

Durham City Sustainable Transport Delivery Plan Progress Report- 2019, Part 2

PROGRESS REPORT, PART 2



Introduction

This report provides further updates on the sustainable transport initiatives laid out in the 2019 Durham City Sustainable Transport Delivery Plan (DC STDP), to change and improve the provision of sustainable transport in the City at a time when there is the opportunity to shape the future development of Durham. The 2019 plan was developed from the 2016 STDP and prepared in accordance with the objectives set out in the Sustainable Community Strategy.

This Sustainable Transport Delivery Plan sets out to develop a transport system that helps people become more active, walking and cycling more often; that promotes greater use of cleaner, greener public transport; and that provides a catalyst for reducing the impact of motor vehicles on people's lives in Durham City; on road safety, on local air quality, and on the built environment of the City. The plan proposed to tie in with the aims of the World Heritage Site Management Plan and the Conservation Area Appraisal.

This report will review progress made in rail, cycle, bus and pedestrian services and infrastructure, according to the key measures and objective indicators outlined in the STDP 2019 (pp 78-79). The report will review what has happened in Durham City since the launch of the DC STDP in 2016; and will also provide us with an opportunity to 'look into the future' and update the Infrastructure Delivery Plan where appropriate.

Council funding bids to invest in sustainable transport measure in the city

The council have submitted a funding bid to the Transforming Cities Fund (TCF). The TCF vision includes "More sustainable connectivity, and more mobility, making sustainable transport the natural choice for people"¹ around cities and including improving air quality and public health. Within this overarching vision, the TCF objectives to: improve capacity on commuting trips, reduce carbon emissions, extend the reach of public sustainable transport, delivering wide social and economic benefit for the community, future proof the transport network and support increased use of public and sustainable transport² align to the aims and objectives set out in the DCSTDP.

A regional strategic outline business case was submitted June 2019 to DfT following a regional sift of scheme contenders. Subject to DfT feedback a full business case is to be submitted in autumn 2019 with potential decision in early 2020. A further scheme regarding development and delivery will follow in 2020/21.

¹ Transforming Cities Fund Tranche 2, North East Region: Draft SOBC (June 2019); p1 <https://northeastca.gov.uk/what-we-do/transport/north-east-transforming-cities-fund-bid/>

² Transforming Cities Fund Tranche 2, North East Region: Draft SOBC (June 2019); p1

The TCF funding bid includes five packages at present:

- Walking and cycling Improvements,
- Park and Ride expansion, Durham City
- Bus priority measures,
- Durham Rail Station Access Improvements
- Durham bus station.

Durham's Park and Ride sites offer solutions to congestion and poor air quality in the city centre. The three existing park and ride facilities situated at Sniperley, Belmont and Howlands, intercept traffic on radial routes and provide an alternative to parking in the city centre. It is recognised in the TCF Tranche 2 North East Region report (2019) that "Increasing economic ambition within Durham city is expected to be reflected in an increased number of trips into the city centre, with the potential of increasing congestion on corridors such as the A690, which runs north east to south west through the city, and the A167, running north to south along the western edge of the city, particularly in combination with the large proportion of strategic 'through traffic' on these routes"³.

Park and Ride expansion

The council's proposal for park and ride expansion and additional site aligns closely with the Transforming Cities Fund objectives as follows. It would:

- Drive up productivity through improved access to city centres and suburbs - reducing congestion by providing an attractive alternative to driving into the city centre.
- Improve journey time reliability for public transport in the city
- Improving access to work and delivering growth
- Tackle air pollution and carbon reduction - within the designated AQMA in Durham city

³ Transforming Cities Fund Tranche 2, North East Region: Draft SOBC (June 2019); 15

As part of every-day best practice the council also operates year-round activity and delivery of programmes to maintain, develop and improve sustainable travel across the city.

Progress mapped in the key measures

Workplace Travel Planning: Employer sites with workplace travel plans as a condition of their plan being approved.

