

CABINET
4 MARCH 2025

DARLINGTON TRANSPORT PLAN – DELIVERY REPORT 2025

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

**Responsible Director – Dave Winstanley,
Executive Director of Environment, Highways & Community Services**

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 2024/25 and seeks approval for the 2025/26 programme, including the release of funding.

Summary

2. In 2022/23 the Darlington 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 2024/25 and the proposed programme of schemes for 2025/26 is detailed in **Appendix A**, with indicative funding allocations for schemes at **Appendix C**. In the Autumn Budget 2024 additional highways maintenance funding was announced for 2025/26 with £4.873M allocated to the Tees Valley, 25% is being held back currently based on unknown criteria that will follow.
3. The Tees Valley region has secured significant funding from Government, including the £310M City Region Sustainable Transport Settlement (CRSTS) programme and £6.851M Bus Service Improvement Plan (BSIP). 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. 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. An update on schemes delivered in partnership with TVCA is included as **Appendix B**.
4. The Council continues to monitor transport patterns, highway condition, road safety and public satisfaction to inform investment decisions. Details of the Performance Indicators and public satisfaction are included at **Appendix D**.

Recommendations

5. It is recommended that:

- (a) Members note the progress in delivery of the Darlington Transport Plan and agree to release £3,067,984 as outlined in Appendix C to deliver the 2025/26 proposed projects identified in Appendix A.
- (b) Members delegate authority to the Executive Director of Environment, Highways and Community Services, in consultation with the Portfolio Holder for Local Services, to agree and release funding for a programme of additional highway maintenance schemes funded from the new allocation of highway maintenance funding that has yet to be confirmed.
- (c) Members delegate authority to the Executive Director of Environment, Highways and Community 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 and vary the delivery programme in year if required.
- (d) Members delegate authority to the Executive Director of Environment, Highways and Community Services in consultation with the Portfolio Holder, to agree bidding if required on external funding opportunities, and release funding from successful bids or Government grants. This includes:
 - (i) The Bus Service Improvement Plan (BSIP).
 - (ii) Schemes as detailed in the City Region Sustainable Transport Settlement (CRSTS) Delivery Plan.
 - (iii) Active Travel Fund (ATF) – active travel capital.
 - (iv) Local Electric Vehicle Infrastructure (LEVI) funding.
 - (v) Traffic Signal Obsolescence Grant (TSOG).
 - (vi) Any other relevant funding which is made available in 25/26.
- (e) Members note the performance data relating to transport services, detailed in Appendix D.

Reasons

6. 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 2016 – 2030 (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 City Region Sustainable Transport Settlement, Local Cycling and Walking Infrastructure Plan, and Bus Service Improvement Plan programmes and associated action plans, in line with Government guidance.

Dave Winstanley
Executive Director of Environment, Highways and Community Services

Background Papers

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

Joanne Roberts: Extension 3187

Council Plan	The Transport Programme supports delivery of the outcomes identified in the Council Plan.
Addressing inequalities	<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>
Tackling 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 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.</p>
Efficient and effective use of resources	The Darlington Transport Plan seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level.

	<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>
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>
S17 Crime and Disorder	<p>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.</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
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

7. Government published figures show domestic transport providing the largest share of the UK's carbon emissions (29%), the DfT is focusing 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.
8. Charging options for drivers continue to grow at pace, with the most recent statistics on zap map as of September 2024 show 70,434 public charge points have been installed across the country¹, a 41% increase compared to September 2023 when 49,882 public charge points were available. The Government's aim being 300,000 by 2030.
9. In addition, the Government is providing Local Electric Vehicle Infrastructure (LEVI) funding, which supports combined authorities and local authorities to plan and deliver charging infrastructure for residents without off-street parking.
10. Nationally, people's travel behaviour and choices have changed, because 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 behaviours², 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. The introduction of the £2 single fare cap in January 2023, will have helped alleviate this issue, however this cap has now been raised to £3 which does bring uncertainty to the passenger about what is the best available fare. This cap is in place until the end of 2025 with the Government confirming they are looking at reform.
11. New government guidance on Local Transport Plans (LTPs) has been delayed, however it 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.
12. In October 2023, the previous Government launched Network North, a £36bn plan to improve the country's transport, with £19.8bn of funds redirected to the North from the

¹ <https://www.zap-map.com/news/uk-hits-70000-public-electric-vehicle-charge-points-milestone#:~:text=As%20of%20September%202024%2C%20there,when%2049%2C882%20devices%20were%20recorded.>

² [Our changing travel – how people's travel choices are changing \(publishing.service.gov.uk\)](#)

cancellation of the northern leg of HS2. This has been announced as CRSTS2 with TVCA's indicative allocation £978M for 2027/28 to 2031/32. This was announced by the previous Government and to date this has not been amended by the current Government.

