
DELIVERY OF THE LOCAL TRANSPORT PLAN 2011-2026

Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio

Responsible Director – Ian Williams, Director Economic Growth

SUMMARY REPORT

Purpose of the Report

1. This report updates Members on the delivery of Darlington’s Local Transport Plan (LTP) set within the context of Darlington’s Strategy for delivering economic growth, new housing and an increase in jobs.

and
2. Seeks Cabinet approval for:-
 - (a) The release of capital Integrated Transport and Highway Maintenance funds for the LTP delivery plan in 2015/16.
 - (b) A funding bid to the Local Highways Maintenance Challenge Fund and release of the grant funding should the bid be successful.
 - (c) The release of Capital from TVU Funding sources to deliver Central Park and Bank Top master planning should the bid be successful.

Summary

3. Darlington’s Local Transport Plan, sets out the transport strategy for supporting sustainable growth over the period up to 2026, with five core objectives taking account of the social, environmental and economic impacts of transport, plus a best value objective to implement schemes that demonstrate value for money. The LTP objectives are:-
 - (a) To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network.
 - (b) To tackle climate change through quantified reductions in greenhouse gas emissions from transport.

- (c) To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent
 - (d) To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces
 - (e) To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people.
 - (f) To implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level.
4. Over the period 2011 -2015 the Council has taken an outcome focused, evidenced based approach to scheme delivery, aiming to maximise the efficiency of the existing transport system before considering major investment in new transport infrastructure.
5. Points 19-24 within the main body of this report review transport measures which have been delivered over the past 4 years and assess how the Council has performed in achieving the core transport objectives and associated outcomes. For example transport measures include:-
- (a) Increased proportion of expenditure on highway maintenance
 - (b) Investment through the Local Sustainable Transport Fund (LSTF) on encouraging walking , cycling and greater use of public transport
 - (c) Transport Infrastructure, for example Tees Valley Bus Network Improvement (TVBNI) schemes
6. Moving forward, Tees Valley and Darlington have clear ambitions for economic growth, setting a target of achieving a net increase of 25,000 jobs in the Tees valley (6,500 in Darlington) by 2025. Excellent transport connectivity, with rapid access to the strategic road and rail network and good local accessibility for all travel modes (car, bus, rail, foot and cycle) is a vital component in supporting our economic growth plans.
7. It is proposed that the Council continues an evidenced approach to transport spending, so that investment is focused on delivering the core transport objectives, firstly through investment in maintaining and managing the existing transport network, followed by investment in new infrastructure where this is based on clear evidence that it will benefit the journey experience (travel time, reliability, safety, accessibility) and in doing so support sustainable economic growth.

Transport Funding

8. The mechanism for allocation of transport funding to local authorities has changed, from April 2015 onwards, funding for transport schemes is split into:
- (a) Predominantly capital funding from the Local Growth Fund (LGF), for which funding priorities are agreed by Local Enterprise Partnerships. To be eligible for funding schemes need to demonstrate their strategic importance to the Tees Valley.

- (b) Integrated Transport Block (ITB) allocation made direct to local authorities. From April 2015 the Department for Transport has introduced a new formula for allocation of ITB funds. Overall the national ITB budget has reduced by £200M, with that sum redirected into the LGF.
- (c) Highway Maintenance Block Funding made direct to local authorities. The Department for Transport have introduced a new formula for allocation of Highway Maintenance funds, including an element of challenge funding, where up to £200M of the national £770M budget will be awarded on a competitive basis.
9. £100M in Local Sustainable Transport Funding has been made available for one year (2015/16). In 2014 Local Authorities were encouraged to bid, individually or as part of a consortium for up to a maximum of £1M per local authority from this fund.
10. In March 2014 the Council's sustainable transport team led a Tees Valley bid to the Local Sustainable Transport Fund (LSTF) for funding in 2015/16, securing a total of £1.267M to be shared between the five Tees valley Local Authorities. Stockton Council are acting as the accountable body for this money, with Darlington managing £510K, for projects in Darlington as well as Tees Valley-wide Personalised Travel Planning and marketing programmes.
11. Table 1 details the transport funding levels since 2011/12 and (in bold) future allocations, recently announced for the 3 years up to 2017/18.

