
**REVISIONS TO THE CYCLING DEMONSTRATION TOWN
PROGRAMME 2009 -2010**

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 (2LTP) cycling schemes and Darlington's Cycle Demonstration Town project in order to address emerging priorities that have arisen since Cabinet approval for the 2009/10 programme on 3 March 2009.

Summary

2. Cabinet approved the proposed 2LTP and Cycle Demonstration Town (CDT) capital programme in March 2009. The decision granted delegated powers to the Assistant Chief Executive (Regeneration) to make variations in delivery of schemes but did not permit the introduction of new schemes such as those included in this report.
3. A number of additional schemes have been identified and further detail on the reasons for these schemes coming forward is detailed in the information and analysis section of the main report. The main changes have materialised following ongoing discussions with Cycling England regarding the cycle network.
4. If approved, the recommendation will result in:-
 - (a) two schemes being deferred,
 - (b) one scheme being moved from CDT to 2LTP programme;
 - (c) one additional scheme being added to 2LTP programme; and
 - (d) two additional schemes being added to the CDT programme.
5. Further details on the revised scheme proposals are contained in the main report.

Recommendations

6. It is recommended that Members approve:-
 - (a) the changes to the Second Local Transport Plan programme for 2009-10 as set out in paragraph 12 of this report; and
 - (b) the changes to the Cycle Demonstration Town programme for 2009-10 as set out in paragraph 12 of this report.
 - (c) should circumstances permit that the John Street scheme is brought forward in the programme.

Reason

7. The recommendations are supported to ensure that the most effective use of 2LTP and CDT capital funding is made in 2009-10, thus maximising external grant funding from Cycling England.

**Richard Alty ,
Assistant Chief Executive (Regeneration)**

Background Papers

No Background papers were used in the preparation of this report.

Louise Neale : Extension 2716
cc

S17 Crime and Disorder	Schemes are designed to take crime and disorder and anti social behaviour issues into account where appropriate.
Health and Well Being	Sustainable transport schemes have health and well being outcomes
Sustainability	The LTP provides a framework for sustainable travel which the schemes detailed are in line with.
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 2006-2011 and in accordance with Council Policy. The revenue implications have been discussed with budget holders and can be dealt with from existing budgets
Key Decision	This is a key decision
Urgent Decision	No
One Darlington: Perfectly Placed	Measures to widen travel choice to provide One Darlington benefits, including tackling traffic congestion. Measures to improve the transport network have Perfectly Placed benefits.
Efficiency	The report recommends schemes that maximise external grant funding from Cycling England. Improvement schemes will result in reducing future ongoing maintenance costs.

MAIN REPORT

Information and Analysis

8. The original list of Local Transport Plan (LTP) schemes was approved by members at the meeting of Cabinet on 3 March 2009. In that report, the detail of the rationale for expenditure was set out to meet the 2LTP objectives within the Darlington Transport Strategy. Expenditure on cycling schemes forms part of the Council's work to tackle traffic congestion by the promotion and provision of credible alternatives to the private car, especially for shorter trips. However, since that report a number of desirable new schemes have emerged and the feasibility of delivering some existing schemes has altered.
9. If approved, the changes mean that two schemes would be deferred, one scheme being moved from the CDT to 2LTP programme, one additional scheme being added to 2LTP programme and two additional schemes being added to the CDT programme. The main reasons for the changes are detailed in paragraph 11. The **attached plan** (Appendix 1) shows how these schemes relate to the cycle network.
10. Following ongoing discussions with Cycling England (the funding body for CDT projects) regarding priorities, it is recommended that some changes should be made to this year's programme as set out later in this report. These include work to Polam Lane Bridge which requires structural repair. This need means that it would be sensible to defer the creation of the Polam Lane Cycle Route so that the route can be opened without the need for more work. In addition, the decision by One North East to suspend the Green Infrastructure Funding grant scheme means that the Baydale Beck scheme cannot go ahead due to insufficient funds.
11. The main changes to the programme are listed below along with the recommended course of action:

Deferred Schemes

- (a) **Polam Lane;** Polam Lane was scheduled to be resurfaced during 2009/10 to improve the route for cyclists. It has been identified that significant work is required on Polam Lane Bridge to repair the structure and appearance of the bridge. The work on both the bridge and Polam Lane will ideally take place at the same time so that the route is not closed on more than one occasion. The budget of £110,000 within the LTP programme has been deferred until 2010/11.
- (b) **Baydale Beck;** The scheme would have provided an improved route for walkers, cyclists and horse riders between the Hummersknott area of Darlington to Merrybent. The scheme was mainly funded from the Green Infrastructure programme. It is recommended that the funding allocated from the Cycle Demonstration Town budget in 2009/10 (£60,000) is spent on the South Park and Green Lane schemes.

