



**DARLINGTON**

Borough Council

# Communities and Local Services Scrutiny Committee Agenda

10.00 am

Thursday, 25 August 2022

Council Chamber, Town Hall, Darlington, DL1 5QT

**Members of the Public are welcome to attend this Meeting.**

1. Introductions/Attendance at Meeting
2. Declarations of Interest
3. To approve the Minutes of the meeting of this Scrutiny held on 9 June 2022 (Pages 3 - 6)
4. Stronger Communities Board and Sub Groups - Update –  
Verbal update by Stronger Communities Portfolio Holder
5. Restoration of Locomotion No 1 Replica –  
Verbal update by Assistant Director Community Services
6. Darlington Transport Plans and Parking Strategy –  
Report of the Group Director of Services  
(Pages 7 - 134)
7. Performance Indicators - Quarter 4 2021/2022 –  
Report of the Assistant Director Community Services and Assistant Director Highways  
and Capital Projects  
(Pages 135 - 146)

8. Work Programme –  
Report of the Assistant Director Law and Governance  
(Pages 147 - 162)
9. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this Committee are  
of an urgent nature and can be discussed at the meeting.
10. Questions



**Luke Swinhoe**  
**Assistant Director Law and Governance**

**Wednesday, 17 August 2022**

**Town Hall**  
**Darlington.**

**Membership**

Councillors Allen, Bartch, Bell, Cossins, Mrs Culley, Donoghue, Haszeldine, McCollom, Tait,  
Wallis and Willis

If you need this information in a different language or format or you have any other queries on  
this agenda please contact Hannah Miller, Democratic Officer, Operations Group, during  
normal office hours 8.30 a.m. to 4.45 p.m. Mondays to Thursdays and 8.30 a.m. to 4.15 p.m.  
Fridays email: [hannah.miller@darlington.gov.uk](mailto:hannah.miller@darlington.gov.uk) or telephone 01325 405801

## COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Thursday, 9 June 2022

**PRESENT** – Councillors Tait (Chair), Allen, Bartch, Bell, Cossins, Mrs Culley, Haszeldine, McCollom and Willis

**APOLOGIES** – Councillors Donoghue and Wallis,

**ABSENT** – Councillors

**ALSO IN ATTENDANCE** – Councillors Renton and Keir

**OFFICERS IN ATTENDANCE** – Ian Thompson (Assistant Director Community Services), Chris Knox (Community Safety Programme Manager), Colin Dobson (Licensing Manager) and Hannah Miller (Democratic Officer)

### **CLS1 APPOINTMENT OF CHAIR FOR THE MUNICIPAL YEAR 2022/23**

**RESOLVED** – That Councillor Tait be appointed Chair of this Committee for the 2022/23 Municipal Year.

### **CLS2 APPOINTMENT OF VICE-CHAIR FOR THE MUNICIPAL YEAR 2022/23**

**RESOLVED** – That Councillor Donoghue be appointed Vice-Chair of this Committee for the 2022/23 Municipal Year.

### **CLS3 DECLARATIONS OF INTEREST**

There were no declarations of interest reported at the meeting.

### **CLS4 TO CONSIDER THE TIMES OF MEETINGS OF THIS COMMITTEE FOR THE MUNICIPAL YEAR 2022/23 ON THE DATES AGREED IN THE CALENDAR OF MEETINGS BY CABINET AT MINUTE C100/FEB/22**

**RESOLVED** – That two of the meetings of this Scrutiny Committee be held in the evening and that the remainder of the meetings of this Scrutiny Committee in the 2022/23 Municipal Year be held at 10.00am on the dates, as agreed on the calendar of meetings by Cabinet at Minute C100/Feb/22.

### **CLS5 TO APPROVE THE MINUTES OF THE MEETING OF THIS SCRUTINY HELD ON 7 APRIL 2022**

Submitted – The Minutes (previously circulated) of the meeting of this Scrutiny Committee held on 7 April 2022.

Discussion ensued on Members' attendance.

**RESOLVED** – That the Minutes of the meeting of this Scrutiny Committee held on 7 April 2022 be approved as a correct record.

## **CLS6 PUBLIC SPACE PROTECTION ORDER - DARLINGTON TOWN CENTRE**

The Group Director of Services submitted a report (previously circulated) seeking Members' views on the renewal of the Public Space Protection Order (PSPO) for the Town Centre, prior to its consideration at Cabinet on 22 June 2022, as part of the consultation process for the introduction of the renewal of the town centre PSPO.

It was reported that the PSPO was granted for Darlington Town Centre in 2019 to assist in dealing with issues such as nuisance behaviour, begging and anti-social drinking; that the PSPO expired in February 2022; and that the renewal of the PSPO could assist the Council, Police and partners in dealing with some of the ongoing issues.

The submitted report stated that PSPOs were a key element of the Anti-Social Behaviour, Crime and Policing Act 2014 which came into force in October 2014; the responsibility for making a new PSPO rests with the Council; and an eight-week consultation exercise took place from 7 March 2022 to 2 May 2022, with reference made to the responses received in relation to the consultation.

Details were provide of the draft order (also previously circulated) and the restrictions of this PSPO; that if introduced, a new PSPO would be for another three year period. Reference was also made to the police figures for the town centre (also previously circulated) and the benefits of the town centre PSPO were highlighted.

Following concerns raised regarding arrangements to address youth nuisance, the Community Safety Programme Manager advised Members that the a range of tools were in place, this included Acceptable Behaviour Agreements and that the aim of the PSPO was to prevent the escalation of antisocial behaviour before it becomes criminal. Reference was made to the work of the Begging Working Group to in relation to fixed penalty notices issued to beggars.

Discussion ensued in relation to the effectiveness of fines; engagement with multi-agency partners; and the trends relating to youth related anti-social behaviour.

**RESOLVED** – (a) That Cabinet be advised that the Communities and Local Services Scrutiny Committee support the renewal of the Public Space Protection Order (PSPO) for the Town Centre.

(b) That an update be provided to a future meeting of this Scrutiny Committee.

## **CLS7 STRONGER COMMUNITIES FUND**

The Assistant Director Law and Governance submitted a report (previously circulated) updating Members with information on the spend and use of the Stronger Communities Fund during the 2021/2022 financial year.

In introducing the report the Stronger Communities Portfolio Holder advised Members that there had been good use of the fund, with only £2,116.50 of the £50,000 remaining unspent.

The submitted report stated that following the establishment of the Stronger Communities Fund, each Councillor was allocated £1,000; were required to enter into an agreement with the Council regarding the use of the funds; and reference was made to the final spend against the £50,000 for the 2021/2022 financial year, together with information on what had been delivered in wards on an individual Councillor basis and details of paperwork received to date (also previously circulated).

It was reported that this Scrutiny Committee, at its meeting held on 6 January 2022, supported the continuation of the pilot scheme in the 2022/23 financial year; that the process for administering the scheme for the 2022/23 financial year had been reviewed following feedback from Members, Officers and the Credit Union; and the updated administration process was outlined, with Members noting that all of the funding for 2022/23 must be given to the grant recipient by 24 March 2023.

Questions were raised in relation to those Members that did not spend their fund in 2021/22; the possibility of allocating the unspent funds from 2021/22; and it was suggested that training be provided for Members to identify and access other funding opportunities to help local projects and community groups.

**RESOLVED** – (a) That the final spend against the £50,000 for the 2021/2022 financial year be noted.

(b) That the use of the Fund during the 2021/22 financial year be noted.

(c) That the administration process for the fund in the 2022/23 financial year be noted.

#### **CLS8 STRONGER COMMUNITIES BOARD AND SUB GROUPS - UPDATE**

**RESOLVED** – That an update be provided by the Stronger Communities Portfolio Holder at the next meeting of this Scrutiny Committee.

#### **CLS9 TAXIS IN DARLINGTON**

The Licensing Manager provided Members with an update on the current position regarding taxis in Darlington.

Members were provided with details of the number of licenced vehicles in Darlington, and that of the 232 vehicles, 11 were wheelchair accessible; and reference was made to the changes to the requirements regarding emission standards for vehicles.

It was reported that the authority had seen a reduction in 109 drivers when compared to pre-covid; details were provided of the four operators in the town; the demand for drivers was highest for the night time economy; and taxi marshals had been introduced to address disorder in the taxi queues, with funding in place to September. Members noted the increase in taxi fares on 12 April 2022.

Members were informed that a best practice guide was last published by the Department for Transport (DfT) in 2006; the Council's Private Hire and Hackney Carriage Licensing Policy 2021 was out for consultation; and a meeting held with the Trade in April 2022 identified a

number of changes to the Council's policy that would support the trade and increase recruitment of drivers, including removal of vehicle age and window tint restrictions and removal of the requirement for a knowledge locality test for private hire.

Members were informed that changes to requirements for the registration of taxi drivers with HMRC had resulted in the loss of five drivers in Darlington; the Council was awaiting public guidance on the Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act which received royal ascent in April; the Taxi and Private Hire Vehicles (Disabled Persons) bill was out for consultation; and the Council's online taxi licensing system was due to be implemented on 1 August.

Members expressed disappointment in relation to the availability of taxis for the night time economy in Darlington; the Licensing Manager informed Members that this was a national problem and changes to the Council's policy sought to address this.

**RESOLVED** – (a) That the update be noted.

(b) That Members receive an update at a future meeting of this Scrutiny Committee.

#### **CLS10 WORK PROGRAMME**

The Assistant Director Law and Governance submitted a report (previously circulated) requesting that consideration be given to this Scrutiny Committee's work programme for the Municipal Year 2022/23 and to consider any additional areas to be included.

A discussion was held in respect of the current items on the work programme and a number of new items were proposed; these included Open Spaces Groups, Darlington Transport Strategy, Darlington Parking Strategy and Town Centre Parking Strategy.

**RESOLVED** – That the Work Programme be updated to reflect the decisions of this Scrutiny Committee.

## **COMMUNITIES AND LOCAL SERVICES SCRUTINY MEETING 25 AUGUST 2022**

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### **DARLINGTON TRANSPORT PLANS AND PARKING STRATEGY**

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#### **SUMMARY REPORT**

##### **Purpose of the Report**

1. To consider the draft Darlington Transport Plan, Darlington Town Centre Transport Plan and Darlington Parking Strategy and note the consultation process.

##### **Summary**

2. The Tees Valley Strategic Transport Plan (STP) 2020-2030 was developed by Tees Valley Combined Authority (TVCA) in partnership with all Tees Valley local authorities. The strategy was published in 2020 and sets out the strategic direction for transport in the Tees Valley. The STP is supported by other strategies developed by TVCA including the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Tees Valley Bus Service Improvement Plan (BSIP).
3. The Darlington Transport Strategy sets out how the priorities set out in the STP will be delivered in Darlington. It takes account of local priorities and sets a delivery framework to ensure that these priorities are delivered.
4. The Darlington Town Centre Transport Plan will support the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. Good quality transport into and within the town centre is important to support the transformation its transformation and growth and management of movement within the town centre will help to make it a more attractive place to live, work and visit.
5. The Darlington Parking Strategy sets out a framework for the provision and control of parking within the borough in order to meet the aspirations of the Darlington Transport Strategy and the Darlington Town Centre Transport Plan.
6. Consultation on these documents is ongoing and will close on 2 September 2022. We welcome comments from members, residents and interested parties. The documents are scheduled to be considered by Cabinet and Council in November.

##### **Recommendation**

7. It is recommended that Scrutiny Members consider the draft strategy documents.

**Dave Winstanley**  
**Group Director of Services**

## Background Papers

Community and Local Services Scrutiny Committee - 25 February 2021 - Item no.7

Andy Casey: Extension 6701

S17 Crime and Disorder	The policy documents are not considered to have any material implications on crime and disorder.
Health and Wellbeing	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 and Climate Change	The Transport Strategy seeks to tackle climate change through quantified reductions in greenhouse gas emission from transport. The programme includes schemes to encourage the use of sustainable modes of transport.
Diversity	As highway schemes have an impact on the built environment disability groups are consulted to ensure the needs of disabled people are considered.
Wards Affected	ALL
Groups Affected	There are no proposals that impact on specific groups.
Budget and Policy Framework	The Tees Valley Strategic Transport Plan (STP) has been adopted by TVCA Cabinet as the Local Transport Plan for the Tees Valley including the constituent local authorities. The Darlington Transport Plan and supporting strategies sets out the policies and actions to deliver Darlington's element of the STP. This will form part of the policy framework once it has been approved by Cabinet and adopted by Council.
Key Decision	This is a key decision.
Urgent Decision	This is not an urgent decision.
Council Plan	Darlington Transport Plan will support economic growth through the delivery of planned sustainable transport solutions to enable people to access employment and other important services in an efficient manner.
Efficiency	The Transport Plan 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. Maintaining the highway network will reduce traffic disruption in the longer term and improve network management. Vehicle delay has a negative impact on the economy, including logistics and freight.
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

8. TVCA published the Tees Valley STP in 2020, the overarching strategy document for transport within the Tees Valley. The STP vision is “To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from the Tees Valley”.
9. The STP was developed to deliver three broad objectives; social opportunity, economic growth and carbon reduction and environment. It has identified key transport priorities for the Tees Valley including Darlington Station Masterplan and Darlington Northern Link Road (DNLR) as well as priorities for improvements to cycling, walking and public transport routes through the development of the Tees valley LCWIP and BSIP documents.
10. Each of the five local authorities in the Tees Valley is required to develop its own Local Transport Plan to set out how it will seek to deliver both the Tees Valley strategic priorities but also local priorities. Darlington Borough Council is the highway authority and as such has statutory duties including traffic management and highway maintenance, which also need to be considered in the Plan. Cabinet on 9 March 2021 agreed a framework for the basis of consultation on the Darlington Transport Plan.
11. The Darlington Transport Plan is appended (**Appendix 1**), as is a summary document that that has been developed to assist consultation (**Appendix 2**).
12. The Darlington Town Centre Transport Plan has been developed in parallel with the main Plan. This sets out how transport can help deliver the new focus set out in the Town Centre Plan i.e. a place to shop, live, visit, be proud of and do business in, as the town centre changes from being predominantly retail. A copy of the plan is appended (**Appendix 3**), with the summary document (**Appendix 4**).
13. The Parking Strategy has also been updated to reflect both of the above documents. A copy of the new Parking Strategy is appended (**Appendix 5**) and summary document (**Appendix 6**).
14. All these Plans are intended to be considered by Cabinet on 9 November 2022 and Council on 24 November 2022, subject to the outcome of consultation.

### Consultation

15. A consultation portal has been developed on the Council’s website with links to the various documents and associated questionnaires. Paper copies of the summary documents will be available from the Dolphin Centre and Cockerton Library and copies of the full documents can be sent out on request.
16. Key stakeholder groups such as the Police, public transport operators, DAD, RNIB will be consulted separately.
17. The consultation will run from 5 August 2022 until 2 September 2022.

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# Darlington Transport Plan

# Contents

- Foreword
- Our Vision and Objectives
- Purpose
- Context
- Our journey so far
  - Objectives of transport in Darlington
  - Objective 1 - Reduce transport's impact on the environment and support health and wellbeing
  - Objective 2 - Improve safety for all road users
  - Objective 3 - Connect people with job and training opportunities and link communities
  - Objective 4 - Support a revitalised and transformed Darlington town centre
  - Objective 5 - Maintain and effectively manage a resilient transport system
- Fit with wider policies
- Action plan (appendix)



# Foreword

At the heart of transport are people and services. Transport moves people and goods to where they need to go. We all rely on transport and it provides us with opportunities.

How we travel will matter even more in the future. It will matter to our future health, wellbeing and prosperity and that of our children's.

Without substantial efforts to curb greenhouse gas emissions over the next decade we are likely to face severe, widespread, and irreversible impacts on our society. The predicted impacts of climate change in Darlington include more frequent and intense flooding, drought, episodes of extreme heat and stormier conditions. In July 2019, Darlington Borough Council declared a climate emergency and committed to becoming a carbon neutral council by 2050. As a result, we need to both mitigate and adapt to climate change.

At the same time we are becoming less healthy. The COVID-19 pandemic has had an impact on the mental and physical health of our people and there are new strains on our health facilities that mean we need to think about how we can encourage everyone to lead healthier lives.

Part of the way in which we can tackle this is to work together to change the way we travel. We all must be part of the change to less pollution, less congestion and more green space and healthier, affordable ways to move around and run our businesses. These changes will set our community towards a bright future.

Darlington is our town, it's a great place to live, work and visit. We attract talent and jobs into our region, we are a place to raise families and grow old in good health. We are well connected to fantastic cities like Manchester, London and Edinburgh, to amazing countryside on our doorstep and we are friendly and welcoming to visitors. We care about each other and want what's best for our children. So, let's work together and find new ways to go!



Councillor Andy Keir,  
Local Services Portfolio

# Our Vision

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing and supports inclusive economic growth.

## Our Objectives

1. Reduce transport's impact on the environment and support health and wellbeing;
2. Improve safety for all road users;
3. Connect people with job and training opportunities and link communities;
4. Support a revitalised and transformed Darlington town centre;
5. Maintain and effectively manage a resilient transport system.

## Purpose

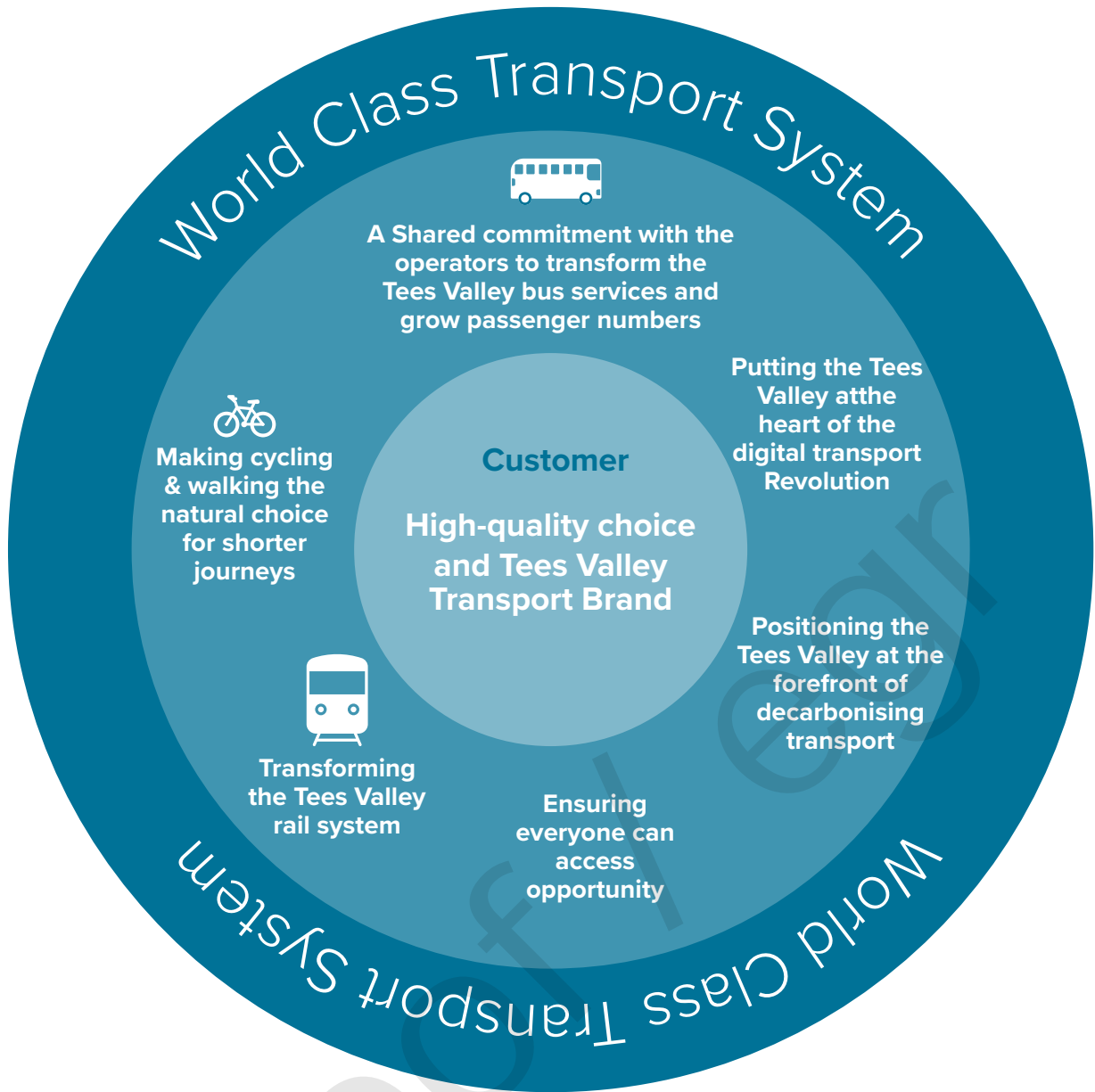
Darlington is regarded as the 'gateway' to the Tees Valley and to the wider North East region. Darlington station on the East Coast Mainline railway connects the borough and Tees Valley with the rest of the UK, whilst Teesside International Airport, located within the borough, provides links to Europe and the world through Amsterdam.

Darlington sits at the crossing of the north-south A1 motorway and the east-west A66 trunk road. Our location and excellent connections combined with a high quality of life are key assets in Darlington's attractiveness as a place to live and work.

However, given the current, urgent and interrelated environmental, economic and social challenges we are facing at an international, national and local level there is more that needs to be done. Change needs to begin at the local level with us all working together to create healthier communities with cleaner air, stronger local economies, and better resilience against climate change. Transport has a big part to play.

This Darlington Transport Strategy 2022-2030 describes what we now need to do differently to address the current and future challenges.

This Strategy also supports the delivery of the Tees Valley Strategic Transport Plan, which sets the vision, objectives and investment priorities for the transport system across the Tees Valley. The delivery of the Strategic Transport Plan (STP) has been further developed in the City Region Sustainable Transport Settlement (CRSTS) agreed with the Department for Transport (DFT). This provides the Authority with funding over five years and a clear prioritisation of decarbonisation, growth and levelling up. This also delivers against the new Local Plan 2016-2036<sup>1</sup> which seeks to improve connectivity, minimise the distance and length of the journey, and make best use of existing public transport and the highways network while delivering sustainable transport choices. The majority of new residential, commercial and employment development is therefore guided to the main towns and larger villages and sustainable methods of transport will be prioritised.



<sup>1</sup><https://microsites.darlington.gov.uk/media/2284/local-plan-adopted-feb22-print.pdf>

# Context

## Climate Change

Darlington will deliver the CRSTS and STP priorities at a local level.

The UK Climate Change Commission<sup>2</sup> has clearly set out that human activity is now causing changes to the climate:

- Global and UK average land temperatures have risen by around 1.2°C since the 1850-1900 period
- UK sea levels have risen by 16cm since 1900.
- Episodes of extreme heat are becoming more frequent, with the chance of a hot summer like 2018 now up to 25% per year compared to less than 10% a few decades ago.

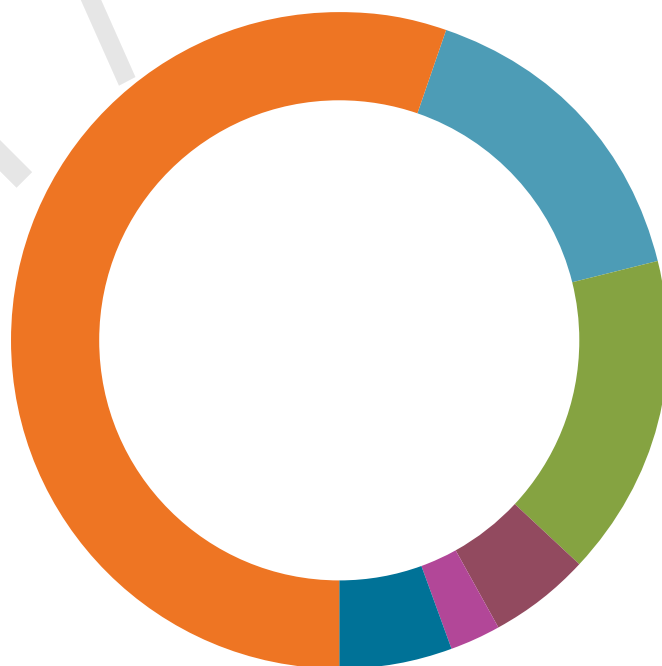
In June 2019, parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050 so that the UK is effectively a net zero emitter.

**Key Term: Net Zero Emitter** refers to achieving a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere.

Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019; excluding International shipping and aviation<sup>3</sup>.

### % Greenhouse gas emissions by transport mode, 2019

<b>55.4%</b>	Cars and taxis	<b>1.4%</b>	Rail
<b>15.9%</b>	Heavy goods vehicles	<b>1.2%</b>	Domestic aviation
<b>15.7%</b>	Light duty vehicles	<b>0.4%</b>	Motorcycles and mopeds
<b>5%</b>	Domestic shipping	<b>0.6%</b>	Other road transport
<b>2.5%</b>	Buses and coaches	<b>1.9%</b>	Other transport



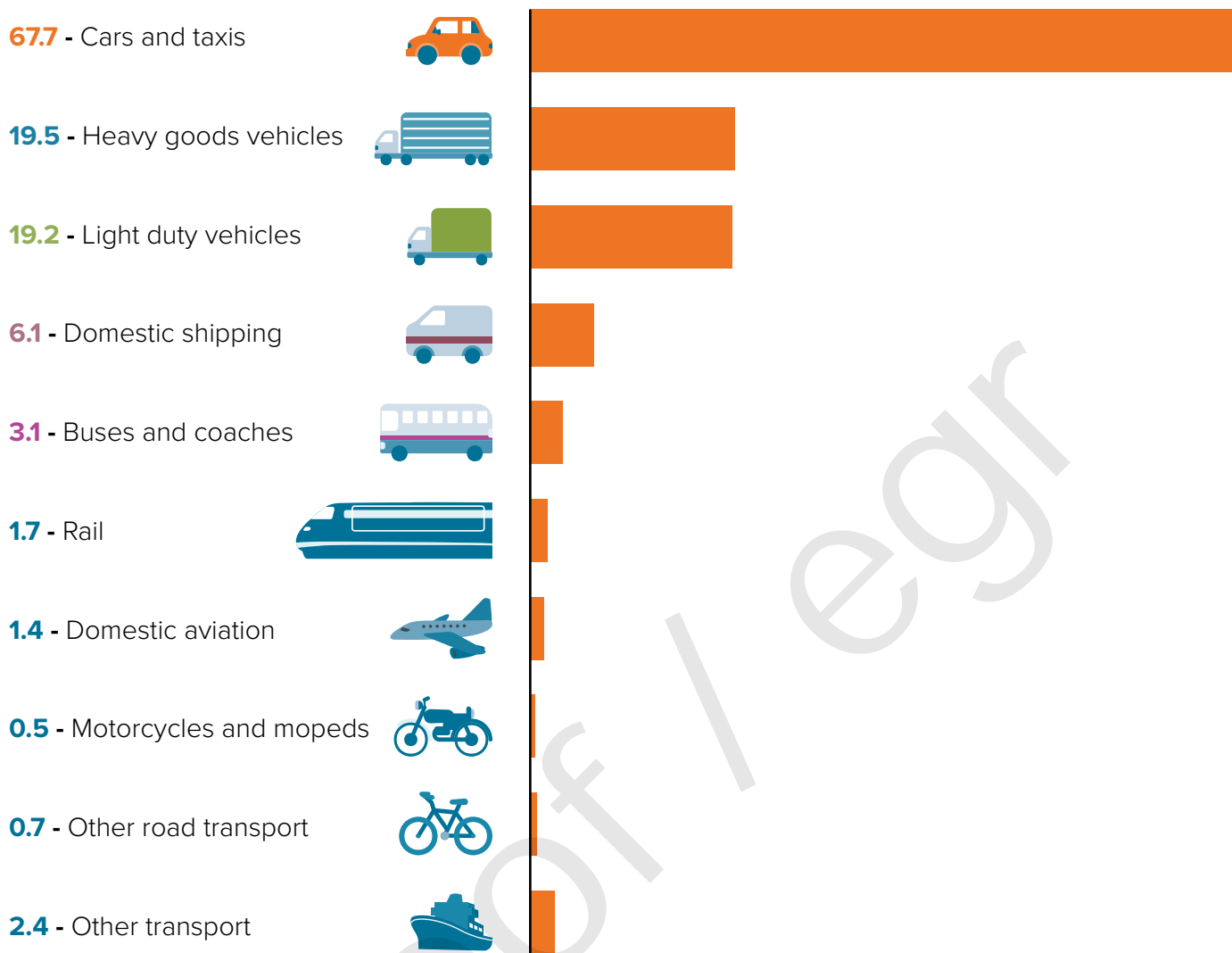
<sup>2</sup><https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/>

<sup>3</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)



# UK domestic transport emissions 2019

Domestic Transport Emissions MtCO<sub>2</sub>e



Total Domestic Transport Emissions = 122.15 MtCO<sub>2</sub>e

# National Policy direction

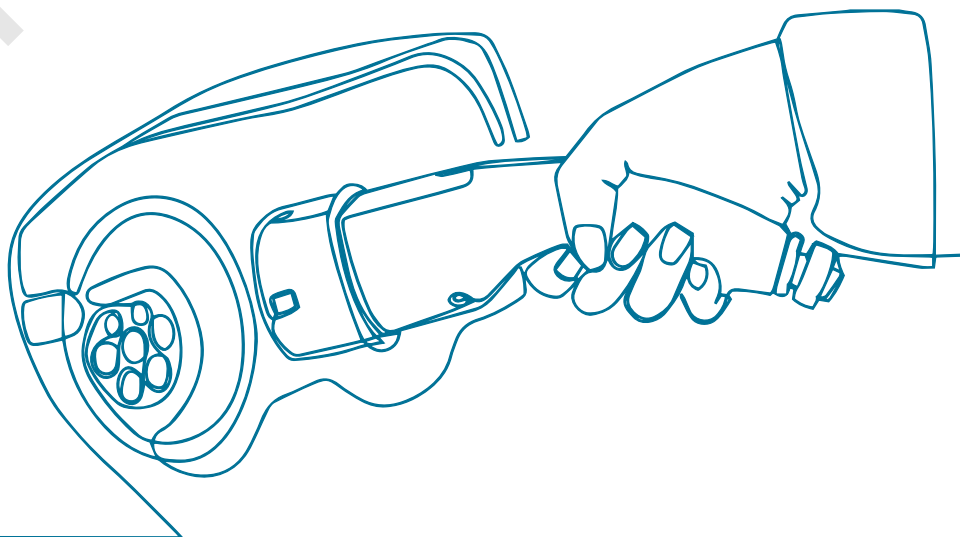
## There will be no sales of petrol and diesel vehicles past 2030

Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035. Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids), and this will be defined through consultation. After 2035, the only new cars and vans that can be sold will be pure electric ones.

## Investment in electric vehicle charge point (EVCP) infrastructure

To ensure that there is encouragement for people to switch to electric vehicles there needs to be appropriate infrastructure available and this requires investment. The Government are investing significant amounts of money into EVCP infrastructure across England. This is also the case at a local level across the Tees Valley. On 25th March 2022 the Government launched their Electric Vehicle Infrastructure Strategy<sup>4</sup>. This was in response to the rapid uptake of EVs. In 2021, 190,000 EVs were sold in the UK, more than the previous five years combined. This brings with it concern that not everyone has access to off-street parking. The Government has pledged to support local authorities with over £500 million of funding to help find innovative ways to increase local chargepoint coverage. The strategy will put an obligation on transport authorities (TVCA are the transport authority) subject to consultation, to develop and implement local charging strategies. The Tees Valley combined Authority is also investing in the region to provide people with the appropriate infrastructure that is needed. The first phase of the programme will see 32 chargers in 32 public car parks within the Tees Valley installation of these is expected to start in 2022. The car parks that have been identified for Darlington are -

- Abbots Yard
- Winston Street North
- Commercial Street West
- Park Place East
- Park Place West
- Kendrew Street West



<sup>4</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

# Air quality

The 2019 UK Clean Air Strategy<sup>5</sup> sets out the case for action to reduce exposure to harmful pollutants including the ending of the sale of new conventional petrol and diesel cars and vans by 2030 and new hybrids by 2035.

Darlington Borough Council currently does not have any Air Quality Management Areas. Air quality has been shown, since the year 2000, to be consistently and generally good. However, there is no statutory requirement on local authorities to review and assess PM2.5. PM2.5 are very fine particles which are now considered to be a more significant health risk than the larger particles (PM10).

For Darlington, it is estimated there are 47 deaths per year attributable to particulate air pollution (PM2.5) with an associated 481 life-years lost in the population<sup>6</sup>.

**Key Term: Air Quality Management Areas. If a local authority finds any places where the air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area there.**

# Health and Wellbeing

The health of people in Darlington is varied compared with the England average. Life expectancy for both men and women is lower than the England average. Life expectancy is 11.7 years lower for men and 8.5 years lower for women in the most deprived areas of Darlington than in the least deprived areas. In Year 6, 22.5% of children are classified as obese, worse than the average for England<sup>7</sup>.