Table 1	Integrated Transport Block	Highway Maintenance	Local Sustainable Transport Fund Grant	Total
2011/12	683,000	1,640,000	861,000	2,323,000
2012/13	729,000	1,658,000	1,192,000	2,387,000
2013/14	729,000	1,590,000	1,263,000	2,319,000
2014/15	1,025,000	1,404,000	760,000	2,429,000
2015/16	886,000	1,738,000	510,000	2,624,000
2016/17	886,000	1,593,000	-	2,479,000
2017/18	886,000	1,545,000	-	2,431,000

12. In addition to the funding detailed above, through the Tees Valley Bus Network Improvement Grant, the Council has invested £9.893m in highway and bus network improvements. Also in 2013 the Council successfully bid to the Department for Transport 'Pinch Point' fund for £2.445M towards the cost of repairing the A67 at Carlbury.
13. It is likely that the Department for Transport will continue its policy of releasing substantial elements of funding through a competitive bidding process and so that Darlington has the opportunity to access this funding it will be important to ensure that scheme business cases' are prepared in advance.

14. On 22nd December the government announced the Local Highways Maintenance Challenge Fund, open to Local Authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal maintenance allocation. The types of project that will be eligible for funding include:
- (a) Major maintenance, strengthening or renewal of bridges, tunnels, retaining walls or other structures
 - (b) Major maintenance or renewal of carriageways (roads)
 - (c) Major maintenance or renewal of footways or cycleways
 - (d) Major maintenance or renewal of drainage assets
 - (e) Upgrade of street lighting
15. Funding bids for this Challenge Fund needed to be submitted to government by 9th February 2015. Officers have submitted a Darlington bid, seeking £ 5.793M in funding as a contribution to the structural maintenance of Stonebridge and a 3 yr programme of upgrading street lighting columns to more energy efficient lanterns.

Recommendation

16. It is recommended that :-
- (a) Members note progress in delivering the Local Transport Plan and endorse the Councils outcome focused approach to achieving transport outcomes.
 - (b) Members agree to release £0.886M Integrated Transport Block and £1.738M Highway Maintenance funding for the Local Transport Plan for expenditure in 2015/16 as shown in Table 3 of this report.
 - (c) Members agree to release of funding secured from the Local Highways Maintenance Challenge Fund in 2015/16, should the Council be successful in securing this grant funding.
 - (d) Members agree to release funding secured from Tees Valley LEP Local Growth Fund in 2015/16, should the Council be successful in securing this funding.
 - (e) Members note the success in accessing further LSTF grant funding for 2015/16.

Reasons

17. The recommendations are supported by the following reasons :-
- (a) To enable the continued delivery of the Transport Strategy in years the 2015/16 to 2017/18.
 - (b) To enable Officers to proceed with delivery of Local Highways Maintenance Challenge Funded schemes if this bid is successful.

Ian Williams, Director of Economic Growth

Background Papers

Transport Strategy 2011-2026

Darlington Economic Strategy 2012

Tees Valley Strategic Economic Plan 2014

OW: Extension 6305

S17 Crime and Disorder	Crime and disorder implications were taken into account in the preparation of the Third Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Well Being	Health and wellbeing implications have been taken into account in the preparation of the Third Local Transport Plan.
Sustainability	The Third Local Transport Plan was developed in accordance with statutory duties to promote sustainability and has been subjected to Strategic Environmental Assessment and Habitats Regulation Assessment. Objectives of the Plan are balanced so as to deliver against economic, social and environmental outcomes.
Diversity	The Third Local Transport Plan seeks to enable everyone to be able to travel to access employment, healthcare and other services, and particularly notes the needs of older people and people with disabilities. Multi-strand Equalities Impact Assessments and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan.
Wards Affected	All
Groups Affected	All
Budget and Policy Framework	The Local Transport Plan forms part of the Council's Policy Framework, and is in line with the MTFP.
Key Decision	Yes.
Urgent Decision	No
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Local Transport Plan.
Efficiency	LTP objective six is to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. This objective will be achieved through use of an evidenced based method of identifying transport measures coupled with a best value driven approach to delivery.

