




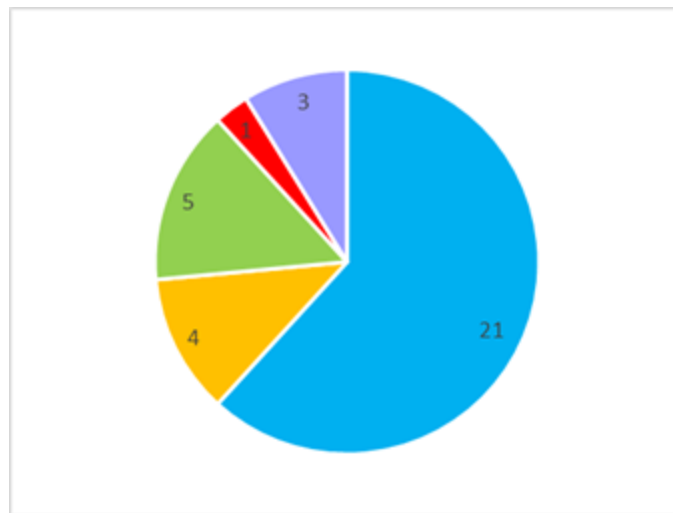


Transport Strategy Consultation – Questionnaire Responses

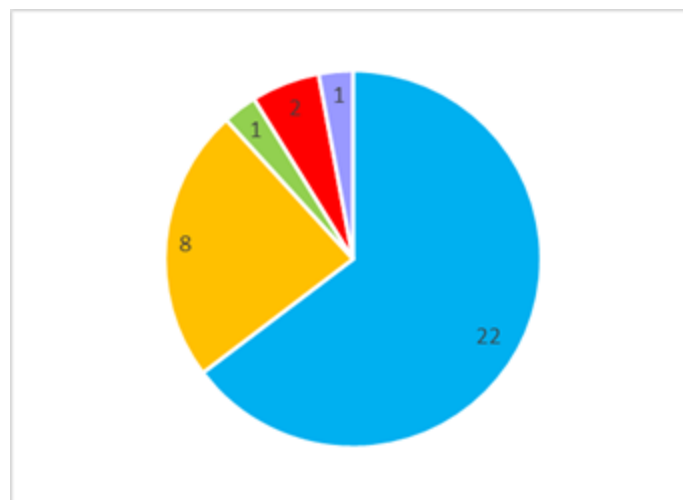
Respondents were asked whether they agreed with the vision set out in the Transport Strategy and to rate how significant the different objectives were to them, and to indicate their level of support for the proposed measures. Detailed below are a set of pie charts showing the responses received.

Key	
	Very significant
	Significant
	Neither significant nor insignificant
	Insignificant
	Very insignificant

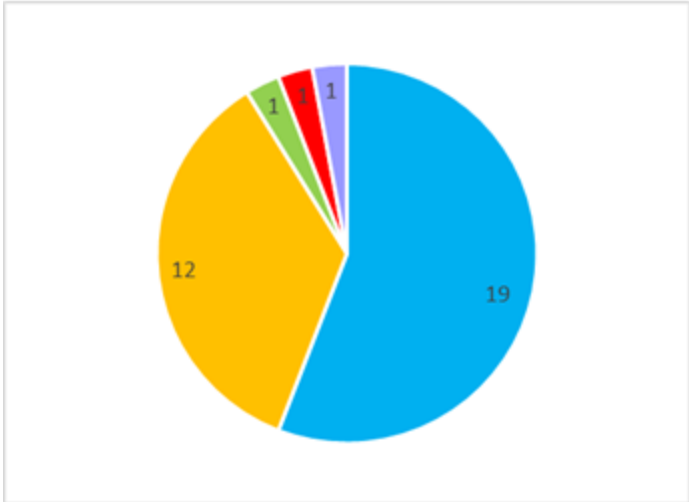
1. Reduce transport's impact on the environment and support health and wellbeing



