

**COMMUNITIES AND LOCAL SERVICES SCRUTINY
17 FEBRUARY 2022**

LOCAL TRANSPORT PLAN

SUMMARY REPORT

Purpose of the Report

1. The 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 2021/22 and outlines the 2022/23 programme, including details of funding. It also provides an update on the delivery of 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 continued to face during 2021/22 as a result of Public Health England and Government advice, and the significant impact of the omicron covid-19 variant on the delivery of bus and rail services.
3. 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. This is balanced with many people continuing to work from home and a move to more agile working combining home and office work. 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.
4. There has been good progress on the delivery of the transport capital programme and design work is well underway on more schemes to provide a pipeline of delivery during 2022/23 and beyond.
5. TVCA continues to deliver elements of the strategic transport plan including a new contract for an all-electric Wheels 2 Work scheme; a new contract for the continuation and expansion of TeesFlex; and the appointment of a supplier to install Electric Vehicle Charging Points in car parks.
6. There is a focus by the Department for Transport on progressing the Local Cycling and Walking Infrastructure Plans (LCWIP) and the Bus Service Improvement Plans (BSIP). Darlington has started the delivery of one of two priority schemes in the LCWIP with the creation of phase one of a cycling route on Woodland Road. The BSIP has been submitted and progress is being made on the Bus Enhanced Partnership.

7. Details of the Performance Indicators are set out in the report. These reflect the challenges being faced by public transport and a continuing requirement to invest in the maintenance of the highway asset, with an increasing issue on the condition of footways.
8. Policy development has continued. A Transport Strategy for the Borough, Town Centre Transport Plan and Parking Strategy will be brought to Scrutiny for consideration. In the meantime a revised Travel Plan Policy is included in this report to ensure that high quality travel plans and personalised travel planning can be delivered as an integral part of the Planning Process, in particular on large scale housing developments.

Recommendation

9. It is recommended that :-
 - (a) Members note the progress in delivering the Transport Programme in 2021/22.
 - (b) Members note the changes to the funding process and how the funding is proposed to be used in 2022/23.
 - (c) Members note the Travel Plan Guidance and how this can secure better quality development in Darlington.
 - (d) Members note the proposal for Darlington Borough Council to become party to the 'shell' bus Enhanced Partnership agreement, noting that there are no direct obligations at this stage.

Dave Winstanley GROUP DIRECTOR OF SERVICES

Background Papers

Sue Dobson : Extension 6207
SD

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
Council Plan	The report demonstrates how the transport programme is supporting delivery of the key actions in the Council Plan, namely reviewing and

	delivering a revised parking strategy and working with TVCA to deliver improved transport links within Darlington and the Tees Valley.
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

Context

1. National restrictions and guidance relating to the covid pandemic have continued to impact on the delivery and use of transport services and the highway. With the reintroduction of lockdowns, working from home, school disruption, reductions in capacity on bus and rail services and the ongoing impact of people self-isolating transport has still not returned to normal. This can be observed in the monitoring data set out in the report, in both the use of and people's satisfaction with highways and transport.
2. All of the transport funding from the Department for Transport is now awarded to Tees Valley Combined Authority, including the Local Transport Funding which was previously awarded directly to Darlington Council. All this funding is now included in the City Region Sustainable Transport Settlement (CRSTS). TVCA has submitted its CRSTS business case and the outcome is awaited.
3. TVCA as the Transport Authority is working in partnership with the local authorities and bus operators to establish an Enhanced Partnership to deliver the Bus Service Improvement Plan. This will be key to securing a commercial network that meets the changing needs of local people. This work has included the extension of the Tees Flex service to operate in more areas and the introduction by the bus and rail operators of more flexible ticket options to reflect changing working patterns.
4. There are programmes that are supporting the move from diesel and petrol to electric and hydrogen fuelled vehicles. The new Wheels To Work (W2W) contract provides e-scooters (mopeds) to enable people to access employment when there are no public transport options. The all electric fleet replaces a previous petrol fleet. A contract has

been signed to install Electric Vehicle Charging Points across the Tees Valley in a number of public car parks.

5. Consultation on the Tees Valley Local Walking and Cycling Infrastructure Plan was completed and construction of the first two priority schemes are underway in Middlesbrough and Darlington.

Progress on delivery in 2021/22

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

- (i) The major improvement programme for Darlington Station has made significant progress. Design of the Gateways East and West are being progressed by the Council and these are currently in detailed design stage (RIBA 4). Planning permission for Gateway East was granted in September 2021 and planning approval and listed building consent for Gateway West in October 2021. Planning approval for a temporary car park on the former cattle market site was granted on 14th January 2022. Construction of the temporary car park and the demolition of properties the Council and TVCA have already acquired will begin in Spring 2022. In January 2021 Cabinet resolved to make a Compulsory Purchase Order to assemble land for the Darlington Station Improvements Scheme. A Public Inquiry into the CPO is being held by the Planning Inspectorate 18th -21st January 2022. The construction of the Gateway schemes will begin following conclusion of the CPO process in September 2022, and anticipated to complete in Spring 2024. Network Rail continue to progress their designs for track, platforms, new station fit out, overbridge and existing station enhancements. The full business case will be submitted by TVCA to the Department of Transport in Spring 2022 with a decision to deliver anticipated in Summer 2022.
- (ii) Darlington Northern Link Road – Darlington Northern Link Road remains a Strategic priority for both Tees Valley Combined Authority and the Council. We have continued to work together to try and secure appropriate funding from Government for this strategic link road. Many funding options have been and will continue to be explored.
- (iii) The ‘Rethinking Victoria Road’ scheme was completed. This included new traffic signals at the junction with Clifton Road and Park Place to improve the pedestrian crossing facilities; a 20mph speed limit and traffic calming; widened footways; improvements to the cycle route via Back House Street; and new street trees and landscaping. Following feedback from residents the bus stop that was removed has been reinstated in Park Place and additional bollards have been ordered to prevent illegal obstructive parking on the footways;
- (iv) Work started in November 2021 on the first phase of the West Park to Darlington town centre walking and cycling scheme. This is one of the priority routes in the Tees Valley Local Cycling and Walking Infrastructure Plan and is being funded from Department for Transport’s Active Travel and Transforming

City Fund monies. The stepped cycle lane will separate cyclists from pedestrians as well as provide segregation from vehicles. The section of the route on Duke Street received objections and was redesigned to better meet the needs of local businesses. However following further consultation and dialogue, 3 objections were received to the final design. A Public Inquiry will therefore be held in Spring 2022. Consultation on the second phase of the scheme from Hollyhurst Road junction to the roundabout junction with Staindrop Road took place in January 2022, with a business case submitted to TVCA for funding in February 2022. It is anticipated that work on the second phase will start in the summer 2022 following completion of phase 1.