Good mental health is important to daily life. According to the charity Mind, mental health in many ways is just like physical health: everybody has it and we need to take care of it. Good mental health means being generally able to think, feel and react in the ways that you need and want to live your life. Mental health problems affect around one in four people in any given year<sup>9</sup>.

In Darlington levels of depression and anxiety amongst respondents over 18 surveyed as part of the GP Patient Survey (2016/17) were higher than the England average (15.7% compared to 13.7%) and claimants of employment support allowance for mental and behavioural disorders are much higher at 34.4 per 1000 people of working age compared to 27.3 in England as a whole (2018)<sup>10</sup>.

## Darlington in 100 people<sup>8</sup>

Causes of death



<sup>5</sup> UK Clean Air Strategy 2019 - [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

<sup>6</sup> Public Health England. Estimating Local Mortality Burdens associated with Particulate Air Pollution A M Gowers, B G Miller and JR Steadman, 2014

<sup>7</sup> [https://www.darlington.gov.uk/media/6987/2018\\_darlington\\_health\\_profile.pdf](https://www.darlington.gov.uk/media/6987/2018_darlington_health_profile.pdf)

<sup>8</sup> <https://www.darlington.gov.uk/media/3413/darlington-health-and-wellbeing-plan-as-adopted-by-health-and-wellbeing-board-october-2017-v1-8.pdf>

<sup>9</sup> <https://www.mind.org.uk/information-support/types-of-mental-health-problems/mental-health-problems-introduction/about-mental-health-problems/>

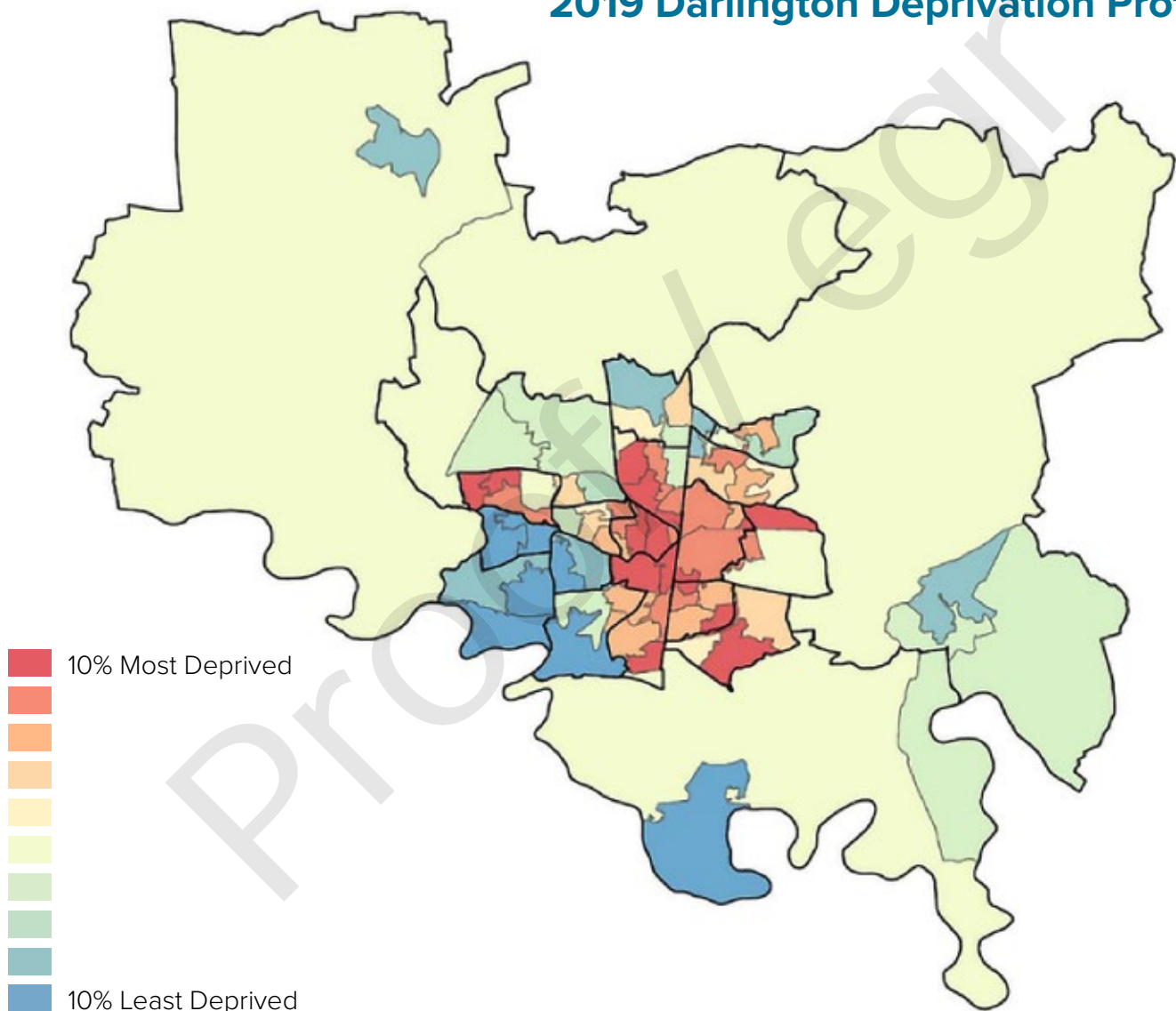
<sup>10</sup> <https://fingertips.phe.org.uk/profile-group/mental-health/profile/mh-jsna/data#page/0/gid/1938132922/pat/6/par/E12000001/ati/102/are/E06000005/iid/93495/age/164/sex/4/cid/4/tbm/1/page-options/ovw-do-0>

# Social Inequalities

Indices of multiple deprivation<sup>11</sup> relatively rank each small area of England from most deprived to least deprived. The indices consider 7 areas including income, employment, education, health, crime, living environment and barriers to housing and services. In 2019, new data was released and indicated that Darlington has become relatively more deprived.

Of the 317 local authorities in England, Darlington is ranked 77th most deprived based on the average score of the small areas although it remains the least deprived of all the Tees Valley local authorities. Darlington now has 21 small areas within the 20% most deprived in England.

## 2019 Darlington Deprivation Profile



<sup>11</sup> <https://www.darlington.gov.uk/media/10456/index-of-multiple-deprivation-2019-v3.pdf>

# Economic Recovery and Town Centre Redevelopment

Recovery from the COVID-19 pandemic is a major challenge for Darlington. We have the lowest workplace and residence-based earnings in the whole of the Tees Valley and we also have an increasing proportion of young people not in work, education or training (NEETs) whilst local graduates often leave the Borough to find "good jobs" elsewhere<sup>12</sup>.

Darlington town centre serves 106,000 in the immediate surrounding area and a further 100,000 within a 15-minute drive time. There is a real threat to the fabric of Darlington town centre due to its heavy reliance on retail. Approximately 55% of occupied buildings are used for retail compared to 26% nationally. Darlington has seen a dramatic reduction of 18% in footfall over the last 3 years (pre-pandemic) and retail vacancies reflect this<sup>13</sup>.

## Summary

The local context shapes our priorities

Climate change	reduce carbon emissions from the movement of people and goods
Air quality	reduce carbon emissions from the movement of people and goods
Health	Increase levels of active travel and maintain a good road safety record
Social inequalities	Improve connectivity to jobs, training, education and support services, at an affordable price
Economic growth	Build a sustainable transport system alongside businesses and housing to achieve a high quality place in which to live, work and visit



<sup>12</sup> [https://www.darlington.gov.uk/media/1021/economic\\_strategy\\_2012-2026.pdf](https://www.darlington.gov.uk/media/1021/economic_strategy_2012-2026.pdf)

<sup>13</sup> <https://www.darlington.gov.uk/media/9359/town-centre-strategy-2019-30.pdf>

# Journey So Far

## The past (2000-2021)

### Sustainable Travel Town (2004) and Cycle Demonstration Town (2005)

Darlington has a national and international reputation for the work it has done on sustainable transport and active travel. In 2004, it became a Sustainable Travel Town delivering a five-year project funded by the Department for Transport (DfT), to implement projects and test ideas to see if these could change the way people travel in Darlington. The project was named "Local Motion". In 2005, Darlington was chosen as a Cycle Demonstration Town. Both projects demonstrated that a successful approach combines physical improvements with smarter choices; recognises that personal advantage is a key driver of change (people were motivated by improving their health or saving money); and that a strong brand is essential.

**KEY TERM: Smarter Choices are defined as more sustainable forms of travel, away from single occupancy vehicles. This includes active travel (walking, cycling), public transport (buses, trains), car sharing, electric vehicles and reducing the need to travel altogether.**

### Tees Valley Bus Network Improvements (2010-2015)

At the start of the last decade, there was significant investment in a comprehensive package of measures designed to address the overall decline in bus passenger numbers, offered a step change in bus service provision, and provided a real alternative to the private car to help support the long-term economic recovery. As well as bringing new gas-powered buses into Darlington, measures on Yarm Road and North Road, in particular, allowed better reliability, along with more real-time information to give people confidence around using buses.

### Local Motion (2011-2015)

Local Motion, funded through the DfT Local Sustainable Travel Fund, enabled Darlington to extend the Local Motion works across the borough and managed to achieve reductions in car use and increases in walking and cycling for short journeys within the urban area of Darlington during a period of employment growth. The work was expanded into South Durham in partnership with Durham County Council to target cross boundary travel.

## TVCA (2017-2021)

With the formation of the Tees Valley Combined Authority (TVCA) and the election of the Tees Valley Mayor there has been significant change in the way that transport is planned and managed. TVCA is the Transport Authority whilst the individual local authorities continue as the Highway Authorities. All transport funding is awarded to TVCA and expenditure is agreed by the Tees Valley Transport Committee. Investment is directed by the Tees Valley Strategic Transport Plan and with significant increases in available funding this has enabled the implementation of the Plan to be accelerated. The ongoing partnership working between the Tees Valley Combined Authority (TVCA) and the other Tees Valley local authorities ensures that the transport system meets the needs of a diverse geography, economy and population. Funding is being spent on schemes such as:

- Let's Go Tees Valley, funded by the DfT Access Fund, that offers ideas, advice, support and motivation for people to find greener, healthier and cheaper ways to travel. It builds on the Local Motion work of Darlington but covers the whole of the Tees Valley.
- The Tees Valley Local Walking and Cycling Infrastructure Plan has been developed and implementation is now underway which includes the first phase of a walking and cycling route between West Park and Darlington town centre via Cockerton.
- A new three-year Wheels 2 Work scheme following a successful pilot has introduced a fleet of 75 electric motorcycles offered to new workers needing reliable transport to get to employment
- Promotion of TeesFlex, an on-demand bus service available to residents in the rural areas of Darlington with no bus services.

Darlington has or is also delivering:

- National Productivity Investment Fund schemes to provide highways improvements that will support Darlington's growing economy. The funding from DfT is being used on some of Darlington's busiest routes to improve access to the town centre and sites around Central Park, Lingfield Point, Yarm Road Industrial Estate and Ingenium Parc.
- Rethinking Victoria Road scheme: Victoria Road was identified as a key street that links our ambitious plans for Darlington Station, the redevelopment of the Auction Mart site and our ongoing support of the town centre economy. The work on Victoria Road has been completed and improves the public realm for residents, businesses and visitors on this key gateway to the town with reduced traffic speeds, wider footpaths and the introduction of trees and planters.
- Rollout of additional Electric Vehicle Charging Points in car parks with the first to be installed in 2021/22.

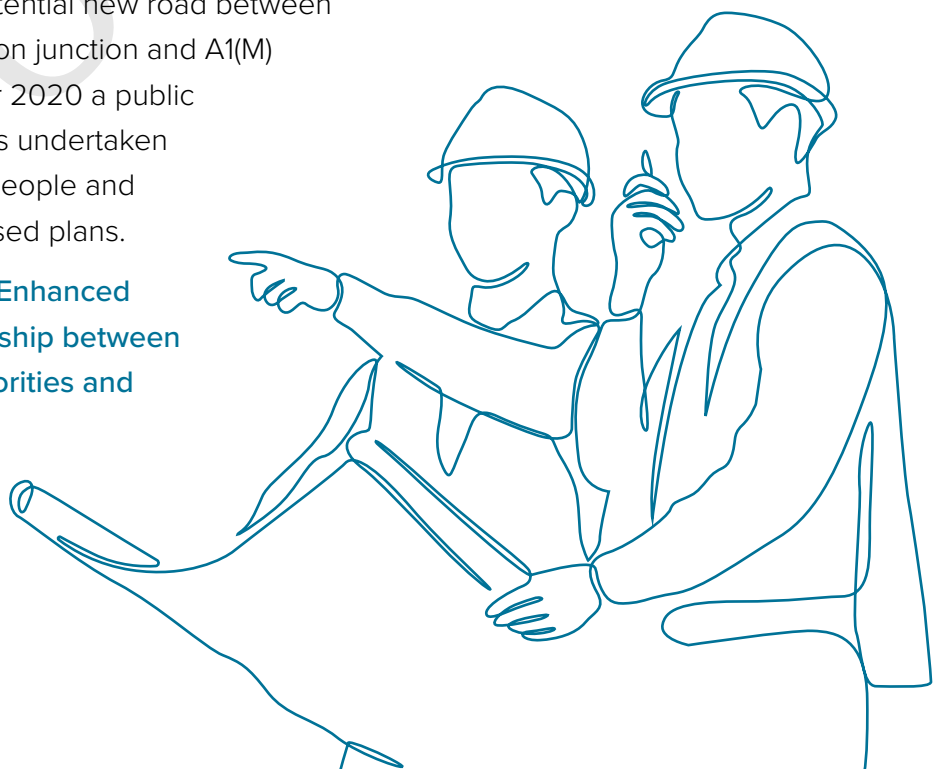
## The present

- A significant shift to levelling up, growth and decarbonisation -
  - CRSTS - funding opportunity and prioritisation of walking, cycling, bus and rail, electric and hydrogen vehicles.
- Bus Service Improvement Plan (BSIP) -
  - Delivery of bus back batter
  - Enhanced partnership
- Delivery of gear change through the delivery of Local Cycling and Walking Infrastructure Plan (LCWIP)

## The future

- Stockton and Darlington Railway Walking and Cycling Route: To create a 26-mile route as close to the original alignment of the railway as possible so that people can walk and cycle its full length. Some sections already exist but there are significant gaps that need completing so that there is a permanent continuous route in place.
- Development of a new Urban Traffic Management and Control (UTMC) system to enable the Council to better manage traffic flows.
- A new Bus Partnership has been established with representatives from the main commercial bus operators and the local authorities. Working groups have been established to improve bus services and coordinate efforts to encourage people back onto buses, including looking at ticket options, services and bus priority measures. A Bus Service Improvement Plan has been submitted to Government and an Enhanced Partnership will be in place from 2022.
- Progressing the designs for Darlington Station and feasibility work to identify accessibility improvements at Dinsdale and North Road Stations.
- Northern Link Road: A potential new road between the A66/A1150 Little Burdon junction and A1(M) Junction 59. In November 2020 a public engagement exercise was undertaken to get the views of local people and businesses on our proposed plans.

**Key Term: Bus Partnership or an Enhanced Partnership is a statutory partnership between one or more local transport authorities and their local bus operators that sets out how they will work together to deliver outcomes in the defined geographical area(s).**





# Objectives

The five objectives for the 2022-30 Transport Plan for Darlington include:

1. Reduce transport's impact on the environment and support health and wellbeing;
2. Improve safety for all road users;
3. Connect people with job and training opportunities and link communities;
4. Support a revitalised and transformed Darlington town centre;
5. Maintain and effectively manage a resilient transport system.

## Objective 1:

### Reduce Transport's Impact On The Environment and Support Health and Well-Being

We want Darlington to have a low carbon transport system which delivers better air quality and reduces noise pollution. We also want our transport network to prioritise health and mental well-being by encouraging more active travel, like walking and cycling.

**Key Term: Active Travel** means walking and cycling for everyday journeys. This includes journeys to school, work, to the shops and to access health and leisure services.

The actions we need to take to deliver this objective are as follows and are discussed in more detail below:

- Reduce the need to travel
- Change the way we travel
- Switch to zero emission vehicles



## Reduce the need to travel

Reducing the need to travel means reducing the number or length of journeys or both. It does not mean reducing the freedom to travel<sup>14</sup>.

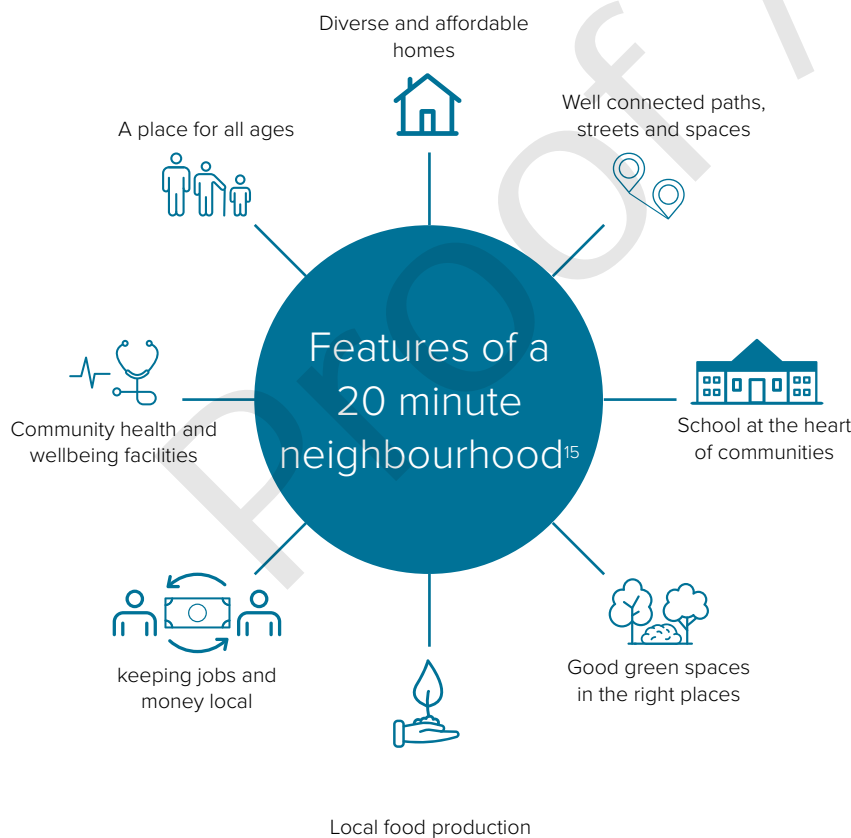
The lockdown that started in March 2020, and the guidance to stay at home that followed that for an 18-month period, has made many people think about whether their previous patterns of working 9-to-5 and 5-day-a-week commuting is strictly necessary in the future.

## Agile working policies and accessing shopping and services on line will continue to change the demand for travel

With more people accessing work, learning, services and goods online and from home through the use of technology, the reduction in demand to travel will continue to play an important part in our transport strategy. Reducing the need to travel will continue to be monitored, evaluated, and assessed on ways residents, tourists and businesses can all reduce trips across all sectors.

### ‘Stay local’ or ‘support your local high street’

A lot of travel happens as people need to get to places such as work, shops, schools, health or leisure facilities and these are located away from where they live. One way in which the need to travel can be reduced is in the creation of complete, compact and connected neighbourhoods in which people can meet most of their daily needs within a short walk or cycle ride. These are often referred to as “20-minute neighbourhoods”.



<sup>14</sup> <https://bettertransport.org.uk/sites/default/files/research-files/reducing-the-need-to-travel-guide.pdf#:~:text=Reducing%20the%20need%20to%20travel%20means%20reducing%20the,qualified%20e.g.%20%E2%80%98by%20car%E2%80%99%20or%20%E2%80%98especially%20by%20car%E2%80%99>

<sup>15</sup> <https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f214c4b8-ba4d-4196-9870-e9d240f86645>

## New developments will be greener through travel planning - giving us healthier, better ways to work and live

As Darlington expands and new developments are proposed the location, design, layout and connectivity of the sites need to support the premise of being able to access local services, schools, shops, green spaces in safe walkable neighbourhoods. Working with developers and the policies set out in the Local Plan the creation of new and re-imagining our existing housing areas in this way could make a significant difference in the overall demand for travel.

Secured through the Darlington borough council planning application process and implementing the newly adopted Travel Plan Guidance, travel plans ensure that each development actively mitigates the additional traffic that it adds to the highway network through better transport services, infrastructure improvements and information for local residents to benefit our borough in the long-term. The Travel Plan Guidance will ensure developers produce and implement travel plans to a consistent format and standard contributing to the goals and objectives of national and local policies. Further information can be found in the guidance.

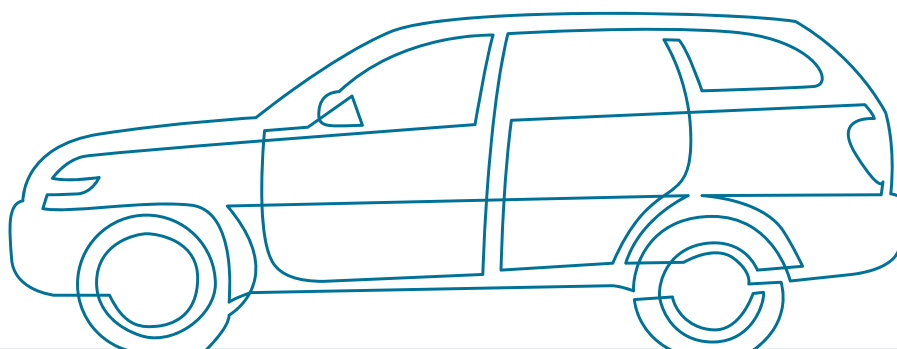
Also, as part of the planning application process, the most recent Cycle Infrastructure design Local Transport Note 1/20 (July 2020)<sup>16</sup> is applied to all planning applications. This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. Darlington has already seen many changes to its cycling infrastructure. And through the planning process as detailed above new developments will be required to adhere to the Cycle infrastructure design Local Transport Note 1/20 (July 2020).

### Change the way we travel

As well as reducing the need to travel, how we travel can also help to achieve our aims. The average British car is parked up for 23 hours a day, according to new research from the RAC Foundation<sup>17</sup> with almost three-quarters of its time parked by its owner's home address.

Whilst there are some journeys where cars are essential, or the only realistic way of getting around, for quite a few journeys, there are alternatives. So, for shorter journeys like the school run, some work commutes, and trips under 5 miles we aim to promote public transport, walking and cycling.

We will seek to achieve this through a combination of investment in infrastructure and transport services and a behaviour change programme.



<sup>16</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

<sup>17</sup> [www.racfoundation.org%2Fwp-content%2Fuploads%2Fstanding-still-Nagler-June-2021.pdf](http://www.racfoundation.org%2Fwp-content%2Fuploads%2Fstanding-still-Nagler-June-2021.pdf)

## How do we help more people make active and green transport choices?

There are several projects that are available to help residents in Darlington change the way they travel, including:

### Let's Go Tees Valley in Darlington

The Let's Go Tees Valley team offer ideas, support and motivation for people to find greener, healthier and less costly ways to travel. People are being asked to walk, cycle or use the bus or train when possible, especially on shorter journeys less than 2-3 miles; and if you have a car, to use it less.

Let's Go Tees Valley, together with Connect Tees Valley, is funded by the Department of Transport's Access Fund; supported by Tees Valley Combined Authority.

### Personalised Travel Planning (PTP)

Darlington, along with the other four local authorities within the Tees Valley, has a team of travel advisors. This team offers ideas, advice, support and motivation for people to find greener, healthier and less costly ways to travel. PTP travel advisors deliver information, incentives, and motivation directly to individuals to help them make more sustainable travel choices.

In addition to home visits, PTP travel advisors also provide personalised, bespoke workshops to job centres and job seekers, as well as specific information and support to students and apprentices at colleges and employees at businesses.

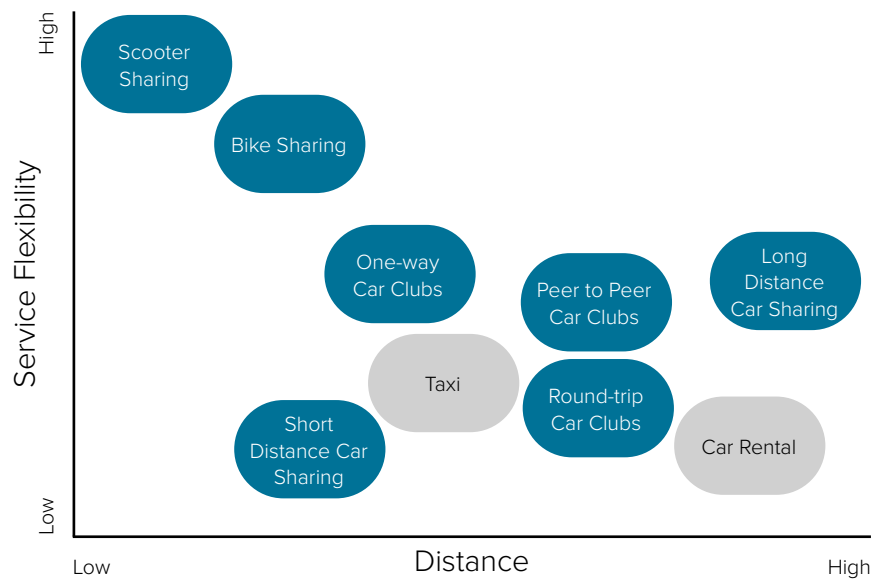
### Shared Mobility

Owning and running a car (and some other forms of motorised transport) is often expensive, especially for young people, and so there are opportunities to look at new models of sharing transport to ensure that it is available when people need it, but that it is not necessarily sitting idle on a drive or by the side of the road. This is called shared mobility – and there are a range of options, each depending on the distances to be travelled. Car sharing is the most common now and the Council has developed a scheme in collaboration with EE which it is looking to expand to other large employment sites.

A Car Club provides a further opportunity, providing access to a car on a bookable ad hoc basis rather than owning your own car. This will be explored further as part of developments in the town centre.



Figure 1: Shared mobility models <sup>18</sup>



### Promote car-sharing to get to work and to save money

**Key Term: Shared Mobility** Shared transport is “part of a continuum between private and public transport” with shared mobility an umbrella term for all kinds of shared transport service<sup>19</sup>.

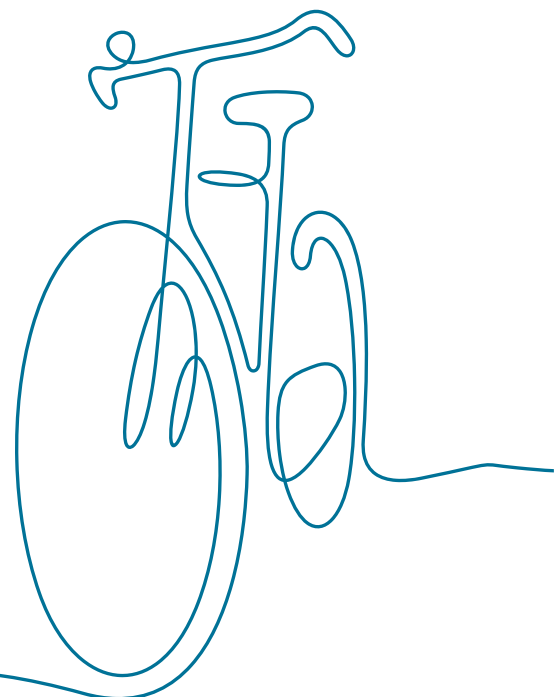
### Switch To Zero Emission Vehicles

As set out in the DfT Transport Decarbonisation Plan<sup>20</sup> the UK is a climate leader. By law the UK’s emissions must now be net zero by 2050.

In July 2019, Darlington borough council members declared a climate emergency and committed the council, in terms of its own activities, to reach net zero carbon emissions by 2050.

Results of recent work by the Tyndall Centre for Climate Change research<sup>21</sup> show that for Darlington to make its fair contribution to delivering UK’s commitments an immediate and rapid programme of decarbonisation is needed.

Transport contributed 17.3% of CO2 emissions in Tees Valley in 2017. This is largely from private car usage, although road freight continues to make a significant contribution to emissions in the region. Given that a significant proportion of existing emissions are a result of transport, a move away from vehicles propelled by fossil fuels is critical and becoming increasingly urgent. Key to this will be increasing the uptake and usage of electric vehicles (EVs) and potentially other emerging technologies as they become available.



<sup>18</sup> Source: Schwartz, Joachim. Presentation at Car-Free Cities Working Group Seminar, London, 1999. – updated by Steer

<sup>19</sup> <https://www.creds.ac.uk/wp-content/uploads/CREDS-Shared-mobility-comm-report-WEB.pdf>

<sup>20</sup> Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk)

<sup>21</sup> <https://carbonbudget.manchester.ac.uk/reports/E06000005/print/>

## Electric Vehicle Charging Infrastructure (EVCPs) will expand

Darlington currently has 24 Electric Vehicle Charging Points (EVCPs) and will see this number expanded over time. TVCA has committed £2m to providing EV infrastructure across the Tees Valley town centre car parks to provide electric charging for both visitors to the town centre and residents who may not be able to charge at home. This expansion in infrastructure will begin to support the change to carbon zero transport electric cars in our town. Currently, we are expanding our EVCPs in public car parks in Darlington.

Whilst we anticipate that the commercial operators will invest in locations with high levels of traffic such as key roadside locations, petrol stations, supermarkets, leisure destinations and drive through food outlets, there will be some locations that are deemed commercially unviable. However, we want to make the change to electric vehicles to be available and accessible to all residents.

### New developments to include ECVPs

EVCPs will also be secured through the planning process which will require certain developments to integrate EVCPs into their planning applications.

## Objective 2: Safe Roads for All Highway Users

As set out in the County Durham & Darlington Road Safety Strategy (February 2020)<sup>22</sup> road casualties have reduced in recent years, but we need to continue to strive to reduce road casualties even further. Every fatality is a tragedy for the family and friends involved. Also, serious injuries can be life changing and far reaching in their consequences for the victim and their family and friends.

In the last 10 years Durham County Council and Darlington Borough Council has overseen:

- A 40% reduction in all recorded injury collisions;
- A 20% reduction in serious injuries; and
- A 49% reduction in slight recorded injuries

Each year Darlington Borough Council take part in the National Highways and Transportation Network NHT survey. The NHT survey provides Darlington Borough Council with information from members of the public regarding their views on transport and highways. In 2020, 729 people responded to the NHT survey in Darlington. 89% of respondents stated that having safe roads was “very important”; therefore, safe roads remain a clear priority.

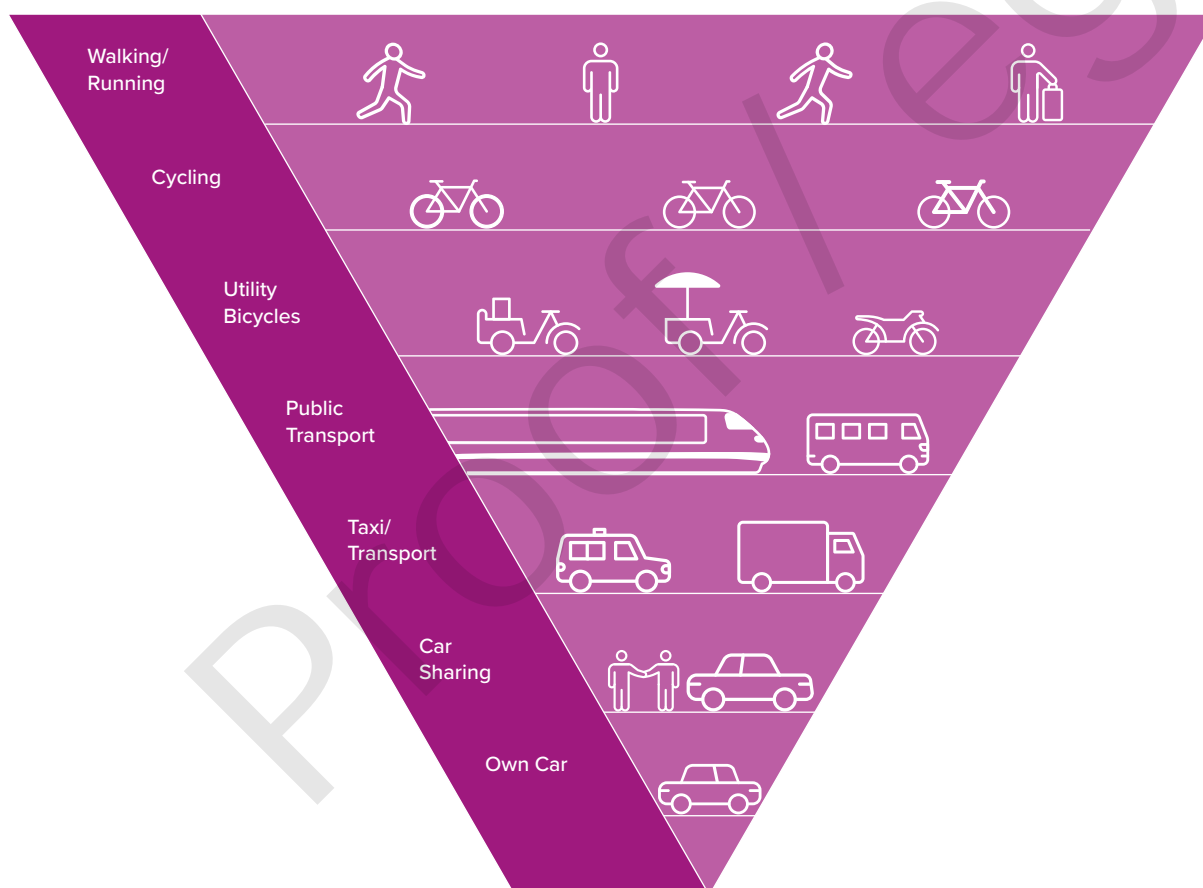
<sup>22</sup> <https://www.durham.gov.uk/media/32337/-Road-Safety-strategy/pdf/RoadSafetyStrategy.pdf?m=637187407326770000>

We want Darlington to be a safe place for residents to be educated, to work, to live and to socialise. Therefore, it is important that we strive to have the best possible, and overall, safe highway network. So, how do we achieve keeping roads safe for all users, by users we mean pedestrians, cyclists, vehicles; anyone that uses the highway?

