion of work to Bondgate roundabout and St Augustine's Way (requires further consultation on improved design

solution);

- (b) Town Centre 20 mph zone - delivery of scheme now scheduled after completion of construction works for Pedestrian Heart;
- (c) North Road Station - improvements to encourage use of this Station; complementing those being made at Darlington Railway Museum;
- (d) Whessoe Road pedestrian and cycle crossing point - not started, due to request from Cycling England to prioritise work on Russell Street Toucan (St Cuthbert's Way);
- (e) Improving pedestrian and cycle direction signs in east Darlington - delivery has been slower than expected due to time taken by DfT to approve signs (a new design giving average travel times to destinations); and
- (f) Safer Routes to Health - improvements to pedestrian links to Darlington Memorial Hospital, as part of their travel plan.

### ***Proposals for 2007/08***

- 9. The 2LTP sets out the Council's objectives for transport in delivering co-ordinated responses to key issues of concern. These include traffic congestion, supporting the local economy, tackling anti-social behaviour and helping young people. The proposals for 2007/08 contain schemes that seek to contribute to the wider Community Strategy complementing other actions taken by the Council.
- 10. It is also recommended that the Council continue to focus on achieving the core targets that it has set itself, since these form a key part of the Government's assessment of its performance and funding. Recent projections suggest that more work is required on the road safety, accessibility and bus targets since these could be below previous expectations, whilst continuing work is required to maintain the good performance on road condition, school journeys and cycling. Thus the proposals continue the tradition of allocating all the maintenance funding identified by DfT to that activity and propose to spend about a quarter of the integrated funding block on travel safety.
- 11. The proposed spend for 2007/08 is shown in **Appendix 1**. As detailed, schemes to the value of £1.151m excluding fees, have been identified for highway and bridge maintenance. These schemes include reconstruction, resurfacing, overlay treatment, patching and haunch strengthening at the road edge. The priorities for this work are determined from analysis of annual surveys, which measure current condition against nationally set standards.
- 12. The proposed spend from the 2LTP allocation complements the Council's proposed actions in 2007/08 using Cycling England and other capital funds, as well as those it undertakes using revenue monies (eg LocalMotion, Road Safety Grant and Council funding). These various actions are designed to work together contributing to the objectives of the Transport Strategy being realised through the Second Local Transport Plan. A current example is the work to provide low floor buses on services 21 and 22, to encourage patronage by improving travel conditions for users and so reduce traffic congestion.

13. As part of the 2LTP, the Council bid for funding through the Road Safety Grant programme and has been allocated confirmed funding of £436,238 on the basis of its proposals until 31 March 2009 (£79,397 capital & £356,841 revenue funding). It is proposed that part of this sum is used to provide speed enforcement schemes, such as increasing the number of SpeedVisor sites and to improve the Council's capacity to deliver road safety schemes. The settlement letter stated that the DfT has a "high expectation" that the money will be spent as allocated. Further detail is shown within **Appendix 2**.
14. It is also recommended, in light of experience, that Members agree to the delegation of decision making over the implementation of the agreed programme to the Director, in consultation with the Cabinet Member with responsibility for Highways & Transport within the remit set by the Plan. This would permit flexibility within the year, should unexpected opportunities or difficulties occur, that would be best met by a change to the published work programme. An example would be unexpected delays to a scheme, due to the need to review design decisions in light of consultation responses. This could mean implementing another scheme. Such changes would be reported to Cabinet in the quarterly capital monitoring reports.

### **Outcome of Consultation**

15. As outlined in previous reports, there has been extensive consultation on the principles, ethos and detail of the 2LTP. A summary of this may be found in Annexes 1 & 2 of the Plan; available on the Council's website at [www.darlington.gov.uk/transport/transport+policy/transport+policy.htm](http://www.darlington.gov.uk/transport/transport+policy/transport+policy.htm). Further work has also been undertaken since, both in terms of specific scheme design and in terms of strategic direction. Comment from all concerned has informed the Plan and the recommendation of specific actions to be undertaken through it.

### **Legal Implications**

16. This report has been considered by the Borough Solicitor for legal implications in accordance with the Council's approved procedures. There are no issues which the Borough Solicitor considers need to be brought to the specific attention of Members, other than those highlighted in the report.

### **Section 17 of the Crime and Disorder Act 1998**

17. The contents of this report have been considered in the context of the requirements placed on the Council by Section 17 of the Crime and Disorder Act 1998, namely, the duty on the Council to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.
18. The programme includes actions designed to improve travel security, both real and perceived, in general and specifically including improvements to North Road Station, secure cycle parking and safer routes to school.

## **Council Policy Framework**

19. The issues contained within this report do not represent change to Council policy or the Council's policy framework, as set out in the Second Local Transport Plan and underlying Transport Strategy.

## **Decision Deadline**

20. For the purpose of the 'call-in' procedure this does not represent an urgent matter.

## **Key Decisions**

21. How the 2LTP funds are used is a key decision, since this affects all wards in the Borough.

## **Recommendation**

22. It is recommended that Members approve:
- (a) the release of the £2.963m settlement from the Second Local Transport Plan for 2007-08, for expenditure as detailed in this report;
  - (b) the release of the £436,238 settlement from the Road Safety Grant for 2007-09 as detailed in this report; and
  - (c) the delegation of approval of programme variations within the year to the Director of Development and Environment, in consultation with the Cabinet Member with responsibility for Highways and Transport, where these are consistent with the objectives of the Second Local Transport Plan.

## **Reasons**

23. The recommendations are supported by the following reasons:
- (a) to ensure that the most effective use is made of the settlements for 2007/08 & 09 by permitting a timely start to be made on the full programme of works; and
  - (b) to permit flexibility within the year, should unexpected opportunities or difficulties occur, that would be best met by a change to the published work programme.

