
**REVISIONS TO THE SECOND LOCAL TRANSPORT PLAN EXPENDITURE
2008-2011**

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) in order to address emerging priorities that have arisen since the original Cabinet approval on 18 March 2008.

Summary

2. Cabinet approved the proposed 2LTP Capital programme earlier in the year. The decision granted delegated powers to the Assistant Chief Executive (Regeneration) to make variations in delivery of the schemes identified at that time, but did not permit the introduction of new schemes.
3. A number of additional schemes/budget areas 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 relate to:
 - (a) discussions with Arriva resulting from the changes to the bus network and a review of the Tees Valley Bus Network Improvement (TVBNI) schemes;
 - (b) study findings for the Front Street, Middleton-One-Row slope stabilisation scheme;
 - (c) on-going review of speed limits carried out in partnership with Durham Constabulary;
 - (d) requirements of the Traffic Manager role in the delivery of the Council's Network Management duty; and
 - (e) requests from local people.
4. This will result in four schemes being taken out of the programme, seven schemes/budget areas being added and a number of budget areas being adjusted. Further detail on the revised scheme proposals is contained in the main report.

Recommendation

5. It is recommended that Members approve:
- (a) The changes to the Second Local Transport Plan capital programme for 2008-11, for expenditure broken down across financial years as detailed in the report.
 - (b) The delegation of variations to the implementation of the agreed list of schemes set out to the Assistant Chief Executive (Regeneration) in consultation with the Cabinet Member with responsibility for Transport.

Reasons

6. The recommendations are supported to ensure that the most effective use is made of the settlements for 2008/11 by permitting a timely start to be made on the full programme of works.

Richard Alty
Assistant Chief Executive (Regeneration)

Background Papers

- (i) Second Local Transport Plan Expenditure 2008-2011
- (ii) Cabinet Report dated 18 March 2008

Andy Casey : Extension 2762
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 schemes are in line with.
Diversity	Disability groups 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
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. Measure to improve the transport network have Perfectly Placed benefits.

MAIN REPORT

Information and Analysis

7. The original list of Local Transport Plan (LTP) schemes was approved by Cabinet in March 2008. Since then a number of schemes have emerged as requiring priority action. The March Cabinet report provides detail on the rationale for expenditure in line with LTP objectives and the overall transport strategy.
8. The changes relate to seven new schemes/budgets areas, deletion of four schemes and changes to a number of budgets. The main reasons for the changes are provided below.
9. A slope stability report from an independent consultant has identified the need for works to stabilise the slope between The Front and the River Tees at Middleton St. George. The movement of this slope has been monitored for a number of years but it is now considered that works are required to reduce the risk of a land slip towards the river.
10. There have been significant changes to the bus network since March with the new Arriva network coming into operation of 20 July 2008. This has had the consequence of necessitating the creation of bus stops (temporary stops initially) on roads where services have been introduced and the removal of bus stop “flags” and timetables where services have been removed. This is the responsibility of the Council and requires additional expenditure on bus stop improvements up until 2011. In addition, Arriva have introduced a further 28 “easy access” buses to the Borough, meaning that the vast majority of the services operating within the Borough are capable of being served by “easy access” buses, allowing step free access from raised bus platforms. There is, however, an issue with some of the road humps in the Borough not being conducive to this type of bus and a number of humps within Skerne Park have been identified as requiring conversion to more bus friendly speed cushions.
11. The Council and Durham Constabulary have begun a review of speed limits within the Borough as required by the Department for Transport (DfT). The review has to be complete by 2011 and will be likely to result in some additional expenditure for signage and legal orders pertaining to the introduction of new speed restrictions. This is budgeted for in a newly created Speed Management Strategy budget which will also fund traffic calming and residential 20mph schemes.
12. A new budget entitled Minor Network Management Schemes has also been set up to enable the Traffic Manager to deal with relatively small scale highway capacity issues that have a significant impact on traffic flow. These works will be targeted on our main routes into and around the Town.
13. There have also been requests for additional works such as for a controlled crossing at Crown Street and pedestrian, cycle and bus stop improvements at Morton Palms.
14. The main changes are listed below. Expenditure on Highway Maintenance in 2008/09 has been increased by £112,000 compared to the approved expenditure levels set out in the March Cabinet report. This is required to help meet the budget pressure raised by the Middleton One Row slope stability issue. This is repaid to the Integrated Transport block in 2009/10. The new schemes and revised budgets are fully funded from the LTP Capital allocation. The yearly expenditure profile proposes £55,000 of additional works in 2008/09 carried forward into 2009/10 and repaid in 2010/11.

