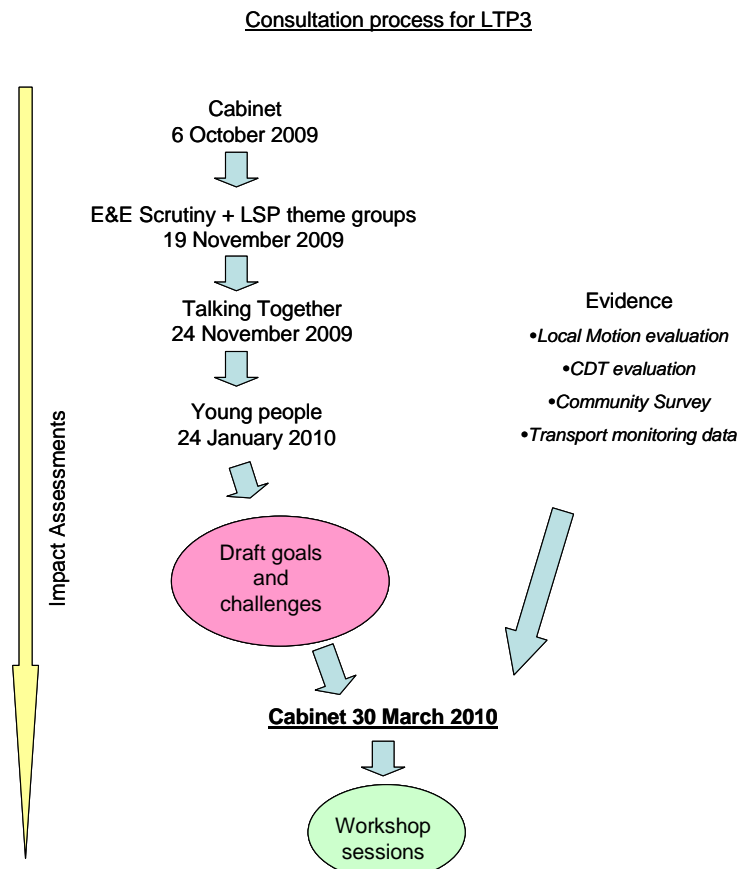


# Annex 1

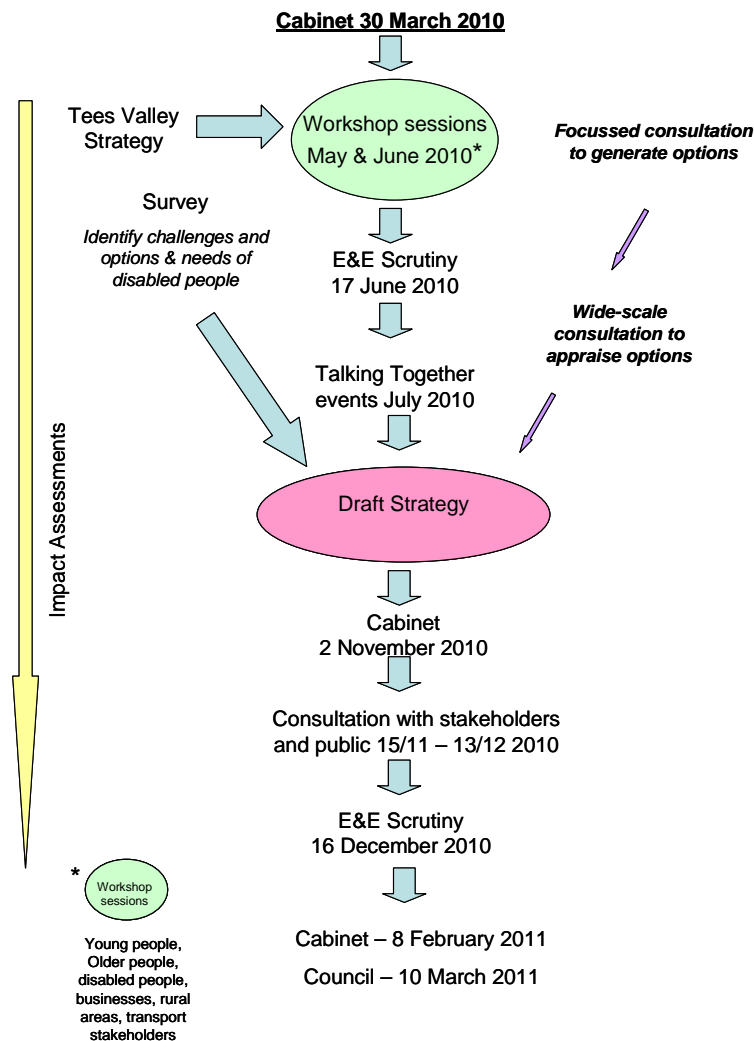
## Summary of consultation

1. Darlington has a strong track record on consultation, in particular with the general public and through formalised partnerships such as the Local Strategic Partnership.
2. The Third Local Transport Plan has been developed through a staged approach to consultation, integrating survey evidence, monitoring data and project evaluations with ideas and opinions from numerous sources. Reports have been taken to both Economy and Environment Scrutiny and Cabinet at various stages to seek approval to continue with the next stage of the process. Additional specific consultation was undertaken with young people at an early stage in the process following a request from Cabinet.
3. The first stage of the process, developing the draft outcomes for the strategy and identifying the challenges, is described in **Figure 1**. The second stage which involved focussed consultation to develop options and then wide-scale consultation to establish priorities in order to finalise a draft strategy, is described in **Figure 2**.

**Figure 1** – Stage 1 of the consultation process



**Figure 2 – Stage 2 of the consultation process**



4. The following is a summary of the key findings at each stage of the process.

### Consultation on draft goals

**5. 19<sup>th</sup> November 2009**

**Presentation and workshop with members of Economy and Environment Scrutiny Committee, Darlington Partnership and the 5 theme groups and Councillors.**

5 draft goals or outcomes were presented and 3 questions were asked:  
 Are these 5 goals or outcomes right?  
 Are there any goals or outcomes missing?  
 Is there one that should be a priority?

6. There was general agreement that there was a great deal of commonality between the 5 goals set out in the national transport

strategy and the outcomes set out in One Darlington: Perfectly Placed, but that the local outcomes should drive forward the transport strategy for Darlington.

Prosperous Darlington	A need to create a fairer society and promote financial inclusion, with transport enabling access to training and employment opportunities. Particular issues for those in rural areas and disabled people. There should be a strong relationship between transport and land use planning. Transport should support the ongoing development of the town centre and other development sites, and Darlington as a visitor destination. Reliability of travel times is considered important for businesses.
Greener Darlington	Invest in a lower carbon transport system to reduce the negative impacts of transport on the physical environment and adapt to the increased risks resulting from climate change.
Healthy Darlington	There is a significant gap in life expectancy between wards and there is an aging population which will place different demands on the transport system. There is a need to minimise the negative impacts of transport – poor air quality, noise, physical severance, risk of accidents – and promote positive physical and mental health benefits of sustainable transport.
Aspiring Darlington	A requirement for better integration of transport services, land use planning and provision of education, training and employment opportunities to help people achieve their full potential, whilst travelling by sustainable transport. The creation of a high quality environment in the town centre and the opening of the University are seen as springboards for greater aspirations for the whole population.
Safer Darlington	Both actual and perceived safety need to be addressed. Creating safer environments will help to encourage more walking and cycling. A key issue is for everyone to respect all road users.

7. The **quality of journey experience**, including connectivity and interchange between modes was also considered key for all those making a journey. The LSP should have a leadership role to support behaviour and cultural change. The economy and climate change were seen as key priorities, but inequalities in health are also a key issue for the LSP to tackle.
8. The 6 draft goals were therefore agreed as being:
  - a) To provide and maintain a reliable, predictable and efficient transport network to support employment, economic activity and sustainable development;

- b) Deliver quantified reductions in greenhouse gases from transport with the desired outcome of tackling climate change;
- c) Encourage more people to choose sustainable travel, benefitting health and wellbeing;
- d) To enable everyone to access education, training, jobs, health and other services to support a fairer society;
- e) Minimise the negative impacts of transport such as noise, air pollution, accidents and severance (barriers) on the natural environment, landscape and people; and
- f) Improved journey experience – quality of life and quality of place.

**9. 24<sup>th</sup> November 2009**

**Talking Together event**

**Presentation and workshop with local organisations and members of the public (open invitation) plus on-line forum.**

Are these 6 draft goals or outcomes right?

Are there any goals or outcomes missing?

Is there one that should be a priority?

- 10. There was general agreement that the goals were right but that the Implementation Plan must be in place to ensure that the strategy actually delivers the outcomes and that it does not become just a list of meaningless statements.
- 11. It was recognised that carbon reduction could include a wide variety of measures. These included greater use of environmentally responsible modes such as walking, cycling and motorcycling, but also the potential use of technology and the potential role of electric cars and buses. This was seen as a priority as it would also contribute to delivering against many of the other outcomes, especially health, quality of life and the economy. There was some confusion over the word sustainable and a preference for the word 'green'.
- 12. Connectivity and good interchange between different modes, especially bus and rail, was seen as important, as well as better links between transport and land use planning.
- 13. Concerns were raised that other policy and decision makers in the public and private sector did not understand or consider the travel implications of their decisions.
- 14. Some people wanted the Council to take control of bus operations in the Borough, driven by a desire for a highly effective public transport system that will offer a real choice for car drivers.
- 15. Attendees also emphasised that the public should be able to give feedback throughout the process for developing the LTP, and that there should be an annual meeting to discuss the progress on delivering the Plan.

## 16.24<sup>th</sup> January 2010

### Young People

**A facilitated workshop with a group of young people who had already done some work on raising the transport issues for young people**

17. The two groups provided their views on the 5 draft goals, prioritised them and identified some challenges for young people.  
The young people broadly supported the goals, but prioritised them into 2 different orders:

	Economy	Carbon	Health	Green	Accessibility
Group 1	1 <sup>st</sup>	2nd	3rd	4th	5th
Group 2			1 <sup>st</sup>		2 <sup>nd</sup>

18. The challenges they raised were:

- Transport needs to be **affordable** – an issue also raised by Campaign for the Protection of Rural England on behalf of people living in more rural communities. It was also felt that transport (buses) needed to be **reliable** – this was mainly a safety issue, reassuring parents that young people will be able to get to or from their destination on time.
- Young people also believed that it was they that would have to face the consequences of actions now, in terms of carbon reduction and impact on climate change.
- One group saw improving health as more important than safety. The other group saw safety as the key issue. Young people carry out an assessment between actual and perceived danger and journey times. It was felt that road safety training was undertaken in primary schools but not in secondary schools (often when they are allowed to travel independently).
- Accessing activities was seen as a problem as the public transport times did not always match the start and finish times of the activities. However the young people did not automatically assume that it was up to the bus operator to change the buses, but that actually it could be a change to the location or time of the activity or it could be a different type of transport altogether.
- They wanted the accessibility goal extending to include **access to activities** as most of what they do out of school is seen as an activity rather than a service or a facility (e.g. sport, hobbies, study, youth groups etc). This is mirrored in the travel statistics from Local Motion that show the majority of trips that we all make are for shopping and leisure.

19. In response to the views expressed during the consultation, the transport goals were altered to be:

- a) Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and **affordable** transport network;
- b) Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
- c) People live long, healthy and active lives, travelling safely and making active travel choices;
- d) Everyone in Darlington can maximise their life chances by being able to **access** services, **activities** and facilities; and
- e) People in Darlington enjoy a **positive journey experience** on an attractive, clean, **green** and sustainable transport system

### **Consultation on challenges and options**

20. A number of workshop sessions were run with specific groups, and then a Talking Together event was held to enable organisations and local people to get involved and develop potential ideas as options for delivering the goals.

#### **21. 31<sup>st</sup> March 2010**

**Council of School Councils – 4 secondary schools and 1 college were represented**

22. Many of the options that they generated were about the quality of the journey experience – cleanliness, attitudes of others, availability and quality of travel information and the environment.

23. There was a particular focus on affordability; availability and reliability of bus services; and safety across all modes of transport.

24. Young people came up with more innovative ideas – solar powered monorails, car sharing to reduce carbon emissions, compare the taxi.com, segways – but also some very basic ideas that would make a big difference – better attitudes by other road users, clean buses, cleaner walking routes, more secure cycle sheds, more promotion of health benefits of walking and cycling and more accessible vehicles for those with a disability (buses and taxis).

