

**LOCAL TRANSPORT PLAN 2019-2020**

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**Responsible Cabinet Member – Councillor Nick Wallis  
Leisure and Local Environment Portfolio**

**Responsible Director – Ian Williams  
Director of Economic Growth and Neighbourhood Services**

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**SUMMARY REPORT**

**Purpose of the Report**

1. This report provides members with an annual update on highways and transport from a national, regional and local perspective. It outlines performance, public satisfaction and reports on delivery in 2018/19. It provides an update on the development and consultation for the Tees Valley and Darlington transport plans. The report also seeks approval of the 2019/20 programme of schemes and seeks Members approval for the release of funding for these local and regional transport priorities.

**Summary**

2. Transport for the North (TFN) is England's first Sub-National Transport Body. It was formed to transform the transport system across the North of England, providing the infrastructure needed to drive economic growth. TFN has consulted upon a Strategic Transport Plan which is due for publication early 2019. Key Strategic Priorities for Darlington and the Tees Valley are within the programmes. For example, Darlington Station, Darlington Northern Link Road and A19 New Tees Crossing.
3. Tees Valley Combined Authority (TVCA) is also developing a Statutory Local Transport Plan as the Transport Authority for the Tees Valley. The Plan will be consulted upon in spring/summer 2019. The plan will identify a strategy to bring together investment to deliver a more effective and efficient integrated transport system across the Tees Valley. The Investment Plan for the Tees Valley (approved by TVCA Cabinet in January 2019) identifies £256.7m investment in transport over the next ten years. Both Darlington Station and Darlington Northern Link Road remain priorities in both TVCA and TFN Plans and TVCA has committed £25m contribution Darlington Station to lever national investment in the redevelopment programme.

4. Each Tees Valley local authority will continue to have a Transport Plan or Local Implementation Plan that drives local transport priorities but also connects to the priorities of TVCA and TFN. The Darlington Transport Plan (Local Implementation Plan) will be drafted and consulted on after the consultation on the Tees Valley Strategic plan is completed.
5. Darlington has secured significant additional funding over and above the Local Transport Plan formulaic allocations from the Department for Transport. The transport capital programme for 2019/20 is £6.405m, circa £3.830m above LTP allocations. This will help to facilitate economic growth and improve transport. This includes:
  - (a) DfT Access Fund monies for a Tees Valley wide travel behaviour programme including personalised travel planning, travel marketing, pedestrian training for children and support of Active Travel Hubs including Bike Stop in Darlington;
  - (b) National Productivity Investment Funds to improve McMullen Road/Yarm Road roundabout (currently on site); Lingfield Way/Yarm Road junction; and Tornado Way/Haughton Road throughabout;
  - (c) Sustainable Access to Employment funding for a walking and cycling route along Allington Way and a scheme to improve sustainable travel to Darlington Station on Victoria Road, following a consultation exercise with residents and businesses;
  - (d) Additional Council capital funding to continue the Roads for Residents programme, maintaining circa 100 residential streets with a micro asphalt programme to tackle potholes; and
  - (e) Additional Council capital funding to repair bridges and structures following additional inspections in 2018/19.
6. The Council is working in partnership with TVCA, Durham County Council and Stockton Council to develop a 26-mile walking and cycling route along the alignment of the original Stockton and Darlington Railway. This forms part of the wider Heritage Action Zone and 2025 celebrations. This will be a combination of improving existing routes and creating new ones.

## **Recommendations**

7. It is recommended that:
  - (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.866m Integrated Transport Block and £1.689m Highway Maintenance Funding (£1.398m plus £0.291m incentive funding) to deliver the 2019/20 transport programme;
  - (b) Cabinet approves the release of Pothole Fund monies awarded by the Department for Transport (DfT). The amount is yet to be announced by DfT;
  - (c) Cabinet releases £500k for maintenance of unclassified roads and £500k for bridge maintenance for each year, in line with the capital programme approved in April 2017, for both 2018/19 and 2019/20;

- (d) Members agree to the submission of due diligence forms for the next tranche of TVCA Single Pot Sustainable Access to Employment funding for schemes on Allington Way and Victoria Road; and if successful to release the funding;
- (e) Note the delivery of transport schemes in 2018/19 and current performance in relation to road safety, highway maintenance, network management and public satisfaction; and
- (f) Note the timetable for consultation on the TVCA Strategic Transport Plan and the proposed framework for consultation on the Darlington Transport Plan.
- (g) Delegate authority to the Director of Economic Growth, in consultation with the portfolio holder for Leisure and Local Environment to agree bidding on external funding opportunities to implement the required schemes. The first opportunity is a bid for £170k to the Rural Payments Agency for European Agriculture Fund for Rural Development to improve the route between the A66 and Middleton St George; and if successful, release the funding.