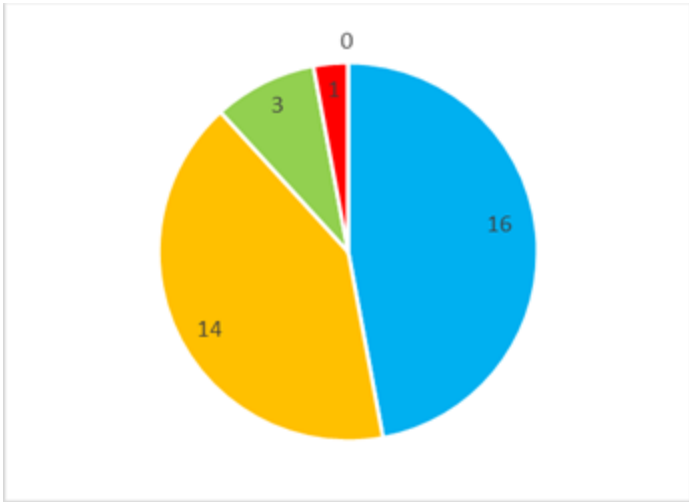
2. Improve safety for all road users



3. Connect people with job and training opportunities and link communities

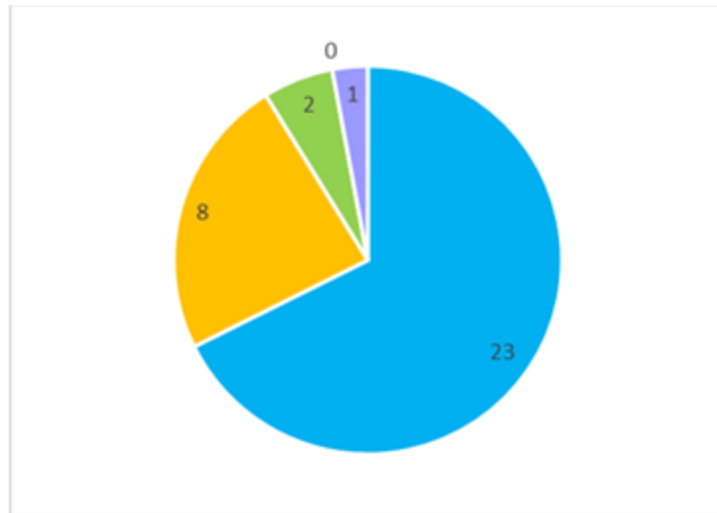


4. Support a revitalised and transformed Darlington town centre



Key	
	Strongly support
	Support
	Neither
	Oppose
	Strongly oppose

5. Maintain and effectively manage a resilient transport system

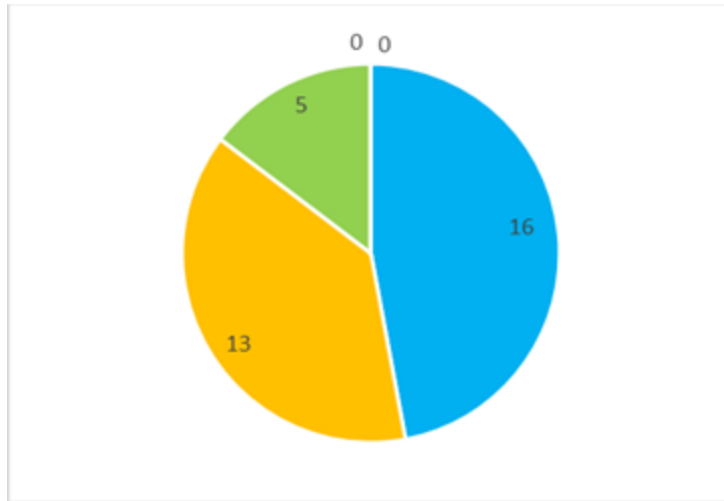


6. Are there any other economic, social and/or environmental objectives which you feel the transport strategy should aim to achieve? (individual responses below)

