

**CABINET
9 MARCH 2021**

LOCAL TRANSPORT PLAN

**Responsible Cabinet Member – Councillor Andy Keir
Local Services Portfolio**

**Responsible Director – Ian Williams
Director of Economic Growth and Neighbourhood Services**

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2020/21 and seeks approval for the 2021/22 programme, including the release of funding. It also provides an update on the Tees Valley Strategic Transport Plan and the Darlington Transport Plan.

Summary

2. Changes in travel behaviour have been one of the very visible signs of the restrictions we have all faced during 2020/21 as a result of Public Health England and Government advice. By early April our streets had become deserted with a huge reduction in traffic as people were furloughed or started working from home, most shops, businesses and schools closed and people were encouraged to walk and cycle as part of their daily exercise.
3. Next came a period of transition and adaptation as we tackled the reopening of shops and businesses. Social distancing measures were introduced in our normally busy streets; capacity and demand on bus and rail services was suppressed and passengers adapted to wearing face coverings, using contactless payments and sitting apart; car parking was free to support essential workers and essential trips; and construction sites re-opened within COVID-19 secure working arrangements.
4. And then in September schools re-opened. Travel Demand Management techniques were used to plan public transport and home to school transport to ensure that children and young people could travel to school and college safely, whilst retaining capacity for the general public.
5. The challenges continue and as we have already seen, vehicle traffic levels are quick to recover. The increase in online shopping and home deliveries which in turn increases the number of vans and lorries onto our roads is unlikely to abate significantly. This is balanced with many people continuing to work from home and in the future a move to more agile working combining home and office work.

However, there is already recognition that the transport sector will need to work hard to increase bus and rail services back to full capacity and encourage passengers back on to them. And those that started walking or cycling during the summer lockdown need to be encouraged to continue to travel sustainably.

6. Despite this the capital programme of works has progressed. The National Productivity Investment Fund schemes at Yarm Road/Lingfield Way junction and Haughton Road/Tornado Way junction (throughabout) were completed. Work started on the Rethinking Victoria Road scheme and a 3km section of the Stockton and Darlington Railway Walking and Cycling Route from the A66 to Middleton St George was completed. A full programme of maintenance schemes was delivered.
7. In addition, there was progress on the planning and designs for schemes including 20mph schemes at schools, key junctions on the A68 corridor and the Stockton and Darlington Railway Walking and Cycling Route.
8. Darlington has also secured additional funding during the year. In September 2020 £1.274m was awarded from the DfT's Pothole and Challenge Fund which 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. TVCA has been allocated funding from the Active Travel Fund following a successful bid which includes a walking and cycling route on Woodland Road/Duke Street in Darlington.
9. The Council continues to work in partnership with TVCA and the other Tees Valley local authorities to deliver the Strategic Transport Plan. This has included consultation on the Northern Link Road; progressing the designs for Darlington Station; a procurement for a new three-year Wheels 2 Work scheme following a successful pilot; a procurement for the roll out of Electric Vehicle Charging Points; the promotion of TeesFlex, providing a service to residents in the rural areas with no bus services; and the development of a new Urban Traffic Management and Control system to enable the Council to better manage traffic flows.
10. 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. A new online portal has been developed to make the application process for concessionary bus passes more straight forward. And a bulk re-issue of over 14,000 bus passes in Darlington has been completed.
11. Changes to car parking charges were approved by Cabinet following funding from TVCA.
12. Progress on the consultation for the Darlington Transport Plan has been delayed due to the Transport Planning Team working on the additional COVID-19 requirements and staff resource issues. Whilst the work continues on COVID-19 transport adaptations, there is now resource in place to progress the Plan.
13. The aims of the Plan have been reviewed and updated to reflect a 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 town centres change from being predominantly retail.

14. The Plan will continue to prioritise maintenance but has a focus on supporting economic growth through the delivery of sustainable transport options and identifying key traffic pinch points on the highway network. A consultation plan and timeline is being finalised so that consultation can take place whatever restrictions are in place, but with the aim of maximising participation.
15. Performance indicators and public satisfaction have been monitored and reported but many show fluctuations relating to the lockdowns and restrictions. On average people make 1000 trips per year, where a single trip is say home to work or home to the shop. That's an average of three trips per day and this is a norm that is consistent across multiple studies and behaviours across the world. This year we were told not to make those trips but to stay at home, only travel for essential reasons and only make local trips. This has skewed some of the datasets, such as traffic levels, public transport patronage and road traffic accidents. People have also travelled in different ways such as walking to a local shop or cycling for exercise rather than driving to work. Therefore, some people have experienced the transport network in a different way, with some positive and some negative experiences.
16. The Council has already made significant investment into improving the efficiency of street lighting assets, which has reduced carbon emissions by two thirds which is over 1,000 tonnes per year, saving over £500k per year in electricity alone and reducing reactive repair cost. We will continue to identify ways in which we can reduce the impact of transport on carbon emissions as part of our commitment to climate change. This will be a basket of measures including maximising the number of trips that are walked or cycled (zero emissions); achieving modal shift from single person car journeys to car sharing and mass transport (bus and rail); and decarbonising vehicles through a switch from petrol and diesel to electricity and hydrogen. Other savings will be sought through our construction processes, such as reusing materials that would otherwise be disposed of (2000 tonnes in 2020/21).
17. In 2021/22 we will be:
 - (a) Continuing to recycle certain roads in the programme. This is where a machine lifts the old material, re-processes the material and relays it in-situ. (500 tonnes recycled planned).
 - (b) Middleton Road between the A67 and Sadberge will be reconstructed using the existing material (4700 tonnes) and recycled road materials taken from other projects around the Borough (3300 tonnes). 8000 tonnes of material will not go to tip and this will be one of our first recycled roads using waste products from other projects. This means we will not have to manufacture 8000 tonnes of material and not have to send 8000 tonnes of material to waste sites that would cost £560k making the scheme unaffordable.
 - (c) Starting to trial warm asphalt in road construction, manufactured at lower temperatures to reduce the carbon produced during the manufacturing process.
 - (d) We are also working in partnership with a private company to set-up a treatment facility whereby our waste material is treated and stored, rather than being sent to waste. This will then be re-used on projects in the Borough.
 - (e) We will be replacing all lit bollards and signs with LEDs or reflective signs further reducing energy consumption.

Recommendation

18. It is recommended that:

- (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.893m Integrated Transport Block and £1.205m Highway Maintenance Funding (£0.964m plus £0.241m incentive funding), subject to Department for Transport confirmation, to deliver the 2021/22 transport programme;
- (b) Members approve the release of £1.274m Pothole and Challenge Fund monies awarded by the Department for Transport in September 2020; and release £0.969m Pot Hole and Challenge Funding awarded in February 2021 for 2021/22.
- (c) Members approve the release of Active Travel Fund monies subject to Department for Transport and Tees Valley Combined Authority confirmation, to deliver the Tees Valley Local Cycling and Walking Infrastructure Plan;
- (d) Members approve the Darlington Transport Plan framework as the basis for consultation in 2021.
- (e) Members approve the following recommendations of the Communities and Local Services Committee:
 - (i) that the School Streets Initiative should be progressed to the next phase; and
 - (ii) that the prioritisation of the top three schools for phase three be conducted using the 'Essential', Traffic Impacts' criteria and 'Supporting Criteria'

Reasons

19. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington's Transport Strategy as set out in the Third Local Transport Plan until a new Darlington Transport Plan is adopted;
- (b) To maximise the opportunities to maintain the highway asset for the benefit of all road users;
- (c) To deliver the Woodland Road/Duke Street cycling and walking scheme as part of the wider A68 Pinch Point scheme; and continue to secure further funding for the delivery of sustainable transport initiatives.
- (d) To enable residents, businesses and organisations to help shape the transport strategy for Darlington

