
SECOND LOCAL TRANSPORT PLAN EXPENDITURE 2009-10

Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio

Responsible Director – Richard Alty, Assistant Chief Executive (Regeneration)

SUMMARY REPORT

Purpose of the Report

1. To seek a variation of the previously agreed programme for the Second Local Transport Plan in order to meet emerging priorities and, for completeness of the transport capital programme, to confirm the agreed programme for the Road Safety Grant and Cycling England funding.

Summary

2. Council approved the Second Local Transport Plan (LTP2) and associated provisional budget on 23 March 2006. Following a three year allocation of funding by the Department for Transport for the period 2008-11, Cabinet approved a 3 year programme on 18 March 2008. Further variations were agreed by Cabinet on 9 September 2008. This report provides further detail on the programme for 2009/10, including the variations.
3. During 2008 the strategy to tackle congestion has been further developed and will focus on increasing road capacity at pinch points, further improving the management of the road network to increase traffic flow and, by encouraging more sustainable travel behaviour, to reduce the pressure on the road network. The programme for 2009/10 brings forward some of this work including advanced design and consultation on major junction improvements at North Road/Whessoe Road and in Cockerton and the implementation of Civil Parking Enforcement.
4. The Tees Valley Bus Network Improvement (TVBNI) major scheme bid, which would fund some of the key infrastructure improvements, is still on hold pending the funding decision by the Department for Transport. The Joint Strategy Unit anticipates an announcement in March 2009. Some of the activities in the Local Transport Plan programme are match funding for the TVBNI funding.
5. In October 2008 Cycling England confirmed that Darlington will continue to receive match funding of up to £500k per year, until March 2011, in order to deliver the Cycling Demonstration Town (CDT) approved programme. CDT provides match funding to assist some of the activities in the Local Transport Plan programme. Darlington has been successful in securing additional funding from Europe through the Interreg IVB programme

and Cabinet have approved the release of this funding on 7 October 2008. Interreg provides match funding to assist some of the activities in the Local Transport Plan programme.

6. The Department for Transport will continue to pay Specific Road Safety Grant for a programme of predominantly revenue funded activities, to further improve road safety in Darlington, as outlined in LTP2.
7. A further report was approved by Cabinet on 9 September 2008 to vary the previously agreed programme in order to address emerging priorities that had arisen during 2008, such as the requirements of the Traffic Manager role to deliver the Council's Network management Duty and an ongoing review of speed limits to be carried out in partnership with Durham Constabulary.
8. The programme outlined in this report incorporates all of these changes.

Recommendation

9. It is recommended:-
 - (a) The changes to the Second Local Transport Plan capital programme for 2009/10 for expenditure broken down across schemes as detailed in **Appendix 1** of the is report;
 - (b) The Specific Road Safety Grant programme for expenditure on activities and schemes to further improve road safety, as detailed in **Appendix 2**;
 - (c) The Cycling Demonstration Town programme, as detailed in **Appendix 3**;
 - (d) The Scheme of Delegation be amended to include the previously agreed power for the Assistant Chief Executive (Regeneration) under general matters, as follows.

Vary, in consultation with the relevant Cabinet Member the timing of the implementation of transport schemes within the lists of schemes approved by Cabinet.

Reasons

10. The recommendations are supported by the following reasons :-
 - (a) To ensure that the most effective use is made of the settlements for 2009/10 by permitting a timely start to be made on the full programme of works;
 - (b) To maximise the opportunity for match funding through Cycling England and Interreg IVB Programme (European funding).

Richard Alty
Assistant Chief Executive (Regeneration)

Background Papers

- (i) Second Local Transport Plan Settlement letter from GONE, 27 November 2007.