Progress 2016/17	Progress 17/18	Progress 2019	2019 update
<ul style="list-style-type: none"> • UHND Hospital proposed A&E extension 2016 • Philips, Belmont Industrial Estate • Durham University (lower Mountjoy) 	<ul style="list-style-type: none"> • Milburngate House (approved) • Maiden Castle Sports Centre (approved) • The Gates, Milburngate (approved) <p>In 2017 the Living Streets 'walk to' project engaged with workplaces to encourage employees to walk more. The charity engaged with over 300 employees across the city who made a pledge to walk more a day. 70% of employees met the pledge. The most popular pledge event site was Durham County Council, County Hall.</p>	<ul style="list-style-type: none"> • Dragon Lane retail development (awaiting planning approval) • Durham County Council new HQ • Framwellgate Well House, Diamond Terrace (awaiting planning approval) • Former swimming baths, Elvet Waterside (awaiting planning approval) <p>In 2018 the Living Streets project data reports that 50% of employees walked more and 10% walked a lot more because of the 'work to' project and pledge events. Living Streets will produce a year 2 progress report in 2018/19.</p> <p>Developing improved planning conditions, monitoring systems</p>	<p>In 2018 / 19, the Living Streets Walk To project - Yr 2, engaged with 249 employees across 5 workplaces in Durham City. Follow up surveys with those employees that pledged to walk more show that 58% are currently walking more than they previously did.</p> <p>The council continues to work in partnership with the university to develop and implement travel plans for various sites. Members from the University now attend regular Transport Strategy Working Group meetings.</p> <p>Initial review of data from the University travel surveys relating to walking, cycling or using public transport are showing an increase and will be confirmed in the final travel survey reports.</p> <p>2019 (staff): 27% The University continues to explore the implementation of incentives to encourage</p>

		and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift.	<p>staff to change their mode of travel. Trials for pool cars and e-bikes are now being considered.</p> <p>Durham County Council developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift</p> <p>Looking forward to 2020/21 Spring 2020 looking into setting up a Durham City Business Forum.</p>
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School Travel Planning

Progress 2016/17	Progress 17/18	Progress 2019	2019 Update
Living Streets funding Further Living Streets statistics to follow associated with audits, school engagement & walk to school data	Living streets funding Further Living Streets statistics to follow associated with audits, school engagement & walk to school data Framwellgate Moor Primary School (approved travel plan)	Living streets funding (secure to 2020) Developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift	Living Streets are currently engaged with 87 primary schools across County Durham (as of September 2019). As of July 2019, all active travel from 39 schools recording journeys was reported 75.03% with walking alone at 44.07%.

	as a condition of planning approval)	Hands up survey data is requested from schools twice a year to enable Durham County Council to monitor modal travel to school. Living Streets are supporting schools to deliver sustainable travel initiatives (external funding secured from DfT until 2020).	
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Residential Travel Planning Residential sites with travel plans as a condition of their plan being approved

Progress 2016/17	Progress 17/18	Progress 2019	2019 update
Mount Oswald (approved)		Developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift.	<ul style="list-style-type: none"> Former Gilesgate Comprehensive School /60 dwellings (awaiting planning approval) Route on land South of The New Inn Junction, Along South Road to Mount Oswald And Hollingside, Lane To Upper Mountjoy awaiting planning approval) Mount Oswald (university site) of 1850 student beds and 270 dwellings, plus South Road, Durham/Cycleway & footpath improvements (awaiting planning approval) <p>The council continues to work in partnership with the university to develop and implement travel plans for various</p>

			student accommodation sites. Members from the University now attend regular Transport Strategy Working Group meetings.
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Large investment in cycling infrastructure