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

Darlington's Third Local Transport Plan; 2011-2026

Tees Valley Strategic Transport Plan; 2020-2030

Sue Dobson : Extension 6207

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Third Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	Health and wellbeing implications have been considered in the preparation of the Third Local Transport Plan and its implementation. 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. This will be reviewed as part of the development of the next Darlington Transport Plan.
Carbon Impact and Climate Change	Carbon emissions and their impact have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport programme seeks to reduce carbon emissions from transport through a shift towards electric and hydrogen vehicles from petrol and diesel. The programme also seeks to encourage the use of sustainable modes of transport and mass public transport, as well as seeking ways to reduce the need to travel or travel shorter distances.
Diversity	Multi-strand Equalities and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and to achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people. This same approach will be applied in the development of the next Darlington Transport Plan. 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	This decision does not represent a change to the budget and policy framework. The Tees Valley Strategic Transport Plan was adopted by TVCA Cabinet on 31/01/2020 as the Local Transport Plan for the Tees Valley including the constituent local authorities. A new Darlington Transport Plan will be developed during 2021 (delayed from 2020) which will set out local priorities and will provide an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan. This will also 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
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Third Local Transport Plan. This programme will enable Darlington to have more businesses and jobs; be a place designed to thrive; and will grow the economy. One Darlington: Perfectly Placed will set the local context for the Darlington Transport Plan.
Efficiency	The Transport Strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. An evidence-based approach is used to identify schemes that have higher benefit cost ratios, reduce maintenance liabilities and/or seek to reduce revenue costs. 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

Tees Valley Combined Authority

20. The Strategic Transport Plan was adopted as the Local Transport Plan for the Tees Valley in January 2020. Tees Valley Combined Authority (TVCA) is the transport authority and has a statutory duty to publish a Local Transport Plan. It supports the delivery of the Tees Valley Strategic Economic Plan. It sets the vision for transport as:

‘To provide a high quality, low carbon, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.’

21. The Tees Valley Strategic Transport Plan will help to direct the investment of £256.7 million into transport projects across the Tees Valley in the period 2019-2029. TVCA and the individual local authorities are now working together to implement key elements of the Plan including investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors and the establishment of the Bus Partnership, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.

22. These programmes are already being progressed or delivered:

- (a) Darlington Northern Link Road – information exercise on the proposed route undertaken and the development of a business case progressing;

- (b) Darlington Station – acquisitions and CPO progressing and planning application to be submitted in Spring 2021;
- (c) Tees Flex service ('demand responsive' bus service) which was launched in February 2020 and serves the rural areas of Darlington that do not have a regular bus service.
- (d) Wheels 2 Work (W2W) provides scooters, mopeds or e-bikes to those living in the Tees Valley who do not have access to public transport but who need transport to access training or employment. TVCA is undertaking a procurement process in January 2021 to operate this scheme for a further three years and moving to electric motorbikes. Separately a bid has been submitted to Government for e-bikes, some of which would be managed by the W2W operator, again to provide access to training and employment across the Tees Valley.
- (e) Following a market testing exercise a procurement will be undertaken in Spring 2021 to roll out the installation of Electric Vehicle Charging Points across the Tees Valley.
- (f) Consultation on the Tees Valley Local Walking and Cycling Infrastructure Plan and specifically the scheme on Woodland Road/Duke Street concluded on 29 January 2021. Construction of the schemes in Darlington and Middlesbrough will be completed by April 2022.
- (g) The Bus Partnership has been established with a Steering Group of senior managers from the local authorities and bus operators, and working groups to review Information and Communications, Service Delivery, Finance (including concessionary fares), Tickets and Fares and Infrastructure.
- (h) Development of a pipeline of schemes on the Key Road Network to address pinch points and enable development to come forward.

23. To complement the Tees Valley Strategic Plan each local authority will produce a Local Implementation Plan (LIP) defining the local priorities of each authority. This will be known as the Darlington Transport Plan.

Darlington Transport Plan (Local Implementation Plan)

24. Each of the five local authorities in the Tees Valley needs to develop its own Local Implementation 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 as statutory duties including traffic management and asset management. At Cabinet in March 2020 a framework for the basis of consultation on the Darlington Transport Plan was approved. The key aims focus on the physical infrastructure and how people travel, supported by a travel behaviour programme to promote travel choice and reduce the impact of transport on the environment.
25. Progress has been delayed due to the Transport Planning Team working on the additional COVID-19 requirements and staff resource issues. Whilst the work continues on COVID-19 transport adaptations, there is now resource in place to progress the Plan.
26. The aims of the Plan have been reviewed and updated to reflect a 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 change from being predominantly retail.

27. The Plan has a focus on supporting economic growth through the delivery of sustainable transport options and identifying key traffic pinch points on the highway network.
28. Internationally, nationally and locally there is an increased urgency to reduce the negative impacts of transport on public health, the environment and the climate, and lock in the positive benefits of active travel and zero or low emission vehicles.
29. The annual National Highways and Transportation survey has highlighted the importance amongst local people of road safety, and therefore we have included this as a specific aim.
30. The key aims are:
 - (a) Provide an efficient transport system that meets the needs of businesses, visitors and residents
 - (b) Maintaining and improving access to key services
 - (c) Having a transport system that supports physical health and mental wellbeing and has a positive impact on the environment
 - (d) Improve safety for all highway users
31. The Framework is in **Appendix A**.
32. The Plan will be set in the wider framework of the Tees Valley Strategic Transport Plan and the Council Plan.
33. This was discussed by Communities and Local Services Scrutiny Committee on 13 February 2020.

Scrutiny recommendations	Response in revised framework
A section of the new plan relating to the town centre and how transport policy will link to delivering the Town Centre Strategy.	A separate Town Centre Transport Plan is being developed in conjunction with the Town Centre Strategy. An initial draft is in Appendix B .
Public Transport (bus services), and in particular, routes available, service reliability, passenger facilities and fares were identified as an area the committee would like to focus on as the plan develops and that Members would input individually in the consultation, but also consider a specific piece of work within their work programme.	The Tees Valley Bus Partnership has now been established with representatives from the local authorities, TVCA and the bus operators. Officer working groups are now in place to review services, infrastructure and fares.
The current subsidy in relation to town centre car parking offers versus the lack of incentives to use more sustainable modes such as bus, walking or cycling.	The subsidy of town centre parking has been extended with funding from TVCA. Options to review public transport fares and tickets will be considered as part of the Bus Partnership work.

34. This report was considered by the Communities and Local Service Scrutiny Committee on 25 February 2021. Members noted the revised framework for the Darlington Transport Plan and welcomed the framework for a specific Town Centre Transport Plan following their request in 2020.
35. The Communities and Local Services Scrutiny have been involved in the development and investigation into the concept of school streets, through a School Streets Initiative Review Group. The Committee agreed that that a Quad of Aims be submitted to establish a Task and Finish Review group to review additional measures available to address issues associated with traffic problems around schools. The following recommendations were also agreed by the Committee and Cabinet are requested to consider the recommendations :
 - (a) that the School Streets Initiative should be progressed to the next phase; and
 - (b) that the prioritisation of the top three schools for phase three be conducted using the 'Essential', Traffic Impacts' criteria and 'Supporting Criteria'
36. The committee are actively involved in a review of the management of grass verges across the borough. Involvement of the committee in the review and development of these areas of service will add value and assist development of the services.

COVID-19 and the Impact on Transport and Travel

37. During 2020 Tees Valley Combined Authority has received additional funding from the Department for Transport to implement measures to meet the guidance set out by Public Health England (PHE) to adapt transport to meet social distancing requirements. This has been a challenge as funding has been awarded over short times frames, with immediate implementation, and requiring implementation by the five local authorities.
38. Initial funding focused on temporary measures to enable people to socially distance in key locations such as town centre bus stops and on normally busy walking routes into and within the town centre. Some of these short term measures are still in place in line with PHE social distancing guidance.
39. This has been followed by Travel Demand Management work to predict the use of public transport to identify key pinch points on the bus network. Funding was then provided in September to provide additional capacity on buses for children and young people returning to school and college until October half term. Further funding has been provided on a term by term basis, which has created challenges around vehicle and driver availability and procurement. It is not certain how long these measures will stay in place.
 - (a) The Travel Demand Work also included a communications campaign across the Tees Valley to ensure that key government messages about travel and the use of transport were shared. Initially these focussed on walking and cycling to school, parking away from the school gate and wearing a face covering on the bus to school or college. More recently as schools have closed and lockdown restrictions have come into force again the messages have changed to Stay Home, Stay Local and Stay Safe. This activity has contributed to the increasing visits to the Let's Go Tees Valley website and social media platforms, with visits increasing by 190% over the last 20 months.