- (ii) Cycling England funding agreement, 24 October 2008.
- (iii) Interreg Project Release of Funding, Cabinet Report, 7 October 2008.
- (iv) Tees Valley Bus Network Initiative, Cabinet Report, 12 February 2008.
- (v) Implementation of Civil Parking Enforcement, Cabinet, 6 January 2009

Sue Dobson : Extension 2277

S17 Crime and Disorder	Schemes and initiatives are designed to take crime and disorder and antisocial behaviour issues into account where appropriate.
Health and Well Being	Sustainable transport schemes have health and well being outcomes.
Sustainability	The Local Transport Plan provides a framework for sustainable travel.
Diversity	Disability groups are consulted on schemes.
Wards Affected	All wards
Groups Affected	All groups
Budget and Policy Framework	In line with Cabinet approved Second Local Transport Plan 2006-11
Key Decision	This is a key decision because it significantly affects all residents in the Borough and involves a significant level of expenditure.
Urgent Decision	This does not require an urgent decision.
One Darlington: Perfectly Placed	Measures to widen travel choice provide One Darlington benefits. Measures to improve the transport network have Perfectly Placed benefits.

MAIN REPORT

Information and Analysis

Context

11. Council approved the Second Local Transport Plan on 23 March 2006. Following a three year allocation of funding by the Department for Transport for the period 2008-11, Cabinet approved a 3 year programme on 18 March 2008. This report provides further detail on the proposed programme for 2009/10, including variations to meet emerging priorities. For completeness it also includes a summary of the implementation of the 2008/09 programme and to confirm the agreed programme for the Road Safety Grant and Cycling England funding.
12. During 2008 the strategy to tackle congestion has been further developed and will focus on increasing road capacity at pinch points, further improving the management of the road network to increase traffic flow and by encouraging more sustainable travel behaviour to reduce the pressure on the road network. The programme for 2009/10 brings forward some of this work including advanced design and consultation on major junction improvements at North Road/Whessoe Road and at 3 junctions in Cockerton.
13. The Tees Valley Bus Network Improvement major scheme bid is still on hold pending the funding decision by the Department for Transport. The Joint Strategy Unit anticipates an announcement in March 2009. Detailed design work, land investigations, planning permissions and consultation will continue in preparation for the funding announcement. If the funding is not forthcoming other sources of funding will be pursued including the Housing Growth Point bid, future years Local Transport Plan allocations and developer contributions.
14. In October 2008 Cycling England confirmed that Darlington will continue to receive match funding of up to £500k per year, until March 2011, in order to deliver the Cycling Demonstration Town (CDT) approved programme. CDT provides match funding to assist some of the activities in the Local Transport Plan programme. The programme will seek to secure additional funding from One North East to deliver the Green Infrastructure Strategy which includes many routes which can form part of the cycle network as well as implementing the Rights of Way Improvement Plan.
15. Darlington has also been successful in securing additional funding from Europe through the Interreg IVB programme and Cabinet have approved the release of this funding on 7 October 2008. Interreg provides match funding to assist some of the activities in the Local Transport Plan programme.
16. The Department for Transport will continue to pay Specific Road Safety Grant for a programme of predominantly revenue funded activities, to further improve road safety in Darlington.

17. A further report was approved by Cabinet on 9 September 2008 to vary the previously agreed programme in order to address emerging priorities that had arisen during 2008, such as the requirements of the Traffic Manager role to tackle congestion and deliver the Council's Network Management Duty, and an ongoing review of speed limits to be carried out in partnership with Durham Constabulary as part of the Speed Management Strategy.