Progress 2016/17	Progress 17/18	Progress 2019	2019 update
In 2016, the Council created and circulated a cycle map that illustrated cycle routes in and around the city including links to wider cycle routes. The map also detailed the types of infrastructure that were available for cyclists such as bridleways, traffic free paths, cycle routes and on-road cycle routes. The map also doubles as a guide giving information on the code of conduct for cyclists in Durham City	<p>In early 2018 part-time traffic signalling was installed between Newton Hall and the Arnison Centre past the school along Pit Lane, which made cycling safer along that road.</p> <p>In 2018 the DfT introduced Local Cycling and Walking Infrastructure Plans (LCWIP) for Local Authorities to include in their sustainable transport strategy. The council is in the process of developing this plan. The priority is for each of the 12 main towns in the County to have a</p>	<p>There are proposed improvements to the Sherburn Retail link road from Dragon Lane to Renny's Lane which could improve NCN14 by removing hazardous right hand turn in both direction; providing a safer more direct route.</p> <p>The A177 Shincliffe Peth will have a deceleration lane installed so cyclists can safely turn left onto the cycle path to Maiden</p>	<p>Sherburn Retail Link road onsite, with delivery of the whole scheme to be completed by Spring/Summer 2020</p> <p>The council is submitting a new design to address road safety audit concerns on the A177, Shincliffe Peth. The council continues to work with Durham University to address related sustainable transport measures in the city</p>

<p>centre, common road signs for cyclists to be aware of, tips for cycling to work or school and bike maintenance advice. The map plotted the local schools in the area so that sustainable school travel could be planned by residents as well as work travel.</p> <p>The cycle route from Belmont Park and Ride to West Rainton was improved to provide a safe travel link in and out of the City via Belmont for cyclists. The footpath from Pity Me to Sniperly was converted into a shared use route to provide a sustainable travel link for cyclists as well as pedestrians.</p> <p>The Pity Me links path lighting and improved walkway to school in pity me.</p> <p>Durham City Railway was fitted with a secure membership based long stay cycle parking</p>	<p>LCWIP, with Durham City proposed as the first one.</p> <p>Cycling and pedestrian improvements have been made in Gilesgate from the footbridge crossing the A690 to Heavyside Place, including lighting improvements along this stretch.</p> <p>The council continues to support the 'ParkThatBike' scheme to provide cycle parking across the County. Within the City area, 46 units were fitted in 2016, 38 units in 2017 and 10 units so far in 2018.</p> <p>Cycle parking in city has been installed at the new passport office and Wearhouse. Freemans Quay also has cycle parking and bike repair station. Bus station parking removed due to underuse.</p> <p>A new rail station link path has been built to improve access for cyclists leading up to the rail station. A counter has been installed on this path for monitoring purposes and data shows that footfall across this path is high.</p> <p>The footways outside St Leonard's school and the footway to Southfield Way have been</p>	<p>Castle. The council is working with Durham University on this project as it is on University owned land.</p> <p>As part of the Great North Cycleway (NCN7250) from Blyth to Darlington, the cycle route on the A167 from the Cock of the North roundabout to Millhill lane will be restored and resurfaced to provide a safer cycling route.</p> <p>Options for marketplace cycle parking are under review.</p> <p>Routes to be identified within 5 miles of Durham City Centre as a strategic aim of the forthcoming County Durham Strategic Cycling and Walking Delivery Plan 2019-29</p>	<p>WSP have been appointed to produce Local Cycling and Walking Infrastructure Plans (LCWIP) for Durham City, Newton Aycliffe and Chester le Street by Aug 2020.</p> <p>The section of the Great North Cycleway (NCN7250) at Cock O'North has been completed and launched and is now in use by the public.</p> <p>Options for marketplace cycle parking are still under review</p> <p>Work on these routes are still ongoing The council is working with Durham University on this project as it is on University owned land.</p> <p>A Bike campaign (#durhamcycling) has been launched to encourage bike use around the city; distributing bike seat covers, leaflets book to libraries, sport centres and CAPs. There is currently an ongoing council campaign to encourage cycling to Durham County Council</p>
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including secure compound CCTV, technological security access (pin or swipe). The rail station also had improved cycle parking on both platforms.	resurfaced to make it safer for pedestrians and cyclists. The path along the riverside, from Counts house to the Boathouse by Elvet Bridge, has been resurfaced for safer travel along this route.		Buildings to further encourage sustainable travel in and around the city.
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Improved bus station