#### **25. 20<sup>th</sup> May 2010**

**Businesses**

No attendees

#### **26. 20<sup>th</sup> May 2010**

**Transport stakeholders**

**Representatives from Arriva, CPT, Sustrans, British Motorcycling Federation, Durham Constabulary, Tees Valley Rural Community Council**

27. The 3 main priorities that were highlighted were:

- The importance of accurate information before and during journeys
- Maintaining the highway network
- Improving coach facilities in the short term and possibly a purpose built facility as part of Town Centre Fringe in the long term.

28. In addition options raised included:

- Better integration between rail and bus, possibly utilising a small electric vehicle to link the town centre bus stops with the turning circle in Bank Top rail station.
- More bus priority and enforcement of priority, to ensure that bus services are more reliable.
- Car club
- Using a different public transport model to deliver public transport in rural areas – e.g. demand responsive transport
- Electric vehicles – cars and buses, though recharging is an issue (especially for buses that operate long distances even with the urban area)
- Provision of 20pmh zones outside schools to address perception of risk to pedestrians and cyclists, even when there is no accident history
- Review of park and ride options

**29. 24<sup>th</sup> May 2010**

**Greener Theme Group, LSP**

30. The members of the LSP group developed options for each of the goals. The focus was on promoting sustainable transport and reducing the carbon impact of travel. The key options were:

- Aggressively follow up any complaints about public transport – this has been successful in Peterborough for increasing bus patronage
- Learn lessons from the Cycling Demonstration Town project and apply it to bus travel, to achieve attitudinal change
- Educate drivers so that they understand cyclists and pedestrians
- Offset the environmental costs of travelling to work through investment in biodiversity
- Electric charging points to encourage switch to electric vehicles
- Discourage parking
- Car clubs
- More cycle (and motorcycle) facilities, including parking in the town centre
- Accessible facilities through sustainable planning (land use planning and policy)
- Improved public transport waiting facilities and better integration

**31. 26<sup>th</sup> May 2010**

**Older People**

## **Invited through Growing Older Living in Darlington and Age Concern**

32. There was a focus on improving bus services, but also on encourage walking and maintaining roads. Some of the options included:
- Completing the Inner Ring Road
  - Managing the movement of buses and providing a bus station
  - Providing all day blue badge parking
  - Providing and enforcing the use of bus lanes, especially illegal parking
  - Re-introduce a paid for concessionary schemes (i.e. previous local scheme)
  - Coordinate streetworks better to reduce delays
  - Roll out of real time bus information to key stops
  - Smart ticketing – so do not need to carry money (good from a personal safety point of view)
  - Car Club
  - Electric cars
  - More cycle parking required
  - Personalised travel information, especially if you are new to the town
  - More accessible taxis required
  - All buses should be low floor
  - More dropped kerbs are required
  - Cycling on pavements is an issue and needs greater enforcement
  - Better interchange at the rail station
  - Require proper coach stops and passenger waiting facilities
  - Need more residents parking
  - Do not use green space to accommodate parking (verge hardening)

### **33. 11<sup>th</sup> June 2010**

#### **Disabled people**

#### **Invited via Darlington Association on Disability**

34. Transport is a priority for people with a disability. The personalisation agenda will provide people with greater choice, but only if suitable transport is available to enable people to access the services, facilities and activities that they need or want to use.
35. Many of the issues raised were challenges rather than options. Most require small scale improvements or changes in behaviour, some of which can be addressed through raising awareness of the issues that disabled people face or training.
- Car parking on pavements causing an obstruction
  - Management of streetworks and building works, especially when they impinge on the footway
  - Cyclists to be separated from pedestrians



- Real time information is good, but would also like audible announcements on buses and at bus stops
- Bus drivers are not always helpful, especially when communicating with people at bus stops before they have got onto a bus
- Disabled people would first and foremost like genuine travel choices, climate change is secondary. Need to provide choices that combine both whenever possible.
- Safety is an issue if pedestrian crossings are not working
- Panic buttons on buses would help people with learning difficulties
- To access employment and other services, need to be certain that can access a bus or taxi on a regular basis
- Consider using cheap alternatives when possible e.g dropped kerbs
- Review car parks to make accessible parking bays truly accessible
- Need to use all communications channels when changes come into effect on transport e.g. Twitter, Facebook
- Access to rail station is difficult – what about a trolley

### **36. 17<sup>th</sup> June 2010**

**People living in rural areas**

**Invited via the Association of Parishes**

**Attendees from Sadberge, Bishopton, Hurworth, Neasham, Middleton St George, East Newbiggen and West Newbiggen.**

37. Transport is seen as a vital service in rural areas, particularly for those without access to a car. There was a general consensus that the bus service that they currently get is good – on time, clean vehicles and pleasant drivers – and would like to see the services being more frequent. However there was an understanding that keeping the existing services is crucial and any improvements would be an aspiration. Whilst concessionary fares are valued, they would rather pay and keep a bus service, than have a concession but no bus service on which to use it.

38. There were a lot of options to reduce carbon emissions:

- Electric cars and charging points for each village
- Car Club
- Enhanced rail services (especially using Dinsdale station)
- Better broadband in rural areas to support home working
- Cycle training and cycling groups to encourage more cycling, linked to better cycle parking at supermarkets
- Pool bikes or cycle hire in villages
- Promote more positive driver behaviour

39. To promote better safety

- 20mph speed limits in villages

- Extend the Community Speed Watch programme which has started in Sadberge

40. To improve access:

- Support the development of the Metro, enhancing the rail services for Dinsdale station
- More services to be provided locally e.g. post office, shop
- Safe walking and cycling route from Sadberge to MSG, also enhancing provision for those using mobility scooters (an increasing issue with an aging population)
- More dropped kerbs, especially at bus stops

41. To improve the journey experience:

- Conductors on buses could help older people
- Extend walking and cycling routes in rural areas – just because villages are in rural areas there is not necessarily good access to green space/infrastructure
- Stop HGVs operating through villages

**42. Talking Together events**

**10<sup>th</sup> and 12<sup>th</sup> July – stall in Darlington market**

**16<sup>th</sup> and 17<sup>th</sup> – drop in event in Dolphin Centre**

**Promoted via an article in the Town Crier, press release and a shop window display (Figure 3)**

**Figure 3 – graphic of shop window display**



43. The aim was for local people to have their opportunity to provide options and ideas for delivering against the goals. In addition it had become more apparent that the level of funding for transport that would be received from Government and locally would be significantly reduced. Tough choices on how the money would be spent would therefore have to be made. It was decided to add an element of forced choice to see how people would like to split the funding. They were asked to split £100 in blocks of £10 between 3 areas of work that the LTP covers. These were:

**Maintain, Manage, Improve**

<b>Maintain</b>	<b>Manage</b>	<b>Improve</b>
<i><b>Maintain the transport assets that we currently have (physical infrastructure)</b></i>	<i><b>Make best use of the transport network that exists and make the most appropriate travel choices (manage, inform, enforce)</b></i>	<i><b>Add to the transport assets and travel system (physical improvements and new or enhanced transport services)</b></i>
Examples	Examples	Examples
Inspect and repair: Roads Pavements Bridges Streetlights Road markings and signs Traffic lights Cycle paths Winter gritting	Ensure reliability through implementation of the Network Management Plan; Ensure people can travel safely and feel safe through training, enforcement and education; Provide information so people can make travel choices; Manage some costs of travel such as car parking and concessionary fares; Keep the transport system clean	Extend and enhance walking and cycling routes, safer Routes to School, bus network and roads; Tackle congestion hot spots with junction improvements and new roads; Improve interchange between all modes; Improve waiting environments for rail, bus and coach passengers

44. The results showed that there was significant support for maintaining the existing physical infrastructure, receiving 44% of the notional funding. The remaining funding was split more evenly between managing (26%) and improving (30%). This allocation of funding was not determined by the mode of transport that was used by the respondent, but was more a recognition that when funding is limited it is more prudent to spend it on making sure what you currently have is well looked after and fit for purpose.

45. Two key issues that were raised a number of times over the 4 days were:
- 1) Consideration to other road users – this was seen as an issue across all modes
    - a. cyclists cycling on pavements with no consideration for pedestrians
    - b. car drivers parking with no consideration of the needs of pedestrians or bus/HGV drivers
    - c. car drivers not letting buses pull away from bus stops
    - d. vehicular traffic not showing due consideration for cyclists whom choose to cycle on the road
    - e. pedestrians using mobile phones or listening to music and not looking where they are going causing problems for other road users
  - 2) Coach station/bus station – this was quoted as a solution to a myriad of problems but needs to be considered as two separate issues as they operate differently:
    - a. Coach station for long distance travel
      - i. few places in the town for coaches to park e.g. to serve the theatre, Dolphin Centre etc
      - ii. Long distance tour operator coaches require places to stop over to allow drivers to have a rest period – opportunity for Darlington's economy
      - iii. National Express coach stop to pick up/drop off passengers – currently poor passenger waiting facilities
    - b. Bus station for local bus services
      - i. To take buses out of the town centre altogether
      - ii. To provide enhanced waiting facilities
      - iii. To reduce congestion on the roads in the town centre

### **Consultation on draft strategy including options**

46. The consultation took place between Monday 15<sup>th</sup> November – 13<sup>th</sup> December 2010, following approval by Cabinet (2<sup>nd</sup> November 2010).
47. The Draft LTP3 was made available on-line, and in printed format at the Town Hall and in Libraries, and was promoted via a press release.
48. The information was sent via lead officers to all members of the 5 Darlington Partnership Theme Groups – and included a briefing at Healthy Darlington's meeting (24<sup>th</sup> November). It was sent to statutory and other stakeholders, and key officers within the Council.
49. The results of the consultation were presented to Economy and Environment Scrutiny Committee on 16<sup>th</sup> December 2010 in a verbal report and a summary circulated following the meeting.

## Stakeholders

Jobcentre Plus	<p>Supports to key issues for employment opportunities namely: inward investment-attracting new businesses and creating new jobs on existing and new sites with traffic management and sustainable transport options; and supporting local people into training and employment opportunities through sustainable travel options by bus, rail and car sharing for longer trips.</p> <p>Local issues raised by Jobcentre Plus revolve around bus transport, particularly lack of services fitting with shift work; some journeys requiring 2 buses; and issues with transport in rural areas.</p>
Durham Constabulary	<p>Ensure that the options for non-motorised traffic on the strategic road network are clear by changing the wording to reflect that non motorised users are not allowed to travel on sections that are motorways. Facilities should be provided that enable non-motorised users to travel along the route of or are able to safely cross the strategic road network (either through bridges, underpasses, use of quiet roads/bridleways or provision of new routes).</p> <p>Following analysis by the Police of an 11 month period in 2010, excess speed only contributed to 4.9% of road traffic accidents. Therefore they query whether enforcement of speed would reduce the risk of accidents.</p>
North Yorkshire County Council	<p>There are important links between Darlington and North Yorkshire, particularly as many of the services for residents in North Yorkshire are located in Darlington. There are strong links between Darlington and Richmond and Catterick Garrison. Some of the traffic that contributes to congestion issues in Darlington is generated by Yorkshire residents and therefore efforts to promote more sustainable transport on these links will help to reduce traffic levels. We will support any efforts to improve, and at a minimum retain current levels of, connectivity and accessibility, particularly in terms of improving public transport links and maintaining the cross boundary network to a suitable standard.</p> <p>Road safety is an issue for North Yorkshire, particularly by non residents, and at risk groups such as motorcyclists and people driving to work. Will work alongside DBC to educate on road safety issues.</p>
Friends of the National Railway Museum North East Branch	<p>Tees Valley Transport strategy – Challenge 2 – the Plan should take into account the cross boundary trips between Darlington Borough and North Yorkshire and County Durham, particularly for those without access to a private car. The Plan should take these demands into account and develop cost effective solutions, making use of the existing rail lines where appropriate.</p> <p>East Coast Main Line and Darlington Gateway – Bank Top Station provides access to long distance travel, as well as the Bishop Line and eastwards to Middlesbrough and Saltburn. This cross Darlington link is important when viewed from the perspective of people living in County Durham in providing access to employment and further and higher education. More promotion of this service should be included.</p> <p>Rail loading gauge clearance – we support the use of the rail network for transporting freight and raise concerns that with increased rail freight traffic Darlington could become a bottle neck, unless the rail industry develops solutions.</p> <p>A <b>challenge</b> is the need to improve interchange between bus and</p>

