
LOCAL TRANSPORT PLAN

Responsible Cabinet Member - Councillor Nick Wallis, Leisure and Local Environment Portfolio

Responsible Director - Ian Williams, Director of Economic Growth

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an update on developments in transport including the delivery of Darlington's Local Transport Plan; seeks Members approval for the release of funding for local and regional transport priorities; and seeks Members approval to consult on an updated transport strategy for Darlington.
2. The report also sets out the arrangements for Transport under the Tees Valley Combined Authority (TVCA).

Summary

3. The TVCA is now operational with a Transport Committee leading on Strategic Transport Priorities for the Tees Valley. A new framework for strategic transport in the Tees Valley has been produced and consulted upon. This has set out the key strategic Transport priorities for the Tees Valley, which include Darlington Station, enhanced Rail from Northallerton to Teesport, A66 and A19 Road improvements and bus network enhancements. Over the coming months there will be further consultation on the Tees Valley Strategic Transport Plan and forthcoming daughter documents including a rail statement, bus statement, walking and cycling strategy, freight strategy.
4. Darlington and the other individual authorities will continue to produce new Local Transport Plans (LTP) which will form the delivery plans for the strategic plan and local priorities. In Darlington consultation will take place on the LTP as well as on the Local Plan, with key links between land use planning and transport being identified in both plans.
5. The report sets out performance against a range of transport indicators, including public satisfaction which is used to inform the delivery programme for transport. The highway condition data has highlighted an issue with unclassified roads and the maintenance programme will focus on these roads over the next 4 years.

6. Overall Darlington and the Tees Valley has secured significant additional funding over and above the Local Transport Plan to facilitate growth and improve transport. These include allocations from DfT Access Fund, DfT Challenge Fund Tranche 1, Highways England Housing and Growth Zone and TVCA Local Growth Fund (including LGF Sustainable Access to Employment programme). This funding is also set out for approval.

<i>Funding source</i>	<i>Basis of Allocation</i>	<i>2016/17 £'000</i>	<i>2017/18 £'000</i>
DfT LTP Highway Maintenance	<ul style="list-style-type: none"> • Formulaic • DBC via TVCA 	1,593	1,545
DfT LTP Integrated Transport Block	<ul style="list-style-type: none"> • Formulaic • DBC via TVCA 	886	886
DfT Challenge Fund Tranche 1	<ul style="list-style-type: none"> • Successful bid • DBC 	1,546	1,613
Highways England Housing & Growth Fund	<ul style="list-style-type: none"> • Successful bid • DBC 		1,050
Local Growth Fund	<ul style="list-style-type: none"> • Successful bid • DBC via TVCA 	2,402	2,200
Local Growth Fund Sustainable Access to Employment	<ul style="list-style-type: none"> • Successful bid • DBC via TVCA 	577	1,000
DfT Pothole Action Fund	<ul style="list-style-type: none"> • Formulaic • DBC 	92	133
DfT Maintenance Incentive Fund	<ul style="list-style-type: none"> • Performance • DBC 	97	145
DfT National Productivity Investment Fund *	<ul style="list-style-type: none"> • Formulaic • TVCA 	n/a	tbd
Total		7,193	8,572

Recommendation

7. It is recommended that:

- (a) Cabinet note progress in delivering the Local Transport Plan and agree to release £0.886m Integrated Transport Block and £1.545m Highway Maintenance funding to deliver the 2017/18 LTP programme as shown in **Appendix E** of this report.
- (b) Release the £133k Pot Hole Fund awarded by the Department for Transport (DfT) and the performance reward grant £145k associated with Highway Asset Management via the DfT Maintenance Incentive Fund.
- (c) Members agree to the submission of an application form and subsequent due diligence forms to the Tees Valley Combined Authority for the next tranche of Local Growth Fund Sustainable Access to Employment programme funding for Parkgate pedestrian and cycle bridge to link Darlington Station and Central Park more directly; and if successful to release the £1m funding.
- (d) Cabinet delegate authority to the Director of Economic Growth, in consultation with the portfolio holder for Leisure and Local Environment to agree priorities

with TVCA for spend and release the National Productivity Investment Fund monies following agreement with Tees Valley Combined Authority.

- (e) Cabinet delegate authority to the Director of Economic Growth, in consultation with the portfolio holder for Leisure and Local Environment to agree on bidding for external funding available through the following funds and if successful, to the release of the funding secured:
 - (i) Challenge Fund Tranche 2
 - (ii) Highways England Pinch Point
 - (iii) County Durham and Darlington Road Safety Partnership
- (f) To note the success of the TVCA bid to the Access Fund and the opportunities this brings to Darlington.
- (g) To note the initial results of the consultation for the Tees Valley Combined Authority's strategic transport framework 'Connecting the Tees Valley' and to review the Draft Strategic Transport Plan when it is issued for further consultation.
- (h) To note the draft framework for Darlington's revised Local Transport Plan as the basis for public consultation.
- (i) To note the delivery of transport schemes in 2016/17 including the current Challenge Fund programme.
- (j) To note the performance data in relation to road safety, highway maintenance, network management and public satisfaction.

Reasons

8. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington's transport strategy and deliver against the objectives set out in the Third Local Transport Plan.
- (b) To maximise the opportunities to maintain the highway network for the benefit of all road users.
- (c) To maximise the potential for investment in Darlington and to underpin our strategies for economic growth, specifically supporting through the Local Growth Fund improved accessibility to Bank Top Station and Central park, and creating a gateway into Darlington via Parkgate.
- (d) To meet the criteria of the new National Productivity Investment Fund through maintenance of the highway asset and supporting the local economy.
- (e) To maximise the Council's opportunity to bid for and deliver externally funded transport schemes.