Progress 2016/17	Progress 2017/18	Progress 2019	2019 update
The bus station was fitted with eleven improved real time displays to predict arrival times of buses to give customers quick and easy access to the times of buses at the station.		Proposals for further future improvements to the bus station and surrounding infrastructure are still under development.	Planning Application for the new bus station will be submitted in January 2020

Reprioritising A690

Progress 2016/17	Progress 2017/18	Progress 2019	2019 update
Traffic signals installed at Gilesgate & Leazes Bowl roundabouts as first phase of project to regulate the flow of traffic through Durham City on the A690 and New Elvet by co-ordinating the operation of traffic signals at critical junctions.	Co-ordinated operation of traffic signal junctions implemented. Additional works carried out and equipment and communications systems installed in preparation for introducing Urban Traffic Control/SCOOT. There is ongoing signalling work being carried out at the Leazes Bowl and Gilesgate roundabouts so that	Ongoing preparation and works to commission and validate the UTC/SCOOT system.	Variable Message Signs (VMS) such as those currently at Leazes Bowl and Milburngate bridge which joins to the Leazes Bowl, will be expanded to provide a more comprehensive reach to drivers coming into the city. The UTC system will continue to automate messages where there are delays to the VMS' when required. There are 9 strategic VMS's throughout the city in total with four additional signs to be added in the

<p>The Leazes Bowl junction bus stops were reconfigured and improved with bus shelters and real time displays.</p>	<p>the UTC/SCOOT signalling systems will be able to cope with unpredictable travel patterns such as dealing with increased traffic flows as a result of traffic diversions. This is due to be completed by the end of the financial year.</p>		<p>outskirts of the city on routes heading into the city. The addition of these VMS' are ongoing</p> <p>Real time traffic counting sites, which provide live data to help manage the network as it alerts traffic build up will also feed into these improvements.</p>
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Improved pedestrian environments

Progress 2016/17	Progress 2017/18	Progress 2019	2019 update
<p>Pelaw woods walkway was fully opened after the walkway and cycle route was reinstated following a landslide during storm Desmond in December 2015</p> <p>North Road pedestrian, public realm and accessibility improvements.</p>	<p>Neville's Cross junction islands were remodelled and signalling was refurbished to improve the pedestrian areas and pedestrian crossings.</p> <p>The pedestrian areas on Elvet Bridge were improved so that roads could be closed to traffic, while allowing pedestrians to use the areas during events such as Lumiere, the Christmas light switch on and the Miners Gala.</p>	<p>Improvements to the rail underpass at Durham railway station are scheduled to start in January 2019. This is an LNER scheme with contribution from the council, which enabled the project. This will provide a safer and more attractive route between the rail platforms.</p> <p>The council continues to work in partnership with the university to address and improve pedestrian access, congestion and safety with proposals for pedestrian super routes around and through the city, new junctions with pedestrian</p>	<p>Improvements to the underpass at railway station are underway with completion expected late 2019</p> <p>A preferred option is being pursued for the reconfiguration of the New Inn junction to improve pedestrian movements.</p> <p>One significant route has been identified running north to south between the Hill colleges in the south and city centre in</p>

		<p>stages, raised pedestrian crossings, new wide and improved footpaths and reconfiguration of junctions. One significant route has been identified running north to south between the Hill colleges in the south and city centre in the north to provide increased provision for pedestrians along South Road, Church Street and New Elvet.</p>	<p>the north to provide increased provision for pedestrians along South Road, Church Street and New Elvet. Planning permission has been secured for the route between the colleges.</p>
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Progress in objective and indicators

