

Implementation Plan for Third Local Transport Plan

1. Darlington's Third Local Transport Plan (3LTP), sets out a transport strategy for the next 15 years (2011-2026) to support the delivery of "One Darlington: Perfectly Placed", Darlington's Community Strategy. The 3LTP will be delivered through a series of Implementation Plans; the first one being for the period 2011/12 to 2014/15, being based on the planning horizons of Government funding. These Plans will be live documents and will be constantly monitored through the Council's programme control system, to ensure the best possible fit with the outcomes of the 3LTP and value for money.
2. The scope of the 3LTP covers all transport provision within the Borough; including revenue funded Council functions and services provided by other organisations.
3. The Third Local Transport Plan will aim to meet five outcomes.
 - (a) Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network;
 - (b) Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
 - (c) People live long, healthy and active lives, travelling safely and making active travel choices;
 - (d) Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and
 - (e) People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system.
4. These outcomes will be achieved through the implementation of a number of policies as follows:

Policy 1 – Traffic levels generated by new development will be minimised through the provision and promotion of sustainable travel options, supported by traffic management as required and with the provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.

Policy 2 – To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling

Policy 3 – To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users,

supporting the HA in any bid for funds to address issues of congestion around Darlington;

Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;

Policy 5 – To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.

Policy 6 – The Council will continue with to work with schools, businesses and other organisations on the implementation of their Travel Plans, and will seek to secure further travel plans through the Planning process.

Policy 7 – to support local people into training and employment opportunities through sustainable travel options within Darlington and by rail, bus and car sharing for longer trips. Work with neighbouring local authorities and transport operators to sustain and improve transport links across borough boundaries, particularly to employment sites.

Policy 8 – to attract inward investment and create new jobs in Darlington as a place through its good transport connections, quality of place and sustainable development sites, by utilising the Planning process and implementing the policies set out in the relevant economic and housing strategies.

Policy 9 – Work with neighbouring authorities, transport operators and the business sector to exploit the economic benefit of Darlington's strategic location in relation to national and international networks.

Policy 10 – Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance.

Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.

Policy 12 – to implement casualty reduction schemes to address known risks at particular locations

Policy 13 – to reduce actual and perceived risks to travel through the implementation of area based improvements, supported by enforcement, education and training.

Policy 14 – Promote independent travel and access to activities, services and

facilities, in particular for those who are disabled or have a life limiting health condition

Policy 15 – Prioritise the reliability, accessibility and availability of commercial public transport services through highway measures, land use planning, contracts/licensing and working with transport operators.

Policy 16 - Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.

Policy 17 – Maintain the highway network for the safe and convenient movement of people (including pedestrians and cyclists) and freight in accordance with the Transport Asset Management Plan, including strengthening and maintenance of structures.

Policy 18 – Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.

Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.

Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.

Policy 21 – The funding allocation for structural maintenance should be set at an appropriate amount to maintain the highway network at a reasonable condition level and the integrated block funding should be focussed on managing the network more efficiently and effectively. As funding increases there can be further opportunity for enhancing the network. Funding decisions should reflect the outcomes set out in this Plan.

5. A multi criteria appraisal has been undertaken to develop the schemes and initiatives for the Implementation Plan, taking into account the available funding and the feedback from local people and stakeholders. A number of priorities have been established.
6. Feedback from consultation has highlighted MAINTAIN as the first priority i.e. the maintenance and/or replacement of the existing transport network, including roads, footways, cycle routes, bridges and street lights. This will contribute towards

improving travel safety, supporting economic activity, tackling congestion, improving the journey experience and reducing carbon emissions. The programme is developed primarily from condition data surveys.