	<p>rail at Bank Top Station and at North Road Station. At Bank Top this could be achieved through improvements to the east of the station with bus services on Neasham Road and an improved footbridge. At North Road this could be achieved with a new platform to the north of the line with bus interchange and parking</p> <p><b>Options</b> – improved rail information at bus stops near rail stations</p> <p><b>Options</b> – lobby for more frequent rail services, including Sunday services, as part of the rail franchise process.</p> <p><b>Options</b> – promote the use of the Bishop Line to access leisure activities and tourist opportunities, including the rail museums.</p>
<p>Tees Valley Rural Community Council</p>	<p>Rural transport does not appear as a specific area of transport in any of the strategy, policy or choices and challenges sections. The rural population have distinct transport needs, and do represent about 12% of Darlington borough's population.</p> <p>The transport goals concerning accessibility should apply to the whole Borough, including the rural areas.</p> <p>Accessibility is one of the most important transport issues – for people without a car, older people, disabled people and isolated rural residents.</p> <p>The LTP <b>outcome</b> 'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities', includes the rural population, who, with fewer current transport services available to them, perhaps deserve increased emphasis with regard to allocation of future resources.</p> <p>The <b>challenge</b> relating to 'maximising life-chances' should include everyone, not just older people.</p> <p>The <b>challenge</b> to 'target funding at schemes and initiatives that are low cost, deliver value for money and /or deliver the greatest outcomes at a local level' needs to include the rural areas. The needs of individuals seeking travel options to meet their personal travel choices could be met through locally allocated transport funds, and a bid to the Local Sustainable Transport Fund is an opportunity to secure funding, perhaps at a parish Council level.</p> <p>The <b>policy choice</b> 'Work in partnership with the private and voluntary community sectors to adapt the existing transport network to meet more of the needs of older people and people with disabilities (disabled people), limiting the need for specialist transport.' It should be noted that rural isolation parallels the needs of older and disabled people. Partnership working with the community and voluntary sectors may result in a reduced need for specialist transport, but the sector will require support to provide appropriate transport services to fill in the gaps. Use could be made of the Northern Transport Hub.</p>
<p>Confederation of Passenger Transport, Northern Region</p>	<p>Little reference is made to the operation of scheduled or non-scheduled coach services in Darlington.</p> <p>CPT would agree that there needs to be an improvement to waiting facilities in the short term. Longer term improvements should be part of town centre fringe improvements but may not need to be a purpose built facility, which implies something substantial and high cost – only minor and low cost fine tuning is required (this is based on current town centre layout and traffic operation).</p> <p>No recognition is made of the possible business and regeneration opportunity provided by attracting touring coaches, with Darlington as both a destination and a 'calling in' place on coaches using the A1(M). This should be seen as an opportunity not a problem to be resolved.</p> <p>CPT recommends that Darlington Borough Council makes the point forcibly that the for major (and even minor) health developments to go ahead regardless of their accessibility is a major contributor to</p>

	social exclusion and penalises those most in need of assistance.
British Motorcycling Federation	Would like to see greater mention of Powered Two Wheelers in the Plan, particularly in relation to reducing carbon emissions and tackling congestion.
Highways Agency	Response to the LDF Core Strategy – amendments to the required improvements to the A66 from part dualling to junction improvements at DETC, Morton Palms, Darlington Arena, Blands Corner and Great Burdon.
Healthy Darlington Business Group	<p>Would like to see interventions targeted at certain groups e.g. those with specific health issues, the elderly – with appropriate messages. Want to tackle and/or prevent social isolation in older people. Potential to use informal volunteering networks. Brokerage of available transport to maximise use.</p> <p>Air quality isn't a major environmental issue in Darlington, but interventions to tackle vehicle emissions are important due to the potential impact on health for those with respiratory conditions, including asthma.</p> <p>Road safety – target interventions to reduce slight injuries as there is greater benefit to the NHS due to the volumes (compared to KSIs). Education, enforcement and training are key to road safety work. Could volunteers undertake such roles as clearing snow from pavements near old peoples' homes to support the concept of reducing slight injuries?</p>
Public Health Policy, NHS County Durham	<p>The document provides a useful picture of Darlington's transport issues and is strong on the connectivity to the Tees Valley. There are useful sections on the strategic drivers, active/sustainable travel agenda and ongoing consultation feedback. The evidence base is less clear. It is difficult to gauge what the impact of the previous plan has been.</p> <p>The support for many of the approaches set out in the document is countered by 3 main concerns:</p> <ul style="list-style-type: none"> <li>• The need to plan for reduced travel and travel distances by enabling better local access to services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice');</li> <li>• The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions; and</li> <li>• The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.</li> </ul>
Darlington Association on Disability	<p>The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing. (This is supported by evidence provided from a Shopmobility Users survey, DAD, 2010 provided as part of the consultation response).</p> <p>The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed.</p> <p>Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.</p> <p>There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.</p>
Tees Valley Local Access Forum	<p>Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus.</p> <p>There is no bus or coach station in Darlington; there is no public</p>

	transport link to the rail station in Darlington; and Darlington Memorial Hospital is not included in the consultation.
Bishop Line Community Rail Partnership	Reiterates the comments made by Friends of the National Railway Museum North East Branch. In addition North Road Station is identified as having particular issues regarding access, antisocial behaviour, lack of facilities and interchange. It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.
Highways Agency	<p>Would welcome the opportunity to comment on the Implementation plan when it is developed. The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund.</p> <p>Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents.</p> <p>HA are keen to maintain the partnership approach that has been taken with the Tees valley authorities in developing the Area Action Plan and Tees valley Connectivity and Accessibility Study. Both are reflected in the Tees Valley transport strategy and Statement of Ambition which underpin the policy goals in the LTP. The HA recognises the continued safe and efficient operation of the Strategic Road network is important to the economy of Darlington. HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.</p>

## Council Officers

Development and Commissioning 0-11 Years, Children's Services	Lack of flexibility in home to school transport for disabled children and young people. As contracts are not flexible children have to travel home at the end of the school day and are unable to access after school care or activities, resulting in inequality of access.
School Place Planning, Children's Services	<p>It should be noted that whilst the numbers of older people is increasing, the birth rate has risen in recent years, with a resultant impact on pupil numbers. Forecasts are for the birth rate to peak in 2014, and then a slow decrease, though with limited impact on pupil numbers at this stage.</p> <p>Number of infant, junior and primary schools has fallen from 30 to 29 with the amalgamation of the 2 Dodmire schools.</p> <p>Further education is provided by the two colleges and Carmel RC College sixth form.</p>
Adult Social Care	Require options that are sufficiently flexible to address area based issues but also cross cutting themes. Would like to create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital.
Housing Strategy and	A requirement for more executive housing in Darlington has been identified to reduce the home to work travel and retain more highly



Renewals	<p>skilled employees through a broader local housing offer. This should reduce travel from other areas with more executive housing in North Yorkshire and South Durham. The expansion of Catterick Garrison may have increased the level of cross boundary trip making from North Yorkshire.</p> <p>Reducing the need to travel by increasing levels of home working and creating living and working space as part of new housing (e.g. Lingfield Point).</p> <p>Additional housing should be on previously developed land rather than in rural or greenfield sites in order to minimise pressure on the transport infrastructure.</p> <p>The creation of extra care housing schemes enables essential health services to be purchased and delivered to vulnerable residents on site, reducing the need to travel.</p> <p>Durham Tees Valley Airport – need to identify the key link to European markets and the essential link to Amsterdam for on-ward long haul flights.</p> <p>Local sustainable production of food could reduce the carbon emissions associated with the travel impact of food production.</p> <p>Provision of large scale new family unit housing must consider creating suitable, appropriate and safe accessible routes for additional pupils to and from local schools.</p> <p>Consider the use of electric or hybrid fleet vehicles for DBC operational staff to reduce carbon emissions from transport.</p> <p>Provide/Improve or Remove street furniture and signage to improve accessibility and mobility. (Links to safety)</p>
Planning Policy	<p>Technical updates on issues such as the LEP, university in Darlington, airport, LDF process, response to LDF from HA and Area Action plan work.</p> <p>Generally the LTP focuses on the problems caused by development now and current patterns of development – more needs to be said throughout it about linking to proposals in LDFs across the sub region and in Darlington.</p>
Countryside and Rights Of Way	<p>Assume ROWIP to be included in LTP3 as per LTP2.</p> <p>Amend the transport outcome ‘people in Darlington enjoy an attractive, clean, green, <b>connected</b> and sustainable transport system’.</p> <p>In the Tees Valley chapter need to add a paragraph about the quality of life and the importance of ‘natural assets’ both in the urban and rural areas, identified in the Tees Valley Green Infrastructure Strategy.</p> <p>By improving the local environment, including local venues, people choose nearby locations for recreational travel, resulting in improved fitness and reduced car miles.</p> <p>Need to include measures for adaptation to climate change – need heard landscapes, including highways, to be designed with critical green infrastructure elements included, in order to reduce disconnections in the green corridors.</p> <p>In the Chapter on Darlington Context need to add a section on Green Infrastructure, referencing the aims of the emerging Darlington Green Infrastructure Strategy and how sustainable transport and green infrastructure work together.</p> <p>One of the <b>strategic choices</b> in Economy needs to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people’s enjoyment.</p> <p>One of the <b>strategic choices</b> in carbon reduction needs to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity.</p>

## **Public**

50. No comments were sent in from members of the public or entered on the on-line forum.

## **Potential amendments to the LTP3 Transport Strategy on the basis of the consultation response**

51. Need to add a rural dimension to the LTP3 – particularly in terms of outcomes, challenges and options. It is useful to consider the rural dimension in the context of meeting the needs of older and disabled people, as rural isolation has some parallels in terms of limited travel choices. The role of the Community and Voluntary sector needs to be explored and potential inclusion in a bid to the Local Sustainable Transport Fund.
52. Need to consider cross boundary trips into North Yorkshire and County Durham, particularly by rail and bus.
53. Need to consider the role of the rail network, including the Bishop Line and cross boundary trips from County Durham to the rest of the Tees Valley. This should include improved interchange between rail and bus and better information. This may be achieved through physical enhancements at North Road and Bank Top Stations, potentially funded as part of the Metro scheme and/or a Regional Growth Fund bid via the LEP.
54. It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.
55. Identify schemes and initiatives to reduce trip lengths or the need to travel at all.
56. Support the Airport, particularly the links to Amsterdam for onward long haul trips. Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus.
57. As land is developed for housing, identify suitable, appropriate and safe accessible routes for additional pupils to and from local schools. Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents
58. Improve accessibility and mobility, particularly for pedestrians, through better management of street furniture and signage.

59. Consider the use of lower carbon options for operational transport within DBC.
60. Create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital to deliver transport solutions or minimise the need to travel.
61. Disabled children and young people do not have the same access to after school activities due to inflexible home to school travel contracts.
62. Minor and low cost improvements could be made to coach facilities to significantly improve travel to and from Darlington by coach. As the town centre develops the requirements for coaches need to be included. The potential market for touring coaches should be developed promoting Darlington as a destination and a 'drop in' place on longer distance journeys.
63. Health developments (including potential hospital at Wynyard) should be accessible by public transport.
64. Road safety should focus on reducing slight injuries, as part of the strategy in health to reduce slight injuries from all causes. Education, enforcement and training are key to this.
65. Use of volunteers and volunteering networks to assist in reducing social isolation and addressing safety and health issues, through practical assistance and brokering of transport.
66. The Rights Of Way Improvement Plan will be included in LTP3 as per LTP2 as an existing development strategy and further reference will be made to the emerging Darlington Green Infrastructure Strategy. Need to include measures for adaptation to climate change
67. Need to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people's enjoyment.
68. Need to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity, as well as reducing emissions of carbon.
69. The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing.
70. The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed. There is no

recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.

71. Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.
72. The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund. HA are keen to maintain the partnership approach. The HA recognises the continued safe and efficient operation of the Strategic Road network is important to the economy of Darlington.
73. HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.
74. The need to plan for reduced travel and travel distances by enabling better local access to services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice').
75. The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions.
76. The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.

