

**CABINET**  
**5 MARCH 2024**

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## **DARLINGTON TRANSPORT PLAN – DELIVERY REPORT**

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**Responsible Cabinet Member – Councillor Libby McCollom, Local Services Portfolio**

**Responsible Director – Dave Winstanley, Group Director of Services**

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### **SUMMARY REPORT**

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

1. This report provides Members with an annual update on delivery of the Darlington Transport Plan. It outlines delivery, performance and public satisfaction in 2023/24 and seeks approval for the 2024/25 programme, including the release of funding.

#### **Summary**

2. The Tees Valley region has secured significant funding from Government, including the £310M City Region Sustainable Transport Settlement (CRSTS) programme, which will be delivered by the end of March 2027, and £6.851M Bus Service Improvement Plan (BSIP) funding to deliver improvements to bus services by the end of March 2025. There has been good progress on the development and delivery of the transport capital programme including working in partnership with Tees Valley Combined Authority (TVCA) to deliver elements of the strategic transport plan.
3. In 2022/23 a new Transport Strategy for the borough, a Town Centre Transport Plan and Parking Strategy were adopted by Council, and work continues in implementing the associated action plans. A progress report on the schemes delivered in 2023/24 and the proposed programme of schemes for 2024/25 is detailed in **Appendix A**.
4. There is a focus by the Department for Transport (DfT) on decarbonising transport and levelling up, both in terms of funding made available to the north, and in ensuring that there is a balance between sustainable transport measures and options that support motorists. The Local Cycling and Walking Infrastructure Plan (LCWIP) is progressing with the completion of Phase 1 of the Faverdale/West Park to town centre cycle route. The Tees Valley Enhanced Bus Partnership continues to deliver benefits to residents, with BSIP+ funding having secured several supported bus service contracts, to ensure service provision in areas left without a bus service following commercial reductions.
5. The Tees Valley region has notionally been allocated funding of £978M for the second round of the CRSTS which covers the period 2027/28 to 2031/32.
6. In addition to CRSTS2, government have recently announced an additional minimum £100.1M of highways maintenance funding for Tees Valley between 2023/24 – 2033/34.

7. Transport patterns are changing due to several socioeconomic factors, and a period of re-basing is still taking place following the pandemic. The Council continues to monitor transport patterns, highway condition, road safety and public satisfaction to inform investment decisions. Details of the Performance Indicators are included at **Appendix D**. These reflect the challenges being faced by public transport and a continuing requirement to invest in the maintenance of the highway asset.

## **Recommendations**

8. It is recommended that:

- (a) Members note the progress in delivery of the Darlington Transport Plan and agree to release £0.893M Integrated Transport Block and £2.729M Highway Maintenance Funding to deliver the 2024/25 transport programme as identified in **Appendix A**.
- (b) Members delegate authority to the Group Director of Services, in consultation with the Portfolio Holder for Local Services, to explore opportunities to reprofile highway maintenance funding from future years to make most efficient use of resources.
- (c) Members delegate authority to the Group Director of Services, in consultation with the Portfolio Holder for Local Services, to agree bidding on external funding opportunities, and if successful, release the funding. This includes:
  - (i) The Bus Service Improvement Plan (BSIP).
  - (ii) Schemes as detailed in the City Region Sustainable Transport Settlement (CRSTS) Delivery Plan.
  - (iii) Capability and Ambition Fund (CAF) – active travel revenue.
  - (iv) Active Travel Fund (ATF) – active travel capital.
  - (v) Tees Valley Combined Authority Levelling up Fund (LUF).
  - (vi) Local Electric Vehicle Infrastructure (LEVI) funding.
  - (vii) Traffic Signs Obsolescence Grant (TSOG).
  - (viii) Intelligent Traffic Management Fund (ITMF).
  - (ix) Any other relevant funding which is made available in 24/25.
- (d) Members note the performance data relating to transport services, detailed in **Appendix D**.

## Reasons

9. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington's Transport Strategy as set out in the Darlington Transport Plan, Town Centre Transport Plan and Parking Strategy 2022 - 2030, which support the Tees Valley Strategic Transport Plan (STP).
- (b) To maximise the opportunities to maintain highways assets for the benefit of all road users.
- (c) To assist TVCA in the delivery of the CRSTS, LCWIP, BSIP, Network North and Plan for Drivers programmes and associated action plans, in line with Government guidance.

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

## Background Papers

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

Gill Hutchinson: Extension 6492

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Darlington Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	<p>Health and wellbeing implications have been considered in the preparation of the Darlington Transport Plan and its implementation.</p> <p>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. The development and delivery of specific transport schemes will support these outcomes.</p>
Carbon Impact and Climate Change	<p>Carbon emissions and their impact have been considered in the preparation of the Darlington Transport Plan and its implementation.</p> <p>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.</p> <p>Specific consideration of Carbon impact and Climate change are reflected in highway design, construction and asset</p>

	management all seek to minimise the impact of transport through flood risk management, Sustainable Urban Drainage, recycling highway materials, low energy lighting (LED), low energy processes and electric fleet vehicles.
Diversity	<p>An Equalities and Disability Impact Assessment was undertaken in the preparation of the Darlington Transport Plan.</p> <p>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.</p> <p>As highway schemes have an impact on the built environment, disability groups are consulted to ensure the needs of disabled people are considered.</p>
Wards Affected	All
Groups Affected	There are no proposals that impact on specific groups.
Budget and Policy Framework	<p>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.</p> <p>The Darlington Transport Plan sets out local priorities and provides an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan.</p>
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
Council Plan	The Transport programme supports delivery of the outcomes identified in the Council Plan.
Efficiency	<p>The Darlington Transport Plan seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level.</p> <p>Schemes are identified and prioritised to meet the objectives in the Transport Strategy. 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.</p>
Impact on Looked After Children and Care Leavers	This report has no direct impact on Looked After Children or Care Leavers.

## MAIN REPORT

### Information and Analysis

#### National Context

10. With domestic transport providing the largest share of the UK's carbon emissions (28%), there is a focus by the DfT on the switch to zero emission cars/vans, which will be the single biggest carbon saving measure in the UK's journey to Net Zero. In December 2023, Government announced the Zero Emission Vehicle (ZEV) mandate, which requires 80% of new cars and 70% of new vans sold in the UK to be zero emission by 2035, with a delay on the ban of new petrol and diesel cars/vans from 2030 to 2035 announced earlier in the year.
11. Charging options for drivers continue to grow at pace, with the most recent statistics showing over 50,000 public charge points have been installed across the country<sup>1</sup>, an increase of 44% compared to last year, with Government's aim being 300,000 by 2030.
12. In addition to the Local Electric Vehicle Infrastructure (LEVI) Fund, which supports local authorities to plan and deliver charging infrastructure for residents without off-street parking, at COP28, the Transport Secretary laid out plans for trial ultra-rapid sites in England with boosted electrical network capacity.
13. Darlington has a crucial role to play at a local level in enabling the transition to EVs, in proactively supporting the delivery of the rollout of electric vehicle charging infrastructure (EVCI) and helping to ensure that the transition is integrated into wider local transport and community needs. A project for the roll out of charging points in Council owned car parks is complete, with 58 charge points having been installed, and the Tees Valley wide strategy for on street charging led by TVCA will be finalised in early 2024, which will be followed by a localised Darlington strategy.
14. Nationally, people's travel behaviour and choices are changing, having been impacted as a result of the pandemic, a period of rising cost of living, and by attitudes to climate change and sustainable travel. DfT commissioned research into public attitudes, travel needs and behaviours<sup>2</sup>, which was published in April 2023. Respondents were asked what would encourage them to use public transport more, with financial incentives commonly mentioned, along with more frequent and punctual services. A third of people found it difficult to choose the most suitable ticket when travelling by public transport, although the introduction of the £2 single fare cap in January 2023, will have gone some way in alleviating this issue.

