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**LOCAL TRANSPORT PLAN**  
**CAPITAL SPEND AND LOCAL IMPROVEMENT PLAN PROGRESS**

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

**Responsible Director - Ian Williams, Director of Economic Growth**

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**SUMMARY REPORT**

**Purpose of the Report**

1. This report provides members with an annual update on Highways and Transport from a national, regional and local perspective. It outlines performance, public satisfaction and reports on delivery in the 2017/18. It provides an update on the proposed update of Darlington's Local Transport Plan and seeks approval to consult. The report also seeks approval of the 2018/19 programme of projects and seeks Members approval for the release of funding for these local and regional transport priorities.

**Summary**

2. The Tees Valley and Darlington have an agreed clear set of strategic transport priorities that formed part of the Tees Valley Devolution deal, which have been well articulated and promoted to the National Transport Bodies. This report outlines how they are being positioned in terms of national, regional, sub-regional and local policy and that development work is underway on all of these priorities to position them into the long term National Investment programmes from 2019/20 onwards.
3. The Tees Valley Combined Authority is developing its first Tees Valley Strategic Transport Plan for consultation in the spring. This will also include a number of daughter strategies and action plans. This will link into national and sub-national strategy but also will mean Darlington has to update the local transport plan to reflect changes in functions and roles. Darlington and the other Tees Valley Authorities will produce Local Implementation Plans to reflect local priorities and policy with TVCA focussing on Strategic Transport. The Darlington Transport Plan will be developed in draft and subject to Members approval be consulted upon with a view to a separate Cabinet and Council approval process to include the plan in the policy framework for Darlington.
4. The report also sets out the performance of transport and travel against a number of indicators, including public satisfaction, which is used to inform the delivery

programme for transport. The condition of unclassified roads has deteriorated and therefore a four year programme of additional expenditure has been put in place to address this. These are often residential streets and therefore it is anticipated that public satisfaction with the highway will also improve as these are people's local and most frequently travelled roads. The report also provides a summary of the projects delivered in 2017/18.

5. Darlington has secured significant additional funding over and above the Local Transport Plan formulaic allocations through successful competitive bidding processes and securing funding from TVCA programmes.
6. The transport capital programme is now £8.564m, circa £5.5m above LTP allocations. This this will facilitate growth and improve transport. This includes:
  - (a) DfT Access Fund for personalised travel planning; pedestrian and Bikeability Plus training; travel marketing; and engagement with schools and businesses across the Tees Valley.
  - (b) Following a successful bid to the TVCA, Darlington has secured money for a new road to open us access into Ingenium Parc.
  - (c) A successful bid to the Department for Transport for National Productivity Investment Funds has provided additional money to improve McMullen Road roundabout (as well as junctions at Lingfield Way/Yarm Road and Tornado Way/Haughton Road).
  - (d) A bid to the Sustainable Access to Employment Fund to fund Parkgate footbridge / cycle bridge has now been approved following successful due diligence and will be constructed in 2018. Expressions of Interest for two further schemes have been approved to move to the due diligence stage.
7. A planning application has recently been submitted for an area to the rear of Cummins, called Ingenium Parc. The potential uses in this area are light industrial, storage and distribution and the development will be likely to have an impact on the A66, if approved. Highways England may require a financial commitment towards improvements on their network and there is a recommendation to delegate authority to the Director of Economic Growth in consultation with Director of Neighbourhood Services and Resources to enter into a funding agreement.

## Recommendation

8. It is recommended that Members :-
  - (a) Note the progress in delivering the Local Transport Plan and agree to release £0.866m Integrated Transport Block and £1.689m Highway Maintenance Funding (£1.398m plus £0.291m incentive funding) to deliver the 2018/19 LTP programme as shown in **Appendix A** of this report.
  - (b) Release the Pothole Fund monies awarded by the Department for Transport (DfT). The amount is yet to be announced.

- (c) Note the successful bid to the National Productivity Investment Fund and agree to release £1.519m in 2018/19 and £1.855m in 2019/20.
- (d) Agree to the submission of due diligence forms for the next tranche of TVCA Single Pot Sustainable Access to Employment programme funding for schemes on Rotary Way and Woodland Road; and if successful to release the £550k funding, in addition to release £50k TVCA development fund monies for feasibility work on Victoria Road.
- (e) Delegate authority to the Director of Economic Growth, in consultation with the portfolio holder for Leisure and Local Environment to agree bidding on external funding available through the following funds and if successful, to release the funding secured:-
  - (i) Challenge Fund Tranche 2
  - (ii) Electric Vehicle Charging Points
  - (iii) Transforming Cities
- (f) Note the timetable for consultation on the TVCA Strategic Transport Plan and the proposed framework for consultation on the Darlington Transport Plan.
- (g) Note the delivery of transport schemes in 2017/18 and current performance in relation to road safety, highway maintenance, network management and public satisfaction.
- (h) Delegate authority to the Director of Economic Growth in consultation with Director of Neighbourhood Services and Resources to enter into a funding agreement with Highways England should the transport assessment show there is an impact on the strategic road network.