Objective	Indicator	Baseline	Target	Progress	Progress 2019
To support economic growth and improve access to economic opportunity in Durham City	Accessibility of Durham City Centre as an employment centre (access within one hour and by 08:30 by public transport.	Accessibility as an employment centre. Baseline in 2016– Durham City 72.35%	Maintain or improve accessibility of Durham City Centre as an employment centre.	Improvements were made to the New Elvet bus stop, which was relocated and improved. Accessibility as an employment centre. Baseline in 2018– Durham City 73.5%	A bus route is being currently investigated between Mount Oswald and Aykley Heads and the Train station to improve connectivity from north Durham.
	Percentage of primary school pupils walking, cycling or using public transport	Baseline 2016/17 (obtained from Durham County Council school	Target for a 15% increase in use of walking, cycling or public transport	2017/18 Primary 52%	Living Street data extrapolated from Travel Tracker reports all active travel at 75.03% ⁴ with walking at 44.07%

⁴ Figure from Travel Tracker is higher than hands up data as park and stride as it includes park and stride, hop off and scooting

To improve access to education, training and economic opportunity for young people in Durham City	to school identified through hands-up survey	hands up survey data) Primary 47%			Hands up survey data for June 2019 to follow
	Percentage of students walking, cycling or using public transport to training opportunities identified through site travel plan monitoring.	Baseline 2016 (obtained from Durham University Sustainable Travel Plan/Mode of travel survey) Students walking, cycling or using public transport 92%	Target for a 15% increase in use of walking, cycling or public transport.	Students walking, cycling or using public transport - 2017: 90% 2018: 93% The council continues to work in partnership with the university to develop and implement travel plans for various sites. The University made a variation to a bus contract that operates in the Durham District zone. The contract now allows staff and students to travel on an Arriva bus within the Durham District Zone from £1 per day – students can go beyond the boundary to Newcastle. The numbers continue to grow each month.	Initial review of data from travel surveys relating to walking, cycling or using public transport are showing an increase and will be confirmed in the final travel survey reports. Durham University - 2019 (students): 94.9% The new £1 day ticket arrangement with Arriva (for both staff and students) continues to be a huge success. Since commencement on 30 September 2018 to end of June 2019, records show that over 246,000 £1 day tickets, 7218 weekly, 526 termly and 121 annual tickets were sold.
	Level of nitrogen dioxide at monitoring sites within Durham	The baseline air quality across the Durham City Air Quality	The target is to reduce levels of nitrogen dioxide to below the annual	Most of the Durham City sites where there is annual mean data from the 2016 show a decrease in the level of	The results of the monitoring carried out in 2018 show an increase in levels of nitrogen dioxide for the Sutton Street

To improve the health of people living, working and studying in Durham City	Air Quality Management Area	Management Area is established in the Air Quality Action Plan. This is provided by both monitored and modelled levels of nitrogen dioxide at locations across the city.	mean air quality objective at locations across the city where this is exceeded. The Air Quality Action Plan determines the reduction in levels of nitrogen dioxide at each receptor location that is required to achieve compliance with the annual mean objective	nitrogen dioxide from 2016 to 2017. areas in the city where there are locations where an increase occurred. <ul style="list-style-type: none"> •A section of Alexandra Cres/Sutton Street on the approach to the lights at the Crossgate junction. •A section of Gilesgate bank where the road narrows. •A section of Church Street, New Elvet in the vicinity of the junction of Church Street & Hallgarth Street. Further improvements and initiatives documented in the Air Quality Action Plan ⁵ will contribute to lowering the levels of nitrogen dioxide. A report that sets out the impact of the Local Plan on Air Quality in Durham City is also now available on the County Durham Plan evidence page.	and Colpitts Terrace area and a decrease for locations on Church Street (New Elvet). The annual mean air quality objective was exceeded at locations within the following areas. A section of Sutton Street/ Colpitts Terrace and Alexandra Cres. A section of Church Street, New Elvet close to the junction of Church and Hallgarth Street and on Gilesgate Bank (East-Bound).
	Percentage of primary school pupils walking or cycling to school identified through hands-up survey	Baseline 2016/17(obtained from Durham County Council school hands up survey data) Primary 46%	Target for a 10% increase in use of walking or cycling.	2017/18 Primary 51% Hands up survey data is requested from schools twice a year to enable Durham County Council to monitor	Hands up survey data for June 2019 to follow (however transition to new system may delay this data)

