



# Darlington Transport Plan

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# Foreword

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

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

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

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

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

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



Councillor Andy Keir,  
Local Services Portfolio

# Our Vision

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

## Our Objectives

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

## Purpose

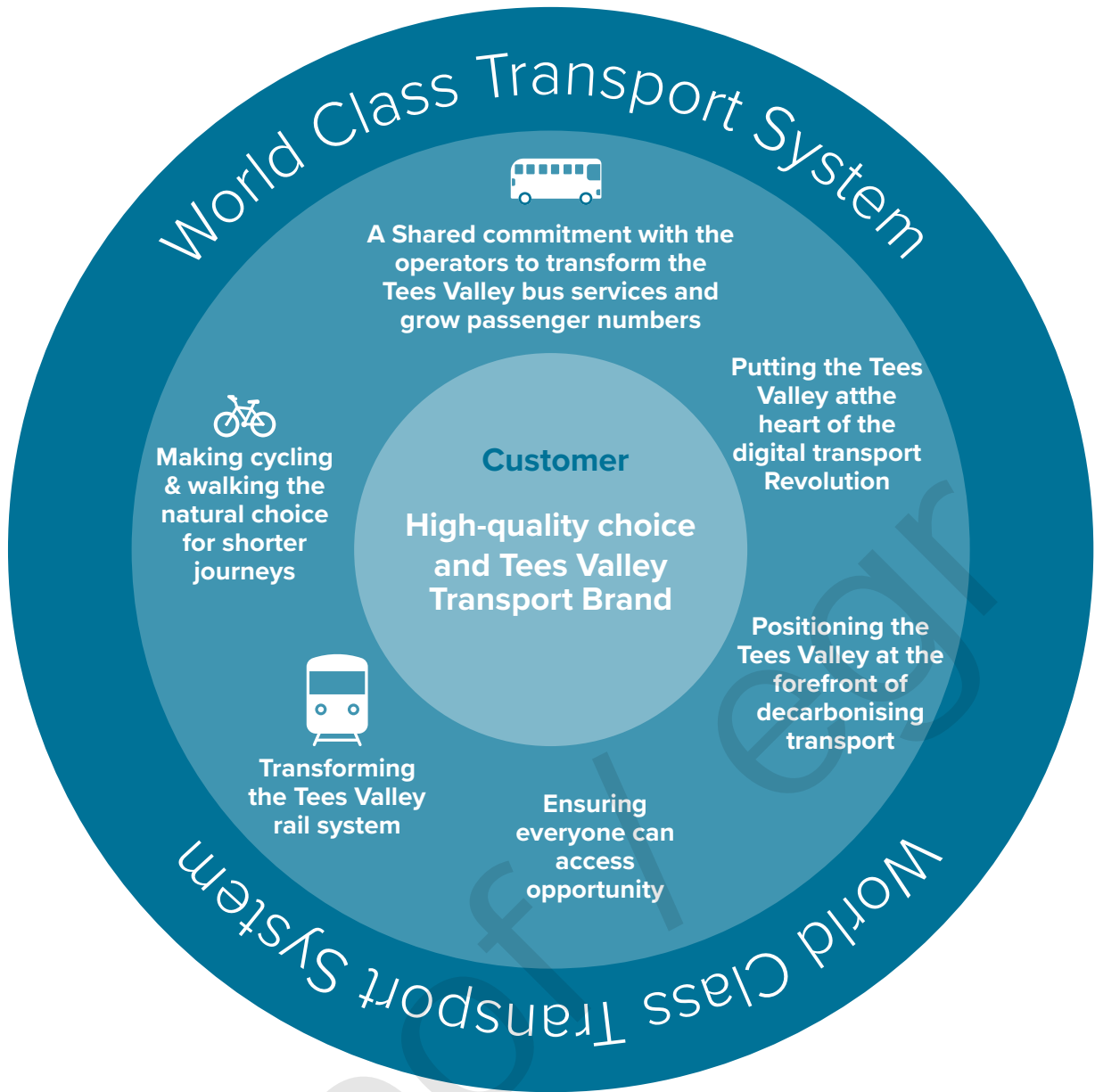
Darlington is regarded as the 'gateway' to the Tees Valley and to the wider North East region. Darlington station on the East Coast Mainline railway connects the borough and Tees Valley with the rest of the UK, whilst Teesside International Airport, located within the borough, provides links to Europe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