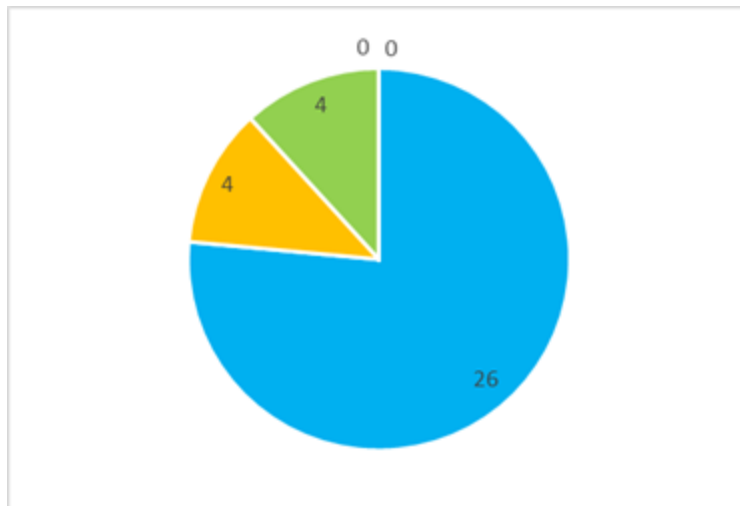
Developing the potential of growing our own to educate people where our food comes from and reduce the transport costs of food coming into Darlington. Schemes like incredible edible, which I believe started in Darlington but investment or energy faded. COVID pandemic brought community engagement, utilise this. There are many excellent community organisations in our communities, bringing them together so no overlap of services and joined up thinking.
More frequent buses would be appreciated
Better parking for residents in their own street
Have the transport systems suit the surroundings - i.e. residential areas should prioritise residents and likewise in commercial areas.
The answers I have given are in relation to whether there will be a positive impact for disabled people. Some proposals will even have a negative impact and the need to carry out correct equality impact assessments in all areas is more than a duty it is essential if disabled people are to live in Darlington as equal citizens.
Encourage more walking and cycling and less traffic

<p>Stop buses that are parked up running their dirty old engines causing pollution, there needs to be a bus station not a bus shelter where people can live and cause a nuisance to members of the public whilst trying to take a bus. The mess made has an effect on public health strong smell of urine, looks terrible for. People coming and leaving Darlington. How an earth is this allowed opposite the Town Hall try and get this sorted or I will be writing to our MP. PETER GIBSON</p>
<p>Provide more regular services for the Mowden area not just one bus per hour</p>
<p>An approachable and modern system for identifying public transport routes and times. Bus timetables are old fashioned and difficult to decipher</p>
<p>Allow pedestrians and cyclists to travel across the town as seamlessly and as safely as car users.</p>
<p>Reliability and expansion of services. If this doesn't happen, reports will achieve absolutely nothing. In fact, they are an insult to those who are dependent on public transport.</p> <p>Walking routes to be further considered. I'm a driver, runner, pedestrian and cyclist. Street lighting and mitigation for pedestrians needs further consideration</p>
<p>Reduce roadworks.</p>
<p>Reduce the cost of public transport, particularly bus fares, to make it a viable alternative to using a car.</p>
<p>E scooter roads/lanes. Darlington Council should go into private companies around town and work as a partnership, we all want the same thing</p>
<p>Full pedestrianisation of town centre to encourage permanent cafe culture</p>
<p>More focus needed on safety for pedestrians</p>
<p>Please can we have a direct bus from Croft on Tees to Darlington and back?</p>
<p>Allow a Tees Valley region wide 'oyster' style card for all modes of public transport.</p>
<p>Bus services in the town must be reliable, which at the moment they are not. Service 2a is constantly late, buses are cancelled leaving passengers stranded.</p>
<p>Improving public transport to get fewer cars on the road</p>