- (v) Winton Street West car park was reopened to the public providing additional parking near Duke Street and Skinnergate.
- (vi) Initial design work has been completed on two major schemes on Woodland Road – firstly changing the mini roundabout in Cockerton to a roundabout with a new cycle link along the A68, pedestrian improvements and changes to the landscaping; and secondly changing the 2 mini roundabouts at the junctions of Woodland Road/Staindrop Road/Carmel Road North to two roundabouts with pedestrian and cycle improvements. Public consultation has taken place in January and February 2022 and the next stage is to review the designs in light of the comments. Subject to the completion of consultation and design reviews the next stage will be further consultation and consideration of the submission of planning applications.
- (vii) A programme of dropped kerbs has been implemented to assist residents with mobility issues including along Outram Street and Charles Street;
- (viii) Bus stop improvements have been carried out in Heighington, School Aycliffe, Harrogate Hill turning circle, Parkside, Hurworth, Middleton St George and Whessoe Road. Many of these stops have been relocated in order to provide raised kerbs to improve access for passengers to bus services. Bus shelters have been provided at two stops that serve Amazon which the company has funded.
- (ix) Safer Routes to School schemes have been designed for Hurworth Primary School and Mount Pleasant Primary School (schemes on Newton Lane and Whitby Way). The schemes incorporate 20mph speed limits, traffic calming and improved pedestrian crossing points to improve safety outside of these schools. Consultation with local residents is complete and the schemes will be constructed in 2022 mainly during school holidays to minimise disruption.
- (x) A bridge design has been commissioned for the next section of the Stockton & Darlington Railway (S&DR) walking and cycling route in Middleton St George which will replace an existing bridge over Goosepool Beck. This will then be included in a planning application to create the route from where it currently ends on Yarm Road near the roundabout with Woosington Drive to Yarm Road near the airport roundabout. In addition Darlington, Stockton and Durham Councils have agreed to fund a new Development Officer to lead and coordinate the creation of the 26 mile walking and cycling route along the alignment of the S&DR in time for the bicentenary in 2025.

- (xi) 4,490 potholes have been reported and repaired up until the end of December 2021, significantly more than in the same period in 2020/21 (3,165). 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 Asphaltting works has been carried out on unclassified roads in 50 residential streets (listed on the Council website).
 - (xii) It is now possible to report highway defects digitally through the Report It portal. This feature went live in June 2021 and 880 defects were reported via this method up until the end of December 2021.
 - (xiii) A programme of maintenance schemes was carried out including A167 Merrybent, Heighinton By Pass, Tornado Way and Victoria Embankment. An innovative approach to using recycled materials was implemented on schemes on the road between Sadberge and Middleton St George and Hewitson Road in Darlington. This had environmental benefits as well as minimising disruption to local residents as the work was completed more quickly as waste material was not transported off site.
 - (xiv) A new design has been developed for the English National Concessionary Travel Scheme to incorporate the new Darlington Borough Council branding. This will be used for all new bus passes. Old passes will still be valid for up to 5 years and will not be replaced.
11. In addition to the Darlington Council transport programme we have worked in partnership with TVCA to develop transport initiatives that benefit Darlington residents.
- (a) A new contract has been awarded to continue the W2W scheme, an all-electric fleet of mopeds, leased to people so that they can access training and employment opportunities when there are no alternatives such as public transport;
 - (b) The Tees Flex service has been expanded to include the rural western part of Darlington borough which is not served by public transport;
 - (c) Whole Route Improvement Plans have been produced for 9 bus corridors across the Tees Valley to identify options to improve bus reliability and punctuality. In Darlington this includes the bus routes Darlington to Durham, Darlington to Middlesbrough and Branksome to Red Hall. The next stage is to develop a programme with timescales, costs and detailed designs; and
 - (d) A contract has been awarded by TVCA to install Electric Vehicle Charging Points in car parks in Darlington to facilitate the uptake of electric cars, taxis and vans.
12. During the year monitoring information is collected and used to monitor how the transport system is operating and being used by the public. This data informs the asset management programme and plans for speed and traffic management, as well as informing discussions with stakeholders including bus and rail operators and the Police. In 2021/22 transport continued to be affected by Government guidance for covid 19 restrictions which in turn impacted how people were able or chose to travel. The data is set out in **Appendix B** and the headline results are:-

- (a) Walking trips into the town centre fell by 50% during 2020/21 compared to the pre-pandemic levels but are currently on track to recover to approximately 75%. The reduction reflects the ongoing guidance to work from home, with significantly less office workers travelling to the town centre, as well as the reduction in retail footfall.
- (b) The cycling data is mixed. The automatic counters across the town show a possible decline on previous years as of December 2021 but the latest quarterly count of cycling into and out of the town centre show that cycling levels have recovered to pre pandemic levels.
- (c) Bus patronage has inevitably reduced due to covid restrictions limiting bus capacity; covid infections reducing driver availability (and thus reductions in service frequency); people having less reasons to travel due to people working from home, home delivery, children studying at home; and vulnerable people continuing to shield and limit contact with others. The number of trips has fallen from 5.5million in 2019/20 to less than 2million estimated for 2021/22. Trips by people using a concessionary bus pass have also remained lower than normal (down by 50%). Bus reliability continues to be an issue due to driver availability, but we continue to work closely with operators to ensure changes are communicated quickly via multiple channels.
- (d) Rail patronage has followed a similar pattern to bus patronage with a reduction of 45% on pre pandemic levels, and there continues to be issues with driver availability with associated impacts on services.
- (e) Vehicle traffic levels reduced significantly during the lockdown in early 2021 to 30% of normal levels. Traffic levels have recovered and are forecast to be at near normal levels by the end of the financial year. Part of this is fuelled by a reticence amongst some people to share their journey with others either on public transport or in car. It is too early to say whether this is a permanent trend; it is hoped that people will start to car share and use public transport in greater numbers.
- (f) The road safety statistics show a continuing reduction in casualties on a three year rolling average. However, the number of seriously injured remains stubbornly high in relation to previous years (there were no fatalities) at 38 of which 4 were children. Of the 142 casualties, 90 were car occupants and 24 were pedestrians. During early 2021 lockdown rules were in place and therefore traffic levels were lower and young people were not travelling to school. This reduced the road traffic risk. As lockdown restrictions lifted traffic levels increased again but casualties overall have remained low.
- (g) The road condition data shows that the structural maintenance programme continues to keep the % of principal and non-principal roads requiring interventions at low levels. However the condition of footways is getting worse with almost 20% being structurally unsound. In 2021/22 three footways schemes have been completed in Heighington, Hurworth and Clifton Road in Darlington. More schemes will be identified in 2022/23.
- (h) Each year Darlington takes part in the National Highways and Transport Network Public Satisfaction Survey. Full results can be seen in Appendix B. In 2021/22 overall satisfaction was down from 55% to 53%. Whilst the reduction in satisfaction is

disappointing it reflects the national trend. In summary 128 of the indicators were above the national average and 33 were below average; 51 of the indicators were improving compared to the previous year and 105 were reducing. Due to the impact of covid restrictions on people’s ability to travel and the transport options that have been available, people’s views have been distorted. For instance the results for public transport show a significant decrease reflecting the reductions in capacity (i.e. less seats available due to social distancing) and changing timetables, very often at short notice due to driver availability. This has an impact on the availability of public transport information and consequently satisfaction has fallen.

- (i) Like bus and rail, the taxi trade has also faced pressure. Many drivers have left the trade to find alternative employment and have not returned leading to an under provision of service for the borough.