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

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

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

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



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

# Context

## Climate Change

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

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

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

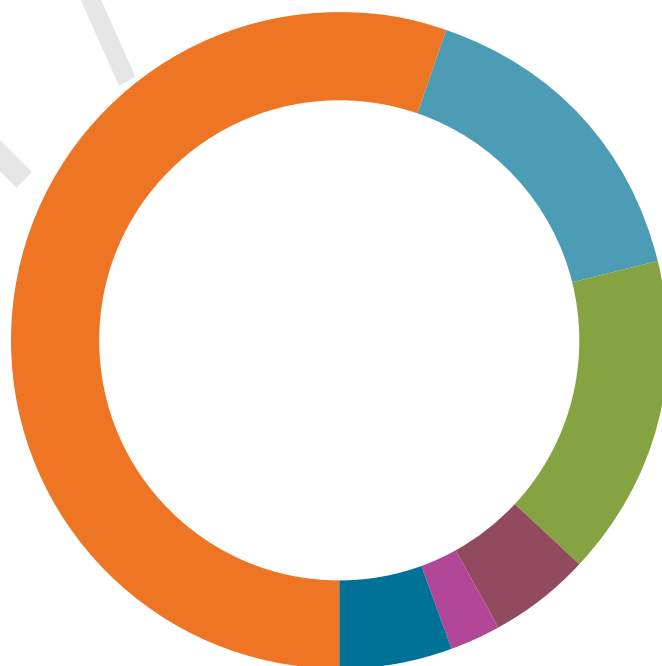
In June 2019, parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050 so that the UK is effectively a net zero emitter.