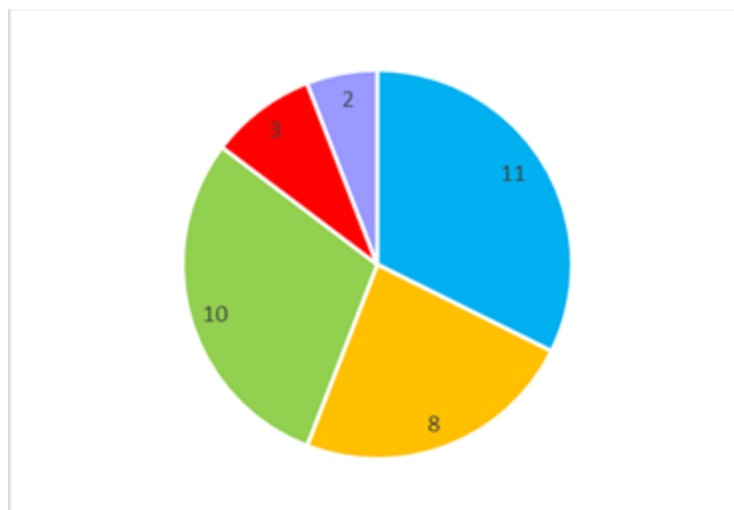
7. Improvements for rail passengers



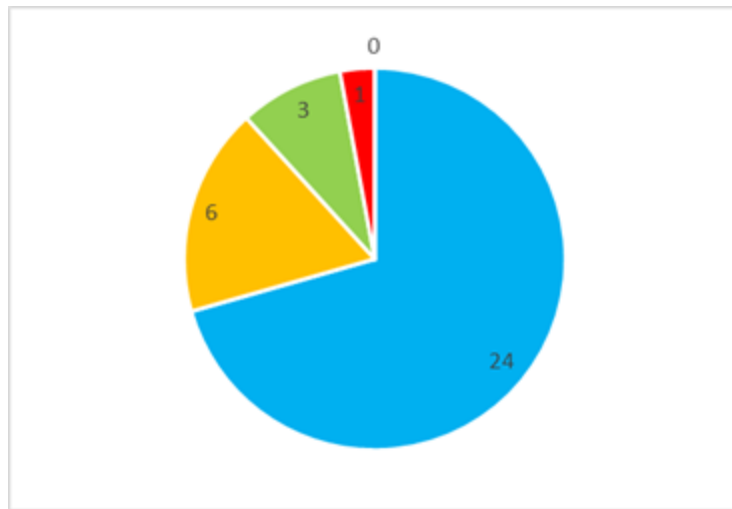
8. Improvements for bus passengers



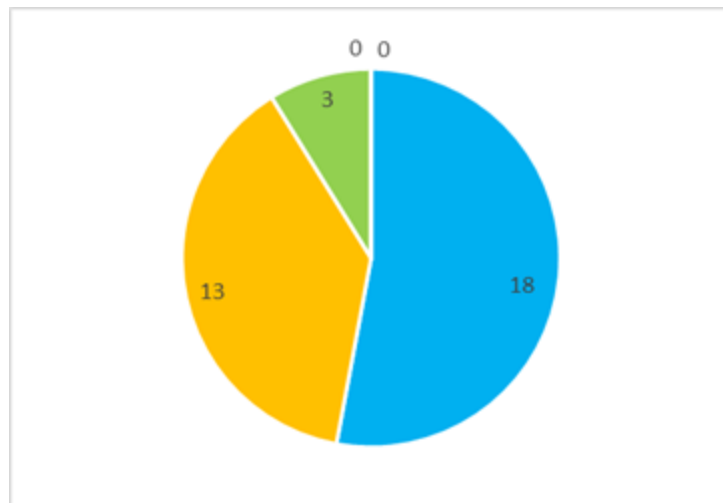
9. Improvements for cyclists



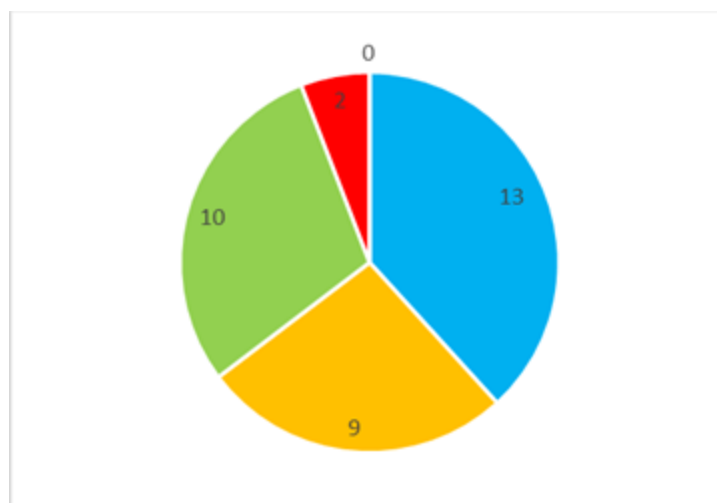
10. Improvements for pedestrians



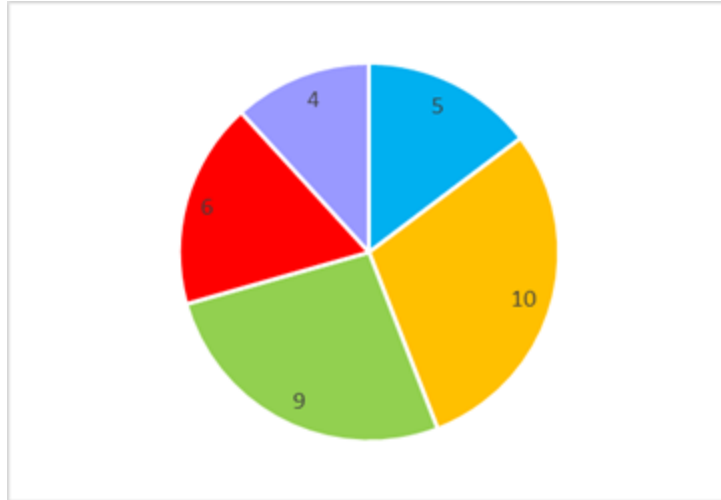
11. Provide better information about public transport and walking and cycling routes in your area



