



**DARLINGTON**

Borough Council

# Communities and Local Services Scrutiny Committee Agenda

6.00 pm

Thursday, 9 February 2023

Council Chamber, Town Hall, Darlington, DL1 5QT

**Members of the Public are welcome to attend this Meeting.**

1. Introductions/Attendance at Meeting
2. Declarations of Interest
3. To approve the Minutes of the meeting of this Scrutiny held on :-
  - (a) 15 December 2022 (Pages 3 - 8)
  - (b) 12 January 2023 (Pages 9 - 12)
4. Northgate Initiative –  
Verbal Update by Stronger Communities Portfolio Holder
5. Public Sector Executives Group –  
Report of the Chief Executive  
(Pages 13 - 16)
6. Local Transport Plan –  
Report of the Assistant Director - Transport and Capital Projects

(Pages 17 - 52)

7. DBC Mobile App - Update –  
Report of the Head of Strategy, Performance and Communications  
(Pages 53 - 56)
8. Work Programme –  
Report of the Assistant Director Law and Governance  
(Pages 57 - 74)
9. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this Committee are of an urgent nature and can be discussed at the meeting.
10. Questions



**Luke Swinhoe**  
**Assistant Director Law and Governance**

**Wednesday, 1 February 2023**

**Town Hall**  
**Darlington.**

**Membership**

Councillors Allen, Bell, Cossins, Mrs Culley, Donoghue, Haszeldine, Mrs D Jones, McCollom, Tait, Wallis and Willis

If you need this information in a different language or format or you have any other queries on this agenda please contact Hannah Miller, Democratic Officer, Operations Group, during normal office hours 8.30 a.m. to 4.45 p.m. Mondays to Thursdays and 8.30 a.m. to 4.15 p.m. Fridays email: [hannah.miller@darlington.gov.uk](mailto:hannah.miller@darlington.gov.uk) or telephone 01325 405801

## COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Thursday, 15 December 2022

**PRESENT** – Councillors Tait (Chair), Allen, Cossins, Mrs Culley, Donoghue, Haszeldine, McCollom, Wallis and Willis

**APOLOGIES** – Councillors Bell,

**ABSENT** – Councillors Mrs D Jones

**ALSO IN ATTENDANCE** – Councillors Renton and Keir

**OFFICERS IN ATTENDANCE** – Ian Thompson (Assistant Director Community Services), Anthony Hewitt (Assistant Director Highways and Capital Projects), Brian Graham (Head of Environmental Services), Suzy Hill (Library Manager) and Hannah Miller (Democratic Officer)

### CLS25 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

### CLS26 TO APPROVE THE MINUTES OF THE MEETING OF THIS SCRUTINY HELD ON 27 OCTOBER 2022

Submitted – The Minutes (previously circulated) of the meeting of this Scrutiny Committee held on 27 October, 2022.

**RESOLVED** – That the Minutes of the meeting of this Scrutiny Committee held on 27 October, 2022 be approved as a correct record.

### CLS27 DARLINGTON LIBRARIES

The Library Manager gave a presentation (previously circulated) on Darlington Libraries and in doing so updated Members on the progress of the renovation work.

Members were informed that work commenced on the library in late 2021; details were provided of the work undertaken to the roof, including replacement tiles and guttering; and drone footage and photos of the roof were provided.

Members were informed of the internal work undertaken to date which included the restoration of plasterwork and redecoration, improved connectivity with access to Wi-Fi and improved lighting.

The presentation also provided graphics for the renovated adult lending library, and reference library with reference made to the layout and facilities.

Discussion ensued regarding the energy efficiency measures undertaken in relation to heating as part of the refurbishment; following a question, Members were assured that the engagement led approach along with the new facilities that would be available in the library,

would help to increase library usage; and Members noted that a Library Plan outlining the aims of the library, was in development.

**RESOLVED** – That the thanks of this Scrutiny Committee be extended to the Library Manager for her informative and interesting presentation.

#### **CLS28 CAMERA REPLACEMENT PROGRAMME**

The Assistant Director – Community Services informed Members that the CCTV replacement camera programme was agreed by Cabinet in June 2022, to upgrade the analogue cameras and transmission equipment to improve the quality and efficiency of the system.

Members were informed that the tender process would commence in January 2023 and the duration of the programme would be 3 to 6 months, with work completed by the end of 2023.

Following a question, the Assistant Director – Community Services advised Members that any disruption to the CCTV feed would be minimised to ensure no significant disruption during the replacement programme.