- (f) To continue the implementation of the travel behaviour programme across the Tees Valley and to introduce a travel to school programme.
- (g) To ensure that the strategic transport plans for the Tees Valley meet the economic aspirations of the Tees Valley Combined Authority and seek to maximise the benefits for Darlington residents, visitors and businesses.
- (h) To enable local people, businesses and organisations to shape the Local Transport Plan for Darlington.
- (i) To evaluate the delivery of schemes.
- (j) To evaluate the progress of transport investment against performance.

Ian Williams
Director of Economic Growth

Background Papers

Darlington's Transport Strategy 2011-2026

Tees Valley Strategic Economic Plan 2016-2026

Tees Valley Strategic Transport Framework 'Connecting the Tees Valley'

Sue Dobson : Extension 6207
LC

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 and its implementation. In particular the transport strategy seeks 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.
Carbon Impact	Carbon emissions and their impact have been taken into account in the preparation of the Third Local Transport Plan and its implementation. In particular the transport strategy seeks to tackle climate change through quantified reductions in greenhouse gas emissions from transport.
Diversity	Multi-strand Equalities and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and 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 As highway schemes have an impact on the built environment disability groups in particular are consulted to ensure the needs of disabled people are considered.
Wards Affected	All
Groups Affected	All
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework. Following consultation on the Local Transport Plan a proposed new transport strategy will be brought to Cabinet and then to Council for adoption as council policy.
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	The transport strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. An evidence based approach is used to identify schemes that have higher benefit cost ratios, reduce maintenance liabilities and/or seek to reduce revenue costs.

MAIN REPORT

Information and Analysis

TEES VALLEY COMBINED AUTHORITY

9. Since April 2016 the funding and governance around transport has changed significantly with the formation of Tees Valley Combined Authority (TVCA). The Transport Committee has been established comprising the Cabinet Members for Transport from each local authority and chaired by Councillor Dixon from Darlington. As part of the devolution deal five strategic transport priorities have been established for the Tees Valley:
 - (a) An additional A19 road crossing of the River Tees
 - (b) Improved east west road connectivity from the A1 to the international gateway at Teesport
 - (c) Darlington Station Vision to ensure that the station is HS2 ready and this promotes a wider regeneration.
 - (d) Enhancement of the Northallerton to Teesport rail line
 - (e) Review the opportunities presented by the Local Buses Bill

10. Both of the Strategic Road priorities have been allocated TVCA development funding and have also been successful in attracting DfT development funding to take them to Business Case stages. This means development of options for existing and new Strategic Roads around Darlington.

11. Whilst some of the powers and funding have been devolved to TVCA it is important to remember that the TVCA is comprised of the five individual local authorities. Transport plans, funding bids and policy development are developed jointly through Transport Committee, the Transport Infrastructure Group, Transport Planning Officers Group and Tees Valley Asset Management Group.
12. The Department for Transport (DfT) allocates the majority of the transport funding to TVCA and this is allocated either based on a formulaic approach or a prioritisation basis to an agreed governance framework. The funding is then passported back to each of the local authorities to fund the local delivery of schemes and projects.

Strategic Transport Plan for the Tees Valley

13. The Tees Valley has ambitious plans to grow the local economy, and over the next ten years wants to create 25,000 additional jobs and construct 22,000 new homes. For this to happen, we need a first class transport system. The Tees Valley Combined Authority is therefore developing a Strategic Transport Plan due for publication in autumn 2017. TVCA has been consulting on the framework for this Plan.
14. In the draft plan, the transport vision for the Tees Valley is:
 - (a) *'To provide a high quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from the Tees Valley.'*
15. In addition to the 5 Strategic Transport Priorities the key aims are:
 - (a) Improve our local railways by having more, faster and better trains and stations, so that journeys by rail are quicker and more comfortable.
 - (b) Maintain and improve our roads so that they are safe and less congested.
 - (c) Provide better bus services that are punctual and reliable, with improved passenger information and facilities, which provide access to where people want to go, when they want to go.
 - (d) Provide safe walking and cycling routes to make it easier to travel on foot and by bike.
 - (e) Make it easier and safer to transport freight by road, rail, sea and air.
16. The strategic priority for public transport is 'Connecting Centres', focusing on:
 - (a) Better links to town centres and key health, employment, education and retail locations by frequent and high quality public transport services.
 - (b) Utilising upcoming legislation to make sure that the Tees Valley has an affordable, efficient and high quality bus network that is both easy and attractive to use and fully meets local needs. This will include integrated and simplified ticketing.
17. The priority for 'supporting economic growth' will seek to address specific problems on the major and local transport networks to cater for future economic and housing

growth. There are schemes already in development for:

- (a) Middlehaven Dock Bridge, Middlesbrough
- (b) Portrack Relief Road in Stockton
- (c) And other schemes will be required for major developments at Wynyard, south Stockton, south Middlesbrough and in west Hartlepool.

18. The majority of journeys made are short local trips so there will be a focus on:

- (a) Ensuring that the needs of pedestrians, cyclists and bus users are fully considered
- (b) Providing up to date, easy to understand information that will help people make travel decisions and increase levels of physical activity.
- (c) Maintaining our good record on road safety
- (d) Utilising our expertise on travel behaviour change will help to increase travel by more sustainable and active travel modes.

19. The recent award of Access Funding and LGF Sustainable Access to Employment funding will enable this to be delivered over the next three years.

20. Following the consultation period TVCA Transport Committee working with the local authorities through Transport Infrastructure Group and Transport Planning Officers Group will develop a draft Strategic Transport Plan. It is proposed that the newly elected Major and Chair of the Transport Committee will launch the consultation on the draft Plan with publication in autumn 2017.

Revised Darlington Local Transport Plan

21. Darlington's current Local Transport Plan and transport strategy covers the period 2011 until 2026. In light of the significant changes in governance and funding with the creation of TVCA; the emerging regional priorities in the Tees Valley Strategic Transport Plan; and the development of a new Local Plan for Darlington covering land use planning up until 2036, it is an appropriate time to review Darlington's Local Transport Plan.