## **Reasons**

8. The recommendations are supported by the following reasons: -

- (a) To continue to deliver Darlington's Transport Strategy and deliver against the objectives set out in the Third Local Transport Plan;
- (b) To maximise the opportunities to maintain the highway asset for the benefit of road users;
- (c) To address the deterioration in the unclassified road network and an increased bridge maintenance programme following a robust inspection regime of all structures;
- (d) To maximise the potential for investment in Darlington and to underpin our economic growth priorities, specifically supporting improved access to Darlington Station and sustainable travel to the Eastern Growth Zone.
- (e) To evaluate the delivery of schemes and the progress of transport investment against performance; and
- (f) To ensure that the Strategic Transport plans for the Tees Valley meet the economic aspirations of the Tees Valley Combine Authority and seek to maximise the benefits for Darlington residents, visitors and businesses; and to enable local people, businesses and organisations to shape the Darlington Transport Plan.
- (g) To maximise the Council's opportunity to bid for external funds to deliver the Stockton and Darlington Railway walking and cycling route.

**Ian Williams**  
**Director of Economic Growth and Neighbourhood Services**

## Background Papers

- (i) Third Local Transport Plan; 2011-2026
- (ii) Advanced design, highways maintenance, northern link road, Darlington Station and the town centre; Cabinet Report; 11 December 2018

Sue Dobson: Extension 6207

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Third Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Well Being	Health and wellbeing implications have been considered in the preparation of the Third Local Transport Plan and its implementation. 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.
Carbon Impact	Carbon emissions and their impact have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport strategy seeks to tackle climate change through quantified reductions in greenhouse gas emission from transport. The programme includes schemes to encourage the use of sustainable modes of transport.
Diversity	<p>Multi-strand Equalities and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and to achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people.</p> <p>As highway schemes have an impact on the built environment disability groups are consulted to ensure the needs of disabled people are considered.</p>
Wards Affected	All wards
Groups Affected	There are no proposals that impact on specific groups
Budget and Policy Framework	This decision does not represent a change to the budget and policy framework.
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Third Local Transport Plan. This programme will enable Darlington to have more businesses and jobs; be a place designed to thrive; and will grow the economy.
Efficiency	The transport strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. An evidence-based approach is used to identify schemes that have higher benefit cost ratios, reduce maintenance liabilities and/or seek to reduce revenue

	costs. 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.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

## MAIN REPORT

### Information and Analysis

#### National, Regional and Tees Valley Combined Authority (TVCA)

9. Transport for the North (TFN) is England's first Sub-National Transport Body. It was formed to transform the transport system across the North of England, providing the infrastructure needed to drive economic growth. Their vision "is of a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life".
10. TFN has consulted upon a Strategic Transport Plan which is due for publication early 2019. This is a 30-year plan and outlines how transport connections across the North of England need to be transformed over the short, medium and long term to drive sustainable economic growth by 2050.
11. The plan is built up of several programmes: Northern Powerhouse Rail, Integrated and Smart Travel, Major Roads, Rail Franchising Investment, Freight and Logistics, International Connectivity and Strategic Development corridors. These programmes will help drive investment and improved connectivity across the North. Being a Statutory Transport Body means TFN will be able to influence Government spending priorities in the North. Key Strategic Priorities for Darlington and the Tees Valley are within their programmes. For example, Darlington Station, Darlington Northern Link Road and A19 New Tees Crossing.
12. TVCA is also developing a Statutory Local Transport Plan as the Transport Authority for the Tees Valley. The Plan will be consulted upon in spring/summer 2019. The plan will identify a strategy to bring together investment to deliver a more effective and efficient integrated transport system across the Tees Valley. The Investment Plan for the Tees Valley identifies £256.7m investment in transport over the next ten years. This will include the development of major projects to inform and lever national and TFN investment; schemes to improve the infrastructure on the local rail network; improved traffic management on the local road network; schemes to improve local journeys including travelling by bus, bike and walking; and vehicle emission reduction management. Both Darlington Station and Darlington Northern Link Road remain priorities in both TVCA and TFN Plans and TVCA are committing development funding to lever investment from National Programmes. In relation to Darlington Station TVCA has committed £25m contribution to lever national investment in the redevelopment programme.

13. There will now be three tiers of Transport Plan across Darlington:
- (a) TFN Strategic Transport Plan – setting the priorities and programmes for International, National and Regional improvement.
  - (b) TVCA Strategic Transport Plan – setting the priorities and programmes for the sub-region connecting to the priorities and programmes for TfN.
  - (c) Darlington Transport Plan (or Local Implementation Plan) – each Tees Valley authority will continue to have a plan that drives local priorities but also connects to the priorities of TVCA and TFN.