7. The second priority is to MANAGE the highway asset and transport system more effectively. This will include the management of all traffic movement, including bus, rail, freight, walking and cycling, managing parking by reviewing the quality and quantity of accessible parking places and managing traffic speeds by the introduction of area wide 20mph zones. This includes some elements of the Tees Valley Bus Network Improvement major scheme.
8. The third priority subject to funding will be to IMPROVE the network; this will be done through a combination of funding streams including the 3LTP and Tees Valley Bus Network Improvement major scheme, plus private sector contributions and potentially the Local Sustainable Transport Fund.
9. Many of the options that have been identified as contributing to the outcomes and delivering the policies require revenue funding. In order to continue the highly successful Local Motion travel behaviour programme and the integrated approach taken in the Cycling Demonstration Town project of combining physical improvements, information, marketing and incentives, a new approach is required. Some work is able to continue in 2011 European funding¹ supporting a new campaign in schools and a low cost Individualised Travel Marketing pilot project. It is proposed that this Council submits a bid to the new Local Sustainable Transport Fund focusing on achieving the outcomes of supporting the development of a sustainable economy, reducing carbon emissions and improving personal health through the continuation of the pioneering “Local Motion” project, but this time across the whole Borough rather than just the town. The bid would be largely revenue based, so allowing the Council to maximise the potential of its existing and planned investment in the transport system of the Borough.
10. The Sustainability Appraisal and Strategic Environmental Assessment of the 3LTP highlighted 3 main issues, which the Implementation Plan needs to take into account:
 - (a) *The potential conflict of physical improvements to the highway network to ease congestion and increase traffic flow, resulting in increased vehicular travel, which could have adverse impacts on health, emissions and air quality.* Physical improvements to the highway network therefore need to include improvements for sustainable modes wherever possible, and should not be taken forward if the improvements are likely to result in increased trips by private car.
 - (b) *Prioritising maintenance over improvements to the highway network may favour private car travel over more sustainable modes.* The maintenance programme will include schemes for pedestrians, cyclists and bus passengers as well as private car drivers, improving the quality of the journey experience for

¹ European Union’s Boosting Advanced Passenger Transport Systems; Interreg IVB funding

all. Further improvements to sustainable travel modes may be possible when more funding is available.

- (c) *Improving waiting and parking facilities particularly at the rail station and town centre could be further improved through synergies with the public realm, built heritage and climate change adaptation.* The design of such schemes will be done in collaboration with the Built and Natural Environment Manager.
11. The Disability Equalities Impact Assessment work for the 3LTP also highlighted the importance of involving disabled people in the implementation of the Plan. A number of recommendations have been discussed with the Impact Assessments Group, namely:
- (a) A number of schemes starting in 2011/12 that have a direct benefit to disabled people:
 - (i) The replacement of Hutton Avenue footbridge by a much wider bridge suitable for wheelchairs and mobility scooters;
 - (ii) Improvements to car parks, including the provision of accessible parking bays;
 - (iii) A programme of dropped kerbs on routes, to be agreed in consultation with Darlington Association on Disability (DAD);
 - (iv) Bus boarders with raised kerbs and bus friendly cushions on Clifton Road;
 - (v) Conversion of hail and ride bus services to bus stops, with raised kerbs, in Branksome;
 - (vi) John Street Cycle route providing a lit, accessible route for cyclists and pedestrians from John Street to Albert Road, and beyond to North Road and Haughton Road.
 - (b) All Integrated Transport schemes will continue to be discussed with DAD as part of the consultation process;
 - (c) A design and implementation code for highway maintenance schemes will also be discussed with DAD as part of the statutory consultation process;
 - (d) An EQIA/DEIA will be carried out on the Network Management Plan as part of the annual review process by the Traffic Manager;
 - (e) An EQIA/DEIA will be carried out on the Transport Asset Management Plan before it is considered by Cabinet;
 - (f) Voluntary and Community organisations, through Evolution, will be encouraged to be involved in the LSTF bid and the implementation of any successful proposals.
12. The Group were particularly supportive of the recommendation to consult over a design and implementation code for highway maintenance schemes, as well as the continuing consultation process for other LTP funded schemes.