MAIN REPORT

Information and Analysis

18. Darlington's Local Transport Plan, sets out the transport strategy for supporting sustainable growth over the period up to 2026, with five core objectives taking account of the social, environmental and economic impacts of transport, plus a best value objective to implement schemes that demonstrate value for money. The LTP objectives are:-
- (a) To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network.
 - (b) To tackle climate change through quantified reductions in greenhouse gas emissions from transport.
 - (c) To achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent
 - (d) To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces
 - (e) To achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people.
 - (f) To implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level.

LTP delivery over period 2011/12 – 2014/15

19. Over the period 2011 -2015 the Council has taken an outcome focused, evidenced based approach to scheme delivery, aiming to maximise the efficiency of the existing transport system before considering major investment in new transport infrastructure.
20. Capital funding for Highways and Transport schemes has focused on maintenance, with three quarters of the Integrated Transport Block (ITB) and Highway Maintenance funds allocated to maintenance, and the remainder split between network management and network improvements.
21. The majority (70%) of the LSTF grant has been to support revenue costs including pedestrian and Bikeability Level 3 cycle training, Personalised Travel Planning, Local Motion marketing and the schools programmes including MegaMotion and Transition. The capital element of the grant has been used for improvements to pedestrian and cycle routes and public transport, including next stop announcement technology.
22. In addition whenever possible bids have been made to secure additional funding from Government. This included a successful bid with Northumbria Water to the Department for Transport's Pinch Point Fund for £2.4m to implement a scheme to repair the road and embankment at Carlbury and divert the water main away from the carriageway.

23. Measures aimed at achieving the core LTP objectives fall into three broad categories:

(a) **Management** of the transport network, through:-

- (i) Reducing the need for people to travel longer distances to access employment, goods and services. Achieved through planning policies designed to ensure co-location of housing and key local services and through improving local accessibility, particularly by foot, by cycle and public transport.
- (ii) Providing accurate travel information, covering all travel modes so that people can make better informed travel choices.
- (iii) Implementation of a highway network plan, so that disruption from planned works such as utility and other schemes on the highway is minimised. And so that robust plans are in place to manage traffic in the event of unplanned incidents (accidents, flooding etc..).

(b) **Maintaining** the transport network, through investment in maintenance of the highway network (roads, footways, cycle paths, drainage, street lighting and public rights of way).

(c) **Improving** the transport network, through Council managed investment, for example the Town Centre ring road junction scheme, and through influencing others to invest in improving transport. Examples of the latter include investment by Arriva in new buses and by Network Rail and PD Ports at Dinsdale Station.

24. Examples of significant measures implemented since 2011 include:

- (a) Construction of new traffic signalised junction at Stonebridge on Town Centre ring road (primarily funded through Tees Valley Bus Network Improvement programme), improving vehicle journey time reliability and pedestrian/cycle access to/from the Town Centre.
- (b) The North Road/Whessoe Road junction improvement, again funded from TVBNI has improved the journey times on North Road and has improved facilities for pedestrians and cyclists.
- (c) Re-location of 375 Department for Education staff to more accessible Town Centre location close to rail and bus services;
- (d) Ongoing work with developers to identify and fund sustainable solutions to meeting the travel needs of the future residents / employees or students moving to the new development.
- (e) Delivery of Local Motion personalised travel marketing to all households in Darlington over period 2012-2014 and continuation of work with schools promoting sustainable travel, for example the successful primary school Mega Motion campaign and school transition programme, supporting pupils moving up to secondary school to travel independently.
- (f) Tees Valley Bus Network Initiative funded marketing campaign designed to grow bus patronage.
- (g) Introduction of 14 new 'gas-powered buses' on services 2, 11, 12 and 21, as well as the introduction of a gas refuelling station at the Arriva Faverdale depot This Arriva investment has been supported by the Local Motion marketing and

information programme. Arriva also introduced executive style 'Sapphire' buses on service 7, which included next stop announcement technology funded by LSTF.