Budget Alterations

- (c) **North Road cycle scheme;** A budget of £80,000 was allocated as part of the CDT project to complete the cycle network in the Harrowgate Hill area of Darlington and to also investigate the feasibility of providing a route to the north of Darlington towards Newton Aycliffe. Following discussions with Cycling England it has become clear that they do not support the provision of a route alongside the A167 and so would not fund this. As the completion of the route within the urban area is key to completing the Harrowgate Hill signed route it is proposed that the budget is moved from the CDT programme and into the LTP programme as a Council priority. The budget will allow for work to complete the route within the urban area. The feasibility of a route to Newton Aycliffe will be programmed in 2010/11 subject to future Member approval.

New Schemes

- (d) **South Park;** Following a discussion with Cycling England it is recommended that a route through South Park connecting Henderson Street to Bedford Street would form a useful link in the cycle network, providing a direct, continuous, safe route and improving access for both pedestrians and cyclists. The scheme would seek to provide a surfaced route along the edge of the show field and will include additional planting and other improvements that can be made to the area. The budget for this scheme is £40,000 as part of the CDT programme.
- (e) **Green Lane;** Green Lane has formed part of the cycle network for a number of years, however, there are issues around drainage and the surfacing of this route. It is proposed that this route is improved and ducting for lighting be installed at the same time. The route would form a useful link between Harrowgate Hill and Whinfield. The budget for this scheme is £100,000 as part of the CDT programme.
- (f) **Advanced Stop Lines and Priority Crossings;** Advanced Stop Lines and Priority crossings for cyclists have been raised by Cycling England as key pieces of infrastructure that Cycling Towns should be looking to create. It is proposed that a £30,000 budget is created in the LTP programme to investigate and begin to implement Advanced Stop Lines and Priority Crossings across the town.

John Street Scheme

12. Work is continuing to secure the cycle route between Albert Road and John Street, to complete a route from Harrowgate Hill to the town centre avoiding North Road. This is the Council's top priority as it provides a strategic route from the Town Centre to the north of the Town. However, it has been deferred due to land assembly issues. Agreements are being sought with landowners and a planning permission will be submitted in October following extensive consultation with the Environment Agency regarding mitigation measures. Cycling Demonstration Town funding of between £10-£15K may be required this financial year for the legal process, planning application and to purchase the land, subject to agreements being secured with the land owners. This can be found from the existing programme utilising elements of these fees and consultation budgets. If the planning application is successful and the land is purchased, the scheme may be able to proceed next year and funding will be allocated with the Cycling Programme. If it can proceed earlier than this then Assistant Chief Executive (Regeneration) could use delegated powers to bring forward the scheme and defer others that are set out in the programme

tables.

13. The changes suggested will not alter the total budget allocation to cycling schemes as previously agreed in March 2009. The tables below summarise the changes to both the LTP and CDT capital work programmes.

LTP – Agreed Programme 2009-11	£'000	Notes
Harewood Terrace	40	
Polam Lane	110	delayed until 2010 to meet timeline for bridge
Sadberge	34	
ROWIP	20	
School 20mph zone	70	
SRTS	80	
Cycle parking	92	
maintenance	22	
	468	

LTP – Revised Programme	£'000	Notes
Harewood Terrace	40	
North Road	80	moved into LTP
Sadberge	34	
ROWIP	20	
School 20mph zone	70	
SRTS	80	
Cycle parking	92	
maintenance	22	
ASLS/priority crossings	30	to meet concerns of Cycling England
	468	

CDT – Agreed Programme	£'000	Notes
signs	33	
consultation	10	
parking	10	
fees	25	
Sadberge	110	
Baydale	60	Deferred due to lack of Green Infrastructure Funding
North Road	80	Moved from CDT to LTP
	328	

CDT – Revised Programme		
signs	33	
consultation	10	
parking	10	
fees	25	
Sadberge	110	
South Park	40	New scheme to provide link to Polam lane
Green Lane	100	New scheme
	328	

Outcome of Consultation

14. Consultation on individual schemes will continue to be undertaken in accordance with the Council’s Community Engagement Strategy. Early contact with representatives of the Friends of South Park has shown positive support for the proposed improvement to this area of the Park.