Delivery in 2008/09

18. The Council has continued to deliver Second Local Transport Plan schemes that tackle congestion, improve accessibility and travel safety and promote travel choices. Schemes include:
- (a) Following the completion and opening of Darlington's Eastern Transport Corridor, a traffic calming scheme for Haughton Road and Stockton Road has been designed and consulted on, to 'lock in' the benefits of the new road, with construction due to start in March 2009.
 - (b) Removal of existing road humps in Skerne Park and their replacement with more bus friendly speed cushions to enable 'easy access' low floor buses to operate in this area.
 - (c) The A68 Route Action Plan has been implemented.
 - (d) A new pedestrian and cycle access link has been provided along Yarm Road into Morton Palms, plus new bus stops with shelters on Yarm Road and bus stops within the Morton Palms site.
 - (e) Street lighting has been provided in Bensham Park and Newlyn Drive to tackle antisocial behaviour.
 - (f) Southend Avenue Residents Parking Zone has been completed.
 - (g) Dropped crossings were provided at various locations to meet the needs of disabled people.
 - (h) The cycle network has been improved with associated benefits for pedestrians including Nunnery Lane and Cemetery Lane. New direction signs have been provided on 6 of the 7 radial cycle routes, incorporating times rather than distance, to assist people as they cycle around Darlington. Cycle parking has been provided in 6 schools including Carmel and Longfield, as well as at Darlington College.
 - (i) A programme of 12 carriageway and 3 footway maintenance schemes has been completed including A167 Burtree Lane to Coatham Mundeville Phase 4, Hurworth to Neasham drainage scheme and A67 Middleton St George junction C52 to Morton Palms A66 roundabout.
19. The Council has been given flexibility within the LTP2 settlements to programme spend over more than one financial year. Therefore there are a number of schemes that are designed and currently being consulted upon. Subject to a successful conclusion at the consultation stage, a number of 2008/09 schemes will be constructed in 2009, including:
- (a) School 20mph scheme, St Theresa's School, Harris Street

- (b) Safer Route to School, Dodmire Primary School and associated toucan crossing on Neasham Road.
 - (c) Toucan crossing on McMullen Road to improve access to Heathfield School and Lingfield Point.
20. Other schemes have been deferred for construction in 2009:
- (a) Middleton One Row slope stabilisation has been delayed until May 2009, as there are Northumbrian Water Limited works in the same area, which the Council were not aware of when the planning process started in Summer 2008, and these need to be completed first.
21. The Cycling Demonstration Town project has delivered a number of capital and revenue funded schemes including:
- (a) The Grange Road cycle route and associated pedestrian improvements;
 - (b) Improvements to the cycle route from the new bridge over the A66 towards Middleton St George, following the completion of the cycle route alongside the Darlington Eastern Transport Corridor;
 - (c) Providing a sealed surface on the Black Path, bringing it up to adoptable standard;
 - (d) Delivering the Cycling Festival in June 2008 and supporting the Tour of Britain Stage in September;
 - (e) Producing a new cycle map and self guided cycle ride leaflets to support people back into cycling.
22. The Road Safety Grant has been used to fund free cycle and pedestrian training, 1.5 fte road safety engineers and extend the Road Safety Education, Training and Publicity programme.

Proposals for 2009/10

23. Cabinet released a three year programme of funding in March 2008, which was amended in September 2008. During 2008 the strategy to tackle congestion has been further developed and will focus on increasing road capacity at pinch points, further improving the management of the road network to increase traffic flow and by encouraging more sustainable travel behaviour to reduce the pressure on the road network. The programme for 2009/10 brings forward some of this work including advanced design and consultation on major junction improvements at North Road/Whessoe Road and in Cockerton, which will be primarily funded by the Tees Valley Bus Network Improvement bid.