Funding

13. Following the Government Comprehensive Spending Review in December 2010 it was decided to reduce the number of local transport funding grants from 26 to 4. The four grants are:
1. Local Sustainable Transport Fund - £560m fund to support packages of interventions that support economic growth, reduce carbon emissions as well as delivering cleaner environments, improved air quality, enhanced safety and reducing congestion. There will be a competitive bidding process with money available for capital and revenue schemes, bids needs to be submitted by end of March 2011 with funding awarded in June 2011. Darlington will be looking to submit a bid to assist in delivering the outcomes of the 3LTP.
 2. Major schemes – there will now be a new approach which will replace the previous Regional Growth Funding Allocation. The regional growth fund will provide an additional avenue for major transport schemes that unlock sustainable economic growth. The Tees Valley Bus Network Review has survived the spending review and the implementation of these schemes will continue until 2015 with DfT accelerating their funding.
 3. Maintenance – will need to continue to inspect and repair the physical transport network, to include roads, footpaths, bridges, cycle paths and street lights.
 4. Integrated Transport Block – will need to continue to improve the quality of existing transport infrastructure and add new infrastructure to extend the transport system.

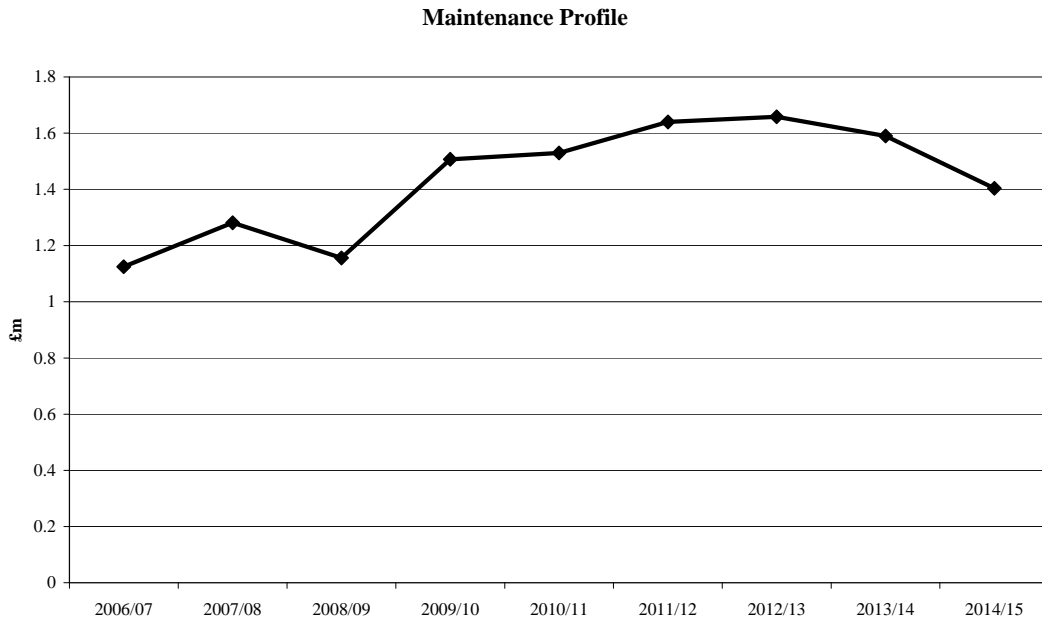
Funding allocated to Darlington

Year	Highways Maintenance	Integrated Transport Block
2011/12	£1.640m	£0.683m
2012/13	£1.658m	£0.729m
2013/14*	£1.590m	£0.729m
2014/15*	£1.404m	£1.025m

*Funding for 2013/14 and 2014/15 are indicative and are subject to change.

14. The three graphs below detail funding allocations over 9 years – the 5 years of the Second Local Transport plan that ends March 2011 and the planned or indicative funding for the next 4 years starting April 2011. For maintenance there is a slight increase for the first two years of 3LTP as government seek to prioritise highway maintenance but then they expect major efficiencies to be derived through, for example combining purchasing power of local authorities, hence a reduction in 2013/14 and 2014/15. (Figure 1)

Figure 1



15. The integrated block has seen the biggest reduction of 55.5% from the results of the Comprehensive Spending Review (Figure 2). As well as a reduction in funding, the integrated block will also need to fund further contributions towards TVBNI, projected at £166k, £175k, £139k and £130k over the next four years. This reduces the amount of discretionary funding available (Figure 3).