**RESOLVED** – That a further update be provided to a future meeting of this Scrutiny Committee, following the completion of the tender process.

#### **CLS29 DARLINGTON RAIL HERITAGE QUARTER UPDATE**

The Assistant Director Community Services gave a PowerPoint presentation (previously circulated) updating Members on the Darlington Rail Heritage Quarter (DRHQ).

Members were reminded of the wider work being undertaken in the town and details were provided of the timeline for the works to the DRHQ, with an anticipated completion date of Quarter 2/3 in 2024.

The presentation provided a number of graphics, this included the A1 goods shed, 1861 shed, entrance to the site and goods yard; and details were provided of the planned attractions, including the virtual reality experience and bespoke play area.

Following a question, Members were advised of the cost of the turntable and that a bid had been submitted to the levelling up fund; and discussion ensued regarding possible risks to the delivery of the timetable and revenue costs for the site.

**RESOLVED** – That the thanks of this Scrutiny Committee be extended to the Assistant Director Community Services for his informative and interesting presentation.

#### **CLS30 MANAGEMENT OF OPEN SPACES**

The Head of Environmental Services gave a presentation (previously circulated) updating Members on the management of open spaces in Darlington.

The presentation outlined the types of open spaces in Darlington and the resources in place

to manage the open spaces; details were provided of the volunteer groups, which included 17 Friends Groups and 470 street champions; and the support provided by the Council to the volunteer groups was outlined.

Details were provided of the range of other agencies involved in managing open spaces in Darlington; the Inspections and Health and Safety regime was outlined and Members noted the other undertakings by the Council including maintaining wildflower sites, maintenance of sports pitches and play areas.

Members queried the sufficiency of signage and lifesaving equipment, particularly in relation to frozen bodies of water. It was reported that an emergency meeting of the water safety group had taken place to identify requirements for additional measures and that increased signage and comms was planned.

Discussion ensued regarding the adequacy of the resources in place to manage open spaces in the borough; the lack of formal strategy to manage open spaces; and following a question, Members were informed that insurance for all volunteers involved in managing open spaces was funded by the Council.

**RESOLVED** – That the Head of Environmental Services be thanked for his informative presentation.

### **CLS31 PERFORMANCE INDICATORS - QUARTER 2 2022/2023**

The Assistant Director Community Services and Assistant Director Highways and Capital Projects submitted a report (previously circulated) together with detailed performance scorecards (also previously circulated) advising Members of the Quarter 2 performance against those key indicators for 2022/2023 which were within the remit of this Scrutiny Committee.

It was reported that of the 25 indicators that were reported six monthly at quarter 2, seventeen were showing performance better than the same period in the previous year; one indicator was showing performance the same; five indicators were showing performance not as good as the same period in the previous year; one indicator did not have comparative information from last year due to Coronavirus restrictions; and one indicator was unavailable.

Of the ten indicators that were collected annually, two had information available and of these, TCP 202 – % of non principal roads where maintenance should be considered (B and C class) was showing performance better than the previous year, whilst TCP 200 – % of principal roads where maintenance should be considered (A class) was showing performance not as good as the previous year.

Following a question Members were advised that data for TCP 101 – Bus Punctuality for 2021/2022 was delayed; and discussion ensued regarding the performance of Head of Steam and anticipated visits, noting that a robust business plan was in place that would ensure the site achieved its expected income.

Members requested performance information in respect of the library digital offer; following

a question, Members were informed of the process for prosecuting fly tips; and Members agreed that the indicator REG – 803 Trading Standards : % of high risk inspections carried out, be reported to this scrutiny committee on an annual basis.

**RESOLVED** – (a) That the report be noted.

(b) That the indicator REG – 803 Trading Standards : % of high risk inspections carried out, be reported to this Scrutiny Committee on an annual basis.

### **CLS32 PUBLIC WASTE BINS TASK AND FINISH REVIEW FINAL REPORT**

The Chair of the Public Waste Bins Task and Finish Group submitted a report (previously circulated), presenting the outcomes and findings of the group, established to look at the current and future levels of service provided by the Council in relation to public waste bins and any particular issues which may be affecting the service.

It was reported that the Task and Finish Group was established following agreement at a meeting of the Communities and Local Services Scrutiny Committee held on 27 October, 2022; and a meeting of the Task and Finish Group was held on 11 November 2022, with all Members of the Scrutiny invited to participate.

