COMMUNITY INFRASTRUCTURE FUND – ROUND TWO EXPRESSION OF INTEREST FORM

Project Name:	Strategic and Local Strategic Transport Improvements
Local Authority Area:	Darlington Borough Council Hartlepool Borough council Middlesbrough Borough Council Redcar and Cleveland Borough Council Stockton Borough Council
Growth Area/Growth Point:	Tees Valley Growth Point
Project Location:	Tees Valley
LA Project Promoter:	TBC

Lead Contact	
Name:	TBC
Tel:	TBC
E-mail:	TBC

Please attach all relevant supporting documentation when submitting your questionnaire, making sure that the project's name (and where applicable, the question number that the information refers to) is clearly referenced on each additional sheet.

Once you have completed this Expression of Interest form it should be e-mailed to both cif2@dft.gsi.gov.uk and cif2@communities.gsi.gov.uk

Please also copy it to your Government Office contact and ensure your Regional Assembly/Regional Development Agency – or for London boroughs, Transport for London – are aware of your submission.

The deadline for submission is 15 September 2008.

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OVERVIEW OF SUBMISSION

Introduction

In response to the opportunity to bid for resources from the Community Infrastructure Fund (CIF), Tees Valley has put together a programme of strategic infrastructure investment capable of immediate delivery and fulfilling the objective of unlocking significant housing development. The programme involves six individual but related schemes, one strategic and of sub-regional importance, while the remaining five are important to the delivery of structurally-significant housing growth.

The local authorities in the sub-region have coordinated their submissions to reflect the inter-related nature of infrastructure delivery, particularly in the context of Tees Valley's position as a Round 2 Growth Point. All the projects proposed for funding from CIF contribute to the Growth Point objectives of adding numbers to housing delivery between 2008-2016/17 and to accelerate the pace of development of housing in the sub-region.

Separate Expression of Interests (EOI's) have been completed for the strategic project and the local projects, both are provided as part of this submission.

Each EOI is able to stand on its own merits and can be subjected to individual scrutiny, however the package of proposals has been submitted on behalf of respective Local Transport Authorities by Tees Valley Unlimited, the organisation charged with the implementation of the Tees Valley Multi-Area Agreement (MAA) with Government and also with ensuring the coordination of investment across specific themed sectors, including housing and transport.

The National Strategic Scheme

The strategic scheme involves access management on the trunk road network and is submitted as the first stage of an overall network management aspiration within the sub-region. This will ensure that the existing highway capacity is fully utilised and that traffic flows, especially on the trunk road network, are not compromised by congestion and overloading.

This package of work has been developed in partnership with the Highways Agency and draws on solutions for road capacity management being developed elsewhere in the UK and promoted by Government. Indeed, it should be noted that discussions with the Highways Agency are ongoing as to whether this project is suitable as a pilot for the use of such measures, including Active Traffic Management, on a trunk road as opposed to a motorway. The Tees Valley will report on progress with this opportunity in due course

The scheme will streamline traffic flows and hence avoid the need for further investment in new highway/carriageway construction. Access management controls will ensure that capacity is maximised, so that concerns over the potential of additional housing development to overload the network and prejudice the free and safe flow of traffic will be allayed.

The project will enable new housing development in the wider sub-region to be permitted without the fear of an adverse impact on the trunk road network. This is important to ensure that key sites in the Growth Point programme are not held back by objections over

the capacity of the network to accommodate traffic generated by the proposed new housing development. Any objections from the Highways Agency would typically add at least 12 months to the delivery programme, and these proposals would ensure that this does not occur.

Regional Strategic Transport Improvements

As a complement to the strategic infrastructure proposals, the Tees Valley local authorities have selected transport infrastructure schemes that will open the opportunity of a range of sites key not only to Growth Point objectives but also to the delivery of structural housing generally. Each scheme can demonstrate a beneficial impact in removing or easing constraints to housing development or facilitating the early commitment of sites to construction.

Each of the individual schemes are of such a size and value as to mean that they could not reasonably be funded through the existing Local Transport Plan process in a single phase, such as required to unlock significant development potential. They are however of such a scale as to define them as major transport schemes in their own right and therefore eligible to be put forward through the Regional Funding Advice process. CIF is therefore the most appropriate route to fund these measures.