#### **Darlington Transport Plan (Local Implementation Plan)**

14. The framework to develop a Transport Plan for Darlington was set out in last year's Cabinet report. It will be developed in parallel with the Tees Valley Strategic Plan and the results of the Tees Valley wide consultation will inform the strategic context for the Darlington Plan. The emerging vision statement that will be subject to consultation will seek *"To provide Darlington with the safest, most reliable, easy to use transport network which is also affordable and accessible to all people"*
15. The ambitions for the plan will focus on economic, social, environmental and health outcomes to:
- (a) Assist economic growth – by opening new development sites for employment and housing; by providing better access to jobs and a larger pool of labour for employers through better transport connections; and by providing attractive alternatives to car use that reduce congestion.
  - (b) Create opportunity – by helping people (whether they have access to a car) to access employment or training places both in the Borough and across the wider region.
  - (c) Monitor the impact of traffic and seek to improve air quality – by reducing car journeys through encouraging the use of public transport, walking and cycling; and encouraging the use of lower emission vehicles.
  - (d) Improve public health – by encouraging healthy, active travel; and by maintaining a good road safety record through engineering, education, encouragement and enforcement.
16. This will be achieved through a focus on the *transport* network (infrastructure, including roads, pavements, bridges, street lights, bus stops and so on) and the people using it to *travel* (information, training, support and assistance).
- (a) Transport
    - (i) Maintaining the transport network;
    - (ii) Managing movement on the transport network; and
    - (iii) Improving sustainable and accessible transport infrastructure and options.

- (b) Travel
  - (i) Engage with people to help them make travel choices
  - (ii) Provide information on travel
  - (iii) Improve the travel experience

17. Some of these require working with other organisations such as DfT, TFN, TVCA, bus and rail operators, Network Rail, Highways England, utility companies, the voluntary sector and local businesses.
18. The current Darlington Transport Plan is still valid (until 2021) but it is necessary to review and align it with the emerging TFN and TVCA strategic transport plans. Following consultation across the Tees Valley in summer 2019, the Darlington Transport Plan will be drafted and consulted upon and then considered by Cabinet and Council for adoption as part of the policy framework. This report seeks approval to develop and consult upon the plan.

### **Darlington's Local Plan**

19. Consideration of the Transport implications of the Local Plan is well developed, and Cabinet will consider the submission of the Local Plan in June 2019. If approved the plan will be placed on deposit to allow representations prior to independent examination which will occur towards the end of 2019 or early 2020, dependant on the workload of the Planning Inspectorate.
20. The Plan has been the subject of extensive traffic modelling. This has involved assessing the impact of development trips across the whole network using the Tees Valley Combined Authority's strategic model. This identified corridors that required further detailed modelling:
  - (a) A167 North Road/A1150 Whinfield Road
  - (b) A68/A67 Carmel Road South
  - (c) A66/B6280 Yarm Road
21. Micro simulation models have been developed for these corridors and adjacent roads to assess the impact of potential development trips on individual junctions. This has identified the need for several infrastructure projects to support the Local Plan, both on the strategic highway network and the Council's local road network. The identified mitigation schemes will form part of an infrastructure delivery plan which will set out details of the schemes, their indicative cost, potential funding sources and timeframes for delivery.
22. The Local Plan encourages the development of sustainable communities with local facilities such as schools and shops within walking distance and employment, training and health facilities connected by good public transport and cycling facilities.

## Highways and Transport Performance

### Performance Indicators

23. In developing the Transport Strategy in 2011 the Council adopted several performance measures, to be used to assess the impact of the LTP on achieving the objectives. All the performance data is set out in **Appendix A**. Some key points to note are:
- (a) The road safety data for calendar year 2018 is still provisional and needs to be confirmed by the Police. However, initial results show that the total number of people injured on Darlington's roads is at its lowest level with a total of 248 people injured in road traffic accidents. However, the number of people killed or seriously injured has increased. Analysis will take place on these accidents to establish if there are any physical measures can be put in place to reduce the risk of further accidents.
  - (b) It is estimated that bus patronage could fall approximately 1.1% by the end of March 2019 and this trend is mirrored nationally. There is also a reduction in the number of bus journeys made by concessionary pass holders. The Tees Valley has a strategic priority to develop the bus network and services which will look at this trend in more detail.
  - (c) Rail patronage continues to grow, by 1.1% in 2018/19.
  - (d) Highway condition data is not available yet for the A, B and C class roads as the scanner data, provided by an external testing contractor has not yet been received. However, a full survey of the unclassified road network has been undertaken to establish the impact of the Council investing additional funds in the unclassified road network over the period of the MTFP (an additional £500k p.a. until 2021). The percentage of the network requiring investigation for maintenance action is now confirmed at 16% in 2018/19, a reduction of 6% on 2017/18. It is proposed to assess 100% of the unclassified network again in 2019.

### Public Satisfaction

24. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes.
25. There continues to be good representation in the Survey across England with 109 English Authorities taking part and three Scottish Authorities. IPSOS MORI conducts the survey across a sample of residents to seek views on a range of themes – accessibility, public transport, walking and cycling, tackling congestion, road safety and highways maintenance – and the results are presented by authority area.
26. These are benchmarked against other local authority areas to assess ongoing performance and can be rated against the importance people place on them. The historical results from the NHT survey are summarised in **Appendix B**.