Proposed delivery in 2022/23

13. The Department for Transport will now award Tees Valley Combined Authority a City Region Sustainable Transport Settlement (CRSTS), a 5 year budget to deliver the Tees Valley transport strategy. This is expected to be announced in February 2022. This will include the funding to deliver Darlington’s transport plan, including funding for structural maintenance of highways and structures, schemes for traffic and speed management, road safety including Safer Routes to School and 20mph schemes, bus stop improvements and walking and cycling schemes, including dropped kerbs. It is anticipated that TVCA Cabinet will approve the continuation of this funding to the individual local authorities to deliver local priorities. This provides the Local Transport Plan maintenance and integrated transport block funding as detailed below. 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 anticipated transport capital funding for 2022/23 compared to 2021/22:

Funding source	Basis of allocation	2021/22 £'000	2022/23 £'000
LTP Highway Maintenance / CRSTS	Formulaic	964	2175
Maintenance Incentive Fund / CRSTS	Performance	241*	
Pothole and Challenge Fund, DfT	Formulaic	969	
LTP Integrated Transport Block / CRSTS	Formulaic	893	893
Active Travel Fund (LCWIP Phase 1)	TVCA programme, following successful bid to DfT	300	Increased to 1402** (includes contingency of £262k)
TCF (LCWIP Phase 2)	TVCA programme, following successful bid to DfT		1700
Total		3,367	6,170

* Subject to assessment of maintenance questionnaire by DfT

** Initial budget allocation of £905k in 2021/22 was increased to £1,702K following detailed design

14. In addition, there will be funding from the Bus Service Improvement Plan (not yet announced) and City Region Sustainable Transport Settlement (£310m over 5 years) that will be available for schemes and initiatives in Darlington.
15. 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. Details are included in **Appendix A**.
16. TVCA worked with the five local authorities to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). Subsequently the Department for Transport announced the Active Travel Fund as a mechanism to start delivering the LCWIPs. Darlington was allocated £1.702m to deliver the first phase of the West Park to town centre walking and cycling route, with new segregated cycle lanes on Woodland Road. Work started on site in November 2021 and will continue until Autumn 2022. Funding has been secured in principle for the next phase from Hollyhurst Road junction to Deneside Road and consultation has taken place. The budget estimate is £1.7m
17. Darlington Northern Link Road remains a Strategic priority. We will continue to work together with TVCA to try and secure appropriate funding from Government for this strategic link road. Many funding options have been and will continue to be explored.
18. A bid for a series of improvements along the A68 was submitted to DfT in January 2020 to the Pinch Point Fund. In February 2021 DfT advised that the Pinch Point Funding had been moved into the Levelling Up Fund and Councils were invited to submit the scheme to that fund. Darlington Council is currently developing a bid to that Fund. Other funding opportunities are being pursued including delivering elements of the scheme through the City Region Sustainable Transport Settlement as the A68 is both a bus and cycle corridor. Consultation is taking place on the first elements of this scheme, namely the roundabouts in Cockerton and Woodland Road/Staindrop Road/Carmel Road. Subject to the completion of consultation and design reviews the next stage will be further consultation and consideration of the submission of planning applications
19. The Access Fund which has funded travel behaviour change programmes in the Tees Valley for the last 4 years has been replaced by the Capability Fund. Initial funding has been awarded until March 2022 and an announcement of future funding is awaited. Darlington delivers a programme of Personalised Travel Planning across the Tees Valley, working with housing developers, employers, colleges and Employment Hubs to support people in travelling sustainably. The team provides support and information to enable people to access public transport, TeesFlex, W2W and car sharing, as well as cycling for local utility trips. Darlington also delivers the public transport marketing programme in collaboration with the Connect Tees Valley team in Stockton. The Active Travel programme which was delivered in Darlington has now moved to TVCA.
20. Design is now underway on 20mph schemes for Reid Street Primary School, St Bede's Catholic Primary School, St. Augustine's Catholic Primary School and Federation of Abbey Schools (schemes on Abbey Road and Cleveland Terrace). Consultation will take place in

2022 with the schools and local residents and subject to support the schemes will be programmed for implementation.

21. Whole Route Improvement Plans - Optioneering Reports have been produced for 3 bus service corridors in Darlington – Branksome to Red Hall, Darlington to Durham and Darlington to Middlesbrough. These have been used to inform the City Region Sustainable Transport Settlement Business Case that has been submitted to Government by TVCA for a five year funding deal. Once funding is awarded a programme will be agreed to develop the options to detailed highway designs and then construction. This capital programme will link to other elements in the CRSTS programme and Bus Service Improvement Plan, managed through the Enhanced Partnership with bus operators.
22. TVCA is working with the highway authorities to procure a new supplier of bus shelters across the Tees Valley, ensuring that we continue to cleanse, inspect and maintain bus shelters and invest in new shelters at existing and new locations.
23. TVCA has awarded a contract for the installation, maintenance and management of Electric Vehicle Charging Points in car parks including car parks in and around Darlington town centre. These will be installed in 2022.
24. Durham, Darlington and Stockton Councils are jointly funding the appointment of an Stockton & Darlington Railway (S&DR) Development Officer to progress the delivery of the 26 mile S&DR Walking and Cycling route for the bicentenary celebrations in 2025.

Policy development in 2022/23

25. Since the first national lockdown in March 2020, the government has provided financial support to the bus sector to ensure the continued provision of services despite significantly reduced passenger numbers. This recovery funding was intended to support the bus sector return to financial sustainability.
26. In March 2021, the Government published *Bus Back Better: national bus strategy for England*. The strategy sets out the long-term vision and opportunity to deliver better bus services for passengers across England.
27. It should be noted that Tees Valley Combined Authority (TVCA), the five Tees Valley local authorities and the Tees Valley bus operators have a history of collaboration and the work being progressed in response to the national bus strategy builds upon this.
28. There are two requirements that must be met, to be eligible for potential future funding to support bus provision:
 - submit a Bus Service Improvement Plan (BSIP) by 31 October 2021. The BSIP should set out a vision for delivering a step-change in bus services. A local public and wider stakeholder engagement process was undertaken during the development of the BSIP to inform priorities and this targeted both users and potential users of bus services. The Tees Valley BSIP was published in accordance with the deadline and can be viewed at [Tees Valley BSIP](#);
 - implement an Enhanced Partnership (EP), which is a statutory agreement between TVCA, the five Tees Valley local authorities and the Tees Valley bus operators. The EP is

made up of two parts: the EP plan, which mirrors the content of the BSIP; and the EP Scheme where the detailed requirements and actions for services and infrastructure in the area are set out specifically. The original deadline was for submission of the final scheme to the Government by the 31 March 2022, but this has recently been amended to submission of a draft scheme by the end of April 2022. However, given how advanced Tees Valley already is in the statutory process, the intention is to continue to work to the original deadline.

29. The BSIP and EP have been structured around a five-point delivery plan:
 - **decarbonisation** – one of the first regions in the UK to have an entirely zero emission local bus fleet;
 - **fares** – simpler fares and targeted promotions to drive passenger growth;
 - **customer experience** – putting the needs of customers at the heart of service delivery and improving information provision with one brand identity;
 - **infrastructure** – new infrastructure investment to prioritise bus on core corridors and improve passenger experience; and
 - **network** – a collaborative approach focused on core corridors and integration with the Tees Flex on-demand bus service.

30. It should be noted that the delivery of much of this five-point plan is dependent on securing revenue funding from government and it is understood that details of the indicative funding to support delivery of the BSIP will be provided by February 2022. The government has made it clear that should an area not implement an EP scheme, then future funding to both the Tees Valley Combined Authority, as local transport authority, and local bus operators could potentially be withheld.

