

LOCAL TRANSPORT PLAN

Responsible Cabinet Member - Councillor Heather Scott
Leader and Local Services Portfolio

Responsible Director - Ian Williams
Director of Economic Growth and Neighbourhood Services

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2019/20 and seeks approval for the 2020/21 programme. It also provides an update on the development of the Tees Valley Strategic Transport Plan and the proposed framework for consultation on the Darlington Local Implementation Plan.

Summary

2. In terms of delivery of the transport capital programme the Council has substantially completed the National Productivity Investment Plan funded programme of schemes which are improving access to the Eastern Growth Zone. The Sustainable Access to Employment programme has funded the Allington Way cycle route, completed in February 2020, and a funding application has been submitted for the 'Rethinking Victoria Road' scheme. Additional Council funding has been used to tackle the condition of the unclassified road network, mainly in residential streets.
3. The performance and public satisfaction information provides an overview of the condition and use of the highway network and travel system and people's attitudes to the services we and other transport providers supply. Travel by bus continues to decline, whilst rail travel is increasing. The number of casualties resulting from road traffic accidents continues to decline whilst the volume of traffic on the roads continues to grow. However, there is a pattern of increased serious casualties which is being analysed. The additional investment in maintaining the unclassified road network is now evident in the condition data with a significant improvement in the quantum of unclassified roads requiring further investigation/maintenance from 16% down to 8% and significantly less potholes across the borough needing repair.
4. Generally public satisfaction with transport and highways is positive with Darlington scoring above the national average across all categories in the annual independent survey undertaken by National Highways and Transport Network. Across the north east region Darlington scores the highest for Road Safety Education and Road Safety Environment, Public Transport Information, Pavements/Footpaths (aspects) and Highway Enforcement/ Obstructions.

5. Looking forward the report sets out the available funding for 2020/21 and the potential to bid for further funding from the Pinch Point Fund, which is a proposed series of improvements on the A68.
6. The Council submitted a bid to Department for Transport for additional highways maintenance funding, which would be a focussed improvement on the A68 corridor. Announcements were expected before Christmas, but these have been delayed.
7. The Tees Valley Combined Authority has approved the Strategic Transport Plan 2019-2029 and its subsidiary documents for Bus, Rail, Freight, Road and Walking and Cycling. These plans will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.
8. Each of the five constituent local authorities now needs to produce a Local Implementation Plan to set out how the local policies and programmes will support the delivery of the Strategic Transport Plan and deliver local transport to meet the local priorities. Darlington has set out a framework as the basis for consultation in **Appendix A**. Other plans will need to be reviewed to reflect and support the ambitions set out in the Local Implementation Plan. This will include the Rights of Way Improvement Plan, Parking Strategy, Speed Management Strategy and Asset Management Plan.
9. A number of changes to town centre car parking charges were introduced on 1 November 2019, following approval by Cabinet (8 October). This included free parking on Sunday in all Council car parks and on-street pay and display parking bays; continuation of the two hours free in car parks outside of the ring road; and all-day parking for £2 in East Street. It is proposed to extend these offers until a more comprehensive review of the parking strategy is completed in 2020/21.
10. There are several highlights worthy of noting in the main report:

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| Over 700 children were provided with Bikeability Training and over 3000 children were provided Pedestrian training this year to provide skills to help them remain safe and encourage more, healthier, sustainable travel choices. |
| Completion of a street lighting investment programme that has seen a 67% (circa 1000 metric tonnes) reduction in CO ₂ emissions and substantial financial savings. |
| Securing and delivering £4.8m of infrastructure investment from the National Productivity Investment Fund that has delivered schemes on Yarm Road, Tornado Way, Allington Way and Lingfield Way |
| Investing more in residential roads to improve our residents' streets, reducing the number of potholes forming and being repaired. 100 residential streets covering 18.5km last year with a similar programme this year. |
| Working with Highways England to secure schemes on the A66 to alleviate congestion on Darlington roads. |

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| Reduction in the people injured in Road Traffic Collisions. Over 50% reduction since 2005. |
| In the National Highways and Transport survey Darlington rated highest in the North East in a number of categories. |
| In terms of our approach to highway asset management achieving the level 3 assessment standard, which is the highest level, demonstrating our commitment to improve. |
| Travel advisors have worked with 1,175 job seekers and 155 have started work or training. |
| A bid has been successful to improve a section of the original Darlington to Stockton railway, which forms the wider ambition of creating a 26-mile walking and cycling route to help celebrate our rail heritage. |
| Tees Flex has been launched to provide a demand responsive transport service. |

Recommendation

11. 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, subject to Department for Transport confirmation) to deliver the 2020/21 transport programme;
- (b) Cabinet approves the release of Pothole Fund monies awarded by the Department for Transport. The amount is yet to be announced;
- (c) Cabinet releases £500k for maintenance of unclassified roads and £500k bridge parapet works in line with the capital programme approved in April 2017;
- (d) Delegate authority to the Director of Economic Growth, in consultation with the Portfolio Holder for Local Services to agree bidding on external funding opportunities, and if successful, release the funding. This includes the Highways Maintenance Challenge Fund and the Local Pinch Point bid if the Expression of Interest is approved by the Department for Transport. Other national funds are due to be announced and further bids will be submitted;
- (e) Members release £150,000 for Advanced Design Fees to bring forward projects and to prepare sites for development;
- (f) Members approve the Local Implementation Plan framework as the basis for consultation in 2020.
- (g) Members extend the current parking offers previously agreed by Cabinet into 2020/21 whilst the parking strategy is reviewed.

Reasons

12. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington's Transport Strategy as set out in the Third Local Transport Plan until a new Local Implementation Plan is adopted;

- (b) To maximise the opportunities to maintain the highway asset for the benefit of all road users;
- (c) To continue to address the deterioration in the unclassified road network;
- (d) To maximise the potential for investment in Darlington and to underpin our economic growth priorities, specifically supporting improved access to the town centre and north west growth zone;
- (e) To provide funding for regeneration projects and bring sites forward for development;
- (f) To enable residents, businesses and organisations to help shape the transport strategy for Darlington; and
- (g) To support the town centre economy.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

Darlington's Third Local Transport Plan; 2011-2026
Tees Valley Strategic Transport Plan

Sue Dobson: Extension 6207

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| 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 Wellbeing | 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. This will be reviewed as part of the development of the Darlington Local Implementation Plan. |
| Carbon Impact and Climate Change | 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. This will be reviewed as part of the development of the Darlington Local Implementation Plan and considering the declared climate change emergency. |
| Diversity | 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. As highway schemes have an impact on the built environment disability groups are consulted to ensure the needs of disabled people are considered. |
| Wards Affected | All |
| Groups Affected | There are no proposals that impact on specific groups. |
| 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. A new Local Implementation Plan will be developed for Darlington during 2020 which will set out local priorities and will provide an overarching policy framework for other subsidiary documents such as |

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| | the Asset Management Plan and Rights of Way Improvement Plan. This will also form part of the policy framework once it has been approved by Cabinet and adopted by Council. |
| 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

Tees Valley

13. The Strategic Transport Plan has now been adopted as the Local Transport Plan for the Tees Valley (Tees Valley Combined Authority Cabinet 31 January 2020). It sets the vision for transport as:

‘To provide a high quality, low carbon, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.’