**Comments from Economy and Environment Scrutiny Committee - 16<sup>th</sup> December 2010**

77. Following the preparation of a report on the draft Local Transport Plan for the members of Economy and Environment Scrutiny Committee, there was a comprehensive discussion on the challenges, strategic choices and options identified in the Plan. There was also consideration of the consultation that had taken place with stakeholders, council officers and the public, as detailed above. This was followed by a presentation on the emerging issues and priorities for the Implementation Plan.
78. A summary of the comments/questions follows:

<b>Comment/Question</b>	<b>Response</b>
There is a need to clarify the	The text will be reviewed to ensure that the

priorities so that there is more focus.	document is clearer about which priorities are most important
Concern that congestion on the A66 will get worse – is the Highways Agency involved?	The Area Action Plan for the Tees Valley is collaboration between the 5 Tees Valley transport authorities and the Highways Agency. It continually reviews the traffic levels on the strategic road network (A19, A1 and A66) as well as the roads that the local authorities manage that interchange with or provide relief to the strategic road network. It also uses a database of planned land use developments which will generate new trips on the highway network. The AAP identifies current and potential future stress points on the network, as well as a programme of works to manage and mitigate the traffic levels. This has fed into the Tees Valley Statement of Transport Ambition which provides the context for the LTP. .
A need to provide safe access to schools and tackle school gate congestion	This has been undertaken through the school travel plan process and Safer Routes to School programme. It is intended to continue this approach, and implement necessary schemes subject to funding.
Availability of sustainable transport – bus , rail, Metro	The Plan supports the ongoing availability of high quality public transport to both tackle congestion and improve accessibility for all.
Further development of the cycle network	The cycle network has been significantly improved as part of the Cycle Demonstration Town project. The focus will be to complete the two missing links in the 7 radial routes.
Opportunity to develop North Road Station – as part of the TVBNI North Road/Whessoe Road junction improvement	The funding for the junction improvement is subject to grant funding restrictions and cannot therefore be used to build a new platform at North Road Station. However the junction improvement has been designed to enable further development to take place to the north of the Rail Station. An improved transport interchange in this location will be included in the LTP, but will be subject to the availability of future scheme funding.
Make the priority more obvious – what are the targets?	The national PI set has now been announced. More work is required to establish local targets.
Highways maintenance – how can we make it more efficient?	Work is already underway on a national, regional and local level to secure greater efficiencies for maintenance schemes. For instance a Tees Valley and York specialist material framework, accessed via the NEPO portal is starting to reap benefits in the region of 20%. .
Support TV wide initiatives such as the further development of Teesport, enhancements to rail gauge for rail freight and the Metro proposal	The LTP should explicitly support the wider Tees valley initiatives.
We need to continue our implementation of ‘soft measures’	The TVBNI includes funding for smarter choices to promote the use of public transport. The Interreg funding will continue to provide funding until December 2011 for

	<p>smarter choices, specifically Medal Motion and other work in schools. The Local Sustainable Transport Fund provides an opportunity to bid for further funding to increase the use of sustainable travel to reduce carbon emissions and support the economy.</p>
<p>Cross boundary links to the north particularly to support access to employment</p>	<p>The LTP will need to highlight the importance of County Durham and North Yorkshire to the economy of Darlington both in terms of employment and supporting Darlington's retail, leisure and service economy.</p>
<p>Darlington should support the reinstatement of an air link to Heathrow from Durham Tees Valley Airport</p>	<p>The Plan will identify the need to continue to lobby for the service.</p>
<p>Attitudinal change for public transport</p>	<p>Public perception of public transport needs to be addressed through actual improvements by both bus operators and the transport authority, as well as a marketing and information campaign to motivate and incentivise behaviour change. Perception needs to be addressed across a wide range of decision makers, influencers and policy makers.</p>

79. Minutes from the meeting were recorded and Minute EE45 records that the comments from the Scrutiny Committee be put forward as part of the consultation.

## Annex 2

### Strategic Environmental Assessment and Habitats Regulation Assessment

1. Darlington Borough Council worked with CAG consultants to undertake a Sustainability Appraisal and Strategic Environmental Assessment (SEA/SA) of the Third Local Transport Plan, following the process detailed in the Guidance on Local Transport Plans<sup>1</sup>.
2. The Habitats Regulation Assessment (HRA) of the Third Local Transport Plan was undertaken by Officers in consultation with CAG Consultants and Natural England.
3. Both documents were sent to statutory consultees (Natural England, English Heritage and the Environment Agency) for their comment and advice.
4. Full copies of the SA/SEA and HRA Screening Report are available on request.
5. **The Non Technical Summary of the Sustainability Appraisal and SEA of Darlington's Third LTP is set out below:**

#### Introduction

This section is the Non-technical Summary of the Environmental Report for Darlington's third Local Transport Plan. The Environmental Report sets out the results of the Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) of the Darlington Local Transport Plan 3 (LTP3). The purpose of the Environmental Report is to give consultees information on the potential environmental and sustainability effects of the Draft LTP3 and to assist Darlington Borough Council in improving the Final LTP3.

#### The SEA process

The Darlington LTP3 is subject to a full SEA in line with the requirements of Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations).

The SA/SEA has been carried out by CAG Consultants on behalf of the Borough Council.

#### Darlington's LTP3

The Local Transport Act 2008 requires local transport authorities in England to produce and maintain a Local Transport Plan (LTP). This is the third Local Transport Plan produced for Darlington. LTP1 covered the period 2001/02 to 2005/06, and LTP2 covered the period 2006/7 to 2010/11.

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<sup>1</sup> Guidance on Local Transport Plans, DfT, July 2009.

The LTP3 consists of a strategy, a set of transport policies, an implementation plan and a series of supporting documents. The strategy sets out the overall policy framework within which transport needs to be considered within Darlington. Darlington's Local Transport Plan will cover the period 2011-2026 in line with the Local Development Framework.

The main elements of the LTP3, the approaches to achieve the transport goals and the policies have all been assessed as part of the SEA. The Environmental Report contains the assessments and summary assessments and the conclusions of the SEA process.

### **SEA appraisal process**

SEA is a tool to ensure the integration of environmental and sustainability considerations into the plan and decision making process. To achieve this aim, SEA is used as a parallel process to inform each stage of the LTP development.

### **Other appraisals**

In addition, there are two other appraisal processes taking place alongside the SEA. The first appraisal process is the Equality Impact Assessment (EqIA). Local authorities have a duty under race, disability and gender legislation to carry out an EqIA of their LTP3. EqIA can help determine how an LTP affects different groups of people. DfT guidance on LTPs advises that an EqIA encompass race, gender, disability, age, religion/belief and sexual orientation. Darlington Borough Council has produced an EqIA and a Disabilities Impact Assessment is underway and will be completed before the LTP is finalised.

The second is the Habitat Regulations Assessment. The Conservation of Habitats and Species Regulations 2010 (SI 2010/490) require that any plan or programme that is likely to have a significant effect on a Natura 2000 site (areas of high value for natural habitats including species of plants and animals which are rare, endangered or vulnerable in the European Community) should be subject to Habitats Regulations Assessment (HRA). The guidance on Local Transport Plans (Department for Transport, July 2009) states that local transport authorities need to consider if their LTP is likely to have a significant effect on a European site. If a significant effect is likely, the Plan must be subject to an appropriate assessment.

Darlington Borough Council sought views on the legality and soundness of its Local Development Framework Publication Draft Core Strategy. Consultation closed on 23 September 2010. The submission included the Planning for the Protection of European Sites Appropriate Assessment: Screening Report. As the Local Development Framework includes policies for 'Efficient and Effective Transport Infrastructure' and the spatial impacts of those policies, the Council considers that the same Appropriate Assessment is valid for the Third Local Transport Plan.

The Screening Report found no significant detrimental effects on Natura 2000 sites and therefore no further assessment was thought to be required. Future LDF supporting documents will be subject to Appropriate Assessment screening and if these should highlight any issues relating to transport and travel, further assessments will be carried out with reference to the Local Transport Plan. Any cumulative effects will be identified through continual monitoring at local and Tees Valley level.



## Main SEA Findings

This Environmental Report details in section 4, the effects of the LTP3 potential strategic approaches and in section 5 the effects of the draft policies on the 12 socio-economic and environmental SA/SEA objectives. Those approaches (strategic options) or policies that have a potential or significant negative impact on any of the objectives are highlighted in the assessments and any recommendations to mitigate the impacts are listed in the matrices.

In relation to the options, the main findings were:

- Council data suggests that the majority of the population can access services without the use of the car. A key issue in terms of sustainability will be making improvements in the transport network without detracting from this position. This highlights the importance of providing sustainable travel options alongside traffic measures, particularly in relation to the development of new sites.
- Improving connectivity to the Eastern Fringe and wider Tees Valley will be important in terms of employment but to avoid conflicts with other sustainability objectives it will be important to do so primarily by improving the provision of sustainable travel modes and their interconnectivity.
- Further work may be necessary to investigate whether demand management measures can be incorporated in support of many of the sustainability objectives without unduly impacting on economic growth in the region.
- A range of approaches are available for reducing the carbon impact of travel and these are well captured in the policy options expressed. However, further work may be needed to understand how the need to travel can be reduced whilst improving connectivity, particularly in relation to new employment sites. Caution also needs to be exercised in the promotion of bio fuels because of the potential adverse impacts from their production.
- In relation to journey experiences and changes in the demographics of the population, genuine alternative options are not apparent but the options presented instead form a set of complimentary approaches.
- The need to adapt to climate change needs to be given more explicit consideration in relation to all policy areas but particularly in terms of potential climate impacts on vulnerable groups. The funding for adaptation measures is a critical issue which needs to be addressed.
- The sustainability objectives will be better served by prioritising investment in the transport system over the maintenance of the highway network.

In relation to the policies, the main findings were:

- **Policy 1. Integrate land use and transport planning at all stages of the planning process using the 3 pronged approach to tackling congestion:** There may be inherent conflicts within this policy. Physical improvements to the highway network to ease congestion may result in increased travel, which could have adverse impacts on health, emissions and air quality, which may not be outweighed by the investment and promotion of sustainable travel choices.

Uncertainties: The balance between the three prongs and the resulting impacts is unclear. Further work may be necessary to determine whether proposed physical improvements would result in increased trips.

Recommendations/Mitigation: That the physical improvements to the highway network only be taken forward if they do not result in increased trips by the private car.

- **Policy 2. Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities** This policy should have strong positive sustainability impacts.
- **Policy 3. Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips.** This policy should have strong positive sustainability impacts.
- **Policy 4. A joint approach between the Council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes.** This policy should have strong positive sustainability impacts.
- **Policy 5. Evaluate and support initiatives that enable older people to travel, particularly those without a car and those in rural areas.** This policy should improve accessibility, particularly for those with poor accessibility currently.
- **Policy 6. Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level.** In prioritising maintenance over improvements (which would include sustainable modes), this policy scores negatively against many of the objectives. This impact would be reduced if it were to be assumed that 'maintenance' included significant works to existing sustainable modes like walking, cycling and public transport, given Darlington's good record on these issues to date. Recommendations/Mitigation: Funding for maintenance and better management of the system only be taken forward where they don't result in increased car trips.
- **Policy 7. Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre.** This policy scores positively across the board and should improve the attraction and use of public transport with associated sustainability, low carbon and health benefits. Recommendations/Mitigation: Improvements to interchanges should maximise synergies with the public realm, built heritage and climate change adaptation.

## 6. Changes to the Third Local Transport Plan

7. In response to the SEA the proposals for maintenance of the transport network have been made more explicit, detailing that this includes maintenance of the sustainable transport network as well as highways, which be construed as only being roads.
8. In addition, Policy 20 has been introduced as follows:

New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the

historic environment as far as possible, and take opportunities to enhance them where possible.

9. The conclusions and recommendations of the Planning for the Protection of European Sites Appropriate Assessment: Screening Report (HRA Assessment) are set out below:
  - The assessment concludes that there will be no likely significant effect on the integrity of any Natura 2000 sites arising through the adoption of Darlington's Third Local Transport Plan. Appropriate Assessment of the Plan is therefore not required.
  - Potential impacts should be investigated on subsequent individual significant transport schemes with specific regard to the following:
    - ✓ Impact of economic growth on air quality, water quality, hydrology on Natura 2000 sites;
    - ✓ Impact of employment growth on air quality, water quality, hydrology on Natura 2000 sites;
    - ✓ Impact of housing development on air quality, water quality, hydrology on Natura 2000 sites;
    - ✓ Impact of traffic growth on air quality, water quality, hydrology on Natura 2000 sites;
10. Potential impacts of schemes brought forward by the Highways Agency will be considered through the planning application process.
11. Potential cumulative effects resulting from smaller transport schemes will be identified through continual monitoring at the local and Tees Valley level.