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

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

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

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

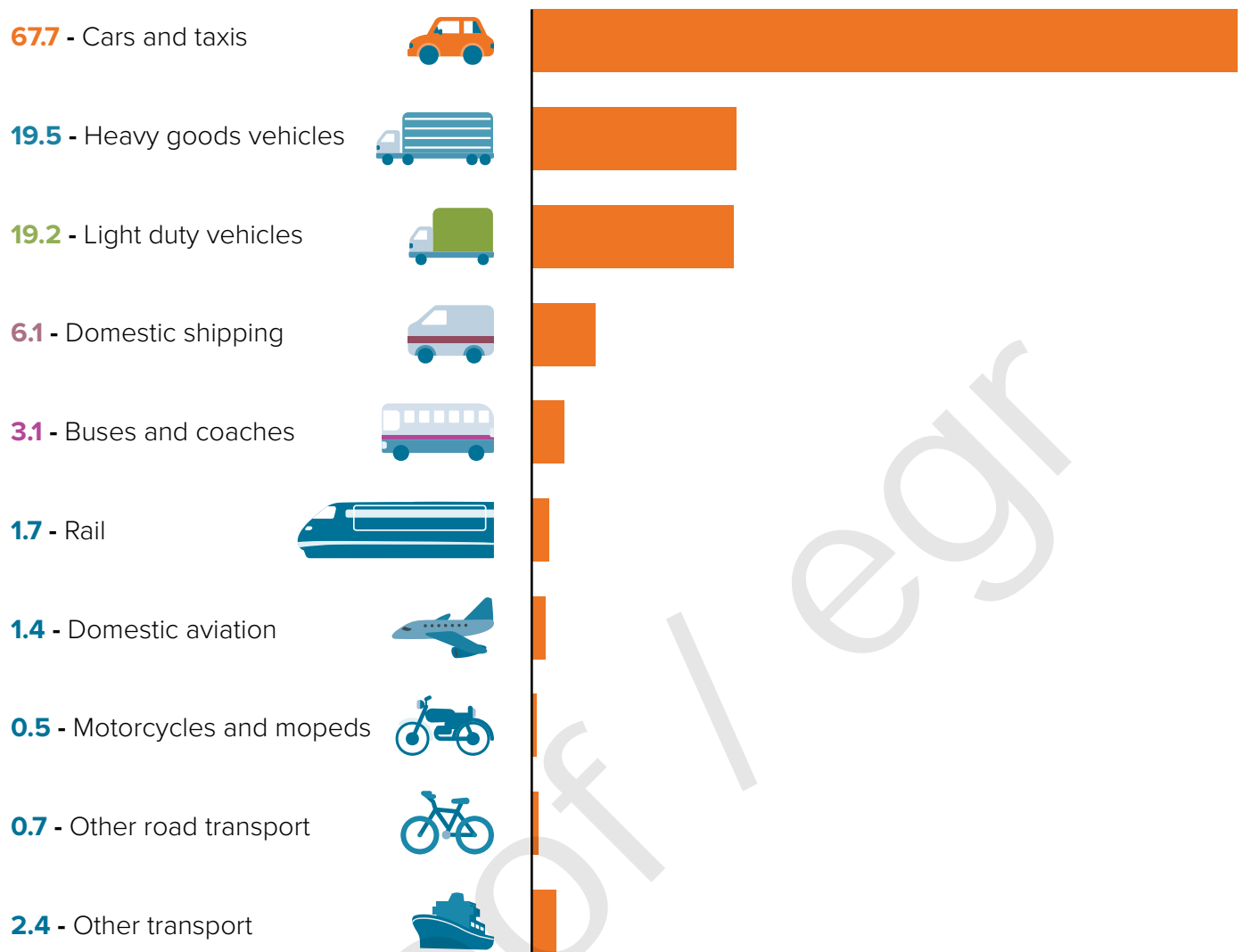


<sup>2</sup><https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/>

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

# UK domestic transport emissions 2019

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



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

# National Policy direction

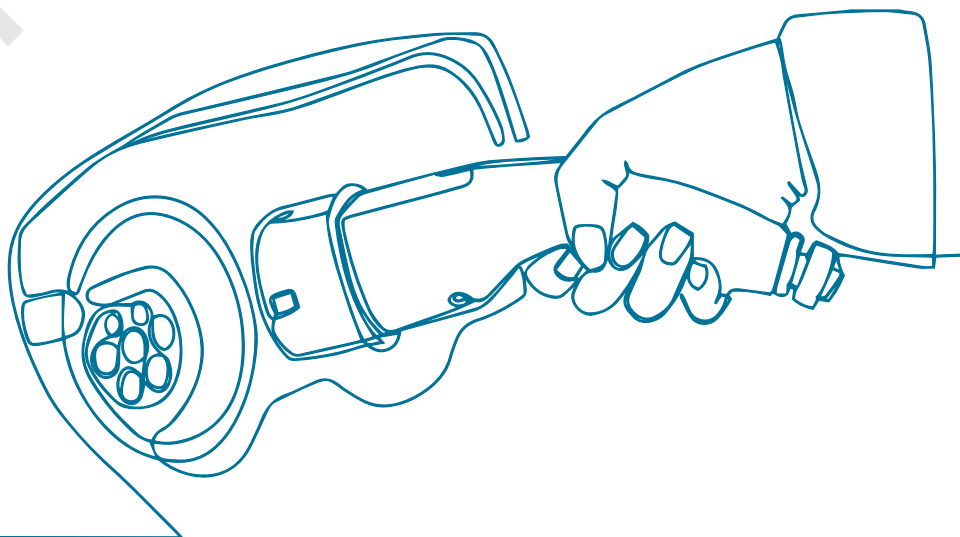
## There will be no sales of petrol and diesel vehicles past 2030