- (h) Improvements at North Road and Dinsdale Stations to improve access to rail services, including new PA systems with audio loops, Customer Information Screens, hand rails, CCTV, seating and lighting.
- (i) Improved bus and cycle facilities serving employment sites on Yarm Road and introduction of bus service to Lingfield point.
- (j) Resurfacing and re-lining of a number of Town Centre car parks.
- (k) Delivery of 64 capital highway maintenance schemes totalling 143,373 sqm of surfacing, patching and reconstruction works.
- (l) £212,958 of Emergency Repairs and Pothole funding has enabled the revenue surfacing programme to be increased to 105,101 sqm of micro asphalt and surface dressing. This type of treatment is used as a preventative measure to stop potholes forming and improve ride quality on previously patched roads. The Council repaired 10,426 potholes in 2013 and 7,938 potholes in 2014.
- (m) Since 2011/12 the Council has replaced 1,452 street lighting columns, renewing old columns and lighting. This has saved £39,100 in annual electricity costs.
- (n) Work on repairing the A167 at Carlbury slip, a joint programme of works delivered by the Council and Northumbria Water Ltd, will be completed in April 2015.

LTP Performance Monitoring

- 25. In developing the Transport Strategy in 2011 the Council reviewed and adopted a number of outcome based performance measures, to be used to assess the impact of the LTP on achieving the core strategy objectives. These outcome measures include national transport indicators sets (collected by the Department for Transport) and locally gathered indicators, for example on travel mode used to for the trip to school.
- 26. Table 2 and points 25 -27 summarise performance over the period 2008/9 to 2013/14.
- 27. The Council uses road condition survey data to assess the condition of the Borough's roads and plan future maintenance work. Road condition charts for 'A', 'B', 'C' and unclassified roads are attached as appendix 1.
- 28. Data on road condition shows an improving picture for 'A' and 'B' class roads and the condition of 'C' class and unclassified roads has worsened slightly over the period 2011/12 – 2013/14. This within the context of two severe winters in 2011 and 2012. In 2014/15 the 'C' and unclassified network were targeted to address their decline in condition using LTP, Emergency Repairs and Pothole funding.

Table 2 – LTP performance measures

Performance measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/2014	2014/15	Direction of travel
Peak period traffic count (average)	20,293	20,417	20,587	20,092	19,528			n/a
24 Hour traffic count (average)	130,525	129,651	126,340	127,306	126,032			n/a
Average journey speed – cars & vans (mph) (<i>Measured by DfT</i>)	26.9	27.7	27.3	27.2	26.7	26.2		Slight negative
Bus Punctuality average excess waiting time, target < 1.25mins	1 m 53 sec	2 m 13 sec	42 sec	52 sec	45 sec	42 sec		Positive
Bus Punctuality % on time	63%	48%	67%	62%	64%	64%		Positive
Bus Patronage		8,281,489	7,825,000	7,164,000	6,605,517	6,607,460		Slight positive
Rail Patronage		2,202,125	2,256,063	2,320,360	2,241,390	2,279,159		Positive
Overall public satisfaction (NHT survey)		57.4	56.1	56.3	55.7	54.9	55.1	Slight positive
Road casualties:								(3 yr average)
Killed or Seriously Injured – All	34	43	33 (37)	36 (37)	35 (35)	41(37)		Slight negative
Killed or Seriously Injured – Child	1	2	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)		Negative
Number of slight injuries - All	346	365	303 (338)	296 (321)	309 (303)	285 (297)		Slight positive
Number of slight injuries - Child	46	42	34 (41)	32 (36)	45 (37)	34(37)		No change

Performance measures – travel mode share (based on travel survey data)	2004/5	2008/9	2009/10	2010/11	2011/12	2012/13	2013/2014	2014/15	Direction of travel
Walk (20 urban wards)	25%	29%	Not collected	n/a	28.5%			Available Feb '15	No change
Bicycle (urban wards)	1%	2.7%	Not collected	n/a	2.2%			Available Feb '15	Slight negative
Car as driver (urban wards)	41%	37%	Not collected	n/a	38.9%			Available Feb '15	Negative
Car as passenger (urban wards)	21%	19%	Not collected		18.2%			Available Feb '15	Slight negative
Bus (urban wards)	10%	10%	Not collected		12.1%			Available Feb '15	Positive