## **Reasons**

9. 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 asset for the benefit of all road users.
- (c) To deliver 3 major junction improvements to support ongoing developments in the Eastern Growth Zone, including the developments at Ingenium Parc.
- (d) To maximise the potential for investment in Darlington and to underpin our economic growth strategies, specifically supporting improved accessibility to Darlington Station and sustainable travel to the north-west growth zone (Faverdale and West Park).
- (e) To maximise the Council's opportunity to bid for and deliver externally funded transport schemes.

- (f) 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; and to enable local people, businesses and organisations to shape the Darlington Transport Plan.
- (g) To evaluate the delivery of schemes and the progress of transport investment against performance.

**Ian Williams**  
**Director of Economic Growth**

### **Background Papers**

- (i) Third Local Transport Plan; 2011-2026
- (ii) Capital Programme; Cabinet Report; 4 April 2017
- (iii) Ingenium Parc; Cabinet; 9 January 2018

Sue Dobson: Extension 6207

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; Crime and disorder implications are being taken into account in the development of the Darlington Transport Plan.
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. Health and wellbeing implications are being taken into account in the development of the Darlington Transport Plan.
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 emission from transport. Carbon impact and air quality implications are being taken into account in the development of the Darlington Transport Plan
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	The Third Local Transport Plan forms part of the Council's budget and policy framework. Following consultation, a new Darlington Transport Plan will be brought to Cabinet and then to Council for adoption as council policy in line with the Council's constitution.
Key Decision	Yes
Urgent Decision	No
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Third 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.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

## MAIN REPORT

### Information and Analysis

#### National, Regional & Tees Valley Combined Authority (TVCA)

10. At National level the Department for Transport, Highways England and Network Rail are forming their long term investment plans. TVCA and the five Local Authorities have an agreed clear set of strategic transport priorities that formed part of the Devolution deal, which have been well articulated and promoted to the National Transport Bodies. Development work is underway on all of these priorities to position them into the long term National Investment programmes from 2019/20 onwards. These include:

- (a) Enhancements to the A19 corridor and the requirement for an additional Tees river crossing.

- (b) Darlington station to be HS2 ready and improve the rail gateway into and across the Tees Valley
  - (c) Delivery of improved east west road connectivity from the A1 to the international gateway of Teesport (This includes development of the Darlington Northern Link Road)
  - (d) Enhancement of the Northallerton to Teesport rail line to improve connectivity for business, freight and passengers.
  - (e) Improvements to public transport and the bus network and services.
11. At a regional level Transport for the North (TfN) is set to become the first statutory sub-national transport body with statutory powers and duties that will inform national spending programmes. TfN is presently consulting on a Strategic Transport Plan for the North, which has been informed by the Tees Valley priorities.
12. In the draft plan, TfN has identified seven strategic development corridors across the North where the focus will be on improving transport infrastructure. These corridors link important 'prime capability' assets and important economic centres that are currently in need of improved connectivity. Darlington and the Tees Valley are within three of the seven corridors across the North:
- (a) *"Connecting the Energy Coasts"*  
This corridor looks at improving connectivity between some of the UK's important non-carbon energy advanced manufacturing, research assets and economic centres in Cumbria, Lancashire, North Yorkshire, the North East and Tees Valley. This corridor specifically aligns to and refers to the Tees Valley Strategic priority of improvements on the A66 corridor to Teesport (including Darlington Northern Link Road).
- TFN's Energy Coast corridor fits with national priority and direction of travel from the Department for Transport and Highways England's who have commenced studies to focus improvements on the A66 between the M6 and the A1(M) and for this route across the Pennines to be the strategic northern trans-Pennine route to relieve pressure on other east-west connections and improve resilience and connectivity.
- (b) *"East Coast to Scotland"*  
Improving rail reliability, speed and reach along the east coast mainline and other key lines to provide enhanced strategic and local connectivity in the North East, Tees Valley and North Yorkshire as well as onward connections to Scotland. This corridor references "East Coast Mainline stations HS2 and Northern Powerhouse Rail ready including Darlington 2025 vision".
  - (c) *"Yorkshire to Scotland"*  
Building on existing road investment commitments to further strengthen road connectivity between the Midlands, South Yorkshire, West Yorkshire, North Yorkshire, Tees Valley, the North East and Scotland. This is predominantly north south connectivity improvements and relies on the A1(M) and A19 to connect regions. Both of these roads run through or parallel to the Tees

Valley. This corridor reflects the Tees Valley Strategic priority of improvements on the A19 and a New Tees Crossing. Importantly, the intersection of this corridor and the Energy Coasts/A66 Trans-Pennine improvements provides an important series of improvements for the Tees Valley which will improve both east-west and north-south connectivity and resilience.