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

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

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

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



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



# Air quality

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

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

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

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

# Health and Wellbeing

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

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

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

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

Causes of death



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

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

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

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

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

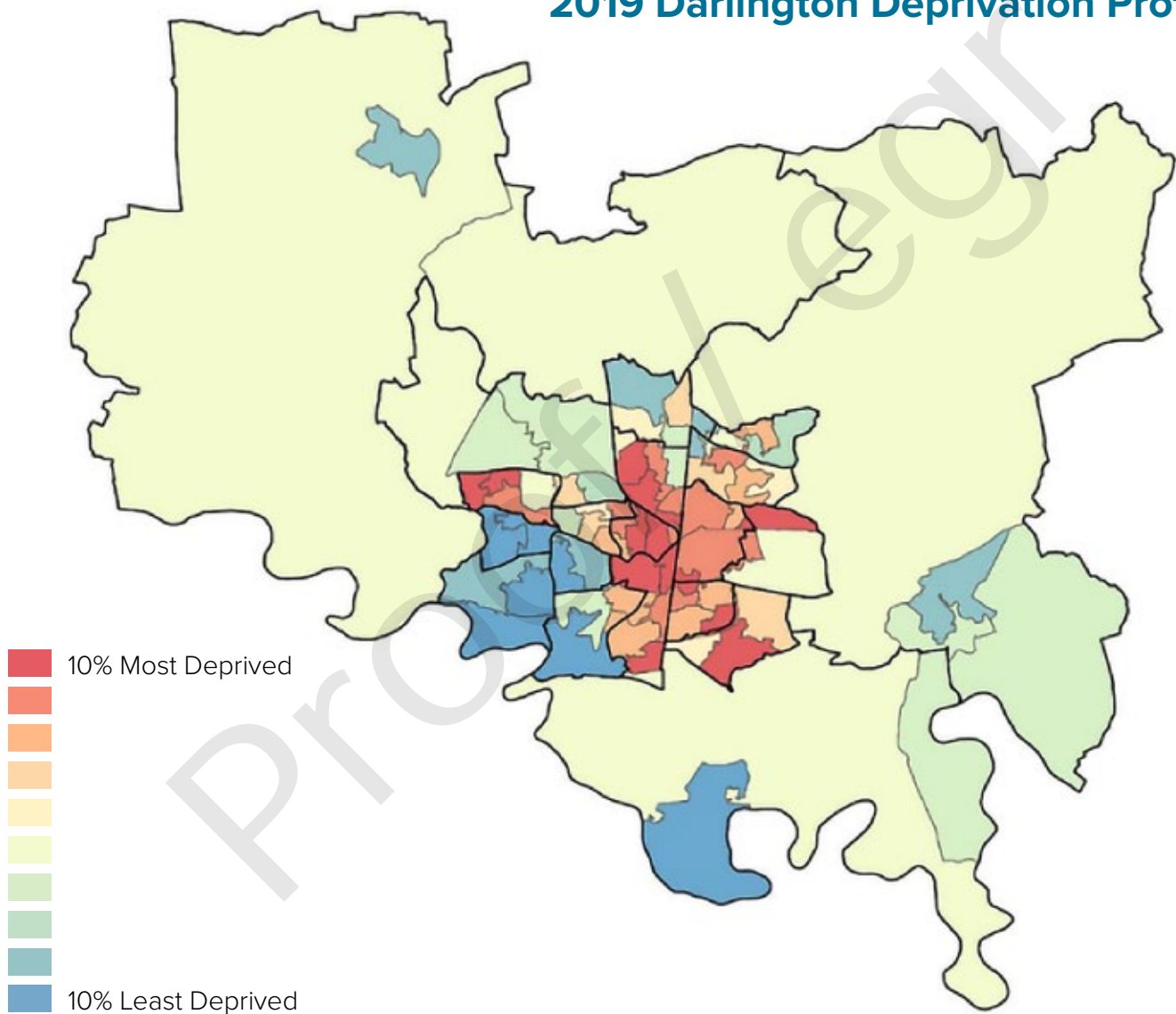
<sup>10</sup> <https://fingertips.phe.org.uk/profile-group/mental-health/profile/mh-jsna/data#page/0/gid/1938132922/pat/6/par/E12000001/ati/102/are/E06000005/iid/93495/age/164/sex/4/cid/4/tbm/1/page-options/ovw-do-0>

# Social Inequalities

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

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

## 2019 Darlington Deprivation Profile



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

# Economic Recovery and Town Centre Redevelopment

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

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

## Summary

The local context shapes our priorities

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



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

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

# Journey So Far

## The past (2000-2021)

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

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

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

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

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

### Local Motion (2011-2015)

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

## TVCA (2017-2021)

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

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

Darlington has or is also delivering:

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



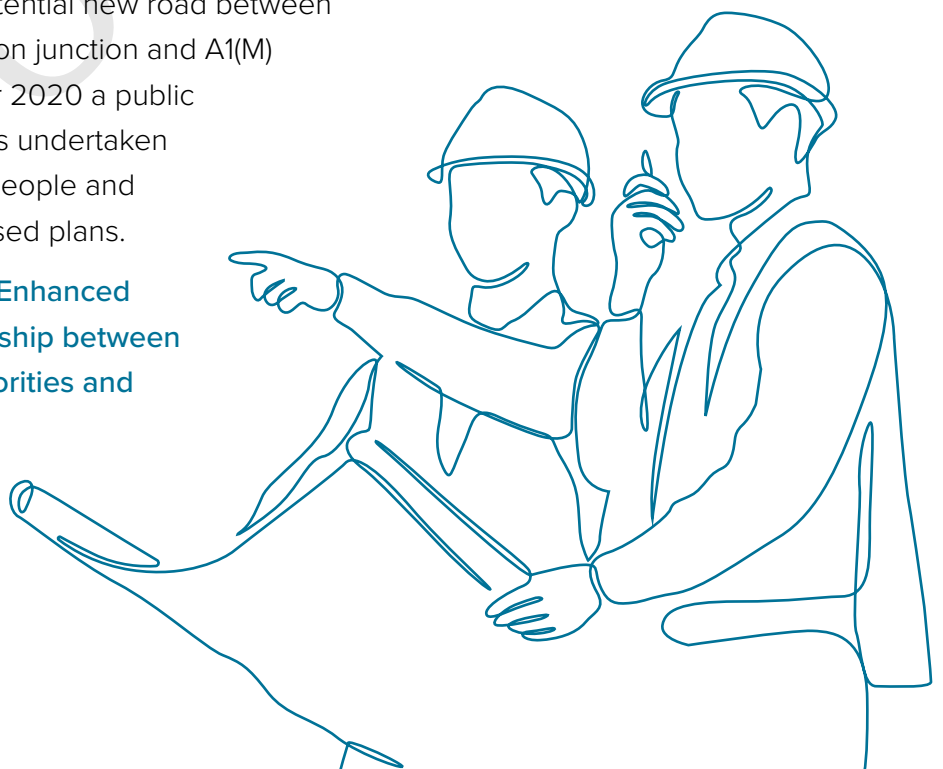
## The present

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

## The future

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

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



# Objectives

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

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

## Objective 1:

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

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

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

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

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



## Reduce the need to travel

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

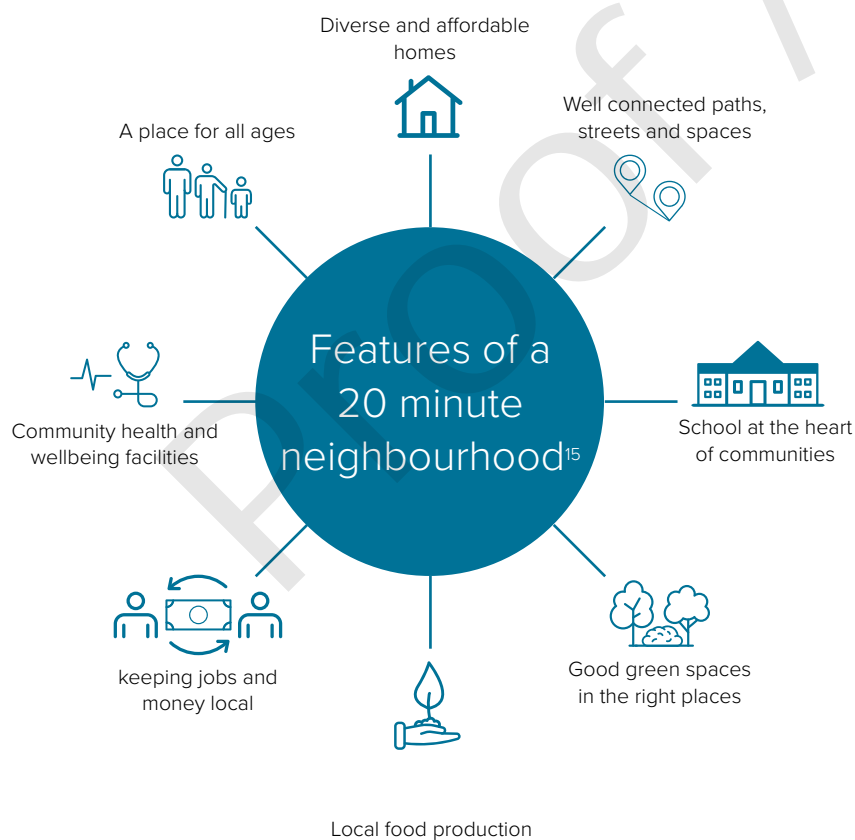
The lockdown that started in March 2020, and the guidance to stay at home that followed that for an 18-month period, has made many people think about whether their previous patterns of working 9-to-5 and 5-day-a-week commuting is strictly necessary in the future.

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

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

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

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



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

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

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

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

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

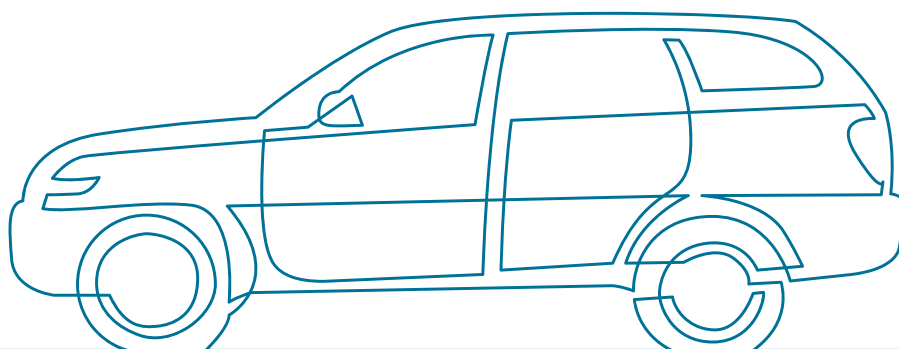
Also, as part of the planning application process, the most recent Cycle Infrastructure design Local Transport Note 1/20 (July 2020)<sup>16</sup> is applied to all planning applications. This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of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