22. Both locally and regionally there is a much stronger focus on growth in terms of additional housing, job creation and increasing population and this will have significant impact on the numbers of trips being made. The Local Transport Plan must set out how Darlington plans to deal with the associated traffic growth in terms of managing highway network capacity and providing travel choices.

23. It is proposed to consult on key measures to achieve the following outcomes:

- (a) Assist economic growth through an efficient and reliable transport network
- (b) Create opportunity – by helping people to access education, employment or training places
- (c) Monitor the impact of traffic and seek to improve air quality
- (d) Improve public health through road safety and active travel

24. The measures will be wide ranging and cover all modes of transport and will consider the maintenance, management and improvement of transport and travel opportunities in Darlington. The consultation will ascertain whether these are the right outcomes for Darlington and whether the proposed measures will achieve them.
25. The framework for consultation is in **Appendix A**. The final plan which will inform delivery of transport in Darlington will be brought back to Cabinet later in 2017 and then to Council for adoption as the new transport policy framework.

LTP Performance Monitoring

26. In developing the Transport Strategy in 2011 the Council adopted a number of outcome based performance measures, to be used to assess the impact of the LTP on achieving the plan objectives. In addition a number of key transport performance indicators are measured and published annually. These are summarised in **Appendix B** but some key points to note are:
 - (a) Overall public satisfaction with transport is provided from the annual National Highways and Transport Network survey. Residents are asked questions about a range of themes – accessibility, public transport, walking and cycling, tackling congestion, road safety and highways maintenance - and the results are presented by authority area. These are then benchmarked against other local authority areas to assess ongoing performance. In 2016 performance achieved 56% overall, which is slightly above the national average and shows a year on year improvement. The NHT information is summarised in **Appendix C**.
 - (b) Overall the number of people injured as a result of a road traffic accident has reduced from 304 in 2014/15 to 274 in 2015/16. However, of those the number killed or seriously injured (KSI) has increased from 21 to 32. As these numbers tend to be very volatile from one year to the next, a three year rolling average is also recorded. This shows KSIs reducing from 32 to 31 and for slight injuries from 292 to 270. In 2015/16 the number of children injured on our roads decreased with two KSIs and 32 slightly injured. Again the three year rolling is reducing.
 - (c) Bus patronage continues to fall, driven in part by a reduction in the number of concessionary trips being made.
 - (d) The data for bus punctuality is now collected in a different way and is deemed to be more accurate, following a move from manual data collection to utilising real time data collated by the Traffic Commissioner. This now shows that 87% of buses run on time in Darlington (which is more in line with punctuality across the Tees Valley – average of 83%).
 - (e) Rail patronage has continued to show growth with increasing patronage at North Road, Dinsdale and Bank Top Stations.

Highway Asset Management Performance Monitoring

27. Highway infrastructure asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future traffic. The principles are explained in the Asset Management Policy and Strategy published on the Councils website.

<http://www.darlington.gov.uk/transport-and-streets/highways/highway-infrastructure-asset-management/>

28. Darlington's approach to management of the highway asset is assessed as part of the DfT Maintenance Incentive Fund self assessment requirement. The Tees Valley authorities have automatically been awarded highest rating ensuring that funding for maintenance is at maximum levels as part of the devolution deal. The ongoing self-assessment process is based on nationally recognised best practice and techniques. Darlington continue to make year on year improvements.

29. Current evidence from the road condition survey data is used to plan future maintenance work. The most up to date data is shown in **Appendix D** but generally:

- (a) The condition of 'A', 'B' and 'C' class roads has continued to improve.
- (b) The condition of Unclassified roads has worsened, despite investment being diverted to these roads over recent years. This requires further investigation.

30. To assist in prioritising resources on road condition, parameters have been set. The following percentages of roads requiring investigation are targeted to the following levels as indicative guidelines of where road condition levels should be managed, within the resources available.

Road class	Target level	Level in 2015/16	Level in 16/17
'A' roads	5%	3.4%	1.6%
'B' roads	7%	3.9%	1.6%
'C' roads	10%	10.2%	7.7%
Unclassified roads	10%	12.0%	15.0%

31. As the condition of unclassified roads has worsened significantly a 4 year programme of work is being developed from 2017/18 to target these roads, refocusing funding, whilst ensuring that there isn't a detrimental impact on the 'A', 'B' and 'C' class roads.

32. In addition the bridge and parapet inspection process will identify a priority list of bridge and structures maintenance work. Similar processes are carried out for street lighting, public rights of way and footways.

Delivery in 2016/17

33. There has been a significant amount of capital and revenue investment in transport in Darlington over the last 12 months. A brief summary includes:
- (a) A new junction on Yarm Road to provide access to Central Park and the link road to open up development land within the site.
 - (b) Phase 1 of the John Street cycle route.
 - (c) Refurbishment of Park Place West Car Park.
 - (d) A procurement process has started to purchase new pay and display machines for car parks.
 - (e) Improvements to the pedestrian facilities and traffic management in the Feethams area, including a new loading bay on Houndgate.
 - (f) A programme to provide a raised kerb at every bus stop and associated dropped kerbs to improve access to the stops is being implemented. This has been done on a route by route basis. In addition clearway signs have been installed at over 150 stops. The real time system which has digital displays at key bus stops including in the town centre has been upgraded as part of a regional programme.
 - (g) Over 7,000 pot holes have been filled, including an additional 868 potholes funded from the DfT's Pothole Fund. This funding was also used to surface a further 7,076m² of carriageway on the unclassified network.
 - (h) Maintenance Incentive funding was used to supplement the revenue micro asphalt programme and enabled an additional 14,923m² of surfacing to take place on the unclassified network.
 - (i) The Darlington Station Growth Hub vision has been developed.
 - (j) National Driver Offender Retraining Scheme funding was secured from County Durham and Darlington Road Safety Partnership to deliver an extensive programme of pedestrian training into primary schools.
 - (k) Sustainable Travel Transition Year funding was secured by TVCA and has enabled Darlington to continue to deliver the travel behaviour programme across the Tees Valley including the Marketing and Personalised Travel Planning Programmes. In addition Groundwork and Bike Stop have continued to deliver a programme of activities to encourage more people to take up walking and cycling and the Community Rail Partnership Officer has worked with Northern and community organisations across the Tees Valley on station adoption.
 - (l) A66 East West Study has secured development money from TVCA and DfT and options and business cases are being developed.
 - (m) Highways England Housing and Growth Fund monies have been awarded to Darlington to improve the A68 to facilitate the housing and commercial developments in the north west growth zone.

