

**CABINET**  
**3 MARCH 2026**

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## **DARLINGTON TRANSPORT PLAN – DELIVERY REPORT 2026/27**

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

**Responsible Director – Dave Winstanley,  
Executive Director of Environment, Highways & Community 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 (DTP). It outlines delivery, performance and public satisfaction in 2025/26 and seeks approval for the 2026/27 programme, including the release of funding.

#### **Summary**

2. In 2022/23 the Darlington Transport Plan 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 2025/26 along with the proposed programme of schemes and indicative funding allocations for 2026/27 is detailed in **Appendix A**. 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**.
3. The Tees Valley region has secured significant funding from Government, including:
  - a. £310M funding for the City Region Sustainable Transport Settlement (CRSTS) programme for the period 2022 to 2027 and subsequently in June 2025 Government announced the Transport for City Regions (TCR) programme, for which TVCA's allocation is £978M over the five-year period from 2027 to 2032 and includes capital and revenue expenditure.
  - b. In November 2025, government announced additional capital funding for local highway maintenance for 2026/27, with £5.127M allocated to the Tees Valley. 50% of this funding will be subject to performance, with performance-based measures to be confirmed by Government in due course.
  - c. £14.129M Bus Service Improvement Plan (BSIP) funding from 2023 to 2025/26 and £25.988M Local Authority Bus Grant (LABG) from 2026/27 to 2028/29 as part of the National Bus Strategy, to make public transport more attractive, convenient and

accessible.

- d. £4.187M Active Travel Capability Fund (ATCF) funding from 2026/27 to 2029/30, which supports Local Transport Authority's (LTA's) with the development and construction of walking and cycling infrastructure, with revenue funding to support network planning and early scheme design plus community engagement and training activities.
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 C**.

## Recommendations

5. It is recommended that:

- (a) Members note the progress in delivery of the Darlington Transport Plan and agree to release £4,016,992 as outlined to deliver the 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:
  - (i) agree and release funding for a programme of additional highway maintenance schemes funded from the new allocation of highway maintenance funding.
  - (ii) explore opportunities to reprofile highway capital and revenue funding allocation, both in year and from future years (where terms allow) to make most efficient use of resources and vary the delivery programme in year if required.
  - (iii) agree bidding if required on external funding opportunities, and release funding from successful bids or Government grants. This includes:
    - a) The Bus Service Improvement Plan (BSIP) and Local Authority Bus Grant (LABG).
    - b) Schemes as detailed in the City Region Sustainable Transport Settlement (CRSTS) Delivery Plan.
    - c) Transport for City Regions (TCR).
    - d) Active Travel Capability Fund (ATCF) – capital and revenue funding.
    - e) Local Electric Vehicle Infrastructure (LEVI) funding.
    - f) Traffic Signal Obsolescence Grant (TSOG).
    - g) Any other relevant funding which is made available in 26/27.

- (c) Members note the performance data relating to transport services, detailed in **Appendix C**.

## 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.

Gill Hutchinson: Extension 6492

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</p>

	<p>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	<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>
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 announced plans for an Integrated National Transport Strategy (INTS) in November 2024, which aims to put people first, by creating a seamlessly integrated transport network across England. The single national vision aims to empower local leaders to deliver integrated transport solutions that meet the needs of their local communities. The INTS, which is currently being developed, but expected in late 2025 will set the high-level direction for how transport should be designed, built and operated over the next 10 years. Updated Local Transport Plan guidance is expected to follow<sup>1</sup>, aligned to the INTS.
8. In June 2025 as part of the 2025 Spending Review, Government announced the Transport for City Regions (TCR) programme, which confirmed funding of £15.6bn for the nine mayoral authorities as part of multi-year settlement to improve local transport networks. TVCA's allocation is £978M over the five-year period from 2027 to 2032 and includes capital and revenue expenditure. The funding is an expansion of the current City Region Sustainable Transport Settlements (CRSTS) programme.
9. The UK's electric vehicle (EV) policy to phase out petrol and diesel cars by 2035 is central to achieving the Net Zero 2050 target, given that transport is the largest source of UK emissions. To date, Government have invested £200M in charging infrastructure, aiming for 300,000 public chargers by 2030. At the end of November 2025, there were 87,168 EV charge points<sup>2</sup> across the UK, which is an 18% increase from November 2024.
10. Government announced the introduction of electric Vehicle Excise Duty (eVED) as part of the Autumn budget; a new mileage charge for electric and plug in hybrid cars, which will take effect from April 2028 and equates to half the fuel duty rate paid by the average petrol/diesel driver, with a reduced rate for plug-in hybrid drivers. A consultation launched in November 2025 setting out further details on how eVED will work and seeking views on its design and implementation.
11. The Bus Services Act became law in October 2025, which aims to transform bus services in England, affording Local Transport Authorities (LTA's) greater control over bus networks and putting measures in place to protect socially necessary routes. Bus operators will also be required to ensure that their staff undertake mandatory training on how to handle anti-social behaviour, with a special emphasis on safety for women and girls and disability access. In addition, in December 2025, multi-year funding allocations were announced under the Local Authority Bus Grant (LABG), affording flexibility to meet local needs, with TVCA allocated £25.988M in revenue funding for the three-year period from 2026 to 2029 (£8.663M per year).