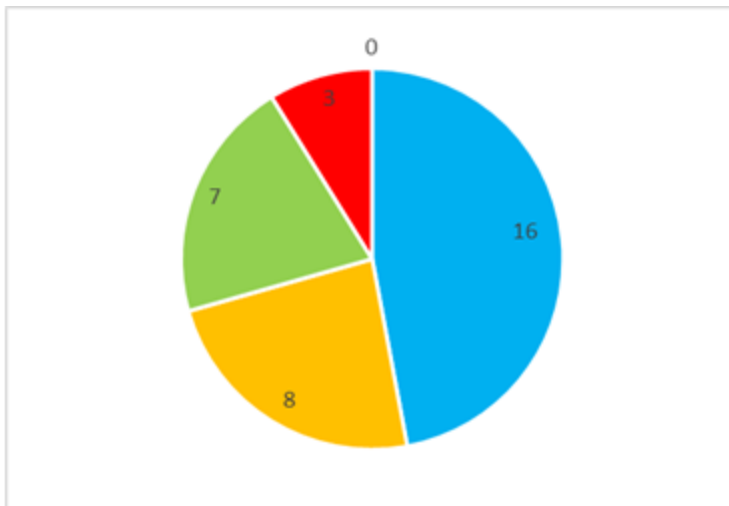
12. Provide opportunities for electric vehicle charging



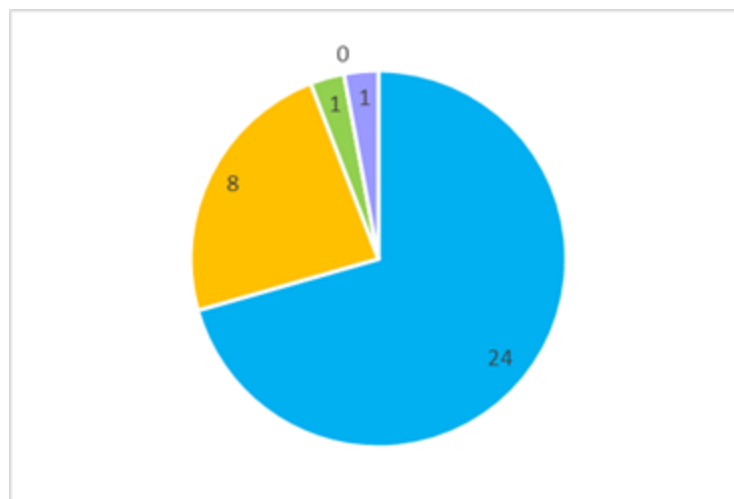
13. Reduce the need to travel - home working/shopping etc.



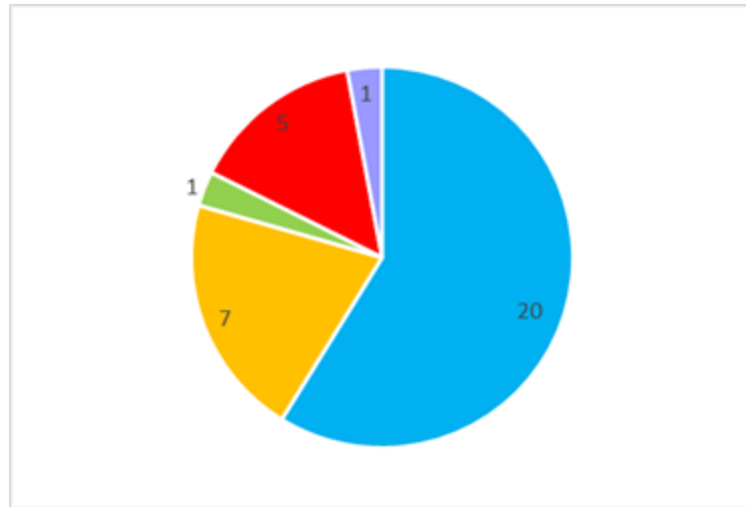
14. Control roadworks to limit traffic queues