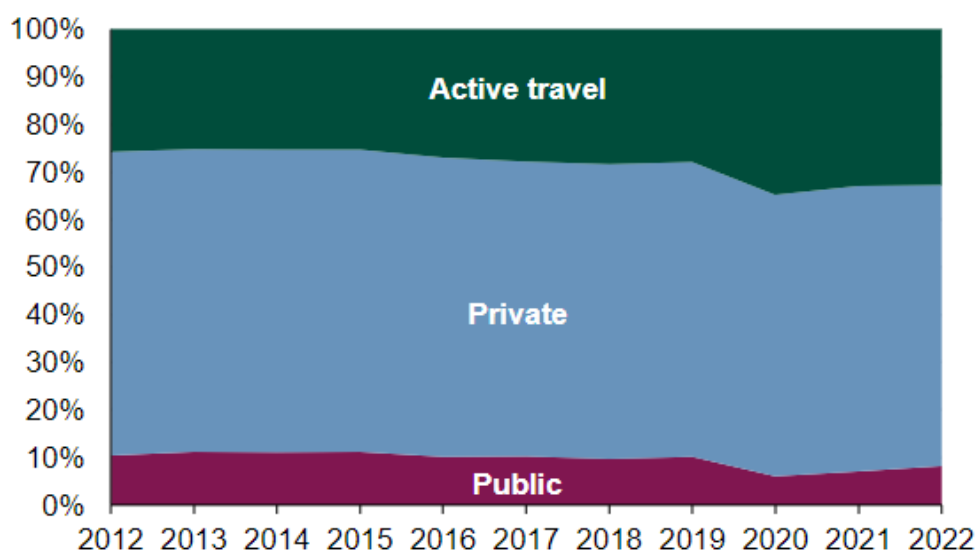
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<sup>1</sup> [Boost for electric vehicle drivers as 50,000 public chargepoints installed across the UK - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/boost-for-electric-vehicle-drivers-as-50000-public-chargepoints-installed-across-the-uk)

<sup>2</sup> [Our changing travel – how people's travel choices are changing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/publications/our-changing-travel-how-peoples-travel-choices-are-changing)

15. With cost saving an important motivation due to rising cost of living, one in five people (21%) were found to use informal car-pooling, which has increased from 15% pre-pandemic. In November 2022, just over a third of people in England (35%) said they were finding it difficult to cope financially, with those most significantly impacted being younger adults, people from ethnic minority backgrounds, parents, those in lower income households and those with a mental or physical health condition. People's most reported way of saving money on transport and travel was by walking more, reported by 57% of people, and reducing the number of trips made (46%).
16. **Chart 1** shows the proportion of all trips made by private, public and active travel modes of transport, between 2012 and 2022. This chart shows that the majority of trips were completed using private transport, although this proportion has slowly been declining over this period, from 65% in 2012 to 60% in 2022. On average, a person in England completed 862 trips in 2022, of which 8% were made using public transport modes. The proportion of active travel trips has declined slightly since 2020 (35%) but has remained above 2019's levels (33% in 2022)<sup>3</sup>.

**Chart 1 – Proportion of all trips by mode**

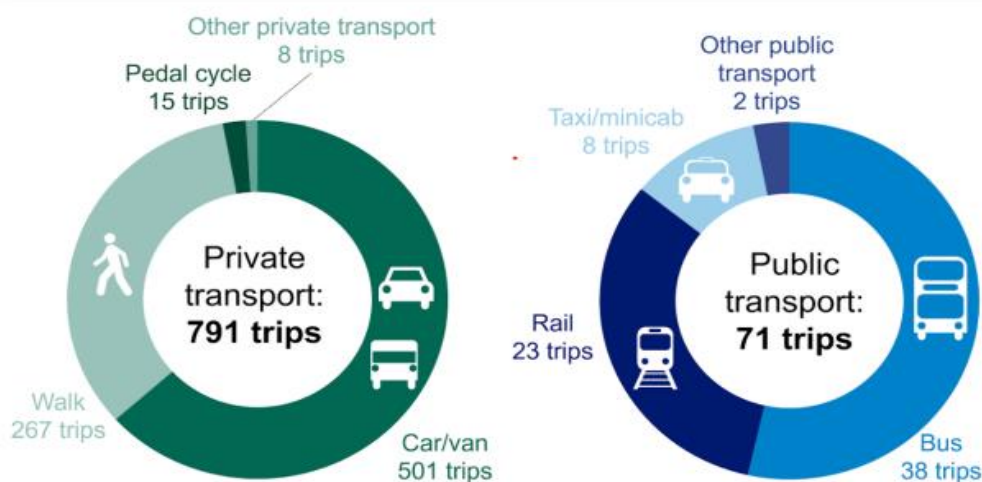


17. Most passenger journeys are by road, with 86% of passenger kilometres travelled being by car, van or taxi, and four in five households having access to a car<sup>3</sup>. The majority of public transport journeys are by bus, with 3.7bn passenger journeys completed using local buses in year ending March 2023 in the UK. Also, the vast majority of journeys are local, with nearly three-quarters being less than five miles<sup>4</sup>. **Chart 2** sets out the average number of trips made per person in 2022.

<sup>3</sup> [Transport Statistics Great Britain: 2022 Domestic Travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-statistics-great-britain-2022-domestic-travel)

<sup>4</sup> [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey)

**Chart 2 – Average number of trips made per person, England, 2022**



18. In October 2023, Government launched Network North, a £36bn plan to improve the country's transport, with £19.8bn of funds redirected to the North from the northern leg of HS2.
19. Network North saw the extension of the £2 capped single bus fare until the end of 2024, instead of rising to £2.50 from October 2023 as planned. Additionally for bus, TVCA were awarded £3.851M of Bus Service Improvement Plan (BSIP) funding for 2024/25, to deliver actions structured around the five-point BSIP delivery plan.
20. The second round of the City Regional Sustainable Transport Settlements (CRSTS2) was announced at Spring Budget in 2023, for 2027/28 to 2031/32. Through Network North, Government announced an additional £8.55bn of funding available for CRSTS2, with TVCA's total indicative allocation for CRSTS2 now £978M.
21. Funding as part of Network North also provided £3.3bn to the North of England for local road resurfacing, with the aim of improving the condition of our highways for the 88% of passenger journeys undertaken by road.
22. In October 2023, The Plan for Drivers<sup>5</sup> was announced by DfT, which sets out how Government intends to work to improve the experience of driving and services provided to motorists, setting out key actions around several themes. The long-term plan sets out to seek a balance between public transport and active travel investment, alongside the needs of motorists. This includes a £70M fund to make traffic signals more efficient.
23. The Plan for Drivers may go some way in addressing increasing delays across the national network, with the Strategic Road Network (SRN) for the year ending September 2023, having an average estimated delay of 10.3 seconds per vehicle per mile, compared to free flow, a 15.7% increase on year ending September 2022.

<sup>5</sup> <https://www.gov.uk/government/publications/plan-for-drivers>

24. On local 'A' roads for the year ending September 2023, the average delay is estimated to be 47.4 seconds per vehicle per mile compared to free flow. This is up 4.6% on year ending September 2022<sup>6</sup>.

### **Regional and Local Context**

25. TVCA is the Local Transport Authority (LTA) for the Tees Valley. TVCA set the Strategic Transport Plan for the region for the period 2019 - 2029 with the vision to "provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley".
26. In November 2022, Council adopted the Darlington Transport Plan, Darlington Town Centre Transport Plan and Parking Strategy 2022 - 2030, following a consultation process. The Darlington Transport Plan sets out how the priorities set out in the Tees Valley Strategic Transport Plan (STP) will be delivered in Darlington and provides the strategic framework to support growth in Darlington, through improved transport infrastructure and the promotion of sustainable and active transport initiatives.
27. New government guidance on Local Transport Plans (LTPs) is expected to be published by Spring 2024 and is anticipated to have an emphasis on decarbonisation. It is expected that the guidance will include a requirement for an EV charging strategy to be published as a detailed supporting document to the LTP itself and for the incorporation of decarbonisation into the planning process.
28. TVCA currently provide the Tees Flex on-demand bus service. The pilot was extended until August 2024. TVCA will be evaluating the pilot before deciding on next steps.
29. With the increase in highway maintenance funding coming to the Tees Valley, work will be needed to assess the resources needed both internally and within the supply chain to deliver the increasing volume of work.