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<sup>1</sup> [committees.parliament.uk/oralevidence/15763/pdf/](https://committees.parliament.uk/oralevidence/15763/pdf/)

<sup>2</sup> [EV charging statistics 2025 - Zapmap](#)

12. England's bus fare cap for single bus journeys outside of London, which was originally introduced in January 2023, increased from £2 to £3 in October 2024, and was recently extended through to March 2027. Participation in the scheme is voluntary for bus operators, and LTA's can add local enhancements.
13. In December 2025, Government announced £626M in funding through the Active Travel Capability Fund (ATCF) which replaces the previous Consolidated Active Travel Fund (ATF) made available in 2025/26. TVCA have been allocated £4.187M over the four-year period from 2026/27 to 2029/30, with 19% allocated to revenue and 81% to capital expenditure.
14. Following The Passenger Railway Services (Public Ownership) Act 2024, which makes provision for rail services to be operated under public ownership and control, instead of through franchises, Government have introduced the Railways Bill to establish Great British Railways (GBR), a new, publicly owned company to oversee the management of track and train. GBR is aimed at prioritising passengers and their experience, and plans include simplifying fares and ticketing of separate train companies into a single platform. As part of improving the passenger experience, a freeze on regulated train fares which include season, peak and off-peak return tickets to March 2027 was announced in the Autumn budget.
15. In November 2025, Government announced £7.3bn of capital funding for local highway maintenance between 2026/27 and 2029/30 to maintain and improve roads across the country. This funding is in addition to the baseline highway authority funding provided through CRSTS in the Tees Valley and a percentage of the four-year funding will be designated as incentive funding, subject to local highway authorities demonstrating that they comply with best practice in highway maintenance.

## Regional and Local Context

16. TVCA is the 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".
17. 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.
18. The Council receives additional specific funding allocations to deliver specific schemes within the Borough that contribute towards our transport strategies and the Tees Valley STP. 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, as detailed in **Appendix B**.
19. TVCA as LTA are responsible for the provision of supported bus services, and currently provide several services which operate in Darlington, including the Tees Flex on-demand bus service. Supported bus service contracts are in place until end July 2026 and the contract for Tees Flex with Stagecoach is funded until the end of March 2026. Services are currently

being evaluated, and future operation will be subject to the decision on 2026/27 BSIP funding allocation. TVCA also uses BSIP funding to enhance the national bus fare cap, by funding the Under 22 concessionary fares scheme that allows those under 22 to travel for £1 for a single journey or £3 for unlimited travel on bus services across Tees Valley and into the North East Combined Authority area.

20. 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. Darlington's Electric Vehicle Charging Policy became operational in February 2025, adopting an approach to provide public charging facilities for EV charging. The policy will be reviewed in 2026 to assess its impact, take account of changes in national policy and guidance and to learn from best practice elsewhere. A project for the roll out of charging points in Council owned car parks is complete, with 58 charge points installed and TVCA will be issuing a tender specification in early 2026, for a charge point operator to deliver and operate on-street charge points across the Tees Valley area.
21. Major development work at Darlington Station is progressing. The project is being delivered by TVCA in partnership with Network Rail, LNER and Darlington Borough Council with work due to be completed in Spring 2026.

### **Progress on Delivery in 2025/26**









22. 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 2026/27**

23. 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 2026/27 along with an indicative funding allocation for the programme. 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.
  - (e) Maintain and effectively manage a resilient transport system.

Performance and Public Satisfaction

24. Transport monitoring information is collated and analysed from a variety of sources, including active travel counters and surveys and commercially sensitive bus punctuality and patronage data, to demonstrate how well used our active travel corridors are and how the bus network in Darlington is performing. In addition to this, each year Darlington takes part in the National Highways and Transport Network Public Satisfaction (NHT) Survey, which collects public perspectives on, and satisfaction with, highway and transport services in local authority areas. The NHT survey and overall key indicators are shown at **Appendix C**.
25. Darlington generally performs in line with other participating Tees Valley authorities, the North-East region (thirteen authorities), and the national average. Darlington Council demonstrates strength in the areas of walking and cycling, road safety, and communications. While there has been a marginal decline across all categories in 2025 compared to 2024, the overall average performance has remained consistent.

Theme		Actual Scores		Average Scores			Rank	
		2025	2024	TVCA	North East	National Average	TVCA Rank	NE Rank
	Overall	48	48 ↔	48 ↔	48 ↔	48 ↔	3	8
	Public Transport	46	48 ↓	48 ↓	50 ↓	52 ↓	4	11
	Walking/Cycling	51	53 ↓	49 ↑	50 ↑	51 ↔	1	4
	Tackling Congestion	42	44 ↓	43 ↓	44 ↓	42 ↔	4	9
	Road Safety	52	55 ↓	50 ↑	51 ↑	50 ↑	1	3
	Highway Maintenance	43	44 ↓	43 ↔	44 ↓	43 ↔	3	8
	Accessibility	66	72 ↓	67 ↓	67 ↓	67 ↓	3	7
	Communications	47	49 ↓	45 ↑	45 ↑	46 ↑	1	2

26. Satisfaction with the provision of bus stops remains high at 84%, with raised kerbs and the number of bus stops both achieving 64%. In contrast, satisfaction with public transport information is notably low at 26%, which is likely attributable to the discontinuation of printed timetable booklets by bus operators. Regarding local bus services, most of which are operated on a commercial basis, satisfaction has declined from 48% in 2024 to 46% in 2025, which falls below the national average of 52%.
27. Public perception of the highway’s condition has declined by 1% compared to the previous year, though this still aligns with the national average. We remain committed to prioritising the maintenance of the highway network, a strategy supported by the additional highway maintenance funding allocated by Government for 2026/27 and beyond.



## Financial Implications

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. 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.
30. TVCA has allocated £4.017M to Darlington Borough Council in 2026/27 from CRSTS local highway authority funding, as set out in the table below. This funding enables local highway authorities to carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highway network. CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block. This multi-year settlement introduced an ability for funding to be reprofiled within the CRSTS period to suit maintenance needs of the individual highway authorities.

CRSTS local highway authority funding <sup>3</sup>			
Highways Maintenance		Integrated Transport Block (Darlington Transport Delivery Plan)	Total
Baseline CRSTS	Additional Highway Maintenance Funding		
£2.175M	£949K	£893K	£4.017M

31. The funding plan for proposed schemes is outlined at **Appendix A**. Design fees for the capital programme are delivered almost entirely by Darlington Borough Council staff and a proportion of the scheme costs include staff time for design and project management.

## Legal Implications

32. 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.
33. 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 Councils policy framework in November 2022, the Darlington 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.

<sup>3</sup> 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).