COMMUNITY INFRASTRUCTURE FUND – ROUND TWO EXPRESSION OF INTEREST FORM

SCHEME C

Project Name:	Darlington Urban Package
Local Authority Area:	Darlington BC
Growth Area/Growth Point:	Tees Valley
Project Location:	Darlington
LA Project Promoter:	Darlington BC

Lead Contact	
Name:	John Simpson
Tel:	(01325) 388681
E-mail:	John.simpson@darlington.gov.uk

Please attach all relevant supporting documentation when submitting your questionnaire, making sure that the project's name (and where applicable, the question number that the information refers to) is clearly referenced on each additional sheet.

Once you have completed this Expression of Interest form it should be e-mailed to both cif2@dft.gsi.gov.uk and cif2@communities.gsi.gov.uk

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The deadline for submission is 15 September 2008.

SECTION 1: KEY INFORMATION

Q1.1 Please provide a brief description of your scheme, outlining:

i) The key issues/problems it addresses

Community Infrastructure Funding is critical to mitigate expected traffic congestion at a pinch point on A167 North Road, arising from the additional trips generated by the Central (Gateway) Darlington, North Darlington and Former School Site Housing Growth Point sites. This junction is currently at capacity and cannot therefore accommodate the expected level of development trips.

Funding is also required to "pump prime" the Former School sites' infrastructure to prepare them to be "ready to go" in a recovering housing market.

The A167 North Road is an important principal classified route linking central Darlington to the A1(M) at Junction 59 and then onto areas of south Durham that rely on Darlington for essential services such as acute services at Darlington's hospitals. The road within the urban area is single carriageway and already suffers from congestion at morning and evening peak times. Extensive queuing occurs at the junction of North Road and Whessoe Road. This section of North Road carries in the region of 25,000 vehicles/day with upto 1,800 vehicles in the peak hour. North Road is also a busy bus route with 16 buses/hour, in each direction, during the day. Arriva, the local operator, have identified that service reliability is an issue on this section of their network due to buses being caught up in queuing traffic. The scheme will improve capacity for all vehicles, whilst providing extensive bus lanes to allow buses to queue jump, consequently improving reliability. The scheme will also provide toucan cycle crossing points to provide a local link to the Harrowgate Hill Cycle Route, one of seven radial routes within the Town.

The other element of the project is to provide highway infrastructure improvements at the former Springfield, Beaumont Hill, Branksome and Eastbourne Schools to prepare the sites for early development. The package of improvements will ostensibly involve minor highway improvements in the locality of the various sites to accelerate development and reduce developer risk.

ii) The main stages of the project's delivery plan:

Purchase Land – Option agreed with the British Rail Subsidiary Board.
Review of outline design / cost estimate
Consultation
Detailed design and estimates
Approvals (Planning and Highway)
Tender
Construction

iii) Estimated start and delivery date for the project (with phasing dates where appropriate):

The project will be delivered in 2 separate phases;

North Road/Whessoe Road Junction Improvement.
Advanced earthworks: October – December 2009
Service Diversions: October – December 2009
Main contract: February - August 2010

Former School Site Infrastructure Improvements
June – December 2009

Please attach any maps or plans of the project with your Expression of Interest.

Appendix A Scheme location plan #

Q1.2 Where relevant, is this scheme supported by the Local Delivery Vehicle or Growth Point Partnership?

i) Yes	x
ii) No	
iii) N/A	

Please support your answer

The scheme is supported by the Tees Valley Growth Point Partnership (Tees Valley Unlimited)

Q1.3 Costing

i) Please provide estimates of the scheme's outturn costs, £m

	2008/09	2009/10	2010/11
Total Scheme Cost		2	1.29
Developer Contribution			
Other Contributions – please identify (LTP)		0.1	
CIF2 Funding required		**1.9**	**1.29**

ii) If revenue funding is needed, please outline the amount that is required and the source of the revenue funding (NB CIF2 funding is not available for revenue funding)

Not applicable.

iii) What is the status of other funding streams needed for the project?

i) Secured	X
ii) Identified but not secured	
iii) Not yet identified	
iv) N/A – not needed	

iv) Where relevant, please provide details of funding (total funding required, sources, status) for the post 2011 period

Not applicable.

v) Please provide information about the base for the cost estimates (eg based on Q3 2007 prices), allowance for risk (QRA or contingency) and assumptions about inflation

Original estimate based on Q3 2007 rates provided by Darlington Borough Council Highway and Bridge Design Group. Revised estimate (figures above) allows for a 6.5% construction inflation increase to factor them upto Q3 2008 rates. Cost estimates include land purchase costs, design fees and an allowance for risk (contingency).