Figure 2

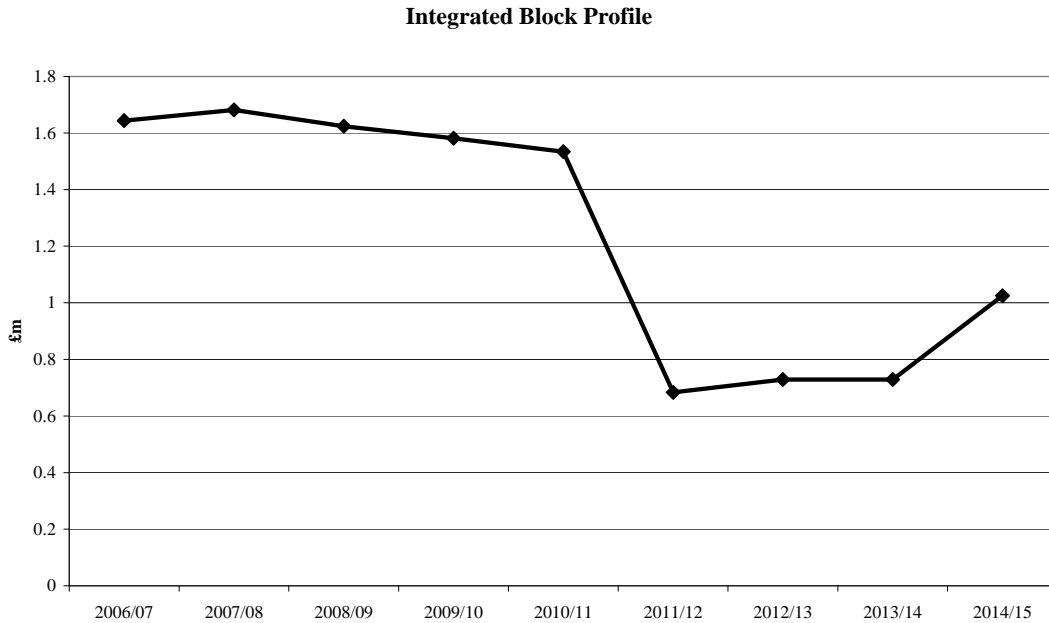
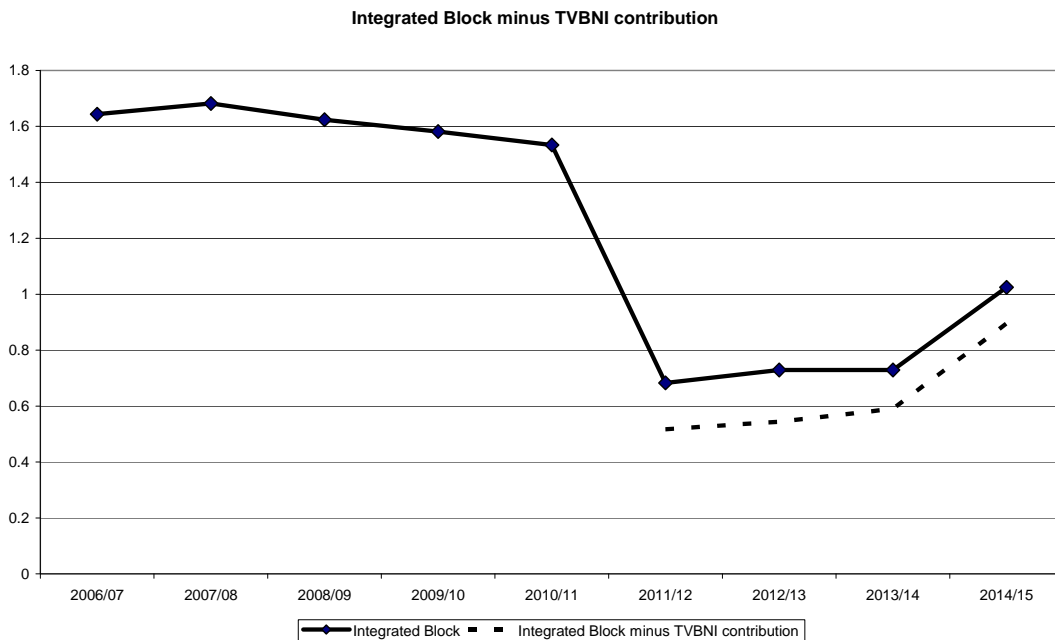