We will reduce the risk to vulnerable road users being involved in road traffic collisions through a programme of engineering, road safety education, enforcement and evaluation.

Our work alongside our partners will also target certain key road user groups and risk-taking behaviours and will consider the “hierarchy of road users” included in the new version of the Highway Code. The code outlines that everyone has an equal right to use the road, and they should do so in a safe, considerate and responsible manner. However, the changes will mean that road users who have potential to cause the greatest harm will be asked to take the greatest share of responsibility to reduce the danger they pose<sup>23</sup>.

**KEY TERM: Hierarchy of road users: This means an order of road with the most vulnerable at the top (think pedestrians followed by cyclists) and those considered the most dangerous such as cars and heavy goods vehicles at the bottom.**



It should be noted that there is a link between the volume of traffic and the number of accidents and therefore there is a road safety benefit from our other proposals to reduce car use and encourage public transport, cycling and walking.

<sup>23</sup> <https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders/outcome/government-response-to-the-review-of-the-highway-code>

## Engineering for Safety

We will provide a safer highway network and reduce the risk of traffic collision through a programme of speed management and local safety interventions.

### School 20 mph and speed management schemes

In Darlington many of our schools are now in streets with a 20 mph speed limit. We will look to extend this to all schools in Darlington, including traffic calming measures put in place where appropriate.

### Area wide 20 mph schemes and in all new developments

Whilst schools are the immediate priority, area wide 20mph zones will be considered for some areas. Such a scheme has already been introduced in the town centre.

Any new residential development will be required to have speed limit of 20 mph.

### School Streets Programme

A school street is a scheme which restricts vehicle access on roads outside a school during drop off and pick up times, creating a safer, healthier, and pleasant environment for everyone. An initial prioritisation process is complete and discussions are now ongoing with individual schools to develop options.

### Active Neighbourhoods

Or Low Traffic Neighbourhood (LTNs) are a way to reduce traffic in certain areas. The way in which an active neighbourhood or low-traffic neighbourhood works, is to reduce the total vehicle journeys, while re-directing “rat run” traffic away from local residential streets. This can be achieved at relatively low cost on residential streets, to prevent through traffic while retaining access to all properties for residents, businesses, maintenance vehicles and emergency services.

These simple solutions make the movement of people a priority over the movement of vehicles. They are not new, there are examples in Darlington such as Borough Road and Hewitson Road, but there is potential to expand their use such as on Outram Street as part of the West Park to town centre walking and cycling route.





## Education to learn road safety

### Bikeability (Cycle training of young people)

Bikeability training is a nationally accredited cycle training programme. It is about gaining practical skills and understanding how to cycle on today's roads. Bikeability gives everyone the skills and confidence for all kinds of cycling.

In Darlington we deliver to most primary schools in either years 5 or 6 for Levels 1 & 2. We deliver Level 3 training in some senior schools and it includes riding the route from the student's home to their school.

**In 2019/2020 - 1,490 children received Bikeability training across the Darlington Borough.**

### Pedestrian training (Road safety for young children)

Similarly, the aim of pedestrian training is to improve children's perception of speed and distance and to develop good road safety behaviour and crossing practices.

Pedestrian training is a 3-week course available to all year 1-3 children and open to participation by all Darlington's Primary Schools. Children are encouraged to 'learn by doing' rather than by having to learn a series of rules to follow.

**In 2019-2020 - 2,988 children received Pedestrian training across the Darlington Borough.**

### Further Road Safety Education

The road safety team in Darlington work with a number of partners aim to educate, inform and encourage safer road user behaviour.

A variety of road safety training schemes for schools, including special assemblies and Junior Road Safety Officers in Year 5 are offered to all primary schools. School crossing patrols are offered across Darlington providing 24 number of safe place for children to safely cross on the way to/from school.

We regularly deliver and share campaigns with partners such as the Cleveland and Durham Police; Darlington Fire Service for Safety Carousel, Junior Education and Diversion. We also promote and share national road safety campaigns from Brake, THINK! and North East Road Safety.

### Enforcement of speed limits and Traffic Regulation Orders

We work with the police on an ongoing basis to review speed limits. As Darlington develops as a borough, we will review speed limits on roads to ensure that the speed limits are suitable for the areas.

Ultimately the highest form of enforcement is the police who have the authority to fine individuals where there are breaches of speed restrictions.

Then there is community speed watch where residents of Darlington can contact the police to raise and report concerns about speeding vehicles within their communities and the police will investigate these issues.

The Council also maintains safety on roads by enforcing restrictions set out in Traffic Regulation Orders (parking and loading restrictions). Purple flag accreditation for night-time economy means to be safe and welcoming into late evenings.

## **Objective 3:**

# **Connect People with Job And Training Opportunities and Link Communities**

We want Darlington to be a place that is easy to get around, whichever way its residents and visitors choose to travel. Our transport system helps us to be able to do this in a way that meets the needs of businesses, visitors and residents and considering individual needs.

Darlington is a small borough with a compact urban area with good connections to national and regional road and rail networks and cross boundary bus services. In addition the local airport provides national and international travel. Connecting all our residents to opportunities for work, leisure, retail, education and health, with an effective and efficient transport network is important, and we will continue to make sure that improvements are targeted and necessary, making best use of our existing assets first.

We want to maintain and improve access to key places in Darlington by:

- Enabling people to access jobs, education, healthcare, shopping, and cultural/visitor attractions.
- Improve connections between the rural areas of Darlington and the town centre
- Improve transport links to neighbouring towns and areas.
- Ensure that the transport system is well maintained and becomes more resilient
- Increase the availability and accessibility of travel choices for everyone; especially vulnerable users.
- Identify and resolve physical and social barriers to travel that prevent people from reaching essential facilities and services;
- or making use of the borough outdoor green spaces.
- Improve information for all local public transport journeys

## **Connectivity**

To help ensure that we connect all our residents, we also need to make sure that our transport system is both accessible and safe. It seems wrong that in the 2020s we still have some rail stations that are not fully accessible to disabled people or parts of the transport network where some people feel unsafe at certain times of the day, or year. We need to make our transport system works for everyone.

To help encourage a change in the way we travel, we will continue to invest in a comprehensive network of safe walking and cycling routes between important destinations and residential areas. We will place walking and cycling at the top of our user hierarchy, designing facilities that make this clear.

## Tees Valley Bus Improvements: Simple, Connected, Attractive

There is no credible path to net zero without a strong public transport network, and in Darlington much of that will be provided by buses. The Tees Valley Bus Network Improvements project made a start on redressing the balance towards buses, but the recent National Bus Strategy<sup>24</sup> called for a step-change in how we think about buses and what facilities we provide to make them attractive.

### Nine Key Bus Corridors across the Tees Valley

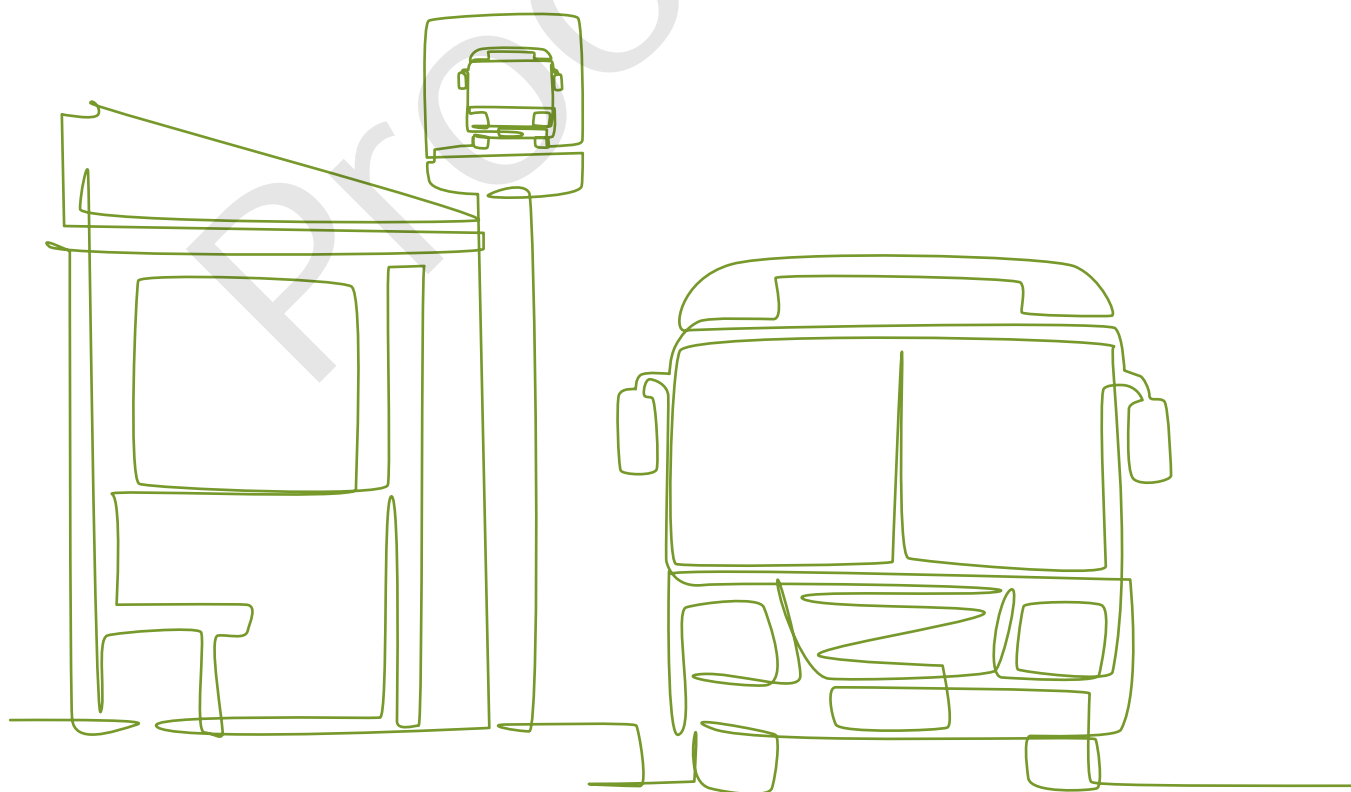
We will target improvements to key bus corridors – we have already identified nine key corridors including 3 in Darlington - Darlington to Durham, Darlington to Middlesbrough (via Stockton) and Branksome to Red Hall (via Darlington town centre). For each of these, we have completed Site Assessment Reports with the operators to get a clear list of the issues on each route and Whole Route Improvement Plans in are now in development to identify options to ensure buses arrive at bus stops on time.

### Simpler and Cheaper Bus Fares

The BSIP also calls for fares to be made simple and cheaper, and so we are in discussions around a future ticketing strategy and will seek to make fares value-for-money. We will also provide a consistent concessionary fares scheme across the Tees Valley to make cross boundary trips seamless.

### Passenger Improvements at the heart of more bus use

An informal partnership has been established bringing together bus operators and the public sector, but there is a Tees Valley Enhanced Partnership proposed in response to National Bus Strategy to make all parties more accountable to passengers in delivering the improvements needed to bring passengers back to bus. As part of the new Partnership, a Customer Charter will be developed.



<sup>24</sup> <https://www.gov.uk/government/publications/bus-back-better>

## **Darlington Rail Improvements: Regeneration with direct, faster connections**

Rail provides a more effective longer-distance connection, both and from Darlington, and so we will continue to develop our rail network in line with the wider Tees Valley aim of providing a 'turn up and go' rail service with increased frequencies and new stations.

### **Regeneration of Darlington Station: Faster, better connected**

Our flagship project is the long overdue regeneration of Darlington Station, which we hope to complete by 2025, subject to government funding. This would see new platforms, new station entrances, new connections to key housing and employment opportunities and enhancements to the existing historic facilities. It will provide a true rail 'gateway' to the town, the borough and the wider Tees Valley. The first set of planning applications (for the new station entrances) were lodged in June 2021. It will enable the rail industry to operate more services through Darlington Station and provide opportunities to increase service frequency on both the Tees Valley and Bishop Lines, as well as a potential new direct connection to Hartlepool.

### **New Station for Teesside International Airport**

Feasibility work is progressing on options for the station at Teesside International Airport, to provide access not only to the airport but proposed commercial developments on the airport site.

### **Railway Heritage Quarter (RHQ) North Road and Dinsdale Station Improvements**

At a Tees Valley-wide level, work will continue to improve passenger facilities at local stations and feasibility work is underway to identify options to improve access at North Road Station to support the wider developments at the Rail Heritage Quarter, and options to further improve facilities at Dinsdale Station. We will collaborate with the Bishop Line Community Rail Partnership (CRP) to deliver their action plan, including the objective of increasing rail service frequency to half hourly.

## **Strategic Highway Network Improvements**

Even with a reduced need to travel, we will continue to invest in selective road improvements.

We have carried out a thorough assessment of the highway network as part of the evidenced based for the local plan<sup>25</sup>. This is mainly focused on traffic issues and assesses both the current and future reliability of the network. The work has identified a list of locations where improvements are required and also identifies the timing of the improvement schemes. These will be likely to be funded through a mixture of development contributions and public money.

Any new roads will include facilities for all road users but most road schemes are improving existing roads and in the main are funded from specific plans, programmes and funding schemes such as Bus Service Improvement Plan or the Local Walking and Cycling Infrastructure Plan.

The list of improvements planned are outlined on the action plan on page 34.

<sup>25</sup> <https://microsites.darlington.gov.uk/media/2284/local-plan-adopted-feb22-print.pdf>

## Objective 4: Support a Revitalised and Transformed Darlington Town Centre

The Darlington Town Centre Strategy<sup>26</sup> has set out the following vision:

*“By 2030, Darlington Borough Council (DBC), working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come”*

### Transport brings people together in Town Centre

Transport will play an important role in achieving this vision, given that different transport modes come together in the town centre. Darlington railway station is a 10-minute walk from the centre and the main bus stops are located on Northgate, Prebend Row, Feethams and Tubwell Row, providing access to approximately 30 different bus routes to surrounding communities. In addition, the town centre also benefits from a wide range of long and short stay car parking in central locations.

However, there is more that we can do to create an accessible town centre for pedestrians, cyclists, public transport users and motorists.

Increasing footfall is an important issue as it is a main influence on the viability of businesses. The quality of the walking environment is a determining factor in people’s use of spaces. People who walk to their high street have been shown to spend more, and in a wider range of shops, than visitors arriving by car, bus or bike<sup>27</sup>.

**“The urban spaces and network of pedestrian walkways in our town centres and high streets can be described as the veins and arteries that keep that community heart beating.”<sup>28</sup>**

### Streets for people

Streets should be places in which people want to spend time and are not just transport corridors. It is particularly important that we ensure any projects are inclusive and meet the needs of a diverse range of people in terms of disability, age etc.

In support of the Darlington Town Centre Strategy, we will:

- Invest in public realm and cycle infrastructure to complement other plans and strategies being taken forward.
- Improve pedestrian and cycle signage to assist with wayfinding.
- Improve and expand the amount of cycle parking at key locations.
- Ensure bus services can continue to operate within the town centre and provide convenient access to the facilities and invest in supporting infrastructure such as bus stops/shelters.
- Improve traffic management by providing variable message signs and improved parking signage.
- Review the condition and contribution of the council owned car parks to the town centre as part of the parking strategy and invest in the provision of electric vehicle charging points.
- Examine the options for changes to traffic management and enforcement.

<sup>26</sup> <https://www.darlington.gov.uk/media/9359/town-centre-strategy-2019-30.pdf>

<sup>27</sup> <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

<sup>28</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/5987/2185491.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/5987/2185491.pdf)

## Objective 5:

### Maintain and Effectively Manage A Resilient Transport System

It is important we ensure our transport network can operate effectively and efficiently. Transport is something we all rely on every day. Moving people and goods is vital for healthy towns, strong communities and economic stability.

To ensure that the transport network is resilient and able to move people and freight/goods day-to-day we ensure we maintain and manage it effectively on a day-to-day basis and look to improve in the longer term.

To ensure a resilient transport network we:

- Maintain
- Manage
- Improve

### Maintain

Darlington Borough Council is responsible for the maintenance of more than 574km (366 miles) of highways in Darlington. We have a programme of automated and visual tools that provide the government with a national performance indicator and are used by our highway engineers to produce a medium term (five year) programme of work. The annual plan of work is based on the available budgets.

### We do not waste time or money

The council is committed to providing the most effective and efficient methods to maintain its highways in a safe condition for the highway user.

The objective of maintenance is to intervene before major deterioration occurs and the integrity of roads, footways and cycleways or safety of street lighting are compromised.

Preventing failure can reduce costs and be more efficient, as if total reconstruction or replacement is required, costs become significantly greater.

Our maintenance activities will continue in the future and Darlington will look to bid for additional funding that becomes available. Darlington has been successful in competing for such funds in the past including being awarded £1.274 million in September 2020 from the DfT's Pothole and Challenge Fund. This has been spent on pothole and micro-asphalt schemes in 2020/21 and will be used to implement two large scale maintenance schemes in 2021/22.

## 216 km of Public Rights of Way

We are also responsible for 216 miles (346 kilometres) of rights of way (public footpaths and bridleways) and our countryside team is responsible for their protection, maintenance and signposting. The *Darlington Public Rights of Way Improvement Plan* seeks to create a network that allows all of the public to have sustainable access to quality countryside. Approximately 30km of rights of way are located within the town of Darlington itself. Many of the surrounding villages have good networks of Public Rights of Way both around the villages themselves and linking them with neighbouring settlements and the main urban area of Darlington<sup>29</sup>.

## Manage

### Urban Traffic Management and Control (UTMC) systems

The idea behind Urban Traffic Management and Control (UTMC) systems is to maximise road network potential to create a more robust and intelligent system that can be used to meet current and future management requirements.

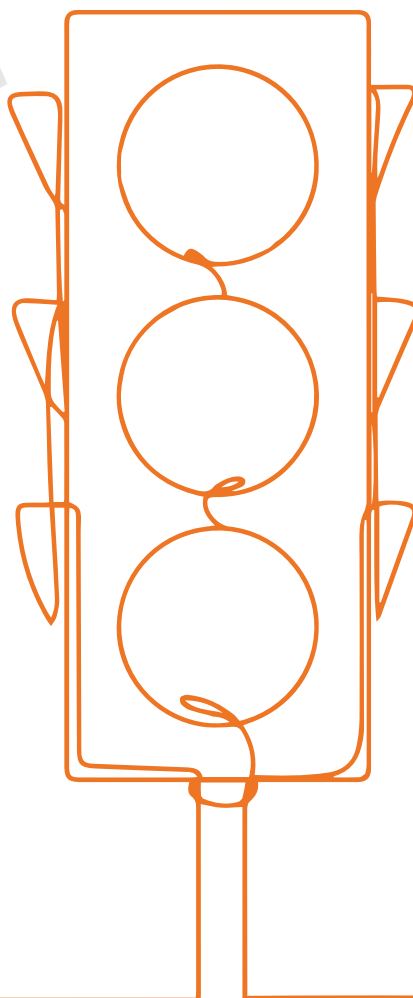
Urban Traffic Management and Control (UTMC) systems are designed to allow different applications used within modern traffic management systems to communicate and share information with each other. The type of data that can be collected includes Automatic Number Plate Recognition (ANPR), traffic signals, bus real time information, air quality monitoring stations and weather data.

The basic UTMC system is now operational in the Tees Valley and enables current activities to be continued, such as:

- Traffic signal optimisation.
- Variable message sign operation.
- Car park integration; and
- Traffic and data gathering.

Darlington's assets will be added to the system so that they can be managed more effectively, repaired more quickly and adjusted to respond to changes in travel patterns.

The new system that is proposed<sup>30</sup> will also allow remote network visualisation for each local authority to assist with network management and provide better ability to predict future transport needs. This will help to maximise the capacity of the highway network and ensure that travel is as quick and efficient as possible. The Council will be able to be more proactive in managing traffic rather than reactive, helping to keep buses operating on time for instance.



<sup>29</sup> <https://www.darlington.gov.uk/media/2386/rowip-v14-with-charts.pdf>

<sup>30</sup> <https://teesvalley-ca.gov.uk/wp-content/uploads/2021/02/UTMC-Business-Case-Executive-Summary.pdf>

## Transport improvement to make Darlington the best place to live, work and grow

As a Highway Authority we have a duty under the traffic management act to ensure the ‘expeditious movement of traffic on the highway’. This means we must ensure the traffic moves easily around the Borough of Darlington. Traffic on the highway means any user of the highway, including public transport such as buses and taxis and cyclists and pedestrians.

We have carried out a thorough assessment of the highway network as part of the evidenced based for the local plan<sup>31</sup>. This is mainly focused on traffic issues and assesses both the current and future reliability of the network. The work has identified a list of locations where improvements are required and identifies the timing of schemes. Improvement will likely be funded through a mixture of development contributions and public money.

The list of improvements planned are outlined on the action plan on page 34.

### Key Terms: Automatic Number Plate Recognition

ANPR consist of a camera that is linked to a computer. When a vehicle passes by the camera the camera records an image which is automatically ‘read’ by the computer and the vehicle registration recorded.

Key Terms: Variable message signs display the latest traffic information to motorists on roads in real-time. The signs let road users know of incidents such as road closures, queues ahead and upcoming events in the area. This can help to shorten journey times and improve the overall travelling experience.

### Traffic signal optimisation

Ensuring traffic signals (traffic lights) are timed effectively is one of the most cost-effective methods for reducing congestion. Changing the amount of green time for different movements across junctions, dependent on traffic levels at different times of day, can help to keep traffic moving.



<sup>31</sup> <https://microsites.darlington.gov.uk/media/2399/local-plan-adopted-feb22v2.pdf>



## Car parking

The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. We operate and regulate 18 pay and display off street car parks as well as 310 on-street pay and display spaces. The Council also provides six permit holder contract car parks. We also manage 16 Resident Permit Zones within the Borough of Darlington where parking is restricted to permit holders 8am to 6pm Monday to Sunday.

Car parking is a key component of effective traffic management and improving traffic flow. The integration of enforcement and parking policy into our overall transport policy will allow for effective parking management, support for the town centre and development of a low carbon transport network. The car parking strategy has been reviewed to consider the changing nature of town centre uses, particularly the retail sector. It looks at parking supply, location and tariffs as well as residents parking, parking management and enforcement to tackle dangerous and obstructive parking that can pose a danger to pedestrians by blocking pavements and forcing them onto the roads, reducing visibility for other motorists and impeding traffic flow. The parking strategy will seek to balance the following three objectives:

- Manage travel demand
- Sustain and enhance the vitality and viability of the town
- Effectively manage the total parking supply

## Roadworks Permit Scheme

Roadworks can cause significant disruption to the smooth running of the highway network. This includes by utility companies, developers and maintenance work by the council. Whilst this may be necessary work, it is important that it is managed as effectively as possible.

In July 2018, the Secretary of State for Transport wrote to all councils, that had not yet done so, asking them to consider adopting a system of permits for utility street works and highway authority road works.

The Darlington Permit Scheme went live on 2nd March 2020. The first year of the permit scheme had the added difficulty of managing the impacts of the Covid-19 pandemic. The difficulties encountered applied to both the Utilities and the Highway Authority so it was more important than ever to work together, building on existing good working relationships to resolve any issues. Through this collaborative approach we were able to manage and maintain the local highway network whilst allowing promoters access to maintain their services and assets. In the first year:

- A total of 4,579 permit applications were received with only 76 (2%) being refused.
- 4,579 permit applications and variations were received with 99.4% being assessed within the permitted timescales<sup>32</sup>.

We will continue to work closely with works promoters both internal and public utilities to maintain low levels of permit refusals and maintain good levels of collaboration and information sharing with the other North East Highway Authorities to ensure the ongoing success of the scheme.

<sup>32</sup> DBC permit scheme evaluation report year 1 (darlington.gov.uk)

## Improve

- LCWIP and local cycling and walking links
- Dropped kerbs and new crossing facilities for pedestrians and cyclists
- BSIP corridors
- Improved bus waiting facilities
- Local safety schemes

## Fit with Wider Policies

The sections above set out how multiple actions will ensure we deliver the vision and objectives of this strategy. In turn, delivery of those objectives will support the key outcomes set out in national and regional transport policy and also contribute to the outcomes of other local policy areas. Figure 1 illustrates this alignment and Table 1 below, demonstrates how each of the objectives contributes to wider policy outcomes. The Tees Valley Strategic Plan alignment is demonstrated in the summary tables for each of the objectives.

Figure 1



**Table 1**

	Transport Investment Strategy	Transport Decarbonisation Plan	Bus Back Better	Gear Change	Road Safety Statement 2019	Future of Mobility: Urban Strategy	Inclusive Transport Strategy	Clean Air Strategy 2019
OBJECTIVE 1 - Reduce transport's impact on the environment and support health and wellbeing.	✓	✓✓	✓	✓✓	✓	✓✓	✓	✓✓
OBJECTIVE 2 - Improve safety for all road users	✓	✓		✓✓	✓✓	✓	✓	
OBJECTIVE 3 - Connect people with job and training opportunities and link communities.	✓	✓	✓✓	✓✓	✓	✓✓	✓✓	✓
OBJECTIVE 4 - Support a revitalised and transformed Darlington town centre.	✓	✓	✓✓	✓	✓	✓	✓✓	✓
OBJECTIVE 5 - Maintain and effectively manage a resilient transport system.	✓✓		✓	✓	✓	✓	✓	✓✓

## Action Plan - 2021-2030 - Transport projects in Darlington

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
Public Transport (Rail)	Deliver Darlington Station master plan	1,3	£25 million renovation to ensure connectivity, commerce and better access	2022-2024	<ul style="list-style-type: none"> <li>Enables a faster and more regular train service between Darlington and the Tees Valley</li> <li>Provides a more attractive national and regional gateway to Darlington</li> </ul>
	Rail Heritage Quarter	1,3	Deliver improvements at North Road Station to support the RHQ Masterplan	2023/2024	<ul style="list-style-type: none"> <li>Improved station environment and interchange with other transport modes</li> </ul>
	Dinsdale Station	1,3	Investigate future improvements at Dinsdale station as part of TVCA project to review stations	2025/2026	<ul style="list-style-type: none"> <li>Review of station accessibility, particularly for people with mobility issues</li> <li>Review of waiting facilities</li> </ul>
	Teesside Airport Station Improvements	1,3	Invest in international, national and regional transport gateways, including the airport, rail stations and bus and coach interchange in partnership with key stakeholders	2025/2026	<ul style="list-style-type: none"> <li>Provide improved interchange at Teesside International Airport by all modes</li> </ul>
Public Transport (Bus)	New Bus Partnership	1,3,4,5	Implementation of a new enhanced partnership between bus operators, TVCA and Local Authorities	2022/2023	<ul style="list-style-type: none"> <li>Improved bus services on 9 key routes across the Tees Valley</li> <li>Encourage more bus patronage</li> <li>Improved ticket options across Tees Valley</li> <li>Stable and reliable bus services</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
	Provide measures to improve bus journey times and reliability on three bus corridors in Darlington as part of the City Region Sustainable Transport Settlement (CRSTS)	1,3,4,5	Improvements to the Branksome to Red Hall, Darlington to Stockton/ Middlesbrough and Darlington to Durham bus corridors	2022 2026	<ul style="list-style-type: none"> <li>• Improved bus journey times and reliability</li> <li>• Increased bus patronage.</li> </ul>
	Improve customer waiting facilities for bus and coach passengers	1,3,4,5	Implement new contracts to provide high quality bus shelters and waiting facilities.	2022/ 2023	<ul style="list-style-type: none"> <li>• Provision of high quality facilities on the 9 key bus routes across the Tees Valley</li> <li>• Maintenance and improvement of all other bus/coach waiting facilities as part of a new commercial contract</li> </ul>
Active Travel	Woodland Road/A68 (LCWIP) phase 1 Phase 2 Phase 3	1,2,3,4	New high quality cycling facilities linking the town centre to Faverdale/West Park.	2022/ 2023 2023/ 2024 2024/ 2025	<ul style="list-style-type: none"> <li>• Provision of high quality cycling facilities along the A68 corridor</li> <li>• Increased cycling levels</li> <li>• Improved health and wellbeing</li> <li>• Reduced carbon emissions</li> </ul>
	Development of a programme of LCWIP schemes on the remaining five identified corridors	1,2,3,4	Development and delivery of new high quality cycling facilities on corridors with the highest propensity for an increase in cycling.	2023- 2030	<ul style="list-style-type: none"> <li>• Provisions of high quality cycling facilities</li> <li>• Increased cycling levels</li> <li>• Improved health and wellbeing</li> <li>• Reduced carbon emissions</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
	Stockton & Darlington Cycling Route 26 miles connection to walk and cycle	1,2,3,4	New high quality cycle route along the route of the Stockton and Darlington Railway Line.	2022-2024	<ul style="list-style-type: none"> <li>• Provision of high quality cycling facilities from Haughton Road to Burtree Lane via Rail Heritage Quarter and from Middleton St George to Stockton Borough Boundary</li> <li>• Develop options for a route from Burtree Lane north to the Durham County Council boundary.</li> </ul>
Highways	Urban Traffic Management and Control system (UTMC)	2,3,5	The provision of urban traffic control systems on North Road, Yarm Road and Tornado Way/ McMullen Road	2023/2024	<ul style="list-style-type: none"> <li>• Improve the efficiency of the highway network</li> <li>• Enable bus priority through identification of late running buses</li> </ul>
	Maintenance of roads and footpaths	2,3,4,5	Maintain 366 miles of roads and associated footpaths. Maintain and improve our network of public rights of way.	2022-2030	<ul style="list-style-type: none"> <li>• Fewer potholes</li> <li>• Less roadworks</li> <li>• More efficient network</li> </ul>
	Darlington Northern Link Road (DNLR)	2,5	Potential new road between the A66/A1150 Little Burdon junction and A1 (M) Junction 59.	2030	<ul style="list-style-type: none"> <li>• Reduced journey times between Teesside, Darlington and Durham</li> <li>• Reduction in traffic on local road network</li> <li>• Reduction in HGV's on the local road network</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
	Key Road Network (KRN) hot spots - <ul style="list-style-type: none"> <li>• A68/B6280 Carmel Road North corridor</li> <li>• A1150 Salters Lane</li> <li>• Darlington Eastern approaches</li> <li>• A167/White Horse junction</li> <li>• McMullen Road/ Tornado Way junction</li> </ul>	2,5	Improvements to existing junctions to accommodate additional traffic from development proposals contained in the Local Plan.	2022-2026	<ul style="list-style-type: none"> <li>• Reduced congestion on the local road network</li> <li>• Reduced journey times on the local road network</li> <li>• Reduction in impact from development proposals</li> </ul>
	Identify pinch points on the highway network and carry out improvements in a timely manner	2,5	Improvements to junctions and link roads to maintain and improve the flow of vehicles.	2022-2030	<ul style="list-style-type: none"> <li>• Maintain traffic flow</li> </ul>
	Support National Highways A66 improvement programme	2,5	Improvements to existing junctions on the Strategic Road Network (SRN) to accommodate additional traffic from development and background traffic growth on the SRN.	2022-2030	<ul style="list-style-type: none"> <li>• Reduced congestion on the SRN</li> <li>• Reduced journey times on the SRN</li> <li>• Reduction in impact from development proposals</li> <li>• Maintain road safety</li> </ul>
Electric Vehicles	Rollout of additional Electric Vehicle Charging Points (EVCPs)	1,3,4	Provision of a range of EVCPs to enable residents to make the switch to electric vehicles	2022-2025	<ul style="list-style-type: none"> <li>• Increased take up of EV vehicles</li> <li>• Reduced carbon emissions</li> <li>• Reduced air pollution.</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
Safety	Implementation of a package of safety measures around schools including - <ul style="list-style-type: none"> <li>• 20mph zones</li> <li>• Safe routes to school</li> <li>• Waiting restrictions</li> <li>• School streets</li> <li>• School crossing patrol service</li> <li>• Pedestrian and cycle training</li> </ul>	1,2,3	Implementation of a package of measures to improve safety around schools and encourage increased walking and cycling.	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in child casualties</li> <li>• Increased walking and cycling</li> <li>• Reduced carbon emissions</li> <li>• Reduced air pollution</li> </ul>
	Develop a programme of area wide 20mph zones	1,2,3	Development of a programme of 20mph zones, including consolidation of existing traffic calmed areas.	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in casualties</li> <li>• Increased walking and cycling</li> </ul>
	Develop a programme of measures to reduce casualties and manage speeds, including - <ul style="list-style-type: none"> <li>• Casualty reduction schemes</li> <li>• Speed indicator devices</li> <li>• Village gateways</li> </ul>	1,2,3	Development of a programme to identify and treat road traffic casualty hot spots and implement speed management measures to reduce the risk and severity of road traffic casualties occurring.	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in casualties</li> <li>• Reduction in vehicle speeds</li> </ul>





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# Darlington Transport Plan

## Summary Document

# Our Vision and Objectives

*We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing and supports inclusive economic growth.*

## Our Objectives

<p><b>1.</b> Reduce transport's impact on the environment and support health and wellbeing (Page 15);</p>	
<p><b>2.</b> Improve safety for all road users (Page 20)</p>	
<p><b>3.</b> Connect people with job and training opportunities and link communities (Page 24)</p>	
<p><b>4.</b> Support a revitalised and transformed Darlington town centre (Page 27);</p>	
<p><b>5.</b> Maintain and effectively manage a resilient transport system (Page 28)</p>	

# Purpose and Context

We need to work together to create healthier communities with cleaner air, a stronger local economy, and more resilience against climate change.