13. On local 'A' roads for the year ending December 2023³, the national average delay to vehicle traffic is 47.9 seconds per vehicle per mile compared to free flow. This is up from 45.5 seconds on the previous calendar year.

Regional and Local Context

14. 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".
15. In November 2022, the 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, through improved transport infrastructure and the promotion of sustainable and active transport initiatives.
16. TVCA currently provide the Tees Flex on-demand bus service. The current service is funded until the end of March 2025. It is currently being evaluated and future operation will be subject to the decision on what the 2025/26 BSIP funding allocation will prioritise. This decision is awaited.
17. 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 installed. The Tees Valley wide strategy for on street charging is being led by TVCA and a localised Darlington strategy has been developed.
18. 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, the details are in Appendix B.
19. Major development work at Darlington Station is continuing. The project is being delivered by TVCA in partnership with Network Rail, LNER and Darlington Borough Council with work due to be completed by late 2025.

³ <https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-january-to-december-2023/travel-time-measures-for-local-a-roads-january-to-december-2023-report#:~:text=The%20average%20delay%20on%20local,from%2048.2%20spvpm%20in%202019.>

20. TVCA have allocated £250m from the CRSTS2 programme to deliver the Darlington Northern Link Road to provide a new strategic link, better connecting the A66 to the A1(M) to the north of Darlington enabling growth along the A66 corridor. A review of route option assessments is underway by TVCA, the results of which will help inform proposals.

Progress on Delivery in 2024/25

21. Over the last 12 months there has been significant capital and revenue investment in transport in Darlington. Details of schemes and programmes that have been delivered are outlined in Appendix A.









































Proposed Delivery in 2025/26




22. The Council receives a specific Local Highway Authority Funding allocation from TVCA each year through CRSTS (formerly Local Transport Plan funding) 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 and/or delivered during 2025/26 with the funding plan for the programme outlined at Appendix C. This is developed and aligned to the objectives of the Darlington Transport Plan, 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.

Performance and Public Satisfaction

23. During the year, monitoring information is provided by bus operators that is commercially sensitive to demonstrate how well the transport system is operating. 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. The summary is included in Appendix D.
24. Overall, Darlington performs well when compared to other participating local authorities, within the Tees Valley (five local authorities), North East (twelve local authorities) and the National Average. The key indicators show improvement in 2024 over 2023 in most areas, as can be seen in the overall summary below. The overall key indicators are shown at Appendix D.

Theme	Actual Scores		Average Scores			Rank	
	2024	2023	TVCA	North East	National Average	TVCA Rank	NE Rank
 Overall	48	47 	48 	47 	46 	2	3
 Public Transport	48	44 	50 	50 	51 	3	5
 Walking/Cycling	53	52 	50 	49 	50 	1	1
 Tackling Congestion	44	44 	45 	44 	42 	3	5
 Road Safety	55	54 	53 	52 	50 	1	1
 Highway Maintenance	44	45 	43 	42 	41 	2	2
 Accessibility	72	72 	68 	67 	67 	1	1
 Communications	49	48 	47 	46 	46 	1	1

Key  2024 score greater than  2024 score less than  2024 score equal to

25. It should be noted that, 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 small improvement in satisfaction from 44% in 2023, to 48% in 2024. This is below the national average of 51% and may be because a number of Arriva services were withdrawn in 2023. Most of these services were replaced by TVCA contract and public confidence in the reliability of services could be returning.
26. In terms of lowest scoring areas, public perception of the condition of the highway, is shown to have declined by 1% this year compared to last year. We have prioritised maintaining the highway for a number of years and will continue to do so including allocating additional funding announced last Autumn when criteria is published.

Financial Implications

27. 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
28. 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.
29. CRSTS funding enables Local Highways Authorities to carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highway network. This multi-year settlement has introduced an ability for funding to be reprofiled within the CRSTS period to suit maintenance needs of the individual Highway Authorities, which is currently being explored.
30. TVCA has allocated £3.068M to Darlington Borough Council in 2025/26 from CRSTS funding for local funding, formerly Local Transport Plan funding. The funding plan for proposed schemes is outline at Appendix C.

Legal Implications

31. 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.
32. 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.

Consultation

33. No consultation has been undertaken for this report. However, the programmes proposed in the report are aligned with the Darlington Transport Plan that were subject to public consultation. Public consultation and stakeholder engagement is undertaken on an individual basis at appropriate stages of scheme and strategy development.