⁵ Air Quality Action Plan can be found at <http://www.durham.gov.uk/article/3825/Air-quality-in-Durham-City>

				modal travel to school. Living Streets are supporting schools to deliver sustainable travel Initiatives (external funding secured from DfT until 2020).	
	Percentage of employees walking or cycling to work identified through employer travel plan monitoring	<p>Baseline 2017 (Go Smarter to Work Final Travel Survey report) Walking 6% Cycling 4.6%</p> <p>This data is from Go Smarter to Work 2017 final travel survey report for the following employment sites –</p> <ul style="list-style-type: none"> -ATOS County Durham -Durham Cathedral -Durham County Council (County Hall) -Durham University -HM Passport Office 	Target for a 10% increase in use of walking or cycling	<p>Out of 847 respondents to the Go Smarter to Work Final Travel Survey, 50 walked to work & 39 cycled, the baseline data comes from these results. 2018 data will follow to map progress.</p> <p>Durham County Council is continuing to secure travel plans with major employers in the city as part of the planning application process</p>	<p>Initial review of data from University travel surveys relating to walking, cycling or using public transport are showing an increase and will be confirmed in the final travel survey reports.</p> <p>2019 (university staff): 27%</p> <p>The University continues to explore the implementation of incentives to encourage staff to change their mode of travel. Trials for pool cars and e-bikes are now being considered.</p> <p>The new £1 day ticket arrangement with Arriva (for both staff and students) continues to be a huge success. Since commencement on 30 September 2018 to end of June 2019, records show that over 246,000 £1 day tickets, 7218 weekly, 526 termly and 121 annual tickets were sold.</p>

						Durham County Council is continuing to secure travel plans with major employers in the city as part of the planning application process	
To improve the safety of people travelling around Durham City	Number of pedestrians killed or seriously injured annually in Durham City	-24 per year (average over period 2010-2015)	40% reduction	Total 2016 1 2017 3 2018 7 Total 11	Fatal 0 0 0 0	Serious 1 3 7 11	
	Number of cyclists killed or seriously injured annually in Durham City	- 9 per year (average over period 2010-2015)	40% reduction	Total 2016 8 2017 11 2018 6 Total 25	Serious 2 3 0 5	Slight 6 8 6 20	
To enhance the built and natural environment of Durham City	Level of nitrogen dioxide at monitoring sites within Durham Air Quality Management Area	The baseline air quality across the Durham City Air Quality Management Area is established in the	The target is to reduce levels of nitrogen dioxide to below the annual mean air quality objective at locations across	See progress from indicator 4 above		See progress from indicator above.	

		Air Quality Action Plan. This is provided by both monitored and modelled levels of nitrogen dioxide at locations across the city.	the city where this is exceeded. The Air Quality Action Plan determines the reduction in levels of nitrogen dioxide at each receptor location that is required to achieve compliance with the annual mean objective		
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Analysis

The individual measures in the DC STDP have their own merit while cumulative impact of individual measures also complement each other to chart progress of the DC STDP, which supports the CDP and the Air Quality Action Plan. The progress update of this report shows that progress is being made in terms of modal shift resulting from travel planning and that plans and funding bids are being made to ensure the STDP can be delivered with infrastructure improvements. The full potential of each measure's impact on their completion will be fully realised once the STDP evolves into Action Plans for each area and the relevant measures and objectives for each area are completed.

This report has broken down development of the sustainable transport key measures and objectives into progress made in the years since the plan was launched in 2016 and upcoming progress in the future; the updates included in this report document continued progress and improvements to each area and with work on project ongoing. The assessment of projects and additional updates to this report will be made as developments continue to be made and the specifics of improvements in each area become more apparent. This is because the plan is a long-term vision to improve sustainable transport measures in Durham City.