## Annex 3

### Equalities Impact Assessment and Disability Impact Assessment

#### Equalities Impact Assessment

A multi strand equalities impact assessment has been undertaken on the Third Local Transport Plan. A record of the assessment follows:

#### **EQUALITIES IMPACT ASSESSMENT QUESTIONNAIRE**

<b>SERVICE: LOCAL TRANSPORT PLAN</b>	<b>Department: Chief Executive's</b>
<b>Person Responsible for Assessment:</b> Peter Roberts with Sue Dobson	<b>Date of assessment:</b> 23/11/2009 + 22/12/2009 – PR/SD/GH 3/11/10 – Initial Assessment – PR/SD 19/11/10 – Analysis and write-up - PR

#### **Brief description of service and to whom provided/available:**

The Third Local Transport Plan sets out the local transport strategy for the period 2011-2026, and the implementation plan of schemes and initiatives for the next 3 to 4 years. It seeks to build on the policies and programmes pursued through LTP1 (2001-06) and LTP 2 (2006-11). At the time that this initial Equalities Impact Assessment is being carried out, LTP3 has been drafted and is currently subject to public consultation. The findings of this assessment, and of Disability Equalities Impact Assessment, will be considered by Cabinet as part of the report on public consultation and on recommended changes arising from public

comments.

The LTP is a universal 'place' service in that it sets out a transport strategy and programmes that will impact potentially on everybody living, working in and visiting the borough. However universal strategies and programmes can have a disproportionate impact on different individuals and groups, depending on their circumstances, and transport policy is expected to recognise, address and seek to mitigate this potentially disproportionate impact. Equalities legislation identifies groups of people with 'protected characteristics', and policy and service delivery should be designed to ensure their social inclusion. The key groups of people who could be disadvantaged by universal transport provision that takes no account of their needs include people without access to cars, disabled people and people with long-term limiting illnesses, children and young people, and carers of people in these groups.

The purpose of this initial 'multi-strand' equalities impact assessment is to examine the draft LTP3 to identify any aspects of policy that could lead to disadvantage for the groups of people affected by the 'Issues' listed under question 1 of this template, and to propose mitigating measures. A separate Disability Equality Impact Assessment will be carried out, in accordance with statutory requirements and Darlington's Disability Equality Scheme.

One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. At this early stage in the development of LTP3 the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. Detail will be developed through the annual Implementation Plans prepared to translate strategy into action, and these will require further rounds of impact assessment.

*Peter Roberts, 3<sup>rd</sup> December 2010.*

## **Introduction**

All the Council's services have been prioritised with regard to their potential impact on the promotion of equalities. Each service has been given a 'impact rating' of high, medium or low priority and this has been used to draw up a three year programme during which formal impact assessments will be conducted (those with a 'high' rating falling into the first year and so on).

The impact assessment looks at how a service is provided and how it promotes, monitors and consults in respect of equalities. Completion of the impact assessment will help us determine the extent to which services meet the requirements of the Equality Standard for Local Government, the Race Relations (Amendment) Act 2000 and the Disability Discrimination Act 1995.

The attached questionnaire provides a structure for undertaking the impact assessment. Local information and examples should be provided wherever possible.

This is a generic document that will require interpretation in particular circumstances. If, after reading the guidance, you require further information on how to implement the assessment, please contact David Plews, Policy Advisor (Social Inclusion) on 01325 388023.

**Q.1 Is your service accessible to everyone within the community? Bear in mind any economic, social, environmental, physical, intellectual, cultural, linguistic, technological or other barriers.**

Issue	Yes	No	If yes, what evidence do you have to demonstrate this?	<b><i>If no, what do you plan to do to remove barriers to access?</i></b>
Race (inc. culture and nationality)	✓		The transport outcomes, options and policy choices set out in the draft plan emphasise the need to provide access to jobs, services and facilities for everyone, placing emphasis on sustainable travel options and ensuring that people who do not have access to a car are not disadvantaged in access term.	Detailed implementation plans should consider whether this issue raises particular needs, such as language options around transport information or any cultural constraints affecting the way people might use buses/taxis. If emphasis is placed on walking and cycling, are there any cultural implications for some racial groups to be taken into account?

Religion or belief	✓		As above – there are no specific considerations raised by this issue at the strategy level.	Consider the needs of particular congregations for access to places of worship on the appropriate holy days. How will they be affected by changes to bus services, including supported services, or by any other future proposals arising from LTP3 affecting public transport or any form of community transport?
Gender (inc. transvestitism, transgender and transsexuality)	✓		As above – there are no specific considerations raised by this issue at the strategy level.	Is personal security an issue for these or any other specific groups in relation to transport services or facilities?
Sexuality (inc. homosexuality and bisexuality)	✓		As above – there are no specific considerations raised by this issue at the strategy level.	As above
Impairment (inc. physical and/or mental impairments)	✓?		The demographic trend towards an ageing population, with reduced mobility and increase in disability, is highlighted on page 44. A preferred policy option is to work with private and voluntary sector providers to adapt the existing transport network to meet more of the needs of older people and ‘people with disabilities’, limiting the need for specialist transport.	Terminology – ‘disabled people’ is preferred to ‘people with disabilities’. Whilst the preferred policy option is clearly stated, the issues and difficulties for disabled people using buses and taxis are well known, and have been reinforced in the discussions around the EIAs on Ring a Ride and budget proposals. These issues, and the where adaptations or improvements to the existing network need to be focused, could be clearly stated. The organisation of the plan gives the impression that the transport needs of older and disabled people are separate from mainstream transport needs, but disabled people need to access job opportunities. The content on pages 40 and 41 concerning the difficulty of accessing future jobs at the eastern end of the Tees Valley, and ensuring people can access local training and employment, should

				emphasise the need for provision to be accessible and inclusive of disabled people across physical and mental impairments. Car sharing may not be a practical option for some disabled people – provision in the wider Tees Valley is outside the scope of Darlington’s plan, but it should be clear about the implications of car-only options for some people.
Age	✓?		As above.	For some older people there will be greater choice about travel and leisure in the future, supported for some by the shift to personal budgets, and for some dependent on the future provision for concessionary travel. But for many older people travel options have been affected by the combination of recent proposals affecting concessionary fares, supported bus services and Ring a Ride. Perhaps the supporting text on page 44 should reference these changes and provide some indication of the forms of provision and adaptation needed to ensure older people have travel choices and can access shops and facilities. The travel choices of children and younger people are not clearly addressed in the plan.
Geographical location		✓		There are references to rural areas and supported bus services, but there doesn’t appear to be a specific focus on the needs of particular geographical areas, particularly rural areas and villages. The transport needs of non-car users in rural locations, and particularly older, disabled and younger people, are not addressed.
Any other equality issue (e.g. people with dependants and/or caring	✓?		As per ‘Impairment’ above	The comments above on Impairment and Age also apply to Carers of people with particular transport issues and needs.



responsibilities or people with a criminal record)				
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**Q.2 (a) For whatever reason, does your service treat any group differently from its other service users?**

Yes

✓

No

**If you have answered ‘yes’, please specify those individuals or groups affected and whether the impact has the potential to be adverse.**

People living in particular geographic areas – provision of supported bus services

Older people – concessionary fares

Disabled people – support for Shopmobility and highway adaptations

Children and young people – school travel planning

Non-car users – support for bus services; provision of facilities and support for cycling and walking

All these differential provisions are designed to have a positive impact of the travel choices of the specified groups. Potentially adverse effects will arise from reduction or withdrawal of provision through budget or policy decisions.

Generally provision to these groups is designed to counteract the adverse effect of the dominance of the private car in transport provision on those in society without access to a car or who are unable to use a car..

**(b) What needs to be done to prevent any potentially adverse impact?**

Potential adverse impacts need to be identified as part of the impact assessment process for individual policies or budget decisions. Where possible these should be prevented by changing the policy or adapting the implementation of the policy. If it is not possible to prevent adverse impacts the policy should seek to minimise them and identify alternatives where possible. The cumulative impact of policy decisions needs to be considered.

Q.3 (a) Do you promote equality within your service? (e.g. through departmental equalities group, innovative marketing or community engagement techniques)

Yes  
No

✓

**If you have answered 'yes', please give examples of how equality is promoted.**

Through engagement with representatives of groups of people at risk of transport disadvantage in the preparation of transport strategy and implementation plans and in addressing specific issues and proposals – e.g. GOLD, Darlington Association on Disability, schools – and directly with service users – e.g. Ring a Ride consultation.

Participation within corporate Talking Together engagement programme around budget proposals, area-based projects (e.g. Feethams and Town Centre Fringe) and on specific transport topics (e.g. Railway Station interchange)

School travel planning is a major ongoing focus of activity, working directly with children and young people.

Local Motion sustainable travel project engaged with every household in Darlington around travel needs and preferences, through an innovative social marketing programme.

Equalities Impact Assessment of strategies and proposals, and impact of corporate equalities policies through departmental co-ordinator.

**Q.4 Are there any plans in place within your Service to promote equality more effectively?**

Yes  
No

✓

**If yes, please outline what you intend to do (including details, if known, of timescales and areas to be covered, etc.)**

Further developments will follow-on from current restructuring programme, in the light of arrangements put in place within the new business organisation.

**Q.5 In the past three years, have you consulted with any of the following groups regarding the delivery of and access to your service?**

<b>Group</b>	<b>Yes</b>	<b>No</b>	<b>If yes, please give evidence (Who? When? What were the outcomes)</b>	<b>If no, what consultation do you plan to do and by when?</b>
Racial (inc. culture and nationality)		✓		Consultation will be undertaken as part of the delivery of future programmes of Individualised Travel Marketing, in particular with regard to appropriate language and any cultural issues regarding travel, particularly by sustainable modes.
Religion or belief	✓		Consultation on individual schemes has included places of worship when they may be affected by changes to the highway. E.g. all places of worship within a defined geographic area as part of the consultation for changes in Haughton	

			Village in 2008/09. Comments were considered as part of the review of the scheme and changes made as appropriate.	
Gender (inc transvestitism, transgender and transsexuality)	✓		Consulted a wide range of people as part of the Socialdata research in 2004 and 2008. This included research on the basis of gender and resulting initiatives and communications were produced to target women in order to increase levels of cycling.	
Sexuality (e.g. homosexuality and bisexuality)	✓		GADD were involved in the Investors In Health Initiative in 2009 and 2010 which included sustainable transport and health initiatives.	
Impairment (e.g. physical and/or mental impairment)	✓		Learning Disability partnership were consulted in the Bridge Card in June 2010	
Age	✓			
Geographical location	✓		Discussions with parish representatives and residents of proposals affecting supported buses	

Any other status (e.g. people with dependants and/or caring responsibilities or people with a criminal record)				

**Q.6 Do you train your staff on equality issues?**

*Yes*

No

**If you have answered yes: What training is available? Who delivers it? Who receives it?**

Corporate equalities training programme – delivered by external provider to all staff on a prioritised basis.

The most important training comes from direct engagement and discussion with representatives (GOLD, DAD in particular) of groups of people at risk of disadvantage around transport issues.

## Disability Impact Assessment

During the preparation of this Local Transport Plan there has been consultation with and involvement of disabled people, to ensure that the challenges faced by disabled people are identified, a broad selection of options are considered and that policies are developed that support disabled people as they use the transport system. The formal Assessment process seeks to identify the impacts of policies, either positive or negative, and to identify what other actions need to be taken. The process will need to continue as the Implementation Plan is developed.

Changes have been made to the Plan as issues have been raised as part of consultation or the Impact assessment process.