24. The Inner Ring Road micro simulation model is being procured in March 2009 and work will be ongoing to develop options to improve the Inner Ring Road, tackling congestion through junction improvements, network management and improving sustainable travel options.
25. A full time Traffic Manager has been appointed and a new budget has been allocated for minor network management improvements to the highway network to improve vehicle flow, as part of delivering the Network Management Duty.
26. Cabinet has approved a process to implement Civil Parking Enforcement (6 January 2009) with a target of the application being submitted to the Department for Transport by November 2009. The initial allocation of £100k from the LTP for 2009/10 has been increased to £200k to accelerate the process.
27. A programme to tackle congestion through changes in travel behaviour will continue to be funded including school travel plans; travel plans with local employers including the Council; and providing information and incentives to support people in their travel choices.
28. A review of progress against the targets set in the Local Transport Plan highlights that further improvements are required to public transport. Satisfaction, patronage and punctuality are all below target and therefore schemes to provide further bus priority, bus stop improvements and information will remain a priority.
29. Highway and Bridge maintenance schemes are determined from analysis of annual survey data, which measure current condition against nationally set standards. The 2009/10 programme will focus on 'B' and 'C' class roads in order to improve performance against the national indicator. In addition a number of footway and cycle route maintenance schemes will be carried out. Council revenue will continue to fund small scale maintenance schemes to address public satisfaction with roads and pavements.
30. The travel safety programme will include a Speed Limit Review as part of the Speed Management Strategy in conjunction with Durham Constabulary.
31. The Tees Valley Bus Network Improvement major bid is still awaiting final approval from the Department for Transport. Design and consultation work on a number of the schemes will be ongoing so that when the funding is available implementation can proceed.
32. Details of the proposed Local Transport Plan programme and variations from the previously agreed programme are in **Appendix 1**.
33. The Road Safety Grant which is predominantly revenue funding, will continue to be used to support the provision of cycle training and pedestrian training, two road safety engineers and the Road Safety Education Training and Publicity programme. The Road Safety Grant provides funding for cycle and pedestrian training, and other sources of funding are being sought, to be provided for free. Details can be found in **Appendix 2**.
34. A further £500k is available as match funding from Cycling England in 2009/10 to deliver an agreed programme of cycle network improvements and measures to increase the level of cycling in Darlington. Details of the programme are in **Appendix 3**.

35. Consultation on a footpath and cycle path scheme at Mill Lane are being completed and a further report will be brought to Cabinet on whether or not to proceed with this scheme.
36. It is proposed to continue to provide updates on the delivery of the agreed programme are reported to Cabinet in the quarterly capital monitoring reports. As agreed by Members in 2007 it would be helpful if variations to the timing of implementation of the agreed programme or the selection of schemes from approved list, could continue to be delegated to the Assistant Chief Executive (Regeneration) in consultation with the cabinet member with responsibility for Transport. Substantial changes in the programme would be brought to Cabinet for consideration.

Outcome of Consultation

37. As outlined in previous reports, there have been extensive consultations on the principles, ethos and detail of the Second Local Transport plan. A summary of this may be found in Annexes 1 and 2 of the Plan, available on the Council website.
38. Consultation on individual schemes, activities and policies will continue to be undertaken in accordance with the Council's Community Engagement Strategy.

**Proposed Second Local Transport Plan Capital Programme 2009/10
Integrated Transport and Maintenance Blocks, including fees**

Intervention	Budget proposed in March 2009 £'000s	Budget proposed in March 2008 £'000s	2009/10 Programme	Variations	LTP spend used to secure additional match funding £'000s
Corridor of Certainty	289	360	Detailed design and consultation on major junction improvements in Cockerton; Detailed design and consultation on major junction improvement at Whessoe Road / North Road plus implement bus priority on North Road north of this junction; Complete development of Inner Ring Road model and feasibility work	The budget has been reduced in order to deliver Civil Parking Enforcement, traffic management schemes and the speed management strategy. All the advanced design work to accelerate the deliver of major junction improvements on North Road and in Cockerton will still be delivered.	TVBNI - 289
Traffic Management	30	0	Schemes to alleviate congestion, identified by the Traffic Manager	A new budget. ¹	
Public Transport	146	231	Bus stop improvements including conversion of sections of hail and ride; raised kerbs; bus shelters; timetable cases	The reduction in funding recognises that the roll out of real time information in the town centre will be funded from alternative funding including developer contributions and TVBNI ¹ .	TVBNI - 146
Car Parking	200	23	Civil Parking Enforcement	The original proposals for improvements to the signs for town centre car parks as been deferred. All the funding will be made	