## **Consultation**

34. 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**

35. Responses to individual consultations are used to propose final scheme designs.
36. The Darlington Transport Plan Delivery Plan 2026/27 was presented at the Communities and Local Services Scrutiny Committee on 15 January 2026.

**APPENDIX A****Delivery of Darlington Transport Capital Programme schemes in 2025/26 and proposed delivery in 2026/27****CRSTS local highway authority funding****Highways Maintenance** - funding to maintain the highway network including structures and street lighting**Progress on delivery in 2025/26**

A programme of highway maintenance schemes were delivered, as below:

<b>A Roads</b>	A67 A1150	Sadberge Road roundabout Stockton Rd/Whinfield Rd Roundabout
<b>B Roads</b>	B6280	Carmel Road North
<b>C Roads</b>	C38 C88	Neasham Road, Neasham Whessoe Road
<b>Unclassified</b>	Unc	Allington Way Barnes Road (Phase 3) Darynton Close Green Tree Yard Mary Court Welbeck Avenue Milbank Road
<b>Footways</b>		Bates Avenue

**Proposed delivery 2026/27**

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:

<b>A Roads</b>	A68  A67 A167	West Auckland Road, Burtree West Auckland Road St Augustines Way Bondgate  Gainford Road North Road
<b>B Roads</b>	B6279	Freeman Place/Haughton Road
<b>C Roads</b>	C180 C182	Parkside (Phase 2) Thompson Street East (Phase 2)
<b>Unclassified</b>	Unc	Blind Lane, Summerhouse Deneside Road Eggleson View North Road West Back Lane
<b>Footways</b>		Awaiting survey data

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.
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**Funding Allocation 2026/27:**

CRSTS local highway authority funding	Amount (£m)	Scheme Delivery
Baseline funding	£2.175	Schemes as outlined in the table above.
Additional highway maintenance funding	£0.949	Schemes being developed further to funding announcement.
<b>TOTAL</b>	<b>£3.124</b>	

**CRSTS local highway authority funding**  
**Darlington Transport Plan delivery** - funding to manage and improve the highway network

**Network Management**

Scheme	Progress on delivery in 2025/26	2026/27	
		Proposed delivery	Indicative funding allocation (£k)
<b>Traffic monitoring and counter-replacement programme</b>	Traffic and active travel-related monitoring surveys and cordon counts are carried out across Darlington. Traffic counter sites across Darlington are maintained and replaced when necessary and operate via solar power where possible.		20
<b>Residents Parking Zones (RPZ's)</b>	<p>The Darlington Parking Strategy 2022 to 2030 identified the need for a review of the current RPZ scheme. A widescale public consultation has been undertaken during Autumn 2025, with an excellent response from 1373 members of the public that are both residents within an existing zone and those who do not live within an existing zone. Analysis is underway and the results will be presented to the Communities and Local Services Scrutiny Committee in mid-January 2026.</p> <p>The revised policy is expected to be drafted in Spring 2026 for approval by Members. After formal adoption we will begin the process of making any agreed changes to existing RPZ's and consider requests for new zones. This is likely to take 2-3 years to implement, and the funding is required to make changes to legal orders and signing and lining within roads where required.</p>		80

Active and sustainable transport			
Scheme	Progress on delivery in 2025/26	2026/27	
		Proposed delivery	Indicative funding allocation (£k)
<b>Improvements to bus passenger and cycling facilities (town centre)</b>	TVCA have procured an advertising shelter contract that will be used when considering suitable future sites for bus shelters with advertising.	Improvements to bus passenger facilities and small-scale bus punctuality improvement schemes identified through Darlington PIP.	50
	Bus stop audits have continued across the Borough to ensure repair and replacement is undertaken where necessary.	Feasibility study into Town Centre wayfinding and info points.	0 (no funding required for feasibility)
	Phase 1 of town centre cycle parking improvements was delivered, which included the removal and replacement of existing stands for Sheffield stands with the incorporation of DDA compliant features, improved maintenance, and the incorporation of cycle.	Cycle parking will be introduced on Duke Street and Skinnergate as a continuation of Phase 1.	0 (funding from 2025/26)

		2026/27									
Scheme	Progress on delivery in 2025/26	Proposed delivery	Indicative funding allocation (£k)								
Dropped kerbs	<p>A programme of dropped kerbs has been carried out throughout the year, in the following locations:</p> <table><tr><td>Location</td></tr><tr><td>Eastbourne Road</td></tr><tr><td>Middleton One Row</td></tr><tr><td>School Aycliffe</td></tr><tr><td>Neasham</td></tr><tr><td>Huworth, Croft Road</td></tr><tr><td>Victoria Road – Bedding Centre</td></tr><tr><td>Shakespeare Road</td></tr></table>	Location	Eastbourne Road	Middleton One Row	School Aycliffe	Neasham	Huworth, Croft Road	Victoria Road – Bedding Centre	Shakespeare Road	<p>A bid is being developed for funding from the Pride in Place programme to improve access to services for people with disabilities. The bid, if successful, will be for 10 years of funding and will be in addition to existing and future DTP and TCR funding. A programme of dropped kerbs will be developed to prioritise routes to key destinations and services.</p>	100
Location											
Eastbourne Road											
Middleton One Row											
School Aycliffe											
Neasham											
Huworth, Croft Road											
Victoria Road – Bedding Centre											
Shakespeare Road											
Public Rights of Way (PROW)	<p>The Public Rights of Way (PROW) network was improved and maintained as needed including:</p> <ul style="list-style-type: none"><li>• Replacement of 25 PROW signposts across the Borough,</li><li>• Surface repair works at High Coniscliffe and Low Dinsdale (Teesdale Way),</li><li>• Four stretches of bridleway surface repairs around Darlington and Coatham Munderville,</li><li>• Several stile repair works.</li></ul>	<p>Darlington’s PROW network covers a wide variety of landscapes, some paths are surfaced, and many are tracks across countryside that are owned by farmers and landowners. There are 216 miles (346 kilometres) of rights of way in the Borough. This network will be improved and maintained including the replacement of signs/posts/stiles/duck boards.</p> <p>Under the Countryside and Rights of Way Act 2000 the Council is required to implement a Rights of Way Improvement Plan every 10 years and Darlington’s plan will be updated. This will include stakeholder engagement and wider public</p>	50								