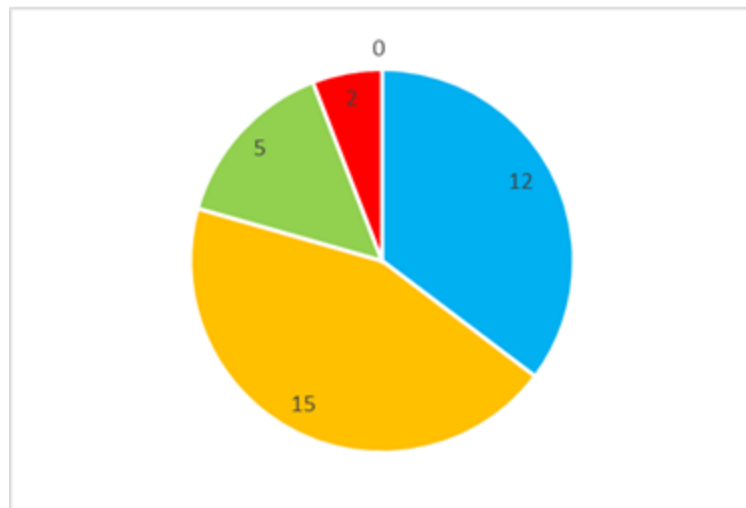
15. Maintain our footpaths and roads



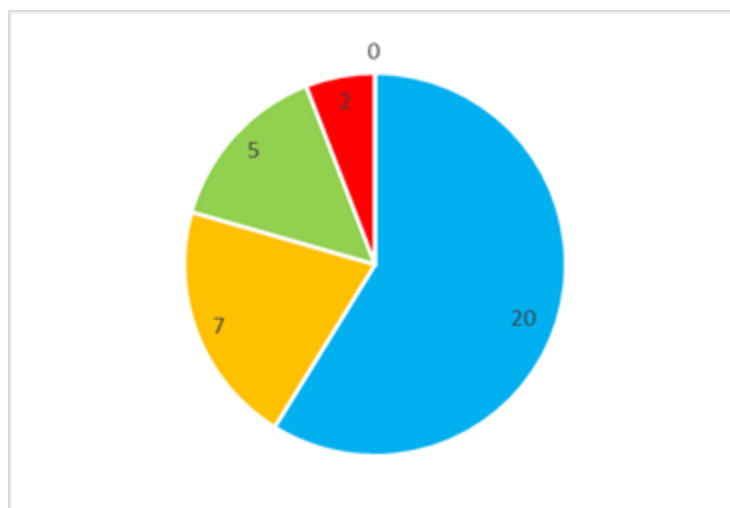
16. Improve roads to improve congestion



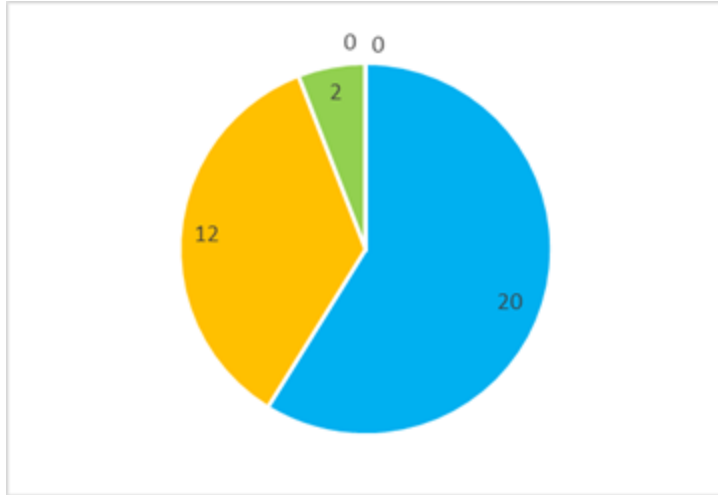
17. Control parking to maintain traffic flow