Funding in Darlington in 2017/18

34. The Department for Transport issued its Road Funding Information Pack on 13 January 2017 setting out the funding allocations following the Autumn Statement. This funding is in the main allocated to TVCA. Most of this funding is based on a formulaic approach and one fund is based on performance (efficiency). This funding is then devolved to each local authority. In addition there are other

funds that are bid for, usually on a TVCA basis. The following is a summary of the transport funding for 2017/18 compared to 2016/17 as of January 2017:

Funding source	Basis of Allocation	2016/17 £'000	2017/18 £'000
DfT LTP Highway Maintenance	<ul style="list-style-type: none"> • Formulaic • DBC via TVCA 	1,593	1,545
DfT LTP Integrated Transport Block	<ul style="list-style-type: none"> • Formulaic • DBC via TVCA 	886	886
DfT Challenge Fund Tranche 1	<ul style="list-style-type: none"> • Successful bid • DBC 	1,546	1,613
Highways England Housing & Growth Fund	<ul style="list-style-type: none"> • Successful bid • DBC 		1,050
Local Growth Fund	<ul style="list-style-type: none"> • Successful bid • DBC via TVCA 	2,402	2,200
Local Growth Fund Sustainable Access to Employment	<ul style="list-style-type: none"> • Successful bid • DBC via TVCA 	577	1,000
DfT Pothole Action Fund	<ul style="list-style-type: none"> • Formulaic • DBC 	92	133
DfT Maintenance Incentive Fund	<ul style="list-style-type: none"> • Performance • DBC 	97	145
DfT National Productivity Investment Fund *	<ul style="list-style-type: none"> • Formulaic • TVCA 	n/a	tbd
Total		7,193	8,572

*DfT has awarded £2.298m to TVCA to allocate to priority schemes.

35. The Local Transport Plan programme comprises a list of maintenance schemes based on road condition data; a bridge programme based on an independent inspection regime; and small scale improvement schemes to address road safety, sustainable travel, traffic and speed management. Details are in **Appendix E**.
36. Following a successful bid for Challenge Fund Tranche 1 monies in 2014/15, the third and final year of the street lighting programme will be implemented, converting to LED lights and reducing the electricity bill for lighting the highway.
37. In 2016/17 a successful bid has been made to the Highways England Housing and Growth Fund to implement an improvement on the A68/Rotary Way roundabout. Work will be carried out in 2017/18 and will facilitate the ongoing expansion of housing, retail and commercial development in the north-west area of Darlington.
38. £2.2m Local Growth Fund money has been awarded to Darlington by the TVCA to design and construct an access road into Ingenium Parc.
39. TVCA Local Growth Fund Sustainable Access to Employment money has been allocated to design and build a foot/cycle bridge over Parkgate to better link Central Park to Bank Top Station, subject to due diligence.
40. An increased amount of money has been allocated by DfT as part of the pothole fund. £133k will be used to complete a programme of pothole repairs and preventative measures.

41. Incentive funding is awarded on the basis of performance submitted to DfT. Darlington is awarded 100% of the maximum incentive, which equates to £145k in 2017/18. This is used to deliver the highway maintenance priorities.
42. As part of Road Funding announced in the Autumn Statement 2016 a new National Productivity Investment Fund was announced. The aim of the fund is to reduce congestion, upgrade the maintenance of local highway assets, improve access to employment and housing or develop economic and job opportunities. The funding is formulaic based and TVCA has been awarded £2.298m. TVCA and the Transport Infrastructure Group will agree a process of allocating funding, based on Tees Valley priorities. Darlington has a number of schemes that would be eligible and these will be agreed with the Cabinet Member.
43. In addition to the capital funding the TVCA has been successful in securing £3.323m of Access Fund revenue monies for the period 2017/18 – 2019/20. This was over 5% of the total £60m available. This will be used to support travel behaviour programmes to increase the number of trips made by sustainable modes, in particular walking, cycling and using local bus and rail services. There will be a focus on helping job seekers into work through a continuation of a programme with Job Centre Plus and training organisations, as well as a new programme for travel to school. Darlington will continue to deliver the Personalised Travel Planning and marketing programmes across the Tees Valley.

Financial Implications

44. The recommended Integrated Transport Block and Highway Maintenance investment decisions are entirely from confirmed funding allocations from the Department for Transport. The recommendations are within the total budget as set out in the Medium Term Financial Plan.
45. In accordance with the Local Transport plan objective 'To implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level', detailed design work will consider 'whole life' costs of schemes, identifying and accounting for ongoing revenue implications.
46. Whenever possible Local Transport Plan funding is used as a local contribution to leverage in other funding sources through national bidding processes. Darlington continues to be successful at this on an individual authority and now a Tees Valley basis, for instance securing Challenge Funding for the street lighting and Stonebridge programmes; Local Growth Fund monies for Central Park and the Sustainable Access to Employment Programme; and the Access Fund for improving access to employment, training and education, and increasing levels of active travel.

Procurement Advice

47. To ensure legal compliance and that value for money is obtained all contracted spend will be procured in accordance with the Council's Contract Procedure Rules, and the Public Contracts Regulations 2015, as well as in accordance with requirements imposed in any grant funding terms.