40. Traffic levels fell to 40% of normal levels during the first lockdown in March but as restrictions lifted traffic levels returned to 95% of normal levels. As further restrictions have been applied and lifted, traffic levels have fluctuated in response but not to the same degree as during the initial lockdown. This may be down to a number of factors including more people returning to work in their workplaces rather than working at home, more home deliveries and people avoiding public transport.
41. However, capacity on bus and rail services has been reduced significantly, both through reductions in service frequency and reduction in vehicle passenger capacity to comply with social distancing rules. Going forward rebuilding rail and bus services in terms of capacity and public confidence will be key to supporting our strategic transport aims. National data shows that those who have continued to use public transport feel safe doing so, but the challenge will be to reassure those that have not used it for some time, that they can do so with confidence.
42. The restrictions have resulted in the suspension of both pedestrian and Bikeability cycle training programmes.
43. Delivery of the plans set out at Cabinet 2020 has not been possible due to restrictions introduced as a result of Public Health England social distancing guidance. Initially all works on the highway (apart from emergencies) were stopped and sites closed down. Staff were allocated to other duties. As new working methods were introduced sites re-opened and progress was made although there remained issues around some resources and availability of materials. April - October is usually the busiest time for works on the highway when the weather is generally better so being unable to work for a number of weeks has understandably delayed delivery of the programme.

Delivery in 2020/21

44. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:
 - (a) The major improvement programme for Darlington Station was presented to Cabinet on 4 February 2020. Work has started to develop the initial phases of the project on either side of the station using the £25m allocated from TVCA. The Outline Business Case has been submitted and work on the Full Business Case to release the funds for the rail interventions has commenced. A planning application will be submitted in 2021 for a new Multi Storey Car Park, transport interchange and landscaping on the Neasham Road side of the station. A second application will be submitted for changes to the highway at the Victoria Road entrance to link into the existing work on Victoria Road.
 - (b) TVCA has funded work to develop and assess the single carriageway options for the Darlington Northern Link Road. This stage culminated in public information exercise which ended in December 2020. The feedback will be used in the development of the Outline Business Case which will be submitted to Government in 2021.
 - (c) The National Productivity Investment Fund schemes to improve access to the Eastern Growth Zone have been completed. This £4.8m programme followed a successful bid to Department for Transport in 2017. Following the

completion of the Yarm Road/McMullen Road roundabout scheme in 2019/20, the following was delivered in 2020/21:

- (i) the installation of traffic signals at Yarm Road/Lingfield Way junction;
 - (ii) the extension to the cycle route from Yarm Road northwards along the east side of Lingfield Way to join the cycle route which runs along Allington Way;
 - (iii) creation of a layby on Lingfield Way for HGV parking;
 - (iv) resurfacing of Morton Road and creation of a continuous footpath to connect Lingfield Way to the new Morton Park Way road and walking/cycling infrastructure to the Amazon site and Tornado Way;
 - (v) re-engineering of the Tornado Way/Haughton Road throughabout to create a roundabout;
 - (vi) new pedestrian and cycle crossing facilities on Haughton Road and Barton Street;
 - (vii) improvement of walking and cycling routes; and
 - (viii) landscaping scheme including improvements to the local green spaces and the centre of the roundabout.
- (d) The reconstruction and resurfacing of a 3km (1.8miles) walking and cycling route from the A66 to Middleton St George. This forms part of the Stockton and Darlington Railway 26 mile walking and cycling route which is being developed for the 2025 bicentenary. This was funded from a successful bid to the Rural Payments Agency for £212,934 of European Agriculture Fund for Rural Development monies the improvements have been well received by local residents.
- (e) A programme of dropped kerbs has been implemented to assist residents with mobility issues including along Haughton Road, Hundens Lane and Eldon Street;
- (f) 2,824 potholes have been reported and repaired up until the end of November 2020, which is on a par with 2019. A greater emphasis is now being placed on preventing potholes and the Pothole Fund has also been used to target surfacing works. A programme of Micro Asphalt works has been carried out on unclassified roads in almost 70 residential streets (listed on the Council website). This was the final year of a three year programme of additional Council funding to improve the condition of unclassified roads.
- (g) A programme of carriageway structural maintenance schemes was carried out including A167 Merrybent, Morton Palms roundabout, Barnes Road, Fenby Avenue and Bates Avenue footway scheme;
- (h) The 'Rethinking Victoria Road' scheme started on site with work commencing at the western end between St Cuthbert's/Feethams roundabout and Clifton Road junction. The resurfacing of the back lane, widened footpaths, traffic calming, a 20mph speed limit, traffic signals and landscaping are due for completion in June 2021;
- (i) By the end of March the bulk re-issue of the English National Concessionary Travel Scheme passes (bus passes) will be completed. This is a complex process but a new website enables people to apply online. Full support is still

available via the customer service centre and the technical support team especially for applications which require evidence to be provided.

- (j) In addition to Council schemes, there are several major highway schemes funded from other parties which have been completed in 2020 including the completion of a pinch point scheme A66/Little Burdon roundabout (Highways England); completion of the A68 Humbleton Farm roundabout (supporting the relocation of Darlington Farmers Auction Mart); and a new roundabout on Newton Lane and link road (Thomas Sopwith Way) to open up access to West Park Garden Village housing sites (funded by housing developers).
- (k) A Street Works Permit Scheme was introduced on Darlington's publicly maintained roads on 2 March 2020. This replaced the old noticing system and followed a request from the Secretary of State for Transport for all Highway Authorities to adopt permits. The new process requires that promoters of works in the highway (e.g. utility companies or the Council) obtain a permit before works can begin. The permit scheme allows greater scrutiny of proposed works to ensure they are carried out in a timely fashion and to the required standards. As the scheme has been operational for less than a year (during which COVID-19 disrupted works) it is difficult to quantify the benefits at this stage. However yearly reviews will be carried out for the first three years and over time it is hoped that the scheme will allow for the more efficient management of the highway network to the benefit of users, but allowing utility providers sufficient access to maintain and renew their apparatus.

Delivery in 2021/22

TVCA Funded Programmes

- 45. The Tees Valley Local Cycling and Walking Infrastructure Plan has identified a number of key corridors with the potential for increasing levels of cycling. The first priority in Darlington is Woodland Road. Following consultation (ended 29 January 2021) and a funding agreement, the scheme will commence in summer 2021 and will be completed by March 2022. This is the first phase of delivering a continuous cycle route from West Park to the town centre.
- 46. A procurement process in 2021 will accelerate the deployment of Electric Vehicle Charging Points across the Tees Valley. This will include sites in Darlington. This is to kickstart private investment in both the charging infrastructure and vehicles by providing a network of charging facilities across the Tees Valley.
- 47. A second procurement process will award a contract to deliver a Wheels 2 Work scheme. This has been successfully trialled across the Tees Valley and has enabled people to access new employment and training opportunities and in some cases retain employment. The new scheme which should come on stream from April 2021 onwards will utilise electric motorbikes, underlying a commitment to reducing the impact of transport on the environment. A separate bid has been submitted to Government to secure 100 e-bikes, some of which would be managed by the W2W scheme.
- 48. The Bus Partnership will start to develop work programmes. This will include the development of schemes to improve reliability and punctuality of services on key routes. In Darlington options are being developed for the route of Service 2

(Branksome to Red Hall via the town centre); X66/X67 between Darlington and Stockton/Middlesbrough; and North Road. Initial feasibility work has started and TVCA has an approved budget to develop, prioritise and deliver schemes.

