

Durham City Sustainable Transport Delivery Plan Progress Report- 2019

PROGRESS REPORT



Introduction

This report maps the progress made to 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 set 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.

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
<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 (awaiting planning approval) • 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 and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift.</p>

School Travel Planning

Progress 2016/17	Progress 17/18	Progress 2019
<p>Living Streets funding Further Living Streets statistics to follow associated with audits, school engagement & walk to school data</p>	<p>Living streets funding Further Living Streets statistics to follow associated with audits, school engagement & walk to school data</p> <p>Framwellgate Moor Primary School (approved travel plan as a condition of planning approval)</p>	<p>Living streets funding (secure to 2020)</p> <p>Developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift</p> <p>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).</p>

Residential Travel Planning Residential sites with travel plans as a condition of their plan being approved

Progress 2016/17	Progress 17/18	Progress 2019
<p>Mount Oswald (approved)</p>		<p>Developing improved planning conditions, monitoring systems and enforcement to ensure implementation and delivery of sustainable transport initiatives to support modal shift.</p>

Large investment in cycling infrastructure

Progress 2016/17	Progress 17/18	Progress 2019
<p>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 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. James to update.</p>	<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 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>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 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 2018-28</p>

<p>Durham City Railway was fitted with a secure membership based long stay cycle parking including secure compound CCTV, technological security access (pin or swipe). The rail station also had improved cycle parking on both platforms.</p>	<p>The footways outside St Leonard's school and the footway to Southfield Way have been resurfaced to make it safer for pedestrians and cyclists.</p> <p>The path along the riverside, from Counts house to the Boathouse by Elvet Bridge, has been resurfaced for safer travel along this route.</p>	
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Improved bus station

Progress 2016/17	Progress 2017/18	Progress 2019
<p>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.</p>		<p>Proposals for further future improvements to the bus station and surrounding infrastructure are still under development.</p>

Reprioritising A690

Progress 2016/17	Progress 2017/18	Progress 2019
<p>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.</p> <p>The Leazes Bowl junction bus stops were reconfigured and improved with bus shelters and real time displays.</p>	<p>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.</p> <p>There is ongoing signalling work being carried out at the Leazes Bowl and Gilesgate roundabouts so that 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>Ongoing preparation and works to commission and validate the UTC/SCOOT system.</p>

Improved pedestrian environments

Progress 2016/17	Progress 2017/18	Progress 2019
<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 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>

Progress in objective and indicators

Objective	Indicator	Baseline	Target	Progress
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%
To improve access to education, training and economic opportunity for young people in Durham City	Percentage of primary school pupils walking, cycling or using public transport to school identified through hands-up survey	Baseline 2016/17 (obtained from Durham County Council school hands up survey data) Primary 47%	Target for a 15% increase in use of walking, cycling or public transport	2017/18 Primary 52% 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).
	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.
To improve the health of people living, working and studying in Durham City	Level of nitrogen dioxide at monitoring sites within Durham Air Quality Management Area	Baseline to be established as part of Air Quality Management Area Action Plan	Target to be established as part of Air Quality Management Area Action Plan.	<p>Most of the Durham City sites where there is annual mean data from the 2016 show a decrease in the level of nitrogen dioxide from 2016 to 2017. There are three sites that have increased, these are:</p> <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. <p>Further improvements and initiatives documented in the AQAP 2018¹ will contribute to lowering the levels of nitrogen oxide. 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.</p>
	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.	<p>2017/18 Primary 51%</p> <p>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</p>

¹ Air Quality Action Plan can be found at <http://www.durham.gov.uk/article/3825/Air-quality-in-Durham-City>

				(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>																				
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	<table border="1"> <thead> <tr> <th></th> <th>Fatal</th> <th>Serious</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2016</td> <td>0</td> <td>1</td> <td>1</td> </tr> <tr> <td>2017</td> <td>0</td> <td>3</td> <td>3</td> </tr> <tr> <td>2018</td> <td>0</td> <td>7</td> <td>7</td> </tr> <tr> <td>Total</td> <td>0</td> <td>11</td> <td>11</td> </tr> </tbody> </table>		Fatal	Serious	Total	2016	0	1	1	2017	0	3	3	2018	0	7	7	Total	0	11	11
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To enhance the built and natural environment of Durham City	Level of nitrogen dioxide at monitoring sites within Durham Air Quality Management Area	Baseline to be established as part of Air Quality Management Area Action Plan	Target to be established as part of Air Quality Management Area Action Plan	See progress from indicator 4 above																				

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. It is important to review what progress is being made and plan for the next transport measures taking place to ensure the STDP is on course. 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; with additional updates to this report expected as progress continues 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.

School Travel Planning

The Living Streets initiative to encourage children to walk to school has been a success with an increase in children 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 in 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.

Improvements to the bus station.

The information on progress made and progress proposed with improvements to the bus station are light but this is not because nothing is being done. Plans are being developed to create plans for a bus station that will offer the best solutions to the issues flagged in the DC STDP consultation around sustainable travel concerning buses 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. 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.

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 are wide ranging. 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 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.

AQMA Action Plan

The air quality records show that a majority of the data collection spots have shown a decrease in the means 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 'hotspots' of nitrogen dioxide where the 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.

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 done in line with the DC STDP with progress still to be made, and 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.