Consultation

48. A series of consultation activities were held between November 2009 and December 2010 on the outcomes of the Third LTP. The Implementation Plan takes into account the emphasis placed by consultees on how best to achieve the desired outcomes. The MAINTAIN, MANAGE and IMPROVE priorities were widely accepted as a logical response to funding levels.
49. Consultation on individual schemes takes place as required, sometimes through the formal Planning process, depending on the nature of the scheme.
50. Consultation on the framework of the Tees Valley Strategic Transport Plan ended on the 31 January 2017. Further consultation will take place later in 2017 on the full Plan.
51. Consultation for Darlington's revised Local Transport Plan will take place in March/April 2017.

Outcome of Consultation

52. The consultation for the current transport strategy resulted in a set of priorities - maintains, manage and improve – and this has been followed during a period of limited funding. As funding opportunities have increased this has enabled more money to be spent on improvement schemes, in particular using Local Growth Fund monies and additional maintenance money from the Department for Transport has been invested in asset management, including investment in street lighting.
53. The consultation for the framework for the Tees Valley Strategic Transport Plan has resulted in approximately 50 responses from a combination of businesses, interest groups, transport operators, local government organisations and members of the public. There have been a broad range of responses with a particular emphasis on: utilisation of Durham Tees Valley Airport; improvements to bus services; additional and improved road links; improved rail services including additional stations; and support for measures to improve walking and cycling. Support for the overall plan is generally positive; however there is a desire to see further detail on certain issues. This will be provided as the draft versions of the plan and its supporting documents are published in the coming months, and further consultation is undertaken. The final Tees Valley Strategic Transport Plan will be published during autumn 2017.

Draft Executive Summary for the Local Transport Plan

Darlington's fourth Local Transport Plan (LTP4), sets out a transport strategy for the next 20 years (2016-2036) and is an update of the third Local Transport Plan which was written to cover the period 2011 – 2026. In the time that the third Local Transport Plan was written funding was at lower levels due to the recession in the late 2000s. The economy has since improved and so there is a more optimistic view of what funding will be available now and in the future. The Plan integrates with the emerging Local Plan, the Economic Strategy and also the Tees Valley Strategic Transport Plan.

Regionally the priorities set out in the Tees Valley Strategic Transport Plan framework are:

1. To provide rail station infrastructure that is ready for major projects such as High Speed Rail and Northern Powerhouse Rail and to improve the East Coast Main Line and TransPennine rail networks to cater for future growth in both freight and passenger demands across the north.
2. To provide a resilient and high quality major road network that delivers consistency in journey time reliability and standards to cater for future economic and housing growth across the north.
3. To connect our town centres, economic assets (Teesport, Durham Tees Valley Airport and Enterprise Zones) and key health, employment, education and retail locations, by a frequent, high quality and integrated public transport network and improved private transport networks.
4. To address specific problems on the major and local road networks to cater for future economic and housing growth across the Tees Valley, and to provide a transport network that is fit for purpose for freight
5. To develop supporting bus, cycling and walking networks that link housing sites to key destinations such as rail stations, bus stations/stops and key health, employment, education and retail locations across the Tees Valley.

The Tees Valley Strategic Transport Plan will also have a number of daughter plans including a rail statement, bus strategy, freight plan, cycling and walking strategy and local major road schemes. Darlington will benefit from all of these plans in terms of better connections across the Tees Valley for employment, training, education, leisure and for businesses that operate across the region.

This Plan sets out the context both in terms of Darlington's position as the Gateway to the Tees Valley, as well as through its significant economic relationships with North Yorkshire and County Durham. The Plan sets out a number of key outcomes that it seeks to achieve, namely that:

1. Transport should facilitate economic growth, by opening up development sites, and supporting equality of opportunity through good access to workplaces and education.
2. Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient, high quality and affordable transport network;

3. Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
4. People live long, healthy and active lives, travelling safely and making active travel choices;
5. Darlington is an attractive place to live where active travel is a key benefit to residents.
6. Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and
7. People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system

For this to work in Darlington transport needs to be easy to use, reliable, affordable and accessible so that sustainable transport is seen as a real choice for the residents of the borough. Transport should also be a key benefit to businesses based in the borough and should be an attractor to those businesses considering new premises. Transport needs to support economic growth, equality of opportunity, good access to workplaces and better air quality and reduced emissions.

Darlington is already an accessible place, ideally located adjacent to the A1(M), A66, East Coast Main Line and Durham Tees Valley Airport. The Local Transport Plan will be developed alongside the Local Plan to ensure that policies support sustainable commercial and residential development, whilst retaining good access and retaining its excellent local connectivity.

Our measures will:

- Assist economic growth – by opening up new development sites for employment and housing; by providing better access to jobs and a larger pool of labour for employers through better transport connections; and by providing attractive alternatives to car use that reduce congestion.
- Create opportunity – by helping people (whether or not they have access to a car) to access employment or training places both in the borough and across the wider region.
- Monitor the impact of traffic and seek to improve air quality – by reducing car journeys through encouraging the use of public transport, walking and cycling; and encouraging the use of lower emission vehicles.
- Improve public health – by encouraging healthy, active travel; and by maintaining a good road safety record through engineering, education, encouragement and enforcement.