13. Northern Powerhouse Rail (NPR) is TFN's vision for transforming rail travel across the north, offering much faster, more frequent and reliable rail links opening up opportunities for northern citizens and business. NPR would link the North's Cities and Significant Economic Centres with Darlington as the Tees Valley, South Durham and North Yorkshire gateway station.
14. At a Tees Valley level TVCA is developing a Tees Valley Strategic Transport Plan which includes the agreed five Strategic Priorities but also develops rail, bus, freight, cycling & walking and roads strategies and plans in more detail. This is programmed for a 12 week public consultation starting in April.
15. The strategy sets out the vision for transport in the Tees Valley as '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'. The objectives focus on economic growth, social opportunity and environmental protection and enhancement. The outcomes are aligned to:
  - (a) National rail
  - (b) Major roads
  - (c) Connecting communities
  - (d) Supporting economic growth
  - (e) Local journeys

### **Darlington Transport Plan**

16. The statutory duty for the publication of a Local Transport Plan (LTP) is now the responsibility of TVCA as part of their strategic transport duties and functions. The Tees Valley Strategic Transport Plan will focus on high level strategic priorities and each of the Local Authorities will develop a Local Implementation Plan (LIP) to support the strategic plan.
17. The role of transport in Darlington is critical to the delivery of our Sustainable Community Strategy, One Darlington: Perfectly Placed and the emerging Darlington Local Plan, and the outcomes they aspire to achieve. For these reasons Darlington's LIP will become the 'Darlington Transport Plan' (DTP) and will require consultation and subsequent approval through the Cabinet and Council process for adoption as part of the Council's policy framework, in line with the constitution.
18. The DTP will provide the link between the Tees Valley Strategic Transport Plan and the Highway Authority duties and functions that remain with the Council and are important to local policy such as Highway Asset management, Highway Network management and Rights of Way Improvement Plan, as well as Road Safety and Parking Policy.

19. Darlington Transport Plan will be developed in parallel with the Tees Valley Strategic Plan and the results of the Tees Valley wide consultation will inform the strategic context for the Darlington Plan. The emerging vision statement that will be subject to consultation will seek *“To provide Darlington with the safest, most reliable, easy to use transport network which is also affordable and accessible to all people”*
20. The ambitions for the plan will focus on economic, social, environmental and health outcomes to:
- (a) 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.
  - (b) 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.
  - (c) 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.
  - (d) Improve public health – by encouraging healthy, active travel; and by maintaining a good road safety record through engineering, education, encouragement and enforcement.
21. This will be achieved through a focus on the transport network (infrastructure, including roads, pavements, bridges, street lights, bus stops and so on) and the people using it to travel (information, training, support and assistance) :-
- (a) Transport
    - (i) Maintaining the transport network;
    - (ii) Managing movement on the transport network; and
    - (iii) Improving sustainable and accessible transport infrastructure and options.
  - (b) Travel
    - (i) Engage with people to help them make travel choices
    - (ii) Provide information on travel
    - (iii) Improve the travel experience
22. Some of these require working with other organisations such as bus and rail operators, Highways England, utility companies, the voluntary sector and local businesses.
23. The Darlington Transport Plan will be subject to separate Cabinet and Council reports throughout 2018 as it is developed. This report seeks approval to develop and consult upon the plan.

## Darlington's Local Plan

24. The Local Plan process includes assessments on the transport network and this will inform requirements over the next decade. It will also incorporate policies to encourage the use of sustainable travel modes whilst identifying key pieces of infrastructure required to deliver economic growth. These need to be developed in conjunction with the Transport Plan to ensure that policies are consistent and infrastructure requirements are built into future capital funding bids and programmes.