### **Performance and Public Satisfaction**

30. During the year, monitoring information is collected and used to measure performance as to how the transport system is operating and being used by the public. In addition to this, each year Darlington takes part in the National Highways and Transport Network Public Satisfaction Survey. This survey collects public perspectives on, and satisfaction with, highway and transport services in Local Authority areas.
31. Overall, Darlington performs well when compared to other participating local authorities. We perform above average on 81% of the indicators (total 157), however, performance has reduced in 59% of the indicators. This reflects the national trend, although we have ranked highest performing authority in the Tees Valley for 50% of the overall themes, including the walking and cycling theme.

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<sup>6</sup> [Travel time measures for the Strategic Road Network and local 'A' roads: October 2022 to September 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-october-2022-to-september-2023)



32. Satisfaction with the provision of bus stops is high at 85%, and with personal safety on the bus (65%). In contrast, satisfaction with public transport information is very low at 25% and is likely linked to bus operators having ceased to provide printed timetable information booklets. In terms of satisfaction with local bus services, the vast majority of which are provided by bus operators on a commercial basis, there has been a decline in satisfaction from 48% in 2022, to 44% in 2023. This is below the national average of 50% and may reflect dissatisfaction with a number of Arriva services having been withdrawn in 2023 (most of which have since been replaced by TVCA contracts) and the reliability of services impacting public confidence.
33. In terms of lowest scoring areas, the condition of the highway, specifically in terms of the number of potholes and the speed of repair to damaged roads, is reported as an area of dissatisfaction. We have prioritised maintaining the highway for a number of years and will continue to do so. The additional highway maintenance funding announced by government acknowledges that it is a national issue and will enable us to start to improve public satisfaction in this area of concern.
34. Darlington's results for 2023 are set out in **Appendix D**, which provides a means of measuring the impact of various service improvements and highlights areas for improvement, such as the need for TVCA as LTA to address dissatisfaction with local bus services and highway maintenance.

#### **Progress on Delivery in 2023/24**

35. Investment in transport in Darlington is closely aligned to the objectives of the Darlington Transport Plan (as set out in **Appendix C**), which are to:
  - (a) Reduce transport's impact on the environment and support health and wellbeing;
  - (b) Improve safety for all road users;
  - (c) Connect people to job and training opportunities and link communities;
  - (d) Support a revitalised and transformed Darlington town centre and;
  - (e) Maintain and effectively manage a resilient transport system.
36. Over the last 12 months there has been significant capital and revenue investment in transport in Darlington. Details of what has been delivered can be found in **Appendix A**.

#### **Proposed Delivery in 2024/25**

37. The Council receives a specific Local Highway Authority Funding allocation from TVCA each year through CRSTS to deliver local improvement schemes and highway maintenance priorities. The Integrated Transport Block programme (Darlington Transport Plan delivery) will be delivered to manage and improve the highway network. **Appendix A** outlines the schemes proposed to be developed during 2024/25.

## Partnership Delivery

38. In addition to Local Highway Authority Funding, the Council receives additional specific funding allocations to deliver specific schemes within the Borough that contribute toward our transport strategies and the Tees Valley Strategic Transport Plan. This involves working in partnership with TVCA on developing transport initiatives that benefit Darlington residents. We will continue to work in partnership on TVCA funded projects and programmes for which grant funding agreements are in place between DBC and TVCA where required. Details of these projects and programmes can be found in **Appendix B**.

## Financial Implications

39. TVCA, as LTA, are responsible for allocating regional funding for transport programmes and projects to Tees Valley Authorities. Grant Funding Agreements between TVCA and DBC will be agreed through Asset Management Group with sign off by our S151 Officer.
40. In April 2022, the Secretary of State for Transport confirmed that TVCA was to receive the full allocation of £310M of City Region Sustainable Transport Settlement (CRSTS) funding to invest in local transport networks.
41. CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund, and Integrated Transport Block, to ensure that Local Highway Authorities can carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highways network. This can be reprofiled within the CRSTS period to suit maintenance needs of the individual Highway Authorities.
42. TVCA has allocated £2.729M to Darlington Borough Council in 2024/25, including Additional Maintenance Funding as part of a long-term settlement until March 2027. This includes £0.277m additional maintenance funding from 2023/24 which has been carried forward.

## Legal Implications

43. The statutory duty for the Local Transport Plan moved to TVCA in 2016, as part of the devolution deal. TVCA produced a Tees Valley Strategic Transport Plan to fulfil this duty, which was approved by TVCA Cabinet on 31 January 2020.
44. The five constituent local authorities were asked to produce a Local Implementation Plan (Darlington Transport Plan). This demonstrates how Darlington Council, as the highway authority, will support the delivery of the Strategic Transport Plan at a local level and sets out local priorities, policies and actions. Adopted as part of the Council's policy framework in November 2022, the Transport Plan draws together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and links to other corporate plans, including the Council Plan.
45. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'. This requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when

carrying out their activities. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport.

### **Estates and Property Advice**

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

### **Procurement Advice**

48. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to TVCA for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.
49. TVCA has undertaken a number of procurements some of which require call off contracts by Darlington Borough Council to deliver programmes at a local level. Procurement and legal advice will be provided to ensure that Darlington Council procurement procedure rules are adhered to.

### **Equalities Considerations**

50. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment, the main impacts that are considered relate to disabilities including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

### **Consultation**

51. No consultation has been undertaken for this report. However, the programmes proposed in the report are aligned with the new transport strategies that were subject to public consultation.
52. Consultation continues on individual schemes including the 20mph schemes at school sites, changes to individual bus stops, the Woodland Road walking and cycling route and the major schemes at Woodland Road roundabout and Cockerton roundabout.

## **Outcome of Consultation**

53. Responses to individual consultations are used to propose final scheme designs and are agreed under delegated authority.
54. The Darlington Transport Plan Delivery Plan was presented at the Communities and Local Services Scrutiny Committee on 22 February 2024.

Delivery of Darlington Transport Capital Programme schemes in 2023/24 and proposed delivery in 2024/25

Scheme Type	Manage/ Improve	Progress on delivery in 2023/24	Proposed delivery 2024/25							
Highways Maintenance - funding to maintain the highway network including structures and street lighting (CRSTS Local Highway Authority Funding)										
Schemes	Manage	A programme of highway maintenance schemes were delivered, as below:	The following maintenance schemes have been identified as the current priority based on the condition data surveys. This is a rolling programme and subject to tender returns:							
		<table><tr><td rowspan="3">A Roads</td><td>A68</td><td>West Auckland Road Phase 2 (Woodland Rd to A1m)</td></tr><tr><td>A67</td><td>Merrybent (Phase 3)</td></tr><tr><td>Various</td><td>Retexturing</td></tr></table>		A Roads	A68	West Auckland Road Phase 2 (Woodland Rd to A1m)	A67	Merrybent (Phase 3)	Various	Retexturing
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		<table><tr><td rowspan="2">B Roads</td><td>B6280</td><td>Coniscliffe Rd (Phase2)</td></tr></table>		B Roads	B6280	Coniscliffe Rd (Phase2)				
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				<table><tr><td rowspan="3">C Roads</td><td>C39</td><td>Walworth Road, Heighington</td></tr><tr><td>C38a</td><td>Neasham Road (Phase 2)</td></tr><tr><td>C34a</td><td>Lime Lane / Lodge Lane (Phase 1) - Recycling</td></tr></table>	C Roads	C39	Walworth Road, Heighington	C38a	Neasham Road (Phase 2)	C34a
		C Roads		C39		Walworth Road, Heighington				
				C38a		Neasham Road (Phase 2)				
C34a	Lime Lane / Lodge Lane (Phase 1) - Recycling									
<table><tr><td rowspan="4">A Roads</td><td>A1150</td><td>Salters Lane North (Glebe Rd - Thompson St West)</td></tr><tr><td>A68</td><td>West Auckland Road (Willow Road - Laing Street)</td></tr><tr><td>A67</td><td>Piercebridge (Carlbury B6275 - West loop B6275)</td></tr><tr><td>Various</td><td>Retexturing</td></tr></table>	A Roads	A1150	Salters Lane North (Glebe Rd - Thompson St West)	A68	West Auckland Road (Willow Road - Laing Street)	A67	Piercebridge (Carlbury B6275 - West loop B6275)	Various	Retexturing	
A Roads		A1150	Salters Lane North (Glebe Rd - Thompson St West)							
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<table><tr><td rowspan="2">B Roads</td><td>B6280</td><td>Yarm Rd/Hundens Lane (Crossroads)</td></tr><tr><td>B6279</td><td>Tornado Way (McMullen Road Junction)</td></tr></table>	B Roads	B6280	Yarm Rd/Hundens Lane (Crossroads)	B6279	Tornado Way (McMullen Road Junction)					
B Roads		B6280	Yarm Rd/Hundens Lane (Crossroads)							
	B6279	Tornado Way (McMullen Road Junction)								