Outcome of Consultation

34. Responses to individual consultations are used to propose final scheme designs.
35. The Darlington Transport Plan Delivery Plan was presented at the Communities and Local Services Scrutiny Committee on 27 February 2025.

Delivery of Darlington Transport Capital Programme schemes in 2024/25 and proposed delivery in 2025/26

Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26																												
Highways Maintenance - funding to maintain the highway network including structures and street lighting (CRSTS Local Highway Authority Funding)																															
Schemes	Manage	<p>A programme of highway maintenance schemes were delivered, as below:</p> <table border="1" data-bbox="651 564 1375 1394"> <tbody> <tr> <td data-bbox="651 564 815 756" rowspan="4" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">A Roads</td> <td data-bbox="815 564 927 608">A68</td> <td data-bbox="927 564 1375 608">West Auckland Road</td> </tr> <tr> <td data-bbox="815 608 927 651">A67</td> <td data-bbox="927 608 1375 651">Coniscliffe Road (Phase 4)</td> </tr> <tr> <td data-bbox="815 651 927 694">A67</td> <td data-bbox="927 651 1375 694">Piercebridge</td> </tr> <tr> <td data-bbox="815 694 927 756">Various</td> <td data-bbox="927 694 1375 756">Retexturing</td> </tr> <tr> <td data-bbox="651 799 815 963" rowspan="2" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">B Roads</td> <td data-bbox="815 799 927 842">B6280</td> <td data-bbox="927 799 1375 842">Yarm Road</td> </tr> <tr> <td data-bbox="651 1007 815 1198" rowspan="2" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">C Roads</td> <td data-bbox="815 1007 927 1050">C38a</td> <td data-bbox="927 1007 1375 1050">Neasham Road (Phase 3)</td> </tr> </tbody> </table>	A Roads	A68	West Auckland Road	A67	Coniscliffe Road (Phase 4)	A67	Piercebridge	Various	Retexturing	B Roads	B6280	Yarm Road	C Roads	C38a	Neasham Road (Phase 3)	<p>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:</p> <table border="1" data-bbox="1438 639 2190 1385"> <tbody> <tr> <td data-bbox="1438 639 1615 847" rowspan="2" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">A Roads</td> <td data-bbox="1615 639 1727 683">A67</td> <td data-bbox="1727 639 2190 683">Sadberge Road roundabout</td> </tr> <tr> <td data-bbox="1615 683 1727 726">A1150</td> <td data-bbox="1727 683 2190 726">Stockton Rd/Whinfield Rd Roundabout</td> </tr> <tr> <td data-bbox="1438 890 1615 1086" rowspan="2" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">B Roads</td> <td data-bbox="1615 890 1727 933">B6280</td> <td data-bbox="1727 890 2190 933">Carmel Road North</td> </tr> <tr> <td data-bbox="1438 1129 1615 1385" rowspan="2" style="background-color: #d9ead3; text-align: center; vertical-align: middle;">C Roads</td> <td data-bbox="1615 1129 1727 1173">C38</td> <td data-bbox="1727 1129 2190 1173">Neasham Road, Neasham</td> </tr> <tr> <td data-bbox="1615 1173 1727 1216">C88</td> <td data-bbox="1727 1173 2190 1216">Whessoe Road</td> </tr> </tbody> </table>	A Roads	A67	Sadberge Road roundabout	A1150	Stockton Rd/Whinfield Rd Roundabout	B Roads	B6280	Carmel Road North	C Roads	C38	Neasham Road, Neasham	C88	Whessoe Road
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Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26												
		<table border="1"> <tr> <td data-bbox="651 209 696 564" style="writing-mode: vertical-rl; transform: rotate(180deg);">Unclassified Roads</td> <td data-bbox="696 209 815 564">Unc</td> <td data-bbox="815 209 1375 564">Swaledale Road (Phase 2) Barmpton Lane West Auckland Road West Back Lane (Q4)</td> </tr> <tr> <td data-bbox="651 608 696 852" style="writing-mode: vertical-rl; transform: rotate(180deg);">Footways</td> <td data-bbox="696 608 815 852"></td> <td data-bbox="815 608 1375 852"></td> </tr> </table> <p data-bbox="629 900 1346 1123">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.</p>	Unclassified Roads	Unc	Swaledale Road (Phase 2) Barmpton Lane West Auckland Road West Back Lane (Q4)	Footways			<table border="1"> <tr> <td data-bbox="1435 248 1496 692" style="writing-mode: vertical-rl; transform: rotate(180deg);">Unclassified Roads</td> <td data-bbox="1496 248 1615 692">Unc</td> <td data-bbox="1615 248 2186 692">Allington Way Barnes Road (Phase 3) Crown Street/East Street/Quebec Street Darynton Close Green Tree Yard Mary Court Welbeck Avenue</td> </tr> <tr> <td data-bbox="1435 735 1496 979" style="writing-mode: vertical-rl; transform: rotate(180deg);">Footways</td> <td data-bbox="1496 735 1615 979"></td> <td data-bbox="1615 735 2186 979">Bates Avenue</td> </tr> </table> <p data-bbox="1420 1027 2145 1177">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.</p>	Unclassified Roads	Unc	Allington Way Barnes Road (Phase 3) Crown Street/East Street/Quebec Street Darynton Close Green Tree Yard Mary Court Welbeck Avenue	Footways		Bates Avenue
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Footways		Bates Avenue													

Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26	
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 and replaced when necessary and operate via solar power where possible.		
Active and sustainable transport				
Improvements to bus passenger and cycling facilities (town centre)	Improve	Bus stop audits have continued across the Borough to ensure repair and replacement is undertaken where necessary.	TVCA have procured an advertising shelter contract that will be used when considering future suitable sites for bus shelters with advertising.	
Dropped kerbs		A programme of dropped kerbs has been carried out throughout the year, as below:	Requests for dropped kerbs will be assessed against the available budget.	
		Location		Description of Work
		West Auckland Rd/Smithy Lane		3 no. drop crossings
		Waterside		1 no. drop kerb
		Sutton Close		1 no. dropped crossing
		Henry St		6 no. dropped crossings
		Judith St		2 no. dropped crossings
		Elton Parade		4 no. dropped crossings and 2 no. dropped kerbs
		Widdowfield St		4 no. dropped crossings
Brunswick St	3 no. dropped kerbs			

Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26
Public Rights of Way (PROW)		The PROW network was improved and maintained as needed with sign replacement/posts/stiles/duck boards and a new footbridge installation in Summerhouses.	The PROW network will be improved and maintained including the replacement of signs/posts/stiles/duck boards. In addition it is proposed to remove access control points to ensure the PROW network is accessible as far as possible and the Rights of Way Improvement Plan is to be updated.
Walking and cycling routes		<p><u>Stockton & Darlington Railway – Walking & Cycling Route</u> 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 & Darlington Railway (S&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 (ID21 & ID2) have been identified as a priority for implementation:</p> <p><u>Feasibility - ID21 – S&DR Mill Lane roundabout to Airport roundabout A67</u> The scheme continues to be developed so that a preferred achievable scheme can be delivered.</p> <p><u>Feasibility - ID2 – S&DR Connection to Durham boundary at Coatham Mundeville</u> The preferred route between the boundary with Durham County Council (DCC) has been identified and is likely to follow a parallel route to the A1 and tie into existing routes.</p>	<p><u>Delivery - ID21 – S&DR Mill Lane roundabout to Airport Roundabout A67</u> The scheme will be costed and constructed if within budget.</p> <p><u>Delivery - ID2 – S&DR Connection to Durham boundary at Coatham Mundeville</u> The scheme will be fully designed, costed and constructed if within budget.</p> <p><u>Delivery - Redmire Close Cycle Path</u> Following completion of design work, the scheme will be costed, and if within budget will move to construction.</p>



Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26
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 ongoing and will be presented to the Cabinet Member for next steps decision.</p>	<p>If a successful scheme is agreed, funding will be prioritised in a future financial year.</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>A well-developed scheme has been subject to consultation with Active Travel England (ATE) on the active travel elements, that has been an evolving process.</p> <p>The scheme is subject to a Business Case that is being developed by TVCA to justify the CRSTS funded element that will be subject of a Grant Funding Agreement</p> <p>267 Carmel Road North is now unoccupied, and demolition will be undertaken following the appropriate consents being received.</p>	<p>The schemes have been developed and have been subject to the review process of Active Travel England. Work continues to get all aspects to detailed design, fully costed and suitable for delivery.</p>

Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26
Speed Management and Road Safety programmes			
<p>School speed management and safety schemes</p>	<p>Manage</p>	<p><u>Safer Routes to Schools (SRTS)</u> Following consultation on a proposal for a 20mph scheme for St. Augustine’s RC Primary School, the scheme design has been updated and further consultation undertaken.</p> <p>Hurworth School safe route to school was implemented during the Summer of 2024 with final works to be planned once drainage designs are completed.</p> <p>A scheme has also been designed for the Federation of Abbey Schools (schemes on Abbey Road and Cleveland Terrace) and consultation took place in January 2024. TROs are currently being drafted.</p> <p>Longfield School SRTS scheme developed and consultation to be undertaken Q4 2024/25</p> <p>The feasibility has been carried out for a scheme for Mowden Junior/Infants (Fulthorpe/Barnes Road/Conyers Ave). Consultation to be undertaken during Q4 of 2024/25.</p> <p>Controlled crossing point on Stanhope Road North has been developed and will be consulted on, includes link through park that will require planning permission</p>	<p><u>Safer Routes to Schools (SRTS)</u></p> <p>St Augustine’s Primary School SRTS construction will be undertaken during Summer holidays 2025.</p> <p>Abbey Schools scheme implementation proposed for Easter and Summer holidays 2025.</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>Longfield School SRTS – work does not need to be completed during school holidays so will be programmed during 2025/26</p> <p>Mowden school will be revised if required following consultation and if budget and programme permits will be delivered in 2025/26.</p> <p>Education Village – Potential improvements to be developed for Salters Lane South/Kielder Drive</p> <p>Controlled crossing point on Stanhope Road will be implemented subject to consultation, planning consent, programme and if budget in the financial year permits.</p>


Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26
		<p><u>Vehicle Activated Signs (VAS)</u> 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>Improvements to St Aidan’s School – School Crossing Patrol site</p> <p>Improvements to St George’s School - School Crossing Patrol site</p> <p><u>Vehicle Activated Signs (VAS)</u> 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		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, a scheme is under development.	Additional budget has been identified to deliver the Eastbourne/Firthmoor scheme in 2025/26. 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).
Low Traffic Neighbourhoods (Active Neighbourhoods) and other solutions		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.	Undertake further research and feasibility of schemes, identifying potential benefits and consequences of LTNs and produce process to identify suitable locations.


Scheme Type	Manage/ Improve	Progress on delivery in 2024/25	Proposed delivery 2025/26
		<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> <p>The former Government published a review into LTN's, that is helping to inform a process that is under development.</p>	


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 ATF – Active Travel Fund LEVI – Local Electric Vehicle Infrastructure Fund <i>Checking if any other funding streams</i>		
All 	CRSTS	<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.
	CRSTS	<u>Transforming Town Centre Accessibility</u> A project to improve the Victoria Road entrance to Darlington Station including refurbishment of the portico, public realm area and bus stops is in development.
Bus 	BSIP	<u>Bus Service Improvements – supported bus services</u> TVCA received £1.5m of BSIP+ funding for 2023/24 and a further £1.5m for 2024/25, to support bus service improvements. In addition, in October 2023, TVCA received a further allocation of £3.851M of BSIP funding for 2024/25. In 2023, the bus network in Tees Valley was subject to commercial service cuts from July 2023 and subsequently TVCA and the Local Authorities carried out an extensive review of all changes and it was collectively agreed that 2023/24 BSIP+ funding would be used to mitigate the impact of these cuts. This funding has been used to secure the following services until March 2025: <ul style="list-style-type: none"> • Service 6/6A, Darlington & Stockton (Stagecoach) previously service 12 (Darlington), and part of service 17 (Stockton). • Services 17 & 18, Darlington (Arriva) previously part of services 3 & 3A. • Evening and Sunday services 3 & 4, Darlington (Arriva). Funding for 2025/26 has been announced with £7.278M allocated to TVCA. This sees an increase in provision. The Government has also retained a bus fare cap, increased to £3 from £2 until the end of

	<p>December 2025, whilst the Government considers further bus reform in the coming year.</p> <p>The funding for the young person’s fare offer, £1 per journey for under 22s is funded until June 2025.</p> <p>In addition, the current DBC contract for the operation of service 16 was retendered in August 2024, and the service is funded to the end of March 2025 in line with other supported bus service contracts funded through BSIP.</p> <p>TVCA are currently looking into the existing incentives and supported bus services and whether they should be procured beyond the current end dates indicated, along with other potential initiatives using the allocated BSIP funding, an announcement is expected shortly.</p>
<p>CRSTS</p>	<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>CRSTS</p>	<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><u>Darlington Western Connectivity – Town Centre to Faverdale</u></p> <ul style="list-style-type: none"> • Bondgate roundabout/Greenbank Road/Bondgate traffic signal improvements • Cockerton roundabout and Carmel Road/Woodland Road dual roundabouts <p><u>Darlington Eastern Connectivity – Town Centre to Morton Park onward to Teesside Airport</u></p> <ul style="list-style-type: none"> • Tornado Way/McMullen Road (Yarm Road to B6279) bus priority <p><u>Darlington Northern Connectivity – Town Centre to Harrowgate Hill</u></p> <ul style="list-style-type: none"> • Burtree Lane Junction • A1150/Thompson Street East roundabout. <p>Design work on the schemes is underway and at varying stages. Grant funding agreements in some cases need to be finalised.</p>