Workplace/Residential Travel Planning

The developer/employer needs to produce a travel plan that meets the National Specification for Workplace Travel Plans (PAS 500:2008, Bronze level that Durham County Council adheres) which incorporates the following -

- Senior management support,

- Budget affirmation,
- Defined aims & objectives,
- Baseline survey data, site audit,
- Set annual targets for 5 years,
- Identify measures & interventions to achieve targets,
- Monitor and review performance

Planning condition stipulated for workplace/residential sites - No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan (conforming to the National Specification for Workplace Travel Plans, PAS 500:2008, Bronze level) comprising immediate, continuing and long term measures to promote and encourage alternatives to single occupancy car use has been prepared submitted to and approved in writing by the Local Planning Authority. The submitted details shall include mechanisms for monitoring and review over the life of the development. The Approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the approved details.

Looking forward to 2020/21

During 2019 / 20, the final year of the Walk to project, Living Streets will engage with 6 workplaces. 5 across Durham City and 1 in Peterlee. Workplaces are being offered a variety of interventions to encourage employees to walk more and embed a culture of walking within the workplace. Interventions include the development of walking maps, training 'walk champions' within workplaces, promoting walking challenges via comms support and on-site pledge events. A detailed report on the impact of these interventions will be produced before March 2020.

School Travel Planning

The Durham County Council 'Hands Up survey' data has shown an increase in children to walking to school of 5% so far.

As part of the School Travel Planning schools need to produce a travel plan that achieves Modeshift STARS Bronze Level Accreditation (that Durham County Council adheres to) which incorporates the following –

- Travel & Transport Infrastructure
- Surveys, modal shift & targets
- Consultation
- Travel & transport issues
- Action plan & evidence to support completed tasks

- Accreditation

Planning condition stipulated for school sites - *No building hereby approved shall be occupied until a School Travel Plan, to achieve Bronze Level Accreditation within 1 year of the buildings first occupation, has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall use Modeshift STARS to carry out this process and include mechanisms for monitoring and review over the life of the development and timescales for implementation. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved details.*

As the tables demonstrate, positive work has been achieved these areas; travel plans have been secured with major employers in the city as part of major planning applications and Living Streets involvement with walking to school is ongoing until 2020. However, the ending of external funding has impacted on the resources available to deliver initiatives at major employment sites to change travel behaviour.

However, we are developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift. In addition, there have been no major residential applications approved in Durham City since 2017 that have required a residential travel plan as a condition of planning approval.

Large investment in cycle infrastructure

Large cycle infrastructure investment since 2016 has yielded significant progress, as documented, and this is forecast to continue as the table shows. The new cycling infrastructure mapped in this report demonstrates the council's commitment to sustainable transport. Another positive is the large uptake of the infrastructure already completed such as the cycle parking, including secure parking at the rail station and the usage of the rail station link path to enable multiple methods of sustainable transport to commute to and from Durham City.

The cycle infrastructure links in and out of the city centre illustrate how the council is providing more services and infrastructure but its commitment to LCWIP and cycle route planning within 5 miles of the City centre demonstrates a long term strategic approach to encourage a modal shift to cycling to and from the City. The proposed progress for 2019 further underpins this joined up vision with measures to safely link other areas in and around Durham to the city centre.

Works to improve and maintain cycle infrastructure are still ongoing with investment in cycle infrastructure beyond Durham city to widen connectivity between Durham city and these locations.

Improvements to the bus station.

A planning application for Durham bus station will be submitted January 2020 which will offer solutions to the issues flagged in the DC STDP consultation around and the location of the bus station.

Reprioritising the A690

Work to the A690 was completed in 2016/7. There were significant improvements made to the Gilesgate and Leazes Bowl roundabouts to address congestion, increase air quality provide improved experiences of bus services and travel. The benefits of the reprioritising of the A690 will have an ongoing positive impact for wider sustainable travel objectives in the plan such as lowering congestion and improving air quality and have a further positive impact when in conjunction with other key measures such as investment in cycle infrastructure to enable increased cycle use alongside encouraging public transport.