			Unclassified Roads	Unc	Firth Moor Estate (Phase 9) Burnside Road Barnes Road Ph 2 Summerhouse Back Lane / Blind Lane Clifton Road Back Lane	C Roads	C38a	Neasham Road (Phase 3) - Geneva Rd - Brankin Road		
				Footways			Shearwater Avenue Avon Road Estate, Hurworth Place (Phase 1)	Unclassified Roads	Unc	Swaledale Avenue (Birkdale Rd - Staindrop Road) Barmpton Lane Roundhill Road Back Lane (tbc)
				In addition, micro asphalt and patching programmes were carried out across the borough, which continues the investment in unclassified roads, which are predominantly residential streets. Street Lighting, Bridges, Structures and other highway assets were also maintained.						
								In addition, the micro asphalt and patching programmes will include roads across the borough. Street Lighting, Bridges, Structures and other highway assets will also be maintained.		

Integrated Transport Block - funding to manage and improve the highway network (CRSTS Local Highway Authority Funding)			
Network Management			
Traffic monitoring	Improve	Traffic and active travel related monitoring surveys and cordon counts are carried out across Darlington.	
Traffic counter replacement Programme		Traffic counter sites across Darlington are maintained, converted to solar power, and replaced where necessary.	
Active and sustainable transport			
Improvements to bus passenger and cycling facilities (town centre)	Improve	<p><u>Bus Stop Infrastructure</u></p> <p>Several temporary bus stops were installed in Hurworth and Middleton St. George at the request of Stagecoach, who successfully tendered for the TVCA procured service 6/6A, operating from Darlington town centre to Hurworth/Middleton St. George/Stockton. This service replaced the previous commercially operated service 12 that was withdrawn by Arriva in July 2023.</p> <p>Feasibility work commenced on a number of S106 funded bus stop improvements, which will require consultation where a new stop is proposed in the vicinity of directly affected frontages.</p> <p>Non-advertising shelter requests have been considered for a number of locations, including Martindale Road and Wylam Avenue. Requests are considered in the context of location, stop specific patronage information and cost to install.</p>	<p><u>Bus Stop Infrastructure</u></p> <p>Subject to agreement, we will consult on making temporary bus stops on the service 6 route permanent. Permanent bus stops benefit from raised kerbs which enable low floor easy access for those with mobility issues and people with pushchairs.</p> <p>Non-advertising shelters will be installed, where feasible, through DBC’s contract with Commutaports Ltd. DBC will also work with Clear Channel UK (CCUK) to assess the feasibility of a number of possible new sites to include advertising, in the vicinity of new developments, through the Tees Valley advertising bus shelter contract.</p> <p>Work will continue on the bus stop audit across all bus stops in the borough, with a programme of works in place for repair and replacement where necessary.</p>

		<p>A review of all bus stops in the borough commenced, seeking to address any maintenance issues. The audit aimed to identify and then rectify issues at bus stops such as replacing broken/damaged timetable cases, repairing bus stop shelters and renewing lining/signage where required.</p> <p><u>Town Centre Cycle Parking</u> An audit of town centre cycle parking in late 2020 identified that certain locations were likely no longer fit for purpose, due to damage, location, lack of signage and non DDA compliancy. A survey of residents was carried out in February 2023 with the assistance of Sustrans and Durham Police, to ascertain perceived and/or actual barriers to parking in the town centre. The survey highlighted the following key issues:</p> <ul style="list-style-type: none"> <li>• Perceived issue with theft of bikes when parked at the stands.</li> <li>• Lack of knowledge of current cycle parking options.</li> <li>• Lack of knowledge of bike locks available to address perceived risk of theft issue.</li> <li>• Some town centre locations didn't have enough capacity.</li> </ul> <p>Following the audit and survey, a series of site visits were undertaken in May 2023 which aimed to identify the specific sites that needed improvement, the type of stands required and to identify any constraints (such as being in a conservation area). A series of actions and recommendations were subsequently identified and costed to address the issues. This includes the removal and replacement of existing stands for Sheffield stands with the incorporation of DDA compliant features,</p>	<p><u>Town Centre Cycle Parking</u> Following on from feasibility and costing, the town centre cycle parking improvements will be installed in 2024/25.</p> <p>Actions to improve the maintenance of certain cycle parking (e.g. outside town hall) will be carried out, and promotion of the improved facilities will be carried out by DBC/Sustrans.</p>
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		improved maintenance, and the incorporation of cycle parking signage.																	
Dropped kerbs		<div>A programme of dropped kerbs has been carried out throughout the year, as below:</div> <table><tr><th>Location</th><th>Description of Work</th></tr><tr><td>Glebe Road / Whinfield Road</td><td>3 no. drop crossings</td></tr><tr><td>Stockton Road</td><td>1 no. drop kerb</td></tr><tr><td>Sutton Close</td><td>1 no. dropped crossing</td></tr><tr><td>West Auckland Rd / Smithy Lane</td><td>3 no. dropped crossings</td></tr><tr><td>Morpeth Avenue</td><td>2 no. dropped crossing and a bitmac footpath installation</td></tr><tr><td>Fryers Crescent, Lindisfarne Court</td><td>5 no. dropped crossing</td></tr><tr><td>Woodland Terrace</td><td>3 no. dropped kerbs</td></tr></table>	Location	Description of Work	Glebe Road / Whinfield Road	3 no. drop crossings	Stockton Road	1 no. drop kerb	Sutton Close	1 no. dropped crossing	West Auckland Rd / Smithy Lane	3 no. dropped crossings	Morpeth Avenue	2 no. dropped crossing and a bitmac footpath installation	Fryers Crescent, Lindisfarne Court	5 no. dropped crossing	Woodland Terrace	3 no. dropped kerbs	Requests for dropped kerbs will be assessed against the available budget.
Location	Description of Work																		
Glebe Road / Whinfield Road	3 no. drop crossings																		
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Fryers Crescent, Lindisfarne Court	5 no. dropped crossing																		
Woodland Terrace	3 no. dropped kerbs																		
Public Rights of Way (PROW)		The PROW network has been improved and maintained, including the demolition of a bridge in Carlbury, three footbridge upgrades, and various signs/posts/stiles/duck boards maintained/replaced.	The PROW network will be improved and maintained, including a new footbridge installation in Summerhouses and the ongoing maintenance/replacement of signs/posts/stiles/duck boards.																
Walking and cycling routes		<div>Stockton &amp; Darlington Railway – Walking &amp; Cycling Route</div> <div>As part of the Heritage Action Zone and the culture strategy for rail heritage there is an ambition to develop a 26-mile walking and cycling route as near to the original alignment of the Stockton &amp; Darlington Railway (S&amp;DR) as possible. Whilst it is recognised that this is a challenge in terms of deliverability, the aim is to get as much of it in place as possible by September 2025, to celebrate the bicentenary of the railway. The following two sections</div>	<div>Delivery - ID21 – S&amp;DR Mill Lane roundabout to Airport Roundabout A67</div> <div>The scheme will be costed and constructed if within budget.</div> <div>Delivery - ID2 – S&amp;DR Connection to Durham boundary at Coatham Mundeville</div> <div>Following feasibility work, the scheme will be designed and</div>																