APPENDIX B

Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Transport									
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,293	20,417	20,587	20,092	19,528	-	20,287	20,419	Not yet available
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	130,525	129,651	126,340	127,306	126,032	-	123,847	124,764	Not yet available
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	1 m 26 sec	12 sec	Not yet available
Bus Punctuality % on time	63%	48%	67%	62%	64%	64%	63%	87%	Not yet available
Bus Patronage (all operators)		8,281,489	7,825,000	7,164,000	6,605,517	6,604,117	6,505,849	6,422,947	Not yet available
Concessionary fares patronage				2,907,515	2,750,929	2,744,792	2,673,485	2,627,062	Not yet available
Rail Patronage (all four Darlington stations)		2,202,125	2,256,063	2,320,360	2,241,390	2,279,159	2,322,927	2,337,809	Not yet available
Number of cycling trips (automated cycle counters)	1,650.25	1,738.25	1,663.75	1,635.75	1,224.50	1,450.00	1,556.50	1,315.75	Not yet available
No. of walking trips in the town centre				121,948	119,163	121,876	133,983	126,687	Not yet available
Roads and Footway Conditions									

Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
% of principal roads where maintenance should be considered ('A' class)	5%	5%	5%	6%	5%	3.3%	4%	3.4%	1.6%
% of non-principal roads where maintenance should be considered ('B' & 'C')	15%	13%	10%	11%	12%	14%	11%	9%	6%
Condition of unclassified roads	10%	8%	6%	7%	9%	10%	10%	12%	15%
% of footways which are structurally unsound						10%	9%	9%	9%
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)					£59.3 million	£74.2 million	£81.7 million	£92.2 million	£84.0 million
Street Lighting									
% of street lighting columns over 40 years					29%	26%	20%	24%	Not yet available
% of street lights in columns over 20 years					56%	51%	45%	44%	Not yet available
Bridges									
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)							85%	85%	Not yet available

Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)							74.6%	74%	Not yet available
Inspections									
Number of potholes repaired						10,426	7,938	6,793	Not yet available
Road Safety and Sustainable Transport (figures in brackets are the 3 year rolling average)									
Number of people killed or seriously injured in road traffic accidents	34	43	33 (37)	36 (37)	35 (35)	41(37)	21(32)	32 (31)	Not yet available
Number of people slightly injured in road traffic accidents	346	365	303 (338)	296 (321)	309 (303)	285 (297)	283(292)	242 (270)	Not yet available
Number of children killed or seriously injured in road traffic accidents	1	2	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	3(4.3)	2 (4)	Not yet available
Number of children slightly injured in road traffic accidents	46	42	34 (41)	32 (36)	45 (37)	34(37)	64(48)	32 (43)	Not yet available
% of children taking part in pedestrian training				83.78	81.35	83.53	84.17	80.49	Not yet available
% of children taking part in cycle training				39.21	46.92	48.37	46.42	43.80	Not yet available
Public Rights of Way									
% of rights of way open and				63%	75%	67%	84%	94%	Not yet available

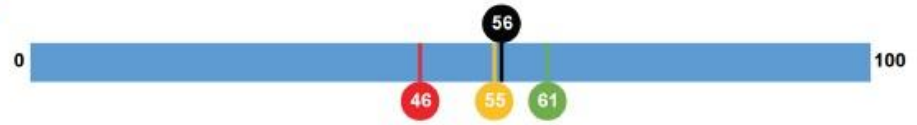
Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
available for use – urban fringe leisure routes									
% of rights of way open and available – more remote paths				70%	75%	72.8%	70%	78.7%	Not yet available
Public Satisfaction – National Highways and Transportation Survey (NHT)									
Overall public satisfaction		57.4	56.1	56.3	55.7	54.9	55.1	56	56
Public transport overall		57	57	56	54	-	-	59	59
Local bus services		59	60	57	54	58	60	60	62
Local bus services (BVPI 104)		55	59	51	47	53	55	60	61
Public Transport Info (BVPI 103)		46	43	46	39	41	48	48	51
Taxi/Mini cab services		68	68	68	67	68	70	69	67
Community Transport		60	58	57	57	57	58	56	55
Walking and Cycling overall		58	57	59	58	-	-	57	58
Pavements and footpaths		57	55	56	56	55	55	55	55
Pavements and footpaths (aspects)		58	58	57	57	58	57	61	61
Cycle routes and facilities		58	57	60	59	55	53	54	55

Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Cycle routes and facilities (aspects)		58	57	60	60	57	55	58	58
Rights Of Way		59	59	60	57	60	58	58	60
Rights Of way (aspects)		57	55	57	56	55	52	58	56
Tackling congestion overall		48	48	51	52	-	-	53	51
Traffic levels and congestion		43	44	49	49	49	44	47	46
Management of Road works		49	49	49	54	53	51	56	50
Traffic management		52	52	53	55	54	54	56	56
Overall road safety		57	57	60	59	-	-	62	58
Road safety locally		61	60	61	62	59	61	63	60
Road safety environment		58	58	59	58	56	57	61	57
Road safety education		55	55	58	58	57	56	61	58
Overall highways maintenance		55	52	51	50	-	-	52	53
Condition of highways		43	37	32	34	28	31	34	38
Highways maintenance		53	50	48	48	48	48	54	53
Street lighting		72	70	71	69	69	71	70	69

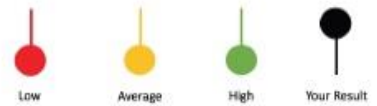
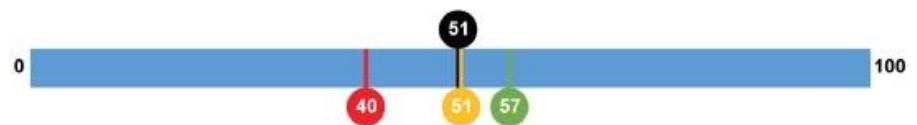
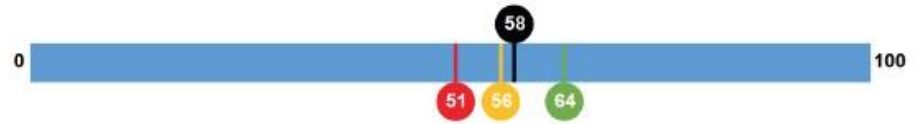
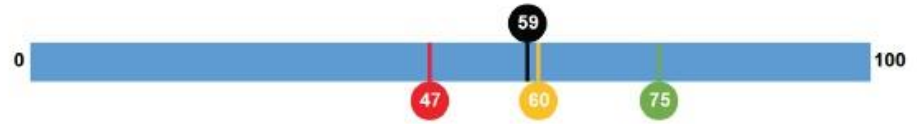
Performance Measures	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Highway enforcement/obstructions		52	51	52	49	49	48	51	50