		consultation to inform the updated plan and associated action plan.	
<b>Walking and cycling routes</b>	<p><u>Stockton &amp; Darlington (S&amp;DR) Railway – Walking &amp; Cycling Routes</u></p> <p><u>Delivery - S&amp;DR Mill Lane roundabout to Airport Roundabout A67</u></p> <p>The scheme is fully designed but the scheme has been delayed, and costs have increased significantly due to environmental and technical reasons. The funding package will be reconsidered and additional funding sought if there is a shortfall.</p> <p><u>Delivery - S&amp;DR Connection to Durham boundary at Coatham Mundeville</u></p> <p>Two alternative routes have been considered but are not deliverable due to landowner and flooding issues. The scheme budget may now be used for ID21 above.</p> <p><u>Delivery - Redmire Close Cycle Path</u></p> <p>Design work is nearing completion though the scheme has been delayed because of environmental considerations such as biodiversity net gain and the impact on the River Skerne. This will be likely to have a financial impact on the budget which will be reviewed.</p>	<p>A full audit of the cycle route network will be carried out by staff. This will assess the suitability of existing routes and will document issues such as access control points, lighting, quality of surface, signage etc. The audit will result in a list of priority actions or routes that will be improved. This may lead to bids for TVCA TCR funding and will also inform DTP funding decisions in future years as well as identifying improvements that could be funded by developer contributions.</p> <p>The existing S&amp;DR schemes identified opposite will need to be reviewed due to buildability and affordability issues, once the full biodiversity net gains costs are known.</p>	130
<b>Car Club</b>	<p>A feasibility study into the operation of a car club in Darlington was undertaken, which explored various delivery and operating models and the success of clubs in operation elsewhere in England. It was decided not to progress to delivery, due to limited evidence that a scheme would be well used, and high cost of its introduction.</p>	<p>Continue to monitor evidence and work with TVCA to explore the feasibility of Mobility Hubs, which may include a car club.</p>	0



<p><b>A68 Corridor Improvements (Cockerton Roundabouts)</b></p>	<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 Cockerton roundabout scheme is subject to a Business Case that is being developed by TVCA to justify the CRSTS funded element that will require a Grant Funding Agreement.</p> <p><u>Woodland Road and Staindrop Road roundabouts</u> In preparation for these improvements, a request for planning permission has been submitted to clear the area at the Woodland Road roundabout, which includes the demolition of 267 Carmel Road North.</p>	<p><u>Cockerton roundabout</u> A detailed design for the scheme will be finalised.</p> <p><u>Woodland Road and Staindrop Road roundabouts</u> To improve these roundabouts, a funding package is being put together, including contributions from developers. Subject to planning permission being granted, enabling works at Woodland Road roundabout will commence in Spring 2026, including the demolition of 267 Carmel Road North.</p>	<p>0</p>
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**CRSTS local highway authority funding**  
**Darlington Transport Plan delivery** - funding to manage and improve the highway network

**Speed Management and Road Safety programmes**

Scheme	Progress on delivery in 2025/26	2026/27	
		Proposed delivery	Indicative funding allocation (£k)
<b>School speed management and safety schemes</b>	<p><u>Safer Routes to Schools (SRTS)</u></p> <p><u>Schemes completed:</u></p> <p>Abbey Schools scheme substantially completed during school summer holidays in 2025.</p> <p><u>Schemes in design stage:</u></p> <ul style="list-style-type: none"> <li>• <u>St Augustine's Primary School</u></li> </ul> <p>This scheme has been the subject of two public consultations which raised a range of views, and we have adjusted the design accordingly. A revised proposal with a one-way system and traffic calming on Beechwood Avenue, plus a signed 20mph zone on Oakdene Avenue and South End Avenue is currently being drawn up with a view to delivery in summer 2026.</p>	<p><u>It is intended that the following schemes will be constructed:</u></p> <p>School speed management schemes:</p> <ul style="list-style-type: none"> <li>• St Augustine's Primary School</li> <li>• St Bede's RC Primary School</li> <li>• Longfield School</li> <li>• Mowden Primary School</li> <li>• Education Village</li> </ul> <p>Abbey Road raised table due to be installed in Easter holidays 2026 and bus shelter to be relocated.</p> <p>SCP replacement sites:</p> <ul style="list-style-type: none"> <li>• Reid Street Primary School</li> <li>• St George's School (MSG)</li> <li>• Hurworth Primary School (Hurworth)</li> </ul>	260