29. Travel behaviour and as a consequence travel patterns are strongly influenced by factors such as household income, age and size of household, cultural norms (e.g. cycling is viewed as a normal everyday transport in some UK cities, notably Cambridge and public transport is the first choice of transport for central London), convenience, comfort and reliability.
30. The LTP performance measures will have been impacted by external influencing factors such as the global economic downturn, increases in online shopping, reduced levels of car ownership amongst young people (affected by student loans, insurance costs etc..) and the ageing population combined with local factors including measures delivered through the LTP.
31. Explanation and analysis of the data presented in table 2:
- (a) Traffic volume is collected using automated counters operating 24/7 every day of the year. Over the period 2008/9 – 2013/14 the data is showing a 3.8% drop in peak period traffic and 3.4 % drop in overall traffic volume on Darlington's local road network.
 - (b) Average traffic speed collected at a national level from moving vehicles through a DfT commissioned survey has dropped slightly in Darlington to 26.2mph.
 - (c) Bus punctuality for frequent services (6 or more per hour) has improved substantially with an excess waiting time of just 42 seconds. Punctuality for less frequent services, measured as percentage no more than 1 minute early or 5 minutes late has remained fairly static at 64%.
 - (d) In common with the national trend (excluding London) bus patronage declined rapidly up until 2012/13. In 2013/14 patronage grew slightly. Early indications in 2014/15 are that patronage will be very similar to 2013/14 levels. Fare paying passenger numbers are increasing, but there is a reduction in concessionary travel (from a combination of factors including higher car ownership, the changes in eligibility on the basis of age, and the impact of the delayed recovery to the recession).
 - (e) Rail patronage has continued to grow at all of Darlington's Stations, with Dinsdale Station experiencing the largest rate of growth at around 70% over 2 years up to summer 2014.
 - (f) Overall public satisfaction, measured through an annual National Highways and Transportation (NHT) household survey has declined since 2009/10 though improved slightly in the last year. The survey, which has a sample of over 3000 households asks respondents to rank what they view as most important (e.g. Road safety, Street lighting etc..) as well as their level of satisfaction. Key areas identified by respondents in 2014 as important and in need of improvement were, in ranked order :
 - (i) Condition of roads, pavements and footpaths
 - (ii) Safety on roads
 - (iii) Local bus services

- (iv) Traffic congestion
 - (v) Street lighting
 - (vi) Cycle routes & facilities
 - (vii) Level of local traffic pollution
- (g) Statistics for road traffic accidents are for accidents reported to the Police. Calculating the three year average, shown in brackets in table 2, provides a clearer picture of the overall trend. This shows that overall numbers of accidents have been reducing, however numbers of accidents resulting in serious injuries or death to adults are unchanged and for accidents involving children there has been an increase, albeit overall numbers are small. This is an area of concern the Council is seeking to address in partnership with Durham and Darlington Casualty Reduction Partnership.
- (h) Funded through the Department for Transport Sustainable Travel Town programme data on mode of travel used by Darlington residents was first collected through a random household survey of more than 4000 residents living in the 20 urban wards in September – October 2004. An identical random household survey was repeated in 2008. In 2011 as part of the Local Sustainable Transport Fund programme the Council commissioned a survey, this time covering the 24 wards in the borough, due to timing of the release of the LSTF the survey was conducted slightly later in the year, over the period November – December 2011. A further survey, also funded through the LSTF has recently been completed, data from this latest survey will be available in April.
The LSTF survey results for 2011 shown in table 2 have been adjusted to show the mode share for the urban wards only.

32. The Council uses road condition survey data to assess the condition of the Borough's roads and plan future maintenance work. Road condition charts for 'A', 'B', 'C' and unclassified roads are attached as appendix 1.

33. Data on road condition shows an improving picture for 'A' and 'B' class roads and the condition of 'C' class and unclassified roads has worsened slightly over the period 2011/12 – 2013/14. This within the context of two severe winters in 2011 and 2012. In 2014/15 the 'C' and unclassified network were targeted to address their decline in condition using LTP, Emergency Repairs and Pothole funding.

LTP Programme 2014/15 – 2017/18

34. Evidence from the performance monitoring detailed above shows that overall the LTP is delivering against its core objectives. Areas for improvement and areas where factors such as forecast growth in jobs and housing mean it is important to invest in maintaining current performance levels are:

- (a) Reducing accidents, particularly KSI accidents involving children
- (b) Improving condition of transport infrastructure – roads, paths, lighting
- (c) Providing transport infrastructure that will support economic growth
- (d) Understanding and planning for the impact of jobs and housing growth, so that Darlington maintains a reliable, predictable and efficient transport network.