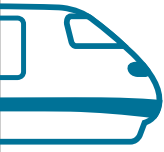









The Darlington Transport Strategy 2022-2030 describes what we need to do differently to address current and future challenges. Some of these challenges are set out below.










<b>Climate change</b>	reduce carbon emissions from the movement of people and goods
<b>Air quality</b>	reduce carbon emissions from the movement of people and goods
<b>Health</b>	Increase levels of active travel and maintain a good road safety record
<b>Social inequalities</b>	Improve connectivity to jobs, training, education and support services, at an affordable price
<b>Economic growth</b>	Build a sustainable transport system alongside businesses and housing to achieve a high quality place in which to live, work and visit





This Strategy also supports:

- The delivery of the Tees Valley Strategic Transport Plan which sets out the vision, objectives and priorities for the transport system across the Tees Valley
- The delivery of the City Region Sustainable Transport Settlement (CRSTS) agreed with the Department for Transport (DfT) that provides funding over five years.
- The new Darlington Local Plan 2016-2036 which seeks to ensure the majority of new housing, employment and services are provided in the main towns and larger villages supported by improvements in sustainable forms of transport (public transport, walking and cycling).






# Action Plan (2021-30)

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Deliver Darlington Station master plan	  	£25 million renovation to ensure connectivity, commerce and better access	2022-2024	<ul style="list-style-type: none"> <li>Enables a faster and more regular train service between Darlington and the Tees Valley</li> <li>Provides a more attractive national and regional gateway to Darlington</li> </ul>
	Rail Heritage Quarter		Deliver improvements at North Road Station	2023-2024	<ul style="list-style-type: none"> <li>Improved station environment and interchange with other modes</li> </ul>
	Dinsdale Station		Investigate future improvements at Dinsdale station	2025-2026	<ul style="list-style-type: none"> <li>Review of station accessibility, particularly for people with mobility issues</li> <li>Review of waiting facilities</li> </ul>
	Teesside Airport Station Improvements		Deliver improvements at Teesside Airport Station	2025-2026	<ul style="list-style-type: none"> <li>Improved interchange at Teesside International Airport by all modes</li> </ul>
	New Bus Partnership	    	New enhanced partnership between bus operators, TVCA and Local Authorities	2022-2023	<ul style="list-style-type: none"> <li>Stable and reliable bus services</li> <li>Improved bus services on 9 key routes across the Tees Valley</li> <li>Improved ticket options</li> <li>Increase in bus patronage</li> </ul>
	Measures to improve bus journey times and reliability on three bus corridors in Darlington		Improvements to bus corridors: <ul style="list-style-type: none"> <li>Branksome to Red Hall</li> <li>Darlington to Stockton/ Middlesbrough</li> <li>Darlington to Durham</li> </ul>	2022-2026	<ul style="list-style-type: none"> <li>Improved bus journey times and reliability</li> <li>Increased bus patronage.</li> </ul>
	Improve customer waiting facilities for bus and coach passengers		<ul style="list-style-type: none"> <li>Provision of high quality facilities on the 9 key bus routes across the Tees Valley</li> <li>Maintenance and improvement of all other bus/coach waiting facilities as part of a new commercial contract</li> </ul>	2022-2023	<ul style="list-style-type: none"> <li>Increase in bus user satisfaction</li> <li>Increase in bus patronage</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Woodland Road/A68 (LCWIP) Phase 1 Phase 2 Phase 3	 	New high quality cycling facilities linking the town centre to Faverdale/West Park.	2022-2023 2023-2024 2024-2025	<ul style="list-style-type: none"> <li>• Provision of high quality cycling facilities along the A68 corridor</li> <li>• Increased cycling levels</li> <li>• Improved health and wellbeing</li> <li>• Reduced carbon emissions</li> </ul>
	Development of a programme of LCWIP schemes on the remaining five identified corridors	 	Development and delivery of new high quality cycling facilities on corridors with the highest propensity for an increase in cycling.	2023-2024	<ul style="list-style-type: none"> <li>• Provisions of high quality cycling facilities</li> <li>• Increased cycling levels</li> <li>• Improved health and wellbeing</li> <li>• Reduced carbon emissions</li> </ul>
	Stockton & Darlington Cycling Route		New high quality cycle route along the route of the Stockton and Darlington Railway Line.	2022-2024	<ul style="list-style-type: none"> <li>• Provision of high quality cycling facilities from Haughton Road to Burtree Lane via Rail Heritage Quarter and from Middleton St George to Stockton Borough Boundary</li> <li>• Develop options for a route from Burtree Lane north to the Durham County Council boundary.</li> </ul>
	Rollout of additional Electric Vehicle Charging Points (EVCPs)	  	Provision of a range of EVCPs to enable residents to make the switch to electric vehicles	2022-2025	<ul style="list-style-type: none"> <li>• Increased take up of EV vehicles</li> <li>• Reduced carbon emissions</li> <li>• Reduced air pollution.</li> </ul>

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Urban Traffic Management and Control system (UTMC)		The provision of urban traffic control systems on North Road, Yarm Road and Tornado Way/ McMullen Road	2023-2024	<ul style="list-style-type: none"> <li>• Improve the efficiency of the highway network</li> <li>• Enable bus priority through identification of late running buses</li> </ul>
	Maintenance of roads and footpaths	 	Maintain 366 miles of roads and associated footpaths. Maintain and improve our network of public rights of way.	2022-2030	<ul style="list-style-type: none"> <li>• Fewer potholes</li> <li>• Less roadworks</li> <li>• More efficient network</li> </ul>
	Darlington Northern Link Road (DNLR)		Potential new road between the A66/A1150 Little Burdon junction and A1 (M) Junction 59.	2030	<ul style="list-style-type: none"> <li>• Reduced journey times between Teesside, Darlington and Durham</li> <li>• Reduction in traffic/HGVs on local roads</li> </ul>
	Key Road Network (KRN) hot spots		Improvements to existing junctions to accommodate additional traffic from Local Plan development proposals e.g.A68/B6280 Carmel Road North corridor, A1150 Salters Lane, Darlington Eastern approaches, A167/White Horse junction, McMullen Road/Tornado Way junction.	2022-2026	<ul style="list-style-type: none"> <li>• Reduced congestion on the local roads</li> <li>• Reduced journey times on the local roads</li> <li>• Reduction in impact from development proposals</li> </ul>
	Identify and improve pinch points on the highway network		Improvements to junctions and link roads to maintain and improve the vehicle flow	2022-2030	<ul style="list-style-type: none"> <li>• Maintain traffic flow</li> </ul>
	Support National Highways A66 improvement programme		Improvements to existing junctions on the Strategic Road Network (SRN) to accommodate additional traffic (development and background)		<ul style="list-style-type: none"> <li>• Reduced congestion/ journey times</li> <li>• Reduction in impact from development proposals</li> <li>• Maintain road safety</li> </ul>



Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Implementation of a package of safety measures around schools	   	<ul style="list-style-type: none"> <li>• 20mph zones</li> <li>• School streets/Safe routes to school</li> <li>• Waiting restrictions</li> <li>• School crossing patrol service</li> <li>• Pedestrian and cycle training</li> </ul>	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in child casualties</li> <li>• Increased walking and cycling</li> <li>• Reduced carbon emissions</li> <li>• Reduced air pollution</li> </ul>
	Develop a programme of area wide 20mph zones		Maintain 366 miles of roads and associated footpaths. Maintain and improve our network of public rights of way.	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in casualties</li> <li>• Increased walking and cycling</li> </ul>
	Develop a programme of measures to reduce casualties and manage speeds		<ul style="list-style-type: none"> <li>• Casualty reduction schemes</li> <li>• Speed indicator devices</li> <li>• Village gateways</li> </ul>	2022-2030	<ul style="list-style-type: none"> <li>• Reduction in casualties</li> <li>• Reduction in vehicle speeds</li> </ul>

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# Darlington Town Centre Transport Plan

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# 1 Introduction and Context

Darlington is a historic market town, surrounded by open countryside with a number of large and small villages. The town centre provides employment, shops and services for large parts of North Yorkshire and south and west County Durham and the western part of the Tees Valley. The late night economy of the Borough is principally centred around the town centre where a number of entertainment premises including the theatre and cinema, pubs, bars, restaurants and takeaway establishments are situated. Generally Darlington is an economy of small, owner-managed businesses that co-exist with branch factories, offices and shops. It has performed relatively well in recent years, however there has been a closure of several national retail operators in high profile locations.

Darlington has ambitious plans for the town centre as set out in the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. Transport underpins these developments, enabling people to travel to, from and through the town centre by all modes of transport. The transport system needs to be planned in a cohesive way to ensure that as each development in the town centre comes forward the appropriate design and function can be achieved for the people living, working or visiting the destination or locality.

## 1.1 Policy Context

The Vision of the Darlington Town Centre Strategy 2019-2030 is as follows:

**By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come.**

Darlington's Town Centre Strategy is seeking to deal with structural changes in the retail industry as well as the impact of the COVID-19 pandemic and Brexit by redefining the town centre so that it continues to be at the core of the community and economic life, offering a more diverse mix of places to live, meet, interact, do business and access facilities and services. The retail offer will continue to be important to both attract visitors and support town centre living.

The strategy links the town centre to the major developments at Darlington Station via Victoria Road and Parkgate. It also links to the Rail Heritage Quarter tourist attraction (and the existing adjacent North Road Station) which will be completed by 2024 via the emerging Northgate Masterplan.

In addition, the Darlington Transport Plan sets out the following vision and objectives.

## Vision -

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth.

## Objectives -

1. Reduce transport's impact on the environment and support health and wellbeing;
2. Improve safety for all road users;
3. Connect people with job and training opportunities and link communities;
4. Support a revitalised and transformed Darlington town centre;
5. Maintain and effectively manage a resilient transport system.

The Darlington Town Centre Transport Plan forms the link between these two strategically important policy documents and is also influenced by a number of other local policies and plans as illustrated in Figure 1.

Figure 1: Relevant Policies and Plans



## 2 Town Centre Transport Issues and Opportunities

As the town centre uses change it is important that the town centre does not become congested with traffic; instead the benefits of the pedestrianisation, public spaces, the riverside and low traffic areas need to support a vibrant town centre. Meeting the needs of businesses in the town centre must also be balanced with the needs of people living within and visiting it.

The following sections outline a number of issues and opportunities by mode that will need to be addressed as the Darlington Town Centre Strategy is delivered.

### 2.1 Cycling and Walking

#### 2.1.1 Opportunities

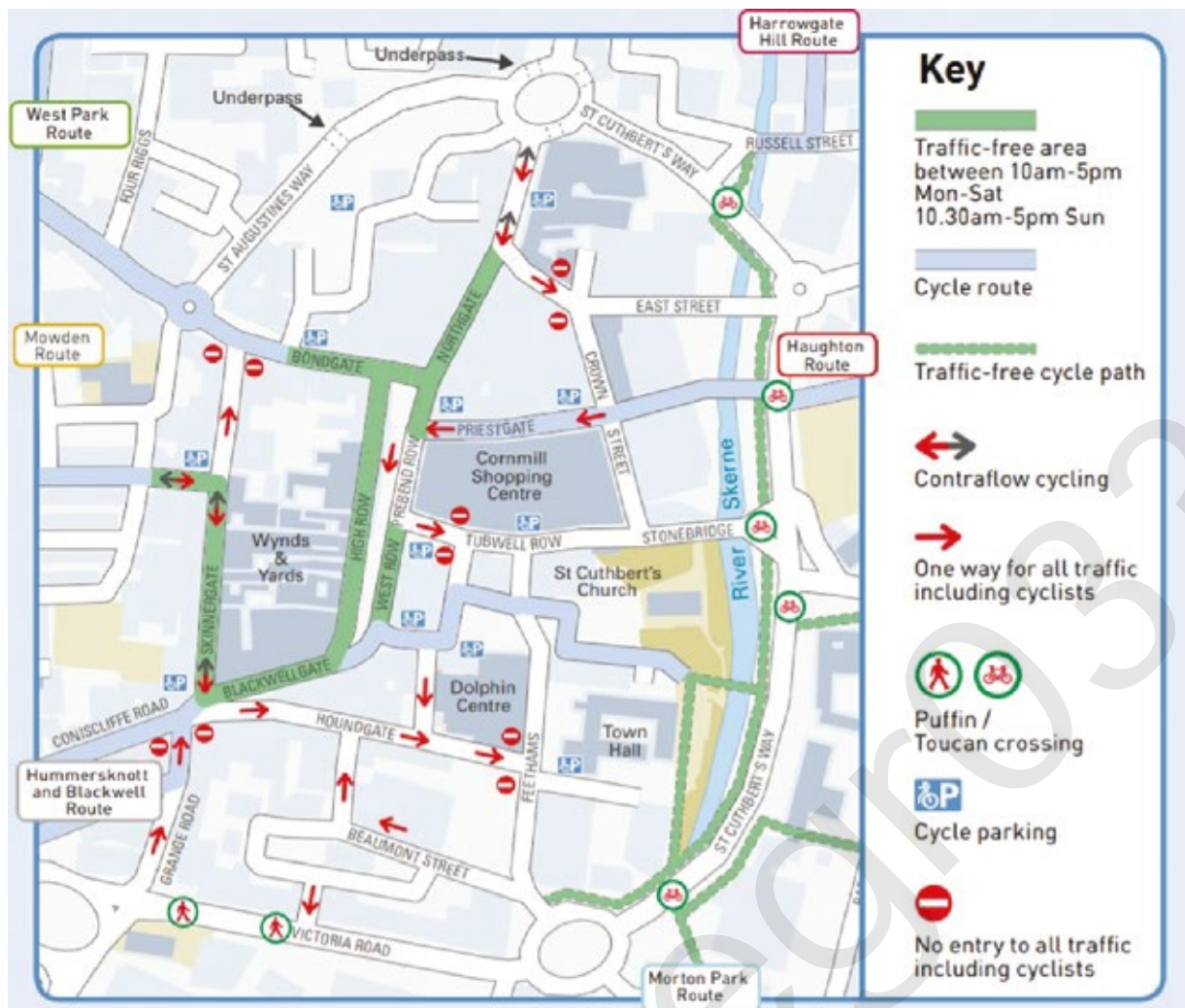
Darlington is relatively flat, making it ideal for the promotion of cycling and walking to replace short / local car journeys. Between 2004 and 2009 Darlington was a Sustainable Travel Demonstration Town and between 2005 and 2011 was a Cycle Demonstration Town. Darlington received funding to start to implement seven radial cycling routes from the edge of Darlington to the town centre. These radial routes are all connected by a circular route. In total there are over 40km of off-road cycle routes in Darlington and 26km of signed routes. These radial routes form the core of the Darlington cycling network.

Since then funding for walking and cycling projects has been secured from various Department for Transport funding streams and the network has been under continual development through an ongoing process to fill gaps in the network, improving existing routes and providing access for all.

As a result, there are strong foundations on which to build:

- Walking and cycling routes as far as the Inner Ring Road have been well developed and there are several signalised crossing points over the Inner Ring Road to help people cycle into the town centre.
- The pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate provide space for people to walk and cycle. The landscaping along High Row, including the benches and lighting, is of a high quality and shows what can be achieved. The Riverside Park is another good example of high quality public realm enhancing a walking and cycling route.
- The town centre is generally accessible for those using wheelchairs, mobility aids and prams/pushchairs.
- There is sufficient cycle parking although this is not always obvious and the quality can vary.
- There is a concentration of cycle trips made in Darlington, with 9 of the highest cycling flows in the Tees Valley within the borough. The 10 highest cycling flows in Darlington are focussed on the town centre.





## 2.1.2 Issues

However, there are a number of issues that need addressing, related particularly to cycles and pedestrian accessibility and safety and security.

### Cycle and Pedestrian Accessibility:

- Need to create gateways into the town centre so that cyclists and pedestrians know that they are in a different space, more shared, less traffic and cyclists need to slow their speed.
- Need to be able to cycle through or round the town centre as well as into it
- Need easy-to-find cycle parking with nearby seating and maps for navigation
- The market square is used as a means of accessing the town centre by bike but it is sometimes blocked by events such as the fair or market stalls, which encourages cyclists to use the footpath outside the Dolphin Centre
- Outside of the pedestrianised area the town centre feels more disconnected – it doesn't link together or encourage people to explore

## Pedestrian and Cyclist Safety

- The cobbles along East Row/Bull Wynd/Horsemarket and Skinnergate are difficult to walk on.
- The underpasses are not designed for use by cyclists and are not the most pleasant/safe environment for pedestrians
- Crossing points on Prebend Row corners are difficult to use by pedestrians due to the buses and taxis (and other vehicles) – feels unsafe; also other locations such as Northgate/Crown Street and Tubwell Row/Church Row
- Cycle parking needs to be secure
- Potential conflict between pedestrians and cyclists needs to be minimised through clear signed cycle routes



## 2.2 Public Transport

### 2.2.1 Opportunities

Bus services are a mixture of town services (that run between the town’s residential areas and employment sites, and the town centre) and out of town services that link to North Yorkshire, South Durham and other areas within the Tees Valley to the east. The following image 1 shows the frequency levels within Darlington and surrounding areas. It also shows the demand responsive transport network (DRT) (Teesflex).

Image 1

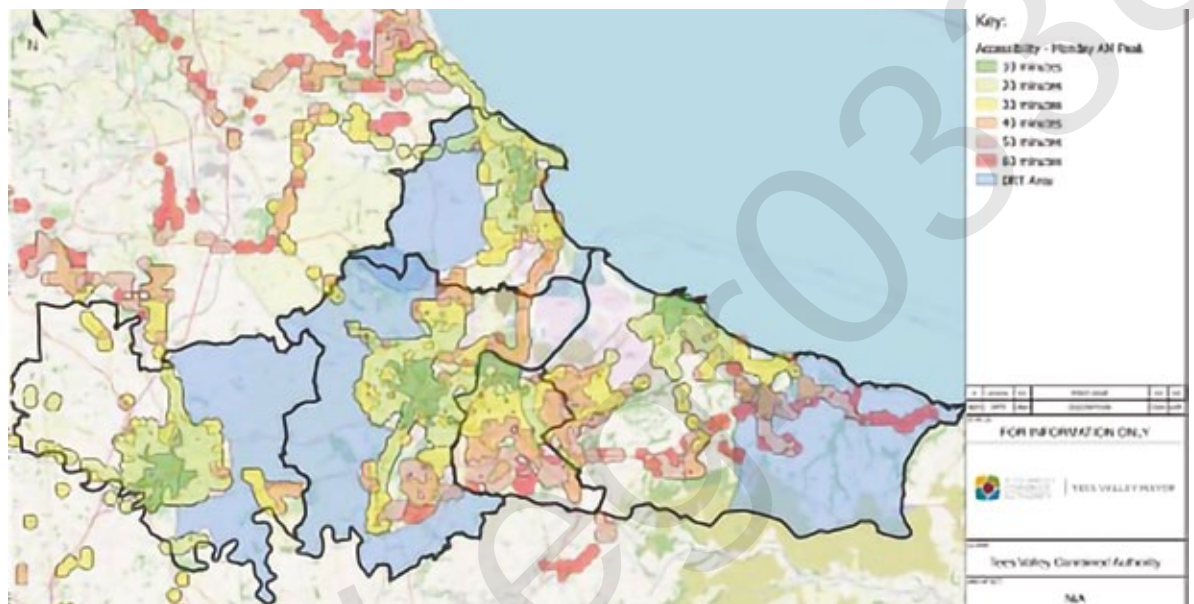


Image 2



Buses are at the heart of the retail/leisure area in Darlington. Existing stops and bus routes are shown in image 2, as well as the coach stop. The route exit points onto the Inner Ring Road are in the right location for onward journeys e.g.:

- Stonebridge (all radial routes); and
- Feethams (Victoria Road, Grange Road).

In addition, all buses that access the town from Northgate roundabout drop off passengers at Northgate and then passengers have the opportunity to be dropped off at a second location further round the ‘bus loop’ (Priestgate/Prebend Row/Tubwell Row). This arrangement meets with historic user requirements, with previous customer feedback identifying that

bus users want to alight in one location, walk/shop through town and board at another location. This requirement should be reviewed with customers as the town centre changes, especially with the loss of major national retailers in the Northgate area.

Within the town centre there is good compliance with 20mph speed limit by buses and there is a good level of infrastructure provision including shelters and real time information displays. Bus timetables at all stops are also up to date. In addition, the layover stand on Feethams provides the main commercial operator with space for a spare vehicle in the town centre so that there is rapid response to any issue involving a vehicle which should be in service e.g. mechanical breakdown, road traffic accidents, ill passenger or driver etc.

There has been investment in the bus fleet with gas buses operating on some routes but there needs to be further investment into zero or low emission buses to reduce the impact of bus services on the air quality and noise pollution in the town centre. There has been investment in technology to support people using buses such as next stop announcements on some buses, real time information displays at town centre bus stops to advise passengers when buses will arrive and the Arriva app which also shows bus operation in real time as well as providing opportunities to buy e-tickets.

## 2.2.2 Issues

However, there are a number of issues that need addressing, related particularly to kerbside stopping capacity (the number of bus stops), bus user waiting capacity (the space for people to stand or sit and wait for a bus), stop accessibility issues (walking routes to bus stops) and conflicts with other modes, in particular HGVs and LGVs.

### Stopping Capacity and Condition

There is insufficient kerb space (capacity) for the number of buses that operate per hour. This creates congestion and delay to bus services, and will get worse if more services operate more often. There are particular hot spots at:

- Northgate Stops A, B & C;
- Crown Street Stop D; and
- Tubwell Row Stops H, I & J.

The coach stop on Feethams has capacity for 3 coaches at any one time. However this is insufficient at peak times with coaches parking further along Feethams causing confusion for drivers and passengers.

### Waiting Capacity

There is also insufficient bus user waiting capacity or pavement space for the number of waiting passengers creating congestion on the footways for both passengers and passing pedestrians, particularly on Prebend Row East Street and Tubwell Row. Furthermore, it is also difficult for users to identify some of the bus stops and some of the shelters and information panels have been vandalised.

## Stop Accessibility

It is difficult for pedestrians and bus users to cross in between the existing bus stops, especially at the corners of Northgate/Crown Street, Priestgate/Prebend Row and Prebend Row/Tubwell Row.

## Conflict with other modes

There is also some conflict with other modes. In particular, traffic entering Northgate from the roundabout in contravention of the traffic restrictions means that bus priority is being undermined and needs to be addressed. East Street is also now open to two way traffic, which brings additional traffic into the town centre and slows down the passage of buses. There is also a need to manage conflicts between buses and cyclists, particularly where there are contra flow cycle lanes, to ensure the safety of all users. The location and use of the loading bays also creates conflict, particularly on Tubwell Row.



## 2.3 Taxis

Department for Transport figures show 228 vehicles were licensed to operate in Darlington at the end of March 2021. Of those, 147 were traditional taxis which can be hailed from the street, while 81 were private hire vehicles, such as those available through Uber, which need to be pre-booked.

There are 81 taxi rank spaces around the town centre with ranks located in the locations illustrated in Table 1.

**Table 1: Taxi Rank Locations**

Stand	Location	Maximum number of spaces
Beaumont Street West 7:00pm - 7:00am	On the north side from 8 metres west of Beaumont Street westwards for 40 metres	8 vehicles - vehicles to face east
Bondgate - 9:00am - midnight midnight - 7:00am	On the south side from 6 metres west of Skinnergate westwards for 20 metres	4 vehicles - vehicles to face west
Bondgate - 6:00pm - 8:00am	On the south side from 11 metres east of Skinnergate eastwards for 18 metre	4 vehicles - vehicles to face west
East Row - 24 hours per day	In the lay-by lying approximately 4 to 25 metres south of junction with Tubwell Row	3 vehicles - vehicles to face north
East Row - 24 hours per day - feeder Rank	From a point of 32 metres south of its junction with Tubwell Row to a point of 2 metres north of its junction with Horsemarket Not to encroach into the Loading bay as there is a stretch of No Waiting 7am – 11pm.	5 vehicles - vehicles to face north
Gladstone Street - 7:00 pm – 7:00 am	On the south side from 43 metres westwards for 85 metres west of Northgate	17 vehicles - vehicles to face west
Grange Road - 24 hours per day	On the west side from 5 metres south of Coniscliffe Road to 10 metres north of Northumberland Street	4 vehicles - vehicles to face north
Grange Road - 6:00 pm – 8:00am - feeder rank	On the west side from Northumberland Street northwards	2 vehicles - vehicles to face north
Priestgate - 24 hours per day	On the south side from 5 metres east of Prebend Row to 10 metres west of Penny Yard	5 vehicles - vehicles to face west
Tubwell Row - 6:00pm – 8:00am	On the north side in the lay-by from Crown Street westwards for approximately 30 metres excluding pedestrian route across lay-by	6 vehicles - vehicles to face east
Feethams - 24 hours per day	On the east side outside DL1	5 vehicles - vehicles to face south

Recently taxi marshals have been deployed in Darlington town centre to tackle an ongoing issue with queuing and traffic issues. The two marshals operate at Grange Road on Friday and Saturday nights each week.

Durham Police and Crime Commissioner’s Office has recently been awarded £453,813 from the Home Office under the Safer Streets Fund. Some of this funding will be utilised to make improvements in Darlington town centre, including impr

## 2.2.1 Issues

Whilst recognising the excellent service provided by the taxi trade in Darlington there is a need to take into account the need to reduce harmful emissions from vehicles in the future, for the benefit of everyone. The new taxi policy adopted on 1st January 2021 has therefore included key policies regarding age requirements for licensed vehicles and tougher emissions standards to help improve air quality and reduce carbon emissions but this is something that needs to be kept under review.

## 2.4 Highways and Parking

Currently the Inner Ring Road carries the majority of the traffic around the outside of Darlington town centre. Traffic restrictions (governed by Traffic Regulation Orders) then manage most of the traffic within the town centre for bus services, taxi services, loading and servicing, cycling and parking.

The quality of the road network will remain a vital part of the town centre transport plan as it is shared by several transport modes, including some more sustainable modes, such as public transport and cycling. It is therefore in the wider interest of sustainable travel to have a road network that continues to function efficiently. The main elements of the town centre highway network are shown on Figure X.

Figure X



## 2.4.1 Opportunities

Currently vehicle traffic is limited in pedestrianised areas creating a safer environment and there is good compliance with the 20mph speed limit that is in place. However, increased development in the Borough, and particularly the town centre, has the potential to create additional vehicle movements or alter the highway network that will need to be managed.

The Council owns and operates a number of off-street car parks in Darlington (see Figure X) as well as managing on-street parking, disabled parking and coach/HGV parking. In addition there are a number of private car parks. The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. The quality and operation of car parks is important as part of the town centre offer, in terms of payment options, security and electric vehicle charging points. In addition, as car parking and its management form an important part of a balanced transport strategy, there is the opportunity to utilise it to support economic growth and town centre vitality, manage traffic and encourage the use of more sustainable modes





## 2.4.2 Issues

Currently traffic is restricted in some locations but there is little enforcement. This results in additional traffic in the town centre which leads to congestion, illegal parking and obstruction and a reduction in perceived and actual safety. This has a direct impact on pedestrians and the operation of bus and taxi services.

The Council needs to ensure that deliveries can be made to businesses through the provision of highway access and loading bays. This needs to be balanced and managed. Through the increase in 'click and collect' services and takeaway food and drink businesses, very short stay drop off/pick up needs to be considered as part of the mix, but this may be provided in car parks rather than on street, where space is very limited. Alternative delivery and collection models provide other opportunities such as the successful cargo bike GreenLink service which already operates in the town centre alongside bike delivery services such as Deliveroo.

Other specific issues that the Darlington Town Centre Transport Plan will need to be mindful of include:

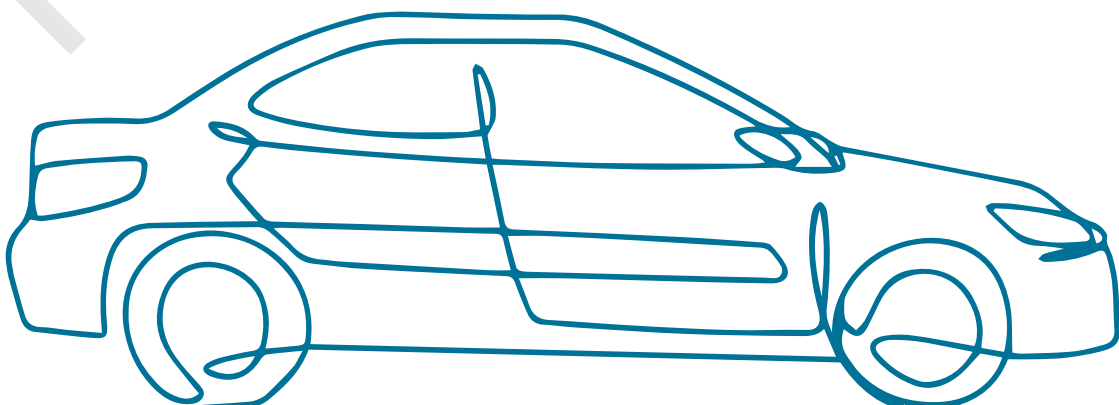
### Road space Reallocation

Since the COVID-19 pandemic there has been a reallocation of road space to both highway and non-highway functions. Some of this has been to provide additional space for active modes whilst some has been to provide outside space for socialising e.g. café/drinking areas. Further road space reallocation needs to be carefully considered to ensure it does not have a detrimental impact on our transport objectives and traffic management duties.

### Residential Parking

There is a need to consider residential parking standards for town centre developments to take into account different sizes/types of housing and to reflect the potential impacts where buildings are converted and have no available parking.

In addition, as more people are working from home since the COVID-19 pandemic a greater number of cars are parked on street during the day – especially in existing Residential Parking Zones (RPZs) around the town centre. Therefore, there is a need to consider whether additional controls or changes needs to be made to the current system.



## 2.4 Other

### 2.5.1 Opportunities

In 2019, Darlington became the first in the region to be awarded Purple Flag status. Purple Flag is an accreditation process similar to the Green Flag award for parks and the Blue Flag for beaches. It leads to Purple Flag status for town and city centres that meet or surpass the standards of excellence in managing the evening and night time economy. Purple Flag assessors look for how safe and welcoming the town feels, how easy it is to move around the town and to get home safely, how good the range of leisure and entertainment venues are in terms of choice, and how the town generally looks and feels.

### 2.5.2 Issues

Despite Darlington gaining this accreditation there are still a number of other issues that need addressing within the town centre are as follows:

#### Street Clutter and Identity

The town centre is cluttered and confusing as it has not been planned in a holistic way – the Pedestrian Heart introduced some key street furniture and signs etc but these were not used as a standard for the rest of the town centre – so different styles/designs of cycle parking; 20mph signs added; new planters that don't match added; directional signs not updated etc. Confusing for visitors and feels disjointed.

