

**Local Cycling & Walking
Infrastructure Plan
Woodland Road Phase 2
Summary**

Contents

1. Introduction	3
2. Background	4
3. The Solution	5
4. Next Steps	6

1. Introduction

The Tees Valley Strategic Transport Plan sets out our ambition to deliver a world-class transport system in Tees Valley, ensuring integration between different transport modes. We need to make it easier for people to cycle and walk, particularly for shorter journeys and to connect into the wider transport system. **The Tees Valley Cycling and Walking Implementation Plan** explains our strategy for cycling and walking in further detail.

In 2020, the Government released a document titled Gear Change: A bold vision for walking and cycling. It sets out the Government's ambition to see a major increase in cycling and walking over the coming years.

In Darlington our first scheme is the Woodland Road cycle route which will eventually link West Park and Cockerton to the town centre via Duke Street.

It has the potential to deliver many benefits:

- Increased footfall for local businesses
- Creation of a vibrant space
- Improved air quality
- Improved health and wellbeing
- Improved safety
- Improved accessibility

In November 2021 Darlington Council started construction of the **first phase of the Woodland Road scheme**, creating an improved walking and cycling route from the junction of Hollyhurst Road (access road to the Memorial Hospital) along Woodland Road, via Outram Street and Duke Street to the town centre.

The initial design has been developed for consultation for the **second phase of the scheme** from the Hollyhurst junction on Woodland Road to the roundabout at Staindrop Road. The third stage will be designed and delivered as part of the wider transport improvement works at the Staindrop Road/Woodland Road/Carmel Road North roundabouts and the Cockerton roundabout.

Woodland Road Walking and Cycling Route Phase 2

Key messages

- This is the second phase of delivering a route from West Park to the town centre via Cockerton
- Meeting the standards set out by Government in its new guidance, whereby councils must provide high quality cycle routes to encourage use.
- Supporting the planned developments in the town centre
- Providing a high standard route that links key destinations including the shops and businesses in Cockerton, the Hospital, QE College, Duke Street and the town centre.

2. Background

Woodland Road walking and cycling scheme

The existing cycling route from West Park to Darlington town centre is currently signed via quiet streets including Auckland Oval, Acacia Street, Willow Road and Greenbank Road. In addition, there is a continuous traffic free route from West Park to Brinkburn Road/Prior Street junction.

It is proposed to create a more direct route along Woodland Road connecting West Park, Cockerton and the town centre. This forms part of a wider scheme to improve traffic flow on the A68 corridor with junction improvements planned including Greenbank Road junction traffic signals, Cockerton roundabout and Staindrop Road roundabout.

Key facts: Woodland Road is the busiest road in Darlington's urban area with over 23,000 vehicles per day and a high percentage of goods vehicles (14% or 3,200 per day). It is part of the Tees Valley's Key Road Network and links Darlington to junction 58 on the A1(M). It has a speed limit of 30mph and is also a busy bus route. There are currently no cycle facilities.

Key aim – to create a continuous, safe facility for cyclists whilst maintaining traffic flow

How – to be achieved through reallocating road space with a stepped cycle route on both sides of Woodland Road, whilst maintaining the current two lanes of traffic.



3. The Solution

[Please click here to view the schematic plan for Woodland Road.](#)

Woodland Road is a wide road enabling the traffic lanes to be maintained in both directions, whilst reallocating some of the road space to cyclists through the provision of a stepped cycle lane. This is a cycle lane that is at a lower level than the pavement but slightly higher than the road surface, thus providing a more obvious segregation from the traffic and pedestrians. It will provide a continuous route for cyclists without the need to cross side roads and is recommended in LTN1/20 the latest cycle infrastructure design guidance issued by the Department for Transport. These cycle lanes will be mandatory meaning parking and loading is not allowed to ensure they are kept free for cyclists.

The cycle route will continue via the Tennis Dene to Deneside Road which will be traffic calmed. Access to Deneside Road from Woodland Road will be banned except for cyclists, reducing traffic on Deneside Road and creating a safer crossing point for cyclist to continue their journey into Cockerton.

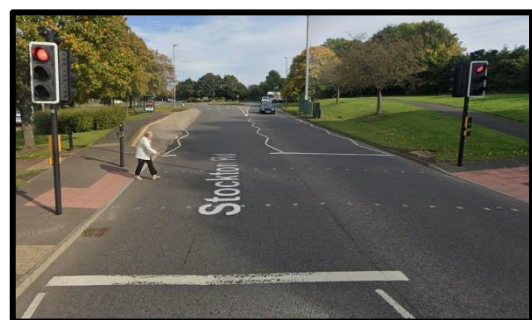
Additional cycle infrastructure will be constructed as part of proposals for a wider highway improvement scheme which incorporates significant changes to the roundabouts at Cockerton and Woodland Road/Staindrop Road/Carmel Road.

The footways will remain mostly unchanged, with priority crossing being introduced on side streets to give greater visibility to people walking along Woodland Road.



The existing 2 phase puffin crossing (pedestrians only) near the Tennis Dene (pictured left) will be replaced with a single phase toucan crossing, enabling pedestrians and cyclists to cross safely and more quickly.

An example on Stockton Road is shown for illustration purposes.



An uncontrolled crossing point to the east of Pierremont Crescent/Pierremont Road crossroads (pictured left) will be replaced with a single phase puffin crossing for pedestrians only (see Stockton Road example above)

4. Next Steps

We welcome your comments on these proposals as they will help us to develop the final detailed designs. These will then be submitted to the Department for Transport (DfT) by Tees Valley Combined Authority (TVCA) for the award of funding by the end of March 2022. Subject to approval and confirmation of funding, the scheme will be delivered by the end of March 2023.

If you wish to share your views on the proposed designs, please complete the following survey: <https://www.surveymonkey.co.uk/r/woodlandroadphase2>

The deadline for comments to be received is **Friday 11th February 2022**.