The submitted report stated that Members of the Task and Finish Group held an in-depth discussion regarding the service provided by the Council in relation to public waste bins, this included the operating model for the service, staffing arrangements, bin sizes and locations and fly tipping; and overall Members had a better understanding of the service provided by the Council in relation to public waste bins. The group acknowledged that resources were limited however were assured that the circumstances which led to bins not being emptied in the summer period, had been addressed.

Discussion ensued regarding the MyDarlington app and the need for clearer wording in relation to reporting full waste bins and following a question the Local Services Portfolio Holder advised Members that an update would be sought from Comms.

**RESOLVED** – That the Scrutiny Committee approve the recommendations of the Task and Finish Group :-

- (a) That the Communities and Local Services Scrutiny Committee receives an update at a future meeting regarding the digitalisation of the service.
- (b) That bin usage continues to be reviewed to ensure bins are appropriately placed.
- (c) That the MyDarlington app is regularly promoted.

### **CLS33 WORK PROGRAMME**

The Assistant Director Law and Governance submitted a report (previously circulated) requesting that consideration be given to this Scrutiny Committee's work programme for the remainder of the 2022/23 Municipal Year.

Members raised a query in relation to funding and exit planning for the Northgate Initiative; the Stronger Communities Portfolio Holder confirmed that a planning meeting of the

Northgate Steering Group was scheduled for January and that an update from this planning meeting could be provided at the next meeting of this Scrutiny Committee.

**RESOLVED** – That the work programme be noted.

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## COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Thursday, 12 January 2023

**PRESENT** – Councillors Donoghue (Chair), Cossins, Mrs Culley, Haszeldine, McCollom, Wallis and Willis

**APOLOGIES** – Councillors Allen, Mrs D Jones and Tait,

**ABSENT** – Councillors Bell

**ALSO IN ATTENDANCE** – Councillors Renton and Keir

**OFFICERS IN ATTENDANCE** – Ian Thompson (Assistant Director Community Services), Anthony Hewitt (Assistant Director Highways and Capital Projects), Brett Nielsen (Assistant Director Resources) and Hannah Miller (Democratic Officer)

### CLS34 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

### CLS35 MEDIUM-TERM FINANCIAL PLAN

The Assistant Director Resources submitted a report (previously circulated) requesting that Members give consideration to the Medium Term Financial Plan (MTFP) for 2023/24 to 2026/27, which had been approved by Cabinet at its meeting on 13 December, as a basis for consultation.

In introducing the report, the Assistant Director Resources reminded Members of the MTFP Briefing that was delivered to Members in December outlining the overall position of the MTFP, and requested that Members of this Scrutiny Committee now consider those services and finances specifically within the remit of this Scrutiny Committee to enable a response to be formulated and forwarded to the Economy and Resources Scrutiny Committee for consideration at its meeting scheduled to be held on 19 January 2023.

The Assistant Director of Resources provided an update on the Local Government finance settlement, which had been received on 19 December 2022, subsequent to the approval of the draft MTFP by Cabinet, and advised on the impact this settlement had on the assumptions made within that approved draft MTFP.

The submitted report stated that in recognition of the significant pressures facing local authority budgets and to help partially meet the pressures faced in Adult Social Care, the proposed Council Tax and Adult Social Care Precept levels had increased for 2023/24, at 2.99 per cent and 2 per cent respectively in line with Government changes to the referendum limits.

Discussion ensued regarding the consultation process for the MTFP; and concerns were raised in relation to assumptions, particularly in relation to the interest rates, and projected deficits in each financial year of the MTFP.

Discussion also ensued regarding the climate change programme, Members noted that an action plan was in place and was being delivered using existing resources; the budget for Street Scene and the adequacy of the current level of service; and particular concern was raised in relation to the free parking offer which had been extended. The Local Services Portfolio Holder in attendance at the meeting addressed Members concerns.

Members sought clarification in relation to the allocation of £0.893m for the Integrated Transport Block; the charges in relation to swimming, parking and pavement café licences; and queried the allocation in the events budget for fireworks.

**IT WAS AGREED** – (a) That the Economy and Resources Scrutiny Committee be advised that the majority view of the Communities and Local Services Scrutiny Committee is :-

- i. That this Scrutiny Committee is dismayed at the lack of consultation with residents on the MTFP and in particular the services and finances which are specifically within the remit of this Scrutiny Committee;
- ii. That this Scrutiny Committee does not support the proposed Council Tax increase of 2.99 per cent plus a 2 per cent Adult Social Care Precept in light of the cost living crisis and the impact of the proposed increases on residents; and
- iii. That this Scrutiny Committee is concerned regarding the reliance on positive assumptions in the MTFP which may not come to fruition, and the potential increased risk in the future.