31. As part of Spending Review 2021, it was announced that TVCA had an indicative capital allocation of £310m from the City Region Sustainable Transport Settlement (CRSTS) for the five-year period from 2022/23 to 2026/27. The capital funding needed to deliver the infrastructure priority has been included in the CRSTS programme business case.

32. It is important to understand that TVCA is party to the agreement as the local transport authority and the five Tees Valley local authorities in their capacity as local highway authorities. An officer governance structure has been established, involving TVCA, the five Tees Valley local authorities and bus operators, to oversee the work and updates have been provided to the TVCA Transport Committee.

33. Coronavirus continues to impact on bus services in terms of patronage, service delivery and operational timetabling. These impacts coupled with uncertainty around the potential funding to support the delivery of the BSIP has made the process more challenging. It therefore needs to be recognised that the BSIP and EP need to be fluid and will be adapted as there is more certainty, particularly around the funding allocation.

34. In recognition of this challenge, the EP is in the form of a 'shell' agreement, which sets out the high-level priorities. There are no direct obligations on TVCA, the Tees Valley local authorities or bus operators at this stage. The EP Plan includes a bespoke variation mechanism, which enables further detail to be added at the appropriate point in time.

35. Any scheme that impacts on the local highway will therefore be subject to confirmation of funding and satisfactory completion of the necessary statutory processes.
36. The Tees Valley Design guidance will be updated during 2022 to reflect new national guidance, specifically LTN1/20 Cycle Infrastructure Design.
37. Darlington's Transport Strategy, Darlington town centre transport plan and a revised parking strategy have been drafted. These will be presented to Scrutiny before public consultation.
38. Darlington's Travel Plan policy which forms part of the Supplementary Planning Document, used to set the policy basis for consideration of planning applications, needs revising. A draft policy is attached at **Appendix C**. This sets out:
 - (a) What travel plans are and why we ask for them
 - (b) Types of travel plan
 - (c) When a travel plan is required – thresholds for travel plan submissions
 - (d) The process of submitting a travel plan -
 - (i) Modeshift registration
 - (ii) Required standards
 - (e) How we evaluate travel plan submissions
 - (f) Obligations – fees, bonds, and conditions

Outcome of Consultation

39. No specific consultation has been done on this report. Consultations are carried out on specific schemes and policies and will be considered as part of the processes for decision making.

Transport Capital Programme 2022/23

Appendix A

Maintenance Block – funding to maintain the highway network including structures and street lighting. Until we receive confirmation on funding levels from TVCA the programme is based on previous years levels of funding.

Department for Transport Allocation	£'000
Bridge structural maintenance	212
Highway structural maintenance	637
Incentive funding	241
Fees	116
Sub Total	1,206
Pothole and Challenge Fund 2022/23	969
Total	2,175

1. 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) Swan House roundabout
 - (b) Rotary Way to A1 outbound dual carriageway
 - (c) Faverdale
 - (d) Newbiggin Lane – a recycling scheme using reclaimed tar bound planings from other schemes

2. In addition priority footpath schemes will be identified and the micro asphalt and patching programmes will include roads across the borough. This continues the investment in unclassified roads, which are predominantly residential streets.

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

Manage/ Improve	Scheme	2022/23 (£k)	Notes
Network management			
Manage	North West Growth Zone Corridor - A68	250**	£805k** LTP + £100k section 106 funding is already secured. Consultation has taken place and further consultation will be required before consideration of submission of planning applications
	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	80	Improves access for all, includes a scheme for Milbank Road
Improve	Public Rights Of Way	35	Improves access for all including £25k for Patches Lane bridleway improvements in partnership with Brightwater
Improve	Walking and cycling route in Middleton St George between Yarm Road and Mill Lane	30	Improves access for all and supports the delivery of the 26 mile S&DR route - additional funding for a bridge
Speed Management and Road Safety programme			
Manage	School speed management and safety schemes	200	Schemes for Abbey Federation, St Augustine's, St Bede's and Reid Street Primary
	speed management schemes	40	Bonomi Way/Whessoe Road roundabout; village gateways
	VMS signs for speed management	50	Sites to be identified through speed and accident data
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. The A68 is also a bus corridor and the WRIP identifies the roundabouts in Cockerton and Woodland Road/Staindrop as key elements to deliver traffic management benefits. The A68 is also an LCWIP corridor delivering a high quality cycle route from West Park to the town centre via Cockerton. The City Region Sustainable Transport Settlement may therefore also provide part of the funding for these schemes.

Performance Data and Public Satisfaction**estimated ** 2019/20 onwards only Northern Rail data is reported***APPENDIX B**

Performance Measures	2012/13	2013/14	2014/15	2015/16		2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	19,528	19,514	20,287	20,419		19,417	19,090	19,524	19,023	14,753	18,466*
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	118,412*
Bus Punctuality % on time	64%	64%	63%	87%		89%	86%	86%	Unavailable	93%	Available Autumn 2022
Bus Patronage (all operators)	6,605,517	6,604,117	6,505,849	6,422,947		6,240,594	5,972,163	5,741,507	5,457,204	1,826,616	1,991,239*
Concessionary fares patronage	2,750,929	2,744,792	2,673,485	2,627,062		2,607,611	2,450,526	2,347,694	2,167,240	628,055	1,046,752*
Rail Patronage (all 4 Darlington stations)**	2,241,390	2,279,159	2,322,927	2,337,809		2,368,780	2,417,328	2,498,158	1,256,241	236,013	703,495*
Number of cycling trips (automated cycle counters)	1224.50	1,450	1,556.50	1,315.75		1,618	1,585	1,650	1,614	1,637	1500*
No. of walking trips in the town centre	119,163	121,876	133,983	126,687		124,608	120,359	104,825	111,042	48,958	76,864*

Roads and Footway Conditions											
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
% of principal roads where maintenance should be considered ('A' class)	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%	1.9%	1.0%
% of non-principal roads where maintenance should be considered ('B' & 'C')	11%	12%	14%	11%	9%	6%	6%	7%	6%	6%	5%
% of unclassified roads where maintenance should be considered	7%	9%	10%	10%	12%	15%	22%	16%	8%	13%	15.8%
% of footways which are structurally unsound			10%	9%	9%	9%	9%	9%	11%	17%	19.2%
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 available	Not available
Street Lighting											
% of street lighting columns over 40 years		29%	26%	20%	24%	3.8%	Not available	0	0	0	0
% of street lighting columns 20-40 years old		56%	51%	45%	44%	14%	Not available	15%	17%	17.5%	17.5%