## Highways and Transport Performance

### Performance Indicators

25. In developing the Transport Strategy in 2011 the Council adopted a number of performance measures, to be used to assess the impact of the LTP on achieving the objectives. All of the performance data is set out in **Appendix B**. Some key points to note are:-
- (a) The road safety data for calendar year 2017 is still provisional and needs to be confirmed by the Police. However, initial results show that the total number of people injured on Darlington's roads is at its lowest level with a total of 244 people injured in road traffic accidents. Analysis will take place on the accidents involving those injuries classed that have involved serious injuries or resulted in death to see if there are any measures can be put in place to reduce the risk of further accidents.
  - (b) It is estimated that bus patronage could fall approximately 1.3% by the end of March 2018. There is also a reduction in the number of bus journeys made by concessionary pass holders. The Tees Valley have a strategic priority to develop the bus network and services which will look at this trend in more detail.
  - (c) Rail patronage continues to grow by 1.4%.
  - (d) Highway condition data is not available yet for the A, B and C class roads as the scanner data, provided by an external testing contractor has not yet been received. However, this year a full survey of the unclassified road network has been undertaken to establish the latest baseline position. Previously, due to the size of the unclassified network (356km unclassified roads in the Borough), only a quarter of the network was surveyed annually on a four year rolling programme. The Council is investing additional funds in the unclassified road network over the period of the MTFP and has now established the latest condition data for the network to inform the investment programme. The percentage of the network requiring investigation for maintenance action is now established at 22% in 2017/18. It is proposed to assess 100% of the unclassified network again in 2018 to give a true reflection of investment and impact on the deterioration of the network.

## Public Satisfaction

26. Highway Authorities are incentivised to participate in the National Highways and Transportation Survey to measure public satisfaction with transport related themes.
27. There continues to be good representation in the Survey across England with 109 English Authorities taking part and three Scottish Authorities. IPSOS MORI conduct a survey across a sample of residents to seek views on 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.
28. These are benchmarked against other local authority areas to assess ongoing performance and can be rated against the importance people place on them. The historical results from the NHT survey are summarised in **Appendix C**.
29. The results show that:
  - (a) Overall satisfaction rated at 54%, which is the national average figure, with the highest being 61% and lowest 48%.
  - (b) Accessibility rated at 71%, with national average 70%, the highest being 77% and lowest 63%
  - (c) Public Transport rated at 60%, with national average 61%, the highest being 70% and lowest 53%.
  - (d) Walking and Cycling rated at 56%, with national average 55%, the highest being 62% and lowest 49%
  - (e) Tackling Congestion rated at 48%, with national average 48%, the highest being 60% and lowest 39%
  - (f) Road Safety rated at 57%, with national average 55%, the highest being 61% and lowest 48%
  - (g) Highway Maintenance rated at 50%, with national average 51%, the highest being 62% and lowest 42%
30. In most themes public satisfaction is around the national average figure. However, within the themes there are some points to note:
  - (a) Within the Road Safety theme, Road Safety Education in Darlington achieved the highest score nationally.
  - (b) The condition of highways satisfaction level is below the national average and has a relatively low satisfaction rating of 34% compared to the national average of 37%. The performance data and public satisfaction results have informed the additional investment programme in unclassified roads over the term of the MTFP.

## Delivery in 2017/18

31. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:

- (a) Following a successful bid to the DfT Challenge Fund for £5.792m in 2014/15 the third and final year of the street lighting programme has been completed. This has included converting over 11,000 streetlights to LED lights thus reducing the electricity bill for lighting the highway, and replacing almost 4,000 street lighting columns.
- (b) An additional lane was added to the A68/Rotary Way/Edward Pease Way roundabout to improve traffic flow on this corridor. This was funded from Highways England Housing and Growth Fund monies
- (c) The vision for Darlington Rail Station and plans for the remodelling of the station and the surrounding area were launched for public consultation in September and development work continues to secure this into national investment programmes.
- (d) The Darlington Northern Link Road is being developed to produce a business case to secure delivery in national investment programmes.
- (e) Pay and display machines were procured and installed in all council operated car parks. The new machines accept card and contactless payments as well as cash and pay by phone.
- (f) Bus stop improvements have continued, providing raised kerbs to improve access onto buses.
- (g) Abbots Yard car park is being improved, with new drainage, resurfacing and a new layout.
- (h) Parkgate cycle route has been constructed linking Park Place with the toucan crossing on St Cuthbert's Way.
- (i) A new section of walking and cycling route has been created from John Street to Albert Road, opening up access to the historic Skerne Bridge.
- (j) Pedestrian training, Bikeability Plus and Junior Road Safety Officer activities have been delivered into primary schools as part of the Tees Valley Access Fund programme. A wide reaching programme of Personalised Travel Planning and marketing have also been delivered across the Tees Valley to promote and support sustainable transport.
- (k) Over 3413 pot holes have been reported and repaired up to the end of December which is a 25% reduction from the same period last year. A greater emphasis is now being placed on preventing potholes and the DfT's Pothole Fund has been used to target surfacing works. A programme of Micro

Asphalting works has been carried out on unclassified roads and footways, mainly in residential streets. A full list is available on the council website.