New Schemes/Revised Budgets

2008/09

15. **Middleton One Row Slope Stabilisation.** A potential land slip between The Front in Middleton-One-Row and the River Tees was identified in December 2000. Monitoring of the movement commenced in January 2001 with visual inspections continued on a regular basis. The movement has continued to such an extent that a ground investigation and stability assessment was carried out by Capita Symonds. The report indicated that remedial action was required to stabilise the embankment involving drainage improvements and carriageway strengthening to stabilise the embankment and reduce the loading on it, respectively. Budget Estimate: £150,000 – within LTP Maintenance Block.
16. **Skerne Park Road Hump Conversion.** This scheme to remove the existing road humps and replace them with more bus friendly speed cushions was identified by Arriva as being necessary to enable the bus route through Skerne Park (Service 14) to be served by Disability Discrimination Act (DDA) compliant “easy access” buses. Low floor buses “ground” on the existing humps, damaging the bus and the highway and being a cause for discomfort to bus users. The scheme was approved by Cabinet on 12 February 2008 as part of a package of measures submitted as part of the TVBNI major scheme bid. Arriva has since introduced an additional 28 “easy access” buses and want to utilise them on the service 14 route. Budget Estimate: £140,000.
17. **Crown Street Crossing.** The need for pedestrian crossing improvements was identified as part of a safety audit focussing on access between the new Cornmill Car Park and the Town Centre. There have also been a number of requests for improvements from the public. The identified scheme involves the creation of a controlled (Puffin) crossing. Budget Estimate: £20,000.
18. **Minor Network Management Schemes.** A budget has been allocated for minor improvements to the highway network to improve vehicle flow and unlock small pockets of congestion. Such schemes could range from waiting restrictions to minor junction improvements and will be identified by the Traffic Manager as part of their Network Management Duty. Budget Estimate: £10,000.
19. **Bus Stop Improvements.** The recent bus network changes have resulted in some roads no longer having bus routes and others having routes introduced. This generates the need to remove signage from redundant stops and create new stops on other roads. Initially this will just involve the removal of bus stop “flags” and timetable cases at redundant stops and the placement of flags and timetable cases at new ones. Budget Estimate: £10,000.
20. **Morton Palms.** A sum of £48,000 was allocated from a capital receipt to fund a scheme to provide a footway/cycleway link into Morton Palms. At that time the future occupier was not known. An engagement and consultation exercise was undertaken once the occupier had been identified and further works were identified. In addition, Arriva have now agreed to run into the estate; consequently there is a need to provide DDA compliant bus stops. Budget Estimate: £25,000.

21. **North Road Bus Priority.** This was originally allocated to a scheme to provide bus priority on the section of North Road north of the “White Horse”. Arriva have however indicated that they would like the Council to investigate what improvements can be made on the section of North Road from Whessoe Road northwards as this is where buses suffer delays due to congestion, particularly in the peak hours heading in to Town. It is therefore proposed to carry out a study into the feasibility of such improvements. Budget reduced to £10,000 - £65,000 saving.

2009/10

22. **Speed Management Strategy.** The Council are currently engaged with Durham Constabulary in reviewing speed limits within the Borough to check to see if they are still pertinent and enforceable. This will help to determine appropriate speed limits for our local and classified networks. The budget will be used to introduce new speed limits, consolidate existing orders and introduce physical measures such as speed humps/cushions. Budget Estimate: £90,000.
23. **Bus Stop Improvements.** This budget is a roll up of three existing budgets; bus boarders, new bus stops and actions arising from the Punctuality Improvement Partnership. An additional £26,000 has been added. This will enable the Council to be more flexible in meeting the needs of bus users, particularly when dealing with the implications of the recent network changes and the future demands for improvements on core and super core routes. Budget Estimate: £146,000.
24. **Minor Network Management Schemes.** As in 2008/09 the budget would deliver small scale improvements to the network to help tackle congestion. Budget Estimate: £30,000.

2010/11

25. **Speed Management Strategy.** The budget will be used to introduce traffic calming measures with a particular focus on developing 20mph zones. Budget Estimate: £90,000.
26. **Bus Stop Improvements.** As in the previous year this is a roll up of three existing budgets. This will support the TVBNI major scheme bid and address some of the changes brought about by the revised bus network. Budget Estimate: £170,000.

Rescinded Schemes

2008/09

27. **Millbank Road/Woodland Road Junction.** This scheme has been taken out of the programme after discussions with Arriva and as a result of bus service routeing changes brought about by the recent changes to the bus network within Darlington. As a result of this the scheme is no longer required. Budget saving: £85,800.
28. **Stockton Road Roundabout.** This scheme will no longer be funded through LTP funding. A budget has been incorporated in the TVBNI bid, though this funding has yet to be given full DfT approval. This scheme has effectively been replaced by the Skerne Park road hump conversion as that scheme derives greater benefits for bus users. Budget saving: £100,000.

2010/11

29. **Real Time Displays.** This budget was provided to fund the roll out of real time displays. Alternative funding has been identified including TVBNI funds and developer contributions. Budget saving: £50,000.
30. It is proposed that updates on the delivery of the agreed programme are reported to Cabinet in the quarterly capital monitoring reports. Any further significant changes to the programme, such as a significant new scheme not listed in this report, would be brought to Cabinet for consideration. Cabinet would also need to consider any new programme that is recommended in response to the review of delivery contained in the forthcoming 2008 Progress Report required by the Department for Transport, which will be produced in the Autumn.

Outcome of Consultation

31. As outlined in previous reports, there has been extensive consultation on the principles, ethos and detail of the 2LTP. A summary of this may be found in Annexes 1 & 2 of the Plan; available on the Council's website at www.darlington.gov.uk/transport/transport+policy/transport+policy.htm. Further work has also been undertaken since, both in terms of specific scheme design and in terms of strategic direction. Comment from all concerned has informed the Plan and the recommendation of specific actions to be undertaken through it.
32. Consultation on individual schemes will continue to be undertaken in accordance with the Council's Community Engagement Strategy.