49. TVCA and Middlesbrough Borough Council are leading on the implementation of an upgraded Urban Traffic Control system. The initial actions for Darlington will be to connect our existing traffic signals to the system in order that traffic flow along main roads is actively managed. Traffic signal controlled junctions in Darlington currently operate as discrete junctions.
50. Sustainable Transport initiatives are an important priority for TVCA and Darlington and we will continue to work to progress more sustainable transport initiatives.

Darlington Borough Council

51. Darlington Borough Council receives funding for both maintenance and integrated transport.
52. The maintenance programme is based on road condition data and an independent inspection regime of bridges and other structures. As part of driving continuous improvement the Department for Transport (DfT) introduced the Local Highways Maintenance Incentive Element Fund to ensure local authorities improve standards. Darlington receives the maximum amount of funding and is in the top band of performance. Details of the programme are in **Appendix C**.
53. At Cabinet in March 2020 it was noted that the Pothole Funding from the Department for Transport had yet to be announced for 2020/21. In previous years this funding had been in the region of £100k but Government had committed to doubling the Pothole Action Fund so additional funding was anticipated. A Local Highways Maintenance Challenge Fund 2019/20 bid was submitted to the Department for Transport (DfT) on 30 October 2019. The scheme 'A68 Growth Zone Maintenance Programme' was for £2.26m of Government funding with a local contribution of £603k from the 2020/21 maintenance programme. However, the bid was not successful, and the work will need to be completed on a phased basis over several years using the highways maintenance budget.
54. In 2020/21 the Department for Transport (DfT) has combined the two funds into the Pothole and Challenge Fund and allocated the funding on a formulaic basis. Darlington received £1,274,133 in September 2020. This is almost an in-year doubling of capital allocation for road repairs. Some of this funding has been spent this financial year on potholes and the balance will be carried forward into 2021/22. £500k will be allocated for maintenance works a rural section of the A68 (as per the Challenge Fund Bid) and a further £500k will be to Middleton Road between Sadberge and the A67.
55. In February 2021 DfT announced funding for 2021/22. This has included £1.205m for structural maintenance of carriageways and structures and a further £0.969m Pothole Funding. The micro asphalt programme will tackle potholes and preventative maintenance on 50+ unclassified roads (residential streets) across the borough.
56. As part of the bridge parapet strengthening programme two significant schemes have been identified and the works are currently being procured on a design and

build basis. These are being funded from the parapet inspection funding released by Cabinet in April 2017.

57. The integrated transport block, £0.893m, includes smaller scale schemes including speed management and bus and cycle facilities. The funding is also used as the Council's local contribution to larger scale schemes when funding bids are submitted to Government. Details are in Appendix C.
58. In 2020 an Expression of Interest was submitted to Government for Pinch Point funding to improve journey times on the A68 from the A1 Junction 58 to the town centre. The DfT announced in February 2021 that the Pinch Point Fund would be included in a new Levelling Up Fund. Details have not yet been announced on the criteria for this fund but it is anticipated that the A68 Pinch Point scheme will remain a priority for Darlington and the Tees Valley. In the meantime design work has continued so that the schemes can be 'shovel ready' when funding is available. Alternatively, the schemes may have to be delivered in a phased programme using DBC and/or TVCA funding.
59. The programme also includes constructing the next section of the Stockton and Darlington Railway walking and cycling route in Middleton St George, as approved by Cabinet in November 2020. This will require planning permission and consultation with key stakeholders.
60. A programme of road safety schemes around schools has been developed. The first schemes that have been designed are 20mph speed limits with traffic calming measures at Mount Pleasant and Hurworth Primary schools. Following consultation it is proposed to build these schemes in the school summer holidays. Further schemes are being designed.
61. An initial assessment has been carried out on all schools in the borough to develop a priority list for School Streets; an initiative developed to address school gate congestion and parking and to encourage walking and cycling to school through time limited road closures. Further work will be carried out in collaboration with the schools and local residents to identify whether one or more pilot projects are viable. This would be undertaken as part of a wider programme to address safety, traffic and active travel around schools.
62. A grass verge management discussion paper has been presented to Communities and Local Services Scrutiny and work will be ongoing with members to develop an operational policy and information for members. .
63. The Council is currently working with the supplier of our Highway Asset Management system to develop an improved method of reporting highway defects and issues online. The new "Report It" system will allow a customer to report defects such as potholes online using a PC, tablet or smartphone. The user can plot the location of the defect, report the type of defect from a dropdown list and, if desired, upload a photograph. Customers will be able to see the reports plotted on a map which should help reduce duplicated reports. The customer reports will be sent to the Highway Inspectors' tablet PCs. They can then raise work tickets for any necessary repairs and send a response to the customer via email.
64. The Public Rights Of Way across the borough continue to be inspected and maintained. This year more people have started accessing some of the routes due

to lockdown, increasing interest in and requests for improvements. Opportunities to work in partnership to access additional funding is sought wherever possible. Initial feasibility work is underway to improve Patches Lane, a Discover Brightwater project.

Performance Indicators

65. In developing the Transport Strategy in 2011 the Council adopted several performance measures, to be used to assess the impact of the Local Transport Plan on achieving the objectives. All the performance data is set out in **Appendix D**.
66. The lockdowns and social distancing measures introduced in response to the COVID-19 pandemic will have an impact on this year's data sets. At the start of the national lockdown road traffic levels fell by 60% (up to ~95% at weekends) as people were told to stay at home and not travel except for a limited number of trips for essential services such as food and medical appointments. Non-essential shops, workplaces and schools closed and much of the education and work moved to the home. Bus operators and rail operators were asked to suppress demand and limit capacity on vehicles to provide social distancing. Face coverings and contactless payments became the norm.
67. The knock on effect of this was less traffic, less traffic accidents, quieter roads and more people walking and cycling.
68. As lockdowns have been lifted traffic levels have recovered quickly, whereas bus and rail patronage has not been able to recover in the same way as Government has asked that demand should continue to be suppressed. Increases in walking and cycling levels do not appear to have been sustained but active travel is seasonal and influenced by weather so monitoring will continue.
69. Darlington continues to have a good road safety record. In 2020 the number of people killed or seriously injured in a road traffic accident was 25 (a three year rolling average of 53), and the number of people slightly injured was 100 (a three year rolling average of 156). Even though road safety has improved, unfortunately there were three children seriously injured and 11 children with a slight injury. However, it should be noted that traffic levels were much lower than normal and the number of trips people made were lower due to the travel restrictions.
70. The maintenance condition indicators for all classes of roads are at an acceptable level. However the condition of footways has worsened in the latest survey data with 17% potentially requiring remedial action. This will in part be addressed through allocating some of the micro asphalt programme to footways but may require prioritisation of investment in future years.

Public Satisfaction

71. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes. Darlington has taken part in the NHT Survey 12 times and is one of the 109 authorities across the UK to take part in the survey this year. The survey was sent to 3,300 households across the authority area and 729 members of the public responded. This represents an overall response rate of 22.1% compared with the national average of 23.8%. It is

a random survey and participants are not selected by or representative of how people travel and what transport they use, i.e. whether they travel by bus or drive a car.