Figure 3



Major scheme funding – Tees Valley Bus Network Improvement (TVBNI)

- The TVBNI major project involves the implementation of infrastructure schemes to improve the journey times and reliability of bus services on core routes; a range of complimentary measures including enhancements at bus stops to improve the waiting environment for passengers, access to buses and the efficient operation of bus services; and a smarter choices programme, including information, marketing and incentives. Details of the proposed programme are in **Annexes 1 - 4**. The

programme is managed by the TVBNI Project Board. Proposals for complimentary measures and the smarter choices programme are being discussed at future Board meetings. Any changes to the programme that would have a financial implication for Darlington's financial contribution would be brought back to Cabinet.

Local Sustainable Transport Fund

17. The Government announced in September 2010 that it would set up a sustainable transport fund to promote strong local economies and tackle climate change. In this, Government are looking for highway authorities to submit bids on behalf of their local community, which build on the pioneering work carried out by this Council and others in influencing travel behaviour. The fund has a headline value of £560m over four years, with £350m of this being for revenue funded actions. Councils can only make one bid for funding, with larger bids of over £5m receiving more scrutiny than smaller ones, although additional joint bids may be accepted. There will be two funding rounds, with the first round dealing with bids, or parts of bids, of up to £5m over four years.
18. It is proposed that Darlington submit a bid focusing on achieving the outcomes of supporting the development of a sustainable economy, reducing carbon emissions and improving personal health through the continuation of "Local Motion" style activities, but this time across the whole Borough rather than just the town. The bid would further be made in conjunction with a separate bid by Durham County Council that covers the south west of their area that is most connected to Darlington by reason of employment, shopping and other facilities. Making the transport patterns between the two adjacent areas more sustainable is considered beneficial for both areas, since it covers travel in both directions. In Darlington's case it should help mitigate traffic congestion on local roads, help Darlington's economy grow sustainably and give local people access to employment opportunities in County Durham without having to use a car.
19. The bid draft document will be prepared by early April. Following the consultation and Disability Impact Assessment work undertaken as part of the preparation of the 3LTP, the bid will seek to improve travel options for disabled people.

Interreg IVB Funding

20. The Boosting Advanced Passenger Transport Systems (BAPTS) project continues until December 2011 with funding from the European Union's Interreg IVB Programme. There is currently £40k available to spend in 2011 to deliver the work packages. This funding has been allocated to two projects. The first is a 6 week pilot project called 'Max and Sam's Gold Rush' starting in May 2011 in all primary schools. This will build on the successful Medal Motion campaign and will focus on pupils achieving the recommended '60 active minutes' a day, including sustainable travel to school, over a 6 week period. A bid has been submitted to Health

Innovation Education Cluster (HIEC) North East for £35k to roll out the programme out between October 2011 and June 2012. If the pilot is successful it is anticipated that funding from the Local Sustainable Transport Fund will continue to fund the programme, though other funding opportunities will be explored with health and sports development colleagues.

21. The second is a pilot Individualised Travel Marketing (ITM) programme in the 3 Haughton wards. This will involve travel advisors visiting households in the area to provide information on travel choices, community based activities such as guided cycle rides, intensive working within the schools, health referrals from the GP Surgery and incentives to encourage local residents to use public transport. This builds on the successful ITM programme carried out in 2005 – 2007, but is a scaled down, low cost version, which is being trialled as a model for the roll out of the LSTF project, if successful.
22. There will also be £200k investment in 2011 through BAPTS. This includes the cycle parking at Bank Top Rail Station (due for completion 25 February 2011) funded from LTP2, and the roll out of the North East Smart Ticketing Initiative (NESTI), including the installation of smart card readers on Arriva buses operating in Darlington, funded from the Regional Funding Allocation. All concessionary bus passes in Darlington from 1 April 2011 onwards will be smart cards, ready for use on the new system.