(b) That the Economy and Resources Scrutiny Committee be advised that the minority view of the Communities and Local Services Scrutiny Committee is that this Scrutiny Committee supports the MTFP 2023/24 to 2026/27.

(c) That the Minutes be circulated to all Members of the Scrutiny Committee and Members in attendance at the meeting, in consultation with the Lead Scrutiny Officers supporting this Scrutiny Committee, be given authority to agree the Minutes of this Meeting of the Committee, to enable the Minutes to be considered at a Special Meeting of the Economy and Resources Scrutiny Committee, scheduled to be held on 19 January 2023.

### **CLS36 STRONGER COMMUNITIES FUND**

The Stronger Communities Portfolio Holder submitted a report (previously circulated) updating Members on the spend to date against the Stronger Communities Fund and requesting that Members give consideration to continuation of the scheme into the 2023/24 financial year.

The submitted report stated that Cabinet agreed, at its meeting held on 8 February 2022 to the continuation of the scheme into the 2022/23 financial year as part of the MTFP; the fund enables Members to use an allocated amount of money to deliver the objectives of building stronger communities; each Councillor had been allocated £1k; and details were provided of the spend against the £50k to date, together with information on what had been delivered in wards on an individual Councillor basis. Members noted the deadline of 24 March 2023.

**IT WAS AGREED** – (a) That the current spend against the £50k be noted.

(b) That the Economy and Resources Scrutiny Committee be advised that the Communities and Local Services Scrutiny Committee support the continuation of the scheme in the 2023/24 financial year.

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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE  
9 FEBRUARY 2023**

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**PUBLIC SECTOR EXECUTIVES GROUP**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To inform the committee about the work of the Public Sector Executive Group.

**Summary**

2. This report describes the Public Sector Executives Group and outlines the work it has been undertaking.

**Recommendation**

3. It is recommended that this report is received for information and discussion.

**Ian Williams  
Chief Executive**

**Background Papers**

There are no background papers to this report.

author : Seth Pearson Extension: 0797 3425 408

S17 Crime and Disorder	Crime and Disorder will be duly considered where appropriate
Health and Wellbeing	Health and wellbeing are key issues considered by the Public Sector Executives Group
Carbon Impact and Climate Change	Hasn't been considered to date by the Public Sector Executives Group
Diversity	The Public Sector Executives Group has due regard for diversity
Wards Affected	all
Groups Affected	all
Budget and Policy Framework	The Public Sector Executives Group has due regard for the Budget and Policy Framework.
Key Decision	No

Urgent Decision	No
Council Plan	Supports the delivery of the Council Plan
Efficiency	Collaboration of public sector agencies as detailed in this report is a means of achieving greater efficiency
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

## MAIN REPORT

### Information and Analysis

#### Background

4. At its meeting of 15 July, Council agreed the formation of the Public Sector Executives Group (PSEG) as one of the arrangements that replaced the Darlington Partnership.
5. The PSEG includes senior officers from key public sector bodies with the purpose of co-ordinating the broader efforts of the Public Sector to Deliver Success for Darlington.
6. The key aims are to :-
  - (a) Gain a common understanding of the issues facing Darlington
  - (b) Collective 'horizon scanning' 3
  - (c) Maximise the benefits of the public sector resources
  - (d) Review and plan initiatives to deliver success
  - (e) To advise their own Governance on issues raised at the partnership and seek approval from them where appropriate
  - (f) To work and support the private and voluntary sector to deliver programmes and projects to deliver success for Darlington.
  - (g) To act as the Programme Board for key initiatives.
7. The group meets regularly includes the following:
  - (a) Chief Executive, DBC
  - (b) Executive Director of Place Based Delivery – Tees Valley & Central, NHS
  - (c) Chief Constable
  - (d) Chief Fire Officer
  - (e) Director of Teesside University
  - (f) Chief Executive of Durham & Darlington Health Trust
  - (g) Principal of Darlington College
  - (h) Chief Executive of the Police Victim and Crime Commissioners office.
  - (i) Chief Officer of the Primary Care Network
  - (j) Acting Permanent Secretary and Director General, Tax and Welfare HM Treasury

Other relevant officers attend as necessary.
8. The group is supported by the Director of the Darlington Partnerships who acts as programme/project lead for many of the initiatives together with support from the Council's Policy & Performance Manager in respect of evidence and policy matters.
9. Partners continue to financially support PSEG as they did the Darlington Partnership and lend their support as needed.
10. As outlined in the aims above the group works with the private sector engaging through existing, issues focused forums such as the Towns Fund Board and Darlington Cares.