		<p>(ID21 &amp; ID2) have been identified as a priority for implementation:</p> <p><u>Feasibility - ID21 – S&amp;DR Mill Lane roundabout to Airport roundabout A67</u></p> <p>In 2020 the existing section of route between the A67 and Mill Lane in Middleton St George was improved, funded by Rural Payments Agency. The next section to formally create is the route from Mill Lane in the west to Yarm Road in the east, in between the live railway line and the A67. This includes diverting a footpath so that Network Rail (NR) can close a level crossing.</p> <p>A design is complete and has been for pre-planning consultation.</p> <p><u>Feasibility - ID2 – S&amp;DR Connection to Durham boundary at Coatham Mundeville</u></p> <p>The preferred route between the boundary with Durham County Council (DCC) has been identified as a continuation of the existing PROW (from the point it turns west to cross the railway line) south to Coatham Lane to the east of the railway line. By March 2024 Durham will have a complete cycle/walking route to the DCC/DBC boundary (field edge). On crossing the administrative boundary route currently meets an existing, non-surfaced, footpath which is not suitable for cyclists.</p> <p>Funding has been released to assess the feasibility of replacing the existing PROW to the West of the rail line, which currently involves an uncontrolled rail crossing point and negotiating gated farmland, with a linear route to the west, directly joining onto to Durham's planned</p>	<p>costed, and constructed if within budget.</p> <p><u>Delivery - Redmire Close Cycle Path</u></p> <p>Following completion of design work, the scheme will be costed, and if within budget will move to construction.</p>
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		<p>route.</p> <p><u>Feasibility - Redmire Close Cycle Path</u></p> <p>The Harrowgate Hill Cycle Route and the Circular Cycle route both link into Redmire Close from the riverside cycle route along a narrow section of path. The path splits before it reaches Redmire Close to the two different cycle routes. A scheme to upgrade the existing path is underway, with design work progressing.</p>	
Car Club		<p>The need for a car club in the Town Centre was identified as part of the Parking Strategy and the Town Centre Transport Plan. It is envisaged that it will support the Town Centre Strategy particularly in terms of encouraging more people to live in the Town Centre.</p> <p>Feasibility work is underway to explore operating and delivery models for a Car Club. Research on schemes operating across the country has also been undertaken, and the Energy Savings Club are assisting with best practice guidance.</p>	<p>We will continue to explore the feasibility of a Car Club for Darlington Town Centre, which will include detailed analysis of delivery models. We are also awaiting results of TVCA's feasibility study into Mobility Hubs, which include the option for Car Clubs.</p>
A68 Corridor Improvements (Cockerton Roundabouts)		<p>Consultation on Cockerton Roundabout improvements commenced in January 2022. As a result of consultation, a number of changes were made to the scheme, including provision of a new crossing pedestrian crossing point outside Cockerton Library, verge parking on West Auckland Road and the size of the roundabout islands to maintain as much green space as possible and working with local residents and businesses to inform how this will look in the future.</p> <p>Scheme designs are nearing completion, further to consultation with Active Travel England (ATE) on the active</p>	<p>Scheme designs will be completed and submitted for planning in the Summer of 2024.</p> <p>We will work with TVCA to establish a Grant Funding Agreement in respect of the CRSTS funded element of the roundabout improvements.</p>

		<p>travel elements.</p> <p>The scheme was subject to an unsuccessful LUF bid in 2023. It is now intended to fund the scheme through a combination of CRSTS, Darlington Transport Plan Delivery funding and developer contributions. The level of developer contributions have been determined using the Coniscliffe Transport Model, which has allocated contributions based on the volume of traffic from individual development sites, going through the roundabouts.</p> <p>The residents of 267 Carmel Road North have relocated to a new Council property. The house is programmed for demolition and planning permission will be sought in early 2024.</p>	
<b>Speed Management and Road Safety programmes</b>			
School speed management and safety schemes	Manage	<p><u>Safer Routes to Schools (SRTS)</u></p> <p>20mph schemes were designed for St. Augustine's RC Primary School and Hurworth School (secondary) and consultation took place with the schools and local residents in March/April 2023.</p> <p>Following consultation, changes have been made to the scheme design for St. Augustine's, which will require further consultation.</p> <p>There was broad support for the Hurworth School scheme, and we will be making some minor changes to the scheme as highlighted through the consultation.</p> <p>A scheme has also been designed for the Federation of Abbey Schools (schemes on Abbey Road and Cleveland</p>	<p><u>Safer Routes to Schools (SRTS)</u></p> <p>The schemes which were consulted on in 2023/24 will be programmed for implementation.</p> <p>A scheme design will be progressed for St. Bede's RC Primary School (Thompson Street East) and consultation will take place with the school and local residents.</p> <p>We will complete feasibility work for a SRTS scheme for Longfield School (Longfield Road).</p> <p>The feasibility will be carried out for a scheme for Mowden Junior/Infants (Fulthorpe/Barnes Road/Conyers Ave).</p>

		<p>Terrace) and consultation took place in January 2024.</p> <p><u>Vehicle Activated Signs (VAS)</u></p> <p>A Vehicle Activated Signs (VAS) policy was developed to set out the rationale and mechanism for prioritising sites where VAS may be installed.</p> <p>Tranche 1 of the VAS programme has been completed, and we have installed equipment in eight locations. As part of Tranche 2 we have identified a number of locations, several of which are to be located within the vicinity of Safer Routes to School (SRTS) schemes.</p>	<p><u>Vehicle Activated Signs (VAS)</u></p> <p>Signs will be installed as part of Tranche 2, with sites as part of SRTS Schemes installed during scheme delivery. It is proposed to fund those VAS through the scheme budget.</p> <p>A further six to eight sites will be identified as part of Tranche 3, applying the VAS policy, funded within existing budget allocation.</p>
Area wide 20mph zones		<p>Surveys have been undertaken to establish existing traffic calming features in Eastbourne/Firthmoor, to confirm which streets meets the criteria for establishing a 20mph zone in accordance with The Highways (Traffic Calming) Regulations (1999).</p>	<p>We will liaise with the police to identify whether any additional traffic calming features are required and implement the zones, subject to legal orders (TROs).</p>
Low Traffic Neighbourhoods (Active Neighbourhoods) and other solutions		-	<p>The Darlington Transport Plan 2022-2030 identified Low Traffic Neighbourhoods (LTNs) as a potential intervention as part of our Safer Roads objective. They were not identified as a specific action in the associated action plan, but we are minded to consider a trial area within the plan period.</p> <p>We will look at the feasibility for an LTN in a trial area in Darlington. In deciding the trial location, issues such as public support, impact on emergency response times and displacement of traffic onto other roads will be important factors to consider. We will also need to consider the impact of the LTN on parking as some on street spaces will be lost to accommodate the features and allow vehicles to turn around at the point closure.</p>


			We will look at this in further detail in 2025/26, considering the outcome of Government’s expected review of LTNs, as part of the Plan for Drivers.
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## Projects and Programmes Delivered in Partnership with TVCA (TVCA funded)


Mode	Funding	Progress Update
CRSTS – City Regional Sustainable Transport Settlements BSIP – Bus Service Improvement Plan ZEBRA - Zero Emission Bus Regional Area CaF – Capability and Ambition Fund ATF – Active Travel Fund TCF – Transforming Cities Fund LEVI – Local Electric Vehicle Infrastructure Fund LUF2 – Levelling Up Funding (Tranche 2)		
<b>All</b>  	<b>CRSTS</b>	<u>Tees Valley Digital Delivery Plan</u> Funding through the CRSTS programme will deliver the Tees Valley Digital Delivery Plan from 2022 to 2026. The plan identifies a number of digital and transport needs of the residents, businesses and key stakeholders in the region. This user-centric approach ensures that digital solutions will be developed that meet these needs and solve real issues and challenges. This plan supports the wider Tees Valley Digital Strategy, which sets an ambitious target of becoming the UK's first Smart Region by 2032, covering the three foundations of digital infrastructure, innovation and inclusions and skills. This digital programme of investment will benefit all road users.
	<b>CRSTS</b>	<u>Transforming Town Centre Accessibility</u> As part of the overall CRSTS programme, the delivery plan includes a project focussed on transforming town centre accessibility. This is to ensure that transformational transport interventions can be implemented to meet the ambition and support the delivery of town centre major regeneration projects.  Masterplanning will commence in 2024/25 and an initial list of possible projects within Darlington has been put forward to TVCA for consideration.
<b>Bus</b>  	<b>BSIP+</b>	<u>Bus Service Improvements – supported bus services</u> TVCA have received confirmation of £1.5m of BSIP+ funding for 2023/24 and a further £1.5m for 2024/25, to support bus service improvements.  In early June 2023, Arriva North East announced that they would be making cuts to their bus network in Tees Valley from July 2023 and subsequently TVCA and the Local Authorities carried out an extensive review of all the Arriva changes and it was collectively agreed that 2023/24 BSIP+ funding would be used to mitigate the impact of the these cuts. This funding has been used to secure the following services until March 2024: <ul style="list-style-type: none"> <li>• Service 6/6A, Darlington &amp; Stockton (Stagecoach) previously service 12 (Darlington), and part of service 17 (Stockton).</li> </ul>