Space could be allocated so people know where 'to meet' or 'to sit' or to 'wait for the bus or the taxi' – use landscaping/art – currently conflict occurs as people try to use the space for different things – sitting on the ramps reducing access for wheelchair users, blocking access points whilst they wait for a bus.

The Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre to ensure it better meets the needs of disabled people whilst also ensuring that the town centre economy can operate effectively. A design code for the town centre would also start to provide coherence and identity to the streets and businesses to inform new development and redevelopment as well as transport infrastructure.



## 2.6 Summary

Mode	Opportunities	Issues
Walking and Cycling	<p>Walking and cycling routes as far as the Inner Ring Road with signalised crossing points</p> <p>Pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate</p> <p>High quality examples of public realm exist e.g. High Row and Riverside Park</p> <p>Ability to plan improvements so that walking or cycling to the town centre is an option or preference for more people</p>	<p>Vulnerable road users are not always the priority when there are conflicting demands on space</p> <p>Need to create gateways into the town centre for pedestrians and cyclists and ensure different parts link together.</p> <p>Need to be able to cycle through or round the town centre as well as into it</p> <p>Need easy-to-find, secure cycle parking</p> <p>Some crossing points are difficult to use by pedestrians due to the buses and taxis</p>
Bus	<p>Darlington is comparatively well served by bus with around 90% of the population served by a frequent (30 minute) service.</p> <p>Buses are at the heart of the retail/leisure area in Darlington.</p> <p>There has been investment in the bus fleet and technology to support people using buses e.g. next stop announcements, real time information displays.</p>	<p>Limited space to provide higher frequency, punctual bus and coach services and to provide a quality waiting environment for passengers</p> <p>Lack of kerbside stopping capacity (the number of bus stops) and bus user waiting capacity (the space for people to stand or sit and wait for a bus),</p> <p>Stop accessibility issues (walking routes to bus stops)</p> <p>Conflicts with other modes, in particular HGVs and LGVs.</p>
Taxi	<p>72 taxi rank spaces around the town centre</p> <p>Taxi marshals already deployed to manage queuing and traffic</p> <p>Investment in improved lighting at taxi ranks to enhance safety</p>	<p>Suitability of existing taxi rank locations as the town centre evolves</p> <p>Further requirement for tougher emissions standards to help improve air quality and reduce carbon emissions</p>

Mode	Opportunities	Issues
Highways and Parking	Can prioritise which traffic should have access, when or for what purpose, using the hierarchy of road user needs as a starting point	Limited space within the inner Ring Road to accommodate all existing and future transport demands
Other	Darlington is the first in the region to be awarded Purple Flag status.	Town centre is cluttered and confusing as it has not been planned in a holistic way.  Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre.

## Objectives

The objectives of the Darlington Town Centre Transport Plan are informed by the policies and plans identified in Chapter 3 as well as the existing and anticipated issues and opportunities set out in Chapter 4.

The objectives of the plan are set out below alongside the objectives of the Town Centre Strategy and Transport Strategy. They reflect the need for a long term, multi-modal, sustainable and equitable transport plan to accommodate the movement of people and goods into and within the town centre.

Darlington Town Centre Transport Plan Objectives	Darlington Town Centre Strategy Objectives	Darlington Transport Plan Objectives
Enable good access for retail, leisure and work by all modes of transport	Making Darlington a great place to live, work and visit	Connect people with job and training opportunities and link communities
Create attractive points of entry and a legible town centre transport network	Enhancing the attractiveness and vitality of our town centre	Maintain and effectively manage a resilient transport system.
Reduce vehicular traffic in the town centre and prioritise access for sustainable and public transport and deliveries/ servicing	Celebrating our heritage	Improve safety for all road users
	Enhancing the attractiveness and vitality of our town centre	Support a revitalised and transformed Darlington town centre
Provide suitable supporting infrastructure for town centre residents to allow the town centre to develop as a place to live with a strong and cohesive community	Improving the health and wellbeing of people	Reduce transport's impact on the environment and support health and wellbeing
	Supporting local economic growth	Maintain and effectively manage a resilient transport system

Darlington Town Centre Transport Plan Objectives	Darlington Town Centre Strategy Objectives	Darlington Transport Plan Objectives
Address the impact of transport on the environment and climate change		
Facilitate residential, commercial, retail and leisure property development		

The objectives have been used to derive a number of interventions that reflect discreet elements of the transport system as follows.

- Walking and Cycling
- Bus and Coach
- Cars and Taxis
- Rail
- Servicing and Deliveries
- Parking

The success of the Town Centre Transport Plan will lie in the delivery of interventions in these areas. Further detail is provided in the following chapters



### 3 Walking and Cycling

The development of high quality, direct, safe walking and cycling routes is vital in particular for those without access to a private car or who are unable to drive so that they can access employment, leisure, health, retail and other essential services. With further investment, cycling and walking into the town centre could become a practical choice for many more people and more journeys.

The £9.2m Pedestrian Heart project has already transformed the centre of Darlington through the creation of a series of new public spaces, improved streetscapes and public art. This has continued with the developments around Feethams and the creation of the Riverside Park. There is now a need for the Town Centre Transport Plan to build on the positives of these projects, whilst learning the lessons around the use and design of space for everyone, specifically meeting the needs of people with disabilities.

We also need to ensure that with more people cycling, we must consider investment in suitable infrastructure to sustain the increase. Increased levels of walking and cycling contribute to increasing levels of zero or low emission travel, and associated benefits of better air quality, reduced noise pollution and reduced road safety risk.

#### 3.1 Measures

##### Walking and Cycling Network Improvements

The following improvements will be made to the cycling and walking network within the town centre:

- We will create gateways at the Inner Ring Road to connect with the existing cycle routes to Northgate (North Road Station), Haughton Road, Victoria Road (Station), Feethams, Grange Road, Duke Street and Kendrew Street;
- We will create an outer and an inner cycle route:
  - Outer – Along the south side of St Augustine’s Way between Northgate roundabout and Bondgate, potentially utilizing Commercial Street and replacing the underpass with an at grade crossing for pedestrians and cyclists – improving access to North Lodge Park
  - Outer – along the south or north side of Victoria Road to link into Grange Road (into and out of town)
  - Inner route – 2 way cycling on Skinnergate to link to Duke Street
  - Inner route east/west across the market square and Horsemarket; and
- We will improve crossing points along bus routes for pedestrians e.g. Church Row/Tubwell Row and Northgate bus interchange.



## Landscaping and Green Spaces

The Town Centre Strategy will look to implement a programme of landscaping that will link together key sites and green spaces such as Riverside Park, Market Hall and beyond to South Park, North Lodge Park, as well as beyond as part of the Northgate masterplan. The transport plan will ensure that the spaces are linked for those who are walking or cycling.

## Cycle Parking Standards

Good quality, secure, convenient cycle parking is required to encourage trips to town by bike. The attractiveness of cycling will be enhanced if at the end of journeys into the town centre, effective and attractive facilities for cycle parking are available.

As stipulated in the Darlington Parking Strategy we will ensure cycle parking meets the requirements of LTN1/20 and is well-designed, high-quality, convenient and well maintained. We will also consider the need to provide for electric cycles (in terms of electricity supply) given their increasing popularity as well as adapted cycles for disabled cyclists. We will also increase the number of covered, secure cycle parking areas.

## Legibility

Once of the key issues relating to movement around Darlington town centre is legibility, or the ability for people to easily find their way around. We need to ensure that that signage and waymarking across the town centre makes it easy for people to get to the places they want to be and reinforces the message that it is compact and walkable/cyclable. We will therefore develop an easy to understand plan of the cycle network so cyclists can navigate their way around or through town from each of the access points on the Inner Ring Road. We will also develop and refine our pedestrian and cycle signage across the town centre so that is consistent. However, in doing and though the implementation of other measures we will also consider how we can minimise street clutter.

## 4 Bus and Coach

Buses are the most efficient use of road space and so measures which provide greater priority will enable bus operators to deliver even better journeys for passengers and make public transport a viable choice for more users. Prioritising road space for buses to ensure a fast and consistent journey time that is competitive with the private car is essential to encourage people to make the switch to more sustainable and environmentally friendly forms of transport. It is also important that buses are able to reach the parts of the town centre that passengers want to travel to, and that the infrastructure provides an accommodating environment for buses and comfortable facilities for passengers.

### 4.1 Measures

#### Review Bus Routing and Priority Measures

Bus services should be continually reviewed to ensure the most effective routeing, quality and level of bus services are in place. Bus routes should have minimal conflict with pedestrians and reduce congestion within the town centre. We have reviewed various options for bus services and retaining the existing bus loop is the most effective way to operate.

#### Bus Services

The Tees Valley Bus Service Improvement Plan identifies some key priorities which will improve bus services in Darlington town centre, subject to the amount of funding available. This could result in new bus shelters, bus priority at traffic signals, improvements to the provision of information at bus stops and zero or low emission buses.

We will also look to further promote Tees Flex, the on-demand bus service currently available in rural parts of Darlington where there are no bus services, and investigate opportunities to expand the service. Nine new, high-quality Mercedes Sprinter buses operated by Stagecoach and funded by the Tees Valley Mayor and Combined Authority are being used, with passengers able to pre-book the bus via a smartphone app, a website or over the telephone. Darlington town centre is one of the destinations.



## Real Time Passenger Information and Selective Bus Detection

We will also, where possible utilise the upgraded Urban Traffic Management and Control (UTMC) system (being funded by the Tees Valley Combined Authority) to provide bus priority to assist any late running buses to catch up time and arrive/depart from the town centre on time.

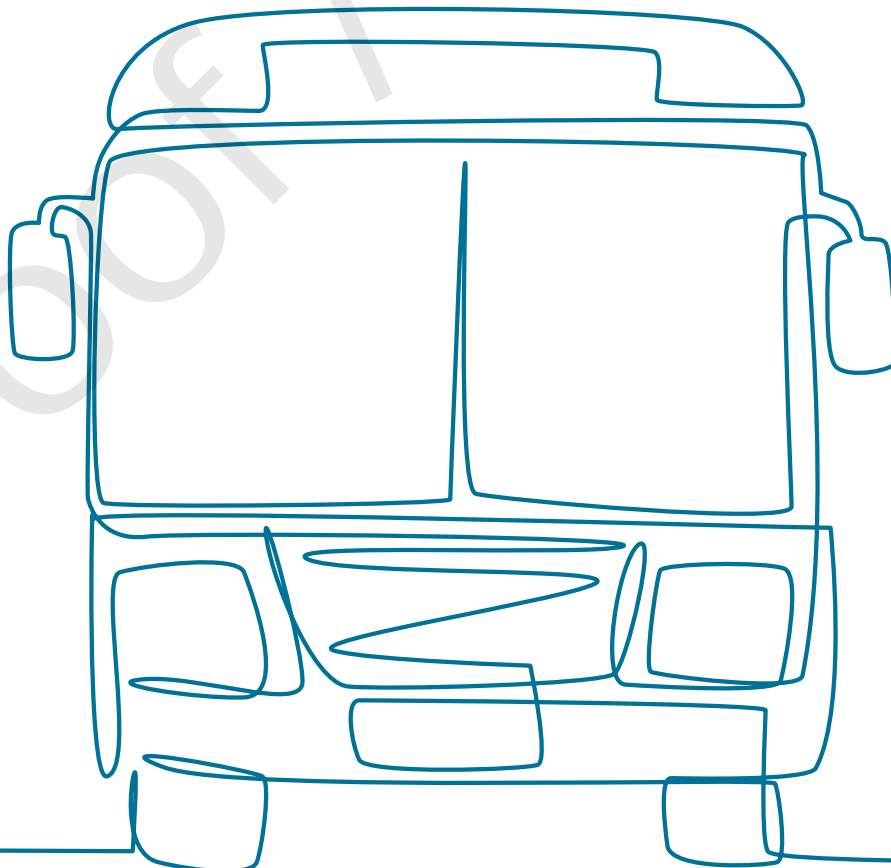
## Upgrade Customer Waiting Facilities

We recognise the need to raise the profile of bus travel for current and potential users and ensure that this is combined with high quality bus stops and bus shelters. Over many years, various types of shelters and poles have been installed which do not necessarily reflect local user needs or provide a consistent experience.

To address this issue, we will develop a set of standards for bus stops, bus shelters and information provision. Locations will be identified where more space can be allocated to waiting customers to reduce the conflict with passing pedestrians, in particular on Prebend Row.

## Coach

Options to create more coach facilities near Feethams Town Hall bus stop (outside Feethams House) will be considered for holiday tour coaches (National Holidays and others), leaving the existing coach stop for coaches that serve the Dolphin Centre (such as school swimming coach services), National Express Coach services and the existing loading bay. We will keep the need for coach parking spaces under review, in terms of both the number and location, as the Town Centre Strategy and this Transport Plan are delivered to ensure there is adequate provision.



## 5 Rail

Darlington Station is a key rail hub, not just for the Tees Valley but further afield and a major redevelopment of the station is planned and being taken forward. The scheme will improve the frequency and reliability of services as well as connectivity along the East Coast Main Line and to other regional stations. The £100 million redevelopment will pave the way for a new platform, entrance, station building and upgrades to its transport links. It will be important for the Town Centre Transport Plan to ensure that the links between Darlington station and the town centre are strengthened so that the full benefit of the investment is realised. The Victoria Road scheme, that has recently been completed, is one element of the investment required.

In addition, the Darlington Railway Heritage Quarter (DRHQ) close to North Road Station is to be developed into a new internationally significant major visitor attraction and museum by 2024 so that it can be a central part of the bi-centenary celebrations of the Stockton and Darlington Railway in 2025. As well as carrying out essential improvements to a number of historic buildings on the site, there will be a new immersive ride experience, café and shop, themed play area and a new Live Engineering building. Ensuring that links between the town centre and North Road Station are enhanced must be considered as part of the Town Centre Transport Plan and delivered through both the wider transport strategy and Northgate masterplan.

### 5.1 Measures

#### Improve Station Connections

We will ensure that as the Darlington Station and Darlington Railway Heritage Quarter projects are delivered that they are implemented in such a way that it is easier to reach both the Darlington and North Road stations from the town centre by bus, on foot or by bike.

#### Station Facilities

We will work with Network Rail and the Train Operating Companies to ensure that the Darlington Station project will deliver enhanced passenger facilities that meet the needs of users and the Station remains a gateway to the town centre. Initial feasibility work is underway to identify improvements at North Road Station to ensure that this station is accessible to all, with enhanced facilities and is a gateway to both the Rail Heritage Quarter and Darlington town centre via (an improved) Northgate.

#### Service Improvements

Once the Darlington Station project has been implemented, we will also push for local rail service improvements such as enhanced frequencies and extended operating hours so that commuters/leisure travellers have greater choice and can access earlier and later trains. The Bishop Line has secured a clockface hourly service but is now pushing for a half hourly service; and the Tees Valley Line is seeking to increase the number of services from 2 an hour in both directions to 4 an hour.



## 6 Servicing and Deliveries

To ensure the economic vitality of the town centre, it is important that servicing and deliveries are considered. The physical layout of the town centre needs to provide adequate access for delivery and servicing as changes in business models (click and collect and takeaway) and residential development (home delivery) projects are brought forward. However, there is also a need to ensure that appropriate day-to-day policies and measures are in place so that deliveries and servicing are managed, and any disruption or environmental impact they may cause is minimised over time.

### 6.1 Measures

#### Last mile delivery

Operating a local delivery service can support town centre businesses and reduce carbon emissions and congestion. We will therefore promote the use of last mile delivery through providers such as Green Link. Green-Link is Darlington's first and only zero-emission delivery and distribution company. They use a fleet of state-of-the-art cycles and electric vehicles to offer a highly reliable, professional and cost-effective method for moving documents and goods in and around Darlington.

#### Timed restrictions on HGVs

Deliveries are currently limited in some locations such as Skinnergate and High Row to before 10am and after 5pm and— this creates a better environment for pedestrians and people wanting to eat outdoors. Other areas such as Tubwell Row are not restricted and this creates issues for other users of the town centre. We will therefore consider whether restrictive times of delivery within town centre (enforced by TROs) should be expanded to other streets. The legal orders are enforced by a combination of the Police (moving traffic) and the Council (loading and parking restrictions). Changes to enforcement legislation may enable more enforcement to be managed using cameras.

#### Delivery and Servicing Management Plans

As new development comes forward in the town centre in support of the Town Centre Strategy we will ensure that through the planning process Delivery and Servicing Management Plans are required for commercial developments. These documents will need to set out how deliveries and the servicing of the development will be managed to minimise impact on amenity and operation of highways and transport infrastructure; and where possible to be off the highway completely. They will therefore be required to consider items such as:

- the location of loading and unloading;
- the hours of loading and unloading;
- the frequency and size of vehicles;
- routing;
- consolidation of deliveries; and
- Any other control measures.

## 7 Cars and Taxis

High levels of car use leads to congestion, poor air quality and greenhouse gas emissions. There is a need to move towards a reduced reliance on travel by fossil-fuel burning vehicles whilst also addressing the costly issue of traffic congestion characterised by slower speeds, longer journey times, and increased vehicular queueing.

However, in limiting private cars it should be noted that taxis play an important and valuable role within the town's transport system and provide for a wide range of journeys. For example, in the daytime taxis accommodate those that travel in to town by foot or by bus, but then do their shopping and require a door to door service to get home. In the evening the taxi trade is focused around hospitality and culture and needs to be located near these venues and away from residential areas. A successful taxi system is therefore central to supporting the town centre and the Council recognises and welcomes the contribution that the Private Hire and Hackney Carriage trade make to the transport and tourism industry in the area.

### 7.1 Measures

#### Limit Cars

As indicated by the measures set out above roads in the town centre need to be prioritised for public transport and business servicing/deliveries with dedicated facilities for active modes. Private cars should only require access to parking with through routes restricted. The Pedestrian Heart project has already limited access for private vehicles by reorganising and redesigning the traffic system and as any changes to bus routing and bus priority are implemented we will ensure that the same principles regarding access for private vehicles are adhered to. We will also consider the needs to address traffic management issues in specific locations such as the options for changes to traffic management in the Skinnergate and Duke Street areas.



## Improve Taxi Rank Provision

As well as helping to manage the supply of taxis at busy locations, ranks also help reduce congestion and vehicle emissions by limiting the time drivers spend on the road while waiting to be hired.

As the Town Centre Strategy and this Transport Plan are delivered we will review Darlington's taxi rank network, to identify where improvements are required and where new ranks are needed. We will work with the taxi trade to identify priority locations, especially where there are opportunities to better integrate with other modes. As part of any review, we will also consider the impacts on existing ranks caused by new development projects and where possible seek to replace rank spaces at suitable alternative locations.

Furthermore, we will work with taxi and private hire operators to install rapid electric charging points in suitable locations and then use our local authority taxi licensing function to incentivise the uptake of ultra-low emission taxis and private hire vehicles, for example by designating ULEV taxi ranks in high demand areas.

## Taxi Licencing Review

The Council is aware that the public should have reasonable access to safe and comfortable hackney carriages and private hire vehicles because of the role they play in local transport provision. Local authorities are responsible for the licensing, administration and enforcement of taxi (hackney carriage) and private hire vehicles in their areas. In July 2020 the Department for Transport (DfT) published 'Statutory Taxi and Private Hire Vehicle Standards' and it expects these recommendations to be implemented unless there is a compelling local reason not to and therefore Darlington Borough Council published a revised policy effective from 1 January 2021.

The DfT guidance asks licensing authorities to consider how far their vehicle licensing policies can and should support any local environmental policies that they may have adopted and suggests that authorities may, for example, wish to consider setting vehicle emissions standards, perhaps by promoting cleaner fuels.

In its updated policy, Darlington Borough Council has included a 25% reduction in licensing fees for certain fuel efficient vehicles including electric, petrol electric hybrid, liquid petroleum gas and compressed natural gas. The policy also outlines that tougher emissions standards will be introduced for all licensed vehicles. These standards will be phased, with strict retirement dates for vehicles that fail to meet the latest standards.

A full review of the Policy will be conducted every five years and as part of this review process we will consider additional options for enhancing environmental sustainability such as:

- Free licence renewal for a set period in return for upgrading to an eligible low emission vehicle;
- Requirement for all licenced vehicles to be ultra-low emission by a certain date (aligned with the proposed expansion of the electric vehicle charge point network);
- Taxi Vehicle Age Limits - a new upper age requirement for vehicles, potentially reducing overtime for certain vehicle types;
- No longer granting first-time taxi vehicle licences to diesel taxis.

## Education and Enforcement Activities (moving traffic offences)

Targeted enforcement will be undertaken to address issues associated with taxi/private hire driver behaviour, including over ranking, violation of traffic orders and illegal parking. In addition to this, we will compile transparent complaints data and aim for a reduction in the number of complaints received. The data compiled will also allow us to better plan enforcement action alongside the Police, until such time as the Council takes over these powers.

We will also conduct education and training sessions with taxi /private hire drivers and operators illustrate the benefits of making their operations more environmentally friendly. This may include:

- A no idling campaign (an education and behaviour change initiative that tasks all drivers to switch off their engine when parked up, wherever possible) - engine idling (leaving your vehicle engine running while stationary) is a significant source of local air pollution and contributes to poor air quality, which in turn damages people's health;
- Demonstrating the potential fuel savings and financial benefits from operating ULEV taxis and private hire vehicles; and
- Opportunities to trial electric vehicles.

## Car Club

Car clubs are privately operated 'pool cars'. Members pay a small annual or monthly membership fee then have access to vehicles that can be booked and used at short notice. The cars are parked so that they are easily accessible to members and are generally cheaper than conventional car hire, with bookings made over the internet or phone. The benefit of car clubs is that they encourage people to forego private car ownership and are also attractive to people that make very limited use of a car. While not having the expense of buying, insuring and maintaining their own vehicle, members have access to a car that is parked conveniently in dedicated parking spaces.

Car clubs have the best chance of success in areas where parking for private cars is limited or non-existent. Car clubs therefore have a central part to play in addressing reduced parking provision in new town centre developments and encouraging existing residents to use the car less when travelling. They can bridge the gap between lack of car parking (on site and on street), use of public transport, cycling and walking and the need for occasional access to a car. They can also result in a boost to local trade as car club members tend to use more local services rather than drive to out-of-town shopping centres.

We will seek to attract a car club operator to Darlington town centre either on a commercial basis or through the planning process and designate priority parking spaces either in a car park or on-street as the car club grows . This will be funded initially through contract parking revenue and developer contributions, until it becomes commercially viable.

## 8 Parking

Parking facilities are an important element of the transport system and issues relating to their effectiveness are therefore relevant to this town centre transport plan. The Darlington Parking Strategy highlights that there are 18 public car parks within the town centre and 310 on-street pay and display spaces. The Council provides designated disabled spaces within 90% of its car parks as well as dedicated spaces for motorcyclists. There are 16 Resident Permit Zones within the Borough of Darlington, with many surrounding the town centre. Chesnut Street car park is the only car park in Darlington that offers HGV and coach parking, providing 6 spaces in total, though there is capacity to increase this.

### 8.1 Measures

#### Implement Darlington Parking Strategy

We will implement the parking strategy to achieve its objectives of being:

- **Balanced:** To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system, whilst taking into account:
  - The economic vitality of Darlington and the town centre in particular;
  - Environmental objectives including carbon emissions, air quality and noise.
  - Social objectives including social inclusion and health and wellbeing;
  - **Fair and Well Managed:** Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.
  - **Safe and Convenient:** Deliver facilities that are safe, secure and convenient for a variety of users;
  - **Modern:** Embrace opportunities created by new technology to manage car parking.

This will mean parking within the heart of the town centre will predominantly remain as short stay to encourage people to visit for 2 or 3 hours and maximise the use of the spaces. Longer stay commuter parking will remain in car parks outside of the Inner Ring Road.





## Enhance Car Park Accessibility

The location of disabled parking bays may change as land is redeveloped and uses of buildings or sites change. We will therefore give careful consideration to the overall numbers, location and usage as the Town Centre Strategy is delivered.

In addition, we will investigate how the UTMC project being delivered by TVCA can assist in better managing off street car parking and reducing circulating vehicles searching for available spaces.

## Increase Public Electric Vehicle Charging

A number of Electric Vehicle Charging Points will be installed in town centre car parks in 2022 as part of a Tees Valley wide project funded by TVCA. Their use will be monitored and if more capacity is required we will seek further funding from TVCA or other funding opportunities. In addition, we will ensure that town centre residential developments include EV charging within their plans and install charging points in support of car club promoters.

## Contract parking

Contract parking is provided in three car parks in the town centre (within the inner ring road). This is for businesses that implement a Travel Plan and who have a requirement for operational rather than commuter parking. The spaces are paid for on an annual basis. If more spaces were allocated to contract parking it removes capacity for visitor parking to support town centre businesses. As set out in the Darlington Parking Strategy we will update the current policy and adopt a protocol for deciding upon future allocations that considers how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by businesses/employees.

## Adequate Parking Provision for New Residential Developments

The town centre is a sustainable location as there is good access to bus, rail, coach and taxi services and many services are within walking or cycling distance, therefore zero or low parking numbers are appropriate. If parking is to be provided it should be within the development red line boundary and on street parking will remain strictly limited. Parking for visitors is available in short stay car parks in the town centre or long stay car parks outside of the Inner Ring Road.

Options to provide residential parking on a similar basis as business contract parking will, as stipulated in the Darlington Parking Strategy, be subject to a policy for contract parking in the town centre for residential properties. The Council will adopt a protocol for deciding upon future allocations that considers how best this can be managed and how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by residents.

## 9 Summary

The table overleaf summarises the proposed measures contained within this Town Centre Transport Plan and demonstrates how they align with the proposals set out in the Darlington Town Centre Strategy. The following table summarises the town centre transport policies and how these align with the objectives of the Town Centre Transport Plan.

Whilst not transport related, it should be noted that in delivering the Darlington Town Centre Strategy it will be important to take the opportunity to make the town centre brand more powerful and instantly recognisable through the consistent design and provision of signage, information panels, maps, visitor information and art installations. These elements together can communicate the town brand consistently and effectively to visitors and residents.

As the town centre changes, a focal point for the provision of help and information would be a benefit for businesses and residents. Whilst a lot of information is available online it is not in one place and not everyone has access. 'Big data players' such as Trip Advisor dominate searches meaning people miss out on hidden gems, events and activities and these sites don't work as a signposting service to local businesses and services.



# Town Centre Transport Measures

Walking and Cycling	Walking and Cycling Network Improvements	<p>A town to be proud of (Page 17):</p> <ul style="list-style-type: none"> <li>Review the lighting strategy and develop proposals for improvement</li> <li>Skinnergate and the Yards (Page 21)</li> <li>Improving shop fronts and the public realm including in the Yards and Wynds. Lighting and access will also be improved making the area more attractive.</li> </ul>
	Landscaping and Green Spaces	<p>A town to be proud of (Page 17)</p> <ul style="list-style-type: none"> <li>Introduce more trees, shrubs and plants</li> <li>Extend the Riverside Park to incorporate land north of Stonebridge</li> </ul>
	Cycle Parking Standards	<p>Other interventions (Page 24)</p> <ul style="list-style-type: none"> <li>Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.</li> </ul>
	Legibility	<p>A town to visit (Page 14):</p> <ul style="list-style-type: none"> <li>Improve the presentation of our heritage assets through various initiatives including events, festivals, public art, enhanced lighting, effective signage and public realm improvements.</li> </ul>
Bus and Coach	Review bus routing and priority	<p>Other interventions (Page 24)</p> <ul style="list-style-type: none"> <li>Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies</li> </ul>
	Bus Services	
	RTPI and Selective Bus Detection	
	Upgrade shelters and information	
	Coach	
Rail	Station Connections	<p>Other interventions (Page 24)</p> <ul style="list-style-type: none"> <li>Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.</li> </ul>
	Station Facilities	
	Service Improvements	
Servicing and Deliveries	Last mile delivery	<p>A town to do business in (Page 16)</p> <p>Other interventions (Page 24)</p>
	Timed restrictions on HGVs	<ul style="list-style-type: none"> <li>Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.</li> </ul>
	Service and delivery management plans	

Cars and Taxis	Limit cars	A town to visit (page 14): <ul style="list-style-type: none"> <li>Examine the options for changes to traffic management in the Skinnergate and Duke Street areas</li> </ul>
	Education and Enforcement Activities (moving traffic offences)	Other interventions (Page 24) <ul style="list-style-type: none"> <li>Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.</li> </ul>
	Improve Taxi Rank Provision	
	Taxi Licencing Review	
	Car Club	
Parking	Implement Darlington Parking Strategy	A town to visit (page 14): <ul style="list-style-type: none"> <li>Improve traffic management by providing variable message signage and improved parking signage</li> <li>Review the condition and contribution of council owned car parks</li> </ul>
	Enhance car park accessibility	
	Increase public Electric Vehicle Charging	
	Adequate parking provision for new residential developments	Northgate (Page 22) <ul style="list-style-type: none"> <li>Consider the contribution Commercial Street car park can play.</li> </ul>

# Town Centre Transport Measures

Town Centre Policies	Darlington Town Centre Transport Plan Objectives
<p>The hierarchy of road users will be used to inform changes to the public realm, highway and transport services within the town centre</p>	<p>Reduce vehicular traffic in the town centre and prioritise access for sustainable and public transport and deliveries/servicing</p>
<p>Cycle routes and cycle parking will be planned and constructed so cyclists can cycle to and from the town centre, with alternative routes for cyclists that wish to avoid the town centre</p>	<p>Create attractive points of entry and a legible town centre transport network</p>
<p>Clear bus priority routes within the town centre will be identified and measures put in place so buses are punctual</p>	<p>Enable good access for retail, leisure and work by all modes of transport</p>
<p>Sufficient space will be allocated to bus passenger waiting environments; and facilities will be improved to include bus shelters with green roofs, additional seating, clear signs and up to date easy to understand information</p>	
<p>Safety must be considered in all developments including road safety, personal safety, vehicle security and reducing road user conflict wherever possible</p>	
<p>Town centre traffic management plans will ensure the efficient use of the highway in line with the Traffic Management Act</p>	
<p>Support the transition to zero and low emission transport through prioritising walking and cycling, creating infrastructure and programmes to move to electric and hydrogen vehicles, cargo bike deliveries and a Car Club</p>	<p>Address the impact of transport on the environment and climate change</p>
<p>Town centre developments, including residential, must have clear strategies for parking, servicing and deliveries</p>	<p>Provide suitable supporting infrastructure for town centre residents to allow the town centre to develop as a place to live with a strong and cohesive community</p> <p>Facilitate residential, commercial, retail and leisure property development</p>

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# Darlington Town Centre Transport Plan Summary Document

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# Foreword

Darlington has ambitious plans for the town centre as set out in the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. Transport underpins these developments, enabling people to travel to, from and through the town centre by all modes of transport.

The Vision of the Darlington Town Centre Strategy 2019-2030 is as follows:

***By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come.***

In addition, the Darlington Transport Plan sets out the following vision.

***We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth.***






The Darlington Town Centre Transport Plan forms the link between these two important policy documents and is also influenced by a number of other local policies and plans as illustrated in Figure 1.





# Issues and Opportunities

The following table summarises the main issues and opportunities for transport in Darlington town centre.

Mode	Opportunities	Issues
<b>Walking and Cycling</b> 	<ul style="list-style-type: none"> <li>Walking and cycling routes exist as far as the Inner Ring Road with signalised crossing points</li> <li>Existing pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate</li> <li>High quality examples of public realm e.g. High Row and Riverside Park</li> <li>Ability to plan improvements so that walking or cycling to the town centre is an option of preference for more people</li> </ul>	<ul style="list-style-type: none"> <li>Vulnerable road users (pedestrians/ cyclists) are not always prioritised due to conflicting demands on space</li> <li>Need gateways into the town centre for pedestrians and cyclists and to link different areas together</li> <li>Need to be able to cycle through or round the town centre as well as into it</li> <li>Need easy-to-find, secure cycle parking</li> <li>Some pedestrians crossing points are difficult to use due to buses and taxis</li> </ul>
<b>Bus</b> 	<ul style="list-style-type: none"> <li>Darlington is well served by bus with around 90% of the population served by a frequent (30 minute) service.</li> <li>Buses are at the heart of the retail/leisure area</li> <li>There has been investment in the bus fleet and technology to support people using buses e.g. next stop announcements, real time information displays.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of space for buses to stop and also space for people to stand/ sit and wait for a bus</li> <li>Stop accessibility issues (walking routes to bus stops)</li> <li>Conflicts with other modes, in particular HGVs and LGVs.</li> </ul>
<b>Taxi</b> 	<ul style="list-style-type: none"> <li>72 taxi rank spaces around the town centre</li> <li>Taxi marshals already deployed to manage queuing and traffic</li> <li>Investment in improved lighting at taxi ranks to enhance safety</li> </ul>	<ul style="list-style-type: none"> <li>Appropriateness of existing taxi rank locations as the town centre evolves</li> <li>Further requirement for tougher emissions standards to help improve air quality and reduce carbon emissions</li> </ul>
<b>Highways and Parking</b> 	<ul style="list-style-type: none"> <li>Can prioritise which traffic should have access, when or for what purpose</li> </ul>	<ul style="list-style-type: none"> <li>Limited space within the Inner Ring Road to accommodate all existing and future transport demands</li> </ul>
<b>Other</b> 	<ul style="list-style-type: none"> <li>Darlington is the first town in the region to be awarded Purple Flag status e.g. it meets or exceeds the standards of excellence in managing the evening and night-time economy.</li> </ul>	<ul style="list-style-type: none"> <li>Town centre is cluttered and confusing.</li> <li>Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre.</li> </ul>

# Objectives

The objectives of the plan are set out below alongside the objectives of the Town Centre Strategy and Transport Strategy. They reflect the need for a long term, transport plan to accommodate the movement of people and goods into and within the town centre.

