

written statement for

Matter 9 subjects

Thursday 24 June am

M9. Transport and other infrastructure

Delivering a sustainable transport network

The Council's response to PQ82 advises that red dashed lines on the key diagram (map 1) defined on the notation panel as "new road and public transport links" effectively indicate an orbital route of interconnected local link roads. These are the schemes detailed in policy IN1 part C(vii). All routes are to be introduced as part of the development proposals and this is reflected in the corresponding site statements in Appendix B. The phasing and justification for these links is tested in the local plan highway modelling work.

Q9.2. Is the creation of an orbital road and public transport route as indicated on the key diagram justified? If so, to be effective, does policy IN1 part C(vii) need to be modified to clarify that is one of the objectives that the seven schemes listed are expected to achieve?

The complete notional orbital road that has been picked out in IN1, has not previously appeared as such in the Local Plan very strongly or all sections linked to any particular development, but also does not fully appear in the Darlington Transport Plan along with the much longer term Tees Valley Transport plan. The stretch that I feel is missing is the section between Staindrop Road and the West Park development and would be key in the mitigation of the increased traffic in Cockerton and West Auckland Road. The suggested rebuild of the two roundabouts in Carmel Road / West Auckland road / Cockerton are clearly not a sound mitigation for at least a couple of reasons.

- 1. The model has made an assumption that less than one car per household will come from the new development when DBC have already stated that new developments are averaging 2.5 cars per household from current new builds and that designing for these figures should be built in.**
- 2. Even with less than one car from the Coniscliffe development I find it difficult to suggest as the model is that when complete less cars will be traveling through these currently tailed back roads in the Cockerton area. Furthermore rebuilding two roundabouts with wider lanes both in and out along with cycle paths will not reduce bottlenecks if the pinch points which exists between the two mini roundabouts are not dealt with. The number of lanes at the pinch point will actually be narrower than they are currently are now and will simply act as a traffic funnel.**
- 3. The only way to relieve traffic would be to elevate the Orbital routes in particular between Staindrop Road and West Park but would need to be constructed before the development and funded by the Developer which may put viability in question.**

Unfortunately the town has an awkward history of not completing ring roads with the town centre orbital still missing its final leg after 50 years !

The Council's response to PQ78 advises that four "strategic priority corridors" protected by policy IN1 part A(ii) for use for recreation and access for pedestrians and cyclists are defined on the policies map and key diagram. Two other such priority corridors are identified in the Transport Topic Paper (page 11). Q9.3. To ensure that policy IN1 part A(ii) is effective and justified, should all of the "strategic priority corridors" be defined on the policies map?

Q9.4. Are any other modifications required to policy IN1 to ensure that it is sound?

One very clear "strategic priority corridor" which I think has been completely missed and would enhance the North West side of the town and severely assist rat runs and traffic bottlenecks at Whessoe Road "cut" is a link road between Faverdale Black Path and Elmtree Street. The link would assist in Cockerton traffic problems particularly in peak times and assist traffic to flow from the West to the north of the town. This missed opportunity is another example of poor strategic Highway planning and lack of forward thinking for the residents of Darlington and to assist in making the plan sound and well thought through this link would be very beneficial and not just for the pending railway celebrations in 2025.