SECTION 2: STRATEGIC FIT

Q2.1 Is this scheme included in and consistent with your Growth Area/Growth Point Programme of Development? (NB For Eco-towns and successful New Growth Points we would expect any bids to support the Eco-town/Growth Point application and any emerging Programme of Development)

i) Yes	x
ii) No	
iii) N/A	

Please support your answer

The project supports 7 of Darlington's 8 Growth Point sites.

Q2.2 Supporting Development[1]

i) How many homes does the project support?

The project directly supports the following Growth Point sites, organised as submitted in the Tees Valley Growth Point Adendum:-

DBC1, 2, 4, 6, and 7 – Central Darlington - Town Centre Fringe - **615 homes**

DBC5 – North Darlington – Former School Sites - **170 homes**

DBC - Various locations – **645 homes**

TOTAL 1430 homes

ii) Are any of the homes stated in Qi) fully dependent upon part or all of the proposed scheme? (eg because of lack of access or because of planning constraints arising from an expectation that the transport network will be severely over capacity during morning and evening peak periods)

If so please complete the following box outlining the number and type of homes dependent on the schemes and briefly state the reasons why the development is dependent upon the proposed transport scheme.

Please provide as specific and accurate as numbers as possible.

Additional dwellings	1430

Previously Developed Land	**Total**	**Derelict**	**Currently in**	**Vacant**

[1] For guidance and definitions, please refer to National Land Use Database (http://www.nlud.org.uk/draft_one/land_use_class/land_use_class_index.htm) and Planning Policy Statement 3 (http://www.communities.gov.uk/publications/planninganddbuilding/pps3housing)

(PDL)			**use**	
Hectares developed	27			
Non PDL	**Total**	**Urban Extension**	**Urban Infill**	**New Settlement**
Hectares Developed				

Dwelling Size	**3+ Bedrooms**	**2 Bedrooms**	**1 Bedroom**
Number of dwellings	850 (est)	450 (est)	130 (est)
Number of "affordable" dwellings (as recognised by the local planning body)	200 (est)	100 (est)	30 (est)

Reason(s) for dependency

Central Darlington and North Darlington sites will have an unacceptable impact on the North Road / Whessoe Road junction and school sites require off site access improvements.

iii) Does the scheme support any other types of development (community, commercial etc)?

i) Yes	X
ii) No	

If so, please provide details of the developments and whether they are fully dependent upon part, or all, of the proposed scheme

There are a number of retail, leisure and commercial developments proposed as part of the Town Centre Fringe developments in Central Darlington. These sites are not entirely dependent upon the project but would nevertheless derive benefits from the access improvements including improved bus reliability.

iv) Please provide additional details of economic, social and environmental impacts of new development, residential or otherwise, that is fully dependent on the scheme (eg wider economic benefits, environmental costs).

The proposed residential, retail, leisure and commercial activities within the Town Centre Fringe will greatly assist in the Council's "Place Making" objective, giving Darlington a distinctive personality through the introduction of high quality buildings supported by good public realm spaces, celebrating streetscape and encouraging public interaction.

The developments in North Darlington and at the former school sites will bring land back into creating good quality areas for leisure activities and supporting the local economy.

Darlington has been identified as in recent research as the second biggest improver in terms of competitiveness. This reflects its recent trend of a growing economy and strategic move towards more sustainable jobs in higher added value sectors. In order to sustain the growth, there is a need for the housing market to keep pace as well as invest

in the corresponding transport infrastructure. The investment identified within this proposal will ensure that the benefits of economic growth will be matched with a modern housing market and infrastructure with the capacity to meet the increased demand while mitigating any potential environmental impacts.

The scheme will contribute to the delivery of Darlington's Gateway Strategy and specifically the developments of the Town Centre fringe, a major mixed-use development which will incorporate elements of commercial (employment) development, public realm and additional housing. Darlington Gateway is one of only three strategic spatial developments identified in the Regional Economic Strategy and Tees Valley Unlimited City Region Business Plan.