35. In 2014 the five Tees valley Councils agreed the Tees Valley Strategic Economic Plan setting a target of achieving a net increase of 25,000 jobs in the Tees valley (6,500 in Darlington) by 2025.
 36. The Strategic Economic Plan identifies employment growth sectors and key development sites to support growth, through both the expansion of indigenous businesses and by attracting inward investment from outside of the Tees Valley.
 37. Darlington's priority sectors are Logistics, Advanced Manufacturing including Subsea, Digital industries, Biologics and Business Services. With key employment sites at Central Park, East and North Faverdale, Lingfield Point and Link 66 (adjacent to the Darlington Eastern Transport Corridor), Yarm Road South (off Salters Lane), Durham Tees Valley Airport and in the Town Centre / Town centre fringe.
 38. Excellent transport connectivity, with rapid access to the strategic road and rail network and good local accessibility for all travel modes (car, bus, rail, foot and cycle) is a vital component in supporting economic growth at these locations and across the Borough as a whole.
 39. As detailed in the summary report the mechanism for allocation of transport funding to local authorities has changed, with decision making on the allocation of substantial elements of capital funding devolved to Local Enterprise Partnerships, who must in turn bid to government for Local Growth Funding. To be eligible for funding transport schemes must demonstrate their strategic importance to the Tees Valley Economy.
 40. The Council has bid for Local Growth funding for infrastructure to support economic growth at Darlington's employment sites.
 41. Transport projects for which the Council has bid for Local Growth funding are:
 - (a) £2.2M funding made available in 2015/16 for a new road into Central Park
 - (b) Bank Top Masterplan £300k
 - (c) Salter's Lane South infrastructure to open up site (£2.2M)
 - (d) Public realm improvements at Parkgate (£140,000)
 - (e) Completion of river Skerne footpath / cycle path - John Street link (£105,000)
 - (f) Feethams public realm / footway works (£57,000).
 - (g) To construct additional parking at Morton Palms (£560,000)
- Other than for the £2.2M for Central Park and Bank Top, which this report seeks to release if the Council is successful with bids, release of this funding (which at the earliest will be available in 2016/17) is subject to due diligence and through TVU agreement with Central Government.
42. It is proposed that part of the Integrated Transport Block funding is used to support the development of a clear evidence base on where investment in transport measures best supports economic growth, and where required to provide an element of match funding.

43. Table 3 details the proposed allocation of the LTP integrated transport funding for the period 2015/16, and indicative allocations for 2016/17 and 2017/18. This includes elements of match funding for the LGF project bids described in point 32 and includes an allocation of contingency funding in case an LGF financial contribution for the Parkgate and Feethams public realm schemes is not available.

44. Release of funding for 2016/17 and beyond will be subject to further Cabinet approval, and take into consideration the wider financial pressures on the Council's budgets.

Table 3 – LTP Integrated Transport schemes 2015/16 – 2017/18

Objective	Manage Maintain Improve	Growth Zone	Scheme	2015/16	2016/17		2017/18		Notes
					INDICATIVE				
Traffic – Network Management									
	Improve	North West & Eastern Growth Zones	Highway Design – new infrastructure	90,000					Advanced design to support funding bids
	Improve	Central	New junction and road	85,000					Contribution to match £2.2M LGF support through LEP.
	Manage	All	Highway Signage – UTMC, Statutory and Town centre	35,000					Replacing statutory signs and Urban Traffic Management & Control on approach to urban area.
	Manage	-	Traffic monitoring	15,000	20,000		20,000		Monitoring traffic flows across the road network
	Manage	-	Traffic modelling	10,000	20,000		20,000		Traffic modelling to inform transport planning for new development.
Public Transport									
	Improve	-	Low floor bus stops	20,000	25,000		25,000		Bus stop access improvements
	Maintain	-	Bus Shelters	20,000	25,000		25,000		Replacement / repair of bus shelters