		<ul style="list-style-type: none"> <li>• Services 17 &amp; 18, Darlington (Arriva) previously part of services 3 &amp; 3A.</li> <li>• Evening and Sunday services 3 &amp; 4, Darlington (Arriva).</li> </ul> <p>TVCA are currently retendering for the above services, with a view to their continuation until end March 2025.</p> <p>In addition, in October 2023, TVCA also tendered for service provision to West Park and Lingfield Point, to fill gaps in the network due to de-registered commercial provision. However, on assessment it was found that neither submission represented good value for money and TVCA decided not to progress either option. Subsequently alternative provision through Tees Flex is being investigated.</p> <p>In addition, the current DBC contract for the operation of service 16 is due to end in August 2024, and it is hoped that TVCA will also fund the extension of this service to end March 2025 in line with other supported bus service contracts funded through BSIP+.</p>
	<b>BSIP</b>	<p><u>Improving Bus Services</u></p> <p>In addition to BSIP+ allocations, and following the publication of Network North, in October 2023 it was announced that TVCA will receive an allocation of £3.851M of BSIP funding in 2024/25.</p> <p>Whilst further detail is currently awaited from Government, initial information is that this funding needs to be used to deliver on the BSIP priorities. TVCA have therefore proposed that the £3.851M of BSIP funding and any remaining BSIP+ funding is used to fund a young person's fare offer, improvements to bus shelters and timetable information and service marketing and promotional campaigns.</p>
	<b>CRSTS</b>	<p><u>Advertising bus shelter contract</u></p> <p>TVCA tendered for the replacement of the existing individually led Local Authority contracts with Clear Channel UK (CCUK), for a Tees Valley wide contract. CCUK were awarded the contract to provide and maintain advertising shelters in Tees Valley and offered the choice of two options for renewing the current stock of shelters and advertising revenue share. TVCA have opted to adopt their refurbishment option, which will involve CCUK installing several new digital advertising screens, and replacing shelters when they reach end of life. There is also a commitment to replace all shelters in major hubs such as the town centre.</p> <p>Work is expected to commence in Spring 2024.</p>
	<b>CRSTS</b>	<p>The CRSTS business case identified a high-level list of bus priority schemes to be delivered across the Tees Valley. Since confirmation of funding, work has been progressing on finalising the list of schemes.</p> <p>Most recently, TVCA with the assistance of WSP have completed "health checks" in order to establish which schemes should be progressed. Below is the latest scheme list as agreed by TVCA:</p>



		<p><u>Darlington Town Centre Connectivity</u></p> <ul style="list-style-type: none"> <li>Review potential to improve town centre bus service routing.</li> </ul> <p><u>Darlington Western Connectivity – Town Centre to Faverdale</u></p> <ul style="list-style-type: none"> <li>Bondgate roundabout</li> <li>Cockerton roundabouts</li> </ul> <p><u>Darlington Eastern Connectivity – Town Centre to Morton Park onward to Teesside Airport</u></p> <ul style="list-style-type: none"> <li>McMullen Road bus lane (Yarm Road to B6279) bus priority</li> <li>St Cuthbert's Way/Stonebridge junction</li> <li>Yarm Road</li> </ul> <p><u>Darlington Northern Connectivity – Town Centre to Harrowgate Hill</u></p> <ul style="list-style-type: none"> <li>Burtree Lane Junction</li> <li>A1150/Thompson Street East roundabout.</li> </ul> <p>We have submitted pro-formas for grant funding to TVCA, to allow DBC to carry out concept design work. It is possible that some schemes will drop out of the programme during concept and feasibility stages.</p>
	<b>ZEBRA2</b>	<p><u>Tees Valley Zero Emission Bus Regional Area 2 (ZEBRA 2)</u></p> <p>In September 2023 DfT announced funding of £129M to support the introduction of low emission buses across the English regions, prioritising rural areas and those areas that did not secure funding under round 1.</p> <p>TVCA worked with local operators Arriva and Stagecoach and submitted a Tees Valley application in December 2023, whereby Arriva has agreed to fund both the diesel capital cost equivalent, and the 25% match funding requirement for 22 electric vehicles. These vehicles, and any relevant infrastructure, will be split between their Redcar, and Darlington depots, prioritising service 2 (seven vehicles, covering Redhall to Cockerton), and service 63 (15 vehicles, covering Middlesbrough to Redcar). The Stagecoach application is for 40 vehicles operating out of their Stockton depot; however, these vehicles are not expected to be deployed on service 6/6A.</p>
<p><b>Active Travel</b></p> 	<b>CaF</b>	<p>The Active Travel Hub programme continues to operate in Darlington and across the Tees Valley, with further emphasis on local community engagement and public consultation, to support the delivery of Darlington's and TVCA's ambitious vision for the LCWIP, with capital funding from Active Travel England (ATE).</p> <p>TVCA await an ATE announcement on further funding in order to continue the contract with Sustrans beyond Summer 2024.</p>

<p><u>Walking and Cycling Route Investment</u></p> <p>The active travel elements of the ATF, CRSTS, LUF2, ATF funded corridors detailed below are part of the Local Cycling &amp; Walking Infrastructure Plan (LCWIP), which is a long-term strategy to deliver a connected network of walking and cycling routes across the Tees Valley.</p>	
<p><b>ATF</b></p>	<p><u>Woodland Road - Phase 1 (ATF2)</u></p> <p>Duke Street – Outram Street – Woodland Road to Hollyhurst Road junction.</p> <p>This section of the overall route from West Park to the town centre is now complete and open to the public. The Feasibility of cycle parking on Duke Street is being investigated for added value. TVCA await information from ATE as to when the route will be inspected by ATE, who seek to identify any ‘critical issues’ which do not meet their requirements.</p> <p><u>Woodland Road - Phase 2 (ATF3)</u></p> <p>Woodland Road (Hollyhurst Road junction) – Denes (Tennis Court) – Deneside Road.</p> <p>Consultation on a proposed design has been carried out, and following feedback from ATE, DBC are currently finalising the design.</p> <p><u>Darlington Station Western Gateway (ATF4E)</u></p> <p>In November 2023, TVCA submitted a bid to ATE, for active travel improvements to the Victoria Road entrance to Bank Top rail station, which form part of wider improvements to the public realm.</p> <p>This scheme will complement but is currently out of scope of the Darlington Station Gateway East project, led by TVCA, which includes a new station entrance and concourse to the east side of the railway tracks incorporating ticketing waiting and retail areas.</p>
<p><b>CRSTS</b></p>	<p><u>West Auckland Road - Phase 3 (CRSTS)</u></p> <p>A68 Deneside Road - Brinkburn Road.</p> <p>A design for walking/cycling route has been separated from the overall DBC roundabout improvement works, for consideration by TVCA. The scheme design has been reviewed by ATE who provided feedback on various elements.</p> <p><u>Yarm Road</u></p> <p>Yarm Road to Teesside Airport</p> <p>WSP are carrying out feasibility work on various route options for a walking and cycling route linking Yarm Road to Teesside Airport.</p>
<p><b>LUF2</b></p>	<p><u>Connecting Northgate to the Town Centre</u></p> <p>TVCA were successful in their LUF2 bid, which includes improvements to walking and cycling in locations across the Tees Valley. The section identified in Darlington is proposed to link</p>