Darlington Town Centre Transport Plan Objectives	Darlington Town Centre Strategy Objectives	Darlington Transport Plan Objectives
Enable good access for retail, leisure and work by all modes of transport	Making Darlington a great place to live, work and visit Enhancing the attractiveness and vitality of our town centre	Connect people with job and training opportunities and link communities
Create attractive points of entry and a legible town centre transport network	Celebrating our heritage	Maintain and effectively manage a resilient transport system. Improve safety for all road users
Reduce vehicular traffic in the town centre and prioritise access for sustainable and public transport and deliveries/ servicing		
Provide suitable supporting infrastructure for town centre residents to allow the town centre to develop as a place to live with a strong community	Enhancing the attractiveness and vitality of our town centre Improving the health and wellbeing of people	Support a revitalised and transformed Darlington town centre
Address the impact of transport on the environment and climate change	Improving the health and wellbeing of people	Reduce transport's impact on the environment and support health and wellbeing
Facilitate residential, commercial, retail and leisure property development	Supporting local economic growth	Maintain and effectively manage a resilient transport system

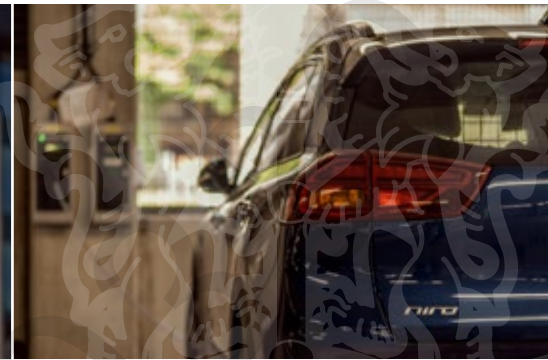
# Measures

	<p><b>Walking and Cycling</b></p> <ul style="list-style-type: none"><li>• Walking and Cycling Network Improvements - Inner Ring Road cycle gateways, new outer/ inner cycle routes, improved pedestrian crossing points along bus routes</li><li>• Landscaping and Green Spaces linking together key sites and green spaces</li><li>• Well-designed, high-quality, convenient and well maintained cycle parking</li><li>• Improved pedestrian and cycle signage and a town centre cycle plan</li></ul>
	<p><b>Bus and Coach</b></p> <ul style="list-style-type: none"><li>• Review bus routing and priority</li><li>• Bus Services - Tees Valley Bus Service Improvement Plan and Tees Flex</li><li>• Real Time Passenger Information and Selective Bus Detection</li><li>• Upgrade shelters and information</li><li>• Consider options to create more coach facilities</li></ul>
	<p><b>Rail</b></p> <ul style="list-style-type: none"><li>• Ensure stations are easy to reach by bus, on foot or by bike</li><li>• Support delivery of enhanced passenger facilities</li><li>• Local rail service improvements - enhanced frequencies/ extended operating hours</li></ul>
	<p><b>Servicing and Deliveries</b></p> <ul style="list-style-type: none"><li>• Last mile delivery - promote through providers such as Green Link</li><li>• Timed restrictions on HGVs</li><li>• Service and delivery management plans</li></ul>
	<p><b>Cars and Taxis</b></p> <ul style="list-style-type: none"><li>• Reduce the need for cars to travel throughout the town centre</li><li>• Education and Enforcement Activities</li><li>• Improve Taxi Rank Provision</li><li>• Taxi Licencing Review</li><li>• Provide Car Club</li></ul>
	<p><b>Parking</b></p> <ul style="list-style-type: none"><li>• Implement Darlington Parking Strategy</li><li>• Enhance car park accessibility</li><li>• Increase public Electric Vehicle Charging</li><li>• Adequate parking provision for new residential developments</li></ul>

# Town Centre Transport Policies

To support the interventions set out above eight town centre transport policies have been developed to guide how transport in the town centre is planned in the future. These policies are listed below:

- 1.** A hierarchy of road users will inform any changes to public realm, highway and transport services in the town centre
- 2.** Cycle routes and cycle parking will be planned and constructed so cyclists can cycle to and from the town centre, with alternative routes for cyclists that wish to avoid the town centre
- 3.** Clear bus priority routes within the town centre will be identified and measures put in place so buses are punctual
- 4.** Sufficient space will be allocated to bus passenger waiting environments and facilities will be improved to include bus shelters with green roofs, additional seating, clear signs and up to date easy to understand information
- 5.** Safety must be considered in all developments including road safety, personal safety, vehicle security and reducing road user conflict wherever possible
- 6.** Town centre traffic management plans will ensure efficient use of the highway in line with the Traffic Management Act
- 7.** We will support the transition to zero/low emission transport by prioritising walking and cycling, creating infrastructure and programmes for electric/hydrogen vehicles, encouraging cargo bike deliveries and by providing a Car Club
- 8.** Town centre developments, including housing, must have clear strategies for parking, servicing and deliveries



# Darlington Parking Strategy

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## 1 Introduction

Darlington is a historic market town, surrounded by open countryside with a number of large and small villages. The town centre provides employment, shops and services for large parts of North Yorkshire and south and west County Durham and the western part of the Tees Valley.

The Borough has excellent national and international transport links, by rail (East Coast Main Line, Bishop Line and Saltburn Line), road (A1(M) and A66 (T)) and air (Tees Valley International Airport) and is the 'gateway' to the Tees Valley. The town has a comprehensive network of bus services and cycle routes. The Borough has a variety of parking requirements to meet the needs of residents, commuters and visitors, and for different modes including cars, HGV's, bikes and motorbikes we also need to consider how parking restrictions are enforced in order to meet our traffic management duties. Good quality parking can support the local economy and the quality of our streets and neighbourhoods when balanced with sustainable and public transport policies.



## 1.1 Why do we need a new parking strategy?

The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. In addition, car parking and its management form an important part of a balanced transport strategy that supports economic growth, manages traffic and encourages the use of more sustainable modes such as public transport, cycling and walking in support of safety, health and environmental objectives. Since Darlington Borough Council last produced a parking strategy several local, national and global issues have occurred affecting parking, including:

- ### Climate Change Emergency

Climate change is one of the most significant issues facing the world today and the effects are being felt already. 2020 was the 2nd hottest year on record (second only to 2016), with the top 10 warmest years all having occurred in the last decade. With a warming climate comes much more unpredictable weather patterns. In December 2021, areas in the North East of England and in Scotland were still without power following Storm Arwen. COP26, held in 2021 in Glasgow, demonstrated the world's commitment to meeting the targets set out in Paris in 2015 to limit global warming to well below 2 degrees, and to aim for 1.5 degrees.

However, under all emissions scenarios outlined in the most recent IPCC (The Intergovernmental Panel on Climate Change) report (2021), without immediate, rapid and large-scale reductions in emissions the Paris targets will be out of reach, increasing the risk of drought, floods, extreme heat and poverty.

In July 2021 the Department for Transport published "Decarbonising Transport A Better, Greener Britain". Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019. The plan identifies that we must deliver a step change in the breadth and scale of our ambition on transport emissions to reach net zero. Under Priority 5 (Placebased Solutions) it highlights that *local authorities will have the power and ambition to make bold decisions to influence how people travel and take local action to make the best use of space to enable active travel, transform local public transport operations, ensure recharging and refuelling infrastructure meets local needs, **consider appropriate parking or congestion management policies**, initiate demand responsive travel, as well as promoting and supporting positive behaviour change through communications and education<sup>1</sup>.*

In July 2019, Darlington Borough Council Members acknowledged the threat of climate change and passed a motion committing Darlington Borough Council to reach net zero carbon emissions by 2050 on its own operations. No specific emissions target has been established for the Borough as a whole but the Council acknowledges the government commitment to achieve net zero carbon emissions nationally by 2050 and within the Darlington Local Plan 2016-2036 (see below) there is a specific aim to respond to climate change and reduce energy consumption, supporting the continued move towards a low carbon community by encouraging efficient use of resources, good design and well located development, whilst increasing resilience to impacts from climate change (Specific Aim 6).

<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)



- **COVID-19 Pandemic**

During the COVID-19 recovery it will be important to evaluate changing travel patterns, including the role of parking within this. There is a need to plan transport in a way that helps to prevent infection but also supports the reinvigoration of local economies following the periods of lockdown. The COVID-19 pandemic also presents the opportunity to reshape travel patterns and our transport network to provide sustainable healthy travel alternatives.

The Tees Valley Mayor has made parking free for a minimum of two hours up to a maximum of three hours in council-run car parks in each of the five Tees Valley main town centres. The free town centre parking was introduced in January 2021 to encourage more people to support shops, cafes and other businesses in their town centres and high streets when coronavirus restrictions allowed them to do so safely. Funding for free parking has been allocated for two years but there is a need to ensure that sustainable travel alternatives are also promoted to lock in positive changes in transport behaviour.

- **Updated National Planning Policy Framework**

An updated National Planning Policy Framework (NPPF) was published in July 2021. Paragraphs 108 and 109 of NPPF indicates:

In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities.

This guidance will need to be a central consideration in the development of the parking strategy and its implementation.

- **Updated Tees Valley Strategic Economic Plan and Investment Plan, New Tees Valley Strategic Transport Plan**

The Tees Valley Strategic Economic Plan (SEP) sets out the growth ambitions for the region for a ten year period spanning from 2016 to 2026. The SEP focuses on attracting investment to the area to stimulate job creation and encourage business growth, whilst enhancing transport and infrastructure to support and facilitate this growth.

The associated Investment Plan (2019-2029) sets out the investment priorities for two areas that are of relevance - Transport and Place. In relation to Transport, the Investment Plan makes reference to the Strategic Transport Plan (adopted January 2020) prepared for the Tees Valley and emphasises the importance of connecting centres, supporting economic growth and reducing carbon emissions, minimising the impact of the transport network on the environment.

The Investment Plan, under the Place theme, highlights the need to rejuvenate town centres as locations for professional and business services jobs as well as supporting creative and cultural uses. Parking policy and management will play an integral part in delivering these investment priorities and associated outcomes.

- **New Darlington Local Plan**

The Darlington Borough Local Plan 2016-2036 (the local plan) has been adopted in February 2022. The Local Plan aims to establish the policy framework that guides and shapes development with specific aims of:

1. Facilitating economic growth,
2. Meeting housing needs,
3. Creating a well connected borough,
4. Create cohesive, proud and healthy communities,
5. Protect and enhance the countryside and natural environment,
6. Respond to climate change and reduce energy consumption.

The Plan will guide how the borough develops by allocating some land for new development and protecting some in its current use. It will give clear guidance and vision which will stimulate inward investment and much needed housing development across the borough as well as including detailed new policies to help determine planning applications and manage developments of all types across the borough. The plan will replace the Darlington Local Plan 1997, and the Darlington Core Strategy 2011.

Successful implementation of the Local Plan will enable Darlington Borough to continue to grow and prosper providing appropriate housing and job opportunities for existing and future residents. The ambitious growth aspirations contained within the plan will inevitably place pressures on the boroughs transport network in particular the strategic highway network and major roads within the borough.

- **New Darlington Transport Strategy (Local Implementation Plan)**

The Darlington Transport Strategy 2022-2030 describes what we now need to do differently at a local level to address the current and future challenges in relation to transport. It supports the delivery of the Tees Valley Strategic Transport Plan, which sets the vision, objectives and investment priorities for the transport system across the Tees Valley.

The key objectives are -

1. Reduce transport's impact on the environment and support health and wellbeing;
2. Improve safety for all road users;
3. Connect people with job and training opportunities and link communities;
4. Support a revitalised and transformed Darlington town centre;
5. Maintain and effectivity manage a resilient transport system.

- **New Darlington Town Centre Strategy**

Darlington's Town Centre Strategy (and associated Town Centre Transport Plan) is seeking to deliver positive change in the period up to 2030, placing the town centre at the heart of the community for years to come. The strategy seeks to deal with structural changes in the retail industry as well as the impact of the COVID-19 pandemic and Brexit by redefining the town centre so that it continues to be at the core of the community and economic life, offering a more diverse mix of places to live, meet, interact, do business and access facilities and services. This new parking strategy will set parking policy for period up to 2030. It has reflected on previous parking strategies and what they achieved, whilst looking to what is required from the strategic management of parking over the next decade.

## 1.2 How does the parking strategy align with other policies and plans?

The Darlington Parking Strategy forms an important part of the Darlington Transport Strategy and Town Centre Transport Plan, which themselves are influenced by a number of other policies and plans as illustrated in Figure 1.

Figure 1



## 2 Where is our parking?

Free parking is available on most streets in the borough, unless it is restricted for traffic management or road safety reasons. Over and above that the Council own and operate a number of car parks in Darlington, to provide parking for cars, coaches, lorries and motorcycles. The Council also manages on-street parking, provides disabled parking and cycle parking.

### Off-Street Car Parks

The Council operates and regulates 18 pay and display off-street car parks. (see figure 2). The car parks within the inner ring road are short stay car parks; and the car parks outside of the ring road are a combination of long stay or mixed tariffs i.e. charged per hour up to 4 hours. This is to ensure that there is a supply of customer parking to support town centre businesses with commuter parking outside of the town centre. The car parks have all been improved over recent years - resurfaced, re-lined, improved lighting, pay and display machines that accept debit cards, contactless payment and pay by phone. The following car parks met Park Mark quality standard -

- Abbott's Yard
- Feethams Multi Storey Car Park
- Archer Street Car Park
- Central House Car Park
- Kendrew Street West Car Park
- Kendrew Street East Car Park
- Commercial Street West Car Park
- Commercial Street East Car Park
- Town Hall Car Park
- Winston Street North & South Car Parks
- Park Place East Car Park
- St Hildas Car Park
- Park Place West Car Park

For those car parks that are not currently under Park Mark quality standards, we will endeavour to bring these up to standard in line with this strategy.

### Private Car Parking

Car parks are not provided in villages but there is an additional car park in Cockerton to serve the Cockerton District Centre. In addition there are a number of private off-street car parks that are not owned or operated by the Council. Those of most significance include:

- Cornmill car park (400 spaces)
- Sainsburys (572 spaces for customers only, limited to 2 hours)
- Russell Street (122 spaces)
- Feethams Complex (80 spaces)

# Contract Parking

The Council also provides 5 permit holder contract car parks:

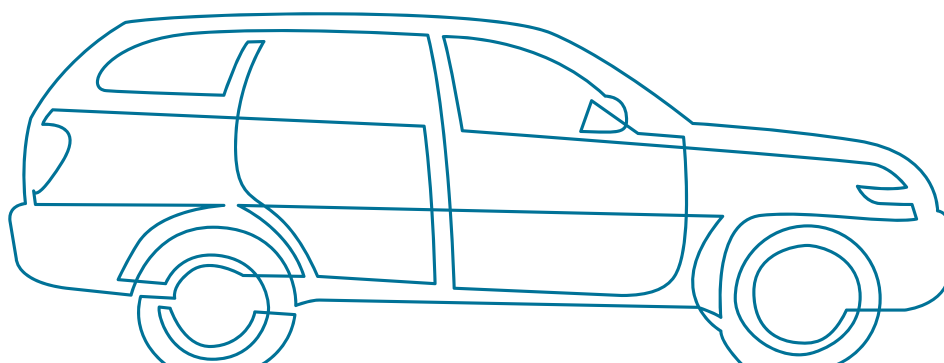
- Beaumont Street West located on Beaumont Street
- Four Riggs located off Bondgate
- Silver Place car park located at Central Park
- Feethams Multi Storey located on Beaumont Street
- Morton Palms located at Morton Palms Business Park

Beaumont Street West and Four Riggs are dedicated to local businesses to serve operational parking needs. Silver Place & Morton Palms are rented solely to specific businesses. Feethams Multi Storey is a public car park with limited contract parking availability. Contract parking is charged for and the fees are set annually as part of The Medium Term Financial Plan.

Figure 2 - Town Centre Car Parks On-Street Parking Spaces



<b>Council Car Parks Short Stay Tariff</b>		<b>Street Entrance</b>	<b>Spaces</b>
1	Feethams Multi-Storey	Beaumont Street	650
2	Abbott's Yard	Bondgate (exit Skinnergate)	94
3	Winston Street North	Winston Street	27
4	Winston Street South	Barnard Street	54
5	Winston Street West	Barnard Street	
6	Commercial Street, West	Commercial Street	119
7	Commercial Street, East	Commercial Street	157
<b>Council Car Parks Mixed/Long Stay Tariff</b>			
8	East Street	East Street	338
9	Archer Street	Upper Archer Street off Four Riggs	62
10	Kendrew Street East	Kendrew Street	76
11	Kendrew Street West	Kendrew Street	85
12	Park Place East	Park Place	95
13	Park Place West	Park Place	115
14	Garden Street	Garden Street	72
15	Chesnut Street	Chesnut Street	109
16	Park Lane	Park Lane	83
17	Hird Street	Hird Street, off Park Place	14
18	St. Hilda's Tannery Yard	Parkgate	15
<b>Private Car Parks</b>		<b>Street Entrance</b>	<b>Spaces</b>
19	Cornmill Car Park	Priestgate, off Crown Street	400
20	Bondgate Car Park	Salt Yard	
21	St Cuthberts Way Car Park	Brunswick Street	
22	Sainsbury's (For customers, limited to 3hrs)	Victoria Road	572
23	Duke Street	Duke Street	27
24	Russell Street (Halfords)	Russell Street	122
25	DL1	Access from Feethams via side road	80



## On-Street Parking Spaces

There are approximately 310 on-street pay and display spaces in Darlington town centre which are restricted to a maximum stay of 2 hours with no return within an hour (with the exception of Grange Road and Northumberland Street, which are 3 hours no return within an hour). These limited waiting sections are in place to support turnover for the businesses located in and around the area. The on-street pay and display areas are listed below -

### Council On Street Spaces

On Street	Spaces	On Street	Spaces
Beaumont Street	10	Raby Street	2
Grange Road	38	Primrose Street	5
East Raby Street	13	Powlett Street	12
Northumberland Street	14	Larchfield Street	10
South Arden Street	4	West Powlett Street	2
Winston Street	25	Gladstone Street	37
Barnard Street	11	North Lodge Terrace	6
Duke Street	34	Victoria Embankment	9
Napier Street	8	Victoria Road	7
Kendrew Street	7	Swan Street	5
Park Place	24	Market	14
Hargreave Terrace	13	Total	310

### Disabled Parking

The Council provides designated disabled spaces within 95% its car parks. Pay and display charges for disabled badge holders in Council car parks were introduced January 2018.

### Residents Parking

There are 16 Resident Permit Zones within the Borough of Darlington. Parking is restricted to permit holders 8am to 6pm Monday to Sunday. Out of the 16 zones, 12 require payment for a residents permit and 4 are designated free zones due to parking congestion being created after the construction of the college and football stadium. In 2021 physical permits were replaced by virtual permits.

## Coach and HGV parking

Chestnut Street car park is the only car park in Darlington that offers HGV and coach parking. It offers 6 spaces in total. Demand for coach parking may increase as the Rail Heritage Quarter has identified that more people will arrive on coach tours and there is no coach parking provided within the proposed visitor car park.

## Motorcycle Parking

There are various free spaces within the following town centre car parks dedicated to motorcyclists:

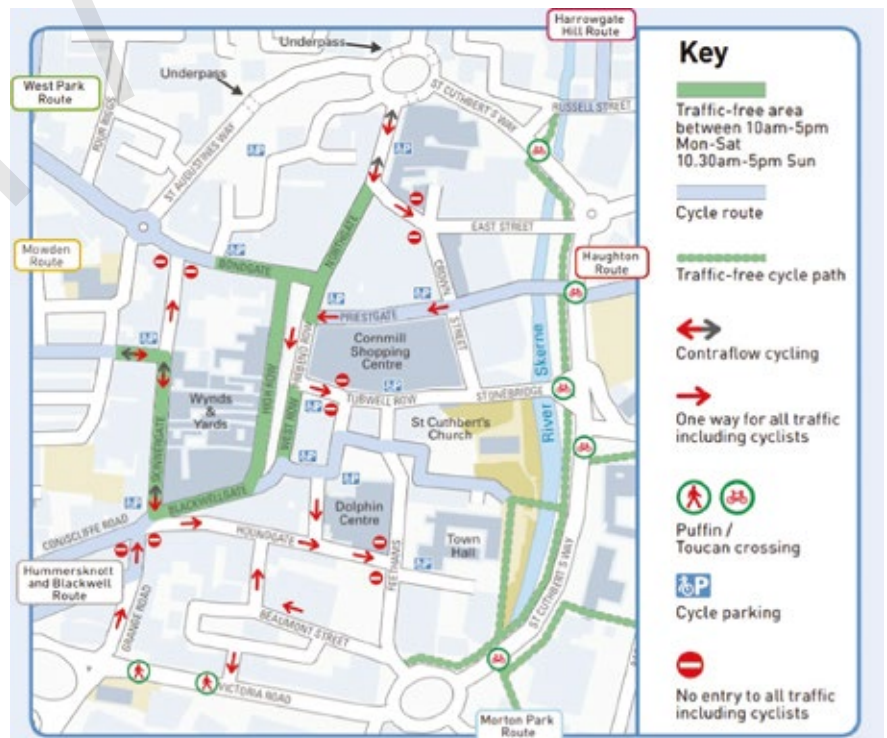
- Abbotts Yard
- Central House
- Commercial Street West
- East Street
- Feethams Multi-storey
- Garden Street
- Park Place East
- St Hilda's
- Winston Street North

Motorcycles parked elsewhere within a car park must pay the appropriate fee. You must keep the pay and display ticket.

## Cycle Parking

There is sufficient cycle parking within the town centre although this is not always easy to find and the quality can vary. Figure 3 illustrates the location of existing cycle parking. There is a secure cycle store for 40 bikes located at the Town Hall forecourt on Feethams. This has an access control and is covered, ideal for longer stay cycle parking.

Figure 3





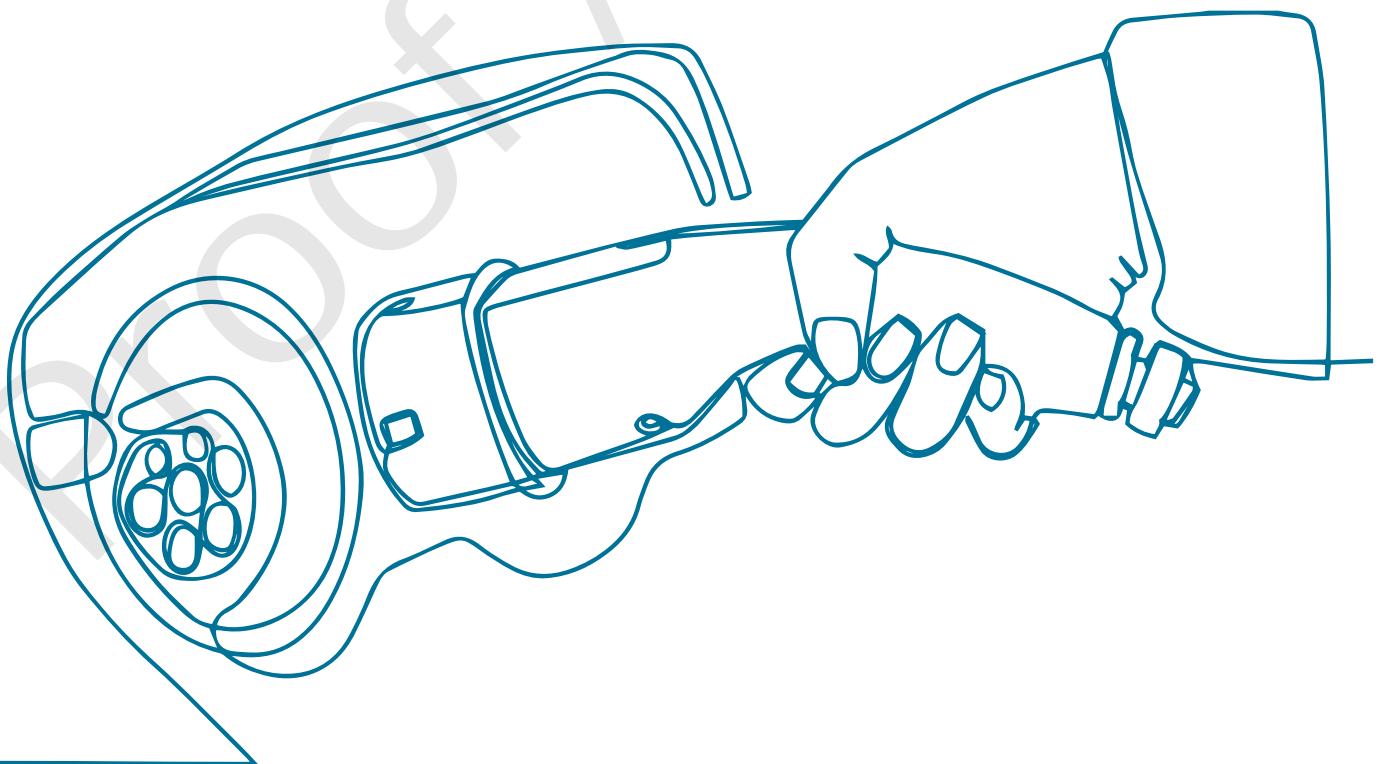
## Electric Vehicle Parking

TVCA has committed £2m to providing EV infrastructure across the Tees Valley town centre car parks to provide electric charging for both visitors to the town centre and residents who may not be able to charge at home. In early 2022 between 40 and 50 charge points will be provided in a number of short and long stay car parks in Darlington. In the National Infrastructure Strategy, Government committed to publish an electric vehicle charging infrastructure strategy by November 2021. This is urgently required to help support the delivery of charging infrastructure that will encourage drivers to make the required switch to electric vehicles. It will also help both the market and local authorities plan the delivery of additional charging points.

Currently Darlington Borough Council provide electric vehicle charge points at Feethams Multi-storey car park and East Street car park. There are a number of other privately operated but publicly accessible charging points throughout the Borough.

## Variable Message Signs

Darlington has a number of Variable Message Signs that provide information on the occupancy of car parks within the town centre. The signs and the system that supports them have been in place for a number of years and the technology is now outdated and does not provide the required functionality to manage car parking. A survey<sup>2</sup> conducted in 2015 noted that the majority of respondents (71%) indicated that they 'never' use variable message signs when choosing where to park in Darlington Town Centre. 24% 'sometimes' use variable message signs, while one-in-twenty respondents 'always' (5%) use variable message signs when choosing where to park.



<sup>2</sup> <https://www.darlington.gov.uk/media/2854/final-car-parking-survey-report-141215.pdf>

## 3 What local challenges and opportunities are we facing?

### 3.1 Challenges

The dispersed settlement pattern of the Tees Valley means the car is the primary mode of transport for many people, despite car ownership being lower in the Tees Valley than the national average, potentially adding to congestion in and around the urban centres.

9,000 new homes are to be provided within Darlington by 2036, so there could be a significant increase in traffic levels and parking demand as a result.

The town centre continues to face competition from neighbouring settlements and out of centre facilities, which are easily accessible from the wider area.

Wider economic conditions, including the COVID-19 pandemic, have led to a marked decline in some previously healthy town centres due to suppressed disposable incomes, more people working from home and not commuting to work in town centres and an increase in the proportion of expenditure committed online. This is leading to changes in the function of town centres as detailed in the Darlington Town Centre Strategy. Towns and cities are also now seeking to improve their urban realm and prioritise space for people over traffic in order to create safer, cleaner, more pleasant places. Streets play a fundamental role in moving people and well-designed streets can help enhance quality of life.

### 3.2 Opportunities

There is the opportunity to provide a balanced mixture of parking options to support a vibrant economy in light of a number of proposed transport, development and regeneration schemes, including:

- Darlington Town Centre Strategy – recognising the changes in town centre uses from retail to a greater mix of leisure, retail and residential.
- Darlington Station Masterplan and other rail station improvements, require interchange between rail services and other modes - taxi, car, bus, motorcycle, cycle and walking.
- Darlington Rail Heritage Quarter Masterplan and Connecting Northgate Masterplans
- Central Park Masterplan;
- Other transport capital project including Local Cycling and Walking Investment Plan schemes.

There are also opportunities to utilise new technology to extend parking guidance and payments systems to enhance the attractiveness and efficiency of existing car parks.

Following the changes in travel patterns brought about by the pandemic there is also the opportunity to 'lock in' some of the benefits of an increase in active travel to reduce traffic levels and parking demand. In addition, many more people are using their local shops and businesses more than before and this needs to be accounted for in terms of accommodating movements to and within these local centres in a way that is convenient but also environmentally sustainable.

There is also an opportunity to develop a Car Club so that car ownership and parking requirements can be reduced through membership of a car club that is a "pay as you go" option for using a car.

## 4 Vision and Objectives

The parking strategy has a key role to play in delivering the visions set out in the transport and the town centre strategies for Darlington:

### Darlington Town Centre Strategy:

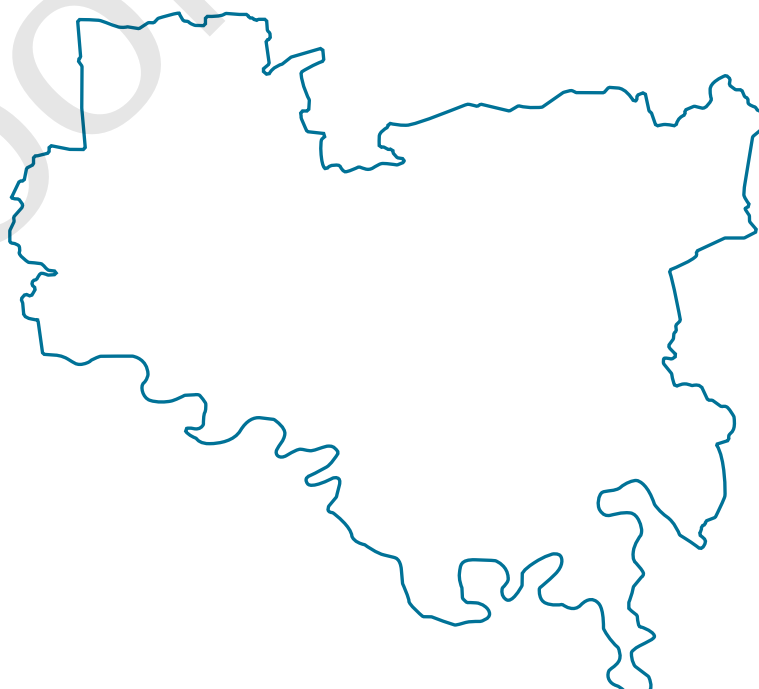
By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to the town centre, placing it at the heart of the community for years to come.

### Darlington Transport Strategy Vision:

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth

In support of these vision statements the following objectives have been determined for the parking strategy, building upon the objectives of the previous parking strategy and recognising the policy context previously outlined:

- **Balanced:** To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system, whilst taking into account:
  - The economic vitality of Darlington and the town centre in particular;
  - Environmental objectives including carbon emissions, air quality and noise.
  - Social objectives including social inclusion and health and wellbeing;
- **Fair and Well Managed:** Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.
- **Safe and Convenient:** Deliver facilities that are safe, secure and convenient for a variety of users;
- **Modern:** Embrace opportunities created by new technology to manage car parking;



## 5 Policy Levers



### 5.1 Parking Supply

Parking supply concerns the number of spaces provided for different vehicle types and parking durations as well as their locations. Controlling the type, availability and location of parking can influence travel demand. Locating public transport and sustainable transport facilities (e.g. cycle parking) closer to the main attractions rather than car parking in a town centre can make these modes more attractive; whilst prioritising parking spaces in car parks, such as locating car share spaces closest to the exit, can also influence modal choice.

### 5.2 Price

Price refers to direct charges for using a parking space. Prices can be structured to achieve various objectives, including recovering infrastructure/maintenance costs and managing travel demands. Things that are considered in developing pricing strategies include:

- Costs of using different modes and mode split;
- Balance of demand by parking duration (short stay/long stay)
- Demand for contract parking
- Promotions for specific events or to meet other non-transport objectives

Pricing tends to be most effective if implemented as part of an integrated parking management program that includes support strategies such as improved user information, and better enforcement.