27. The results show that:

- (a) Overall satisfaction rated at 54%, with national average 53%, with the highest being 64% and lowest 45%.
- (b) Accessibility (how easy or difficult is it to travel to a range of facilities e.g. post office, by any form of transport) rated at 73%, with national average 70%, the highest being 81% and lowest 68%
- (c) Public Transport rated at 62%, with national average 61%, the highest being 82% and lowest 47%.
- (d) Walking and Cycling rated at 56%, with national average 54%, the highest being 65% and lowest 48%
- (e) Tackling Congestion rated at 49%, with national average 47%, the highest being 62% and lowest 29%
- (f) Road Safety rated at 60%, with national average 55%, the highest being 66% and lowest 45%
- (g) Highway Maintenance rated at 49%, which is the national average, the highest being 56% and lowest 43%

28. In all themes public satisfaction is just above the national average figure. However, within the themes there are some points to note:

- (a) Within the Road Safety theme, Road Safety Education in Darlington achieved the highest score nationally, for the second year running.
- (b) Satisfaction with highways maintenance overall has fallen over the last three years. Satisfaction with the condition of highways has a relatively low satisfaction rating of 30% (compared to the national average of 31%). The satisfaction levels are at odds with the actual condition of the highway (independently inspected and measured). It is believed that this is in part affected by the condition of the streets where people live (mainly unclassified roads) and the media focusing on potholes. To address both public satisfaction results and performance data, additional funding has been made available to implement a maintenance programme on unclassified roads over the term of the MTFP. In the first two years this has improved the condition of the roads as measured by independent Course Visual Inspection (CVI). In 2018/19 more information will be provided to residents to highlight this investment and the level of improvement, and hopefully this will increase their satisfaction with maintenance of the highway network.

### **Delivery in 2018/19**

29. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:

- (a) The vision for Darlington Rail Station and plans for the remodelling of the station and the surrounding area were launched for public consultation in

September and development work continues to secure this into national investment programmes;

- (b) The Darlington Northern Link Road is being developed to produce a business case to try and secure delivery in national investment programmes;
- (c) Work has started on improving McMullen Road roundabout on Yarm Road, providing two-lane approaches on the four main approach roads (excludes the retail park). The initial work has included the diversion of utility services and realigning the kerb lines. The scheme also includes a new walking and cycling route alongside Salters Lane. This is funded in part with National Productivity Investment Fund (NPIF) monies, secured through a successful bid to DfT;
- (d) Preliminary works have started to construct a new access road to open up Ingenium Parc on land to the rear of Cummins on Yarm Road;
- (e) Design work, trial holes and utility service searches have started for major improvement schemes at Lingfield Way/Yarm Road junction and Tornado Way/Haughton Road junction (both NPIF funded);
- (f) A new cycle route alongside Rotary Way was completed in December 2018. This additional 1.2km of cycle network, links the northern side of Faverdale Industrial Estate to West Auckland Road (A68);
- (g) Parkgate Bridge, a new pedestrian and cycle bridge, has been lifted into place over Parkgate, creating a link between Darlington Station and Central Park;
- (h) Consultation has taken place with residents and businesses in the Victoria Road area to develop ideas to improve sustainable travel to the station, whilst identifying other ideas that could help to support the local economy and improve the quality of the urban environment;
- (i) Bus stop improvements have continued, providing raised kerbs to improve access onto buses, including at bus stops in Westmoreland Street, North Road, Willow Road, Cleveland Avenue, Elton Road and Abbey Road. Dropped kerbs have also been provided to improve walking routes, including a number requested by residents;
- (j) Hird Street car park has been improved, with new drainage, resurfacing and a new layout, including a new pedestrian route linking Parkgate with Hird Street and Park Place car parks;
- (k) A new 20mph zone was introduced in the town centre, covering all the roads within the inner ring road. Once the Traffic Regulation Order was confirmed signs were erected and Variable Messaging Signs erected at key locations to remind drivers to keep their speeds below 20mph;
- (l) Church Row in front of St Cuthbert's Church was widened and resurfaced. At the same time a new walking route was created on the church side to help people walk safely between Tubwell Row and Feethams;
- (m) Pedestrian training, Bikeability Plus and Junior Road Safety Officer activities have been delivered into primary schools as part of the Tees Valley Access

Fund programme. A wide-reaching programme of Personalised Travel Planning and marketing have also been delivered across the Tees Valley to promote and support sustainable transport under the Let's Go Tees Valley brand. The work has focussed on helping people access employment and training;

- (n) 4686 pot holes have been reported and repaired up to the end of November which is a significant increase from the same period last year (3160). A greater emphasis is now being placed on preventing potholes and the DfT's Pothole Fund has been used to target surfacing works. A programme of Micro Asphalt works has been carried out on unclassified roads and footways, in approximately 100 residential streets. A full list is available on the Council's website;
- (o) A programme of carriageway structural maintenance schemes was carried out including Houghton Green/Stockton Road, Faverdale, Grange Road, Carmel Road, Firthmoor Estate, A67 Elm Ridge to Borough boundary, A68 West Auckland Road, Croft Road and Redworth;
- (p) Highways England has started on site at Morton Palms to deliver a £450k pinch point scheme to provide an additional approach lane to the roundabout on the A66; and
- (q) The developer of Symmetry Park has started construction of a new road linking Tornado Way to Yarm Road via Morton Road. This scheme will include a new signalised junction on Tornado Way and a walking and cycling route. The route is due for completion in July 2019. The construction of the new Darlington Farmers Auction Mart site at Hambleton Farm is now underway and work is programmed to begin in 2019 on a new roundabout on the A68 to provide access.