	<ul style="list-style-type: none"><li>• <u>St. Bede's RC Primary School (Thompson Street East)</u> A scheme design has been finalised, following consultation and will be constructed around the Easter holidays in 2026, in conjunction with a planned highways resurfacing scheme.</li><li>• <u>Longfield School</u> Consultation complete and subject to a few minor amendments the scheme will be programmed for 2026/27.</li><li>• <u>Mowden Primary School</u> A proposed scheme is being designed and will be consulted on in early 2026. Delivery in 2026/27 will be dependent on consultation and availability of construction staff.</li><li>• <u>Education Village</u> An outline scheme has been designed for a potential signal-controlled crossing on Salters Lane South near to Kielder Drive. The scheme will be dependent on priority budget setting.</li></ul> <p><u>School Crossing Patrol (SCP) replacement sites:</u> There has been difficulty in the recruitment of School Crossing Patrol officers, and a number of sites have been vacant for an extended period. In the interest of safety, it's considered that we need either a signal controlled or zebra crossing at the following sites:</p> <ul style="list-style-type: none"><li>• Reid Street Primary School</li></ul>	<p>The above schemes will be delivered as part of the overall school speed management and safety scheme programme. Where possible they will be constructed during school holidays, but some work will be required outside of holidays due to the number of schemes that need to be delivered.</p> <p><u>Stanhope Road North</u> Subject to the outcome of consultation and planning approval for the path in Stanhope Park, the scheme will be delivered in Summer 2026.</p>	
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	<ul style="list-style-type: none"><li>• St George’s School (MSG)</li><li>• Hurworth Primary School (Hurworth)</li></ul> <p><u>Stanhope Road North</u> The need for a controlled crossing point on Stanhope Road North was identified as part of the QE College’s planning application for site expansion. An outline design is complete and we have consulted on this and an engagement report will be produced.</p>							
<b>Area wide 20mph zones</b>	A number of options have been developed for the Firthmoor/Eastbourne 20pmh zone. These include consolidating the existing traffic calmed areas, as well as options to extend the areas, so that all roads within the area are subject to the 20mph speed limit.	The Firthmoor/Eastbourne scheme will be delivered in 2026/27.	40					
<b>Vehicle Activated Signs (VAS)</b>	<p>Tranche 2 was completed as below:</p> <table><tr><td>Carmel Road North</td></tr><tr><td>2x Coniscliffe Road</td></tr><tr><td>West of Carmel Road</td></tr><tr><td>A1150 Whinfield Road</td></tr><tr><td>A1150 Stockton Rd (Great Burdon) – damaged sign replacement.</td></tr></table>	Carmel Road North	2x Coniscliffe Road	West of Carmel Road	A1150 Whinfield Road	A1150 Stockton Rd (Great Burdon) – damaged sign replacement.	We will continue to prioritise requests for sites.	0
Carmel Road North								
2x Coniscliffe Road								
West of Carmel Road								
A1150 Whinfield Road								
A1150 Stockton Rd (Great Burdon) – damaged sign replacement.								

Village Gateways	Village gateways are substantially complete, except for the eastern gateway into Hurworth.	Hurworth will be constructed in 2026/27 and we will look at the feasibility of an additional gateway at High Coniscliffe utilising existing budget that remains from 2025/26.	
Plan for enhancing walking and cycling in residential areas	The plan for enhancing walking and cycling in residential areas is currently under development and should be available for review in the Spring of 2026. Should the plan be endorsed it is expected that it will consider how more active travel mode trips can be encouraged in residential areas.		30
Funding Allocation 2026/27:			
CRSTS local highway authority funding		Amount (£m)	Scheme Delivery
Baseline funding		£0.893	Schemes as outlined in the table above.
The integrated transport block represents a programme of transport improvements. Funding may be moved between elements as detailed design is completed.			

**APPENDIX B**  
**Projects and Programmes Delivered in Partnership with TVCA**


Funding for the schemes below is allocated separately through TVCA governance.

Mode	Funding	Progress Update
CRSTS – City Regional Sustainable Transport Settlements (2022 – 2027) TCR – Transport for City Regions (2027 – 2032) BSIP – Bus Service Improvement Plan ZEBRA - Zero Emission Bus Regional Area ATF – Active Travel Fund LEVI – Local Electric Vehicle Infrastructure Fund TSOG – Traffic Signals Obsolescence Grant		
<div>All</div> <div>   </div>	<div>CRSTS</div>	<div><u>Tees Valley Digital Delivery Plan</u> The Digital Delivery Plan covers both CRSTS and TCR funding windows. Progress on various elements of the plan is set out as below:</div> <div><u>Digital Twin – Bus Reliability</u> TVCA delivered Phase 1 of the Digital Twin between January 2024 and July 2025, focused on improving bus reliability through real-time simulation and intelligent corridor management. The Digital Twin applies live data to test and deploy targeted signal strategies automatically, easing congestion and helping buses stay on schedule, making public transport a more reliable and attractive travel option for residents.</div> <div>The project has now been successfully completed, with Middlesbrough Council’s UTMC team overseeing day-to-day management.</div> <div><u>FUSION – Next Generation Adaptive Control</u> FUSION optimises traffic flow through advanced computation and real-time data. Integrating multiple transport modes, cars, buses, cyclists, and pedestrians, it enhances network efficiency, reduces congestion, improves journey times, and lowers environmental impact. Built on a robust cloud infrastructure, FUSION provides high availability,</div>


		<p>seamless updates, and policy-driven control for smarter, more efficient traffic management.</p> <p>Launched in July 2024 and scheduled for completion in the first quarter of 2026, the project is being delivered in five batches, covering 197 nodes across 57 sites.</p> <p><u>Real Time Passenger Information (RTPI)</u></p> <p>The RTPI project aims to improve the accuracy and reliability of live bus arrival updates across the Tees Valley, providing 101 real time screens. Currently, arrival times are predicted and shown on electronic displays at bus stops and the TVCA website. However, many of these displays, some dating back to 2003, rely on outdated technology that lacks the durability and clarity of modern alternatives.</p> <p>Tees Valley will continue to use Service Interface for Real-Time Information (SIRI) feeds to ensure consistent real-time data. This project has replaced old displays with modern, high-quality units. This upgrade has improved the reliability of information provided to passengers and aims to build greater trust and confidence in local bus services.</p> <p><u>CASTLE Project – Autonomous Vehicle Trials</u></p> <p>The ‘CASTLE’ (Connected Autonomous Strategic Teesside Logistics Ecosystem) pilot project is the first stage in the development of a Tees Valley CAM (Connected and Automated Mobility) based growth innovation ecosystem to support both logistics and personal transfer.</p> <p>The pilot funded by CRSTS will deliver a foundation of knowledge, innovation and technology that will grow to support skilled jobs around a CAM Technology cluster at Teesside International Airport (TIA), that can be built upon to further the adoption of CAM and SMART technology growth within the region.</p>
<p><b>Bus</b></p> 	<b>BSIP</b>	<p><u>Bus Service Improvements – supported bus services</u></p> <p>TVCA received £1.5m of BSIP+ funding for 2023/24 to support bus service improvements, a further £1.5m for 2024/25, in addition, in October 2023, TVCA received a further allocation of £3.851m of BSIP funding for 2024/25. The DfT announced that in 2025/26 £7.278m would be allocated to TVCA.</p> <p>Within Darlington, BSIP funding is used to support:</p> <ul style="list-style-type: none"> <li>- Service 6/6A, Hurworth – Darlington – Middleton St. George – Yarm – Stockton (operated by Stagecoach)</li> <li>- Service 16, Darlington – Mowden (Arriva)</li> </ul>