14. The Plan recognises that transport is a means to an end, not an end in itself, and therefore the Plan will deliver three broad objectives:
- (a) Social Opportunity – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing;
 - (b) Economic Growth – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish; and

- (c) Carbon Reduction and Environment – Addressing the impact of the transport network on the environment and supporting the legislative requirements to reduce carbon emissions and air and noise pollution.

15. The Plan sets out what it will deliver across six themes:

- (a) National Rail
- (b) Major Roads
- (c) Connecting Economic Centres
- (d) Unlocking Key Sites
- (e) Local Journeys
- (f) Delivering Social Equity and Protecting and Enhancing the Environment

16. There are a number of subsidiary documents that provide greater levels of detail. These are for walking and cycling, rail, bus, roads and freight.

17. These plans will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.

18. The next stage is to develop Local Implementation Plans. Each of the Tees Valley local authorities will develop a plan to deliver the Strategic Transport Plan at a local level over a five-year period. This Plan also needs to reflect local aims and objectives based on the local context and priorities. Further clarity is required on the relationship between the Plans.

Darlington Local Transport Plan (LIP)

19. A framework has been developed as the basis for consultation in 2020 to identify the priorities in Darlington. The key ambitions focus on the physical infrastructure and how people travel, supported by a travel behaviour programme to promote travel choice and reduce the impact of transport on the environment.

- (a) **Support economic growth** – by providing access to new development sites for employment and housing; access to jobs and a larger pool of labour for employers through better transport connections; and providing viable alternatives to single occupancy car use.
- (b) **Create opportunity** – by helping people (whether they have access to a car or not) to access employment or training opportunities both in the borough and across the wider region.
- (c) **To acknowledge the impact of transport on the environment and climate change** by monitoring the impact of traffic and seeking to improve air quality; reducing reliance on the car 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 safety record through engineering, education, encouragement and enforcement.
- 20. The Framework is in **Appendix A**. This was discussed by Communities and Local Services Scrutiny Committee on 13 February 2020.
- 21. Communities and Local Services Scrutiny received the draft report and endorsed the draft ambitions for the Local Implementation Plan. The Committee recommended that there should be a section of the new plan relating to the town centre and how transport policy will link to delivering the Town Centre Strategy. Public Transport (bus services), and in particular, routes available, service reliability, passenger facilities and fares were identified as an area the committee would like to focus on as the plan develops and that Members would input individually in the consultation, but also consider a specific piece of work within their work programme. The Committee also commented on the current subsidy in relation to town centre car parking offers versus the lack of incentives to use more sustainable modes such as bus, walking or cycling. An observation outside of the committee Membership related to the Sustainable Transport initiatives – that the plan should be bold and more than just encouragement, ‘enabling’ preferential choices.
- 22. Other policy documents will sit as subsidiary documents to the Local Implementation Plan. Some of these are existing policies which require reviewing, such as the Parking Strategy, Highway Network Management Plan, Rights of Way Improvement Plan and Pavements for People; others are new plans such as the Speed Management Strategy and Local Cycling and Walking Investment Plan.
- 23. The draft Council Plan 2020-23 proposes to review and deliver a revised parking strategy which will be done in conjunction with the wider consultations on the Local Implementation Plan will take place in summer 2020 (following Purdah). The results of the consultation and a draft of the Local Implementation Plan and Parking Strategy will be presented to Communities and Local Services Scrutiny Committee. The final version will be adopted as part of the council policy framework by Council replacing the current Third Local Transport Plan (2011-2026).

Climate Change

- 24. Transport is now the leading contributor to CO² emissions and addressing this will play a key role in contributing to the Council’s developing plan to tackle climate change. The Local Transport Plan has and will continue to focus on sustainable transport and ensure that everyone has the means to travel to work, to shop, to attend appointments and meet up with family and friends, whether or not they own a car. This will of course be linked to National Policy (Decarbonisation Strategy due this year), emerging technologies that make transport cleaner and easier to use.
- 25. The encouragement of more sustainable modes of transport starts at an early age with Bikeability (over 700 children trained p.a) and pedestrian training (over 3000 children trained p.a.) for children in primary schools, and to support more independent travel at secondary school, to encourage a generational change in transport habits.

26. We are making improvements to infrastructure to retrospectively improve the highway network for cyclists and pedestrians, with new cycle routes on Rotary Way, Allington Way and Lingfield Way over the last year. This poses challenges in particular locations where there are competing demands for road space and the needs of all need to be balanced. However, there is new guidance expected from the Department for Transport on cycle infrastructure design which is welcomed.
27. The Council has implemented measures in relation to how assets are managed and delivered a street lighting programme that converted lighting to LED technology and lighting strategies to significantly reduce the carbon impact. A 67% reduction has been achieved reducing CO₂ emissions from 1,500 metric tonnes per year to just over 500. The Council has also started to trial re-cycled plastics in road resurfacing materials and looking to recycling techniques in road repairs where appropriate.
28. TVCA in partnership with Darlington and the other Tees Valley local authorities and Highways England, recently submitted a £9.6m bid to help stimulate the uptake of electric vehicles within the Tees Valley. If successful, this money would fund:
 - (a) electric vehicle charging hubs in each borough located in public, 24/7 car parks close to major routes and other amenities such as shops. Each hub would offer several charging points including 50Kw rapid charging, and two of the hubs will have 150kw ultra-rapid charging points.
 - (b) A fleet of electric vans to be available to SMEs for extended trial periods.
 - (c) A fleet of cargo bikes, including electric assist, for trials and loans.
 - (d) Up to four hubs for the demonstration and trialling of 'last mile logistics' type operations using electric vehicles.
 - (e) Additional charging points in local authority depots and funding to support the greater uptake of electric vehicles within council fleets.
29. Darlington Council will work with TVCA to develop an Electric Vehicle strategy as part of a wider piece of work around decarbonising transport.
30. The development of the Local Implementation Plan as described in Appendix A has further ambition in relation to climate change actions.

Highways and Transport Performance

Delivery in 2019/20

31. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:
 - (a) The vision for Darlington Station has been developed and articulated into a major improvement programme for the station and its immediate surroundings which was presented to Cabinet on 4 February 2020. Work has started to develop the initial phases of the project on either side of the station using the £25m allocated from TVCA. The Outline Business Case has been submitted

and work on the Full Business Case to release the funds for the rail interventions has commenced.