72. The survey asks the public to rate how important they regard key aspects of highways and transport and how satisfied they are with each one. The Darlington public placed most importance on 'Safety on roads' and 'The condition of roads'. Looking at the difference between the levels of importance and the corresponding levels of satisfaction, the biggest differential between the two was for 'The condition of roads'. Therefore it is unsurprising that 'The condition of roads' was the most popular choice for improving the level of service and spending more. We will therefore look to address this by promoting and marketing the services we provide and the investment we are making to improve road condition.
73. The condition of roads still scores relatively low, in line with the national picture. Closer inspection of the analysis shows that people are dissatisfied with the condition of the road surface, how the Council deals with potholes and the speed of repair. In addition, responders were not satisfied with the cutting back of overgrown hedges and keeping drains clear and working. This is something we will look to address as part of the new report-it system and more information and marketing about the services provided.
74. There were new questions in the survey this year canvassing opinion about changing travel habits and congestion charging. In Darlington the public 'Tended to disagree' with the statement that they could travel less by car than they currently do and 'Tended to agree' that they could walk, cycle or use public transport more than they currently do. These responses initially seem to be at odds but it could be dependent on whether the respondents currently travel by car and whether they already travel using more sustainable forms of transport. The most popular answer to the question about congestion charging was to 'Strongly oppose' such a scheme being introduced.
75. A number of indicators went down including satisfaction with road safety education, public transport information and walking and cycling routes. These may well be due to COVID-19 restrictions which have had an impact on delivery of some services, such as the delivery of the road safety programme in schools. Dissatisfaction with walking has centred on the condition and cleanliness of footpaths (reflected in the recently reported condition data), and dissatisfaction with cycling has included cycle parking, directional signs and information. The latter may reflect that some people started cycling during the lockdown as a means of exercise and travel and that we need to do more to promote and way mark the cycle facilities that we have. Work is being planned to audit the cycle routes and undertake any remedial work before some sections which are currently not adopted, are added to the adopted highway network. This will improve the ongoing inspection and maintenance of the routes.
76. This information helps to inform both our policy priorities and programme of expenditure. We have added 'Improve safety for all highway users' in our policy framework for the Darlington Transport Plan as respondents have placed the most importance on 'safety on roads'; and our work programme allocates a high % of available funding to maintenance to address the imbalance between importance and satisfaction.

Financial Implications

77. Transport funding is allocated to Tees Valley Combined Authority (TVCA) by the Department for Transport and is based on a formulaic approach and performance (efficiency). This is then devolved to each local authority. This provides the Local Transport Plan maintenance and integrated transport block funding. Other funding is bid for as part of a competitive process, usually from the Department for Transport but is administered by TVCA. The following is a summary of the transport capital funding for 2021/22 compared to 2020/21:

Funding source	Basis of allocation	2020/21 £'000	2021/22 £'000
LTP Highway Maintenance	Formulaic	1,398	964
Maintenance Incentive Fund	Performance	291	241*
Pothole and Challenge Fund	Formulaic	1,274**	969
DBC Capital – 3 year Unclassified Road Maintenance	Maintenance programme based on inspections	500	
LTP Integrated Transport Block	Formulaic	886	893
Sustainable Access to Employment (LGF/single pot)	Successful bid to TVCA for the <i>Rethinking Victoria Road</i> scheme	725	
Active Travel Fund	TVCA programme, following successful bid to DfT		905***
Rural Payments Agency	Successful bid	212	
Total		5,286	3,972

* Subject to assessment of maintenance questionnaire by DfT

** Awarded in September 2020 and ~£1m will be carried forward into 2021/22

*** Subject to design and cost, and could increase to ~£1.7m

78. The Local Transport Plan programme comprises a programme of schemes to manage and improve the highway network funded from the Integrated Transport Block. The programme consists of small scale schemes to address road safety, network and speed management, parking and sustainable travel. Delivery of the 2020/21 programme has been delayed due to COVID-19 and therefore funding will be carried forward to 2021/22. Details are included in Appendix C.

TVCA and Third-Party Funding

79. Darlington has successfully bid into the Tees Valley Combined Authority (TVCA) Sustainable Access to Employment programme over recent years delivering schemes such as the John Street cycle route and the pedestrian/cycle bridge over Parkgate. Following extensive consultation with local residents and businesses a

bid to implement the Rethinking Victoria Road scheme was submitted. The bid for £725,000 was successful but the work was delayed due to COVID-19. These works are now progressing and should be completed by June 2021. This funding programme is now finished.

80. TVCA worked with the five local authorities to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The Department for Transport indicated that this would form the basis of future funding opportunities and recently announced the Active Travel Fund as a mechanism to start delivering the LCWIPs. A Tees Valley bid was submitted on 7 August 2020 and funding was awarded on 13 November 2020. Subject to successful consultation the Woodland Road/Duke Street scheme will be allocated funding for scheme delivery by March 2022. The initial allocation is £905k but a revised detailed design and cost estimate will increase the funding request to approximately £1.7m.
81. In 2020/21 the Department for Transport confirmed that an additional year of Access Funding (£1.108m) would be provided in 2020/21. As part of this programme, Darlington delivers a travel behaviour programme across the Tees Valley to increase the number of trips made by more sustainable modes including bus, rail, walking, cycling and electric vehicles. This includes the Let's Go Tees Valley Personalised Travel Planning and marketing programmes. Delivery has been difficult due to the COVID-19 restrictions and much of the work has focused around messaging associated with travel restrictions on public transport and the return to school. TVCA has made a request to the Department for Transport that the remaining funding is retained locally so that support can continue to be provided to those accessing work, training and education. Further announcements regarding revenue support for travel behaviour change programmes is awaited.
82. An Expression of Interest (EOI) was submitted to the Department for Transport's Local Pinch Point Fund in January 2020 by TVCA. Darlington's bid was to improve seven junctions on the A68 between Cockerton and the town centre, as well as looking at measures to improve walking and cycling infrastructure on Woodland Road, bus priority and reviewing road safety. The estimated scheme cost was £4.5m (though these costs have increased due to new design guidance from DfT) and the Council proposed to fund 25% of this cost through its Local Transport Plan budget, section 106 monies and potentially Housing Infrastructure Fund monies if required. The Department for Transport announced in February 2021 that the Pinch Point Fund has now been included in a new Levelling Up Fund. No details have been announced on the criteria or process to access this funding. It is anticipated that the A68 Pinch Point scheme will remain a priority for Darlington and the Tees Valley. To date £555k Local Transport funding has been allocated plus £100k of section 106 monies. It is proposed to allocate a further £250k in 2021/22 and again in 2022/23.

Legal Implications

83. There is a statutory duty for a transport authority to have a Local Transport Plan. Darlington currently has a Third Local Transport Plan 2011-2026, adopted by Council on 10 March 2011 as part of the Council's policy framework.
84. The statutory duty for the Local Transport Plan has now moved to Tees Valley Combined Authority as part of the devolution deal. TVCA has produced a Tees

Valley Strategic Transport Plan to fulfil this duty, which was approved by TVCA Cabinet on 31 January 2020.

85. The five constituent local authorities have been asked to produce a Local Implementation Plan. This will demonstrate how each highway authority will support the delivery of the Strategic Transport Plan at a local level but will also set out local priorities, policies and actions. This is like the model that was followed in all the previous Local Transport Plans published across the Tees Valley which had a consistent Tees Valley context chapter produced by the Tees Valley Joint Strategy Unit.
86. Once completed the Darlington Transport Plan will need to be adopted as part of the Councils policy framework. It will draw together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and link to other corporate plans, including the Council Plan 2020-23.
87. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'.
88. The Public Sector Equality Duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.
89. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport and further detail on equalities considerations are provided later in the report.

Estates and Property Advice

90. The highway maintenance programme will be works within the adopted highway and does not require corporate landlord advice. Any modifications to the adopted highway will be notified to the highway asset management team.
91. Any individual scheme that involves a land requirement outside of the adopted highway, whether that be Council owned land or land in third party ownership, will involve the Estates Team to negotiate land acquisition or other legal agreement. If a scheme cannot be implemented within the adopted highway or permitted rights the required planning permission will be sought at an early stage in the process.

Procurement Advice

92. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to Tees Valley Combined Authority for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.

Consultation

93. In March 2020 Cabinet agreed that consultation could start on the framework for the Darlington Transport Plan. However, with the introduction of lockdown and subsequent social distancing measures it has not been possible to carry out the consultation. Whilst it is possible to undertake some consultation on line using websites and other tools such as virtual rooms, TEAMS and ZOOM meetings and map based tools such as Common Place, this does exclude people who do not have access to these technologies.
94. Therefore a consultation plan is being developed that tries to provide as many as opportunities as possible for people to comment on the Darlington Transport Plan. This will be flexible and adapt as the restrictions change.