- (l) A programme of carriageway structural maintenance schemes were carried out including Haughton Road, Inner Ring Road, Walworth Gate and Croft Road.

## Funding in 2018/19

32. Transport funding is allocated to TVCA by DfT and is based on a formulaic approach and performance (efficiency). This is then devolved to each local authority. Other funding is bid for as part of a competitive process, usually from DfT, but is administered by TVCA. This has included Challenge Fund, Access Fund and National productivity Investment Fund (NPIF).
33. The following is a summary of the transport funding for 2018/19 compared to 2017/18 as of January 2018:-

Funding source	Basis of allocation	2017/18 £'000	2018/19 £'000
DfT LTP highway maintenance	<ul style="list-style-type: none"> <li>• Formulaic</li> <li>• DBC via TVCA</li> </ul>	1,545	1,398
DfT Maintenance Incentive Fund	<ul style="list-style-type: none"> <li>• Performance</li> <li>• DfT to DBC</li> </ul>	145	291
DfT LTP integrated transport block	<ul style="list-style-type: none"> <li>• Formulaic</li> <li>• DBC via TVCA</li> </ul>	886	886
DfT challenge Fund (streetlights)	<ul style="list-style-type: none"> <li>• Successful bid</li> <li>• DfT to DBC</li> </ul>	1,613	0 (completed)
Highways England Housing & Growth Fund	<ul style="list-style-type: none"> <li>• Successful bid</li> <li>• HE to DBC</li> </ul>	1,050	0 (completed)
TVCA Single Pot (Ingenium Parc)	<ul style="list-style-type: none"> <li>• Successful bid</li> <li>• DBC via TVCA</li> </ul>	200	2,000
TVCA Single Pot Sustainable Access to Employment	<ul style="list-style-type: none"> <li>• Successful bid</li> <li>• DBC via TVCA</li> </ul>	Parkgate Bridge 100	900
		Woodland Road cycle route	300*
		Rotary Way cycle route	220*
		Victoria Road feasibility	50*
DfT Pothole Action Fund	<ul style="list-style-type: none"> <li>• Formulaic</li> <li>• DfT to DBC</li> </ul>	133	TBC
DfT National Productivity Investment Fund	<ul style="list-style-type: none"> <li>• Formulaic in 17/18; Successful bid in 18/19</li> <li>• DBC via TVCA</li> </ul>	425	1,519 (plus a further 1,855 in 2019/20)
DBC capital for bridge programme	<ul style="list-style-type: none"> <li>• Parapet inspection in 2017/18</li> <li>• Maintenance</li> </ul>	94	500

	programme based on inspections		
DBC capital for unclassified road and footway programme	<ul style="list-style-type: none"> <li>• CVI of 100% of network</li> <li>• Maintenance programme based on survey results</li> </ul>	110	500
<b>Total</b>		<b>6,551</b>	<b>8,564</b>

\* Expressions of Interest submitted and approved for due diligence by TVCA Management Group.

34. The Local Transport Plan programme comprises a programme of Improvement Schemes funded from the Integrated Transport Funding Block and a number of maintenance schemes from the Maintenance funding block. Details of the programme are included at **Appendix A**. This programme is based on road condition data; a bridges programme based on an independent inspection regime; and small scale improvements schemes to address road safety, sustainable travel, traffic and speed management.
35. As part of driving continuous improvement the Department for Transport introduced the Local Highways Maintenance Incentive Element Fund. This is a self-assessment questionnaire used by the DfT to allocate funding based on a scoring system. The amount of funding depends on which Band an authority has reached with Band 3 being the highest. Combined Authorities are currently automatically awarded a Band 3 but each authority in the Combined Authority still has to submit an audited self-assessment questionnaire to confirm continued improvement. This was submitted in February and Darlington are currently at Band 2 but showing continued improvement and plan to be at Band 3 (highest) by the next submission in early 2019. This will ensure that the maximum funding should continue if the automatic funding award to Band 3 is removed, which is being considered.
36. In 2016/17 £2.2m Local Growth Fund (now TVCA Single Pot) money was awarded to Darlington by TVCA for the design and construction of an access road into Ingenium Parc. Work has been ongoing in 2017/18 for the design of the highway and the first phase of development on Ingenium Parc, including site investigations, ecology and archaeological surveys and a transport assessment. This has been submitted as a planning application and subject to planning permission work will start on site in Summer 2018. A separate report was brought to Cabinet in January 2018 to release the funding for this project.
37. Darlington successfully bid into the TVCA Local Growth Fund Sustainable Access to Employment programme in 2016/17 for £1m. A procurement process was undertaken to appoint a contractor to design and construct a new pedestrian and cycle bridge over Parkgate to link Darlington Station to Central Park. Planning and detailed design and is now underway. Subject to planning approval, the bridge will be delivered this financial year.