SECTION 3: TRIP DEMAND & JOURNEY RELIABILITY

Guidance: Please provide details of sources of evidence, including any modelling and economic appraisals (such as BCR), used to inform your responses.

Questions 3.1 and 3.2 relate to the "do-minimum" scenario, that is to say existing and forecast conditions on the scheme's location disregarding the effects of the proposed scheme. Note that these questions should be completed for all proposals.

Q3.1 Disregarding any effects of the proposed scheme, excluding any trips from developments which could not go ahead without the scheme, but including any trips from planned developments which could go ahead without the scheme, please detail:

i) Levels of flows on immediate links and/or junctions with queues and delays

North Road has an average annual daily traffic (AADT) flow of approximately 25,000 vehicle with a peak hour flow (pm) of upto 1,800 vehicles just to the south of Whessoe Road. It also has 16 buses/hour in each direction during the day. This is indicative of a congested single carriageway (2 lane) road.

ii) Comparable data for any other main problem junctions or links which are relevant though not necessarily immediately adjacent to the proposal

iii) Likely growth and effect on delays over the next ten years

The Town Centre Fringe will be a significant attractor and generator of trips. Other developments such as The Oval major retail development will add to the growth in vehicle trips. There is substantial southbound queuing leading upto the North Road/Whessoe Road junction on the morning. Queuing from this junction, back into Darlington Centre, occurs in the evening peak creating congestion on the Inner Ring Road affecting other radial routes Such as Haughton Road/DETC and Yarm Road.

Q3.2 Please outline the quality of public transport in the area, including current provision, quality of service and usage

North Road is Darlington's busiest bus corridor with 32 buses an hour during the day.

Arriva have recently invested in excess of £3m in their fleet introducing 28 new buses. The route is intended to be a super core corridor and forms part of the £60m Tees Valley Bus Network Improvements scheme. This scheme will improve the reliability and punctuality of services, further improve the bus fleet, provide better information on services and market the bus services in partnership with the bus operators. This LTP Major scheme is awaiting conditional approval and is in the Regional Funding Allocation programme with a 2008/09 start date and a 3 year delivery window. Public transport patronage is declining but remains at a high level compared to other authority areas. There were 8.6 million bus passenger journeys within the Borough in 2007/08.

Darlington Bank Top station is within the Town Centre Fringe and provides rail access across the sub region and is of national significance being on the East Coast Main Line and Transpennine routes and has an annual footfall of 1.9 million passengers. North Road (rail) station is immediately adjacent to Whessoe Road and provides access to the Town, Bishop Auckland and surrounding settlements and has an annual footfall of approximately 25,000 passengers.

Question 3.3 relates to trips arising either from development that is planned but not fully dependent on the proposed transport scheme, or from dwellings that already exist. Note that this question should be completed for all proposals.

Q3.3 Please give a brief description of the main expected consequences, over the next 10 years, of the proposed transport scheme in terms of type (distance, time of day, etc) and location of journey time savings and improvements in journey time reliability.

Journey time savings for general traffic throughout the day. Substantial journey time savings for buses travelling south in the morning peak (in excess of 90 seconds) providing improved journey time reliability.

Questions 3.4 and 3.5 relate to trips arising from development that is fully dependent upon the proposed scheme being implemented. If this does not apply to your scheme, please move on to section 4.

Q3.4 Please state the estimated level of new trips arising from the development, in terms of both private vehicles and public transport, providing detail concerning type of trips (distance, time of day, etc) where possible.

It is anticipated that the various development sites could generate up to 800 vehicle trips outbound and 280 trips inbound in the am peak.

Q3.5 Accounting for additional trips arising from the development, what will be the net effect of the new scheme on existing/projected journey times for <u>existing</u> users of the transport network, over the next

ten years? Will the situation identified in Q3.1 be alleviated or get worse?

The proposed scheme will lead to less delays (particularly for buses) even accounting for the additional trips. The year 1 benefits for buses will be future proofed to a greater extent by the inclusion of the southbound bus lane.

SECTION 4: SAFETY, SUSTAINABILITY AND ACCESSIBILITY[2]

Q4.1 Does the scheme improve public access to key services (eg employment, education, leisure facilities, healthcare etc) and/or tackle severance?

i) Yes	x
ii) No	

If yes, please support your answer

The scheme will improve access to the town centre which has a range of shopping, leisure and employment opportunities. The Town Centre is a public transport hub and as such provides access to all areas of Darlington and further afield, particularly in terms of rail.