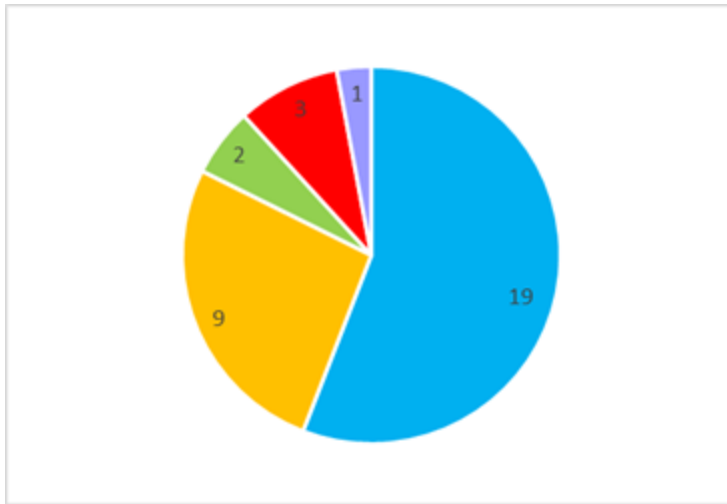
18. Improve air quality by reducing polluting vehicles



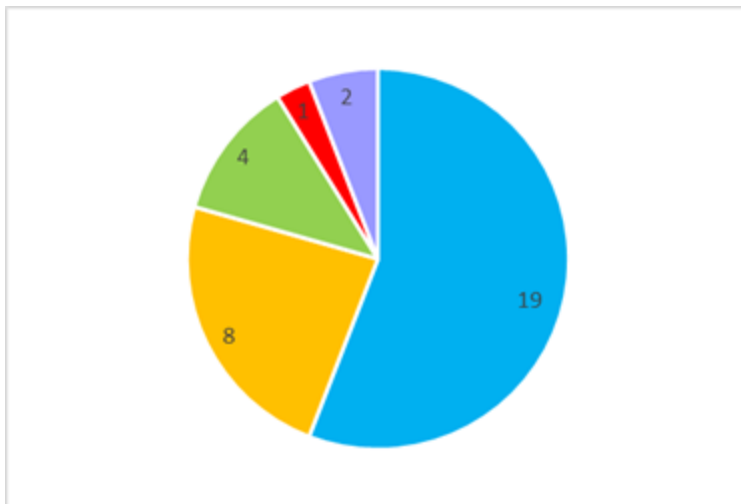
19. Reduce the number of road traffic collisions



20. Develop 20mph zones in residential streets



21. Put measures in place to stop through traffic on residential streets



22. Do you feel there are key areas we have missed or require greater emphasis? Are there any other specific measures you would include? (individual responses below)

<p>Living on a side street from Yarm Road onto Eastbourne Rd. There are a significant number of drivers who use this as a fast lane thoroughfare. My fear is that this excessive speed will cause an accident. Road calming measures have had limited impact. Could the council alongside residents look at strategies to reduce high speed traffic on our streets.</p>
<p>Enforce the 20 miles an hour speed limit</p>
<p>Stopping through traffic on residential streets is key I think.</p>
<p>Every action has a reaction and if not careful this reaction can have a negative impact on many disabled people. It is not so much the headline of the proposal that is important it's the detail on how it will be achieved</p>
<p>I'm not sure I understood what was asked in all of the questions -- specifically 13 and 17 and others on page1</p>
<p>Bus station. Or something better than the town has now it's shocking, you are encouraging the use of public transport dirty buses, don't turn up,. Useless shelters what are used by homeless to live and make a mess in.</p>
<p>Need more regular bus service for Mowden</p>
<p>Give pedestrians and cyclists greater priority at crossings. Cars currently have a huge priority and we need to make it more convenient to walk/ cycle and use public transport options. Also a need for improved bicycle storage/ lockets. Many people don't cycle due to fear of bicycle being stolen.</p>
<p>I repeat - improve the public transport reliability and availability.</p>
<p>If 20 are introduced then they should be policed</p>
<p>Road markings. The road markings for the chicanes on Fitzwilliam drive have seriously faded</p>
<p>A park & ride bus facility near a1m and a66 to reduce congestion on the main roads.</p>
<p>The current situation regarding roadworks is diabolical, why do the council pick the school holidays to do repairs.</p>
<p>Take measures to stop cyclists using public footpaths & control irresponsible use of electric wheel chairs.</p>
<p>I worry that Darlington is difficult to navigate as a pedestrian, cyclist or disabled user. I personally walk from Feethams to the hospital as my daily commute. During this commute I find myself stood at pedestrian crossings for a long time (Woodland Rd / Greenbank Rd crossing), sending me a message that I am a lower tier of transport</p>

compared to cars. As cars remain our biggest polluter we need to discourage driving where alternatives exist and support those alternatives where possible.