38. The transport impact assessment will be likely to identify that the development will have a significant impact on the A66. Highways England are likely to ask for a financial contribution towards improvement schemes on their network and may require a contribution towards sustainable transport initiatives. This is the approach taken for all significant developments in this part of the town and means development can come forward more quickly. This will require a legal agreement with Highways England and a financial commitment from the Council, the value of which has not been determined by Highways England at this time. It is recommended that Cabinet authorise the Director of Economic Growth in consultation with the Director of Neighbourhoods and Resources to enter into a funding agreement should the need arise.
39. Further Expressions of Interest have been submitted to TVCA for this programme and two schemes will move to due diligence in 2018/19. Subject to approval by TVCA funding will be received for cycle routes on Woodland Road (on road) and Rotary Way (off road). In addition Development Funding has been requested to undertake feasibility work on Victoria Road to improve walking, cycling and bus access to Darlington Station.
40. DfT has yet to announce the Pothole Fund but it is anticipated that the funding will be of the same scale as 2017/18.
41. Following a successful bid in 2017/18 to DfT's National Productivity Investment Fund, Darlington was awarded £1.519m in 2018/19 and a further £1.855m in 2019/20 for three key schemes on the route between A66 and Darlington town centre, namely Yarm Road/Lingfield Way junction; increasing capacity at McMullen Road roundabout; and redesign the throughabout on Tornado Way/Haughton Road into a roundabout. These schemes all support the planned housing and commercial development in the eastern growth zone, including Link 66, Ingenium Parc and Lingfield Point.
42. In addition Highways England has an approved minor improvements to improve traffic flow and congestion at the A66 Morton Palms roundabout, with an anticipated construction start date in summer 2018 and completion in spring 2019.
43. In 2018/19 the second year of the successful Access Fund programme will be delivered. This will 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. This will include continuing to work with Job Centre Plus and training organisations to help job seekers access employment and training opportunities. Darlington will continue to deliver the Personalised Travel Planning and marketing programmes across the Tees Valley, with a new Tees Valley wide brand being launched in April.
44. In April 2017 the Council committed additional resources for highway maintenance on unclassified roads, equating to £500k in 2018/19. In the last five years the unclassified road condition has started to decline against a previous steady state condition profile. This deterioration is impacting on reactive repairs and revenue costs repairing safety defects. The additional funding is to arrest the steep upward

trend and try to reduce pressure on reactive revenue spend. This will also try and address the low public satisfaction in this area.

45. In developing a robust asset management system for bridges and structures additional work was identified to assess and possibly upgrade existing bridge parapets in relation to the latest national guidance. Atkins has been appointed to assess the risk levels on 104 bridges. So far 77 bridges have been assessed of which 14 require a further risk assessment. A prioritised programme of works will then be developed to repair or strengthen parapets or identify the need for vehicle restraint systems. The parapet inspection work is almost complete and the Council has committed additional funding to address the issues identified, amounting to £500k in 2018/19.
46. Atkins has also been appointed to undertake statutory inspection of bridges and this will provide a prioritised schedule of maintenance work. Durham County Council inspected the existing Vehicle Restraint Systems two years ago and produced a RAG (Red Amber Green) rating of works. The most urgent 'red' works have been completed and this year the maintenance programme will prioritise and undertake some of the VRS infrastructure that is rated 'amber'. DBC staff have worked with Atkins and been trained to undertake inspection work on Darlington's 45 culverts and 157 retaining walls, which also form part of the highways asset. A programme of additional work will be developed from these inspections.

## **Financial Implications**

47. The Integrated Transport Block and Highway Maintenance funds are allocated by DfT to TVCA on the basis of national formulae. An element of the maintenance funding is now performance related and the Tees Valley gets the maximum amount as it is a Combined Authority, thereby bringing the total available in line with previously announced funding. TVCA allocate the funding in line with previous years allocations to the five local authorities to deliver the local priorities in terms of maintenance and smaller scale improvement schemes. Awaiting confirmation from TVCA that this is the case for 2018/19.
48. Local Transport Plan funding is also used as a local contribution to leverage in other funding sources through national and local bidding processes. In 2017/18 Darlington has successfully bid into the National Productivity Investment Fund and secured £3.374 million to spend in 2018/19 and 2019/20. Darlington has also submitted four Expressions of Interest to TVCA for further funding from the Sustainable Access to Employment Fund for schemes to be delivered over the next two years. These have been assessed using a prioritisation tool and recommended to proceed to the next level of due diligence. If successful these could leverage in an additional £1.395 million.