Q4.2 Will the scheme improve road safety (eg reduce road accidents, improve quality of pedestrian infrastructure)?

i) Yes	x
ii) No	

If yes, please support your answer

The project will provide safe controlled cyclist and pedestrian crossing points. Housing sites will be developed in line with the guidance contained in the Manual for Streets creating safer, less car dominated public areas.

Q4.3 How will the scheme affect the quality of the built and/or natural environment (describe any significant benefits or impacts on the following factors: noise, local air quality, greenhouse gases, landscape, townscape, heritage of historical resources, biodiversity, water environment, physical fitness and journey ambience)?

The scheme will replace 2 traffic signal controlled crossings with one and as such will reduce the visual intrusion of the highway. A planting scheme will be incorporated and good quality, attractive materials will be used. Street furniture and signage will be kept to a minimum.

[2] These questions refer to criteria in the Appraisal Summary Table, for more information please refer to http://www.webtag.org.uk/webdocuments/1_Overview/1_introduction_to_Transport_analysis/index.htm

Q4.4 Have you undertaken any formal assessment of the potential environmental impact (positive or negative) of your proposal?

i) Yes	
ii) No	x

If yes, please give details

Q4.5 Does the scheme enhance the provision of sustainable transport and/or reduce the need to travel?

i) Yes	x
ii) No	

If yes, please tick those reasons that apply and support your answer

i) It improves public transport infrastructure (capacity improvements, priority measures, measures to improve reliability)	x
ii) It improves facilities for pedestrians and/or cyclists	x
iii) It improves modal interchange between methods of public transport and/or cycling and walking	x
iv) Other (please specify)	x

Development on brown field sites within the existing urban area creating greater density which leads to more efficient public transport network.

Q4.6 Have you had any early dialogue with the appropriate Statutory Environmental Consultees about the proposal and its potential impacts?

i) Yes	
ii) No	x

If yes, please give details of their views (both positive and negative)

SECTION 5: DELIVERABILITY

Q5.1 Does the project require planning consent or other powers?

i) Yes	x
ii) No	

If yes, please:

i) Provide details of requirements (including a timetable for planning consent)

Planning permission for new highway.

ii) Assess the *likelihood* of <u>not</u> securing these powers, and please support your choice

High (more than 50% likely)	
Medium (25-50% likely)	
Low (less than 25% likely)	x

Scheme will improve traffic flow and bus journey times for residents. Main construction works will move traffic away from existing house frontages creating an opportunity to improve the streetscape through the use of good quality materials and planting.

What would be your most likely response to failure to secure powers (eg de-scoping or revising the project, cancellation of the project etc)?

Scheme consultation process prior to submission should resolve most issues. Further amendments would be made prior to resubmission, if required.

Q5.2 Are there any other risks to project funding or timely delivery that are known at this stage (eg land assembly, flood plain, need for public consultation, geometric engineering constraints etc)?

i) Yes	x
ii) No	

If yes, please

i) Provide details of each risk

Public consultation/engagement would be carried out in the northern and central part of the Town to sell the benefits of the scheme and allow residents to shape the final scheme. This approach should reduce the risk of widespread public opposition.

The scheme requires an area of land in the ownership of the British Rail Subsidiary Board. We have agreed a value for the land and have negotiated an option accordingly. This approach has significantly reduced the risk of not controlling the requisite land.

ii) Assess the likelihood of the risk affecting the delivery of the project and please support your choice below

High (more than 50% likely)	
Medium (25-50% likely)	
Low (less than 25% likely)	x

We are well versed in presenting transport schemes to the public and will use well established techniques in resolving objections.

The option on the land puts us in a strong position to purchase the land at the earliest opportunity.

iii) What would be your most likely response to each of the identified risks materialising (either individually or in combination with other risks)?

The scheme would ultimately be amended to address the concerns of residents.

The land is available for purchase and we would therefore have to carry out further negotiations with the land owner possibly resulting in an improved offer.

ADDITIONAL INFORMATION

Please enclose any additional evidence in support of your scheme to your application.

Appendix A Scheme location plan