- (b) The work to date on a transport business case to unlock the hundreds of millions of pounds for the Darlington Northern Link Road continues, but clearly the project needs a compelling business case for the required funding approvals from Government.
- (c) Significant progress has been made on delivering the National Productivity Investment Fund schemes, a two-year programme to improve access to the Eastern Growth Zone. This £4.8m programme followed a successful bid to Department for Transport in 2017.
 - (i) Major work to improve the efficiency of McMullen Road roundabout on Yarm Road has been completed;
 - (ii) Work is ongoing on the Lingfield Way/Yarm Road junction. Traffic signals will be installed to assist traffic exiting Lingfield Way, including the bus service at peak times. Much of the enabling work has been completed and the new footway and cycle route on the east side of Lingfield Way is complete; and
 - (iii) Work is ongoing on major changes to Tornado Way/Haughton Road throughabout junction. A retaining wall has been moved to facilitate the widening of the carriageway; kerb lines are being realigned; new crossings are being installed; and a new footway/cycleway will be constructed to the south of the roundabout to link to Arnold Road. The final element will be the implementation of a landscaping plan;
- (d) The access road to Ingenium Parc is complete and works to provide a Sustainable Drainage System will be complete by the end of the year;
- (e) A new shared walking and cycling route has been constructed along the north side of Allington Way connecting the cycle route on Lingfield Way to McMullen Road;
- (f) A programme of bus stop improvements has been implemented including Nunnery Lane and Church Row Hurworth;
- (g) A programme of dropped kerbs have been implemented to assist residents with mobility issues including Yarm Road, Parkside and Alverton Drive;
- (h) A new signalised crossing has been installed on Victoria Road connecting Polam Lane, via Feethams South, to Feethams and the town centre. This was part funded from section 106 monies from the housing development on the Feethams Football Ground site;
- (i) 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 focused on helping people access employment and training;

- (j) A greater emphasis is now being placed on preventing potholes and the Pothole Fund has also been used to target surfacing works. A programme of Micro Asphaltting works has been carried out on unclassified roads in 100 residential streets (listed on the Council website), over a total distance of 18.5 kilometres. 2,838 potholes have been reported and repaired up until the end of November 2019. This is significantly lower than the same period last year (4686), reflecting the impact of the proactive approach;
- (k) A programme of carriageway structural maintenance schemes was carried out including Victoria Road (inner ring road), Redworth, Carmel Road North, Great Stainton to Bishopton, School Aycliffe Lane, Burtree Lane, Harris Street and Grange Road;
- (l) Highways England completed a scheme at Morton Palms, providing an additional approach lane to the roundabout on the A66. Work has also commenced on constructing a three-lane northbound approach at Little Burdon roundabout on the A66. This scheme is programmed for completion by the end of March 2020;
- (m) The new access road to Symmetry Park (Amazon) was completed. This included a new signalised junction on Tornado Way and new footways and cycle routes through the site connecting to adjacent existing infrastructure;
- (n) Following extensive consultation with local people and businesses earlier in 2019, a proposed scheme for 'Rethinking Victoria Road' has been shared with residents and businesses in December 2019. A business case has been submitted to Tees Valley Combined Authority for Sustainable Access to Employment funding and has been approved. Work will start on site in March 2020;
- (o) In parallel a statutory consultation was undertaken on changes to the Traffic Regulation Orders on Victoria Road and adjacent streets. There were no formal objections received. Comments that were received in relation to parking and traffic issues in the proposed scheme have been considered and a full report has been published on the Council website. A number of changes are proposed including:
 - (i) A review of the bus stop locations;
 - (ii) A change to the parking restrictions in the vicinity of the Clifton Court Medical Practice reducing the waiting time to one hour and removing the charges;
 - (iii) A review of the cycling infrastructure near Feethams roundabout;
 - (iv) Auto tracking vehicle movements in Backhouse Lane to ensure that all residents can access their parking areas/garages.

Performance Indicators

32. In developing the Transport Strategy in 2011 the Council adopted several performance measures, to be used to assess the impact of the Local Transport

Plan on achieving the objectives. All the performance data is set out in **Appendix B**. Some key points to note are:

- (a) The road safety data for calendar year 2019 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 205 people injured in road traffic accidents. The number of people killed or seriously injured has remained the same as in 2018 at 52, but the number of slight casualties has fallen from 206 to 153. The number of children injured has also fallen from 33 to 19. Analysis will take place on these accidents to establish if there are any physical measures can be put in place to further reduce the risk of accidents. A speed management programme has been developed in 2019/20 to address issues of speed, particularly in the vicinity of schools, and a new Speed Management Strategy will be developed and implemented in 2020/21.
- (b) It is estimated that bus patronage could fall approximately 3.1% by the end of March 2020 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. Recent announcements by Government seek to address this issue.
- (c) Rail patronage continues to grow, estimated to be an increase of 1.6% in 2019/20 (data for stations – Darlington, North Road, Dinsdale and Teesside Airport).
- (d) Traffic levels approaching the inner ring road have increased to the highest levels since 2011/12. Further analysis is required to ascertain where this growth is the highest to ensure that the Traffic Management Plan is effective in managing traffic flows.
- (e) The number of cycling trips recorded on automatic counters has also increased to the highest level since 2010/11. Final data is not yet available for 2019/20 to establish whether this is part of a positive trend.
- (f) However, walking trips into the town centre (across the inner ring road) have reduced from a high of over 133,000 to less than 105,000 in 2018/19. This may reflect a number of factors, including changing in car parking charging and shopping behaviour. Investment in new footfall counters should provide better data on the numbers of people walking in the core retail area of the town centre.
- (g) A full survey of the unclassified roads was undertaken in 2019 to establish the impact of the Council investing additional funds in the unclassified road network over the period of the Medium Term Financial Plan (an additional £500k p.a. over three years until 2021). The percentage has improved significantly from 22% of the network requiring further investigation/maintenance in 2017/18 to 16% in 2018/19 and down to 8% in 2019/20. The % of footways that are structurally unsound has increased slightly to 11% from 9% two years ago.

Public Satisfaction

33. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes.
34. 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 3300 residents in Darlington 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. 758 questionnaires were returned, a response rate of 23%.
35. These are benchmarked against other local authority areas to assess ongoing performance and can be rated against the importance people place on them. The results from the NHT survey are summarised in Appendix B.
36. The results show that:
 - (a) Overall satisfaction rated at 55%, with national average 53%, with the highest being 59% and lowest 46%.
 - (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 72%, with national average 70%, the highest being 80% and lowest 59%.
 - (c) Public Transport rated at 64%, with national average 61%, the highest being 78% and lowest 46%.
 - (d) Walking and Cycling rated at 56%, with national average 54%, the highest being 63% and lowest 38%.
 - (e) Tackling Congestion rated at 50%, with national average 48%, the highest being 62% and lowest 32%.
 - (f) Road Safety rated at 59%, with national average 55%, the highest being 62% and lowest 48%.
 - (g) Highway Maintenance rated at 51%, which is the national average, the highest being 62% and lowest 40%.
37. In all themes public satisfaction is at or just above the national average figure. However, within the themes there are some points to note:
 - (a) Within the following themes Darlington rated the highest in the north east:
 - (i) Road Safety theme - Road Safety Education and Road Safety Environment Public Transport – Public Transport Information.
 - (ii) Walking and Cycling – Pavements/Footpaths (aspects).
 - (iii) Highway Maintenance – Highway Enforcement/Obstructions.
 - (b) Satisfaction with highways maintenance overall has improved since 2017, (50% in 2017, 49% in 2018 and 51% in 2019). Satisfaction with the condition of highways has a relatively low satisfaction rating of 35% (compared to the

national average of 36%). 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). 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.