	ZEBRA2	<p><u>Tees Valley Zero Emission Bus Regional Area 2 (ZEBRA 2)</u> Zero emission buses are being invested in and will be arriving in the Tees Valley from February 2025 with a number proposed for operation in Darlington. We are awaiting confirmation from the DfT on the exact details.</p>
<p>Active Travel </p>	ATE funding	<p>The Active Travel Hub programme operates 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 is reviewing the existing delivery model and an update is expected shortly as the current contract expires at the end of March 2025.</p>
<p><u>Walking and Cycling Route Investment</u> The active travel elements of the ATF, CRSTS, LUF2, ATF funded corridors detailed below are part of the Local Cycling & 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>ATF</p> <p><u>Woodland Road - Phase 2 (ATF3) & (CRSTS)</u> 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 have received final sign off in December 2024. It is expected to be on site early in the new financial year 2025/26.</p> <p><u>Darlington Station, Victoria Road entrance (ATF4E) & (Town’s Deal)</u> In November 2023, TVCA submitted a bid to ATE, for active travel improvements to the Victoria Road entrance to Darlington rail station, which form part of wider improvements to the public realm.</p>		
<p>CRSTS</p> <p><u>West Auckland Road - Phase 3 (CRSTS)</u> 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> 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>		

	LUF2	<p><u>Connecting Northgate to the Town Centre</u></p> <p>WSP have undertaken a feasibility study to improve the connection between Northgate and the Town Centre, this proposal is currently out to consultation and will be delivered in the financial year 2025/26 to meet funding requirements.</p>
<p>Motorists</p> 	LEVI	<p><u>Electric Vehicle Infrastructure</u></p> <p>TVCA, in collaboration with the five Local Authorities, is delivering EV Charging Infrastructure, to achieve the EV related outcomes and actions set out in the STP. The project 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><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>
	TSOG	<p><u>Traffic Signal 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. The programme is managed by TVCA and Middlesbrough Council Traffic Signals and work will be complete by March 2026.</p> <p>TVCA are delivering a project to introduce advanced technology for traffic signals. The bid for funding was successful and the first phase has been implemented in Stockton which is currently being monitored. It is expected to roll out phase 2 in 2025/26 with Darlington sites being included in this phase.</p>
	CRSTS	<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. The first phase of the delivery programme includes:</p> <ul style="list-style-type: none"> (a) The upgrade of the UTMC system; (b) Expansion of traffic signal connectivity to enable further development of a Smart Region approach to traffic management; the Fusion system is being developed. (c) The repair, service and reinstatement of traffic counters to enable strategies for traffic management to be implemented; (d) Additional CCTV cameras linked back to control rooms; (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; (f) ANPR (Automatic Number Plate Recognition) cameras to provide

		<p>journey time data;</p> <p>(g) Diversion routes for unplanned events and;</p> <p>(h) VMS signs to support major events, roadworks, incidents, and road safety campaigns around the Tees Valley.</p>
<p>Rail</p> 	<p>CRSTS</p>	<p><u>Station Enhancements</u></p> <p>Access improvement work is proposed for stations across the Tees Valley including North Road Station. Feasibility is progressing with key stakeholders including Network Rail and the train operator Northern. The aim is to integrate the station more effectively with local transport and ultimately improving the passenger experience.</p>

Local Highway Authority Funding – Darlington Transport Capital Programme 2025/26

The annual allocation split is identified in TVCA's Constitution and the breakdown, received in 2021/22 (although there's no requirement to maintain the same spending profile):

Highway Maintenance	Integrated Transport Block (Darlington Transport Plan delivery)	TOTAL
£2,174,998	£892,986	£3,067,984

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

Allocation 25/26	£
Highways Maintenance	2,174,998
Less Fees (10%)	-217,450
Total	1,957,458

Integrated Transport Block - funding to manage and improve the highway network⁴

Darlington Transport Plan Objectives	Scheme	2024/25 (£k)	2025/26 (£k)
Network Management			
Maintain and effectively manage a resilient transport system.	Traffic monitoring	20	20
	Traffic counter replacement programme	10	10
Active and sustainable transport			
Reduce transport's impact on the environment and support health and wellbeing.	Improvements to bus passenger and cycling facilities (town centre)	50 – bus	10 – cycling
		20 - cycling	50 – PIP (Punctuality Improvement Partnership)
Connect people to job and training opportunities and link communities.	Dropped kerbs	50	50
	Public Rights of Way	15	60 (Stockton & Darlington Railway cycle links and Rights of Way Improvement Plan)
Support a revitalised and transformed Darlington town centre.	Walking and cycling routes	225	130