### Financial Implications - Funding in 2019/20

30. Transport funding is allocated to TVCA by DfT and is based on a formulaic approach and performance (efficiency). This is then devolved to each local authority. This provides the LTP maintenance and integrated block funding. Other funding is bid for as part of a competitive process, usually from DfT but is administered by TVCA. This includes National Productivity Investment Plan (NPIF) and Access Fund monies, both of which Darlington Council will receive in 2019/20, but which have already been released by Cabinet. The following is a summary of the transport capital funding:

Funding source	Basis of allocation	2018/19 £'000	2019/20 £'000
LTP highway maintenance	- Formulaic - DBC via TVCA	1,398	1,398
Maintenance Incentive Fund	- Performance - DfT direct to DBC	291	291
Pothole Fund	- Formulaic - DfT direct to DBC	185	TBC
Local Highways Maintenance –	- Formulaic - DfT direct to DBC	770	

Funding source	Basis of allocation	2018/19 £'000	2019/20 £'000
October 2018 Budget			
LTP Integrated Transport Block	- Formulaic - DBC via TVCA	886	886
Sustainable Access to Employment (LGF/single pot)	- Successful bid - TVCA to DBC	Parkgate Bridge 886	Allington Way 250
		Rotary Way cycle route 218	
		Victoria Road feasibility 50	Victoria Road sustainable transport 375
National Productivity Investment Fund	- Successful bid to DfT - TVCA to DBC	1519	1855
DBC capital for bridge programme	Maintenance programme based on inspections	500	500
DBC capital for unclassified road and footway maintenance programme	Maintenance programme based on inspections (CVI)	500	500
<b>Total</b>		<b>7,203</b>	<b>6,055</b>

31. Darlington is allocated some funding from DfT but other funding is secured through bidding processes. In summary the funding for 2019/20 can be summarised as:

Funding source	£'000k
DfT direct award (based on formula)	2,575
DfT - bid	1,855
TVCA - bid	625
DBC capital	1,000
<b>Total</b>	<b>6,055</b>

32. The Local Transport Plan programme comprises a programme of schemes to manage and improve the highway network funded from the Integrated Transport Block (ITB) and several maintenance schemes from the Maintenance funding block. Details are included in **Appendix C**. The maintenance programme is based on road condition data and an independent inspection regime of bridges and other structures. Integrated Transport includes small scale schemes to address road safety, network and speed management, parking and sustainable travel.
33. As part of driving continuous improvement the Department for Transport (DfT) introduced the Local Highways Maintenance Incentive Element Fund. This is a self-assessment questionnaire used by the DfT to allocate funding based on a scoring system. The amount of funding depends on which band the authority has reached with band three being the highest. Combined Authorities are currently automatically awarded band three level of funding. This means Darlington and the

other Tees Valley authorities receive the maximum funding automatically. However, we still assess ourselves and aim to improve. Darlington have moved from band two to band three (highest) in the 2019 submission.

34. DfT has yet to announce the Pothole Fund but it is anticipated that the funding will be in the region of £100k-£200k.
35. In April 2017 the Council committed additional resources for highway maintenance on unclassified roads, equating to £500k in 2019/20. Initial results from the additional expenditure in 2018/19 has shown that the condition of the unclassified roads has improved, and the number of potholes has declined on these roads.
36. Following the Budget in October 2018 DfT allocated an additional £770,000 to Darlington Council for highways maintenance. Cabinet released this funding in December 2018. Details of the programme to use this funding is in Appendix C.
37. Atkins (Consulting Engineers) has completed the inspection work on the parapets of 104 bridges and a programme has been developed to undertake required maintenance work. An additional £500k was made available in the MTFP to undertake this work.

### **TVCA and Third-Party Funding**

38. Darlington has successfully bid into the TVCA Local Growth Fund Sustainable Access to Employment programme over the last three years delivering schemes such as the John Street cycle route and the new pedestrian/cycle bridge over Parkgate. Development funding awarded in 2018/19 has supported consultation with residents and businesses on Victoria Road. The results of the feedback to concept plans developed by Groundwork will be presented in March and will be the basis of design work in 2019/20. Following further consultation, a business case will be submitted to TVCA for confirmation of funding. The amount of funding which is currently in the programme is £375k but a request will be made for additional funding if required to ensure that a scheme can be delivered. Darlington's local contribution will increase from £100k to £300k (from the LTP ITB).
39. From the TVCA programme a request has been made to change the Investment Proposal from a cycle route alongside Lingfield Way to a cycle route alongside Allington Way. This is because of securing NPIF funding for the Lingfield Way element of the cycle network. A business case for £250,000 will be made to TVCA to fund this scheme. This will provide a comprehensive cycle network in the eastern growth zone.
40. A request has also been made to TVCA to remove the Woodland Road scheme from this programme as it needs to be integrated into improvements at the Staindrop Road/Woodland Road junction and this scheme has been deferred, with the Cockerton roundabout taking precedence.
41. Work will continue on delivering the three key schemes that are being funded by the National Productivity Investment Fund, increasing capacity at McMullen Road/Yarm Road roundabout (currently on site); signalising Yarm Road/Lingfield Way junction and creating a new walking and cycling route; and the redesign of the throughabout on Tornado Way/Haughton Road into a roundabout.