Annex 1 - 2011/12
Proposed Third Local Transport Plan Capital Programme
Maintenance, Integrated Transport and TVBNI Blocks

Table 1 - Proposed Third Local Transport Plan Capital Programme – Maintenance and Integrated Transport

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Highway and Bridge Maintenance	Carriageway maintenance schemes – identified through condition data surveys. The programme may therefore vary subject to the analysis of the data but currently schemes include, A67 Piercebridge to High Coniscliffe, A6072 Redworth, A68 A1m to Swanhouse, A1150 Great Burdon, , A68 Woodland Rd, B6289 Carmel Rd, B6280 Yarm Rd to Geneva Rd, C34a Gt Stainton to Bishopton, C39 Walworth Castle, C39 Walworth Gate, C40a Burtree Lane, C182 McMullen Rd, C182 Thompson St East, C181 Geneva Rd, A167 North Rd	970	A	17, 20, 21
	Footway maintenance schemes – identified through pavement management system – potential schemes include A167 North Rd/Salters Lane Roundabout to White Horse, A1150 Whinbush Way, Barnes Road and Shearwater Avenue	150	A, B, C	17, 20, 21
	Cycle route maintenance – identified through condition inspections	20	A, B, C	17, 20, 21
	Bridge and structures structural maintenance, identified through condition data surveys – will include Hutton Avenue Bridge. Other schemes could include Chesnut Street East, John Street, Spring Court, Baydale Beck, Boundary Bridge B31	300	A	17, 20, 21
	Programme to replace street lights over 40 years old, identified through inspections	200	A, C	17, 20, 21

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Sub-total Maintenance Block		1640²		
Traffic Management	Schemes identified by the Traffic Manager in line with the Network Management Duty	27.5	A	2, 5
Car Parking	Improvements to Beaumont Street car park including resurfacing, signs and lines	55	A	19
Sustainable Transport	Local contribution towards TVBNI major scheme to improve bus services (£166k) – more detail in Table 2 Construction of cycling schemes to continue the further development of the cycling network, including John Street Cycle route (£220k) and cycle signs (£11.5) Contribution towards additional electric car charging points (£20k) Construction of dropped kerbs to aid residents with mobility issues (£17.5) Measures to support employer and school travel plans (£22k)	457	B, C, D, E	2, 5, 6, 10, 14, 19
Travel Safety	Casualty reduction schemes prioritised by the potential for casualty savings Speed management programme – 20mph zones Safer Routes to School and School 20mph zones	131.5	C	12, 13
Monitoring	Provision and replacement of traffic counters, other equipment and surveys to monitor the 3LTP	12	A	
Sub-total Integrated Block		683³		
Yearly Total		2,323		

² Inclusive of design and other fees charged at a rate of 10% of scheme cost

³ Inclusive of design and other fees charged at a rate of between 10-15% of scheme cost dependent upon size and type of scheme

Table 2 – Proposed TVBNI Programme

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Infrastructure	Bus stops with boarders Clifton Road (D30) Bus friendly cushions on Clifton Road (D31) New bus stop in Clifton Road (D32) Verge hardening Springfield (D56) Verge hardening Firthmoor (D57) Verge hardening Lascelles (D58) Verge hardening Minors Crescent (D59) Enhance capacity of roundabout at Yarm Road/McMullen Road (D40) Conversion of hail and ride in Minors Crescent (D63) New traffic signals at Yarm Road/Geneva Road junction (D39) North Road/Whessoe Road new junction, including land purchase (D14a) Yarm Road additional stop (D38)	166 (local contribution from LTP) 2,380 (DfT grant)	A, B,D, E	2, 4, 5, 7, 9, 10, 14,15, 18, 19
TVBNI total		2,546		

Tees Valley-wide programmes

Complementary measures	Bus stop design – to be agreed	Budget to be agreed
	Bus stop improvements	
Smarter Choices	Development of Brand	£124k
	Travel Research	
	Travel Information	