Looking towards 2020/21

Bus lane extension of the Gilesgate Bank bus lane towards the A181 junction as part of bus priority measures to improve traffic flow of buses into the city, which is due to commence May 2021 subject to funding.

In the long-term, the Northern Relief Route creates an opportunity to re-prioritise space on Milburngate Bridge bringing significant transport and environmental benefits as traffic is removed from the city centre and the Air Quality Management Area. The council have begun to draft exciting proposals for what material changes would occur to lanes and junctions across the city centre to facilitate more people friendly spaces as they approach and leave the World Heritage Site.

It is not only on Milburngate Bridge where traffic could be removed, the council are also looking at routes and junctions approaching the bridge.

Improvements to pedestrian environments

The council acknowledges the multiple functions of Durham has as a city, from a city to commute in and out of, to study in, to work, to visit and as a tourist location. As such the measures to improve pedestrian areas and improvements proposed continue to be wide ranging to take into account changing pedestrian and increased pedestrian flow around the city and along specific route in the city. These measures and improvement range from the ability to change the central city area into an exclusive pedestrian zone for large scale events, to improving accessibility for commuters and visitors, installing safer crossing systems for people walking around the city and making the riverside walk a more convenient and enjoyable route. Pedestrian improvements are also still included as part of improved cycle infrastructure, such as better underpasses and attractive public access routes and lighting.

These improvements enable safer and more convenient commuting, more enjoyable visits to the city and riverside walks. There is still progress to be made with this measure with area action specific plans in place to achieve this.

Looking forward to 2020/21

An Action Plan for the University area to the city centre which includes pedestrian improvements are in development with delivery subject to funding consolidation and consultation.

AQMA Action Plan

The Durham City Air Quality Action Plan determines the reductions required in concentrations of nitrogen dioxide at each receptor location to achieve compliance with the annual mean air quality objective. The main target is to achieve compliance with the national air quality objectives and, in particular, the annual mean objective for nitrogen dioxide.

The air quality records show that a majority of the data collection spots have shown a decrease in the mean levels of nitrogen dioxide recorded between 2016 and 2017, where there has been data present. There are some areas that exceed the AQMA target of $40\mu\text{g}/\text{m}^3$ of nitrogen dioxide however they still show a decrease in level and this is something to continue to work on. There are three identified areas where nitrogen dioxide levels have increased since 2016. One area is Gilesgate bank where the road narrows. The data collected was at a time that overlaps with the construction of the SCOOT roundabout, which could explain the increase, however, this could also imply that further work on sustainable transport infrastructure would benefit this area. The proposals for improved pedestrian routes by the university could also contribute to tackling the air quality issues at hotspots such as Church Street.

The monitored levels of nitrogen dioxide for 2018 were reported in the Annual Status Report 2019. The levels are similar to those measured in 2017 with the annual mean objective for nitrogen dioxide at locations in the areas previously identified: Sutton Street/Colpitts Terrace and Alexandra Crescent, Church Street (New Elvet) and Gilesgate (Gilesgate Bank East-Bound). A decrease in the levels of nitrogen dioxide occurred at locations on Church Street (New Elvet) while at locations on Colpitts Terrace and Sutton Street an increase occurred.

A review of the Action Plan is due to take place next year when the progress made towards achieving compliance with the annual mean air quality objective will be assessed.

Improving pedestrian and cyclist safety

The data shows that there have been no pedestrian fatalities over 2016 to 2018 but an increase in serious injury of pedestrians by vehicles in the city. The number of serious cyclist injuries rose in 2017 but there were no cyclist fatalities in 2018 this trend is mirrored with slight cyclist injuries by vehicles in the city. The continued improvements to pedestrian and cycle routes and links should support further reductions in fatalities and injuries as a result of vehicles and for figures to remain at zero where they are currently recorded as such.

Conclusion

The report has shown that measures are being taken through submission of funding bids toward sustainable travel and through everyday best practice, which are in line with the DC STDP. Progress is still to be made, with initiatives in place to reach the targets for the next 5 years. However, the council is committed to long term improvements over the lifetime of the DC STDP.