Issue	Response in the document
<p>DIA - <i>Where the Transport Outcomes refer to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.</i></p>	<p>Chapter 4 paragraph 4.4 - <i>Extensive consultation resulted in changes to the proposed outcomes, including the addition of 'affordability', 'journey experience' and 'activities'.</i></p> <p><i>Consultation also highlighted the fact that 'everyone' really must include all people, specifically those living and working in rural areas and disabled people.</i></p>
<p>DIA - <i>The situation for many disabled people is that transport and accessibility is limited by the lack of suitable or usable transport, and the policies in the plan will not secure suitable provision as they stand; this needs to be recognised in the 'Challenges' section – i.e.</i></p> <ul style="list-style-type: none"> <li>• <i>That we have a significant population, around 20%-25% of the total, who are disabled or have a long-term limiting illness</i></li> <li>• <i>That some of this population are unable to use existing transport</i></li> <li>• <i>That this is a significant challenge that needs to be addressed.</i></li> </ul>	<p>Chapter 5 Challenges - 20%-25% of the population are disabled or have a life limiting illness, which is above the national average = Some people are unable to travel as they do not have access to appropriate transport in the right place at the right time; others have limited opportunity to travel due to the transport options that are available.</p> <p>Lack of accessible vehicles for disabled people, especially taxis but also buses. Explore the potential to use taxi licensing to increase the numbers of suitable vehicles. = Some people unable to make any journeys and others with limited ability – wider impacts on accessibility to services, negative impacts on health and wellbeing</p> <p>Better awareness of issues for disabled people and associated changes in behaviour – small changes can make a big difference e.g. obstructive parking = Easier for disabled people to make journeys</p> <p>Integrate the Shopmobility service into the Plan = Provides a valuable town centre service, supporting the local economy and increases independence for the service users (with associated health and well being benefits)</p> <p>Extend blue badge parking to all day free parking = Supports eligible disabled people access employment and other facilities</p> <p>Improve access to and facilities at North Road and Bank Top Stations and increase patronage on the Bishop Line = Improves the journey experience, supports the economy, reduces carbon emissions, improves accessibility for disabled people</p>
<p><i>Where the Transport Outcomes refer</i></p>	<p>Add a specific policy highlighting that 'all' or 'everyone' includes disabled people –</p>

<p><i>to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.</i></p>	<p>Policy 14 – Promote independent travel and access to activities, services and facilities, in particular for those who are disabled or have a life limiting health condition</p> <p>Policy 16 - Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.</p> <p>Policy 18 – Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.</p> <p>Policy 19 – Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.</p>
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A summary of the process follows:

**Disability Equalities Impact Assessment Record Sheet**

Policy Title: Darlington’s Third Local Transport Plan			
Policy Owner: Sue Dobson, Principal Transport Policy Officer			Date: 20/12/2010
Type of Assessment	Type 1	Type 2	Type 3
Is this a policy or action? <b>POLICY</b>			
<p><b>Overview:</b></p> <p>The Third Local Transport Plan sets out the local transport strategy for the period 2011-2026, and the implementation plan of schemes and initiatives for the next 3 to 4 years. It seeks to build on the policies and programmes pursued through LTP1 (2001-06) and LTP 2 (2006-11). LTP3 has been drafted and subjected to public consultation. Some of the consultation responses, outlined below, are concerned with improving plan outcomes for disabled people. A multi-strand Equalities Impact Assessment was carried out in November 2010. Cabinet will consider the findings of the Equalities Impact Assessment, any findings from this Disability Equalities Impact Assessment and all consultation responses in February with recommended amendments to the draft plan to produce a final approved version of the plan.</p> <p>One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. At this early stage in the development of LTP3 the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. Detail will be developed through the annual Implementation Plans prepared to translate strategy into action,</p>			

and these will require further rounds of impact assessment.

The findings of the multi-strand EIA, reinforced by consultation responses, that are relevant to this DEIA are that:

- b) Where the Transport Outcomes refer to transport accessibility for 'everybody', it should be expressly clear that this includes disabled people, people with long-term limiting illnesses and carers.
- c) The situation for many disabled people is that transport and accessibility is limited by the lack of suitable or usable transport, and the policies in the plan will not secure suitable provision as they stand; this needs to be recognised in the 'Challenges' section – i.e.
  - That we have a significant population, around 20%-25% of the total, who are disabled or have a long-term limiting illness
  - That some of this population are unable to use existing transport
  - That this is a significant challenge that needs to be addressed.

These issues have both been included in the revised LTP document.

**What are the positive or negative effects that the policy or action will have on disabled people?** *This and the following sections will be completed following discussion with disabled people*

**Positive Impacts:**

The Plan has identified real challenges faced by disabled people and the scale of the issues has been highlighted. The outcomes have been amended in light of consultation with disabled people and other groups. Policies have been amended to reflect the key challenges faced by disabled people and groups of people with specific impairments as appropriate.

It has been noted that changes to training are important to improve the journey experience for a wide range of people, including disabled people, but that more action is required to change attitudes.

A number of actions have been noted to achieve greater involvement by disabled people, in particular through the DEIA process, on an ongoing basis, such as assessment of the Transport Asset Management Plan and Network Management Plan.

**Negative Impacts:**

The Plan does not set out to have any negative impacts on disabled people, but this may be the result of the implementation process. Therefore it will be important to continue to involve disabled people on an ongoing basis in scheme and policy design.

DAD has stated that the Plan does not set out any commitments to improve transport for disabled people and that whilst barriers have been identified there is nothing but meaningless words. At this stage therefore 'the DIA on the Transport Plan is just a paper exercise of no value to disabled people.'



What evidence supports this? See detail below

Who was involved? Meeting 12 January 2010 - Gordon Pybus, DAD; Tom Stebbings, MENCAP; Jane Woodward, DAD; Peter Roberts, DBC; Sue Dobson, DBC; Lauren Robinson, DAD; Gordon Hamilton, MIND and Reflections; Rosemary Berks, DAD and Dimensions; Andy Hart, DAD; Colin Light, DAD; Tracey Gedding, DAD – admin support; Mary Hall, DBC

What action will you take as a result of the impact assessment?

ACTION – Traffic Manager, at the next review of the Network Management Plan should include consultation with DAD and possibly a DEIA if required.

ACTION – mention in LTP3 - investigate how we can achieve improvements through licensing and procurement

ACTION – review the comments made by the Sub Group members on the policies at a meeting on 17 January 2010. Amendment made to policy 4 – added a footnote highlighting the fact that some disabled people are completely reliant on a private car.

How and when will this action be monitored?

These amendments will be included the final Plan to be approved by Council as part of Council Policy.

The implementation of the plan will be monitored by Economy and Environment Scrutiny Committee, including the monitoring of the Network Management Plan.

DBC will work with DAD to ensure that disabled people are involved as much as is feasible and practicable in the delivery of the Plan.

## **Darlington's Third Local Transport Plan Disability Equalities Impact Assessment**

The Department for Transport published statutory Guidance on Local Transport Plans in July 2009 to support local transport authorities in producing Local transport Plans, as required by the Transport Act 2000, and as amended by the Local Transport Act 2008.

The guidance states<sup>2</sup>:

‘Local transport legislation has, since 2000, contained an obligation for local transport authorities to have regard to the transport needs of older people and people with mobility difficulties when developing transport plans and policies.

The Local transport Act 2008 adds a new requirement to have regard to the needs of disabled people, both in developing and implementing plans. This broadens the scope of local transport legislation to bring it in line with the Disability Discrimination Act 2005.’

The Third Local Transport Plan sets out the priorities for transport in the Borough. It contributes to national transport strategy and supports the Tees Valley Statement of Ambition, but most importantly it has to support the delivery of the Sustainable Community Strategy.

Using the social model of disability approximately 20-25% of all people in Darlington consider themselves to be disabled or to have a long-term limiting illness. This equates to 20-25,000 people. The number of this large group whose condition, impairment or illness would prevent them from using current conventional public or private transport will be much smaller, although we do not have specific information. Some disabled have very specific needs due to the nature of their impairment and this may result in them being unable to travel or have their travel severely limited (with a resulting impact on the quality of their life).

The following provides a summary of the involvement of disabled people and the application of the Multi Strand Equalities Impact Assessment to date.

### **Multi Strand Equalities Impact Assessment (EQIA)**

A self assessment was undertaken on 23 November 2009 and 22 December 2009 (Sue Dobson and Peter Roberts). This was at a very early stage of the process to develop the Third Local Transport Plan. In terms of impairment it identified a number of things that would remove barriers to access:

- *Physical access implications*

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<sup>2</sup> Paragraphs 23 and 24, Guidance on Local Transport Plans, DfT, July 2009

- *Sensory impairment implications*
- *A need to link to the Local Development Framework, in particular for the location of services*
- *Independent Travel Training for pupils with learning difficulties*

A follow up EQIA self assessment was undertaken on 3 November 2010 and 19 November 2010 (Sue Dobson and Peter Roberts). This identified that the key groups of people who could be disadvantaged by universal transport provision that takes no account of their needs include people without access to cars, disabled people and people with long-term limiting illnesses, children and young people, and carers of people in these groups.

One of the repeated difficulties in carrying out impact assessments of strategy and policy documents such as the Local Transport Plan is that disproportionate impact and disadvantage often emerge in the detailed implementation of strategies and policies and are difficult to identify in the policies themselves. Therefore the impact assessment can only highlight areas where issues could arise in the detailed implementation of policies. It was noted that further impact assessment will be required on the implementation programme.

What the assessment did identify for disabled people was:

*With regards to the policy – ‘Work in partnership with the private and voluntary and community sectors to adapt the existing transport network to meet more of the needs of older people and people with disabilities, limiting the need for specialist transport.’ – the issues and difficulties for disabled people using buses and taxis are well known, and have been reinforced in the discussions around the EIAs on Ring a Ride and budget proposals for supported bus services. These issues, and where adaptations or improvements to the existing network need to be focused, could be clearly stated.*

*The organisation of the plan gives the impression that the transport needs of older and disabled people are separate from mainstream transport needs, but disabled people need to access job opportunities. The content on pages 40 and 41 concerning the difficulty of accessing future jobs at the eastern end of the Tees Valley, and ensuring people can access local training and employment, should emphasise the need for provision to be accessible and inclusive of disabled people across physical and mental impairments. Car sharing may not be a practical option for some disabled people – provision in the wider Tees Valley is outside the scope of Darlington’s plan, but it should be clear about the implications of car-only options for some people.*

### **Evidence**

During the development of the LTP, consultation was undertaken with disabled people.

The ***first phase of consultation*** was considering the outcomes or goals that the LTP should be delivering. This included:

*24<sup>th</sup> November 2009  
Talking Together event*

*Presentation and workshop with local organisations and members of the public (open invitation) plus on-line forum to discuss the draft goals, identify any missing goals and decide if there should be a priority.*

There was general agreement that the goals were right but that the Implementation Plan must be in place to ensure that the strategy actually delivers the outcomes and that it does not become just a list of meaningless statements.

An issue was raised by Gordon Pybus, Darlington Association on Disability, that when people talk about 'access for all' this is not always the case for disabled people.

**Action** – need to add a statement within the LTP that 'all' or 'everyone' explicitly includes disabled people.

*March 2010*

*NWA Survey*

In March 2010 a survey was commissioned by DBC to seek the opinions of a sample of Darlington residents to review transport needs and issues across the whole population and the specific needs of disabled people. The results of the NWA survey were used for the review of Ring a Ride and the development of the LTP.

The total sample was 352 people, questioned at 6 locations within the urban area of Darlington. 137 (39%) of these considered themselves to be disabled or to have a long term limiting illness. Just under three quarters of all respondents (74.7%) did not note any difficulties with transport (either difficulties arising because of their disability or the way that transport facilities are organised or run). However, half (50.4%) of those who considered themselves to be disabled or to have a long-term limiting illness stated that they did have difficulties using various types of transport. The main difficulties were associated with bus and rail travel. This included walking to and from bus stops, as well as issues with physical access onto vehicles (steps) and the attitude/behaviour of drivers.

The survey included a question on concessionary bus passes. 41.5% of all respondents had a bus pass, rising to 83.9% of those aged 60 years or over. As of December 2010 the numbers with a concessionary bus pass is as follows:

- Elderly – 19,277
- Disabled – 1,842
- Companion Elderly – 33
- Companion Disabled – 444

The numbers of people in the Borough that have a pass on the basis of disability is 2,286 compared to 19,310 who have one on the basis of age (12%). As approximately 20% of the population has a disability or long term limiting illness, it would be expected that more would have a bus pass on grounds of disability. However it is easier to apply on the basis of age, so the numbers of pass holders who may be both over 60 and eligible disabled may be higher.