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Bridges											
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)				85%	85%	Not available	71%	75%	81%	82%	Not available
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)				74.6%	74%	Not available	71%	72%	69%	71%	Not available
Inspections											
Number of potholes repaired			9,490	8,004	6,611	6,246	6,582	6,631	5,075	5,942	4490 by 31/12/21
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%	84%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of people killed or seriously injured in road traffic accidents	36 (37)	35 (35)	41 (37)	41(37)	32 (31)	39 (31)	45 (39)	52 (45)	52 (50)	26 (43)	38 (39)
Number of people slightly injured in road traffic accidents	296 (321)	309 (303)	285 (297)	285 (297)	242 (270)	256 (260)	230 (243)	208 (231)	161 (200)	106 (158)	104 (124)
Number of children killed or seriously injured in road traffic accidents	4 (2.6)	3 (3)	7 (4.6)	7 (4.6)	2 (4)	4 (3)	5 (3)	5 (5)	6 (5)	2 (4)	4 (4)
Number of children slightly injured in road traffic accidents	32 (36)	45 (37)	34 (37)	34(37)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)	12 (18)	7 (11)
% of children taking part in pedestrian training from participating schools	80	85	91	91	86	90	87	86	86	78	Not yet available
% of children taking part in cycle training (Year 5) from participating schools	45	54	56	56	50	52	66	63	63	95	Not yet available

NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Overall public satisfaction	55.7	54.9	55.1	56	56	54	54	55	55	53
Public transport overall	54	-	-	59	59	60	62	64	58	55
Local bus services	54	58	60	60	62	60	62	63	63	58
Local bus services (BVPI 104)	47	53	55	60	61	64	66	62	59	56
Public Transport Info (BVPI 103)	39	41	48	48	51	47	51	51	41	39
Taxi/Mini cab services	67	68	70	69	67	66	68	69	69	64
Community Transport	57	57	58	56	55	55	55	59	62	59
Walking & Cycling overall	58	57	55	57	58	56	56	56	53	53
Pavements and footpaths	56	55	55	55	55	54	53	54	53	51
Pavements and footpaths (aspects)	57	58	57	61	61	58	58	60	56	55
Cycle routes and facilities	59	55	53	54	55	55	54	53	50	51
Cycle routes and facilities (aspects)	60	57	55	58	58	55	59	55	49	52
Rights of Way	57	60	58	58	60	57	58	59	58	56
Rights Of way (aspects)	56	55	52	58	56	56	56	56	54	53
Tackling congestion overall	52	54	53	53	51	48	49	50	49	48

Traffic levels and congestion	49	49	44	47	46	44	46	45	49	49
Management of Road works	54	53	51	56	50	51	53	55	54	53
Traffic management	55	54	54	56	56	55	57	56	42	40
Overall road safety	59	57	57	62	58	57	60	59	56	55
Road safety locally	62	59	61	63	60	57	58	59	58	55
Road safety environment	58	56	57	61	57	57	59	59	57	56
Road safety education	58	57	56	61	58	58	61	59	54	54
Overall highways maintenance	50	46	47	52	53	50	49	51	49	46
Condition of highways	34	28	31	34	38	34	30	35	35	31
Highways maintenance	48	48	48	54	53	51	51	53	51	43
Street lighting	69	69	71	70	69	66	65	65	65	65
Highway enforcement/obstructions	49	49	48	51	50	48	49	52	46	45



Travel Plan Guidance



DARLINGTON
Borough Council

Travel Plan Guidance

DRAFT

DRAFT

Foreword (Lead Member)



The Purpose of this Guidance

This guidance is aimed at people who are involved with the planning of new developments within the boundary of Darlington Borough Council, particularly those responsible for the preparation, submission, and implementation of the development's travel plan. This will include but not be limited to developers, transport consultants, schools, and planners.

The guidance is designed to ensure developers produce and implement travel plans to a consistent format and standard contributing to the goals and objectives of national and local policies (as outlined in (Appendices 1 and 2)

The guidance will outline

- 1. What travel plans are and why we ask for them**
- 2. Types of travel plan**
- 3. When a travel plan is required – thresholds for travel plan submissions**
- 4. The process of submitting a travel plan -**
 - a. Modeshift registration**
 - b. Required standards**
- 5. How we evaluate travel plan submissions**
- 6. Your obligations – fees, bonds, and conditions**

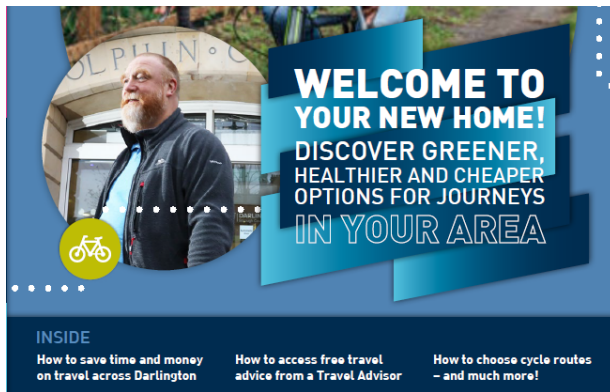
Although this guidance has been written to ensure consistency and quality, the system allows flexibility to adapt travel plans to site specific conditions. The guidance will be reviewed annually to ensure it is fit for purpose and we welcome feedback at any time.

1. What Travel Plans are and why we ask for them

- 1.1 A travel plan is a site-specific document for travel behaviour change that can be applied to any setting (education, business, community). Its purpose is to ensure developments within the Darlington Borough Council area minimise the negative impacts of traffic as result of their development and facilitate and promote the use of alternative sustainable transport. Its ultimate objective is to change the behaviour of individuals to more sustainable modes of travel and maintain that change once it has occurred
- 1.2 A travel plan is not a one-off document; it is a long-term management strategy for an organisation or site that is regularly reviewed and monitored to ensure it continues to achieve its objectives. Darlington Borough Council will be actively involved in this process alongside the owner of the travel plan for the lifetime of the document. It requires the author of the document and the subsequently appointed Travel Plan Coordinator to be familiar with the local transport options and maintain an ongoing communication with all transport suppliers and Darlington Borough Council's Transport Planning team.
- 1.3 Implementing a travel plan is of benefit to both the developer and the user of the site. Different settings may dictate the focus of attention of the plan's action and its subsequent benefits, but popular benefits can include:
- For businesses and their employees
- Enhancing image and supporting environmental responsibilities
 - Improved staff recruitment and retention
 - Reduced car parking spaces and associated costs
 - Healthier staff/ reduced sickness levels
 - Greater accessibility to site
- For housing developers and their residents
- Improved lifestyles offer
 - Enhancing image and supporting environmental responsibilities
 - Increased and inclusive transport choices for residents
 - Reduced car travel contributing to improved air quality and safer streets
- For schools and the pupils/ parents
- Reduced traffic congestion leading to:
Improved traffic safety around the school
Better air quality
 - Helping to maintain good relationships with residents
 - Enhancing Ofsted reports
 - Improved physical and mental health for pupils
 - Increased and inclusive transport choices for parents and pupils
- 1.4 The actions within a travel plan can, and should be, adapted to suit the local needs in the Darlington area. It is therefore essential that the author of the plan has good local knowledge to maximise the benefits of the plan.

Case Study – Housing Developer Brochure

An example of how literature can be adapted to appeal to local residents



2. Types of Travel Plan

- 2.1 This guidance refers to travel plans as a holistic description of the document. However, Darlington Borough Council recognises and accepts two types of travel plans. Any plan submitted should aim to support the aims and objectives of the local and national policies (Appendices 1 and 2).
- 2.2 **Framework** - A Framework Travel Plan is a document submitted when the occupiers of the development are unknown. It sets out basic principles for the site as whole in preparation for the future occupier's plans.
- 2.3 **Full Travel Plan** – A Full Travel Plan is submitted where the proposed use and accessibility needs are known, and targets can be set. All elements of the plan should be tailored to the end occupier(s) – eg residential / school / workplace.