		<p>Linear Park in front of Bishopsgate House to the Towns Fund regeneration areas around Northgate. This will ultimately connect the town centre to the RHQ.</p> <p>A requirement of LUF2 funded schemes is that delivery must be achieved by March 2025 and the scheme is currently being reviewed by ATE.</p>
<p><b>Motorists</b></p> 	<b>LEVI</b>	<p><u>Tees Valley EV Infrastructure Delivery Plan</u></p> <p>TVCA, in collaboration with the five Local Authorities, is developing an EV Charging Infrastructure Delivery Plan, to achieve the EV related outcomes and actions set out in the STP. The Delivery Plan will set out the anticipated public EV Charging Infrastructure requirements across the Tees Valley and how local charging needs will be met over time to service the forecasted growth in EVs in the region.</p> <p>The Delivery Plan is being developed with input from the local authorities and the process is being supported by the Energy Savings Trust as part of their support package offered to LTAs under the Local Government Support Programme.</p> <p><u>Local Electric Vehicle Infrastructure (LEVI) fund</u></p> <p>The government's Local Electric Vehicle Infrastructure (LEVI) fund aims to deliver a step-change in the scale of deployment of local, primarily low power, on-street EV charging infrastructure across England, and accelerate the commercialisation of, and investment in, the local charging infrastructure sector. Residents without off street parking are the primary focus of the LEVI fund.</p>
	<b>TSOG</b>	<p><u>Traffic Signals Efficiency</u></p> <p>As part of DfT's Plan for Drivers, funding has been earmarked to make traffic signals more efficient. TVCA will submit bids for the following funding.</p> <p><u>Traffic Obsolescence Grant (TSOG)</u></p> <p>In December 2023, TVCA submitted a bid to DfT to replace unreliable and obsolete equipment in the traffic signals system. DBC have identified a priority list for signals that require replacement.</p>
	<b>ITMF</b>	<p><u>Intelligent Traffic Management Fund (ITMF)</u></p> <p>TVCA will be submitting a bid by April 2024, for funding to delay advanced technology for traffic signals.</p>
	<b>TCF</b>	<p>Improvements to the Urban Traffic Management Control System (UTMC) which will enable better management of the highway network and improve the efficient movement of buses will continue to be delivered by TVCA in 2024/25. The first phase of the delivery programme includes:</p> <ul style="list-style-type: none"> <li>(a) The upgrade of the UTMC system;</li> <li>(b) Expansion of traffic signal connectivity to enable further development of a Smart Region approach to traffic management;</li> </ul>

		<ul style="list-style-type: none"><li>(c) The repair, service and reinstatement of traffic counters to enable strategies for traffic management to be implemented;</li><li>(d) Additional CCTV cameras linked back to control rooms;</li><li>(e) Dynamic journey time routes, providing real-time and accurate travel time information of transit vehicles to assist passengers in planning their trips to minimise waiting times;</li><li>(f) ANPR (Automatic Number Plate Recognition) cameras to provide journey time data;</li><li>(g) Diversion routes for unplanned events and;</li><li>(h) VMS signs to support major events, roadworks, incidents, and road safety campaigns around the Tees Valley.</li></ul>
Rail 	<b>CRSTS</b>	<u>Station Enhancements</u> TVCA commissioned Mott McDonald to carry out feasibility into improving Dinsdale and North Road stations, with the aim of integrating the station more effectively with local transport and ultimately improving the passenger experience.

## Local Highway Authority Funding – Darlington Transport Capital Programme 2024/25

In April 2022, the Secretary of State for Transport confirmed that Tees Valley Combined Authority (TVCA) was to receive the full allocation of £310M of City Region Sustainable Transport Settlement (CRSTS) funding to invest in local transport networks.

CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block, to ensure that Local Highways Authorities can carry out their responsibilities under Section 41 of the Highways Act 1980 to maintain, A, B, C and U classified roads, bridges and lighting columns.

TVCA has allocated £3,067,984 to Darlington Borough Council for 2024/25, as part of a long-term settlement until March 2027.

On 4 October 2023, Government additionally announced £8.3 billion of highways maintenance funding over the period 2023/24 and the next ten years for local road resurfacing and wider maintenance activity on the local highway network (redirected HS2 funding). This represents an increase of around two-thirds in Department for Transport (DfT) support for local roads. 15% of the funds will be allocated at a later date, for which details are awaited.

Of this funding, TVCA have been allocated £1.499M for financial years 23/24 and 24/25, which equates to an additional £554,820 for highways maintenance in Darlington over the two-year period. The year-by-year profile beyond this has not been finalised. DfT may also look to introduce an enhanced incentive element from 2025/26 onwards to ensure that best practice in sustainable highways asset management is adhered to.

The annual allocation is based on the following breakdown, received in 2021/22 (although there's no requirement to maintain the same spending profile):

Pothole Funding	Highways Maintenance Formula and Incentive	Integrated Transport Block (Darlington Transport Plan delivery)	TOTAL
£969,246	£1,205,752	£892,986	<b>£3,067,984</b>

**Highways Maintenance** – funding to maintain the highway network including structures and street lighting.

Allocation 24/25	£
Pothole Funding	969,246
Highways Maintenance Formula & Incentive	1,205,752
Additional Maintenance Funding (23/24) <i>Allocation carried forward</i>	277,410
Additional Maintenance Funding	277,410
<b>Subtotal</b>	<b>2,729,818</b>
Less Fees (10%)	-272,981
<b>Total</b>	<b>2,456,837</b>

**Integrated Transport Block** - funding to manage and improve the highway network<sup>7</sup>

<b>Darlington Transport Plan Objectives</b>	<b>Scheme</b>	<b>2023/24 (£k)</b>	<b>2024/25 (£k)</b>
<b>Network Management</b>			
Maintain and effectively manage a resilient transport system.	Traffic monitoring	20	20
	Traffic counter replacement programme	10	10
<b>Active and sustainable transport</b>			
Reduce transport's impact on the environment and support health and wellbeing.	Improvements to bus passenger and cycling facilities (town centre)	80 – bus 20 - cycling	50 - bus 20 - cycling
	Dropped kerbs	50	50
Connect people to job and training opportunities and link communities.	Public Rights of Way	15	15
		25 S&DR legal orders	0 No funding required in 2024/25.
Support a revitalised and transformed Darlington town centre.	Walking and cycling routes	80	225
Maintain and effectively manage a resilient transport system.	Car Club	60	0 No funding required in 2024/25.
	A68 Corridor Improvements	250	200
<b>Speed Management and Road Safety programmes</b>			
Improve safety for all road users	School speed management and safety schemes	120	140
	Low Traffic Neighbourhoods and other solutions	0	30
	Area wide 20mph zones	30	0 No funding required in 2024/25
	<b>Subtotal</b>	<b>760</b>	<b>760</b>
	<b>Fees (15%)</b>	<b>133</b>	<b>133</b>
	<b>Total</b>	<b>893</b>	<b>893</b>

<sup>7</sup> The integrated transport block represents a programme of transport improvements. Funding may be moved between elements as detailed design is completed.

## Appendix D

## Performance and monitoring information – 2023/24

## 1A – Monitoring Data

Public Transport	Financial Year										Data Source	Comments
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Bus Punctuality % on time	64%	63%	87%	89%	86%	86%	-	93%			DFT National Data. 2022/23 onwards data now only available for TVCA as a whole.	In 2021/22 covid restrictions continued to have an impact on punctuality, e.g. reduced roadworks, school closures, working from home still in place etc.
Bus Punctuality % on time									76%	80%	Supplied by bus operators	
Bus Patronage (all operators)	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,457,204	1,826,616	3,286,557	3,737,044	4,011,475	Supplied by bus operators	2023/24 Estimated
Concessionary fares patronage	2,673,485	2,627,062	2,607,611	2,450,526	2,347,694	2,167,240	628,055	1,094,852	1,262,825	1,373,451	Supplied by bus operators	2023/24 Estimated
Rail Patronage (all 4 Darlington stations)	2,337,246	2,331,514	2,362,464	2,412,076	2,494,228	2,507,812	575,088	2,147,338	2,336,372	Available late 2024	<a href="https://www.gov.uk/government/collections/rail-statistics">https://www.gov.uk/government/collections/rail-statistics</a>	Stations: North Road, Darlington, Dinsdale & Teesside Airport Teesside Airport service suspended from May 2022 onwards
Road User Counts	Financial Year										Data Source	Comments
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Peak period traffic count	20,287	20,419	19,417	19,090	19,524	19,023	14,753	18,460	19,417	19,276*	DBC traffic counters	2023/24 Estimated
24 Hour traffic count (average)	123,847	124,764	126,801	125,519	127,938	125,017	94,007	117,811	120,815	122,350*	DBC traffic counters	2023/24 Estimated
Number of cycling trips	1,556.50	1,315.75	1,618	1,585	1,650	1,614	1,637	1,581	1,494	1,686*	DBC traffic counters	2023/24 Estimated
No. of walking trips in the town centre	133,983	126,687	124,608	120,359	104,825	111,042	48,958	83,124	97	92,102*	DBC traffic counters	2023/24 Estimated









