Financial Implications – Funding in 2020/21

38. Transport funding is allocated to Tees Valley Combined Authority (TVCA) by the Department for Transport and is based on a formulaic approach and performance (efficiency). This is then devolved to each local authority. This provides the Local Transport Plan maintenance and integrated block funding. Other funding is bid for as part of a competitive process, usually from the Department for Transport but is administered by TVCA. The following is a summary of the transport capital funding for 2020/21 compared to 2019/20:

| Funding source | Basis of allocation | 2019/20 £'000 | 2020/21 £'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 | 100 | TBA |
| LTP Integrated Transport Block | - Formulaic - DBC via TVCA | 886 | 886 |
| Sustainable Access to Employment (LGF/single pot) | - Successful bid - TVCA to DBC | Allington Way 250 | A business case has been submitted to TVCA to increase this to: 725 |
| | | Victoria Road sustainable transport 375 | |
| National Productivity Investment Fund | - Successful bid to DfT - TVCA to DBC | Haughton Road thoroughabout and Yarm Road/ Lingfield Way junction 1855 | 0 |
| DBC Capital - Bridge Parapet Programme | Maintenance programme based on inspections | 500 | 500 |
| DBC Capital - Unclassified Road Maintenance | Maintenance programme based on inspections | 500 | 500 |

| Funding source | Basis of allocation | 2019/20 £'000 | 2020/21 £'000 |
|----------------|---------------------|------------------|------------------|
| Total | | 6,055 | 4,300 |

*Awaiting confirmation from the Department for Transport

39. The Local Transport Plan programme comprises a programme of schemes to manage and improve the highway network funded from the Integrated Transport Block. The programme consists of small scale schemes to address road safety, network and speed management, parking and sustainable travel. Details are included in **Appendix C**.
40. The maintenance programme is based on road condition data and an independent inspection regime of bridges and other structures. 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 has moved from band two to band three (highest) in the 2019 submission.
41. The Department for Transport has yet to announce any Pothole Fund monies for 2020/21. The funding has previously been in the region of £100k, but the manifesto commitment was to double the national Pothole Action Fund to £500m, so Darlington should receive an increased amount of funding (if it is allocated on the basis of a maintenance funding formula).
42. In April 2017, the Council committed additional resources for highway maintenance on unclassified roads, equating to £500k in 2020/21. Initial results from the additional expenditure in 2018/19 and 2019/20 has shown that the condition of the unclassified roads has improved significantly, and the number of potholes has declined on these roads.
43. Capital expenditure is required to progress regeneration projects and to incur up front design fees and associated costs for example undertaking surveys, design work, master planning and marketing in order to prepare sites and progress projects. This will enable the Council to bring forward projects and schemes that support economic growth, through highway improvements, new buildings and new development sites, attracting businesses or developers that in turn create jobs and new business rates. Projects that are well defined and “shovel ready” are likely to be more successful in attracting external funding. The Council has allocated £150,000 in 2020/21. Some of this funding will be used to undertake the preparation work for the Pinch Point business case for the highway improvements on A68, supporting proposed residential and commercial development in the north west growth zone.

Parking Strategy

44. Free parking on Sundays in all Council car parks and on-street pay and display parking bays was introduced on 1 November 2019 following approval by Cabinet

(8 October); Cabinet also continued the two hours free in car parks outside of the ring road; and all-day parking for £2 in East Street which had been introduced in July 2018.

45. The offers represent an estimated lost income for the Council in the region of £315,000 per annum. However, detailed analysis on income projections to the year end with the offers currently in place does not highlight an overspend position and it is anticipated the budget level set in the MTFP will be achieved this year. The main reasons for this are:
 - (a) Increased ticket sales and a variety of options to pay have assisted with income levels.
 - (b) Evidence of longer stays and as such the income per visit has increased slightly.
 - (c) The introduction of more effective and reliable machines with more payment options has increased income levels.
 - (d) Analysis of historic parking income had shown a year on year decline so the MTFP was adjusted to reflect this trend, this continued decline has not materialised. Furthermore a law was introduced in 2018 where it was illegal to charge for the use of credit or debit cards, we were anticipating a 40% take up of these transactions and subsequently reduced the income levels to accommodate the credit card company charges. The actual take up for 2019/20 is 18% hence the budget being too prudent.
46. The cumulative impact of the above is that it is unlikely any draw-down will be required on the amount provisionally allocated from the futures fund to cover the cost of the offers this year.
47. The Council's parking strategy is to be reviewed in 2020/21 and this will need to be developed to support the Council's ambitions and priorities. The £2 all day parking in East Street car park remains extremely competitive and there has been an uptake in use. The free two-hour parking offer has also risen in popularity with around 14,000 free tickets each month. The free on Sunday offer has only recently been introduced and further views and analysis of the impact is required. Overall the number of tickets issued at pay and display machines this year is expected to exceed last year's numbers. It should be noted that the current offers introduced to support town centre trading represent an estimated lost income for the Council in the region of £315,000 per annum.
48. It is recommended that the current parking offers are extended beyond the current approved date of May 2020 into 2020/21 so their impact can be analysed in greater detail as the parking strategy is developed. The financial impact on next year's budget could be in the region of £50,000 if this year's trend continues and takes into account a full year of the 'free on Sundays' offer provided parking patterns continue as this year. It is recommended that a provision be made from the previous futures fund approval should it be required to cover this potential deficit.
49. The report also identified that additional car parking spaces would be provided in the Imperial Quarter. A scheme has been designed and new Traffic Regulation

Orders are being processed ready for consultation. Abbotts Yard car park will be refurbished, with work programmed for May 2020.