		<ul style="list-style-type: none"> <li>- Services 17, Darlington – Mowden via Hummersknot (Arriva)</li> <li>- Service 18, Darlington – Albert Hill – Harrogate Hill (Arriva)</li> <li>- Evening and Sunday services 3 &amp; 4, Darlington (Arriva).</li> </ul> <p>Darlington Borough Council funds an enhanced Sunday daytime and evening service on the 6/6A using S106 funds which provides Hurworth and MSG with a comprehensive and regular bus service 7 days a week.</p> <p>The above services are currently funded to July 2026. A review of the network is underway; however, the implementation of the review’s findings is conditional on the BSIP settlement for 2026/27 and priority setting.</p> <p><u>Bus fare support</u></p> <p>TVCA also uses BSIP to fund the Under 22 concessionary fares scheme that allows those under 22 to travel for £1 for a single journey or £3 for unlimited travel on bus services across Tees Valley and into the North East Combined Authority area. Subject to the BSIP settlement it is anticipated that this scheme will continue until March 2027.</p> <p><u>TeesFlex</u></p> <p>In December 2025, TVCA Cabinet considered a number of options for the Demand Responsive TeesFlex service and made the decision to cease operation of the service with effect from end March 2026 and replace the service with two fixed routes.</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. Under the terms of the new contract, CCUK have committed to refurbishing the current stock of shelters linked to the contract and replacing any shelters that are life expired.</p> <p><u>Non-advertising bus shelters</u></p> <p>TVCA are hoping to introduce a Tees Valley contract for the supply and installation of non-advertising bus shelters, this would ensure consistency of shelter design across the area.</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 and work has been progressing on finalising the list of schemes, which are set out as below:</p> <p><u>Darlington Western Connectivity – Town Centre to Faverdale</u></p> <ul style="list-style-type: none"> <li>• Greenbank Road/Portland Place junction improvements</li> <li>• Cockerton roundabout improvements</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>• Tornado Way/McMullen Road (Yarm Road to B6279) bus priority</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> </ul> <p>Design work on the schemes is underway and at varying stages.</p>
	<b>ZEBRA2</b>	<p><u>Tees Valley Zero Emission Bus Regional Area 2 (ZEBRA 2)</u></p> <p>Zero emission buses (ZEBs) continue to be invested in and began arriving in the Tees Valley in February 2025.</p> <p>21 single decker ZEBs are expected to be in general service in Darlington by Summer 2026 and will be used predominantly on town services 2/2A, 3, 4, 10, and 13A/13B.</p> <p>To accompany this, 11 electric chargers will be installed at Arriva’s Darlington depot in Faverdale.</p>
<b>Active Travel</b> 	<b>ATE funding</b>	<p>The Active Travel Hub programme operates in Darlington and across the Tees Valley, with an 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>The current contract delivered through the Walk Wheel Cycle Trust (formerly Sustrans) is funded until March 2026. A decision is to be made on the continuation of the Hubs beyond this date.</p>

	<p><u>Walking and Cycling Route Investment</u></p> <p>The active travel elements of the ATF, CRSTS and LUF2 funded corridors detailed below are part of the Tees Valley 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>The Tees Valley LCWIP is currently being updated, aiming to strategically identify improvements for cycling and walking, considering new funding opportunities (TCR) and new cycle infrastructure design guidance (LTN1/20), focused on high forecasted cycle flows to meet the greatest demand.</p>
<p><b>ATF</b></p>	<p><u>Woodland Road - Phase 2 (ATF)</u></p> <p>Woodland Road (Hollyhurst Road junction) – Denes (Tennis Court)</p> <p>Consultation on a proposed design has been carried out, and following feedback from ATE, DBC received final ATE sign off in December 2024. Traffic Regulation Orders (TRO) advertising is complete, with no objections received and it is expected that works will commence in early 2026, subject to a Grant Funding Agreement being in place.</p> <p><u>Darlington Station, Victoria Road entrance (ATF4E) &amp; (Town's Deal)</u></p> <p>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>Demolition work is now complete with the underpinning works to be complete in December 2025. Once detailed designs are approved, it is anticipated that works will start in early 2026.</p>
<p><b>CRSTS</b></p>	<p><u>West Auckland Road - Phase 3</u></p> <p>A68 Cockerton - Brinkburn Road (including Deneside Road link)</p> <p>A design for a walking/cycling route has been separated from the overall Cockerton roundabout improvement works and will be delivered as Phase 3 of the overall town centre to Faverdale/West Park route. The scheme design has been reviewed by ATE who provided feedback on various elements and consequently a proposal for traffic signals at Brinkburn Road was consulted on in November 2025.</p>

		<p><u>Yarm Road</u> Yarm Road to Teesside Airport</p> <p>WSP, on behalf of TVCA, are carrying out feasibility work on various route options for a walking and cycling route linking Yarm Road to Teesside Airport.</p>
	<b>LUF2</b>	<p><u>East Street</u></p> <p>WSP, on behalf of TVCA, have undertaken a feasibility study to improve the connection between Northgate and the Town Centre, which resulted in a proposal to improve connectivity at East Street. The scheme was consulted on in Summer 2025, and is expected to be delivered in Q4 2025/26 to meet funding requirements.</p>
<p><b>Motorists</b></p> 	<b>LEVI</b>	<p><u>Low Emission Vehicle Infrastructure (LEVI) scheme</u></p> <p>Tees Valley Combined Authority (TVCA) has been awarded £6.596m LEVI funding which is intended to subsidise on-street chargepoint costs in less immediately commercially attractive locations, including those in remote, rural, or isolated communities.</p> <p>TVCA have now finalised the proposed locations for prioritising electric vehicle charging infrastructure on street. These locations will help allow TVCA to achieve equity of access in its EVCI roll-out.</p> <p>The final site location list will be included in TVCA’s procurement specification in early 2026, for a charge point operator (CPO) to deliver and operate on-street charge points across the combined authority area. Exact locations as to where chargers will be installed in the site location area will be subject to a site assessment and agreement by Darlington Council.</p>