3. When a Travel Plan is required – Thresholds for Travel Plan Submissions

- 3.1 Travel plans will be required for all development proposals exceeding the council's thresholds (Appendix 3 - Travel Plan Thresholds), and in other circumstances where local factors make one necessary. Local factors could include but are not limited to:
 - Change of Use applications Change of use applications will be considered as new development and will require a travel plan if the thresholds set out in Appendix 3 or 3a are exceeded.
 - Multi-occupation of one site Where several small developments or an initial small-scale development is incrementally increased or different use types on one

site may individually fall below the thresholds set out in Appendix 3. The cumulative impacts of these individual developments or uses can be enough to justify a travel plan for the site.

Increased Car Parking Applications from existing businesses, organisations and schools seeking to increase car parking capacities without linked development will be required to show that a travel plan has been in place and fully implemented and other options to reduce car use have been implemented.

Town Centre Development Any development within the Town Centre will require a travel plan.

- 3.2 It should be noted that although Appendix 3 sets out the development thresholds above which travel plans would normally be expected, the Highways Authority will assess applications on their own merits. This may result in some cases where a smaller development warrants a travel plan or larger sites where a travel plan is not justified. Applicants should assume, however, that where a threshold is exceeded a travel plan document will be required and discuss the need and scope for the document with the Highways Authority at the earliest possible stage of the application.
- 3.3 We stipulate a threshold of over 50 C3 dwelling houses for a travel plan, however the Highways Authority retain the right to request a travel plan for developments with fewer dwellings in circumstances where it is considered/likely to impact on sustainable transport in that area. Again, discussion with the Highways Authority is recommended at the earliest possible stage of the application.
- 3.4 The submission of a travel plan is not a guarantee that a proposed development will not be objected to on highways grounds if other supporting documentation, such as a Transport Assessment, does not demonstrate acceptability in highways terms

4. **The process of submitting a Travel Plan -**

a) Modeshift Registration

b) Required Standards

a) Modeshift Registration

- 4.1 Framework and Full Travel Plans are to be submitted using the Modeshift STARS platform.

The platform is a comprehensive travel planning tool that:

- Creates, develops, and supports travel plans
- Assists in monitoring and evaluation
- Recognises and rewards excellence for the promotion of sustainable and active travel

- 4.2 The platform is divided into three areas:

STARS Education – for all travel plans relating to educational establishments up to and including KS4

STARS Community – for all residential and community travel plans

STARS Business – for all other travel plans including business, FE/HE, retail and NHS sites

- 4.3 Modeshift STARS allows users to collect data and information linked to a site or a collection of sites and to input into the system. This process is more efficient than paper and PDF travel plans. Users of the system will save time when putting together a travel plan and they will be able to access their site's information online at any time. By providing clarity and a standardised approach towards what is required in a travel plan, this will allow the quality of travel plans submitted in support of planning applications to be assessed in a fair and consistent way.
- 4.4 Any previously written documents not using this format will need to be transferred and adapted to use this system. Requests for exemptions to this process will need to be submitted in writing to the Highway Authority for consideration. The Modeshift licence for Darlington Borough Council travel plans is paid for by the council and organisations can therefore utilise the platform free of charge, up to and including the Bronze level of accreditation. (Schools can utilise the platform free of charge to any level of accreditation). Further information on the Modeshift fees can be found [here](#) and details of accreditation for business, residential and educational plans can be found [here](#).
- 4.5 Registering to use the system can be undertaken in one of two ways:
- By completing the contact/register section at www.modeshiftstars.org website or
 - By contacting the Transport Planning section at Darlington Borough Council.
- 4.6 Once you register and gain access to the platform you will be able to locate your development/organisation and begin to input the required information into the headings. A full range of guidance is included within the platform.
Note Darlington Borough Council's Transport Planning Officer will assign a travel survey through the system. Currently this can be completed electronically or on paper (and inputted into the system).
- b) Required Standards**
- 4.7 Framework Travel Plans – If a Framework Travel Plan is submitted, the Green standard must be attained prior to planning permission, being granted. Following this, individual Travel Plans for site occupiers (when known) must be written and submitted within three months of occupation. These subsequent plans must attain Bronze Standard within 12 months of occupation. The Modeshift platform allows multiple occupier travel plans to be linked to their framework plan for administrative purposes.
- 4.8 Full Travel Plans – If a Full Travel Plan is submitted it must attain Green standard prior to planning permission, being granted. Upon occupation all Travel

Plans must attain Bronze standard within 12 months of occupation (unless agreed otherwise with Darlington Borough Council)

- 4.9 It is hoped that all travel plans will go on to achieve higher standards in subsequent years and be recognised with a higher-level award. Details of the standards to be achieved for business residential and educational plans can be found [here](#).
- 4.10 Baseline monitoring is required for Bronze Standard and will typically be within three months of first occupation. For residential developments trigger points for baseline monitoring will be agreed in relation to anticipated build out schedule and development size but will be in the region of 50% occupation and yearly thereafter for the life of the plan (five years post completion/full occupation). Prior to development, baseline data can be ascertained using census data for the ward, or data from a similar development. All travel plans must be updated on an annual basis until post five years, completion/full occupation of the site.
- 4.11 **NOTE** As you will read, all plans submitted using the Modeshift platform require the planning and implementation of 'Travel Initiatives' and 'Supporting Initiatives'. There are however initiatives that will be compulsory elements of travel plans submitted to us and these will be in addition to the required number of initiatives required by Modeshift. These compulsory elements will be secured via s106 agreements and/or planning conditions, details of which are included in the section – 'Your Obligations – Fees, Bonds and Conditions'.

5. How we Evaluate Travel Plan Submissions

5.1.1 Evaluation criteria to approve travel plans submitted on the Modeshift Platform will include:

- All sections of the plan need to be completed as required for the Green or Bronze standard and kept up to date.
- We require a named Travel Plan Co-ordinator. Where the TPC has yet to be appointed, an interim named contact (such as the author of the travel plan) will need to be retained and held responsible for the plan until the TPC is appointed.
- Baseline survey data is required to set targets from
- Targets need to be set
- A commitment to annual monitoring is required for a period of the life of the travel plan

6. Your Obligations – Fees, Bonds and Conditions

- a. Monitoring Fee
- b. Personalised Travel Advice Fee
- c. Travel Implementation Bond
- d. Conditioned Initiatives