NHT Summary

Satisfaction Overall



Satisfaction by Theme



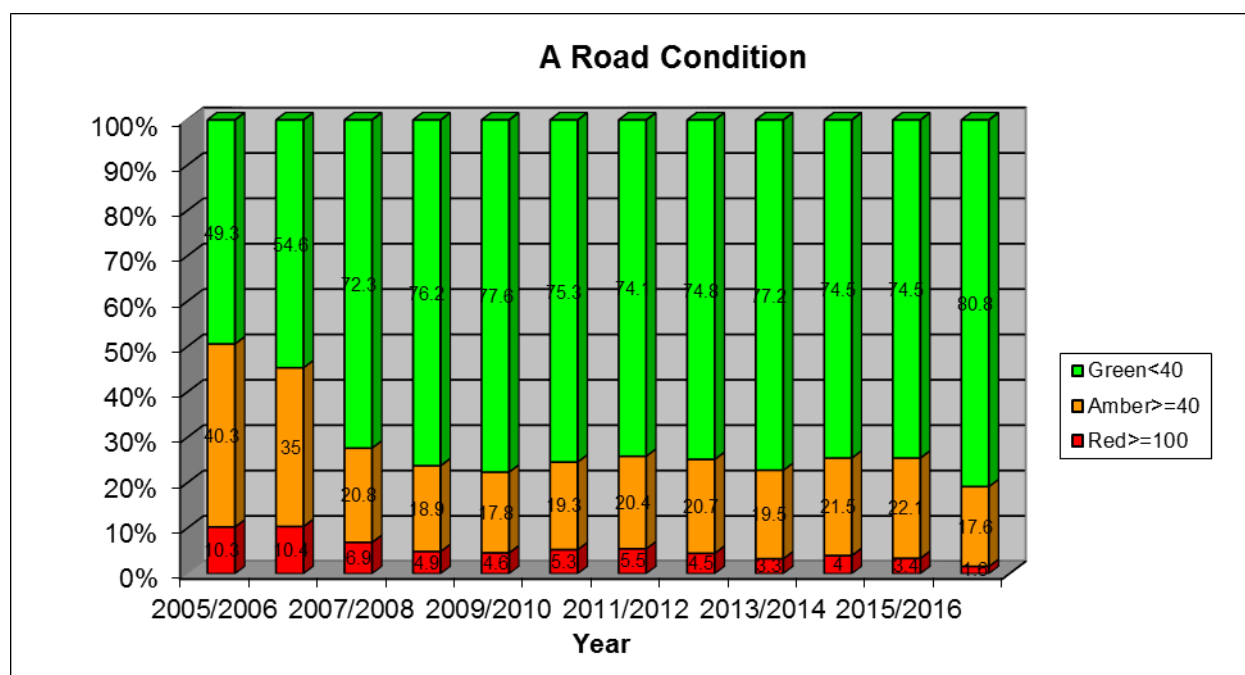
Highway Asset Management

Darlington Borough Council recognises the importance of its highway infrastructure and how an effectively maintained and managed network contributes to Darlington’s economy and place in general.

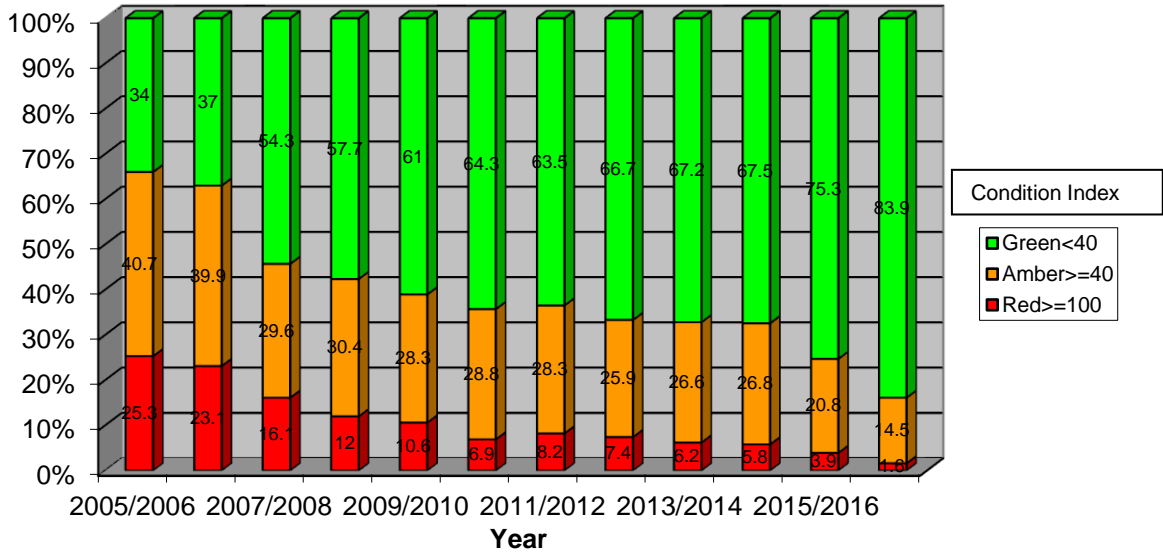
The approach taken looks at how best to manage the Highway Network taking into consideration customer needs, local priorities, asset condition and best use of available resources.

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.