**John Buxton**  
**Director of Development and Environment**

## **Background Papers**

- (i) 2LTP Settlement letter from DfT, 18 December 2006
- (ii) RSG Settlement letter from DfT, 18 December 2006

Simon Houldsworth : Extension 2701  
cc

**Proposed Second Local Transport Plan Capital Programme 2007/08<sup>1</sup>**  
**Integrated Transport and Maintenance Blocks**

<b>Intervention</b>	<b>Proposed Budget £'000s<sup>2</sup></b>	<b>Transport Strategy Objective</b>
<p><b>Corridor of Certainty</b></p> <p>Woodland Road – design &amp; consultation            Haughton Green traffic calming after DETC – design and consultation            Haughton Road (DETC to McMullen Road) – design and consultation            Radial 4, Willow Street/Hollyhurst Road roundabout improvement            Carmel Road Toucan (Milbank Road/Nunnery Lane)            Bondgate roundabout improvement and St. Augustine's Way bus and left turn lane</p>	<p>2007/08 fees            2007/08 fees            2007/08 fees            50            100            2</p>	A B C D E
<p><b>Traffic Management</b></p> <p>Darlington College Residents' Parking Zone            Southend Avenue Residents' Parking Zone            Neasham Road Residents' Parking Zone            Stonebridge roundabout lane markings            A68 West Auckland Road lining and signing scheme from A1(M) to Rotary Way</p>	<p>70            35            35            1            2</p>	A C D
<p><b>Other Public Transport</b></p> <p>Punctuality Improvement Plan minor works            Raised kerbs at Bus Stops            Bus Shelters            Bus Stop improvements (incl'd services 21 &amp; 22)            Bus Box markings Phase 1            Completion Darlington Station Interchange</p>	<p>10            50            14            105            20            15</p>	B C D E F
<p><b>Car Parking</b></p> <p>Park &amp; Ride – feasibility Phase 2            VMS sign, Haughton Road            Pay by Phone physical works</p>	<p>25            10            50</p>	A C E

<b>Intervention</b>	<b>Proposed Budget £'000s<sup>2</sup></b>	<b>Transport Strategy Objective</b>
<b>Walking &amp; Cycling</b>  John Street to Cleveland Street Cycle Track – preparatory work Radial 5, Grange Road Puffin to Toucan crossing Toucan crossing, Whinfield Road Whessoe Road crossing Completion East Darlington signage West Darlington signage Cycle Parking Shelter with CCTV Safer Routes to Health	  2 80 60 30 10 25 15 25	  A B C D E F
<b>Demand Responsive Transport</b>  Shopmobility equipment	  4	  B E
<b>Travel Safety</b>  A68 Burtree Gate junction A68 Route Action Phase 1 (Royal Oak to A1(M)) Safer Route to School CCTV & lighting at North Road Station Smithfield Road improvement Area wide 20mph zones (x4) Town Centre 20mph zone	  50 100 55 30 60 100 20	  A D E F
<b>Travel Plans</b>  Council Travel Plan School Travel Plan Employer Travel Plan Grant	  15 60 20	  B C D E
<b>Monitoring</b>  Traffic Counters Cycle Counters	  15 15	  A
<b>Pedestrian Heart</b>  Contribution to pedestrianisation works	  140	  A B D E

<b>Intervention</b>	<b>Proposed Budget £'000s<sup>2</sup></b>	<b>Transport Strategy Objective</b>
<b>Maintenance</b>		A D
<b>Footway maintenance</b>		
A67 Burtree La. to C. Mundeville Phase 3	50	
A167 North Road Phase 1	40	
A1150 Whinfield Road Phase 2	40	
B6280 Parkgate Phase 2	20	
C182 Thompson Street West	25	
C181 Hundens Lane Phase 3	20	
Cycle Route Maintenance	25	
<b>Carriageway maintenance</b>		
A68 West Auckland Road Phase 2	150	
C39 South View to Dog Inn PH, Heighington	40	
B6275 Piercebridge to Royal Oak Phase 3	40	
C38 Petty's Nook to Sadberge	40	
C34a A167 to Great Stainton Phase 2	40	
C51 Sadberge to Borough boundary	20	
C40a Burtree Lane	20	
C182 Thompson Street Phase 2	60	
<b>Noise reducing surfacing</b>		
A167 Burtree La. to C. Mundeville Phase 3	100	
A67 Elm Ridge	60	
B6280 Yarm Road Phase 2	80	
<b>Bridge Maintenance</b>		A D
Measures arising from Annual Condition Survey when completed	281	
<b>Fees</b>	287	
<b>Total 2007/08</b>	2963	

## Notes

<sup>1</sup>The Darlington Eastern Transport Corridor funding arrangements have been dealt with in a previous report.

<sup>2</sup>Values are rounded to nearest thousand.



## **Second Local Transport Plan objectives**

- 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.
- 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.
- D To improve travel safety and security for all by addressing the real and perceived risks.
- 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.

## Proposed Road Safety Grant programme 2007/09

Intervention	Proposed Capital Budget £'000s <sup>1</sup>	Proposed Revenue Budget £'000s <sup>1</sup>	Transport Strategy Objective
<b>Road Safety Grant</b>			A D E F
Speed Enforcement and Advice Equipment eg SpeedVisor equipment	15	43	
Road Safety Staff resource x2		240	
Engineering solutions (eg CCTV)	50		
other actions identified from casualty data analysis eg cycle & pedestrian training, driver training.	14	74	
<b>Total</b>	<b>79</b>	<b>357</b>	

**Note**

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