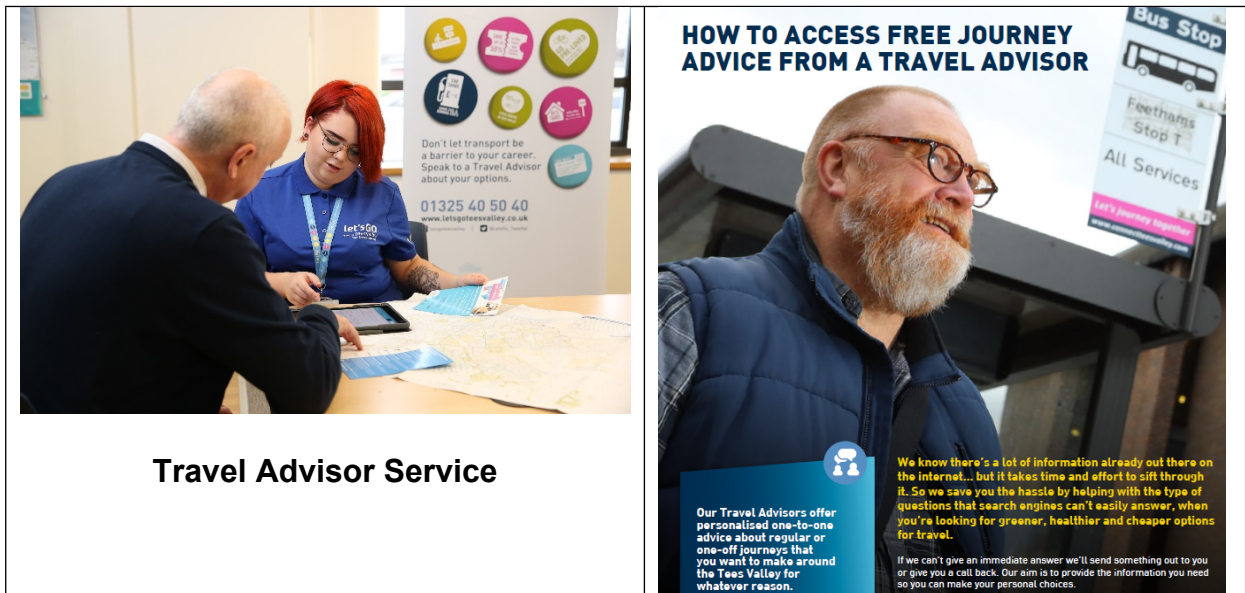
a) Monitoring Fee

- 6.1 In all cases where a travel plan is required, the Council will require the developer to enter into a Section 106 Agreement. This will include payment of a travel plan monitoring fee of £2850, which will be payable to the Council by the developer. The full fee amount should be submitted in one payment on signing the Section 106 agreement and is non-refundable. This fee does not apply to educational travel plans.
- 6.2 The fee amount is based on 15 hours per year of Darlington Borough Council officer time @ £38 per hour (RPI index linked from a base of 2021) to carry out the following duties over five years of the life of the Travel Plan:
- Modeshift user system set up
 - Administrative duties including survey set up and monitoring of deadlines
 - Evaluation of travel plan submission
 - Ongoing annual review of the travel plan and subsequent feedback/discussions with the Travel Plan Coordinator for the next year's measures.
- 6.3 In some cases, particularly for residential developments, monitoring may be required beyond the five-year period. In these circumstances, fees required beyond five years will be agreed on a case-by-case basis.
- 6.4 The fee does not cover the actual conducting of surveys, data inputting onto the Modeshift platform or analysis as this is the responsibility of the Travel Plan Coordinator.
- 6.5 Guidance on local authorities' ability to use fees is available in DfT/CLG's Delivering Travel Plans through the Planning Process. In addition, Section 93 of the Local Government Act 2003 gives the power to local authorities to charge for discretionary services. These are services that an authority has the power, but not a duty, to provide.

b) Personalised Travel Advice (PTA) Fee

- 6.6 In all cases where a travel plan is required, a personalised travel advice fee **will/may** be payable to the Council by the developer. In all cases where a personalised travel advice fee is required, the Council will require the developer to enter into a Section 106 Agreement. The full fee amount should be submitted in one payment on signing the Section 106 agreement and is non-refundable. This fee does not apply to educational travel plans.
- 6.7 The fee required will be dependent on the type of development:
- For residential developments the fee will be £300 per household
 - For business developments the fee will be £100 per full time employee (cumulative). (FTE)
- The full fee amount should be submitted in one payment on signing the Section 106 agreement, is non-refundable and is RPI index linked from a base of 2021.

- 6.8 Monies secured by this process will be utilised by the travel advisors from the Tees Valley behaviour change programme to offer a personalised travel advice service. As a minimum this offer will include:
- Face to face meetings using techniques such as motivational interviewing to have discuss the travel choices available to staff or residents.
 - Surveying of current and potential travel habits
 - The provision of a bespoke journey plans to encourage a more sustainable option
 - The provision of travel resources to enable people to plan their own sustainable journeys
 - The provision of incentives such as taster tickets to encourage sustainable transport take-up
 - Follow up surveys to assess modal shift for those accepting incentives
- 6.9 The process will require close cooperation with the development's Travel Plan Coordinator and reference to this will be required in the travel plan document. It is anticipated that the PTA will be delivered within 3 months of individual house occupation or employment start date.



c) Travel Plan Implementation Bond

- 6.10 In all cases where a travel plan is required, a travel plan implementation bond will be payable to the Council by the developer. In all cases where a travel plan implementation bond is required, the Council will require the developer to enter into a Section 106 Agreement The full bond amount should be submitted in one payment on signing the Section 106 agreement. This bond does not apply to educational travel plans.

The bond required will be dependent on the type of development:

- For residential developments the bond will be £200 per household
- For business developments the bond will be £50 per full time employee (cumulative). (FTE)

The bond is RPI index linked from a base of 2021.

- 6.11 This bond would be repayable on successful completion of the travel plan for its full term. Successful completion of the plan is deemed as:
- The developer/owner retaining responsibility for funding and implementing the travel plan, its incentives and initiatives, (PTA services excepted if PTA fee paid)
 - The appointment and retention of a travel plan coordinator
 - The surveying, monitoring, and annual reporting for the lifetime of the plan
 - The achievement of targets at full build out
- 6.12 Darlington Borough Council would retain the bond to implement remedial measures if the developer/owner did not meet the agreed set targets and / or comply with the agreement. The payment of the bond cannot be used as mitigation to the production and implementation of the travel plan.

Examples of remedial measures could include – but are not limited to:

- Further personalised travel advice and incentives
- Additional promotional events
- Additional promotional resources
- Cycle training /Buddy up scheme for individuals or teams
- Implementation of a car sharing scheme
- Traffic Regulation Orders (TROs)
- Provision of sustainable transport infrastructure
- Bus service subsidies

d) Conditioned Initiatives

- 6.13 In appropriate circumstances specific initiatives, as listed in the Modeshift platform, will be conditioned within the planning consent. These incentives must be included within the actions of the travel plan and are in addition to the number and type of incentives required to achieve the Modeshift standards.
- 6.14 These initiatives could include (but are not limited to):

Car clubs for residential developments

Car clubs should be provided/investigated for residential developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success. In these circumstances, measures such as the provision of infrastructure (such as marked parking bays and electric vehicle charging points for car club vehicles), the promotion of the car club, and a contribution towards the set-up costs of the car club should be provided by the developer.

Working with the local authority to support sustainable travel in the community

The developer must include in their travel plan how they intend to work with staff at Darlington Borough Council and the Tees Valley behavioural change programme to maximise the impact of their initiatives. This would include specific actions and SMART targets.

New residents or employee welcome pack with travel information

Developers must provide appropriate information on travel options to and from the development including the promotion of sustainable transport. Developers must consult with Darlington Borough Council prior to the development and publication of any information to ensure accuracy and obtain approval.

Secure discounts with local bike shops and/or public transport operators

Discounts should be investigated and provided at developments where Darlington Borough Council is of the view that the conditions are suitable to support their set-up and ongoing success.