### Change the way we travel

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

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

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



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

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



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

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

### Let's Go Tees Valley in Darlington

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

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

### Personalised Travel Planning (PTP)

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

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

### Shared Mobility

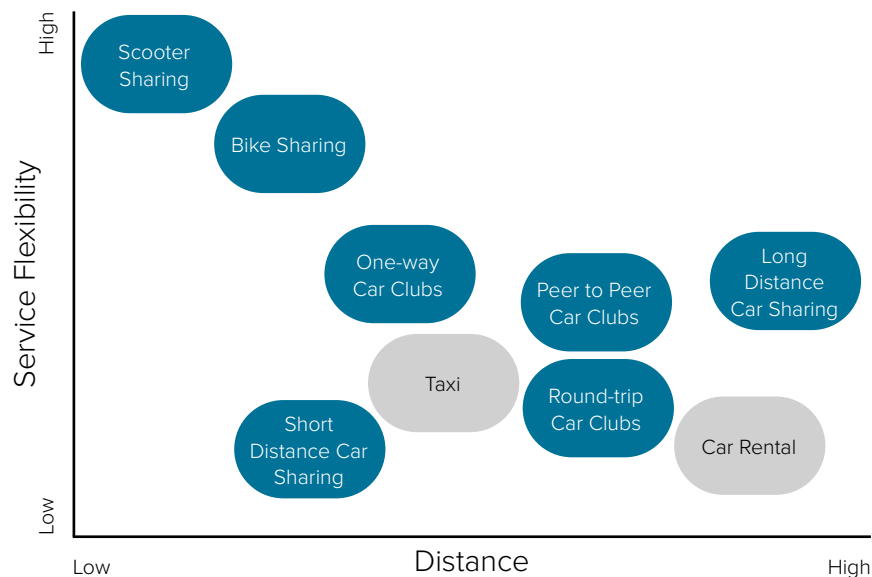
Owning and running a car (and some other forms of motorised transport) is often expensive, especially for young people, and so there are opportunities to look at new models of sharing transport to ensure that it is available when people need it, but that it is not necessarily sitting idle on a drive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