There is little focus in the plan on pedestrians. You claim to want people to walk more but there is nothing to achieve this. Crossing points are often located by blind bends. Speeding traffic using rat runs are a constant threat. Speed limits in residential areas are inappropriate (too fast)

23. Do you have a specific issue or request? (individual responses below)

<p>I whole heartedly support Darlington's strategy to become carbon neutral and the ambitious plans it has set. I look forward to hearing more about this strategy and being a part of it. My specific request would be to discuss how we reduce the amount of litter that is found in our parks and side streets. I understand that litter picking sessions happen (I do one daily in my local park) but can we invest money into the education of the younger generation and develop a schools programme and empower the young to be part of the solution. Campaigning for the removal of single use plastics at a government level should be priority. Again, thank you for all the hard work that the council put into making Darlington an awesome place and one I feel proud to call my home.</p>
Better bus service
Resident parking
I think getting a northbound exit from A66 Blackwell is critical to helping reduce through traffic in town. This I think would be a game changer.
Improve access to public transport, taxis and infrastructure for disabled people. Stop using minimum standards and recommendations as a level to work to. In most cases it is not a lack of training or skills that stop disabled people getting employment it is poor access to public transport, which also prevents any decent social life.
I would like to see the current cycle paths promoted more and more trees planted to calm traffic and make better neighbourhoods for children to walk to school and play safely
Bus station, on time buses, clean stop letting them run their engines at the stops causing pollution.
More regular Mowden buses for residents
Sort out Woodlands Road
Designated cycle lanes NEED to join up across the town and be safely away from the road traffic. We want to encourage families and children to be able to cycle across town as regular transport. Children can't cycle to many schools in town as it is just not safe. If our children can't safely cycle to school in the town, the infrastructure isn't good enough and we are failing the next generation.
Expansion of routes especially in the west end of Darlington. It is shocking.
Please don't ruin Cockerton the way you have done on Woodland Road.

<p>The junction at the white horse is being considered for improvement because if housing development but nothing is being done about Alwyn Road which is already being used as a rat run by previous housing development and will only get worse</p>
<p>Use defined curbs or textured paving where paths merge with roads to aid pedestrians who are sight impaired.</p>
<p>Traffic calming measures in East Mount Road to discourage HGV using it as a route between Haughton Road and North Road</p>
<p>As many of the paths are wide in Darlington I would question is possible to divide them into cycling and pedestrian ways. This would create additional off-road cycle infrastructure and offer a much cheaper solution than a road based cycle lane like on Woodland Rd (Though I am grateful for this new cycle lane). Is there a specific width a path needs to be before it can be considered for division into a pedestrian/cycle way?</p>
<p>1. At the end of Coniscliffe Rd, trying to cross is a nightmare. There is no crossing point that is not near a blind corner. 2. Speed limits on Carmel Rd South - cars come flying off the roundabout, when it is quiet cars use the whole road like a racetrack 3. Blackwell Lane is a heavily used rat run. Crossing Hartford Rd is a lottery, cars come flying along Blackwell Lane and turn into Hartford Rd at speed, often without indicating. 4. Elm ridge roundabout, the pedestrian crossing facilities are completely inadequate. If you want people to walk, you have to slow the traffic down and provide safe crossing facilities</p>
<p>As above. Please can we have a direct bus from Croft on Tees to Darlington & back?</p>
<p>When roadworks are taking place, please have a clearly signposted pedestrian crossing.</p>
<p>Improve bus services</p>
<p>The comments about pedestrians spending more is inaccurate and misleading in its reference to bus passengers. Please see here for a report that details the economic benefits of bus (https://www.cpt-uk.org/media/fc0bzccy/decarbonisation-dividend-report.pdf). The cited reference states - There is strong evidence that pedestrians and cyclists spend more than people arriving by motorised transport. Several international studies have compared the differences. In a 2009 study of the Bloor Street area in Toronto, people who biked and walked there reported they spent more money there per month than those who arrived by car (Tolley, 2011). In 2011, a report on shopper travel behaviour in Dublin city centre concluded that traders on Dublin's two main shopping streets considerably over-estimated spending by shoppers travelling by car while significantly undervaluing the spend of bus passengers and pedestrians (O'Connor et. al. 2011).</p>

24. Are you providing your own response or responding on behalf of an organisation/group?

<p>Providing my own response</p>	<p>32</p>
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Responding on behalf of an organisation	2
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