Outcome of Consultation

95. Consultation on the Woodland Road/Duke Street walking and cycling route was carried out in December and closed on 29 January 2021. TVCA has collated the results and these will both inform the scheme design and be part of the evidence base for the funding submission to the Department for Transport. Overall there were high levels of support for the scheme, particularly on Duke Street and 70% of those who don't currently walk or cycle along this route said it would encourage them to do so. There were high levels of support for the reduction in the speed limit on Duke Street (90%) and 80% think that the stepped cycle route will help to protect cyclists. And 85% of respondents would support the extension of the scheme along Woodland Road towards Cockerton. There was support to reopen the Winston Street West car park but businesses were more or less equally split between whether to providing parking bays or loading bays on Duke Street. The detailed comments from the online survey as well as feedback from key stakeholders including Darlington Association on Disability, Arriva, Durham Constabulary and Darlovelo have been fed into the detailed design process. A special session was held with young people to get their views, especially as this is a busy corridor for young people moving between the Sixth Form College and the town centre. They were particularly interested in how it would be monitored and how 'success' would be measured.

Equalities Considerations

96. As the Darlington Transport Plan is developed and consulted on, equalities will be a key consideration. The Third Local Transport Plan set out a policy to 'better meet the needs of disabled people' and this should be retained or developed further.
97. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment the main impacts that are considered relate to disabilities, including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

Darlington Transport Plan

Appendix A

Darlington Transport Aims	Darlington Transport Objectives	Darlington Transport Actions
<p>Having a transport system that encourages health and wellbeing and has a positive impact on the environment</p>	<ul style="list-style-type: none"> • Increase levels of walking and cycling by providing a safer and more convenient walking and cycling network 	<ul style="list-style-type: none"> ➤ Inform residents and visitors of Darlington of the travel choices available to them in particular the cycle network and their impact on the environment ➤ Promote and market walking and cycling through Let's Go Tees Valley to encourage physical activity ➤ Dropped kerbs and level access at bus stops and train stations - mobility ➤ Improve waymarking, seating and public realm improvements - link to other strategies - to support walking
	<ul style="list-style-type: none"> • Reduce the need to travel • Promote of alternative methods of travel to aid behaviour change towards the way the residents of Darlington travel, specifically walking, cycling, and public transport • Encourage residents and visitors to make green and healthy transport choices 	<ul style="list-style-type: none"> ➤ Secure Travel Plans through the planning process and stakeholder engagement ➤ Implement a travel behaviour change programme for short trips, travel to work and the journey to school. ➤ Provide information and advice through the team of travel advisors ➤ Expand the car share offer to other employers ➤ Establish a car club - linked to town centre strategy

	<ul style="list-style-type: none"> • Ensure the residents and visitors of Darlington are informed of all the travel choices available to them 	
	<ul style="list-style-type: none"> • Support the transition to a low carbon transport system 	<ul style="list-style-type: none"> ➤ Tees Valley Combined Authority (TVCA) procurement of Electric Vehicle Charge Points (EVCP) infrastructure including key sites in Darlington ➤ Develop Tees Valley Design standards to enable the expansion of the charging network through the planning process, private investment, stakeholder engagement and household investment ➤ Develop maintenance, operational and construction practices to reduce carbon
<p>Maintaining and improving access to key services</p>	<ul style="list-style-type: none"> • Work in partnership with the rail industry to increase service frequency to support growth in travel by train • Improve access to and interchange at key transport hubs 	<ul style="list-style-type: none"> ➤ Work with Bishop Line Community Rail Partnership (CRP) to deliver their action plan ➤ Work with TVCA and rail industry to improve service frequency on the Tees Valley rail line ➤ Identify improvements at Dinsdale Station ➤ Finish improvement of Victoria Road ➤ Northgate improvements including Rail Heritage Quarter (RHQ) ➤ Parkgate improvements
	<ul style="list-style-type: none"> • Maintain an efficient, effective and affordable network of high quality bus services 	<ul style="list-style-type: none"> ➤ Support the development of the new Bus Partnership Agreement ➤ Deliver bus corridor improvements to maintain / improve bus punctuality and reliability -

	<p>in partnership with the bus operators</p>	<ul style="list-style-type: none"> - Service 2 Bus improvements Urban Traffic Management Control (UTMC) and new bus link from Red Hall to Tornado Way - North Road - UTMC - Bus services X66/X67 <ul style="list-style-type: none"> ➤ Improve bus information ➤ Support the continued Covid-19 recovery to ensure that Darlington has a stable commercial bus network ➤ Work with public transport operators to develop a range of fares and tickets
	<ul style="list-style-type: none"> • Maintain, manage and improve the walking and cycle network to enable behaviour change to more active travel 	<ul style="list-style-type: none"> ➤ Stockton and Darlington Railway walking and cycling route ➤ Local Cycling and Walking Infrastructure Plans (LCWIP) - A68/Woodland Road/Duke Street and Yarm Road ➤ Local cycle links <ul style="list-style-type: none"> - Faverdale Industrial Estate - A1150 - Walking and cycling route alongside River Skerne (connecting town centre to RHQ) - Link to Hurworth - Newton Lane to A1 walking and cycling route and beyond to Coniscliffe Road - Neasham Road ➤ Review Darlington's Rights of Way Improvement Plan
	<ul style="list-style-type: none"> • Improve accessibility to ensure that transport is not a barrier to accessing jobs and services • Ensure the transport network is 	<ul style="list-style-type: none"> ➤ Promote Wheels to Work ➤ Promote Tees Flex ➤ Ensure that development sites are in locations that are served by frequent bus services and can be accessed by good quality walking and cycling routes ➤ Ensure the design and implementation of all schemes consider the needs of disabled people

	accessible to all; better meeting the needs of disabled people	
Improve safety for all highway users	<ul style="list-style-type: none"> • Provide a safe highway network and reduce the risk of road traffic collisions • Reduce the risk to vulnerable road users being involved in road traffic collisions through a programme of enforcement, road safety education, training and publicity 	<ul style="list-style-type: none"> ➤ School 20mph and speed management schemes ➤ School Streets programme ➤ Enforcement, particularly around schools ➤ Active Neighbourhoods ➤ Area wide 20mph schemes ➤ Bikeability ➤ Pedestrian Training ➤ Road Safety Education and Publicity ➤ School crossing patrol
Provide an efficient transport system that meets the needs of businesses, visitors and residents now and in the future (Maintain, Manage, Improve)	Maintain the highway network in a timely, cost effective way	<ul style="list-style-type: none"> ➤ Strategic maintenance schemes, including structures <ul style="list-style-type: none"> - A1150 - Town centre structures - A68 corridor ➤ Annual programme based on condition monitoring
	Manage the transport network to ensure that it operates in an efficient and resilient way	<ul style="list-style-type: none"> ➤ Implement the UTMC system on key transport corridors ➤ Implement and review the permit scheme for utility works
	Identify future pinch points on the highway	<ul style="list-style-type: none"> ➤ Support Highways England A66 improvement programme

	<p>network and to carry out improvements in a timely manner to support Economic Growth</p>	<ul style="list-style-type: none"> ➤ Support TVCA’s business case for Darlington Northern Link Road ➤ Key Road Network (KRN) hot spots - <ul style="list-style-type: none"> - A68 Pinch Point scheme - A1150 Salters Lane - Darlington Eastern approaches - A167 Northgate UTMC - A167/White Horse junction
	<p>To provide and manage parking to support the local economy</p> <p>To develop a plan for all road users in the Town centre to support existing service and future development</p>	<ul style="list-style-type: none"> ➤ Parking strategy <ul style="list-style-type: none"> - Parking supply and tariffs - Residents parking - Parking management ➤ Town centre transport plan
	<p>Invest in international, national and regional transport gateways, including the airport, rail stations and bus and coach interchange in partnership with key stakeholders</p>	<ul style="list-style-type: none"> ➤ Provide improved interchange at Teesside International Airport by all modes ➤ Deliver Darlington Station master plan ➤ Deliver improvements at North Road Station to support the RHQ Masterplan ➤ Investigate future improvements at Dinsdale station as part of TVCA project to review stations ➤ Improve customer waiting facilities for bus and coach passengers ➤ Darlington Northern Link Road (DNLR)