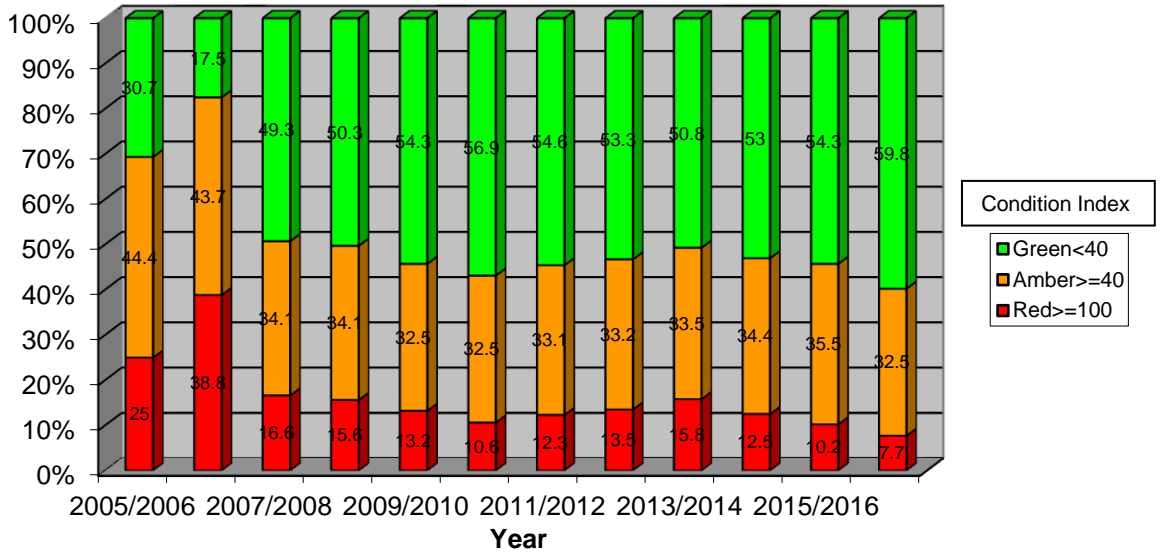
The Council utilises a nationally recognised condition data survey to assess the maintenance requirements of the borough’s roads and to prioritise maintenance schemes across the road network.



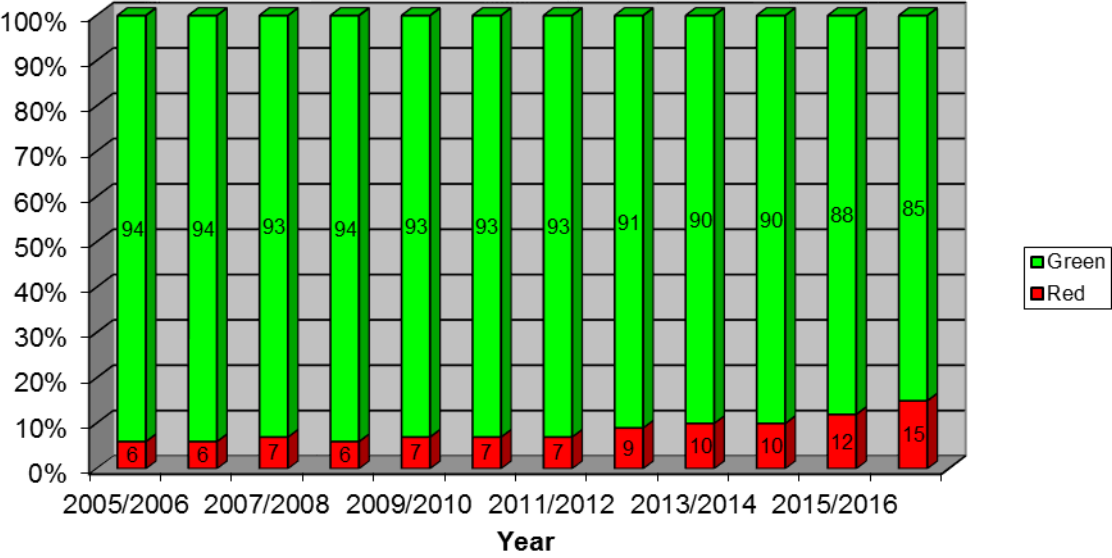
B Road Condition



C Road Condition



Unclassified Road Condition



Local Transport Plan Programme

Maintain Manage Improve	Growth Zone	Scheme	2017/18	2018/19 (indicative)	Notes
Network management					
Improve	North West	Cockerton roundabout		150,000	Contribution to a package of measures including A68 HE funded improvement in 2017/18
Manage		Traffic monitoring	20,000		
Public Transport					
Improve		Bus stop improvements	50,000		
Public realm/access improvements					
Improve	Central	Parkgate Bridge	240,000		Contribution to Local Growth Fund Sustainable Access to Employment scheme
Improve		Dropped kerbs	20,000		
Maintain		Public Rights Of Way	10,000		
Improve	Eastern	Walking/cycling route to Ingenium Parc	90,000		
Travel safety					
Improve		Traffic calming on John Street	60,000		Contribution to Local Growth Fund Sustainable Access to Employment scheme
Manage		Speed Management	50,000		Scheme for the town centre
Maintain (invest to save)		Street Lighting	240,000		Local contribution to Challenge Fund
Sub total			780,000		
Highways and Transport Fees			106,000		
Total			886,000		

Maintenance Schemes

The LTP maintenance budget is allocated as follows:-

Contribution to streetlighting programme (Challenge Fund)	160,000
Bridge structural maintenance programme*	295,000
Highways structural maintenance	883,000
Fees	207,000
Total	1,545,000

*Assumes advanced design for bridges is funded from the TVCA Development Fund as part of the Challenge Fund Tranche 2 bid

Schemes identified as high priority to be developed into schemes include:-

- Inner Ring Road (Northgate roundabout area)
- A68 (A1M to High Grange)
- A167 Croft Road Phase 6
- A6072 Redworth Phase 1
- B6275 Piercebridge Phase 1
- B6279 Staindrop Road Phase 1 (from Carmel Road)
- C39 Walworth Gate to Staindrop Road
- C40a Burtree Lane Phase 4
- C46 Haughton Road Phase 2
- Unclassified – Tubwell Row/Crown Street roundabout

In addition condition data will inform the programme for the Pothole Funding and Incentive Funding.