42. In 2019/20 the third (and final) year of the successful Access Fund programme will be delivered. This is revenue funding and administered by TVCA. Darlington delivers a travel behaviour programme across the Tees Valley to increase the number of trips made by sustainable modes. This will include the Let's Go Tees Valley Personalised Travel Planning and marketing programmes. Travel Advisors continue to deliver travel advice in Job Centres to help people access employment where travel is a barrier to work. Over the last 12 months the Advisors have worked with 1098 Jobseekers and 188 have started work or training. They also work with local businesses to reduce the amount of traffic coming to site and tackle parking issues; assist staff in saving money by reducing the costs of travel; and support staff in being more active by walking and cycling.
43. In addition to Council schemes, there are several major highway schemes funded from other parties including the completion of a pinch point scheme Morton Palms/A66 roundabout (Highways England); Blands Corner junction improvement scheme (Highways England); Symmetry Way, new road linking Tornado Way and Yarm Road via Morton Road to open up Symmetry Park (developer); A68 Humbleton Farm roundabout (Darlington Farmers Auction Mart) and new roundabout on Newton Lane to open up access to Stag House Farm and West Park Garden Village housing sites (developer).
44. Following a successful Expression of Interest, a full bid will be submitted to the Rural Payments Agency for £170k of European Agriculture Fund for Rural Development monies. This will be used to improve the stretch of walking and cycling route between A66 and Middleton St George as part of the wider programme to create a 26 mile walking and cycling route along the alignment of the original Stockton and Darlington Railway.

## **Legal Implications**

45. There is a statutory duty for a transport authority to have a Local Transport Plan (LTP). Darlington currently has an adopted LTP (Third) which covers the period until 2026. This forms part of the Council's policy framework.
46. The statutory duty for the Local Transport Plan has now moved to the TVCA as part of the devolution deal, with each of the five constituent local authorities developing a Local Implementation Plan (to be known as Darlington Transport Plan). However, transport plays a key role in many aspects of Darlington including economic growth, public health, road safety, maintenance of the local road network, impact on the environment and access to services, schools and employment. It provides a key element in the quality and use of space in the urban and rural environments.
47. Darlington has local transport priorities that support the strategic transport plan, but which also link to other local policies on parking, asset management, traffic management, Rights Of Way Improvement Plan as well as other corporate plans. The Darlington Transport Plan also needs to support the delivery of One Darlington: Perfectly Placed and is an integral part of the Local Plan, linking land use planning and transport.

48. Therefore, the Darlington Transport Plan which is under development and which will be consulted on in 2019 will be adopted as Council policy as part of our constitution.

### **Corporate Landlord and Estates Advice**

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

### **Procurement Advice**

51. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulation 2015. Where a suitable Framework is available for a procurement this will be used in the first instance. In addition, all procurements will be in line with requirements of the grant funding agreements, and applications to TVCA for funding will be subject to a robust due diligence process which includes procurement, legal and value for money considerations.

### **Consultation**

52. At a strategic level the Third Local Transport Plan underwent significant consultation during its development, the results of which were integrated into the final strategy. Consultation on the Tees Valley Strategic Transport Plan, which was programmed for April 2018 has been delayed several times and is now expected in June 2019. A Darlington Transport Plan which will form the Local Implementation Plan for the strategic plan will be consulted on subsequently.
53. At a delivery level the amount of consultation that is carried out will vary by scheme type and scale. Maintenance schemes by their nature are not proposing significant changes, they just upgrade what already exists. Therefore, little consultation is required. Whereas network management, road safety or sustainable transport schemes require more consultation, with residents and key stakeholders. There are also several statutory consultees including the Police.
54. All transport improvement schemes and major maintenance schemes are discussed with Darlington Association on Disability.
55. Any schemes that have a significant impact on traffic movement on our main routes are the subject of advanced notification through the press and on site signs prior to the work commencing. This notification gives details of the extent and timescales of the highway scheme including details of the diversion route.

## **Outcome of Consultation**

56. The consultation for the current transport strategy resulted in a set of priorities – maintains, manage and improve – and this has been followed during a period of limited funding. As funding opportunities have increased this has enabled more money to be spent on improvement schemes, using Local Growth Fund monies, and additional maintenance money from the Department for Transport has been invested in asset management.
57. The outcome of the consultation on the Strategic Transport Plan will be reported to the TVCA Cabinet later in 2019 following a 12-week consultation starting in June 2019. The outcome of the consultation on Darlington's Transport Plan will be reported to this Cabinet later this year and then considered by Council for adoption as part of the Council's policy framework, in line with the Council Constitution.