11. The Board also looks to work with the newly established voluntary sector engagement group to ensure they are aware of emerging challenges and opportunities.
12. Key features which distinguish the PSEG from the Darlington Partnership are that it is chaired by the Council's Chief Executive and whilst it has agreed terms of reference it has no decision making authority out with its membership.

### **Recent Activity**

13. As public sector agencies recovered from the impact of the pandemic, the PSEG has been a useful forum to share with others issues and pressures each has been facing and to discuss solutions.
14. Similarly how the cost of living is impacting on agencies has usefully been shared between agencies.
15. The group has supported the development of the Levelling Up Darlington Plan. Firstly as a point of consultation with the public sector and now it acts as a means of engaging the public sector in its delivery. At its last meeting the group considered how public sector agencies could become 'Youth Friendly' employers.
16. Also at its last meeting members of the group agreed to act as referral points for residents they come into contact with needing support from the Household Support programme.

### **Outcome of Consultation**

17. The Public Sector Executives Group was formed with the full involvement of the public sector agencies involve. It was also considered by Cabinet and its formation was ratified at Council at its meeting of 15 July 2021.



**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE  
9 FEBRUARY 2023**

**LOCAL TRANSPORT PLAN**

**SUMMARY REPORT**

**Purpose of the Report**

1. To consider the draft Cabinet report regarding the above, copy attached, which is scheduled for 7 March 2023 Cabinet meeting.

**Summary**

2. The report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2022/23 and seeks approval for the 2023/24 programme, including the release of funding. It also provides an update on the Darlington Transport Plan.

**Recommendation**

3. It is recommended that Scrutiny Members consider the contents of this report.

**Anthony Hewitt  
Assistant Director - Transport and Capital Projects**

**Background Papers**

None

Gill Hutchinson: Extension 6492

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Darlington Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	Health and wellbeing implications have been considered in the preparation of the Darlington Transport Plan and its implementation. The transport strategy seeks 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.
Carbon Impact and Climate Change	Carbon emissions and their impact have been considered in the preparation of the Darlington

	<p>Transport Plan and its implementation.</p> <p>The transport programme seeks to reduce carbon emissions from transport through a shift towards electric and hydrogen vehicles from petrol and diesel. The programme also seeks to encourage the use of sustainable modes of transport and mass public transport, as well as seeking ways to reduce the need to travel or travel shorter distances.</p> <p>Highway design, construction and asset management all seek to minimise the impact of transport through flood risk management, Sustainable Urban Drainage, recycling highway materials, low energy lighting (LED), low energy processes and electric fleet vehicles.</p>
Diversity	<p>An Equalities and Disability Impact Assessment was undertaken in the preparation of the Darlington Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and 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. As highway schemes have an impact on the built environment, disability groups are consulted to ensure the needs of disabled people are considered.</p>
Wards Affected	All
Groups Affected	There are no proposals that impact on specific groups.
Budget and Policy Framework	<p>This decision does not represent a change to the budget and policy framework.</p> <p>The Tees Valley Strategic Transport Plan was adopted by TVCA Cabinet on 31/01/2020 as the Local Transport Plan for the Tees Valley including the constituent local authorities. The Darlington Transport Plan sets out local priorities and provides an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan.</p>
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
Council Plan	The report demonstrates how the transport programme is supporting delivery of the key actions in the Council Plan, namely reviewing and delivering a revised parking strategy and working

	with TVCA to deliver improved transport links within Darlington and the Tees Valley.
Efficiency	The Darlington Transport Strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. Schemes are identified and prioritised to meet the objectives in the Transport Strategy. Maintaining the highway network will reduce traffic disruption in the longer term and improve network management. Vehicle delay has a negative impact on the economy, including logistics and freight.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

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**CABINET**  
**7 MARCH 2023**

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## **LOCAL TRANSPORT PLAN**

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**Responsible Cabinet Member - Councillor Andy Keir, Local Services Portfolio**

**Responsible Director - Dave Winstanley, Group Director of Services**

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### **SUMMARY REPORT**

#### **Purpose of the Report**

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2022/23 and seeks approval for the 2023/24 programme, including the release of funding.