## **Legal Implications**

49. There is a statutory duty for a transport authority to have a Local Transport Plan (LTP). Darlington currently has an adopted LTP (Third) which covers the period until 2026. This forms part of the council's policy framework.

50. The statutory duty for the Local Transport Plan has now moved to the TVCA as part of the devolution deal, with each of the five constituent local authorities developing a Local Implementation Plan. However transport plays a key role in many aspects of Darlington including economic growth, public health, road safety, maintenance of the local road network, impact on the environment and access to services, schools and employment. It provides a key element in the quality and use of space in the urban and rural environments.
51. Darlington has local transport priorities that support the strategic transport plan, but which also link to other local policies on parking, asset management, traffic management, Rights Of Way Improvement Plan as well as other corporate plans. The Darlington Transport Plan also needs to support the delivery of One Darlington: Perfectly Placed and is an integral part of the Local Plan, linking land use planning and transport.
52. Therefore the Darlington Transport Plan which is under development and which will be consulted on in 2018 will be adopted as Council policy as part of our constitution.

### **Procurement Advice**

53. 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. In addition all expenditure will be in line with requirements imposed by grant funding agreements and applications to TVCA funding will be subjected to a robust due diligence process which includes procurement, legal and value for money considerations.

### **Consultation**

54. The consultation period for the Strategic Transport Plan has been programmed by TVCA for w/c 16<sup>th</sup> April 2018 for 12 weeks.
55. Consultation on the Darlington Transport Plan will be undertaken once the STP consultation is complete so that any proposed changes to the STP can be reflected in Darlington's Plan.

### **Outcome of Consultation**

56. 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.
57. The outcome of the consultation on the Strategic Transport Plan will be reported to the TVCA Cabinet. The outcome of the consultation on Darlington's Transport Plan will be reported to this Cabinet later this year and then considered by Council for adoption as part of the Council's policy framework, in line with the Council Constitution.

## APPENDIX A

### LTP programme 2018/19 Integrated Transport Block

Maintain Manage Improve	Growth Zone	Scheme	2018/19 (£)	2019/20 (indicative)	Notes
Network management					
Improve	North West	Cockerton roundabout	150,000		Contribution to a package of measures including A68 HE funded improvement completed in 2017/18 and Woodland Road cycle route (contribution to Local Growth Fund Sustainable Access to Employment scheme)
Improve	Eastern	Junction improvements and sustainable links at Lingfield Way/Yarm Road	172,000		Local Contribution to £4.851m NPIF scheme (172+40PIP+90 LTP 17/18 = DBC contribution of £302)
Manage		Traffic monitoring	20,000		
Public Transport					
Improve		Bus stop improvements	50,000		
Public realm/access improvements					
Improve		Dropped kerbs	20,000		
Maintain		Public Rights Of Way	10,000		
Improve	North West	Rotary Way cycle route	100,000		Contribution to Local Growth Fund Sustainable Access to Employment scheme
Improve		Widen and light cycle route north of Albert Road and Redmire Close	75,000		
Feasibility and initial design		Review Corporation Road/North Road junction			
Feasibility and initial design		Cycle route alongside Salters Lane between Thompson Street East and Whinbush Way			
Feasibility, planning for real and initial design		Victoria Road - sustainable transport access to Darlington Station	50,000 TVCA Development Fund (needs releasing)	100,000	Expression of interest submitted for LGF Access to Employment funding in 2019/20 £425,000
Travel safety					
Improve		Victoria Road toucan crossing	140,000		Planning condition
Manage		Speed Management scheme for A68	40,000		

Sub total			777,000		
Highways and Transport Fees			109,000		
Total			886,000		

### **LTP programme 2018/19 Maintenance Block**

Bridge structural maintenance programme	308
Highways structural maintenance	922
Incentive funding	291
Fees	168
<b>Total</b>	<b>1689</b>

Schemes identified as high priority include:

- Houghton Road, Highland Laddie PH – Stockton Road roundabout
- Great Stainton – Bishopton
- Whessoe Road
- Firth Moor Estate
- Grange Road (town centre)
- Coniscliffe Road – Victoria Road roundabout approach
- Whinfield Road (Whinbush – A167)

However the Council is still awaiting the scanner condition data and this will inform the programme which is therefore subject to change.

### **Bridge programme**

The Council is still awaiting the condition data and risk assessment reports from Atkins and Durham County Council before a programme of works can be commissioned.