Town Centre Transport Plan

Appendix B

1. 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. The transport system needs to be planned in a cohesive way to ensure that as each development comes forward the appropriate design and function can be achieved for the people living, working or visiting the destination or locality.
2. Currently the Inner Ring Road carries the majority of the traffic around the outside of the town centre. The heart of the town centre is pedestrianised and movement of traffic is restricted for the majority of the day whilst access is retained for bus services, taxi services, loading and servicing, cycling and parking.
3. 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 river side and low traffic areas support a vibrant and attractive town centre. Meeting the needs of businesses in the town centre needs to be balanced with the needs of people living in and visiting it.
4. Darlington's Transport Aims as set out in the draft Darlington Transport Plan are:
 - (a) Having a transport system that encourages good physical health and mental wellbeing, and has a positive impact on the environment
 - (b) Maintaining and improving access to key services
 - (c) Improve safety for all highway users
 - (d) Provide an efficient transport system that meets the needs of businesses, visitors and residents
5. At Scrutiny in February 2020 it was suggested that a specific transport plan for the town centre to set some guiding principles for the developments would be beneficial. This was supported by Cabinet in March 2020. A more detailed traffic management plan is required and an associated review of Traffic Regulation Orders (plus a review of enforcement)

Principle	Rationale	Link to Darlington's Town Centre Strategy A town to.....
Limit traffic movement in the town centre	With limited space the roads should be prioritised for public transport and servicing/deliveries; other spaces should be prioritised for those walking and cycling; cars should only require access to parking and do not require a through route; Minimise traffic to maintain good air quality	Be proud of

	Maintain a safe environment for all road users	
Provide a Car Club in the town centre	This provides an alternative option to those living in the town to have access to a car when required (Mobility As a Service) rather than owning a car; use electric vehicles	Live in
Provide parking solutions for 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 where possible; 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. Cycle parking should also be provided.	Live in
Retain short stay parking in car parks	Parking within the town centre should remain as short stay to encourage people to visit for two or three hours and maximise the use of the spaces; free or low cost evening parking charges support the evening economy; longer stay commuter parking should remain in car parks outside of the Inner Ring Road	Shop
Provide disabled parking near key destinations	The location of disabled parking bays may change as land is redeveloped and uses of buildings or sites change but careful consideration of overall numbers, location and usage is essential	Shop
Provide Electric Vehicle Charging Points	Providing charging points for electric cars, vans and bikes for all users of the town centre, to encourage the shift towards low carbon transport. This will combine charging with a visit to the town centre, but the needs of residents living in the town centre also need to be met through the planning process.	Shop
Retain the bus route through the town centre	The bus route through the town centre works efficiently as long as other vehicles do not use the route; additional traffic should not be added and if possible inappropriate use of the bus route should be curtailed	Shop
Improve the bus passenger waiting facilities	Kerb space for waiting passengers is at a premium; any opportunity to increase the space for waiting passengers especially	Shop

	on Prebend Row, East Street, Crown Street and Tubwell Row should be taken.	
Maintain/Improve the coach facilities	The location of the coach stop is effective in terms of coach movements and ease of access for passengers. The Dolphin Centre provides a degree of informal passenger facilities but options to improve the waiting facilities further should be considered	Visit
Improve the connections between the town centre and North Road station	The link between the town centre and North Road Station provides an opportunity to improve access to rail services but also connect the Rail Heritage Quarter to the town centre. This could include walking and cycling routes as well as information/branding of north road bus services	Visit
Improve the connections between the town centre and Darlington Station	The aim is to encourage more travel by train to and from Darlington by making it easier to reach the train station from the town centre by bus, on foot or by bike	Visit
Review and improve the cycling routes to, from and through the town centre	The cycle routes approach the town centre (Priestgate, Leadyard, Feethams, Grange Road, Coniscliffe Road, Duke Street with cycle bypasses at Northgate, Bondgate and Blackwellgate) but the routes through the town centre are not cohesive and are not clearly signed; two way cycle access is required on key links such as Skinnergate; good quality, secure, convenient cycle parking is required to encourage trips to town by bike.	Shop
Create a walkable town centre	Build on the positives of the Pedestrian Heart whilst learning the lessons around the use and design of space for everyone, specifically meeting the needs of people with disabilities; Create public realm with function so that it is used – a thoroughfare, a place to sit, a place to eat, a place to meet with people	Be proud of
Locate taxi ranks in appropriate locations to support the day and evening economies	The day time trade includes those that travel in one way to town e.g. on foot or by bus, but then do their shopping and require a door to door service to get home; The evening trade is focused around hospitality and culture and should be located near these venues and away from residential areas	Do business in

<p>Provide a coherent plan for deliveries and servicing that meets the need of businesses and residents</p>	<p>Deliveries are currently limited in some locations such as Skinnergate and High Row to before 10.00am and after 5.00pm – 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; Restricted access should be consider for other streets.</p>	<p>Do business in</p>
<p>Promote zero emission last mile delivery</p>	<p>Operating a local delivery service would support town centre businesses; Green Link already operates such a service using cargo bikes</p>	<p>Do business in</p>
<p>Provide information to guide people around the town centre</p>	<p>Signs, maps, landscape and art should guide people around the town centre in a safe way; Reduce street clutter</p>	<p>Visit</p>

LTP Programme 2020/21

Appendix C

Maintenance Block – funding to maintain the highway network including structures and street lighting

Department for Transport Allocation	£'000
Bridge structural maintenance	212
Highway structural maintenance	637
Incentive funding	241
Fees	115
Sub Total	1,205
Pothole and Challenge Fund 2020/21	1000*
Pothole and Challenge Fund 2021/22	969
Total	3,174

* £1.274m was awarded in September 2020. By 31 March it is anticipated that £274k will have been spent on repairing potholes. The remaining £1m has been allocated to two schemes; a rural section of the A68 (in line with the Challenge Fund bid) between Houghton Bank and the borough boundary; and for Middleton Road (C38) between A67 to A66 Slip and Sadberge Road (A66 slip to Sadberge) .

1. Further Pothole and Challenge Funding has been announced for 2021/22 and this will enable us to continue to accelerate the maintenance programme, including preventative maintenance, and complete further sections of the A68.
2. The following maintenance schemes have been identified as the priority based on the condition data surveys. This is a rolling programme and subject to tender returns.
 - (a) Coatsay Moor Lane (Heighington By Pass) to School Aycliffe roundabout
 - (b) Victoria Embankment (kerb/channel)
 - (c) B6279 Tornado Way
 - (d) Stanhope Rd/Coniscliffe Rd/West St
 - (e) Merrybent (Phase 2) - end of Phase 1 to A1(M) Bridge
 - (f) Hewitson Road
 - (g) Mayfair Road (West Back Lane)
 - (h) Greenhill Road, Heighington (Footway) Victoria Road
3. In addition the micro asphalt and patching programmes will include roads across the borough. This continues the investment in 50+ unclassified roads, which are predominantly residential streets.

Integrated Transport Block - funding to Manage and Improve the highway network

Manage/ Improve	Scheme	2021/22	2022/23	Notes
Network management				
Manage	North West Growth Zone Corridor (A68)	250**	250**	£555k** LTP + £100k section 106 funding is already secured as

	including Cockerton roundabout)			local contribution for the Pinch Point Expression of Interest. Awaiting decision from DfT. Ensuring that the scheme is progressed to being 'shovel ready'.
	Traffic monitoring	20		
	Traffic counter replacement programme	20		
Sustainable and public transport				
Improve	Improvements to bus passenger and cycle facilities	50		Includes raised kerbs, bus shelters and cycle parking
Improve	Dropped kerbs	40		Improves access for all
Improve	Public Rights Of Way	10		Improves access for all
Improve	Walking and cycling route in Middleton St George between Yarm Road and Mill Lane	150		Improves access for all and supports the delivery of the 26 mile S&DR route
Speed Management and Road Safety programme				
Manage	School speed management and safety schemes includes school streets	200		£125k carried forward + £200k (total of £325k) to deliver a programme of schemes including Mount Pleasant, Hurworth Primary and Abbey Infant and Junior Schools
	speed management schemes including village entry schemes	42		
Sub total		775		
Fees		111		
Total		893		

** In January 2020 an Expression of Interest was submitted to the Department for Transport's Pinch Point Fund to implement a programme of improvements on the A68 corridor. In March 2020 Darlington Council's Cabinet agreed to underwrite the local contribution element required by the Department for Transport for the bid for Pinch Point Funding, on the basis that other funding sources may become available over the next 12-36 months and, if the bid was successful, the most appropriate source of funding would be utilised at the time. If the bid was unsuccessful the available local funding would be used to start implementing the A68 corridor pinch point improvements. This funding is to build up funding for the scheme as either match or delivery money. This will not be sufficient to deliver the scheme in 2021/22 unless other bids are successful.