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





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



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

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

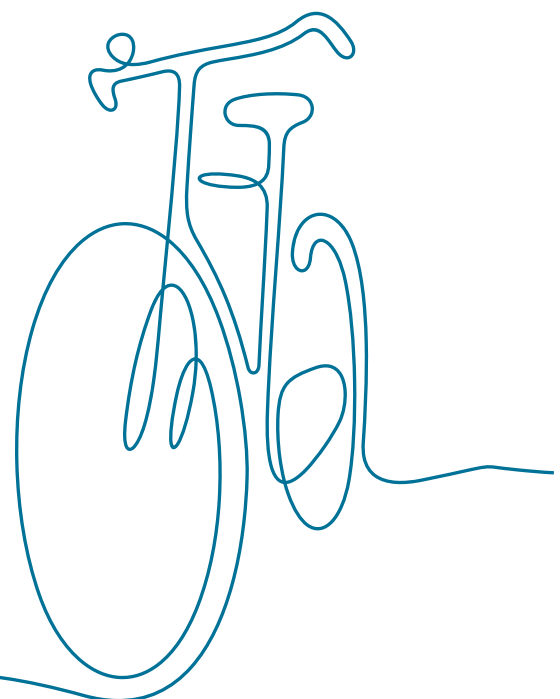
### Switch To Zero Emission Vehicles

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

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

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

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



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

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

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

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

## Electric Vehicle Charging Infrastructure (EVCPs) will expand

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

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

### New developments to include EVCPs

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

## Objective 2: Safe Roads for All Highway Users

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

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

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

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

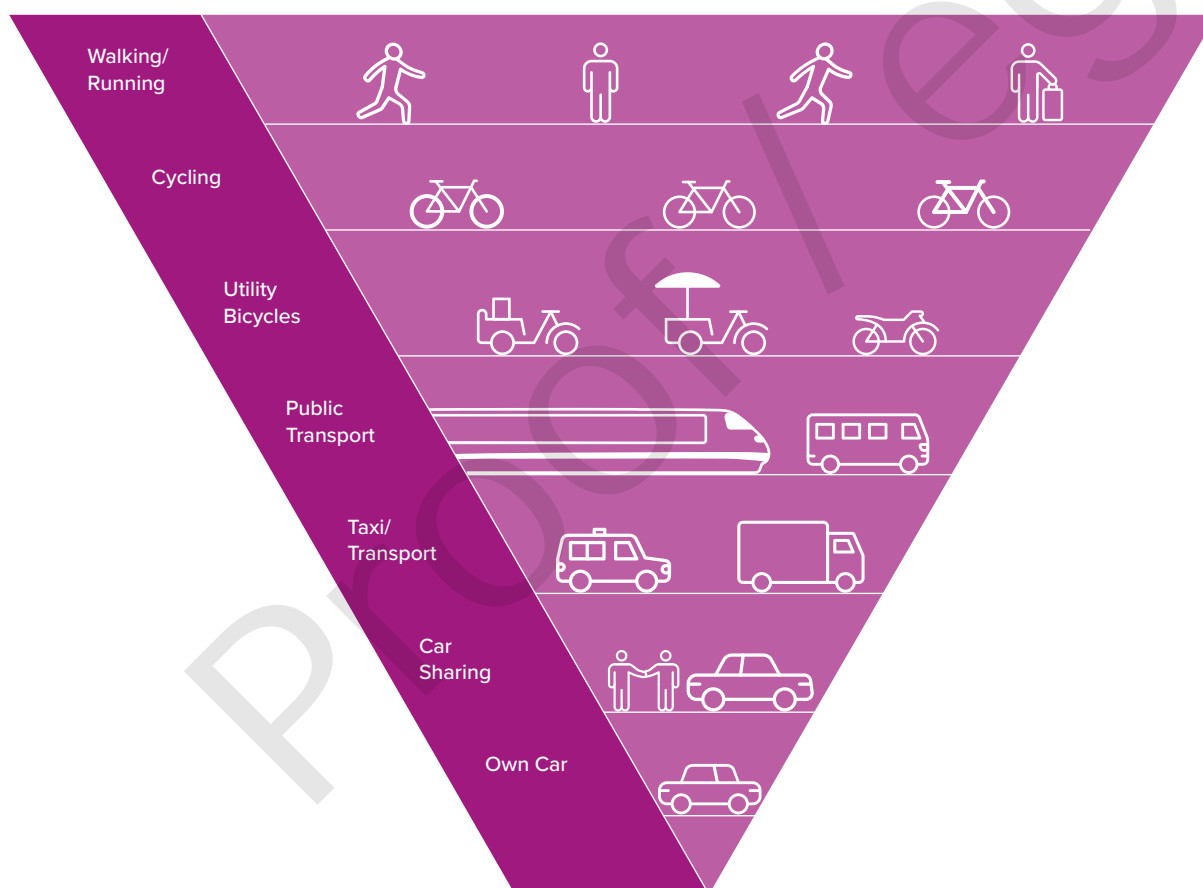
<sup>22</sup> <https://www.durham.gov.uk/media/32337/-Road-Safety-strategy/pdf/RoadSafetyStrategy.pdf?m=637187407326770000>