## 5.3 Quality

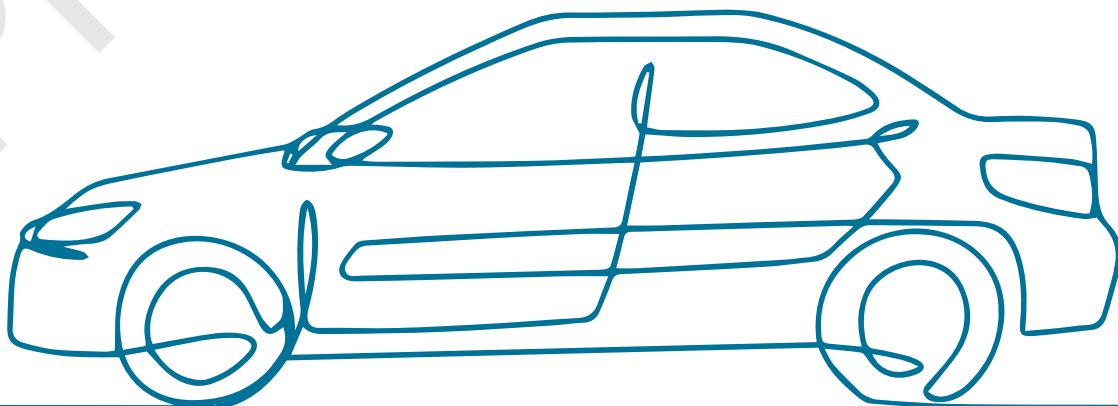
The quality of car parks can influence their level of usage. For example, personal safety and the security of the vehicle are key concerns for drivers, often more so than parking charges. Exposure to potential crime is a huge deterrent to the use of particular car parks whilst perceived safety will attract users. Convenience in terms of payment options and the ease with which spaces can be located also impact on perceptions of quality and therefore usage. This policy level therefore concerns the design, maintenance and operation of car parking and considers issues such as:

- Lighting
- Cleanliness
- Surfacing/lining/layout
- CCTV/ security
- Signage
- Payment options

## 5.4 Management

The management of parking, including enforcement activities allows us, as a local authority, to:

- Manage the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
- improve road safety
- improve the local environment
- improve the quality and accessibility of public transport;
- meet the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car;
- meet the needs of businesses in terms of deliveries and loading;
- manage and reconcile the competing demands for parking spaces both on and off street.



## 6 Darlington Parking Model

Local authorities should ensure that parking in town centres and areas is convenient, safe and secure, including appropriate provision for motorcycles and deliveries. Parking policies, including enforcement, should be proportionate and should not undermine the vitality of village and town centres<sup>3</sup>.

In Darlington the management of parking provision in the town centre, around the fringes of the town centre and elsewhere needs to reflect the differing parking demands from shoppers / town centre visitors, commuters and residents.

Each of the following four distinct parking zones have differing parking needs and provisions -

- **Zone 1: Town Centre:**

The town centre core consists of a variety of parking, including:

- Time-limited short stay parking
- Feethams Multi-storey car park (incorporating pay on foot/exit and electric vehicle charging points)
- Parking for blue badge holders in on and off street parking
- Contract parking for businesses
- Motorcycle parking
- Signed and lit safer walking routes to car parks
- Cycle parking
- EVCP's
- Car Club Space

- **Zone 2: Town Centre Fringe:**

This zone focuses predominantly on the provision of long stay parking in car parks, EVCP's, HGV, coach parking and residents parking zones.

- **Zone 3: Rest Of Town:**

Residents parking zones, contract parking at employment sites, free on street parking with some controls (such as outside of schools)

- **Zone 4: Outer Lying Villages:**

free on street parking with some controls for traffic management and road safety.

<sup>3</sup> <https://www.gov.uk/government/publications/civil-enforcement-of-parking-contraventions/guidance-for-local-authorities-on-enforcing-parking-restrictions/objectives-of-civil-parking-enforcement>

## 7 Actions

The following sections set out the actions that will be taken to achieve the different objectives.

### 7.1 Balanced - Supply and Demand

7. Periodically review the number of spaces in car parks and on-street in the town centre (working with other off-street parking providers) and aim to manage the overall number of spaces (supply) in line with current and future requirements (demand). This should be considered in line with policy objectives for the town centre - supporting the town centre economy as it changes; seeking to minimise environmental impacts; recognising the need for encouraging sustainable travel; and adapting to new technology and trends in parking. The review should also consider car parks in context of future development and the balance required between short and longer-stay parking needs.
8. Review supply and demand of on-street parking and car parks in the borough (outside the town centre).
9. Review the location and use of **residents parking zones** and ensure that they continue to meet the needs of residents in terms of the location and number of spaces. Any proposed changes or new RPZs should be supported by the majority (75%) of residents living within the RPZ.
10. Review existing **contract parking for businesses**, update the current policy and adopt a protocol for deciding upon future allocations that considers how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by businesses/employees.
11. Introduce a policy for **contract parking in the town centre for residential properties**. Adopt a protocol for deciding upon future allocations that considers how best this can be managed and how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by residents.
12. Provide additional parking spaces for **electric vehicle** charging within public car parks. Develop a traffic management policy for the installation and use of electric vehicle charging points on the adopted highway.
13. Develop a **Car Club**. This provides a car for use by members of the club; a bookable service which enables people to have access to a car when required without the need to own and park a vehicle. The Council will provide priority parking spaces either in a car park or on-street as the car club grows. This will be funded initially through contract parking revenue and developer contributions, until it becomes commercially viable.

14. Ensure **cycle parking** meets the requirements of LTN1/20<sup>4</sup> and is well-designed, high-quality, convenient and well maintained as follows:
  - Closer than, or as close to, the nearest available car parking for the destination in question
  - in public view (or covered by security measures such as CCTV)
  - sheltered (if long-stay)
  - well-maintained
  - lit at night.
15. Maintain, monitor and review the quantity, quality and location of **coach parking** in relation to the tourism offer. Coach parking is currently located in Chesnut Street car park.
16. Maintain, monitor and review **HGV parking**. Work with TVCA to identify strategic locations within The Tees Valley to provide HGV parking and welfare facilities. This is currently located in Chesnut Street car park.

## 7.2 Fair and Well Managed - Pricing and Enforcement

17. Review all **tariffs** on an annual basis (car parks, on-street, contract parking and permits) to ensure they remain competitive and deliver the desired outcomes of this strategy. In setting tariffs the following principles will be considered and any decisions will be evidence based:
  - Public transport price and availability
  - Economic baseline indicators reflecting health of town centre
  - Location in relation to town centre
  - Parking demand and underutilised capacity
18. Ensure that new commercial/retail/leisure developments that provide parking are required to develop and submit a **car parking management plan** as part of their proposals so that the implications are fully understood and incorporated into future updates of this strategy.



<sup>4</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)



## 19. Enforcement -

- Marketing and branding to change public opinion from enforcement as income generation to compliance, so that traffic can keep moving, vulnerable road users are safe and ensure that everyone can park safely.
  - Provide an online reporting system enabling communities to report where persistent compliance issues are occurring.
  - Investigate the option for using camera enforcement at key locations to ensure that traffic regulation orders are complied with, for instance ensuring that bus lanes are kept clear of parked vehicles.
  - Review the operation of the enforcement service to ensure that there are sufficient resources to support the parking service, ensuring the most efficient use of car parking spaces, safety outside of schools and ensuring in partnership with the police that traffic (including pedestrians) can keep moving.
  - Review changes in legislation in relation to parking on footways and propose an approach that can be enforced.
20. Produce an **annual report** detailing income from Civil Parking Enforcement and Pay and Display parking and how the income is spent.

## 7.3 Safety and Quality

21. Ensure all car parks continue to meet the standards set out in the **Park Mark and Disabled Parking Accreditation Certifications**. The car parks that currently do not meet these standards should be reviewed and actions put in place to achieve accreditation.
22. Develop an **Asset Management Plan** for all our car parks to ensure they are well maintained. This should include quarterly inspection, remedial actions and improvements to ensure that the car parks are of a high standard.
23. Update the **Tees Valley Design Standards** for parking and ensure all new parking meets these design standards. This will include a review of our cycle parking standards for new development to ensure that whenever cycle parking is provided it meets the standards set out in LTN 1/20<sup>5</sup>.
24. We will audit existing **cycle parking** across the borough and implement a programme of improvement to bring in line with LTN 1/20.
25. Careful consideration will be given to the overall number of **disabled parking bays**, their location, design and usage, to ensure that the needs of disabled people are met. The location of disabled parking bays must be considered as land is redeveloped and uses of buildings or sites change.
26. Review car park **signage** and messaging to improve legibility.

<sup>5</sup> LTN 1/20 - Cycle Infrastructure Guidance - <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

27. Ensure that **pedestrian routes** linking car-parks to key destinations are clearly marked, of good quality and safe:
  - Improve pathways and lighting between car-parks and destinations;
  - Provide signage to key destinations;
  - Review road crossing points between car-parks and destinations;
28. Review **accessibility** to on-street pay and display machines as part of the replacement programme.
29. Undertake a review of the **operation of the RPZs**, including numbers of permits per property and visitor permits.
30. Develop a comprehensive **marketing and communications plan** to ensure that residents and visitors can easily find information about all parking across the borough including the location and availability of different types of parking, tariffs and payment options. Sign up to the Positive Parking Agenda to build public confidence in the parking sector. This initiative aims to change perceptions, challenge misconceptions about the parking sector and local government's role and make the parking experience a better one for all concerned<sup>6</sup>.

## 7.4 Technology

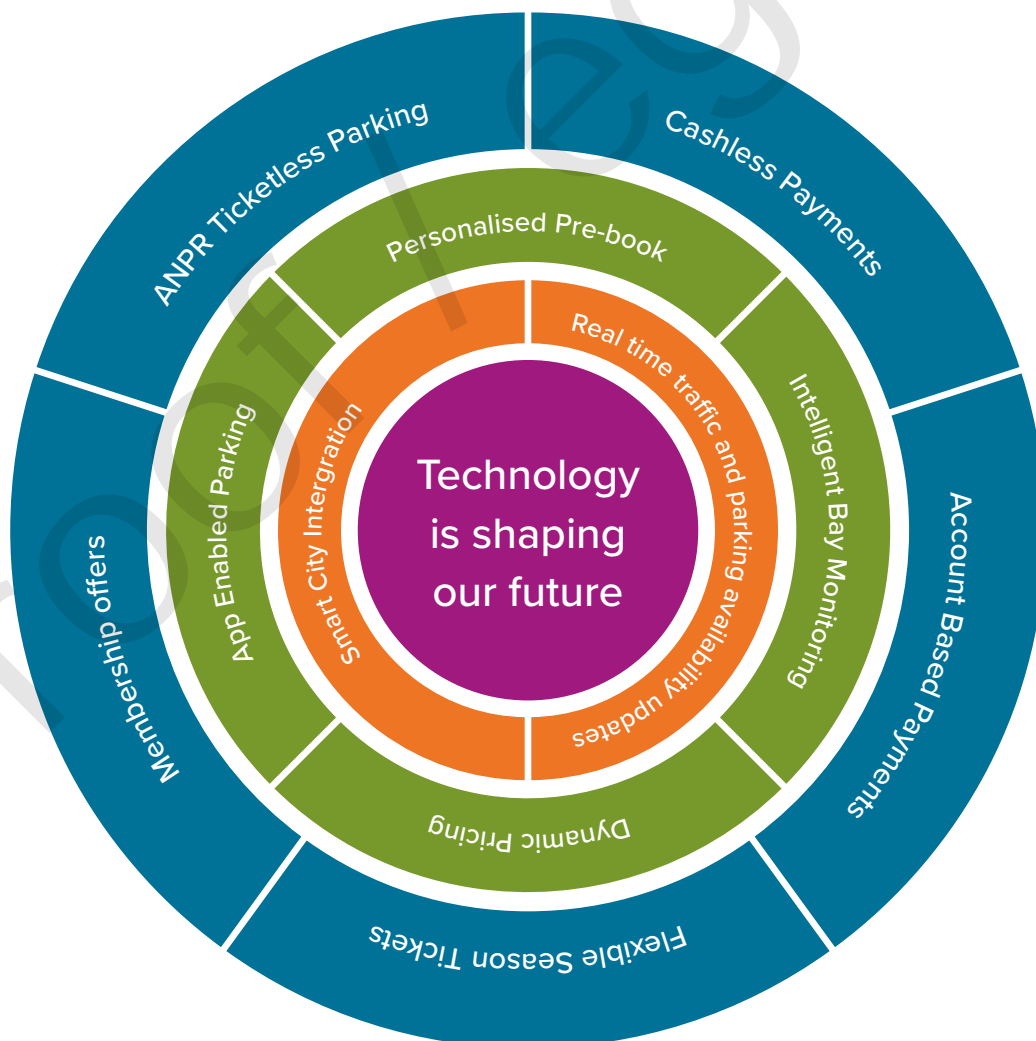
31. Procure new **contactless pay and display machines** for on-street parking payments, in line with parking machines in car parks.
32. To review the **Pay by Phone** contract when it is due for renewal to ensure that this technology is still relevant and well used.
33. Investigate ways to further **reduce energy requirements** of existing parking facilities. It is noted that electricity consumption will increase in some parking locations due to the installation and use of electric vehicle charge points. There should be a requirement for green electricity and environmental mitigation.

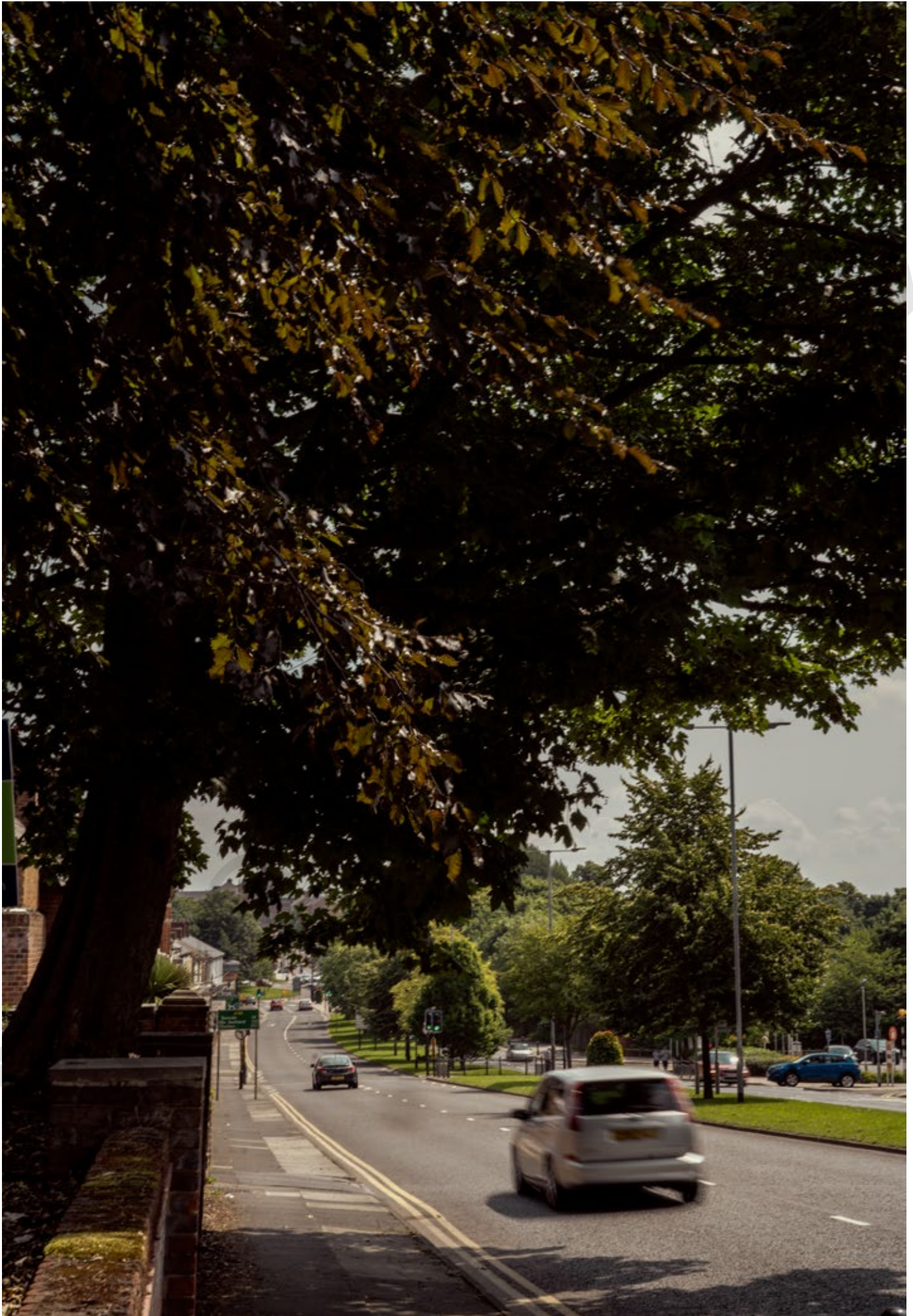


<sup>6</sup> <https://www.positiveparkingagenda.co.uk/>

34. Investigate the opportunities over time to implement additional parking technology systems, drawing on some of the more relevant elements included in the diagram overleaf, produced by NCP:

- occupancy detection, such as the use of Automatic Number Plate Recognition (ANPR) cameras for off-street car parks to streamline aspects such as entry/exit, payment and security - extensions in the future could include above parking space cameras to identify the occupancy of individual spaces;
- modern payment systems – opportunities to extend but also streamline options that are available to users to minimise management pressures - extensions in the future could include dynamic pricing and app-enabled parking; and
- data management systems, linked to VMS and other information services for users (e.g. smartphone applications) as well as providing the basis for more efficient management of existing parking assets - extensions in the future could include real time traffic and parking updates, as part of the Tees Valley Urban Traffic Management and Control project.
- Electric Vehicle Charging development - opportunities to develop contactless EV charging in the bay rather than a plug in option.
- Investigate options to modify parking pricing in real time or by introducing flexible tariffs, as a way of influencing travel behaviour and encouraging modal shift.





# Appendix A - Residential Parking in Town Centre - Policy

A policy is required to reflect the changing nature of the town centre (town centre strategy) and the increasing number of people who do or will live in the town centre (inner ring road).

We need to consider the provision of parking that is safe and secure and convenient for residents to use. In order to safeguard parking supply for other visitors to the town centre, visitors to residential properties will need to use public car parking.

New - This policy applies to any residential property that is created either as a new build or conversion of existing property within the town centre.

Residential parking standards should follow Tees Valley Design Guide, and should include parking for cars, small vans, motorcycles and cycles.

Sustainable location (rail, bus, walking and cycling) therefore we will accept lower or zero parking numbers.

If parking is required/provided -

- 1. First priority** - Provide within curtilage (within red line boundary) - surface level parking or basement parking orcroft parking including disabled parking as a priority and electric vehicle charging points. Parking should also be provided for motorcycles and cycles. Parking to be allocated and managed by the developer/landlord/management company.
- 2. Second priority** - Provide within existing car parks as follows:
  - Which car park - Residents will be able to use a combination of the following car parks dependent on where in the town centre they live. A parking space will not be guaranteed.
  - Abbott's yard
  - Feethams Multi Storey
  - Park Place East
  - Park Place West
  - St. Hilda's
  - Kendrew Street East
  - Kendrew Street West
  - Garden Street
  - Archer Street
  - Commercial Street - East and West
  - Allocated bay or not - bays will not be allocated to an individual person or property. Use of the spaces will be on a first come first served basis and if no bays are available in one car park then another car park must be used.

- Permits - A virtual permit will be issued (with the exception of Feethams which will require a physical permit); a maximum of two permits will be issued per property. The permit must be registered to a town centre property and to a vehicle. The vehicle also has to be registered to the property via Vc5 registration document, so that permits are not abused.
- Cost - Permits will initially cost £350 per annum but charges will be reviewed annually.
- Income and car club - the income from these car parking charges should be used to support the establishment and operation of a car club.
- Enforcement - the permits will be issued and enforced by the Council's civil enforcement team.
- Technology - When technology is available it will be used where possible to provide information to permit holders on the availability of spaces.

Current - For existing residential properties in the town centre residents will be able to utilise this policy.



Proof - egr0339







# Darlington Parking Strategy

## Summary Document

Proof | egr

# Why do we need a new parking strategy?

Since Darlington Borough Council last produced a parking strategy several local, national and global issues and policy updates have occurred affecting parking, including:

Climate Emergency		
COVID19 Pandemic		
<b>National Policy</b> <ul style="list-style-type: none"> <li>Decarbonising Transport A Better, Greener Britain (July 2021)</li> <li>National Planning Policy Framework (July 2021)</li> <li>Levelling Up the United Kingdom (February 2022)</li> </ul>	<b>Regional Policy</b> <ul style="list-style-type: none"> <li>Tees Valley Strategic Economic Plan</li> <li>Tees Valley Investment Plan</li> <li>Tees Valley Strategic Transport Plan</li> </ul>	<b>Local Policy</b> <ul style="list-style-type: none"> <li>Darlington Local Plan</li> <li>Darlington Transport Strategy</li> <li>Darlington Town Centre Strategy and Transport Plan</li> </ul>

## Vision

The parking strategy has a key role to play in delivering the visions set out in the transport and town centre strategies for Darlington:

### **Darlington Town Centre Strategy:**





*By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to the town centre, placing it at the heart of the community for years to come.*

### **Darlington Transport Strategy Vision:**

*We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth*

# Objectives

To support these visions the following objectives have been determined for the parking strategy:

<ul style="list-style-type: none"> <li>• <b>Balanced:</b> To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Fair and Well Managed:</b> Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Safe and Convenient:</b> Deliver facilities that are safe, secure and convenient for a variety of users;</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Modern:</b> Embrace opportunities created by new technology to manage car parking;</li> </ul>	

# Policy Levers

The four policy levers we will use are:



# Darlington Parking Model

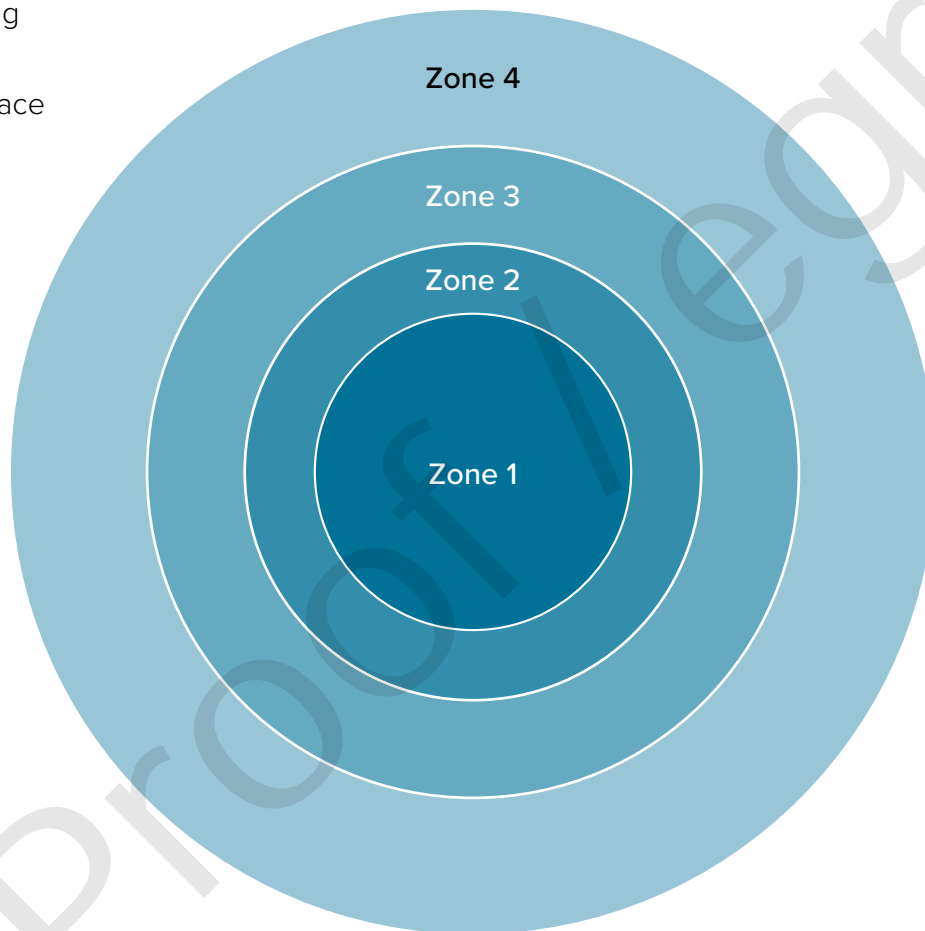
## ZONE 1: TOWN CENTRE

The town centre core consists of a variety of parking, including:

- Time-limited short stay parking
- Feethams Multi-storey car park
- Parking for blue badge holders
- Contract parking for businesses
- Motorcycle parking
- Cycle parking
- EVCP's
- Car Club Space

## ZONE 2: TOWN CENTRE FRINGE

This zone focuses predominantly on the provision of long stay parking in car parks, EVCP's, HGV, coach parking and residents parking zones.





## ZONE 3: REST OF TOWN

Residents parking zones, contract parking at employment sites, free on street parking with some controls (such as outside of schools)

## ZONE 4: OUTER LYING VILLAGES

Free on street parking with some controls for traffic management and road safety

# Actions

<p><b>Balanced</b></p> 	<p>Periodically <b>review the number of spaces in car parks and on-street in the town centre</b> and aim to manage the overall number of spaces (supply) in line with current and future requirements (demand)</p> <p>Periodically <b>review supply and demand of on-street parking and car parks in the borough</b> (outside the town centre)</p> <p>Review the location and use of <b>residents parking zones</b> and ensure that they continue to meet the needs of residents</p> <p><b>Review existing contract parking for businesses</b>, update the current policy and adopt a protocol for deciding upon future allocations</p> <p>Introduce a policy for <b>contract parking in the town centre for residential properties</b></p> <p>Provide additional parking spaces for <b>electric vehicle</b> charging within public car parks</p> <p>Develop a <b>Car Club</b></p> <p>Ensure <b>cycle parking</b> meets the requirements of LTN1/20<sup>1</sup> and is well-designed, high-quality, convenient and well maintained</p> <p>Maintain, monitor and review the quantity, quality and location of <b>coach parking</b></p> <p>Maintain, monitor and review <b>HGV parking</b></p>
<p><b>Fair and Well Managed</b></p> 	<p>Review all <b>tariffs</b> on an annual basis (car parks, on-street, contract parking and permits) to ensure they remain competitive and deliver the desired outcomes of this strategy</p> <p>Ensure that new commercial/retail/leisure developments that provide parking are required to develop and submit a <b>car parking management plan</b></p> <p><b>Consider a number of enforcement related activities</b> including introducing an online reporting system, camera enforcement and the requirements of legislation in relation to parking on footways.</p> <p><b>Produce an annual report</b> detailing income from Civil Parking Enforcement and Pay and Display parking and how the income is spent</p>

<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

Safety and Quality



Ensure all car parks continue to meet the standards set out in the <b>Park Mark and Disabled Parking Accreditation Certifications</b>
Develop an <b>Asset Management Plan</b> for all our car parks
Update the <b>Tees Valley Design Standards</b> for parking
Audit existing <b>cycle parking</b> across the borough and implement a programme of improvement to bring in line with LTN 1/20
Carefully consider the overall number of <b>disabled parking bays</b> , their location, design and usage, to ensure that the needs of disabled people are met.
Review car park <b>signage</b> and messaging to improve legibility
Ensure that <b>pedestrian routes</b> linking car-parks to key destinations are clearly marked, of good quality and safe
Review <b>accessibility</b> to on-street pay and display machines as part of the replacement programme
Undertake a review of the <b>operation of the RPZs</b> , including numbers of permits per property and visitor permits
Develop a comprehensive <b>marketing and communications plan</b>

Modern



Procure new <b>contactless pay</b> and display machines for on-street parking payments, in line with parking machines in car parks
Review the <b>Pay by Phone</b> contract when it is due for renewal to ensure that this technology is still relevant and well used
Investigate ways to further <b>reduce energy requirements</b> of existing parking facilities.
Investigate the opportunities over time to implement additional parking technology systems

## **COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 25 AUGUST 2022**

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### **PERFORMANCE INDICATORS QTR 4 2021/22**

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#### **Purpose of the Report**

1. To provide Members with performance data against key performance indicators for 2021/22 at Quarter 4.

#### **Report**

#### **Performance Summary**

2. This report provides performance information in line with an indicator set and Scrutiny Committee distribution agreed by Monitoring and Coordination Group on 4 June 2018, and subsequently by scrutiny Committee Chairs. Following agreement at Council on 5 December 2019 to align Scrutiny Committees to the updated Cabinet Portfolios, the indicator set has been aligned accordingly.
3. The indicators included in this report are aligned with key priorities. Other indicators may be referenced when appropriate in narrative provided by the relevant Assistant Directors, when providing the committee with performance updates.
4. 35 indicators are reported to the committee, 25 of them on a six-monthly basis and ten annually.

#### **Headlines**

5. As restrictions were eased throughout the year, attendance at the Hippodrome, Head of Steam and the library increased.
6. The number of active Street Champions has increased significantly as we have come out of lockdown from 174 in March 2021 to 416 in March 2022. Monitoring by the land audit management system shows that 94% of inspections carried out meet the required standard.
7. Bus Punctuality figures for 2021/22 are due to be published by DfT in Autumn 2022.

#### **Performance Summary**

8. Performance of the 35 indicators reported:

#### **Previous Quarter Comparison**

9. Three indicators have data that can be compared against their previous quarter.

- a) All three indicators are showing performance not as good as the previous quarter:

ENV 021	% of small fly tips removed within target time
ENV 022	% of large fly tips removed within target time
ENV 009	% household waste that is collected that is either reused, recycled or composted

### Year End Comparison

10. Thirty-five indicators can be compared against the same period last year:

- a) Twelve indicators are showing performance better than at the same period as last year or from when last reported:

CUL 037	Number of shows held at the Hippodrome
CUL 038	Number of individual attendances at Hippodrome theatre shows
CUL 071	Number of visits to the Head of Steam
CUL 078	Number of shows held at the Hullabaloo
CUL 079	Number of individual attendances at Hullabaloo shows
CUL 100	Number of items borrowed
CUL 101	Physical Stock borrowed from Darlington Library
CUL 102	Physical Stock borrowed from Cockerton Library
ENV 002	Number of Street Champions who are actively involved in litter picking a minimum of once per month
TCP 200	% of principal roads where maintenance should be considered (A class)
TCP 202	% of non principal roads where maintenance should be considered (B and C class)
TCP 603	Number of children slightly injured in road traffic accidents

- b) Two indicator is showing performance the same period as last year or from when last reported:

ENV 023	Number of prosecutions for fly-tipping
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REG 803	Trading Standards : % of high risk inspections carried out
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c) Nine indicators are showing performance not as good than at the same period as last year or from when last reported:

CUL 070	Reservations - where an item is reserved from stock or from another library and is supplied within 7 days, shown as a %
ENV 009	% household waste that is collected that is either reused, recycled or composted
ENV 021	% of small fly tips removed within target time
ENV 022	% of large fly tips removed within target time
TCP 203	% of unclassified roads where maintenance should be considered
TCP 600	Number of people killed or seriously injured in road traffic accidents
TCP 601	Number of people slightly injured in road traffic accidents
TCP 602	Number of children killed or seriously injured in road traffic accidents
TCP 900	Overall Public Satisfaction with Public Transport Theme (National Highways and Transport Survey)

d) Two indicators do not have comparative information from last year due to Coronavirus restrictions.

CUL 103	Number of physical visits to Darlington Library
ENV 024	Land Audit Management System - Litter Score

e) The Library Service have amended their indicators and the six introduced from April 2021 do not have comparative information from last year.

CUL 104	Number of physical visits to Cockerton Library
CUL 105	Number of group engagements
CUL 106	Number of group engagements at Darlington Library
CUL 107	Number of group engagements at Cockerton Library

CUL 108	Number of educational interactions
CUL 109	Number of enquires directed to the Centre for Local Studies

- f) Three indicators have no comparative information available from 2020/20 due to the update of their recording system.

ENV 006c	Total number of large fly-tips reported (update)
ENV 006d	Total number of small fly-tips reported (update)
ENV 006e	Total number of fly-tips reported (update)

- g) One indicator's 2021/22 data is provided via a national system and not available until the autumn of 2022.

TCP 101	Bus punctuality - % of non-frequent bus services running on time
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11. A detailed performance scorecard is attached at **Appendix 1**.

### **Recommendation**

12. It is recommended that:

- a) Performance information provided in this report is reviewed and noted, and relevant queries raised with appropriate Assistant Directors.