¹ Agreed at Cabinet 9 September 2008

				available for the implementation of Civil Parking Enforcement.	
Walking and Cycling	260	244	<p>Programme of dropped crossings;</p> <p>Schemes to deliver the Rights of Way Improvement Plan;</p> <p>Harewood Terrace to Blackwell Lane cycle link;</p> <p>Great Burdon to Sadberge walking/cycling link;</p> <p>Improvements to Polam Lane</p>	<p>Increased funding for the implementation of the Rights of Way Improvement Plan. Schemes have benefits for pedestrians and cyclists as well as improving access to both the urban and rural rights of way network. The integration of the ROWIP and LTP has been recognised with a nomination for a Natural England award.</p>	CDT – 185
Travel Safety	320	241	<p>A programme of local safety schemes to reduce casualties based on analysis of accident data;</p> <p>School 20mph schemes – Longfield School plus additional schemes to be identified from travel plans for advanced design;</p> <p>Safer Routes to School – Cockerton Primary / Holy Family / Branksome scheme on Prior Street plus additional schemes to be identified from travel plans for advanced design;</p> <p>Review of speed limits as part of the Speed Management Strategy</p>	<p>Additional funding is required to support the Speed Management Strategy and will fund the introduction of new speeds, consolidate existing orders and introduce physical measures such as speed humps/cushions².</p>	CDT – 130

² Agreed at Cabinet, 9 September 2008

Travel Plans	270	269	Measures to support school travel plans including cycle parking at schools; Measures to support employer travel plans, including the Council travel plan; Support for Local Motion project	No change	CDT – 130 INTERREG- 250
Monitoring	37	37	Continued evidence based monitoring to assess the impact of the LTP, including surveys	No change	
Consultation	30	65	Consultation for the development of the Third Local Transport Plan	This budget previously included advanced design. This has now been included in specific schemes such as public transport.	
Sub-total Integrated Block	1,582³	1470¹			
Footway maintenance	93	275	Schemes identified from condition survey data	The indicator for footway condition is currently on target. Additional schemes to improve the public's satisfaction with footways are funded from revenue.	
Cycle route maintenance	22	44	Schemes are identified from inspections or reports.	Following experience from the last two years it has been decided that keeping the budget at the same level is appropriate and that the proposed increase for maintenance of the cycle network this year is not required.	CDT - 20
Carriageway maintenance	1077	858	Schemes identified from condition survey data	Following the results of condition data surveys, more funding will be allocated to improving 'B' and 'C' class roads to make	

³ In 2008/09 it was proposed to allocate an additional £112k to the Integrated Transport Block from the Maintenance block, and then reallocate £112k to the maintenance block from the Integrated Transport Block in 2009/10. This was not required and the funding was spent as allocated by DfT in 2008/09, and is proposed to be spent in line with the DfT allocation in 2009/10.

				further improvements on this national indicator.	
Bridge maintenance	203	330	Schemes identified from condition survey data	Historically bridge maintenance has had ~ £300k for a programme of improvement work. This year a programme of work has been identified from condition data that is significantly less. It should be noted that the Middleton One Row stabilisation scheme is part of this programme but £150k funding has been carried forward to undertake this work and is not included in this budget.	
Sub Total Maintenance Block	1,395¹	1507¹			
TOTAL	2,977⁴	2,977			

⁴ Inclusive of design and other fees charged at a rate of between 10-15% of scheme cost dependent upon size and type of scheme.

Road Safety Grant programme 2009/10⁵

Intervention	Proposed Budget £'000s	2009/10 Programme
Revenue	168	Pedestrian and cycle training; Targeted road safety programme aimed towards 'at risk' groups; 2 road safety officers
Capital	37	Travel safety and speed management schemes, identified by the road safety officers
TOTAL	205	

⁵ No change to budget allocation.

Cycling Demonstration Town programme 2009/10⁶

Intervention	Proposed Budget £'000s	2009/10 Programme
Revenue	172	Cycling festival in July; Bike It Officer and programme; Medal Motion and school based activities; Maps and literature; Staff costs
Capital	328	Completion of the cycle signs, including the circular route around the urban area; Cycle parking; Implementation of schemes identified as part of the completion of the radial routes and rural routes. Potential schemes identified include John Street, Mill Lane, Baydale Beck, Hurworth and Sadberge.
TOTAL	500	

⁶ No change to the budget allocation; potential schemes identified.