The survey only included 3 people with a companion concessionary fares pass (0.63% of the sample). As companion disabled passes account for 19% of all disabled passes, these people are under-represented in the survey sample. This may be because disabled people that require assistance from a companion make less trips or may skew their trips to certain destinations (and are therefore not picked up when a survey is

spread over 6 sites). It has not been as easy to get the opinions of these people in a random survey.

Some issues were raised with taxis such as a lack of assistance from drivers and unable to accommodate wheelchairs.

The survey did not include people who are currently unable to make journeys.

**Action** – need to consider accessibility for the total journey- door to door – and identify how minor amendments can improve the journey or even make the journey possible at all.

**Action** – need to consider how to increase the availability of accessible taxi vehicles

**Action** – behaviour of drivers and other road users is an issue that has been brought up across a broad spectrum of transport users, including disabled and older people, but also young people. There needs to be some further work on how we can engender more consideration between groups using the highway and transport system.

The *second phase of consultation* was considering the challenges and options. A number of workshop sessions were run with specific groups from 31 March – 17 June 2010, and then Talking Together events were held in July 2010 to enable organisations and local people to get involved and develop potential ideas as options for delivering the goals. Included is the feedback from the disabled people's event, but also feedback from the events for older people and those living in rural areas as the potential isolation caused by a lack of transport services can be similar for all 3 groups.

26<sup>th</sup> May 2010

*Older People*

*Invited through Growing Older Living in Darlington and Age Concern*

There was a focus on improving bus services, but also on encourage walking and maintaining roads. Some of the options included:

- Completing the Inner Ring Road
- Managing the movement of buses and providing a bus station
- Providing all day blue badge parking
- Providing and enforcing the use of bus lanes, especially illegal parking
- Re-introduce a paid for concessionary schemes (i.e. previous local scheme)
- Coordinate streetworks better to reduce delays
- Roll out of real time bus information to key stops
- Smart ticketing – so do not need to carry money (good from a personal safety point of view)
- Car Club
- Electric cars
- More cycle parking required
- Personalised travel information, especially if you are new to the town
- More accessible taxis required
- All buses should be low floor
- More dropped kerbs are required
- Cycling on pavements is an issue and needs greater enforcement

- Better interchange at the rail station
- Require proper coach stops and passenger waiting facilities
- Need more residents parking
- Do not use green space to accommodate parking (verge hardening)

*11<sup>th</sup> June 2010*

*Disabled People*

*Invited via Darlington Association on Disability*

Transport is a priority for people with a disability. The personalisation agenda will provide people with greater choice, but only if suitable transport is available to enable people to access the services, facilities and activities that they need or want to use.

Many of the issues raised were challenges rather than options. Most require small scale improvements or changes in behaviour, some of which can be addressed through raising awareness of the issues that disabled people face or training.

- Car parking on pavements causing an obstruction
- Management of streetworks and building works, especially when they impinge on the footway
- Cyclists to be separated from pedestrians
- Real time information is good, but would also like audible announcements on buses and at bus stops
- Bus drivers are not always helpful, especially when communicating with people at bus stops before they have got onto a bus
- Disabled people would first and foremost like genuine travel choices, climate change is secondary. Need to provide choices that combine both whenever possible.
- Safety is an issue if pedestrian crossings are not working
- Panic buttons on buses would help people with learning difficulties
- To access employment and other services, need to be certain that can access a bus or taxi on a regular basis
- Consider using cheap alternatives when possible e.g dropped kerbs
- Review car parks to make accessible parking bays truly accessible
- Need to use all communications channels when changes come into effect on transport e.g. Twitter, Facebook
- Access to rail station is difficult – what about a travelator

*17<sup>th</sup> June 2010*

*People living in rural areas*

*Invited via the Association of Parishes*

*Attendees from Sadberge, Bishopton, Hurworth, Neasham, Middleton St George, East Newbiggen and West Newbiggen.*

Transport is seen as a vital service in rural areas, particularly for those without access to a car. There was a general consensus that the bus service that they currently get is good – on time, clean vehicles and pleasant drivers – and would like to see the services being more frequent. However there was an understanding that keeping the

existing services is crucial and any improvements would be an aspiration. Whilst concessionary fares are valued, they would rather pay and keep a bus service, than have a concession but no bus service on which to use it.

There were a lot of options to reduce carbon emissions:

- Electric cars and charging points for each village
- Car Club
- Enhanced rail services (especially using Dinsdale station)
- Better broadband in rural areas to support home working
- Cycle training and cycling groups to encourage more cycling, linked to better cycle parking at supermarkets
- Pool bikes or cycle hire in villages
- Promote more positive driver behaviour

To promote better safety

- 20mph speed limits in villages
- Extend the Community Speed Watch programme which has started in Sadberge

To improve access:

- Support the development of the Metro, enhancing the rail services for Dinsdale station
- More services to be provided locally e.g. post office, shop
- Safe walking and cycling route from Sadberge to MSG, also enhancing provision for those using mobility scooters (an increasing issue with an aging population)
- More dropped kerbs, especially at bus stops

To improve the journey experience:

- Conductors on buses could help older people
- Extend walking and cycling routes in rural areas – just because villages are in rural areas there is not necessarily good access to green space/infrastructure
- Stop HGVs operating through villages

The ***third phase of consultation*** which ended on 13 December 2010 was considering the draft LTP, including some strategic choices and possible options. There was a wide ranging response from stakeholder organisations and council departments. This included feedback as follows:

*Darlington Association on Disability*

The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing. (This is supported by evidence provided from a Shopmobility Users survey, DAD, 2010 provided as part of the consultation response).

The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed.

Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.

There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.

*Tees Valley Rural Community Council*

It is useful to consider the rural dimension in the context of meeting the needs of older and disabled people, as rural isolation has some parallels in terms of limited travel choices. The role of the Community and Voluntary sector needs to be explored and potential inclusion in a bid to the Local Sustainable Transport Fund.

*Bishop Line Community Rail Partnership and Friends of the National Railway Museum North east Branch*

Consideration of a new DDA compliant platform to the north of the Bishop Line, providing good passenger waiting facilities.

New DDA compliant footbridge at Bank Top Station

*Housing Renewals and Strategy, DBC*

Improve accessibility and mobility, particularly for pedestrians, through better management of street furniture and signage

*Development and Commissioning 0-11 years, Children's Services*

Disabled children and young people do not have access to after school activities due to inflexible home to school transport travel contracts.

*Healthy Darlington Business Group*

Use of volunteers and volunteering networks to assist in reducing social isolation and addressing health and safety issues, through practical assistance and brokering of transport.

**Additional consultation** work on transport issues involving disabled people during the same time period has included:

*Learning Disabilities Transport meeting* – 26 January 2010, attended by 6 carers and a large number of service users. The attendees developed two lists – one of what is currently working, and one of what is not working.

What works well includes positive comments about public transport (trains are good – get help if needed; staff helpful at the train station; some staff on buses are helpful; a free bus pass works well; bus pass covers long journeys; companion bus pass for more independent travel) as well as council provided transport services (volunteer drivers work well; drivers and escorts are very good and understand the needs of the service users; transport always clean and tidy; wait until everyone sits down and puts their seat belt on; drivers and escorts are friendly).

What works less well for some is difficulties when bus services or bus stops change; lack of transport during snow; hate crime on public transport; cost of taxis; bus drivers are not always helpful; not enough buses on night time; confusion by bus drivers on the use of companion passes; public transport not suitable for wheelchairs (as they cannot be clamped in place); not enough accessible taxis; council transport forgets to



pick individuals up; lack of communication between council transport drivers and office; not enough buses in an evening

A *Disabilities Equalities Impact Assessment* was undertaken for the proposed withdrawal of the Ring a Ride Service. This concluded the following:

‘The loss of Ring a Ride would have significant negative impacts for the core group of regular users. It is difficult to quantify the much larger population who experience transport/accessibility issues and needs due to a long term limiting illness or impairment. Extrapolating findings from the NWA survey suggests that there could be up to 6500 people in the local population who experience difficulties in using buses, but it is clear that the scale of such need outweighs the impact of the potential loss of Ring a Ride. The evidence indicates that for the great majority of people with such issues and needs Ring a Ride is not a viable or effective solution, and it is appropriate to take this wider context into account in assessing the impact of the action of withdrawing funding from Ring a Ride.

It is not the role of the assessment to investigate and recommend ways of improving transport provision for disabled people. That role properly belongs to the Local Transport Plan (LTP) and the programmes that spring from it. However, it is appropriate to recommend that improvements be identified and brought forward in the preparation of LTP3, to act on the opportunity to counteract the narrow but potentially severe negative impacts of the action with wider positive benefits.’

### ***Final stage of DEIA on LTP3***

A meeting was held on 16 December 2010 with Gordon Pybus, Darlington Association on Disability, Peter Roberts, Policy Unit, DBC and Sue Dobson, Transport Policy, DBC.

*Gordon felt that the LTP provides a good summary of the issues and challenges faced by disabled people, but does not say what actions will take place to address the issues. In the main these can be minor tweaks to the existing mainstream provision such as addressing the behaviour of taxi and bus drivers; providing travel information in different formats; having greater consideration for wheelchair and scooter users during periods of snow; or utilising licensing to improve the provision of accessible taxis.*

*It was agreed that potential ways forward include:*

- *Formalising existing processes to ensure that the needs of disabled people are always considered;*
- *Use contracts and/or procurement processes to improve transport for disabled people;*
- *Raising awareness of disability issues amongst all staff working for or with the Council; and*
- *Developing new solutions that can be sustained on the medium to long term, potentially working with the private or community and voluntary sector and potentially as part of a bid to the Local Sustainable Transport Fund.*

It was agreed to take the draft LTP3 and the work on the DEIA to a meeting of the Impact Assessment Sub-Group on 12 January 2011.

The main issues raised were:

- The LTP provides a good summary of issues and challenges faced by disabled people, but does not say what actions will take place to address these.
- More work needs to be done to improve the Disability awareness training for Arriva bus drivers, though it is recognised that this is a private company.
- Improving journey experience could include improved *accessible* information (especially when there are changes to bus routes or timetables) and improvements to waiting environments, specifically *for disabled people*.
- Issue of legal discrimination – poor provision of disabled access e.g. proposals of the Metro include lifts to access the footbridge rather than providing a fully accessible footbridge. Poor or non-provision may legally tick the boxes under reasonable adjustment.
- Funding was discussed and the possible opportunity to include schemes or initiatives as part of a Local Sustainable Transport Fund bid which may address some of the issues raised.

A follow up Sub Group meeting was held 17 January 2011 to discuss LTP objectives and policies. The feedback was as follows:

Reference	Comment	Response
Objective 1 To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network	Add – ‘that is accessible to all including disabled people’	This objective is to deliver the outcome – ‘Everybody is able to enjoy the borough’s prosperity by providing and maintaining a reliable, predictable and efficient transport network’.  Para 4.4 refers to ‘everybody’ includes disabled people
Policy 2 To carry out the Network Management Duty in accordance with the priorities identified by the Council’s Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling	Add ‘including disabled people’	Para 4.4 refers to ‘everybody’ includes disabled people
Policy 3 To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington;	Add ‘but not to the detriment of disabled people’	Para 4.4 refers to ‘everybody’ includes disabled people