TVCA and Third-Party Funding

50. Darlington has successfully bid into the Tees Valley Combined Authority (TVCA) 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 has supported consultation with residents and businesses on Victoria Road and the feedback has formed the basis of design work in 2019/20. The plans were shared with residents and businesses in December and a business case has been submitted for funding. The amount of funding which has been requested is £725k, an increase from the original £425k, as the design has developed from the original concept and includes more expensive features such as traffic signals to address the issues raised during the consultation.
51. In 2019/20 the third (and final) year of the successful Access Fund programme has been delivered. This is revenue funding from the Department for Transport, awarded following a bidding process and administered by TVCA. The Department for Transport has confirmed that an additional year of funding (£1.108m) will be provided in 2020/21. As part of this programme, Darlington delivers a travel behaviour programme across the Tees Valley to increase the number of trips made by sustainable modes. This includes 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 1,175 Jobseekers and 155 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.
52. In addition to Council schemes, there are several major highway schemes funded from other parties which have been completed in 2019 or are ongoing, including the completion of a pinch point scheme Morton Palms/A66 roundabout (Highways England); Symmetry Way, new road linking Tornado Way and Yarm Road via Morton Road to open up Symmetry Park (Amazon); 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 (ESH).
53. Following a successful Expression of Interest, a full bid was submitted to the Rural Payments Agency for £212,934 of European Agriculture Fund for Rural Development monies. It was confirmed on 28 November that the bid had been successful. This funding 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.
54. A Local Highways Maintenance Challenge Fund bid was submitted to the Department for Transport (DfT) on 30 October 2019. The scheme 'A68 Growth Zone Maintenance Programme' would tackle maintenance issues on the rural sections between A6072 Swan House roundabout to the borough boundary and in

the urban section that links the town centre to A1(M) Junction 58 (Woodland Road and West Auckland Road). Asset management information has identified a requirement for urgent maintenance to address deteriorating road condition. In addition, some work is required to improve gullies and drainage assets to manage surface water flooding in the urban area, and the cycle route alongside West Auckland Road will be resurfaced. The bid is for £2.26m DfT funding with a local contribution of £603k from the 2020/21 maintenance programme. An announcement is due in Q4. If not successful, the work will need to be completed on a phased basis over several years using the highways maintenance budget.

55. An Expression of Interest (EOI) has been completed for the Department for Transport's Local Pinch Point Fund. This will be submitted by TVCA, in line with Government guidance, by 31 January 2020. All the EOIs will be evaluated and successful authorities will be asked to develop a full business case for submission later in the summer. The Fund covers the years 2021/22 and 2022/23. Darlington's bid is to improve seven junctions on the A68 between Cockerton and the town centre, as well as looking at measures to improve walking and cycling infrastructure, bus priority and reviewing road safety. Analysis of traffic modelling has highlighted the potential journey time savings on this corridor, a key criterion in the assessment of the proposals. The estimated scheme cost is £4.5m and the Council proposes to fund 25% of this cost through its Local Transport Plan budget, section 106 monies and potentially Housing Infrastructure Fund monies if required.
56. The Strategic Transport Plan will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.
57. Some of these programmes are already being delivered including the Tees Flex service which was launched in February 2020. This will provide a 'demand responsive' bus service to some rural areas across the Tees Valley which do not have regular bus services. Utilising app technology for the bookings and software for the vehicle routing it is anticipated that this will provide an affordable, quick, service for those without access to a car.

Legal Implications

58. There is a statutory duty for a transport authority to have a Local Transport Plan. Darlington currently has a Third Local Transport Plan, adopted by Council on 10 March 2011 as part of the Council's policy framework.
59. The statutory duty for the Local Transport Plan has now moved to Tees Valley Combined Authority as part of the devolution deal. TVCA has produced a Tees Valley Strategic Transport Plan to fulfil this duty, which has been approved by TVCA Cabinet on 31 January 2020.
60. The five constituent local authorities have been asked to produce a Local Implementation Plan. This will demonstrate how each highway authority will support the delivery of the Strategic Transport Plan at a local level but will also set out local priorities, policies and actions. This is like the model that was followed in

all the previous Local Transport Plans published across the Tees Valley which had a consistent Tees Valley context chapter produced by the Tees Valley Joint Strategy Unit.

61. Further guidance is awaited from TVCA on the relationship between the documents. However, when Darlington's Local Implementation Plan is completed in 2020/21 it will also need to be adopted as part of the Councils policy framework. It will draw together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and link to other corporate plans, including One Darlington: Perfectly Placed and the Council Plan 2020-23.
62. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'.
63. The Public Sector Equality Duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.
64. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport and further detail on equalities considerations are provided later in the report.

Estates and Property Advice

65. The highway maintenance programme will be works within the adopted highway and does not require corporate landlord advice. Any modifications to the adopted highway will be notified to the highway asset management team.
66. Any individual scheme 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

67. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to Tees Valley Combined Authority for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.

Equalities Considerations

68. An Equalities Impact Assessment has been completed by TVCA as part of the development of the Strategic Transport Plan. The Plan has been amended as a result of the public consultation, with more emphasis on the fact that access for

vulnerable people, including people with disabilities, will be 'at the forefront of thinking' going forward.

69. As the Local Implementation Plan is developed and consulted on, equalities will be a key consideration. The Third Local Transport Plan set out a policy to 'better meet the needs of disabled people' and this should be retained or developed further.
70. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment the main impacts that are considered relate to disabilities, including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

Consultation

71. Tees Valley Combined Authority has developed in collaboration with the five constituent Local Authorities, a draft Strategic Transport Plan for the period up until 2029. TVCA is investing £256.7million into transport projects in the period 2019-2029 and this Plan will help to direct this investment. The Plan has a clear vision: *"To provide a high-quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley."*
72. TVCA carried out a 12-week consultation on the Tees Valley Strategic Transport Plan between 28 August and 20 November 2019. There were 407 completed questionnaires providing feedback on the vision and the outcomes as well as asking respondents to prioritise what improvements to the transport system would make the biggest difference to their lives.
73. Consultation to develop the Local Implementation Plan for Transport in Darlington will take place in the summer of 2020/21. This will include opportunities for key stakeholders, businesses, commuters, visitors, and residents to help shape the ambitions and outcomes of the Plan and the schemes and initiatives that need to be included in the Action Plan. The draft Plan will then be taken through Scrutiny and Cabinet before adoption as Council policy. There will be linked subsidiary documents and additional specific consultation processes may need to be followed for those, such as the Speed Management Strategy and the Rights of Way Improvement Plan.

Outcome of Consultation

74. The consultation highlighted some key areas where the Tees Valley Strategic Transport Plan could be strengthened:
 - (a) Raising the profile of improving bus services;
 - (b) More emphasis on access for vulnerable people, including people with disabilities;
 - (c) Commitment to ensure that neither deprivation nor rurality should be a barrier to opportunity;

- (d) Changing the word 'clean' with 'low carbon' in the vision; and the 'Environmental Protection and Enhancement' objective to be amended to 'Carbon Reduction and Environment';
 - (e) Strengthening the content around adaptation to climate change and ensuring that the network is resilient to extreme flooding events;
 - (f) More emphasis on transport integration, including ticketing, to ensure a seamless customer experience;
 - (g) Expanding the inter-relationship between the strategic road network managed by Highways England and the network managed by the local highway authorities;
 - (h) More clarity on the relationship between the Strategic Transport Plan and the Local Implementation Plans that will be the responsibility of the local authorities.
75. The revised Strategic Transport Plan was approved by TVCA Cabinet in January 2020. This forms the strategic context for the Local Implementation Plans which will be developed and approved by individual councils in 2020/21.