## APPENDIX B

Performance Measures	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,417	20,587	20,092	19,528	19,514	20,287	20,419	19,417	Not yet available
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	129,651	126,340	127,306	126,032	125,642	123,847	124,764	126,801	Not yet available
Bus Punctuality average excess waiting time, target < 1.25mins	2 m 13 sec	42 sec	52 sec	45 sec	42 sec	1 m 26 sec	12 sec	12 sec	Not available until Autumn 2018
Bus Punctuality % on time	48%	67%	62%	64%	64%	63%	87%	89%	Not available until Autumn 2018
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	6,240,594	6,158,037*
Concessionary fares patronage			2,907,515	2,750,929	2,744,792	2,673,485	2,627,062	2,607,611	2,479,131*
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	2,368,780	2,403,987*
Number of cycling trips (automated cycle counters)	1,738.25	1,663.75	1,635.75	1,224.50	1,450.00	1,556.50	1,315.75	1,618	Not yet available
No. of walking trips in the town centre			121,948	119,163	121,876	133,983	126,687	124,608	Not yet available

\*estimated

Roads and Footway Conditions										
	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
% of principal roads where maintenance should be considered ('A' class)	5%	5%	5%	6%	5%	3.3%	4%	3.4%	1.6%	Not yet available
% of non-principal roads where maintenance should be considered ('B' & 'C')	15%	13%	10%	11%	12%	14%	11%	9%	6%	Not yet available
Condition of unclassified roads	10%	8%	6%	7%	9%	10%	10%	12%	15%	22%
% of footways which are structurally unsound						10%	9%	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	£90.3 million
Street Lighting										
% of street lighting columns over 40 years					29%	26%	20%	24%	3.8%	
% of street lighting columns 20-40 years old					56%	51%	45%	44%	14%	
Bridges										
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)							85%	85%	Not yet available	

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	
<b>Inspections</b>										
Number of potholes repaired						9490	8004	6611	6246	<b>3413</b> (data up until 31 December 2017)
<b>Public Rights of Way</b>										
% of rights of way open and available for use – urban fringe leisure routes				63%	75%	67%	84%	94%	Not yet available	
% of rights of way open and available – more remote paths				70%	75%	72.8%	70%	78.7%	Not yet available	

Road Safety and Sustainable Transport (figures in brackets are the 3 year rolling average)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 Provisional data
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)	39 (31)	42(38)
Number of people slightly injured in road traffic accidents	346	365	303 (338)	296 (321)	309 (303)	285 (297)	283(292)	242 (270)	256 (260)	202 (233)
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)	4 (3)	4(3)
Number of children slightly injured in road traffic accidents	46	42	34 (41)	32 (36)	45 (37)	34(37)	64(48)	32 (43)	27 (41)	22(27)
% of children taking part in pedestrian training				83.78	81.35	83.53	84.17	80.49	79.45	Not yet available
% of children taking part in cycle training				39.21	46.92	48.37	46.42	43.80	51.78	Not yet available

## NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
		2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Overall public satisfaction		57.4	56.1	56.3	55.7	54.9	55.1	56	56	54
Public transport overall		57	57	56	54	-	-	59	59	-
Local bus services		59	60	57	54	58	60	60	62	60
Local bus services (BVPI 104)		55	59	51	47	53	55	60	61	64
Public Transport Info (BVPI 103)		46	43	46	39	41	48	48	51	47
Taxi/Mini cab services		68	68	68	67	68	70	69	67	66
Community Transport		60	58	57	57	57	58	56	55	55
Walking and Cycling overall		58	57	59	58	-	-	57	58	-
Pavements and footpaths		57	55	56	56	55	55	55	55	54
Pavements and footpaths (aspects)		58	58	57	57	58	57	61	61	58
Cycle routes and facilities		58	57	60	59	55	53	54	55	55
Cycle routes and facilities (aspects)		58	57	60	60	57	55	58	58	55
Rights Of Way		59	59	60	57	60	58	58	60	57

Rights Of way (aspects)		57	55	57	56	55	52	58	56	56
Tackling congestion overall		48	48	51	52	-	-	53	51	-
Traffic levels and congestion		43	44	49	49	49	44	47	46	44
Management of Road works		49	49	49	54	53	51	56	50	51
Traffic management		52	52	53	55	54	54	56	56	55
Overall road safety		57	57	60	59	-	-	62	58	-
Road safety locally		61	60	61	62	59	61	63	60	57
Road safety environment		58	58	59	58	56	57	61	57	57
Road safety education		55	55	58	58	57	56	61	58	58
Overall highways maintenance		55	52	51	50	-	-	52	53	51
Condition of highways		43	37	32	34	28	31	34	38	34
Highways maintenance		53	50	48	48	48	48	54	53	51
Street lighting		72	70	71	69	69	71	70	69	66
Highway enforcement/obstructions		52	51	52	49	49	48	51	50	48