		<p><u>Electric Vehicle Cross Pavement Channel Grant (EVPCG)</u></p> <p>In addition to LEVI, the Government recently announced funding for Combined Authorities to implement cross pavement channels to allow home charging to be facilitated on street by allowing a cable to cross the pavement in a channel created in the footway.</p> <p>TVCA have applied for funding (£479k allocation) for a large-scale trial of approximately 400 sites across the Tees Valley. The funding covers the cost to implement the channel in the footway and the associated licence and planning consent if required.</p> <p>TVCA and the 5 Local Authorities have considered the EVPCG guidance and Stockton, Middlesbrough, Hartlepool, and Redcar &amp; Cleveland Borough Council's were included in TVCA's application for the grant.</p>
	<b>TSOG</b>	<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. DfT 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. Staff have prioritised an additional set of traffic signals, should there be an underspend in the original allocation.</p>
<p>Rail</p> 	<b>CRSTS</b>	<p><u>Station Accessibility 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 improve the passenger experience.</p>

## Appendix C

### Performance and monitoring information – 2025/26

#### 1. Monitoring data for Public Transport, Traffic and Road Safety

Public Transport (financial year)		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
NHT Survey: PTB104 views of buses arriving on time		58%	54%	54%	42%	38%	41%	42%
Bus Patronage: All Passenger Types (all operators)		5,454,165	1,826,616	3,286,572	3,737,044	4,053,495	4,114,746	Data available April 2026
Bus Patronage: Concessionary Fares (all operators)		2,166,037	629,785	1,095,031	1,262,825	1,364,674	1,427,054	
Rail Patronage (all Darlington stations)	Darlington	2,387,542	517,374	2,072,449	2,513,621	2,980,381	3,756,057	
	North Road	18,720	6,828	15,775	16,616	42,344	51,647	
	Dinsdale	73,594	20,480	61,415	69,508	82,351	99,241	
	Teesside Airport*	286	9	33	-	-	-	
<b>Total</b>		<b>2,480,142</b>	<b>544,691</b>	<b>2,149,672</b>	<b>2,599,745</b>	<b>3,105,076</b>	<b>3,906,945</b>	

\*Teesside Airport station closed in 2022

Road User Counts (financial year)		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Peak period traffic counts		19,023	14,753	18,460	19,417	18,836	18,347	18,445*
24 hour traffic count (average)		125,017	94,007	117,811	120,815	121,286	122,891	123,236*
No of cycling trips		1,614	1,637	1,581	1,494	1767	1,647	1,784*
No of walking trips in the town centre		111,042	48,958	83,124	Data not available	104,539	112,912	97,602*

\*2025/26 full-year data is estimated from counts taken April–November 2025.

Notes for road user counts:

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

Cycle trip 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.

Road Safety - Casualties (calendar year)			2019	2020	2021	2022	2023	2024	2025**
Fatally injured casualties*	Total		2	1	0	4	3	2	0
Combined number of Fatal or Seriously injured road user casualties	Adult		44	27	36	43	38	43	31
	Child		5	2	5	4	0	2	4
	<b>Total</b>		<b>49</b>	<b>29</b>	<b>41</b>	<b>47</b>	<b>38</b>	<b>45</b>	<b>35</b>
Number of slightly injured road user casualties	Adult		151	97	105	72	81	95	87
	Child		15	14	8	17	12	16	11
	<b>Total</b>		<b>166</b>	<b>111</b>	<b>113</b>	<b>89</b>	<b>93</b>	<b>111</b>	<b>98</b>
<b>Overall Total</b>			<b>215</b>	<b>140</b>	<b>154</b>	<b>136</b>	<b>131</b>	<b>156</b>	<b>133</b>

\* Fatally injured casualties - all adults, no child fatalities

\*\*2025 Data to end of November 2025

School Pupil Training (academic year)	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
% of children taking part in pedestrian training ( <i>% of participating schools</i> )	96%	78%	91%	91%	93%	85%	Available August 2026
% of children taking part in pedestrian training ( <i>% of all schools</i> )	52%	28%	46%	62%	49%	62%	Available August 2026

% of children taking part in cycle training - Yr 5 ( <i>% of participating schools</i> )	61%	48%	60%	59%	62%	59%	Available August 2026
% of children taking part in cycle training - Yr 5 ( <i>% of all schools</i> )	24%	5%	27%	30%	37%	41%	Available August 2026

2 – National Highways and Transport - Public Satisfaction Survey – 2025

Overall Summary

Theme	Actual Scores		Average Scores			Rank	
	2025	2024	TVCA	North East	National Average	TVCA Rank	NE Rank
Overall	48	48 ↔	48 ↔	48 ↔	48 ↔	3	8
Public Transport	46	48 ↓	48 ↓	50 ↓	52 ↓	4	11
Walking/Cycling	51	53 ↓	49 ↑	50 ↑	51 ↔	1	4
Tackling Congestion	42	44 ↓	43 ↓	44 ↓	42 ↔	4	9
Road Safety	52	55 ↓	50 ↑	51 ↑	50 ↑	1	3
Highway Maintenance	43	44 ↓	43 ↔	44 ↓	43 ↔	3	8
Accessibility	66	72 ↓	67 ↓	67 ↓	67 ↓	3	7
Communications	47	49 ↓	45 ↑	45 ↑	46 ↑	1	2