⁴ The integrated transport block represents a programme of transport improvements. Funding may be moved between elements as detailed design is completed.

manage a resilient transport system.	Car Club	0	0
	A68 Corridor Improvements	200	0
Speed Management and Road Safety programmes			
Improve safety for all road users	School speed management and safety schemes	140	330
	Low Traffic Neighbourhoods and other solutions	30	0
	Resident Parking Zone	0	50
	Area wide 20mph zones	0	50
	Subtotal	760	760
	Fees (15%)	133	133
	Total	893	893

Performance and monitoring information – 2023/24**1. Monitoring data for Public Transport, Traffic and Road Safety**

Public Transport	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
NHT Survey (reference PTB104) views of buses arriving on time	Not reported	Not reported	Not reported	42%	38%	41%
Concessionary Fares Patronage	2,167,240	628,055	1,094,852	1,262,825	1,373,451	Final data awaited
Rail Patronage (all stations combined)	2,507,812	575,088	2,147,338	2,336,372	2,472,920	Final data awaited

Road User Counts	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Peak period traffic counts	19,023	14,753	18,460	19,417	18,836	18,322*
24 hour traffic count (average)	125,017	94,007	117,811	120,815	121,286	122,601*
No of cycling trips	1,614	1,637	1,581	1,494	1767	1788*
No of walking trips in the town centre	111,042	48,958	83,124	Data not available	104,539	103, 798*

Notes for road user counts:

Peak period and 24 hour traffic counts are AM & PM combined flows

Cycle count data taken from 19 sites around the Borough.

Walking data taken from quarterly surveys from 12 sites around the ring road leading to the town centre.

**2024/25 data estimated based on counts throughout the year.*

Road Safety

Road Safety - Casualties (calendar year)		2019	2020	2021	2022	2023	2024
Number of Fatal or Seriously injured road user casualties (KSI)	Adult	44	27	36	43	38	43
	Child	5	2	5	4	0	2
	Total	49	29	41	47	38	45
Number of slightly injured road user casualties	Adult	151	97	105	72	81	95
	Child	15	14	8	17	12	16
	Total	166	111	113	89	93	111

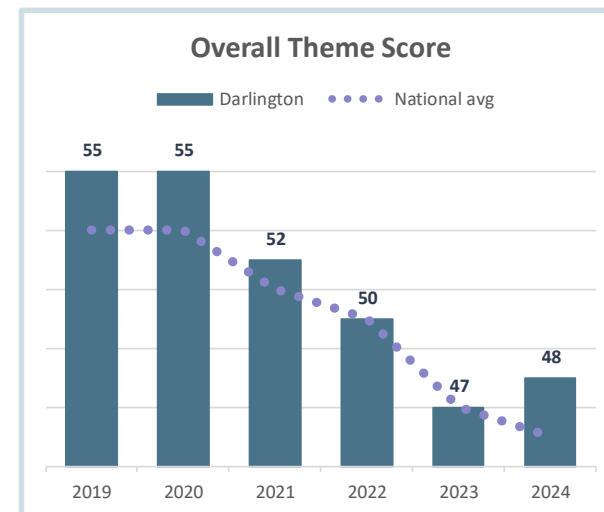
Road Safety - School Pedestrian Training (school year)	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
% of children taking part in pedestrian training from participating schools	52%	10%	47%	62%	49%	Available August 2025

Road Safety - School Cycling Training (financial year)	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
% of children taking part in cycle training (Year 5) from participating schools	25%	13%	29%	32%	34%	Available April 2025

2 – National Highways and Transport - Public Satisfaction Survey – 2024

Overall Summary

Theme	Actual Scores		Average Scores			Rank	
	2024	2023	TVCA	North East	National Average	TVCA Rank	NE Rank
Overall	48	47	48	47	46	2	3
Public Transport	48	44	50	50	51	3	5
Walking/Cycling	53	52	50	49	50	1	1
Tackling Congestion	44	44	45	44	42	3	5
Road Safety	55	54	53	52	50	1	1
Highway Maintenance	44	45	43	42	41	2	2
Accessibility	72	72	68	67	67	1	1
Communications	49	48	47	46	46	1	1