Framework for Local Implementation Plan

APPENDIX A

| Darlington Ambitions | Links to Tees Valley STP | Objectives | Actions |
|--|--|--|---|
| Support economic growth – by providing access to 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 single occupancy car use | National Rail Major Roads Connecting Economic Centres Unlocking Key Sites | 1a Improve connectivity to, from and within Darlington by public transport | <u>Rail</u> <ul style="list-style-type: none"> • Deliver Darlington Station master plan • Deliver improvements at North Road Station to support the Rail Heritage Quarter Masterplan • Work with the Bishop Line CRP and local community to identify improvements at Dinsdale Station <u>Bus</u> <ul style="list-style-type: none"> • Support the development of the new Bus Partnership Agreement • Deliver bus corridor improvements to maintain / improve bus punctuality and reliability |
| | | 1b Utilise the Local Plan and planning and transport policies to deliver sustainable development. | <ul style="list-style-type: none"> • Develop policies to be included within the Local Plan to encourage sustainable travel choices |
| | | 1c Support the growth of passenger and freight at Teesside Airport as an International and national gateway to the Tees Valley | <ul style="list-style-type: none"> • Provide improved connectivity to Teesside Airport by all modes. • Improve bus and rail interchange at the Airport |
| | | 1d Improve the Strategic Road Network within the Borough to improve the efficiency of local roads | <ul style="list-style-type: none"> • Development of a business case and funding pathway in support of TVCA for the Northern Link Road • Work with Highways England to identify improvement schemes to improve the efficiency of the SRN around Darlington with benefits to local roads (increasing capacity on A66) |
| | | 2a Focus on maintenance schemes that support Darlington's economy | <ul style="list-style-type: none"> • Efficient use of resource to maintain the existing highway network using asset condition data • Prioritise the KRN and links to transport hubs including the airport, rail stations, bus routes and coach stops |
| | | 2b Minimise the impact of highway maintenance on climate change | <ul style="list-style-type: none"> • Adopt design principles and standards that minimise maintenance liabilities and reduce the contribution to climate change • Inspect and maintain sustainable and public transport assets to agreed standards |

| Darlington Ambitions | Links to Tees Valley STP | Objectives | Actions |
|--|---|---|---|
| | | 3a Manage the highway network to ensure that all traffic can move efficiently around, in and out of the borough in line with the Network Management Duty | <ul style="list-style-type: none"> Implement measures to balance the needs of all road users including pedestrians <ul style="list-style-type: none"> Urban Traffic Management Control Enforcement Parking strategy Provide bus priority measures to support travel by bus and reduce single occupancy car travel Continue to support Darlington Punctuality Improvement Partnership |
| | | 3b Provide an efficient road system through physical improvements to the highway network, at pinch points on the Key Road Network | <ul style="list-style-type: none"> Deliver improvement schemes: <ul style="list-style-type: none"> A68 corridor Eastern Growth Zone A167 / A1150 corridor Individual junction improvements |
| | | Ensure that traffic to all new housing, retail and commercial developments is minimised and/or mitigated | <ul style="list-style-type: none"> Provision and promotion of sustainable travel options Provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable. |
| Create opportunity – by helping people (whether they have access to a car or not) to access employment or training opportunities both in the borough and across the wider region. | Local Journeys Deliver Social Equity and Protect and Enhance the Environment | Increase travel to work and training by public transport | <ul style="list-style-type: none"> Continue to work in partnership with Train Operating Companies and Community Rail Partnership to promote rail travel Delivery of new, high quality bus passenger waiting facilities Through the Bus Partnership develop a fares structure to support regular commuting by bus |
| | | Improve accessibility to employment and training where there is poor access to public transport, particularly to better meet the needs of disabled people | <ul style="list-style-type: none"> Travel Plans Wheels to work projects Demand Responsive Transport Car sharing schemes with employers |

| Darlington Ambitions | Links to Tees Valley STP | Objectives | Actions |
|---|---|---|---|
| | | Residents and employees to have access to information to make informed travel choices | <ul style="list-style-type: none"> • Deliver Personalised Travel Planning in a range of settings including job centres and colleges • To deliver a bus and rail marketing and information strategy |
| To acknowledge the impact of transport on the environment and climate change and: - monitor the impact of traffic and seek to improve air quality – reduce reliance on the car through encouraging the use of public transport, walking and cycling; and - encourage the use of lower emission vehicles. | National Rail | To Support the growth in the use of no or low emission vehicles to transport people and goods | <ul style="list-style-type: none"> • End of journey deliveries by alternative modes of transport (cargo bikes / electric vehicles) • Increased number of appropriate electric vehicle charging points • Review and update Parking Strategy • Car share schemes • Car clubs |
| | Major Roads | | |
| | Connecting Economic Centres | | |
| | Local Journeys | To minimise the negative impact of transport on the built and natural environment | <ul style="list-style-type: none"> • Travel Plans for residential developments and workplaces • Review design and construction standards for planning, maintenance and construction |
| | | To promote and support zero emission transport | <ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan • Walking and Cycling Strategy • To develop an Active Travel Strategy |
| | | | |
| To improve public health – by encouraging healthy, active travel; and -by maintaining a good road safety record through engineering, education, encouragement and enforcement. | Local Journeys | To increase levels of walking and cycling for short local trips | <ul style="list-style-type: none"> • To Inform local residents of the travel choices in their communities to encourage increased physical activity • To implement a travel behaviour, change programme for short trips, travel to work and the journey to school • Promotion and marketing of sustainable modes through Let's Go Tees Valley |
| | Deliver Social Equity and Protect and Enhance the Environment | a. To provide a safe highway network and reduce the incidents of road traffic collisions | <ul style="list-style-type: none"> • Monitor and analyse road traffic collision data to identify local safety schemes • Speed management and 20mph zones extended across residential streets • Better maintained and safer footways – lighting, CCTV |
| | | b. To reduce the risk to vulnerable road users | <ul style="list-style-type: none"> • Pedestrian (KS1) and cycle training (Year 5/6) offered to all school children in Darlington |

| Darlington Ambitions | Links to Tees Valley STP | Objectives | Actions |
|----------------------|--------------------------|---|--|
| | | being involved in road traffic collisions through a programme of enforcement, road safety education, training and publicity | <ul style="list-style-type: none"> • Road safety publicity • Enforcement – particularly around schools |
| | | c. To develop transport in accordance with the Healthy Town principles | Local Plan – walkable communities |