Annex 2 – 2012/13

**Proposed Third Local Transport Plan Capital Programme
Maintenance, Integrated Transport and TVBNI Blocks**

Table 1 - Proposed Third Local Transport Plan Capital Programme – Maintenance and Integrated Transport

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Highway and Bridge Maintenance	Carriageway maintenance schemes – identified through condition data surveys. The programme may therefore vary subject to the analysis of the data	988	A	17, 20, 21
	Footway maintenance schemes – identified through pavement management system	150	A, B, C	17, 20, 21
	Cycle route maintenance – identified through condition inspections	20	A, B, C	17, 20, 21
	Bridge and structures structural maintenance, identified through condition data surveys – ongoing	300	A	17, 20, 21
	Programme to replace street lights over 40 years old, identified through inspections - ongoing	200	A, C	17, 20, 21
Sub-total Maintenance Block		1658⁴		
Traffic Management	Schemes identified by the Traffic Manager in line with the Network Management Duty	33	A	2, 5
Car Parking	Improvements to car parks, including improving pedestrian access and re-lining, to be the needs of disabled people	22	A	19
Sustainable Transport	Local contribution towards TVBNI major scheme to improve bus services (£175k) – more detail in Table 2 Rail improvements, to improve access, safety and information (£44k)	506	B, C, D, E	2, 5, 6, 10, 14, 19

⁴ Inclusive of design and other fees charged at a rate of 10% of scheme cost

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
	Construction of cycling schemes to continue the further development of the cycling network, including John Street Cycle route (£220k) Rights Of Way Improvement Plan (£33k) Construction of dropped kerbs to aid residents with mobility issues (£34k) Measures to support employer and school travel plans (subject to construction of John Street)			
Travel Safety	Casualty reduction schemes prioritised by the potential for casualty savings Speed management programme – 20mph zones Safer Routes to School and School 20mph zones	156	C	12, 13
Monitoring	Provision and replacement of traffic counters, other equipment and surveys to monitor the 3LTP	12	A	
Sub-total Integrated Block		729⁵		
Yearly Total		2,387		

⁵ Inclusive of design and other fees charged at a rate of between 10-15% of scheme cost dependent upon size and type of scheme

Table 2 – Proposed TVBNI Programme

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Infrastructure	Inner Ring Road and Freemans Place (D4-D7) Cockerton Green (D51) North Road/Whessoe Road new junction (year 2 – D14a)	175 (local contribution from LTP) 1,114 (DfT grant)	A, B,D, E	2, 4, 5, 7, 9, 10, 14, 15, 18, 19
TVBNI total		1,289		

Tees Valley-wide programmes

Complementary measures

Bus stop improvements

Budget to be agreed

Smarter Choices

Travel information

£185k

Travel marketing – advertising, events, community-based activities

Individualised Travel Marketing

Incentives

Annex 3 – 2013/14
Proposed⁶ Third Local Transport Plan Capital Programme
Maintenance, Integrated Transport and TVBNI Blocks

Table 1 - Proposed Third Local Transport Plan Capital Programme – Maintenance and Integrated Transport

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Highway and Bridge Maintenance	Carriageway maintenance schemes – identified through condition data surveys. The programme may therefore vary subject to the analysis of the data	920	A	17, 20, 21
	Footway maintenance schemes – identified through pavement management system	150	A, B, C	17, 20, 21
	Cycle route maintenance – identified through condition inspections	20	A, B, C	17, 20, 21
	Bridge and structures structural maintenance, identified through condition data surveys – ongoing	300	A	17, 20, 21
	Programme to replace street lights over 40 years old, identified through inspections - ongoing	200	A, C	17, 20, 21
Sub-total Maintenance Block		1590⁷		
Traffic Management	Schemes identified by the Traffic Manager in line with the Network Management Duty	50	A	2, 5
Sustainable Transport	Local contribution towards TVBNI major scheme to improve bus services (£139k) – more detail in Table 2 Rail improvements (feasibility of new platform at North Road Station) Development of the cycling network Rights Of Way Improvement Plan	500	B, C, D, E	2, 5, 6, 10, 14, 19