The Department for Transport has now announced that the Pinch Point funding will be added to the Levelling Up Fund and Darlington and TVCA will need to work together to secure funding from this new fund. It is proposed to deliver the first element of the

scheme through the Active Travel Fund monies and continue to progress the designs on the key junctions at Cockerton and Woodland Road/Staindrop Road.

4. £200k has previously been allocated to widen the cycle route alongside the River Skerne north of Albert Road. This funding will be retained and the work progressed on this strategic route as resources allow.

Bids

5. A business case was submitted to TVCA on 12 December 2019 for the final scheme in the Local Growth Fund Sustainable Access to Employment programme. 'Rethinking Victoria Road' will improve the route between Darlington Station and Feethams roundabout. The scheme was due to start on site in March 2020 but was significantly delayed due to COVID-19 restrictions. Work is now well underway and it is anticipated that the works should be completed by the end of June 2021. The TVCA funding should be spent and claimed by the end of March 2021 and the local contribution from the Local Transport Plan will be carried forward into 2021/22 to fund the final stage of the works.
6. TVCA submitted proposals to the Department for Transport for Active Travel Funds to start the delivery of the Tees Valley Local Cycling and Walking Infrastructure Plan. The proposal included adding TVCA Transforming Cities Fund monies to create a bigger pot of funding so that the delivery could be accelerated. In Darlington the first scheme is Woodland Road/Duke Street, although the new standards issued by DfT mean that only a short section can be constructed in the first phase. Consultation has been carried out and it is anticipated that a funding agreement will be in place by 31 March 2021 for delivery by March 2022.

Performance Data and Public Satisfaction**estimated***APPENDIX D**

Performance Measures	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,092	19,528	19,514	20,287	20,419	19,417	19,090	19,524	19,023	14,853*
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)		127,306	125,642	123,847	124,764	126,801	125,519	127,938	125,017	94,007*
Bus Punctuality % on time	62%	64%	64%	63%	87%	89%	86%	86%	Update due Autumn 2021 from DfT	Not yet available
Bus Patronage (all operators)	7,164,000	6,605,517	6,604,117	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,457,204	1,987,898*
Concessionary fares patronage	2,907,515	2,750,929	2,744,792	2,673,485	2,627,062	2,607,611	2,450,526	2,347,694	2,167,240	752,476*
Rail Patronage (all 4 Darlington stations)	2,320,360	2,241,390	2,279,159	2,322,927	2,337,809	2,368,780	2,417,328	2,498,158	2,529,450*	Not yet available
Number of cycling trips (automated cycle counters)	1,635.75	1224.50	1,450	1,556.50	1,315.75	1,618	1,585	1,650	1,614	1,648*
No. of walking trips in the town centre	121,948	119,163	121,876	133,983	126,687	124,608	120,359	104,825	111,042	Not yet available

Roads and Footway Conditions

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
% of principal roads where maintenance should be considered ('A' class)	5%	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%	Not yet available
% of non-principal roads where maintenance should be considered ('B' & 'C')	10%	11%	12%	14%	11%	9%	6%	6%	7%	6%	Not yet available
Condition of unclassified roads	6%	7%	9%	10%	10%	12%	15%	22%	16%	8%	13%
% of footways which are structurally unsound				10%	9%	9%	9%	9%	9%	11%	17%
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)			£59.3 million	£74.2 million	£81.7 million	£92.2 million	£84.0 million	£90.3 million	£88.1 million	£78.3 million	Not yet available
Street Lighting											
% of street lighting columns over 40 years			29%	26%	20%	24%	3.8%	Not available	0	0	0
% of street lighting columns 20-40 years old			56%	51%	45%	44%	14%	Not available	15%	17%	17.5%
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Bridges											
Bridge Condition Index (average across all bridges;					85%	85%	Not available	71%	75%	81%	82%

work programme developed from individual inspection reports)											
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)					74.6%	74%	Not available	71%	72%	69%	71%
Inspections											
Number of potholes repaired				9,490	8,004	6,611	6,246	6,582	6,631	5075	2824 (to end Nov)
Public Rights of Way											
% of rights of way open and available for use – urban fringe leisure routes		63%	75%	67%	84%	79%	86%	75%	85%	85%	82%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Number of people killed or seriously injured in road traffic accidents	33 (37)	36 (37)	35 (35)	41 (37)	41(37)	32 (31)	39 (31)	45 (39)	52 (45)	49 (49)	26 (42)
Number of people slightly injured in road traffic accidents	303 (338)	296 (321)	309 (303)	285 (297)	285 (297)	242 (270)	256 (260)	230 (243)	208 (231)	166 (201)	106 (160)
Number of children killed or seriously injured in road traffic accidents	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	7 (4.6)	2 (4)	4 (3)	5 (3)	5 (5)	6 (5)	3 (5)
Number of children slightly injured in road traffic accidents	34 (41)	32 (36)	45 (37)	34 (37)	34(37)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)	11 (17)
% of children taking part in pedestrian training from participating schools	91	80	85	91	91	86	90	87	86	86	Not available
% of children taking part in cycle training (Year 5) from participating schools	65	45	54	56	56	50	52	66	63	63	Not available

NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Overall public satisfaction	56.3	55.7	54.9	55.1	56	56	54	54	55	55
Public transport overall	56	54	-	-	59	59	60	62	64	
Local bus services	57	54	58	60	60	62	60	62	63	63
Local bus services (BVPI 104)	51	47	53	55	60	61	64	66	62	59
Public Transport Info (BVPI 103)	46	39	41	48	48	51	47	51	51	41
Taxi/Mini cab services	68	67	68	70	69	67	66	68	69	69
Community Transport	57	57	57	58	56	55	55	55	59	62
Walking & Cycling overall	59	58	57	55	57	58	56	56	56	53
Pavements and footpaths	56	56	55	55	55	55	54	53	54	53
Pavements and footpaths (aspects)	57	57	58	57	61	61	58	58	60	56
Cycle routes and facilities	60	59	55	53	54	55	55	54	53	50
Cycle routes and facilities (aspects)	60	60	57	55	58	58	55	59	55	49
Rights of Way	60	57	60	58	58	60	57	58	59	58
Rights Of way (aspects)	57	56	55	52	58	56	56	56	56	54

Tackling congestion overall	51	52	54	53	53	51	48	49	50	49
Traffic levels and congestion	49	49	49	44	47	46	44	46	45	49
Management of Road works	49	54	53	51	56	50	51	53	55	54
Traffic management	53	55	54	54	56	56	55	57	56	42
Overall road safety	60	59	57	57	62	58	57	60	59	56
Road safety locally	61	62	59	61	63	60	57	58	59	58
Road safety environment	59	58	56	57	61	57	57	59	59	57
Road safety education	58	58	57	56	61	58	58	61	59	54
Overall highways maintenance	51	50	46	47	52	53	50	49	51	49
Condition of highways	32	34	28	31	34	38	34	30	35	35
Highways maintenance	48	48	48	48	54	53	51	51	53	51
Street lighting	71	69	69	71	70	69	66	65	65	65
Highway enforcement/obstructions	52	49	49	48	51	50	48	49	52	46