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

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

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

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



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

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

## Engineering for Safety

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

### School 20 mph and speed management schemes

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

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

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

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

### School Streets Programme

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

### Active Neighbourhoods

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

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



## Education to learn road safety

### Bikeability (Cycle training of young people)

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

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

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

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

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

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

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

### Further Road Safety Education

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

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

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

### Enforcement of speed limits and Traffic Regulation Orders

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

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

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

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



## Objective 3: Connect People with Job And Training Opportunities and Link Communities

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

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

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

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

### Connectivity

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

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

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

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

### Nine Key Bus Corridors across the Tees Valley

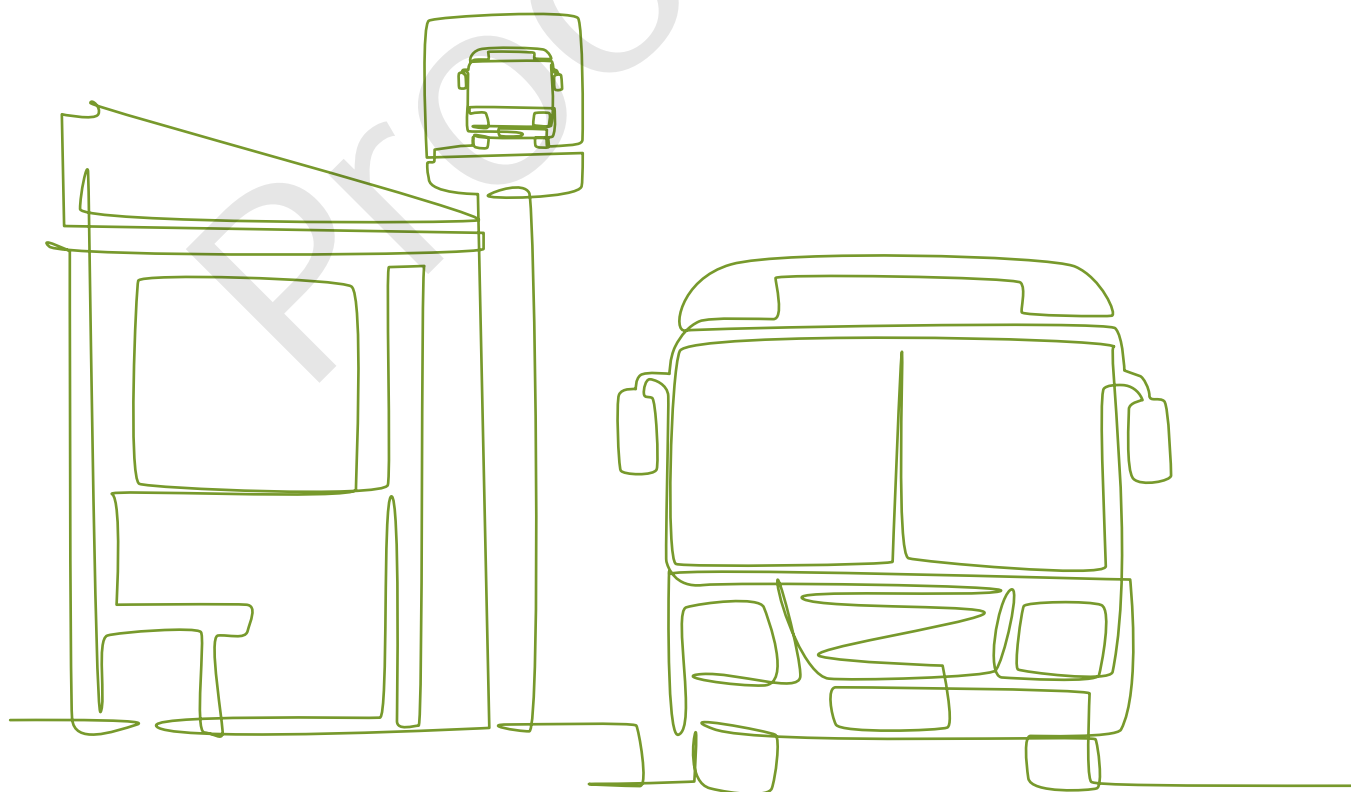
We will target improvements to key bus corridors – we have already identified nine key corridors including 3 in Darlington - Darlington to Durham, Darlington to Middlesbrough (via Stockton) and Branksome to Red Hall (via Darlington town centre). For each of these, we have completed Site Assessment Reports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

### Simpler and Cheaper Bus Fares

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

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

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



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

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

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

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

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

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

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

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

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

## **Strategic Highway Network Improvements**

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

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

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

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

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

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

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

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

### Transport brings people together in Town Centre

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

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

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

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

### Streets for people

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

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

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

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

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

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

## Objective 5:

### Maintain and Effectively Manage A Resilient Transport System

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

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

To ensure a resilient transport network we:

- Maintain
- Manage
- Improve

### Maintain

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

### We do not waste time or money

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

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

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

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



## 216 km of Public Rights of Way

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

## Manage

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

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

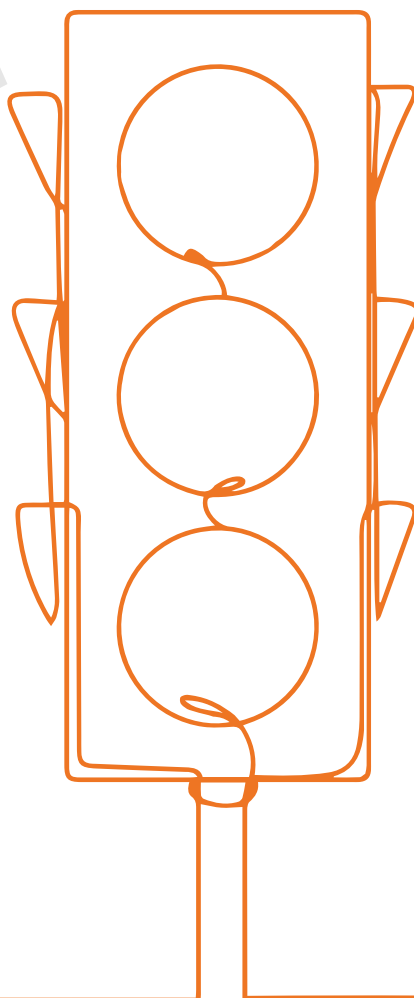
Urban Traffic Management and Control (UTMC) systems are designed to allow different applications used within modern traffic management systems to communicate and share information with each other. The type of data that can be collected includes Automatic Number Plate Recognition (ANPR), traffic signals,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

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

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

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

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



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

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

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

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

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

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

### Key Terms: Automatic Number Plate Recognition

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

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

### Traffic signal optimisation

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



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

## Car parking

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

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

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

## Roadworks Permit Scheme

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

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

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

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

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

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

## Improve

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

## Fit with Wider Policies

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

Figure 1



**Table 1**

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



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

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

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

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

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

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





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