Key ↑ 2025 score greater than ↓ 2025 score less than ↔ 2025 score equal to

Overall Theme Score

Year	Darlington	National Average
2019	55	55
2020	55	55
2021	52	52
2022	50	50
2023	47	47
2024	48	48
2025	48	48

Highlights / Lowlights

PTQI08 - Provision of bus Stops

84

HMQI13 - Provision of street-lights

82

WCQI30 - Provision of Pavements, footpaths and pedestrian are

80

10 out of 12 Accessibility indicators in the top 20

Average 72

PTBI 05 - How easy buses are to get on/off

68

HMBI 28 - Undertakes cold weather gritting (salting)

65

RSQI09 - Provision of speed controls

65

PTBI 02 - Number of bus stops

64

PTBI 12 - Raised kerbs at bus stops

64

RSBI 01 - Speed limits

63

KBI 25 - Street lighting

62

HMQI11 - Number of potholes

17

CMQI07 - Informed about local air quality

23

HMBI 30 - Speed of repair to damaged roads

23

HMBI 01 - Condition of road surfaces

24

HMBI 13 - Deals with Potholes and damaged roads

25

KBI 08 - Public transport information

26

KBI 23 - Condition of highways

27

HMBI 31 - Quality of repair to damaged roads

27

CMQI06 - Informed about action to repair local roads

29

HMQI12 - Action to repair local roads

29

TCBI 13 - Good park and ride schemes

29

Indicator Performance

Total Indicators: 157

Above Average

93

59%

Getting Better

43

27%

Below Average

64



























41%


































































Getting Worse

114

73%

## Overall Key Indicators

	Actual Scores		Average Scores		
	2025	2024	TVCA	North East	National Average
<b>Overall</b> 					
<b>01. Overall (Theme Score)</b>	<b>48</b>	<b>48</b> ⇄	<b>48</b> ⇄	<b>48</b> ⇄	<b>48</b> ⇄
KBI 00 - Overall Satisfaction	45	43 	44 	45 ⇄	43 
KBI 01 - Importance vs Satisfaction (local)	49	51 	49 ⇄	50 	50 
KBI 02 - Importance vs Satisfaction (national)	49	51 	49 ⇄	50 	50 
<b>Walking/Cycling</b> 					
<b>Overall Walking/Cycling</b>	<b>51</b>	<b>53</b> 	<b>49</b> 	<b>50</b> 	<b>51</b> ⇄
KBI 11 - Pavements & Footpaths (overall)	47	51 	45 	47 ⇄	50 
KBI 12 - Pavements & Footpaths (aspects)	50	51 	47 	48 	49 
KBI 13 - Cycle routes and facilities (overall)	51	54 	49 	50 	50 
KBI 14 - Cycle routes and facilities (aspects)	52	55 	49 	50 	50 
KBI 15 - Rights of way (overall)	54	57 	52 	54 ⇄	54 ⇄
KBI 16 - Rights of way (aspects)	49	51 	48 	49 ⇄	50 
<b>Road Safety</b> 					
<b>Overall Road Safety</b>	<b>52</b>	<b>55</b> 	<b>50</b> 	<b>51</b> 	<b>50</b> 
KBI 20 - Road safety locally	52	57 	51 	52 ⇄	51 
KBI 21 - Road safety environment	54	56 	52 	52 	52 
KBI 22 - Road safety education	51	53 	47 	47 	46 
<b>Accessibility</b> 					
<b>Overall Accessibility</b>	<b>66</b>	<b>72</b> 	<b>67</b> 	<b>67</b> 	<b>67</b> 
KBI 03 - Ease of Access (all)	72	76 	71 	72 ⇄	71 
KBI 04 - Ease of Access (disabilities)	57	66 	61 	61 	62 
KBI 05 - Ease of Access (no car)	68	74 	69 	68 ⇄	67 
ACQI25 - EV charging points	39	41 	40 	39 ⇄	41 

	Actual Scores		Average Scores		
	2025	2024	TVCA	North East	National Average
<b>Public Transport</b> 					
<b>Overall Public Transport</b>	<b>46</b>	<b>48</b> 	<b>48</b> 	<b>50</b> 	<b>52</b> 
KBI 06 - Local bus services (overall)	53	53 ⇄	55 	55 	56 
KBI 07 - Local bus services (aspects)	41	42 	45 	48 	50 
KBI 08 - Public transport information	26	32 	27 	32 	36 
KBI 09 - Taxi/mini cab services	57	56 	60 	61 	62 
KBI 10 - Community Transport	52	57 	54 	54 	55 
KQI 03 - Responsive transport	48	52 	51 	52 	52 
KQI 05 - Public transport information (aspects)	45	47 	46 	49 	51 
<b>Tackling Congestion</b> 					
<b>Overall Tackling Congestion</b>	<b>42</b>	<b>44</b> 	<b>43</b> 	<b>44</b> 	<b>42</b> ⇄
KBI 17 - Traffic levels & congestion	43	45 	43 ⇄	43 ⇄	40 
KBI 18 - Management of roadworks	44	47 	45 	44 ⇄	42 
KBI 19 - Traffic management	35	36 	36 	39 	38 
KQI 04 - Traffic pollution	47	49 	49 	49 	46 
<b>Highway Maintenance</b> 					
<b>Overall Highways Maintenance</b>	<b>43</b>	<b>44</b> 	<b>43</b> ⇄	<b>44</b> 	<b>43</b> ⇄
KBI 23 - Condition of highways	27	25 	29 	29 	27 ⇄
KBI 24 - Highway maintenance	43	45 	43 ⇄	43 ⇄	43 ⇄
KBI 25 - Street lighting	62	66 	61 	62 ⇄	60 
KBI 26 - Highway enforcement/obstructions	41	40 	41 ⇄	41 ⇄	40 
<b>Communications</b> 					
<b>Overall Communications</b>	<b>47</b>	<b>49</b> 	<b>45</b> 	<b>45</b> 	<b>46</b> 
KQI 02 - Communication (aspects)	47	49 	45 	45 	46 