**Ian Thompson**  
**AD – Community Services**

**Anthony Hewitt**  
**AD – Highways and Capital Projects**

## Background Papers

No background papers were used in the preparation of this report.

S17 Crime and Disorder	This report supports the Council's Crime and Disorder responsibilities
Health and Well Being	This report supports performance improvement relating to improving the health and wellbeing of residents
Sustainability	This report supports the Council's sustainability responsibilities
Diversity	This report supports the promotion of diversity
Wards Affected	This report supports performance improvement across all Wards
Groups Affected	This report supports performance improvement which benefits all groups
Budget and Policy Framework	This report does not represent a change to the budget and policy framework
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
Council Plan	This report contributes to the Council Plan by involving Members in the scrutiny of performance relating to the delivery of key outcomes
Efficiency	Scrutiny of performance is integral to optimising outcomes.

## **MAIN REPORT**

### **Culture**

13. CUL 037 / CUL 038 – The Hippodrome, CUL 078 / CUL 079 – The Hullabaloo:  
As restrictions were eased throughout the year the number of shows at the Hippodrome and Hullabaloo increased and therefore attendances. Audiences have returned to the theatre and as more shows become available it is expected that attendances will continue to grow through next year.
14. CUL 071 – The Head of Steam:  
Attendances have also increased at the Head of Steam as restrictions eased throughout the year alongside a programme of activities and events which helped support the growth in attendances.
15. CUL 100 / CUL 101 / CUL 102 / CUL 103 / CUL 104 / CUL 105 / CUL 106 / CUL 107 / CUL 108 / CUL 109 – The Library:  
As the Library service reopened, the number of customers to both Darlington Library and Cockerton Library have increased throughout the year. As customers have returned to the libraries the items and books borrowed has also increased as well as the number of online, virtual and actual physical events and activities.
16. Major refurbishment works are now underway at Darlington Library starting in February and services are operating on a much smaller scale, which will be reflected in next year's figures. However, all stock is available to select from our website, app, over the telephone or in person at the central or branch library. Digital stock is available to members 24 hours a day. We offer a free Home Delivery Service to those aged 60 and over and we offer schools boxes of specially selected stock for delivery and loan. We create and promote different initiatives to encourage borrowing across different ages and demographics. Once the refurbishment works are complete, we will be promoting the new modernised services and hope to see similar success to that at Cockerton Library following the investment.
17. Of particular note is CUL 014 - Number of physical visits to Cockerton: Cockerton Library, which is thriving, following modest refurbishment in November with a new, dedicated staff team. The refurbished space includes a central area with feature lighting for children's stock and activity. The team are actively engaging with the community to encourage use from local schools, groups, and residents. Schools are making regular visits, and a weekly Story and Craft, and a Lego Club is underway. Next, we will implement after school activity for primary children to help to close the gap created by at home learning during the pandemic, and the subsequent decrease in scientific and digital learning. In addition, we aim to establish a group for older people to socialize and enjoy activity. Book stock is being mindfully displayed in all areas to encourage borrowing and staff are promoting services across the board.

### **Environmental Services**

18. ENV 002 – Number of street champions: The number of active street champions continues to rise steadily; we have 416 registered in March 2022. The return of Litter

Free Durham & Darlington's Big Spring Clean 2022 campaign saw a spike in people registering and joining the community litter picks which took place from the 21st Feb to 4th April; during the campaign over 690 bags of rubbish were collected. The voluntary work carried out by local Street Champions is critical in helping to maintain a clean borough and so support the work of Street Scene. This helps to achieve the Council's primary ambition of supporting economic growth by ensuring Darlington is an attractive place to live, work and play.

19. ENV 006 / ENV 006a / ENV 006b / ENV 021 / ENV 022 / ENV 023 – Fly Tipping:  
The criteria for fly tips and reporting have been tightened up, recording small fly tips as single black bag, single items, car boot load and small van. Large fly tips are classed as large van load, tipper lorry load and significant multiple van loads. The tightening up of criteria has led to a change in the split between large and small fly tips and as a result of the change in recording on previous years there is no comparison available. Whilst there have been no prosecutions during the year there are a number of cases going to court. The overall target time to remove fly tips both small and large is slightly down on last year however the speed at which fly tips are removed has increased with the majority being collected within 5 days.
20. ENV 009 - % household waste that is collected that is either reused, recycled or composted: Data for is reported through a national system which has a lag as data is verified. Quarter 4 2021/22 (32.4%) figure shows a decrease from the corresponding Quarter 4 figure in 2020/21 (35.1%). The reduction is due to some previous errors in reporting that have been picked up as part of the audit process. Significant work continues to be undertaken by the Street Scene and Communications teams to increase recycling rates and reduce contamination by raising residents' awareness of what can be recycled through a variety of channels.
21. ENV 024 - Land Audit Management System - Litter Score: The standard of cleanliness achieved does depend on the location inspected therefore results will vary throughout the year. In Quarter 4, the higher successful pass rate will have been determined by areas subject to less litter, i.e., the majority of inspections in this quarter were rural areas of the borough. Overall, throughout the year, a high standard of cleanliness has been achieved with a 94% pass rate.

### **Trading Standards**

22. REG 803 – High Risk Inspections:  
Each year, Trading Standards plans a programme of intelligence-led business inspections to check that businesses are complying with trading standards and consumer laws, support them into compliance where necessary and investigate areas of non-compliance as required. The number of inspections planned for 2021-22 was 60 with all inspections being completed

### **Transport**

23. TCP 101 – Bus Punctuality:  
The Bus Punctuality data is due to be published by DfT in Autumn 2022.

## Road Maintenance

24. TCP 200 - % of principal roads where maintenance should be considered (A class): During Quarter 4, our programme of A-road resurfacing schemes was completed, with the final scheme being the A68 duals at junction 58. Our continued investment in road maintenance has seen an overall improvement in the A-road network, with the percentage of the A-road network which needs to be considered for maintenance falling to 1.3%, significantly below the national and North East averages.
25. TCP 202 - % of non-principal roads where maintenance should be considered (B and C class): Our continued investment into maintenance of B- and C- class roads has resulted in an improvement in the quality of the highway network. The percentage of non-principal roads (B + C) where maintenance should be considered is now at 5% which as an improvement over 2021 and better than the national average.
26. TCP 203 – Data for 2021/22 shows the % of unclassified roads where maintenance should be considered at 16%. Whilst this is an increase over the previous year with a number of areas worsening due to age, it is significantly lower than both the North East and national averages and follows an improving trend over the five-year period. The Council are continuing to invest in the road network, and we completed 52 micro asphalt schemes in 2021/22 which will extend the life of those unclassified roads.
27. TCP 600 - Number of people killed or seriously injured in road traffic accidents: Casualties are monitored annually over a calendar year. The casualty indicators use a five-year average (2010/2014) for their baseline. For killed or seriously injured (KSI), this is 34.2. 2021 shows an increase over 2020. However, 2020 is a statistical outlier due to the impact of Covid-19 on traffic levels (15% of normal traffic levels at its lowest). Based on the years prior to Covid-19, we are still seeing a reduction, however there is still work to do as the level is above the baseline. We continue to invest in road safety education, publicity and training in partnership with organisations such as the police and fire service. Through our Local Transport Plan, we continue to invest in speed management and casualty reduction schemes.
28. TCP 601 - Number of people slightly injured in road traffic accidents: Casualties are monitored annually over a calendar year. The casualty indicators use a five-year average (2010/2014) for their baseline. For slightly injured, this is 297.2. 2021 shows an increase over 2020. However, 2020 is a statistical outlier due to the impact of Covid-19 on traffic levels (15% of normal traffic levels at its lowest). Based on the years prior to Covid-19, we are still seeing a substantial reduction, and this level is significantly below the baseline.
29. TCP 602 - Number of children killed or seriously injured in road traffic accidents: Casualties are monitored annually over a calendar year. The casualty indicators use a five-year average (2010/2014) for their baseline. For children killed or seriously injured (KSI), this is 3.6. 2021 shows an increase over 2020. However, 2020 is a statistical outlier due to the impact of Covid-19 on traffic levels (15% of normal traffic levels at its lowest).

Based on the years prior to Covid-19, we are seeing a slight increase, and this remains above the baseline. However, there have been no child fatalities since 2013.

30. TCP 603 - Number of children slightly injured in road traffic accidents: Casualties are monitored annually over a calendar year. The casualty indicators use a five-year average (2010/2014) for their baseline. For child slight casualties, this is 34.2. 2021 shows a decrease over 2020 and continues the trend of reduction over the longer term. At 10, this is significantly below the baseline.
31. TCP 900 – Public Satisfaction with Transport: The overall public satisfaction with public transport has slightly reduced and work will be undertaken over the coming year to try and reinstate confidence in public transport use and improvements to the bus network through a bus service improvement plan and a partnership approach. There are ongoing challenges for bus operators in terms of driver availability, driver recruitment, Covid 19 and other issues that are impacting the industry with operators working on solutions to protect services and the network.

**Hippodrome digital engagement, education, and outreach.**

32. This section provides performance information in line with the minute extract from the meeting held on the 22nd of April 2021.
33. The Hippodrome is now back to operating as a live venue with all social distancing measures removed. As live shows are now available across the year, we have ceased the presentation of online screenings, events, and classes as all are able to take place in the theatre. As we phased our programme back to live performance, there was a complete drop in bookings for our online offer and no requests from audiences to continue them. We currently have no future plans to develop an online offer but recognise that we can fall back on this option should circumstances require it.

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**SCRUTINY - COMMUNITIES & LOCAL SERVICES 2021/22 QUARTER 4**

Indicator	Title	Return Format	Reported	What is best	2018 / 2019	2019 / 2020	2020 / 2021	2021/22 - Q1	2021/22 - Q2	2021/22 - Q3	2021/22 - Q4	Qtr 4 compared to Qtr 3	2020/21 Qtr 4	2021/22 compared to 2020/21
CUL 037	Number of shows held at the Hippodrome	Number	Monthly	Higher	338	290	0	6	32	109	173	NA	0	↑
CUL 038	Number of individual attendances at Hippodrome theatre shows	Number	Monthly	Higher	152,584	131,183	0	1,006	7,867	49,045	83,298	NA	0	↑
CUL 070	Reservations - where an item is reserved from stock or from another library and is supplied within 7 days, shown as a %	Percentage	Annually	Higher	56%	52%	61%	Annual indicator no data to report for these quarters			60%	NA	61%	↓
CUL 071	Number of visits to the Head of Steam	Number	Monthly	Higher	42,037	42,146	4,216	1,857	11,329	20,366	24,859	NA	4,216	↑
CUL 078	Number of shows held at the Hullabaloo	Number	Monthly	Higher	210	164	0	0	3	81	107	NA	0	↑
CUL 079	Number of individual attendances at Hullabaloo shows	Number	Monthly	Higher	10,513	8,969	0	0	65	2424	3622	NA	0	↑
CUL 100	Number of items borrowed	Number	Monthly	Higher	286,557	284,114	172,519	47,169	108,646	159,867	214,027	NA	172,519	↑
CUL 101	Physical Stock borrowed from Darlington Library	Number	Monthly	Higher	No data available	No data available	101,553	28,047	69,290	105,889	136,403	NA	101,553	↑
CUL 102	Physical Stock borrowed from Cockerton Library	Number	Monthly	Higher	No data available	No data available	12,320	6,804	17,616	22,932	36,748	NA	12,320	↑
CUL 103	Number of physical visits to Darlington Library	Number	Monthly	Higher	186,769	177,110	No data available	10,511	29,129	47,680	62,657	NA	NA	NA
CUL 104	Number of physical visits to Cockerton Library	Number	Monthly	Higher	No data available			1,381	3,585	5,530	11,279	NA	NA	NA
CUL 105	Number of group engagements	Number	Monthly	Higher				8	44	131	257	NA	NA	NA
CUL 106	Number of group engagements at Darlington Library	Number	Monthly	Higher				5	38	97	158	NA	NA	NA
CUL 107	Number of group engagements at Cockerton Library	Number	Monthly	Higher				0	0	16	80	NA	NA	NA
CUL 108	Number of educational interactions	Number	Monthly	Higher				3	7	29	55	NA	NA	NA
CUL 109	Number of enquires directed to the Centre for Local Studies	Number	Monthly	Higher				214	1,164	2,243	3,445	NA	NA	NA
ENV 002	Number of Street Champions who are actively involved in litter picking a minimum of once per	Number	Quarterly	Higher	115	136	174	322	362	376	416	NA	174	↑
ENV 006c	Total number of large fly-tips reported (update)	Number	Quarterly	Lower	No data available			402	591	695	825	NA	NA	NA
ENV 006d	Total number of small fly-tips reported (update)	Number	Quarterly	Lower				461	995	1,488	2,138	NA	NA	NA
ENV 006e	Total number of fly-tips reported (update)	Number	Quarterly	Lower				863	1,586	2,183	2,963	NA	NA	NA
ENV 009	% household waste that is collected that is either reused, recycled or composted	Percentage	Quarterly	Higher	39.2%	40.8%	35.1%	40.2%	37.2%	34.4%	32.4%	↓	35.1%	↓
ENV 021	% of small fly tips removed within target time	Percentage	Monthly	Higher	86.7%	85.3%	99.5%	99.5%	96.7%	95.9%	93.6%	↓	99.5%	↓
ENV 022	% of large fly tips removed within target time	Percentage	Monthly	Higher	86.7%	85.7%	100.0%	100.0%	87.5%	96.5%	93.6%	↓	100%	↓
ENV 023	Number of prosecutions for fly-tipping	Number	Quarterly	Higher	0	0	0	0	0	0	0	NA	0	↔
ENV 024	Land Audit Management System - Litter Score	Percentage	Monthly	Higher	72%	79%	No data available	No data available	68%	No data available	94%	NA	No data available	NA
REG 803	Trading Standards : % of high risk inspections carried out	Percentage	Quarterly	Higher	100%	100%	100%	13%	13%	57%	100%	NA	100%	↔
TCP 101	Bus punctuality - % of non-frequent bus services running on time	Percentage	Annually	Higher	85.7%	No data available	93.0%				Dft data release Autumn	NA	93.0%	NA

**SCRUTINY - COMMUNITIES & LOCAL SERVICES 2021/22 QUARTER 4**

Indicator	Title	Return Format	Reported	What is best	2018 / 2019	2019 / 2020	2020 / 2021	2021/22 - Q1	2021/22 - Q2	2021/22 - Q3	2021/22 - Q4	Qtr 4 compared to Qtr 3	2020/21 Qtr 4	2021/22 compared to 2020/21	
TCP 200	% of principal roads where maintenance should be considered (A class)	Percentage	Annually	Lower	2.2%	3.0%	1.9%	Annual indicators no data to report for these quarters				1.3%	NA	1.9%	↑
TCP 202	% of non principal roads where maintenance should be considered (B and C class)	Percentage	Annually	Lower	6.9%	6.0%	6.0%					5.4%	NA	6.0%	↑
TCP 203	% of unclassified roads where maintenance should be considered	Percentage	Annually	Lower	15.5%	7.9%	13.1%					15.9%	NA	13.1%	↓
TCP 600	Number of people killed or seriously injured in road traffic accidents	Number	Annually	Lower	47	44	27					41	NA	27	↓
TCP 601	Number of people slightly injured in road traffic accidents	Number	Annually	Lower	179	151	97					113	NA	97	↓
TCP 602	Number of children killed or seriously injured in road traffic accidents	Number	Annually	Lower	5	5	2					5	NA	2	↓
TCP 603	Number of children slightly injured in road traffic accidents	Number	Annually	Lower	28	15	14					8	NA	14	↑
TCP 900	Overall Public Satisfaction with Public Transport Theme (National Highways and Transport Survey)	Percentage	Annually	Higher	62%	58%	58%					55%	NA	58%	↓
												Better than =		↑	
												Not as good as =		↓	
												The same as =		↔	

**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE  
25 AUGUST 2022**

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**WORK PROGRAMME**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To consider the work programme items scheduled to be considered by this Scrutiny Committee during the 2022/23 Municipal Year and to consider any additional areas which Members would like to suggest should be added to the previously approved work programme.

**Summary**

2. Members are requested to consider the attached work programme (**Appendix 1**) for the remainder of the 2022/23 Municipal Year which has been prepared based on Officers recommendations and recommendations previously agreed by this Scrutiny Committee.
3. Any additional areas of work which Members wish to add to the agreed work programme will require the completion of a quad of aims in accordance with the previously approved procedure (**Appendix 2**).

**Recommendation**

4. It is recommended that Members note the current status of the Work Programme and consider any additional areas of work they would like to include.

**Luke Swinhoe  
Assistant Director Law and Governance**

Background Papers

No background papers were used in the preparation of this report.

Author : Hannah Miller 5801

S17 Crime and Disorder	This report has no implications for Crime and Disorder
Health and Well Being	This report has no direct implications to the Health and Well Being of residents of Darlington.
Carbon Impact and Climate Change	There are no issues which this report needs to address.
Diversity	There are no issues relating to diversity which this report needs to address
Wards Affected	The impact of the report on any individual Ward is considered to be minimal.
Groups Affected	The impact of the report on any individual Group is considered to be minimal.
Budget and Policy Framework	This report does not represent a change to the budget and policy framework.
Key Decision	This is not a key decision.
Urgent Decision	This is not an urgent decision
Council Plan	The report contributes to the Council Plan in a number of ways through the involvement of Members in contributing to the delivery of the Plan.
Efficiency	The Work Programmes are integral to scrutinising and monitoring services efficiently (and effectively), however this report does not identify specific efficiency savings.
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

5. The format of the proposed work programme has been reviewed to enable Members of this Scrutiny Committee to provide a rigorous and informed challenge to the areas for discussion.
6. The Council Plan sets the vision and strategic direction for the Council through to May 2023, with its overarching focus being 'Delivering success for Darlington'.
7. In approving the Council Plan, Members have agreed to a vision for Darlington which is a place where people want to live and businesses want to locate, where the economy continues to grow, where people are happy and proud of the borough and where everyone has the opportunity to maximise their potential.
8. The visions for the Stronger Communities and Local Services portfolios are:-  
  
    'to build Stronger Communities that are resilient, sustainable and safe to ensure everyone has the best opportunities to succeed' and 'a borough that is attractive, green and clean, with a wide variety of activities to be enjoyed, and a transport offer that facilitates efficient movement and reduced carbon emissions in the borough'.

### Forward Plan and Additional Items

9. Once the Work Programme has been agreed by this Scrutiny Committee, any Member seeking to add a new item to the work programme will need to complete a quad of aims.
10. A copy of the Forward Plan has been attached at **Appendix 3** for information.

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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE WORK PROGRAMME**

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>Link to Performance Management Framework (metrics)</b>	<b>Scrutiny's Role</b>
<b>Stronger Community Board and Sub Groups Update</b>	25 August 2022	Stronger Communities Portfolio Holder		To update Scrutiny Members and undertake any further work if necessary.
<b>Performance Management and Regulation/ Management of Change</b>  Regular Performance Reports to be Programmed  End of Year Performance (including Compliments Comments and Complaints)	Year End/Q4 25 August 2022  Q2 15 December 2022	Relevant AD	Full Performance Management Framework suite of indicators.	To receive quarterly monitoring reports and undertake any further detailed work into particular outcomes if necessary.
<b>Restoration of Locomotion No 1 Replica</b>	25 August 2022	Ian Thompson		To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Darlington Transport Plan (including Darlington Parking Strategy and Town Centre Parking Strategy)</b>	25 August 2022	Anthony Hewitt		To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Northgate Initiative</b>	27 October 2022  Last considered 7 April 2022	Seth Pearson		To update Scrutiny Members and undertake any further work if necessary.

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
<b>Taxi availability (including wheelchair accessible vehicles)</b>	27 October 2022  Last considered 9 June 2022	Colin Dobson		To scrutinise and monitor.
<b>Bank Top Masterplan</b>	27 October 2022  Last considered 9 December 2021	Anthony Hewitt		To influence the Bank Top Masterplan and ensure the best outcomes for Darlington's residents and its economy.
<b>Rail Heritage Quarter–</b> To include Head of Steam and 2025  Review group also established	15 December 2022  Last considered 21 October 2021	Ian Thompson		To contribute to the development of 'Experience Darlington' Strategy.
<b>Library Services</b> To include digital offer	15 December 2022  Last considered 7 April 2022	Ian Thompson		To scrutinise and undertake any further work if necessary.
<b>Open Spaces Groups</b>	15 December 2022	Brian Graham		To update Scrutiny Members and undertake any further work if necessary.
<b>Stronger Communities Fund Six month review</b>  <b>Year End Update</b>	Special MTFP TBC  June 2023			To update Scrutiny Members.
<b>Local Transport Plan</b>	9 February 2023  Last considered 17 February 2022	Andy Casey		To scrutinise and undertake any further work if necessary.



Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
<b>Tees Valley Combined Authority Transport Strategy</b> (to include Bus Services in the Tees Valley)	9 February 2023  Last considered 19 August 2021	Dave Winstanley/ Tom Bryant TVCA		To contribute to and influence the Strategy to ensure the best outcomes for residents.
<b>Public Sector Executive Group 6 Month Review</b>	9 February 2023  Last considered 7 April 2022	Seth Pearson		To scrutinise and undertake any further work if necessary.
<b>Public Space Protection Order – Darlington Town Centre</b>	9 February 2023  Last considered 9 June 2022	Ian Thompson		To update Scrutiny Members and undertake any further work if necessary.
<b>Hippodrome</b>	To be agreed  Last considered 7 April 2022	Ian Thompson		To scrutinise and undertake any further work if necessary.
<b>Waste Management (to include Tees Valley Energy Recovery Facility)</b>	To be agreed  Last considered 21 October 2021	Ian Thompson		To give Scrutiny Members the opportunity to consider prior to Cabinet.

**REVIEW GROUP**

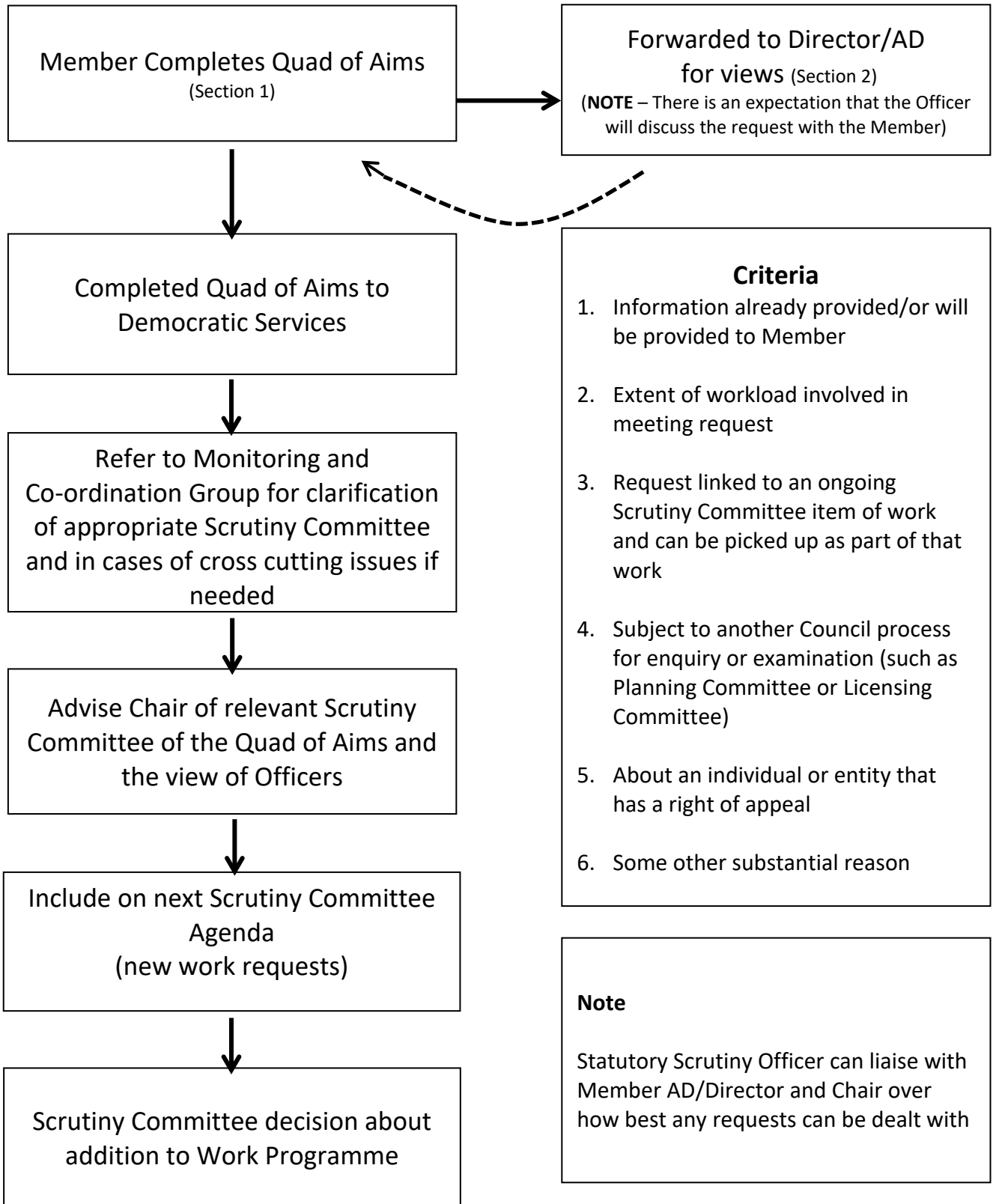
<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>Link to PMF (metrics)</b>	<b>Scrutiny's Role</b>
<b>School Streets Initiative</b>	<p>Group met on 16 December 2020 and 14 January 2021</p> <p>Report to Scrutiny on 25 February 2021</p> <p>Meeting to be arranged once Quad of aims submitted to establish T&amp;F to review additional measures</p>			<p>To enable Scrutiny members to understand the work to date, input their experience and their perspectives to inform the work going forward.</p>

**Performance Indicators**

<b>DBC Number:</b>	<b>Definition:</b>
CUL 037	Number of shows held at the Hippodrome
CUL 038	Number of individual attendances at theatre shows
CUL 070	Reservations - where an item is reserved from stock or from another library and is supplied within 7 days, shown as a %
CUL 071	Number of visits to the Head of Steam
CUL 078	% of ticket sales for the Hippodrome
CUL 079	% of ticket sales for the Hullabaloo
CUL 100	Number of items borrowed
CUL 101	Physical Stock borrowed from Darlington Library
CUL 102	Physical Stock borrowed from Cockerton Library
CUL 103	Number of physical visits to Darlington Library
CUL 104	Number of physical visits to Cockerton Library
CUL 105	Number of group engagements
CUL 106	Number of group engagements at Darlington Library
CUL 107	Number of group engagements at Cockerton Library
CUL 108	Number of educational interactions
CUL 109	Number of enquires directed to the Centre for Local Studies
ENV 002	Number of Street Champions who are actively involved in litter picking a minimum of once per month
ENV 006	Total number of fly-tips reported
ENV 006a	Total number of large fly-tips reported

ENV006b	Total number of small fly-tips reported
ENV 009	% household waste that is collected that is either reused, recycled or composted
ENV 021	% of small fly tips removed within target time
ENV 022	% of large fly tips removed within target time
ENV 023	Number of prosecutions for fly-tipping
ENV 024	Land Audit Management System - Litter Score
REG 803	Trading Standards : Percentage of high risk inspections carried out
TCP 101	Bus punctuality - percentage of non-frequent bus services running on time
TCP 200	Percentage of principal roads where maintenance should be considered (A class)
TCP 202	Percentage of non principal roads where maintenance should be considered (B and C class)
TCP 203	Percentage of unclassified roads where maintenance should be considered
TCP 600	Number of people killed or seriously injured in road traffic accidents
TCP 601	Number of people slightly injured in road traffic accidents
TCP 602	Number of children killed or seriously injured in road traffic accidents
TCP 603	Number of children slightly injured in road traffic accidents
TCP 900	Overall Public Satisfaction with Public Transport Theme (National Highways and Transport Survey)

**PROCESS FOR ADDING AN ITEM TO SCRUTINY COMMITTEE'S PREVIOUSLY APPROVED WORK PROGRAMME**



**PLEASE RETURN TO DEMOCRATIC SERVICES**

**QUAD OF AIMS (MEMBERS' REQUEST FOR ITEM TO BE CONSIDERED BY SCRUTINY)**

**SECTION 1 TO BE COMPLETED BY MEMBERS**

**NOTE** – This document should only be completed if there is a clearly defined and significant outcome from any potential further work. This document should **not** be completed as a request for or understanding of information.

<b>REASON FOR REQUEST?</b>	<b>RESOURCE (WHAT OFFICER SUPPORT WOULD YOU REQUIRE?)</b>
<b>PROCESS (HOW CAN SCRUTINY ACHIEVE THE ANTICIPATED OUTCOME?)</b>	<b>HOW WILL THE OUTCOME MAKE A DIFFERENCE?</b>

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Signed Councillor .....

Date .....

**SECTION 2 TO BE COMPLETED BY DIRECTORS/ASSISTANT DIRECTORS**  
**(NOTE – There is an expectation that Officers will discuss the request with the Member)**

	<b>Criteria</b>
1. (a) Is the information available elsewhere? Yes ..... No ..... If yes, please indicate where the information can be found (attach if possible and return with this document to Democratic Services) .....	1. Information already provided/or will be provided to Member
(b) Have you already provided the information to the Member or will you shortly be doing so? .....	2. Extent of workload involved in meeting request
2. If the request is included in the Scrutiny Committee work programme what are the likely workload implications for you/your staff? .....	3. Request linked to an ongoing Scrutiny Committee item of work and can be picked up as part of that work
3. Can the request be included in an ongoing Scrutiny Committee item of work and picked up as part of that? .....	4. Subject to another Council process for enquiry or examination (such as Planning Committee or Licensing Committee)
4. Is there another Council process for enquiry or examination about the matter currently underway? .....	5. About an individual or entity that has a right of appeal
5. Has the individual or entity some other right of appeal? .....	6. Some other substantial reason
6. Is there any substantial reason (other than the above) why you feel it should not be included on the work programme? .....	

**Signed** ..... **Position** ..... **Date** .....

**PLEASE RETURN TO DEMOCRATIC SERVICES**

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**DARLINGTON BOROUGH COUNCIL  
FORWARD PLAN**



DARLINGTON

Borough Council

**FORWARD PLAN  
FOR THE PERIOD: 3 AUGUST 2022 - 31 DECEMBER 2022**

Title	Decision Maker and Date
Annual Review of the Investment Fund	Cabinet 6 Sep 2022
Bus Services	Cabinet 6 Sep 2022
Complaints, Compliments and Comments Annual Reports 2021/22	Cabinet 6 Sep 2022
Complaints Made to Local Government Ombudsman	Cabinet 6 Sep 2022
Draft Supplementary Planning Guidance (SPD) Design Code - Skertingham Garden Village SPD Consultation Request	Cabinet 6 Sep 2022
Housing Services Anti-Social Behaviour Policy	Cabinet 6 Sep 2022
Museum Accreditation Policies	Cabinet 6 Sep 2022
Project Position Statement and Capital Programme Monitoring 2022/23 - Quarter 1	Cabinet 6 Sep 2022
Regulatory Investigatory Powers Act (RIPA)	Cabinet 6 Sep 2022
Restoration of Locomotion No 1 Replica - Release of Capital	Cabinet 6 Sep 2022
Schedule of Transactions - September 2022	Cabinet 6 Sep 2022
School Term Dates 2024/25	Cabinet 6 Sep 2022
The Treatment of War Pensions in the Calculation of Housing Benefit	Cabinet 6 Sep 2022
Darlington Transport Plan	Council 24 Nov 2022 Cabinet 11 Oct 2022
Land at Faverdale - Burtree Garden Village Development	Cabinet 11 Oct 2022
Treasury Management Annual and Outturn Prudential Indicators 2022/23	Cabinet 11 Oct 2022
Annual Audit Letter 2020/21	Cabinet 8 Nov 2022
Council Tax Exemption for	Cabinet 8 Nov 2022

**DARLINGTON BOROUGH COUNCIL  
FORWARD PLAN**

Care Leavers 2023/24	
Council Tax Support - Scheme Approval 2023/24	Council 24 Nov 2022 Cabinet 8 Nov 2022
Final Version of Supplementary Planning Guidance (SPD) Design Code - Skertingham Garden Village	Cabinet 8 Nov 2022
Project Position Statement and Capital Programme Monitoring - Quarter 2	Cabinet 8 Nov 2022
Revenue Budget Monitoring - Quarter 2	Cabinet 8 Nov 2022
Housing Services Fire Safety Policy	Cabinet 6 Dec 2022
Mid-Year Prudential Indicators and Treasury Management 2022/23	Council 26 Jan 2023 Cabinet 6 Dec 2022
Council Chamber Refurbishment	Cabinet
Darlington Parking Strategy	Council Cabinet
Darlington Town Centre Transport Plan	Council Cabinet