Objective	Manage Maintain Improve	Growth Zone	Scheme	2015/16	2016/17		2017/18	Notes
					INDICATIVE			
Public Realm / access improvements								
	Improve	Central	Parkgate public realm				150,000	Improved access to /from Station, Town Centre & Central Park
	Improve	Central	Feethams public realm		60,000			
	Improve	-	Dropped kerbs	20,000	20,000		20,000	Improving access for pedestrians / wheelchair users
	Improve	Central	River Skerne corridor – John Street	115,000				Contribution to scheme completing River Skerne cycle/pedestrian route
	Maintain	-	Right of way	10,000	10,000		10,000	The Council maintains 386Km of PROW
Travel Safety								
	Improve	-	Safer routes to school	20,000	60,000		50,000	Road safety and access improvements
			20mph zones		50,000		50,000	Contribution to LGF sustainable transport scheme
	Maintain (Invest to save project)	-	Street lighting	250,000	260,000		300,000	Replacement of lighting columns and installation of more efficient LED lanterns.
Parking								
	Maintain	Central	Park Place			110,000		Resurfacing and lining
	Maintain	Central	Abbotts Yd				65,000	Resurfacing and lining
	Maintain	Central	P&D meters	50,000	75,000			Contribution to replacing meters

Objective	Manage Maintain Improve	Growth Zone	Scheme	2015/16	2016/17		2017/18	Notes
					INDICATIVE			
	Manage	Central	Town Centre car park improvement	30,000				Town Centre signage and minor improvement schemes.
	Manage	Central	Residents parking		35,000	35,000		Review of RPZ's in 2016/17 and budget for first scheme in 2017/18
Sub total				770,000	770,000	770,000		
Highways & Transport fees				116,000	116,000	116,000		
Total (ITB)				886,000	886,000	886,000		
Highway Maintenance Funding				1,477,300	1,354,050	1,313,250		
Highways & Transport fees				260,700	238,950	231,750		
Total Highway Maintenance				1,738,000	1,593,000	1,545,000		

45. Darlington's Highway Asset is valued at £693.734M, delivery of an ongoing maintenance programme is essential in ensuring Darlington's highway network (roads, footways, cycle paths, drainage, street lighting and public rights of way) are maintained in a safe and acceptable condition.
46. The Council utilises a nationally recognised condition data survey to assess the maintenance requirements of the borough's roads and to prioritise maintenance schemes across the road network.
47. Maintenance schemes identified as being high priority for completion in the next year include:
- (a) A68
 - (b) A1(M) to Swan House roundabout Phase 3
 - (c) A167 Burtree Lane to Coatham Mundeville Phase 8
 - (d) A1150 Stockton Road to Whinbush Way Phase 2
 - (e) C40a Burtree Lane Phase 3
 - (f) C46 Haughton Road (Salters Lane South to McMullen Road)
 - (g) Unclassified Estoril Road (Yarm Road to Harris Street)
 - (h) Unclassified Stanhope Way/Abbey Road/Duke Street Roundabout

Outcome of Consultation

48. A series of consultation activities were held between November 2009 and December 2010 on the outcomes of the 3LTP. It included workshops arranged for specific groups, namely Darlington Partnership theme groups, young people, transport stakeholders, older people, businesses, disabled people and people living in rural areas. The draft Plan was also sent to Statutory stakeholders including the Highways Agency, rail operators, bus companies as well as other interested

stakeholders such as neighbouring local authorities, Police, JobCentre Plus, NHS County Durham, and groups representing disabled people, cyclists, freight, coaches and older people. The Economy and Environment Scrutiny Committee were involved in the development of the Plan.

49. The Implementation Plan takes into account the emphasis placed by consultees on how best to achieve the desired outcomes. The MAINTAIN, MANAGE & IMPROVE priority trio was widely accepted as a logical response to funding levels.
50. As specific interventions are developed, further consultation on the detail of the scheme or measure will take place with those groups and individuals potentially impacted.

Financial Implications

51. The recommended integrated transport block and highway maintenance investment decisions are entirely from confirmed funding allocations from the Department for Transport. In this, the recommendations are within the total budget as set out in the Medium Term Financial Plan.
52. In accordance with the LTP objective 'To implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level', detailed design work will consider the 'whole – life' cost of schemes, identifying and accounting for ongoing revenue implications. Although the provision of new infrastructure such as LED street lights, will help reduce future revenue costs.

Equalities Considerations

53. The Third Local Transport Plan seeks to enable everyone to be able to travel to access employment, healthcare and other services, and particularly notes the needs of older people and people with disabilities. Multi-strand Equalities Impact Assessments and Disability Impact Assessments were undertaken as part of the development of the 3LTP (Cabinet 8 February 2011). Individual impact assessments on specific schemes will be undertaken as part of the detailed design process for each scheme.

54. Appendix 1 – Road Condition Surveys