Key 2024 score greater than 2024 score less than 2024 score equal to

Highlights / Lowlights

HMQ13 - Provision of street-lights	86	HMQ11 - Number of potholes	12
PTQ108 - Provision of bus Stops	84	HMBI 30 - Speed of repair to damaged roads	22
WCQ130 - Provision of Pavements and pedestrian areas	84	HMBI 01 - Condition of road surfaces	23
10 out of 12 Accessibility indicators in the top 20	Average 75	CMQ107 - Informed about local air quality	24
PTBI 05 - How easy buses are to get on/off	70	HMBI 13 - Deals with Potholes and damaged roads	25
PTBI 12 - Raised kerbs at bus stops	69	HMBI 31 - Quality of repair to damaged roads	25
PTBI 10 - Personal safety on the bus	67	KBI 23 - Condition of highways	25
KBI 25 - Street lighting	66	CMQ106 - Informed about action to repair local roads	29
PTBI 09 - Helpfulness of drivers	66	CMQ120 - Informed about council actions on climate change	30
RSQ109 - Provision of speed controls	66	HMQ112 - Action to repair local roads	30




















































































Indicator Performance



















































































Total Indicators: 157

Above Average		Getting Better	
124	79%	109	69%

Below Average		Getting Worse	
33	21%	50	31%

Overall Key Indicators

	Actual Scores		Average Scores		
	2024	2023	TVCA	North East	National Average
Overall 					
01. Overall (Theme Score)	48	47 	48 	47 	46 
KBI 00 - Overall Satisfaction	43	44 	43 	42 	42 
KBI 01 - Importance vs Satisfaction (local)	51	49 	50 	49 	49 
KBI 02 - Importance vs Satisfaction (national)	51	49 	50 	49 	49 
Walking/Cycling 					
Overall Walking/Cycling	53	52 	50 	49 	50 
KBI 11 - Pavements & Footpaths (overall)	51	51 	46 	47 	49 
KBI 12 - Pavements & Footpaths (aspects)	51	52 	48 	48 	48 
KBI 13 - Cycle routes and facilities (overall)	54	52 	51 	50 	50 
KBI 14 - Cycle routes and facilities (aspects)	55	53 	50 	49 	49 
KBI 15 - Rights of way (overall)	57	54 	54 	53 	53 
KBI 16 - Rights of way (aspects)	51	50 	48 	48 	48 
Road Safety 					
Overall Road Safety	55	54 	53 	52 	50 
KBI 20 - Road safety locally	57	53 	54 	53 	50 
KBI 21 - Road safety environment	56	56 	55 	53 	52 
KBI 22 - Road safety education	53	54 	49 	48 	46 
Accessibility 					
Overall Accessibility	72	72 	68 	67 	67 
KBI 03 - Ease of Access (all)	76	75 	74 	72 	71 
KBI 04 - Ease of Access (disabilities)	66	69 	63 	61 	62 
KBI 05 - Ease of Access (no car)	74	72 	68 	68 	67 
ACQ125 - EV charging points	41	30 	41 	38 	38 

	Actual Scores		Average Scores		
	2024	2023	TVCA	North East	National Average
Public Transport 					
Overall Public Transport	48	44 	50 	50 	51 
KBI 06 - Local bus services (overall)	53	45 	53 	53 	55 
KBI 07 - Local bus services (aspects)	42	36 	48 	49 	49 
KBI 08 - Public transport information	32	25 	30 	31 	35 
KBI 09 - Taxi/mini cab services	56	51 	60 	60 	61 
KBI 10 - Community Transport	57	54 	56 	55 	54 
KQI 03 - Responsive transport	52	51 	53 	51 	52 
KQI 05 - Public transport information (aspects)	47	45 	47 	48 	50 
Tackling Congestion 					
Overall Tackling Congestion	44	44 	45 	44 	42 
KBI 17 - Traffic levels & congestion	45	43 	46 	45 	40 
KBI 18 - Management of roadworks	47	44 	47 	45 	43 
KBI 19 - Traffic management	36	39 	36 	39 	38 
KQI 04 - Traffic pollution	49	48 	49 	49 	45 
Highway Maintenance 					
Overall Highways Maintenance	44	45 	43 	42 	41 
KBI 23 - Condition of highways	25	28 	25 	24 	24 
KBI 24 - Highway maintenance	45	46 	42 	42 	41 
KBI 25 - Street lighting	66	62 	64 	62 	60 
KBI 26 - Highway enforcement/obstructions	40	43 	39 	38 	38 
Communications 					
Overall Communications	49	48 	47 	46 	46 
KQI 02 - Communication (aspects)	49	48 	47 	46 	46 