⁶ Proposals based on indicative funding

⁷ Inclusive of design and other fees charged at a rate of 10% of scheme cost

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
	Construction of dropped kerbs Measures to support employer and school travel plans			
Travel Safety	Casualty reduction schemes prioritised by the potential for casualty savings Speed management programme – 20mph zones Safer Routes to School and School 20mph zones	167	C	12, 13
Monitoring	Provision and replacement of traffic counters, other equipment and surveys to monitor the 3LTP	12	A	
Sub-total Integrated Block		729⁸		
Yearly Total		2,319		

⁸ Inclusive of design and other fees charged at a rate of between 10-15% of scheme cost dependent upon size and type of scheme

Table 2 – Proposed TVBNI Programme

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Infrastructure	Inner Ring Road – (Year 1 - D4-D7) Bus stop improvements	139 (local contribution from LTP) 1,076 (DfT grant)	A, B,D, E	2, 4, 5, 7, 9, 10, 14, 15, 18, 19
TVBNI total		1,215		

Tees Valley-wide programmes

Complementary measures

Bus stop improvements

Budget to be agreed

Smarter Choices

Travel information

£312k

Travel marketing – advertising, events, community-based activities

Individualised Travel Marketing

Incentives

Annex 4 – 2014/15
Proposed⁹ Third Local Transport Plan Capital Programme
Maintenance, Integrated Transport and TVBNI Blocks

Table 1 - Proposed Third Local Transport Plan Capital Programme – Maintenance and Integrated Transport

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Highway and Bridge Maintenance	Carriageway maintenance schemes – identified through condition data surveys. The programme may therefore vary subject to the analysis of the data	734	A	17, 20, 21
	Footway maintenance schemes – identified through pavement management system	150	A, B, C	17, 20, 21
	Cycle route maintenance – identified through condition inspections	20	A, B, C	17, 20, 21
	Bridge and structures structural maintenance, identified through condition data surveys – ongoing	300	A	17, 20, 21
	Programme to replace street lights over 40 years old, identified through inspections - ongoing	200	A, C	17, 20, 21
Sub-total Maintenance Block		1404¹⁰		
Traffic Management	Schemes identified by the Traffic Manager in line with the Network Management Duty	50	A	2, 5
Sustainable Transport	Local contribution towards TVBNI major scheme to improve bus services (£130k) – more detail in Table 2 Rail improvements (potential new platform at North Road Station) Development of the cycling network Rights Of Way Improvement Plan	796	B, C, D, E	2, 5, 6, 10, 14, 19

⁹ Proposals based on indicative funding

¹⁰ Inclusive of design and other fees charged at a rate of 10% of scheme cost

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
	Construction of dropped kerbs Measures to support employer and school travel plans			
Travel Safety	Casualty reduction schemes prioritised by the potential for casualty savings Speed management programme – 20mph zones Safer Routes to School and School 20mph zones	167	C	12, 13
Monitoring	Provision and replacement of traffic counters, other equipment and surveys to monitor the 3LTP	12	A	
Sub-total Integrated Block		1,025¹¹		
Yearly Total		2,429		

¹¹ Inclusive of design and other fees charged at a rate of between 10-15% of scheme cost dependent upon size and type of scheme

Table 2 – Proposed TVBNI Programme

Intervention	Detail	Proposed Budget (£'000)	Contribution to 3LTP outcomes	Contribution to 3LTP policies
Infrastructure	Inner Ring Road (Year 2 - D4-D7) Bus stop improvements	130 (local contribution from LTP) 892 (DfT grant)	A, B,D, E	2, 4, 5, 7, 9, 10, 14, 15, 18, 19
TVBNI total		1,022		

Tees Valley-wide programmes

Complementary measures	Bus stop improvements	Budget to be agreed
Smarter Choices	Travel research – phase 2	£347
	Travel information	
	Travel marketing – advertising, events, community-based activities	
	Individualised Travel Marketing	
	Incentives	