## **Equalities considerations**

58. This report is to release funding and therefore there are no equalities impacts to consider currently. Equalities impacts will be considered as the projects are brought forward.



**APPENDIX A**

<b>Performance Measures</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,417	20,587	20,092	19,528	19,514	20,287	20,419	19,417	19,090	Not yet available
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	129,651	126,340	127,306	126,032	125,642	123,847	124,764	126,801	125,519	Not yet available
Bus Punctuality average excess waiting time, target < 1.25mins	2 m 13 sec	42 sec	52 sec	45 sec	42 sec	1 m 26 sec	12 sec	12 sec	Not available	Not available
Bus Punctuality % on time	48%	67%	62%	64%	64%	63%	87%	89%	Not available	Not available
Bus Patronage (all operators)	8,281,489	7,825,000	7,164,000	6,605,517	6,604,117	6,505,849	6,422,947	6,240,594	5,972,163	5,906,111*
Concessionary fares patronage			2,907,515	2,750,929	2,744,792	2,673,485	2,627,062	2,607,611	2,450,526	2,443,926*
Rail Patronage (all four Darlington stations)	2,202,125	2,256,063	2,320,360	2,241,390	2,279,159	2,322,927	2,337,809	2,368,780	2,417,328	2,444,504*

<b>Performance Measures</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
Number of cycling trips (automated cycle counters)	1,738.25	1,663.75	1,635.75	1,224.50	1,450.00	1,556.50	1,315.75	1,618	1,585	Not yet available
No. of walking trips in the town centre			121,948	119,163	121,876	133,983	126,687	124,608	120,359	Not yet available

*\*estimated*

Roads and Footway Conditions												
	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	
% of principal roads where maintenance should be considered ('A' class)	5%	5%	5%	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	Not yet available	
% of non-principal roads where maintenance should be considered ('B' and 'C')	15%	13%	10%	11%	12%	14%	11%	9%	6%	6%	Not yet available	
Condition of unclassified roads	10%	8%	6%	7%	9%	10%	10%	12%	15%	22%	16%	
% of footways which are structurally unsound						10%	9%	9%	9%	9%	9%	
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)					£59.3 million	£74.2 million	£81.7 million	£92.2 million	£84.0 million	£90.3 million	£88.1 million	
Street Lighting												
% of street lighting columns over 40 years					29%	26%	20%	24%	3.8%	Not available	0.015%	
% of street lighting columns 20-40 years old					56%	51%	45%	44%	14%	Not available	15.36%	
Bridges												
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)							85%	85%	Not available	71%	Not yet available	
Bridge Condition Index (Critical Elements i.e.							74.6%	74%	Not available	71%		

relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)												Not yet available
Inspections												
Number of potholes repaired						9,490	8,004	6,611	6,246	6,582		4,684 (data up to 30 Nov 2018)
Public Rights of Way												
% of rights of way open and available for use – urban fringe leisure routes				63%	75%	67%	84%	79%	86%	75%		90% (data up to 31 Dec 2018)
% of rights of way open and available – more remote paths				70%	75%	72.8%	70%	78.7%	Not available	Not available		Not yet available

Road Safety and Sustainable Transport (figures in brackets are the 3 year rolling average)											
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018 Provisional Data
Number of people killed or seriously injured in road traffic accidents	34	43	33 (37)	36 (37)	35 (35)	41(37)	21(32)	32 (31)	39 (31)	45 (38)	47 (44)
Number of people slightly injured in road traffic accidents	346	365	303 (338)	296 (321)	309 (303)	285 (297)	283(292)	242 (270)	256 (260)	226 (241)	201 (228)
Number of children killed or seriously injured in road traffic accidents	1	2	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	3(4.3)	2 (4)	4 (3)	5 (3)	5 (5)
Number of children slightly injured in road traffic accidents	46	42	34 (41)	32 (36)	45 (37)	34(37)	64(48)	32 (43)	27 (41)	24 (28)	28 (26)
% of children taking part in pedestrian training from participating schools *	91.15	92.06	90.60	80.44	84.60	91.23	88.60	85.80	89.55	86.75	Not yet available
% of children taking part in cycle training (Year 5) from participating schools**	57.34	66.73	65.00	45.30	53.93	55.50	51.13	50.00	51.70	66.27	Not yet available

\* the measurement has changed from % of all eligible children across all schools to % of eligible children in schools that participate in pedestrian training. This has been applied to all previous years. In 2017/18, 26 out of 28 schools participated.

\*\* the measurement has changed from % of all eligible children across all schools to % of eligible children in schools that participate in cycle training. This has been applied to all previous years. In 2017/18, 24 out of 28 schools participated.

## NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Overall public satisfaction	57.4	56.1	56.3	55.7	54.9	55.1	56	56	54	54
Public transport overall	57	57	56	54	-	-	59	59	60	62
Local bus services	59	60	57	54	58	60	60	62	60	62
Local bus services (BVPI 104)	55	59	51	47	53	55	60	61	64	66
Public Transport Info (BVPI 103)	46	43	46	39	41	48	48	51	47	51
Taxi/Mini cab services	68	68	68	67	68	70	69	67	66	68
Community Transport	60	58	57	57	57	58	56	55	55	55
Walking and Cycling overall	58	57	59	58	-	-	57	58	56	56
Pavements and footpaths	57	55	56	56	55	55	55	55	54	53
Pavements and footpaths (aspects)	58	58	57	57	58	57	61	61	58	58
Cycle routes and facilities	58	57	60	59	55	53	54	55	55	54
Cycle routes and facilities (aspects)	58	57	60	60	57	55	58	58	55	59
Rights Of Way	59	59	60	57	60	58	58	60	57	58

Rights Of way (aspects)	57	55	57	56	55	52	58	56	56	56
Tackling congestion overall	48	48	51	52	-	-	53	51	48	49
Traffic levels and congestion	43	44	49	49	49	44	47	46	44	46
Management of Road works	49	49	49	54	53	51	56	50	51	53
Traffic management	52	52	53	55	54	54	56	56	55	57
Overall road safety	57	57	60	59	-	-	62	58	57	60
Road safety locally	61	60	61	62	59	61	63	60	57	58
Road safety environment	58	58	59	58	56	57	61	57	57	59
Road safety education	55	55	58	58	57	56	61	58	58	61
Overall highways maintenance	55	52	51	50	-	-	52	53	50	49
Condition of highways	43	37	32	34	28	31	34	38	34	30
Highways maintenance	53	50	48	48	48	48	54	53	51	51
Street lighting	72	70	71	69	69	71	70	69	66	65
Highway enforcement/obstructions	52	51	52	49	49	48	51	50	48	49

## LTP Programme 2019/20

**Maintenance Block**

<b>Allocation</b>	<b>£'000</b>
Bridge structural maintenance	308
Highway structural maintenance	922
Incentive funding	291
Fees	168
<b>Total</b>	<b>1689</b>

Schemes identified as a high priority include stretches of highway on the following roads:

- McMullen Road
- Parkgate
- Victoria Road (including Grange Road)
- Carmel Road
- Faverdale Industrial Estate
- Redworth
- Whinfield Road
- Harris Street
- Bishopton to Redmarshall
- Middleton St George to Neasham

In addition, 100 Unclassified Roads have been identified for the next phase of the micro asphalt programme. This uses the Course Visual Inspection data to prioritise the schemes. These are mainly residential streets and a full list will be available on the Council's website - £500k.

In 2018/19 Atkins undertook an inspection of all bridge parapets. This was in addition to the ongoing bridge inspections that assess the condition data and risk assessment reports. A programme of bridge repairs is being prepared - £500k.

In December 2018 Cabinet released an additional £770,000 for highways maintenance which was allocated by Government following the October Budget. The amount was based on the highways maintenance funding formula and was for the repair of roads and bridges. This funding is to be used for:

<b>Scheme</b>	<b>£'000k</b>
Structural maintenance	200
Repairs on two structures	185
Deep Patching on numerous roads in advance of an extensive Micro-Asphalt Programme on unclassified roads	255
Surface Repairs arising from winter damage identified by our Highway Inspectors	130
<b>Total</b>	<b>770</b>



## Integrated Transport Block

Manage Improve	Scheme	2019/20 £'000	Notes
<b>Network management</b>			
Manage	Cockerton roundabout	100	Major improvements to the roundabout, including pedestrian facilities
Manage	Traffic monitoring	20	
<b>Public transport</b>			
improve	Bus stop improvements	50	Including raised kerbs and bus shelters
<b>Sustainable transport / access improvements</b>			
Improve	Dropped kerbs	40	
Improve	Public Rights Of Way	10	In line with the ROWIP
Improve	Allington Way cycle route	38	Contribution to Sustainable Access to Employment scheme - £250k funding from TVCA
Improve	Widen and light cycle route north of Albert Road and Redmire Close	75	Feasibility work has identified additional drainage work
Improve	Victoria Road – sustainable access to Darlington Station	300	An Investment Proposal has been submitted to TVCA for £375k. Consultation is underway with residents and businesses. If required, additional funding will be requested as part of the business case. DBC committed £100k LTP in 2019/20 but this is being increased to £300k to leverage in additional resource and to ensure a quality scheme can be delivered.
<b>Travel safety</b>			
Manage	Speed management and road safety	150	Local safety improvements including possible 20mph speed limits
Sub total		783	
Fees		103	
<b>Total</b>		<b>886</b>	

Feasibility work is ongoing for cycle routes on North Road (Corporation Road junction); Salters Lane (between Thompson Street east and Whinbush Way); and Faverdale Industrial Estate.

An Access Audit is being commissioned for a walking and cycling route along the route of the Stockton and Darlington Railway (funded by TVCA, DCC, SBC and DBC). This will identify schemes that will require detailed feasibility and design going forward.