<p>Policy 4</p> <p>To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;</p>	<p>However, it should be recognised that some disabled people are totally dependant on a private car.</p>	<p>Footnote reference added to policy - 'Some disabled people are totally reliant on a private car'</p>
<p>Policy 5</p> <p>To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.</p>	<p>Add 'but not to the detriment of disabled people'</p>	<p>Traffic orders apply to everyone and must be applied in a fair and transparent way.</p>
<p>Policy 6</p> <p>The Council will continue with to work with schools, businesses and other organisations on the implementation of their Travel Plans, and will seek to secure further travel plans through the Planning process.</p>	<p>Add 'ensuring impact assessments are carried out where appropriate'.</p>	<p>Impact assessments are not a requirement of travel plans when they are submitted by private organisations.</p>
<p>Policy 7</p> <p>To support local people into training and employment opportunities through sustainable travel options within Darlington and by rail, bus and car sharing for longer trips. Work with neighbouring local authorities and transport operators to sustain and improve transport links across borough boundaries, particularly to employment sites.</p>	<p>Add 'and accessible' to the travel options</p> <p>Add 'to keep to the standards set by D.B.C. (e.g, impact assessments)</p>	<p>DBC secures 'accessible' vehicles for public transport when it is operated under a DBC contract. The majority of services are operated commercially and the provision of 'accessible' vehicles is the choice of private operators. DBC standards cannot be applied outside the Borough or imposed, without contracts, on private organisations.</p>
<p>Objective 2</p> <p>To tackle climate change through quantified reductions in greenhouse gas emissions from transport</p>	<p>providing that this does not lead to social isolation for disabled people</p>	<p>If there is a choice of which travel mode to use, the aim is to encourage people to use the more sustainable option. Small changes can contribute to this objective. Those that are reliant on a car for their travel can still reduce their carbon impact for example through 'eco-driving'.</p>
<p>Challenge 3</p> <p>To increase the use of technology across all modes to reduce emissions – including the provision of better travel information, intelligent traffic management systems, electric</p>	<p>Add 'and accessible' to 'better travel information'</p>	<p>'Better' is a catchall for a wide range of improvements which may include 'up to date', 'realtime', use of social media, audio information, large print (accessible in its widest meaning)</p>

vehicles and low emission public transport		
<p>Policy 10</p> <p>Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance.</p>	<p>Add 'That does not create a negative impact on disabled people , for example, low energy street lighting which will be problematic for people with a visual impairment'</p>	<p>This is more relevant to the Implementation Plan and ongoing assessment of individual schemes.</p>
<p>Objective 3</p> <p>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</p>	<p>In addition to policies 11, 12 13 wish to add another policy:</p> <p>'Helping keep disabled people active and independent by making pavements safer e.g., preventing cycling on pavements and vehicles parking on pavements etc. to reduce negative impacts.'</p>	<p>Enforcement is included in Policy 13</p>
<p>Objective 4</p> <p>To achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces</p>	<p>Add 'and social/leisure activities'.</p>	<p>This objective is to deliver the outcome – 'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities'.</p>
<p>Policy 15</p> <p>Prioritise the reliability, accessibility and availability of commercial public transport services through highway measures, land use planning, contracts/licensing and working with transport operators</p>	<p>Add 'that meet the needs of all disabled people'</p>	<p>This policy is to meet the needs of all people, which includes disabled people.</p>
<p>Policy 16</p> <p>Facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.</p>	<p>Add 'at a standard that would protect vulnerable people'</p>	<p>This is an issue for implementation and potentially standards outside the direct control of the Council. Appropriate standards would be included in any Council let contracts.</p>
<p>Objective 5</p> <p>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>Challenge 1 'Provide a high quality journey experience for everyone, particularly on bus, coach and rail travel, including interchange.'</p> <p>Add 'Dignity and respect should be an integral part of high quality as highlighted in the Equality Act and United Nations Convention on the Rights of Persons with Disabilities.'</p>	<p>All legislation would be applied as appropriate. This should therefore apply to all the policies.</p>

<p>Policy 18</p> <p>Provide information on transport and travel options before and during journeys to help plan and improve the journey experience. This should include training, the use of technology, education and visible enforcement to address individual behaviours.</p>	<p>Add 'in accessible formats'</p>	<p>This is an issue for implementation.</p>
<p>Policy 19</p> <p>– Improve waiting environments for passengers using rail, coach, local bus and taxi services, particularly for disabled people. Improve the quality of parking for all modes of transport.</p>	<p>Add 'including mobility scooters'</p>	<p>This issue has not been previously raised. Further investigation is required, including assessment of need, legal issues, etc. It is noted and will be considered as part of the ongoing delivery of the Parking Strategy.</p>
<p>Policy 21</p> <p>The funding allocation for structural maintenance should be set at an appropriate amount to maintain the highway network at a reasonable condition level and the integrated block funding should be focussed on managing the network more efficiently and effectively. As funding increases there can be further opportunity for enhancing the network. Funding decisions should reflect the outcomes set out in this Plan.</p>	<p>Add 'both footways and roadways'</p>	<p>This is about funding allocation. Policy 17 refers to the Transport Asset Management Plan and maintenance of the highway network (which includes all roads, pavements, bridges, drainage etc) for the safety for all users (including pedestrians).</p>

## Annex 4

### Links to other strategies

The Guidance for Local Transport Plans<sup>3</sup> identifies a number of Plans and duties that need to be reflected in the LTPs, some of which are statutory and others recommended. These are:

Network Management Plan	<p>The Network Management Plan (NMP) was approved by Cabinet in January 2009. This is a 'live document' and the action plan is presented to Economy and Environment Scrutiny Committee twice per year and an annual report is produced.</p> <p>LTP3 integrates the Network Management Duty throughout in order to meet the outcome:</p> <p><i>'To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network'</i></p> <p>This will be delivered through a number of policies:</p> <p><i>Policy 2 – To carry out the Network Management Duty in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the operation of the highway network for all users; improving the reliability and punctuality of travel including public transport, walking and cycling</i></p> <p><i>Policy 3 – To work in partnership with the Highways Agency to ensure that the Strategic Road Network operates effectively and efficiently for all users, supporting the HA in any bid for funds to address issues of congestion around Darlington;</i></p> <p><i>Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;</i></p> <p><i>Policy 5 – To improve sustainable transport options, in particular through effective management of the highway network, including bus priority measures, road space reallocation and enforcement of traffic orders.</i></p> <p>The NMP will be reviewed in light of the LTP3 policy</p>
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<sup>3</sup> Guidance on Local Transport Plans, DfT, July 2009, Annex A – Integrating Relevant Plans and Duties into the LTP.

	<p>framework and issues, changes or actions raised as appropriate. The NMP will be assessed by the LTP3's SEA and EQIA/DEIA.</p>
<p>Transport Asset Management Plan</p>	<p>The Tees Valley Transport Asset Management Plan (TAMP) is under development and is due for completion in April 2011. This will be set within the adopted policy framework of Darlington's LTP3 and will be assessed by the LTP3's SEA and EQIA/DEIA.</p> <p>LTP3 integrates the Transport Asset Management Plan throughout in order to meet the outcome:</p> <p><i>'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.'</i></p> <p>This will be delivered through a number of policies:</p> <p><i>Policy 17 – Maintain the highway network for the safe and convenient movement of people (including pedestrians and cyclists) and freight in accordance with the Transport Asset Management Plan, including strengthening and maintenance of structures.</i></p> <p><i>Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.</i></p>
<p>Air Quality Action Plan</p>	<p>N/A - No Air Quality Management Area has been declared</p>
<p>Rights Of Way Improvement Plan</p>	<p>The Rights Of Way Improvement Plan Statement of Action was an integral part of the Second Local Transport Plan, adopted by Council in March 2006.</p> <p>The final Rights Of Way Improvement Plan (ROWIP) was approved by Cabinet in October 2007. It is being delivered as an integral part of LTP2.</p> <p>LTP3 integrates the ROWIP throughout in order to meet the outcome:</p> <p><i>'To achieve a better quality of life for all by improving the journey experience and minimising the negative</i></p>

	<p><i>impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people'</i></p> <p>This will be delivered through a number of policies:</p> <p><i>Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;</i></p> <p><i>Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.</i></p> <p><i>Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.</i></p> <p>A Darlington Green Infrastructure Strategy is currently under development. This will be set within the policy framework of the LTP3.</p>
Noise Action Plans	<p>Noise has not been identified as a challenge during the consultation process and the Council does not have a Noise Action Plan. However the potential impact (including noise) of transport is recognised and has been included in the following LTP3 outcome:</p> <p><i>'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.'</i></p> <p>To be delivered through:</p> <p>Policy 20 – New transport infrastructure and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.</p>



<p>Bus Information Duty</p>	<p>The Bus Information Strategy in LTP2 will remain Council Policy as part of LTP3. It will be reviewed in 2011 in light of the development of the Bus Information and Marketing Plan as part of the Tees Valley Bus Network Improvement major scheme. It will also be subject to an EQIA and DEIA as access to information has been raised as an issue for disabled people with a broad range of impairments.</p>
<p>Local Economic Assessment Duty</p>	<p>Darlington has produced a draft Economic Regeneration and Housing Ambition Statement and Investment Plan, which identifies transport issues and potential investment in transport. This has been used to establish the economic and housing context for the LTP3.</p> <p>LTP3 integrates the Local Economic Assessment throughout in order to meet the outcome:</p> <p><i>'To support employment, economic activity and sustainable development by providing and maintaining a reliable, predictable and efficient transport network'</i></p> <p>To be delivered through:</p> <p>Policy 1 – Traffic levels generated by new development will be minimised through the provision and promotion of sustainable travel options, supported by traffic management as required and with the provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.</p> <p>Policy 8 – to attract inward investment and create new jobs in Darlington as a place through its good transport connections, quality of place and sustainable development sites, by utilising the Planning process and implementing the policies set out in the relevant economic and housing strategies.</p> <p>Policy 9 – Work with neighbouring authorities, transport operators and the business sector to exploit the economic benefit of Darlington's strategic location in relation to national and international networks.</p>
<p>Children and Young People's Plan</p>	<p>The current Children and Young People's Plan was adopted by Council in July 2008. It is currently under review and a new strategy will be adopted in June 2011. This will be set within the Council's policy</p>

	<p>framework of LTP3.</p> <p>Children and young people have been consulted as part of the development of the Plan and the following outcome was amended to include 'activities' at their request:</p> <p><i>'Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities.'</i></p>
<p>Sustainable Modes of Travel Strategy</p>	<p>The Sustainable Modes of Travel Strategy was approved by Cabinet in August 2007. It is updated annually. It supersedes the School Travel Plan Strategy.</p> <p>A new cross departmental group has been established in light of changes to the structure of the Council to take this agenda forward.</p> <p>LTP3 integrates the policies within the Sustainable Modes of Travel Strategy throughout in order to meet the outcome:</p> <p><i>'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'</i></p> <p>To be delivered through:</p> <p>Policy 4 – To actively promote sustainable transport options and implement a travel behaviour programme to bring about attitude change to reduce dependence on the private car;</p> <p>Policy 10 – Provide or promote the lowest carbon options for all journeys, depending on trip purpose, destination or individual circumstance</p> <p>Policy 11 – to develop and implement a model similar to that used in schools to increase levels of 'active travel', particularly in deprived wards, in an integrated approach to improve health outcomes.</p>
<p>National Park Management Plan and ANOB Management Plans</p>	<p>N/A</p>

## Annex 5

### Strategies retained from the Second Local Transport Plan

A number of strategies in LTP2 have been integrated into LTP3 (See Annex 4). The other strategies will be dealt with as follows:

School Travel Plan Strategy	The content of this Strategy has been superseded by the Sustainable Modes of Travel Strategy and will be incorporated into the Children and Young People's Plan.
Bus Strategy	A separate Bus Strategy is no longer required. Public transport is an integral part of LTP3 in terms of outcomes, policies and targets. The minimum service levels to Darlington town centre in terms of service frequency and distance to stops will be retained as part of LTP3 as a guideline for future development <sup>4</sup> .
Accessibility Strategy	A separate Accessibility Strategy is no longer required. Accessibility has been included throughout LTP3 in terms of outcomes, policies and targets.
Travel Safety Strategy	The Travel Safety Strategy will be retained until a replacement strategy can be developed, following guidance from Road Safety Team at DfT. This means that the Council's Road Safety Plan for 2000 to 2010 remains in force.
Bus Information Strategy	The Bus Information Strategy in LTP2 will remain Council Policy as part of LTP3. It will be reviewed in 2011 in light of the development of the Bus Information and Marketing Plan as part of the Tees Valley Bus Network Improvement major scheme. It will also be subject to an EQIA and DEIA as access to information has been raised as an issue for disabled people with a broad range of impairments.
Cycling Strategy	A separate cycling strategy is no longer required as cycling, as part of sustainable transport, is integrated throughout LTP3. A vision for cycling and the cycling network will be developed as part of any Local Sustainable Transport Fund and will be integrated into other strategies including the TAMP, NMP and GIS.
Parking Strategy	The draft Parking Strategy <sup>5</sup> in LTP2 was finally approved by Cabinet in June 2009. This is currently being implemented. It will be retained as part of LTP3 and reviewed as required.

<sup>4</sup> Darlington's Second Local Transport Plan 2006-2011 Annex 10 Table 5.

<sup>5</sup> Darlington's Second Local Transport Plan 2006-2011 Annex 17