Performance Data and Public Satisfaction

APPENDIX B

| Performance Measures | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------|
| Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road) | 20,587 | 20,092 | 19,528 | 19,514 | 20,287 | 20,419 | 19,417 | 19,090 | 19,524 | Not yet available |
| 24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road) | 126,340 | 127,306 | 126,032 | 125,642 | 123,847 | 124,764 | 126,801 | 125,519 | 127,938 | Not yet available |
| Bus Punctuality % on time | 67% | 62% | 64% | 64% | 63% | 87% | 89% | 86% | 86% | Not yet available |
| Bus Patronage (all operators) | 7,825,000 | 7,164,000 | 6,605,517 | 6,604,117 | 6,505,849 | 6,422,947 | 6,240,594 | 5,972,163 | 5,741,507 | 5,563,154* |
| Concessionary fares patronage | | 2,907,515 | 2,750,929 | 2,744,792 | 2,673,485 | 2,627,062 | 2,607,611 | 2,450,526 | 2,347,694 | 2,248,584* |
| Rail Patronage (all four Darlington stations) | 2,256,063 | 2,320,360 | 2,241,390 | 2,279,159 | 2,322,927 | 2,337,809 | 2,368,780 | 2,417,328 | 2,498,158 | 2,533,039* |
| Number of cycling trips (automated cycle counters) | 1,663.75 | 1,635.75 | 1,224.50 | 1,450.00 | 1,556.50 | 1,315.75 | 1,618 | 1,585 | 1,650 | 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 | 104,825 | Not yet available |

*estimated

| Roads and Footway Conditions | | | | | | | | | | | |
|--|---------|---------|---------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
| % of principal roads where maintenance should be considered ('A' class) | 5% | 5% | 6% | 5% | 3.3% | 4% | 3.4% | 1.6% | 1.1% | 2.2% | 3% |
| % of non-principal roads where maintenance should be considered ('B' & 'C') | 13% | 10% | 11% | 12% | 14% | 11% | 9% | 6% | 6% | 7% | 6% |
| Condition of unclassified roads | 8% | 6% | 7% | 9% | 10% | 10% | 12% | 15% | 22% | 16% | 8% |
| % of footways which are structurally unsound | | | | | 10% | 9% | 9% | 9% | 9% | 9% | 11% |
| 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 | £78.3 million |
| Street Lighting | | | | | | | | | | | |
| % of street lighting columns over 40 years | | | | 29% | 26% | 20% | 24% | 3.8% | Not available | 0 | 0 |
| % of street lighting columns 20-40 years old | | | | 56% | 51% | 45% | 44% | 14% | Not available | 15% | 17% |

| | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
|--|---------|---------|---------|---------|---------|---------|---------|---------------|---------|---------|-----------------------------------|
| Bridges | | | | | | | | | | | |
| Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports) | | | | | | 85% | 85% | Not available | 71% | 75% | 81% |
| Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports) | | | | | | 74.6% | 74% | Not available | 71% | 72% | 69% |
| Inspections | | | | | | | | | | | |
| Number of potholes repaired | | | | | 9,490 | 8,004 | 6,611 | 6,246 | 6,582 | 6,631 | 3,266 (data up to 31 Dec 2019) |
| Public Rights of Way | | | | | | | | | | | |
| % of rights of way open and available for use – urban fringe leisure routes | | | 63% | 75% | 67% | 84% | 79% | 86% | 75% | 85% | 85% |

| Road Safety and Sustainable Transport (figures in brackets are the three year rolling average) | | | | | | | | | | | |
|---|------|-----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-------------------|
| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Number of people killed or seriously injured in road traffic accidents | 43 | 33 (37) | 36 (37) | 35 (35) | 41(37) | 21(32) | 32 (31) | 39 (31) | 45 (39) | 52 (45) | 52 (50) |
| Number of people slightly injured in road traffic accidents | 365 | 303 (338) | 296 (321) | 309 (303) | 285 (297) | 283(292) | 242 (270) | 256 (260) | 226 (241) | 206 (229) | 153 (195) |
| Number of children killed or seriously injured in road traffic accidents | 2 | 2 (1.7) | 4 (2.6) | 3 (3) | 7 (4.6) | 3(4.3) | 2 (4) | 4 (3) | 5 (3) | 5 (5) | 6 (5) |
| Number of children slightly injured in road traffic accidents | 42 | 34 (41) | 32 (36) | 45 (37) | 34(37) | 64(48) | 32 (43) | 27 (41) | 24 (28) | 28 (26) | 13 (22) |
| % of children taking part in pedestrian training from participating schools | 92 | 91 | 80 | 85 | 91 | 89 | 86 | 90 | 87 | 86 | Not yet available |
| % of children taking part in cycle training (Year 5) from participating schools | 67 | 65 | 45 | 54 | 56 | 51 | 50 | 52 | 66 | 63 | Not yet available |

NHT Satisfaction Survey Results

| Public Satisfaction – National Highways and Transportation Survey (NHT) | | | | | | | | | | |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
| Overall public satisfaction | 56.1 | 56.3 | 55.7 | 54.9 | 55.1 | 56 | 56 | 54 | 54 | 55 |
| Public transport overall | 57 | 56 | 54 | - | - | 59 | 59 | 60 | 62 | 64 |
| Local bus services | 60 | 57 | 54 | 58 | 60 | 60 | 62 | 60 | 62 | 63 |
| Local bus services (BVPI 104) | 59 | 51 | 47 | 53 | 55 | 60 | 61 | 64 | 66 | 62 |
| Public Transport Info (BVPI 103) | 43 | 46 | 39 | 41 | 48 | 48 | 51 | 47 | 51 | 51 |
| Taxi/Mini cab services | 68 | 68 | 67 | 68 | 70 | 69 | 67 | 66 | 68 | 69 |
| Community Transport | 58 | 57 | 57 | 57 | 58 | 56 | 55 | 55 | 55 | 59 |
| Walking & Cycling overall | 57 | 59 | 58 | - | - | 57 | 58 | 56 | 56 | 56 |
| Pavements and footpaths | 55 | 56 | 56 | 55 | 55 | 55 | 55 | 54 | 53 | 54 |
| Pavements and footpaths (aspects) | 58 | 57 | 57 | 58 | 57 | 61 | 61 | 58 | 58 | 60 |
| Cycle routes and facilities | 57 | 60 | 59 | 55 | 53 | 54 | 55 | 55 | 54 | 53 |
| Cycle routes and facilities (aspects) | 57 | 60 | 60 | 57 | 55 | 58 | 58 | 55 | 59 | 55 |
| Rights Of Way | 59 | 60 | 57 | 60 | 58 | 58 | 60 | 57 | 58 | 59 |
| Rights Of way (aspects) | 55 | 57 | 56 | 55 | 52 | 58 | 56 | 56 | 56 | 56 |

| | | | | | | | | | | |
|-------------------------------------|----|----|----|----|----|----|----|----|----|----|
| Tackling congestion overall | 48 | 51 | 52 | - | - | 53 | 51 | 48 | 49 | 50 |
| Traffic levels and congestion | 44 | 49 | 49 | 49 | 44 | 47 | 46 | 44 | 46 | 45 |
| Management of Road works | 49 | 49 | 54 | 53 | 51 | 56 | 50 | 51 | 53 | 55 |
| Traffic management | 52 | 53 | 55 | 54 | 54 | 56 | 56 | 55 | 57 | 56 |
| Overall road safety | 57 | 60 | 59 | - | - | 62 | 58 | 57 | 60 | 59 |
| Road safety locally | 60 | 61 | 62 | 59 | 61 | 63 | 60 | 57 | 58 | 59 |
| Road safety environment | 58 | 59 | 58 | 56 | 57 | 61 | 57 | 57 | 59 | 59 |
| Road safety education | 55 | 58 | 58 | 57 | 56 | 61 | 58 | 58 | 61 | 59 |
| Overall highways maintenance | 52 | 51 | 50 | - | - | 52 | 53 | 50 | 49 | 51 |
| Condition of highways | 37 | 32 | 34 | 28 | 31 | 34 | 38 | 34 | 30 | 35 |
| Highways maintenance | 50 | 48 | 48 | 48 | 48 | 54 | 53 | 51 | 51 | 53 |
| Street lighting | 70 | 71 | 69 | 69 | 71 | 70 | 69 | 66 | 65 | 65 |
| Highway enforcement/obstructions | 51 | 52 | 49 | 49 | 48 | 51 | 50 | 48 | 49 | 52 |