Assistance with this document can be provided by contacting:

Transport Planning Officer
Darlington Borough Council
Janet.easley@darlington.gov.uk

Appendices:

Appendix 1 Travel Plan Policy Context – National

Appendix 2 Travel Plan Policy Context – Local

Appendix 3 Travel Plan Thresholds

Appendix 1 Travel Plan Policy Context – National

[National Planning Policy Framework \(NPPF\)](#) The National Planning Policy Framework (NPPF) sets out the Government's approach to the location and design of developments to ensure that plans protect and explore opportunities for the use of sustainable transport modes for the movement of goods or people. A core planning principle of the NPPF is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The framework promotes the hierarchy of preferred modes of transport, from walking and cycling, public transport, car sharing, the use of electric vehicles and finally to single occupancy car use, as the last option.

[Cycling and Walking Investment Strategy \(DfT\)](#) This Strategy aims to create a walking and cycling nation; with a long-term goal (up to 2040) that walking, and cycling become a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, and work or leisure trips.

[Gear Change](#) A bold vision for cycling and walking 2020 (DfT) This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality.

[Cycle Infrastructure Design 2020 \(DfT\)](#) This guidance supports the delivery of high-quality cycle infrastructure to make cycling and walking the natural choices for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels. It reflects current good practice, standards and legal requirements.

[Education and Inspections Act 2006 \(DfE\)](#) The Act requires local authorities to promote sustainable travel and to support choice and flexibility of educational provision. It also extends the right to free transport for children living in lower income households.

Public Health and NICE Guidelines

- [Promoting physical activity for children and young people, NICE Guidelines \[PH17\] January 2009](#) Provides guidance on promoting physical activity among children and young people, including parents and carers, with a series of recommendations.
- [Public Health Guideline PH41 Physical Activity: Walking and Cycling](#) Sets out how people are encouraged to increase the amount they walk or cycle for travel and/or recreation purposes.
- [NICE Guidelines NG13 Workplace Health: Management Practices](#) Examples of how to improve the health and wellbeing of employees, placing it at the core of the organisation.
- [Working Together to Promote Active Travel - \(Public Health England\) - May 2016](#) Looks at the impact of current transport systems and sets out the many benefits of increasing physical activity through active travel.
- [NICE Guidelines NG70 Air Pollution: Outdoor Air Quality and Health](#) This guide brings together air quality, active travel and car transport

Further historical information on travel planning can be found in the following publications:

- Delivering Travel Plans through the Planning Process (DfT / CLG, 2009)
- Building Sustainable Transport into New Developments (DfT, 2008)
- The Essential Guide to Travel Planning (DfT, 2008)
- Guidance on Transport Assessments (DfT & CLG, 2007)
- The Travel Plan Resources Pack for Employers (DfT, 2006)
- Making Residential Travel Plans Work: Guidelines for New Development (DfT, 2005)
- Behavioural Insights Tool Kit, Social Research and Evaluation (DfT, 2011)

Appendix 2 Travel Plan Policy Context – Local

[Tees Valley Climate Change Strategy 2010-2020](#)

This strategy represents how the five Local Authorities within the Tees Valley will come together with one aim and vision; to reduce their carbon footprint. As part of this there are opportunities that can be used to reduce emissions from cars by using technology and different behaviours, this includes workplace travel plans, school travel plans personalised travel planning, public transport information and marketing, travel awareness and car clubs. The actions within this strategy state the following -

- Prioritise improving public and sustainable transport in local transport planning and increase the provision of facilities for cyclists throughout the Tees Valley.
- Develop travel plans to influence people's travel behaviour towards more active and sustainable options such as walking, cycling and the use of public transport.
- Prioritise active and sustainable travel. Public sector organisations will improve the environmental impact of their fleet vehicles.
- Include climate change impacts in Transport Asset Management Plans and ensure that footpaths and cycle routes are maintained in good condition so that people are encouraged to use them.

[Darlington Borough Council Local Plan](#) – to be adopted but will include high level linkages.

[Darlington Borough Council Transport Plan](#) - yet to be consulted upon and adopted.

[Darlington Town Centre Transport Plan](#) - yet to be consulted upon and adopted.

[Darlington Borough Council Parking Strategy](#) - yet to be consulted upon and adopted.

[Darlington Borough Council Planning Obligations - Supplementary Planning Document \(SPD\)](#)

This document provides clarity and detail about the Council's approach to secure planning obligations, which are also known as developer contributions or S106 agreements. These are legal agreements negotiated between the Council and developers or landowners as a result of a planning application, to secure infrastructure required to help mitigate the impact of new residential or non-residential development. As part of this document there is a requirement for new residential and non-residential developments (of a certain size) to provide a travel plan to help mitigate the impact of the development with regard to travel options.

This Travel Plan Guidance document updates the SPD and will be integrated into future revised versions of the SPD.

[Darlington's Health and Wellbeing Plan 2017-2022](#)

The Health and Wellbeing plan for Darlington places the community at the heart of commissioning intentions to improve health and wellbeing and to reduce health inequalities for the population. This plan seeks to turn that strategy into action which makes a difference in people's lives, and helps the residents of Darlington live healthier lives for longer; that makes Darlington a "Healthy Community" -

A healthy community encourages:

- *Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing and is accessible by walking and cycling and public transport.*
- *The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.*

Appendix 3 Travel Plan Thresholds

Land Use Pre 2020	Land Use Post 2020	Measure	Travel Plan Required
A1 Food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>800 sq. m
A1 Non-food retail	E(a) Display or retail sale of goods, other than hot food	Gross Floor Area	>1500 sq. m
A2 Financial and professional services	E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services)	Gross Floor Area	>2500 sq. m
A3 Restaurants and cafes	E(b) Sale of food and drink for consumption (mostly) on the premises	Gross Floor Area	>2500 sq. m
A4 Drinking establishments	Sui Generis	Gross Floor Area	>600 sq. m
A5 Hot-food takeaway	Sui Generis	Gross Floor Area	>500 sq. m
B1 Business	E(g) E(g)(i) E(g)(ii) E(g)(iii)	Gross Floor Area	>2500 sq. m
B2 General Industry	B2 General industrial E(g) (previously class B1) (Gross Floor Area	>4000 sq. m
B8 Storage or distribution	B8 Storage or distribution.	Gross Floor Area	>5000 sq. m
C1 Hotels	C1 Hotels - Hotels, boarding and guest houses	Bedrooms	>100 bedrooms
C2 Residential institutions— hospitals, nursing homes	C2 Residential institutions – Residential care homes, hospitals and nursing homes	Beds	>50 beds
C2 Residential institutions— residential education	C2 Residential institutions - Boarding schools, residential colleges and training centres	Students	>150 students
C2 Residentials institutions— institutional hostels	C2A Secure Residential Institution -	Residents	>400 residents
C3 Dwelling houses	C3 Dwelling houses - C3(a), C3(b), C3(c), C4 Houses in multiple occupation	Dwelling unit	>50 units
D1 Non-residential institutions	E(e) E(f) F1(a) F1(b) F1(c) F1(d) F1(e) F1(f)	Gross Floor Area	>1000 sq. m

D2 Assembly and leisure	F2(c) F2(d) Sui generis:	Gross Floor Area	>1500 sq. m
Education establishments	Increase in pupil numbers and/or further development of the site		
Others	Discuss with Darlington Borough Council		