**1B – Monitoring Data**




		Calendar Year										Data Source	Comments
Road Safety - Casualties		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
Number of Fatal or Seriously injured road user casualties (KSI)	Adult	24	30	35	40	47	44	27	36	43	35	<a href="#">North East England Road User Casualty Dashboard</a>	Note there were 0 children killed or seriously injured as a result of road traffic collisions in 2023, and further to this, 0 since 2013. There was a 25% reduction in the number of people killed or seriously injured in 2023 compared to 2022.
	Child	2	2	4	5	5	5	2	5	4	0		
	Total	26	32	39	45	52	49	29	41	47	35		
Number of slightly injured road user casualties	Adult	269	210	226	203	179	151	97	105	72	79		There was a 2.2% increase in the number of people slightly injured in 2023 compared to 2022. Overall this is the 2nd lowest number of casualties (KSI & slight) on record.
	Child	27	32	27	24	28	15	14	8	17	12		
	Total	296	242	253	227	207	166	111	113	89	91		
		Academic Year										Data Source	Comments
Road Safety - School Training		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
% of children taking part in pedestrian training from participating schools		89%	86%	89%	87%	80%	52%	10%	47%	62%	Available August 2024	DBC data collection	Inevitably, the level of participation in pedestrian training reduced hugely during the pandemic, as can be seen from 2020/21. Participation is increasing year on year, however, some schools have not taken up the offer of training, as they continue to catch up on academic lost time.
% of children taking part in cycle training (Year 5) from participating schools		46%	44%	52%	53%	57%	25%	13%	29%	32%	Available August 2024	DBC data collection	Previous years have been reported as financial year

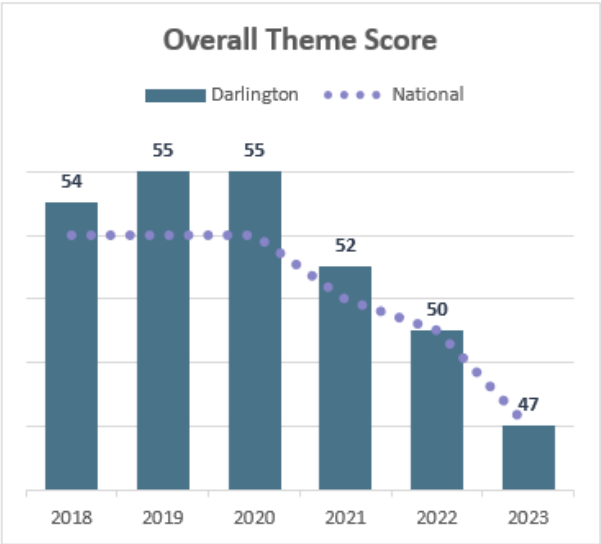


2 – National Highways and Transport - Public Satisfaction Survey – 2023.
























Overall Summary

Theme		Actual Scores		Average Scores			Rank	
		2023	2022	TVCA	NE Region	National Average	TVCA Rank	NE Rank
	Overall	47	50 	48 	49 	47 	3	10
	Accessibility	72	68 	69 	68 	66 	1	1
	Public Transport	44	48 	49 	50 	50 	5	13
	Walking/Cycling	52	52 	49 	50 	50 	1	2
	Tackling Congestion	44	45 	44 	45 	42 	2	5
	Road Safety	54	56 	52 	52 	50 	1	2
	Highway Maintenance	45	47 	44 	45 	43 	2	6
	Communications	48	50 	45 	45 	45 	1	2

Key  2023 score greater than  2023 score less than  2023 score equal to



Highlights / Lowlights

	PTQI08 - Provision of bus Stops	85		HMQUI11 - Number of potholes	17
	WCQI30 - Provision of footpaths & pedestrian areas	82		KBI 08 - Public transport information	25
	HMQUI13 - Provision of street-lights	77		HMBI 01 - Condition of road surfaces	26
	12 out of 13 Accesibility indicators in the top 15	Average 74		HMBI 30 - Speed of repair to damaged roads	26
	PTBI 05 - How easy buses are to get on/off	68		CMQI07 - Informed about local air quality	26
	PTBI 10 - Personal safety on the bus	65		KBI 23 - Condition of highways	28
	HMBI 28 - Undertakes cold weather gritting (salting)	65		HMBI 13 - Deals with Potholes and damaged roads	29
	PTBI 09 - Helpfulness of drivers	64		CMQI20 - Informed about council actions on climate change	29
	RSQI09 - Provision of speed controls	64		ACQI25 - Electric Vehicle charging points	30
	PTBI 12 - Raised kerbs at bus stops	63		CMQI06 - Informed about action to repair local roads	30
	RSBI 01 - Speed limits	63		HMBI 31 - Quality of repair to damaged roads	31
				HMQUI12 - Action to repair local roads	33






















Indicator Performance






























Total Indicators: 157


















Above Average		Getting Better	
127	81%	65	41%

Below Average		Getting Worse	
30	19%	92	59%


































## Overall Key Indicators






















	Actual Scores		Average Scores		
	2023	2022	TVCA	NE Region	National Average
<b>Accessibility</b> 					
Overall Accessibility	72	68 	69 	68 	66 
KBI 03 - Ease of Access (all)	75	74 	73 	73 	71 
KBI 04 - Ease of Access (disabilities)	69	64 	64 	63 	61 
KBI 05 - Ease of Access (no car)	72	67 	71 	69 	66 
ACQI25 - EV charging points	30	33 	33 	33 	32 





















<b>Walking/Cycling</b> 					
Overall Walking/Cycling	52	52 	49 	50 	50 
KBI 11 - Pavements & Footpaths (overall)	51	52 	47 	48 	50 
KBI 12 - Pavements & Footpaths (aspects)	52	51 	48 	49 	49 
KBI 13 - Cycle routes and facilities (overall)	52	50 	49 	50 	50 
KBI 14 - Cycle routes and facilities (aspects)	53	52 	47 	49 	49 
KBI 15 - Rights of way (overall)	54	53 	53 	54 	54 
KBI 16 - Rights of way (aspects)	50	51 	48 	50 	49 

<b>Road Safety</b> 					
Overall Road Safety	54	56 	52 	52 	50 
KBI 20 - Road safety locally	53	56 	53 	54 	52 
KBI 21 - Road safety environment	56	56 	53 	53 	52 
KBI 22 - Road safety education	54	55 	49 	49 	47 

<b>Communications</b> 					
Overall Communications	48	50 	45 	45 	45 
KQI 02 - Communication (aspects)	48	50 	45 	45 	45 

	Actual Scores		Average Scores		
	2023	2022	TVCA	NE Region	National Average
<b>Public Transport</b> 					
Overall Public Transport	44	48 	49 	50 	50 
KBI 06 - Local bus services (overall)	45	52 	53 	54 	54 
KBI 07 - Local bus services (aspects)	36	44 	47 	49 	47 
KBI 08 - Public transport information	25	31 	29 	33 	33 
KBI 09 - Taxi/mini cab services	51	52 	57 	60 	60 
KBI 10 - Community Transport	54	55 	55 	55 	54 
KQI 03 - Responsive transport	51	52 	53 	52 	51 
KQI 05 - Public transport information (aspects)	45	48 	47 	49 	50 

<b>Tackling Congestion</b> 					
Overall Tackling Congestion	44	45 	44 	45 	42 
KBI 17 - Traffic levels & congestion	43	44 	46 	45 	41 
KBI 18 - Management of roadworks	44	47 	45 	45 	43 
KBI 19 - Traffic management	39	39 	36 	40 	39 
KQI 04 - Traffic pollution	48	48 	48 	48 	45 

<b>Highway Maintenance</b> 					
Overall Highways Maintenance	45	47 	44 	45 	43 
KBI 23 - Condition of highways	28	33 	29 	30 	27 
KBI 24 - Highway maintenance	46	48 	44 	44 	43 
KBI 25 - Street lighting	62	62 	61 	63 	61 
KBI 26 - Highway enforcement/obstructions	43	43 	41 	42 	40 