APPENDIX CLTP Programme 2020/21**Maintenance Block** – funding to maintain the highway network

| Department for Transport Allocation | £'000 |
|--|--------------------------------------|
| Bridge structural maintenance | 308 |
| Highway structural maintenance | 922 * |
| Incentive funding | 291 (awaiting confirmation from DfT) |
| Fees | 168 |
| Total | 1689 |

*£603,000 would be used to part fund the A68 Growth Zone Maintenance Programme if the bid is successful.

- Following consultation with the Leisure and Local Environment Portfolio Holder, DBC submitted a Local Highways Maintenance Challenge Funding bid to TVCA for review and prioritisation. The bid was one of three submitted by TVCA on 30 October 2019 to DfT for funding in 2019/20. Entitled A68 Growth Zone Maintenance Programme the bid was for £2.260m to maintain significant sections of the A68 in both the urban area (West Auckland Road/Woodland Road) and in the rural stretch in sections between the A1 Junction 58 and the borough boundary which we are awaiting an announcement. If the bid is not successful, the £603,000 will be reallocated to the highway maintenance programme and new schemes added based on condition data.
- Schemes identified as a high priority based on the condition survey data include:
Bridges –
 - Albert Road – concrete and masonry arch repairs
 - A167 Victoria Road- expansion joint repairs
 - A167 Coatham South Old Farmhouse- re-lining existing culvert
 Highways –
 - Stanhope Road/Coniscliffe Road/West Street
 - A67 Yarm Rd (A66 – Farmhouse pub)
 - Estoril Road South
 - A68 based on the priorities identified in the Maintenance Challenge Fund bid
- In addition, a micro asphalt programme has been developed using the Course Visual Inspection data to prioritise which Unclassified Roads (residential streets) will be treated in 2020/21. The street list will be made available on the Council website. This work will be part funded from £500k Council funding as previously agreed by Cabinet (13/02/2018) as part of the Medium Term Financial Plan.
- In previous years Pothole Funding has also been allocated to highway authorities based on the highway's maintenance funding formula. If funding is made available, it will be used as in previous years to repair potholes (and undertake preventative maintenance programmes) and reported via the Council website.

Integrated Transport Block - funding to Manage and Improve the highway network

| Manage/ Improve | Scheme | 2020/ 21 | 2021/ 22 | 2022/ 23 | Notes |
|---|--|---------------------|---------------------|---------------------|--|
| Network management | | | | | |
| Manage | North West Growth Zone Corridor (A68) | 200** | 250** | 250** | £360k** LTP + £100k section 106 funding is already secured as local contribution for Pinch Point bid. This is additional provisional local contribution. |
| | Traffic monitoring | 20 | | | |
| | Traffic counter replacement programme | 20 | | | |
| Sustainable and public Transport | | | | | |
| Improve | Improvements to bus passenger facilities | 50 | | | Includes raised kerbs and bus shelters |
| Improve | Dropped kerbs | 40 | | | Improves access for all |
| Improve | Public Rights Of Way | 10 | | | Improves access for all |
| Improve | Widen cycle route north of Albert Road & Redmire Close | 50 | | | £150k allocated in previous year |
| Car parks | | | | | |
| Improve | Abbotts Yard car park | 60 | | | Resurface and redesign the layout |
| Speed Management and Road Safety programme | | | | | |
| Manage | School 20mph limits | 125 | | | <ul style="list-style-type: none"> Hurworth Secondary school (£50k + £50k section 106 monies) Borough Road nursery £30k St Bedes £45k |
| | Variable Messaging Signs (speed warning signs) | 50 | | | Roll out of VMS signs on roads with a speeding problem |
| | Road safety | 75 | | | <ul style="list-style-type: none"> Duke Street safety scheme between Larchfield Street and Stanhope Road Crossing point on Stanhope Road North Village Gateways |

| | | | | | |
|-----------|------------|-----|--|--|---|
| | 20mph zone | 75 | | | Investigate new zone near Darlington Station between Park Lane, Parkside, Victoria Road and Victoria Embankment |
| | | | | | |
| Sub total | | 775 | | | |
| Fees | | 111 | | | |
| Total | | 886 | | | |

** Local Transport Plan funding to underwrite the local contribution element required by the Department for Transport for the bid for Pinch Point Funding. Other funding sources may become available over the next 12-36 months and, if the bid is successful, the most appropriate source of funding will be utilised at the time. If the bid is unsuccessful the available local funding will be used to start implementing the A68 corridor pinch point improvements.

Bids

5. An Expression of Interest (EOI) has been written and submitted to TVCA for Pinch Point funding. TVCA will then submit a prioritised list of schemes for consideration to DfT. If the EOI is successful, a full business case would need to be developed in 2020. The North West Growth Zone Corridor Improvement scheme would seek to achieve journey time savings for traffic and public transport on the A68 (A1 Junction 58 to town centre) through a combination of junction improvements and Urban Traffic Management and Control improvements to the traffic signals. In addition, there would be improvements for pedestrians and cyclists to support modal shift away from cars.
6. A bid was submitted to Rural Payments Agency for funding to improve the Stockton and Darlington Railway Trackbed between A66 and MSG, an existing route. Confirmation was received on 19 November 2019 that the bid was successful. The Council received 100% funding of £212,933.94, which will pay for the works which have already been procured from Brambledown Landscape Services following a tendering exercise. The funding will be used to improve the surfacing, drainage and access measures.
7. A business case was submitted to TVCA on 12 December 2019 for the final scheme in the Local Growth Fund Sustainable Access to Employment programme. 'Rethinking Victoria Road' will improve the route between Darlington Station and Feethams roundabout. Following a two phased consultation between September 2018 and March 2019 a design was developed that addressed most issues raised, especially regarding the speed of traffic, difficulties in crossing the roads and a desire to improve the condition of the roads and pavements for all users, including introducing more trees to the street. A final stage of engagement was held in December 2019 (delayed due to the general election) and the results of this will be used to amend the plans if required. The results of the due diligence are awaited and subject to the funding agreement being in place it is planned to start on site in March 2020. The local contribution from the Local Transport Plan will be carried forward from 2019/20 to 2020/21.