#### **Summary**

2. The Tees Valley has secured significant funding from government, including the £310m City Region Sustainable Transport Settlement (CRSTS) programme, which will be delivered over the next 5 years. There has been good progress on the development and delivery of the transport capital programme including working in partnership with Tees Valley Combined Authority (TVCA) to deliver elements of the strategic transport plan.
3. In 2022/23 a new Transport Strategy for the Borough, Town Centre Transport Plan and Parking Strategy were adopted by Council, and work is underway on implementing the associated action plans. A progress report on the schemes delivered in 2022/23 is included at **Appendix A** and the proposed programme of scheme is detailed in the report and at **Appendix B**.
4. There is a focus by the Department for Transport (DfT) on progressing the Local Cycling and Walking Infrastructure Plans (LCWIP) and the Bus Service Improvement Plans (BSIP). Darlington has started the delivery of one of two priority schemes in the LCWIP with the creation of phase one of a cycling route on Woodland Road. An Enhanced Bus Partnership has been created to deliver improvements to bus services, this will seek to address current performance challenges and improvements despite TVCA not being successful in securing BSIP funding. Transport patterns have changed since the pandemic and a period of re-basing is taking place. The Council continue to monitor transport patterns, highway condition, road safety and public satisfaction to inform investment decisions. Details of the Performance Indicators are included at **Appendix C**. These reflect the challenges being faced by public transport and a continuing requirement to invest in the maintenance of the highway asset.

## Recommendation

5. It is recommended that:-
- (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.893m Integrated Transport Block and £2.175m Highway Maintenance Funding, to deliver the 2023/24 transport programme as identified in Appendix B;
  - (b) Members delegate authority to the Group Director of Services, in consultation with the Portfolio Holder for Local Services to agree bidding on external funding opportunities, and if successful, release the funding. This includes:
    - (i) The Bus Service Improvement Plan (BSIP);
    - (ii) Schemes as detailed in the City Region Sustainable Transport Settlement (CRSTS) Delivery Plan;
    - (iii) Capability and Ambition Fund (CAF) – active travel revenue;
    - (iv) Active Travel Fund (ATF) – active travel capital;
    - (v) Tees Valley Combined Authority Levelling up Fund (LUF);
  - (c) Members note the performance data relating to transport services, detailed in Appendix C.

## Reasons

6. The recommendations are supported by the following reasons:-
- (a) To continue to deliver Darlington's Transport Strategy as set out in the newly adopted Darlington Transport Plan, Town Centre Transport Plan and Parking Strategy 2022 to 2030, which support the Tees Valley Strategic Transport Plan (STP);
  - (b) To maximise the opportunities to maintain the highway asset for the benefit of all road users;
  - (c) To assist TVCA in the delivery of the LCWIP and BSIP programmes, in line with Government guidance.

**Dave Winstanley**  
**Group Director of Services**

## Background Papers

No background papers were used in the preparation of this report.

Gill Hutchinson : Extension 6492

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Darlington Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	Health and wellbeing implications have been considered in the preparation of the Darlington Transport Plan and its implementation. The transport strategy seeks 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.
Carbon Impact and Climate Change	<p>Carbon emissions and their impact have been considered in the preparation of the Darlington Transport Plan and its implementation.</p> <p>The transport programme seeks to reduce carbon emissions from transport through a shift towards electric and hydrogen vehicles from petrol and diesel. The programme also seeks to encourage the use of sustainable modes of transport and mass public transport, as well as seeking ways to reduce the need to travel or travel shorter distances.</p> <p>Highway design, construction and asset management all seek to minimise the impact of transport through flood risk management, Sustainable Urban Drainage, recycling highway materials, low energy lighting (LED), low energy processes and electric fleet vehicles.</p>
Diversity	An Equalities and Disability Impact Assessment was undertaken in the preparation of the Darlington Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and 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. As highway schemes have an impact on the built environment, disability groups are consulted to ensure the needs of disabled people are considered.
Wards Affected	All
Groups Affected	There are no proposals that impact on specific groups.

Budget and Policy Framework	<p>This decision does not represent a change to the budget and policy framework.</p> <p>The Tees Valley Strategic Transport Plan was adopted by TVCA Cabinet on 31/01/2020 as the Local Transport Plan for the Tees Valley including the constituent local authorities. The Darlington Transport Plan sets out local priorities and provides an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan.</p>
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
Council Plan	<p>The report demonstrates how the transport programme is supporting delivery of the key actions in the Council Plan, namely reviewing and delivering a revised parking strategy and working with TVCA to deliver improved transport links within Darlington and the Tees Valley.</p>
Efficiency	<p>The Darlington Transport Strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. Schemes are identified and prioritised to meet the objectives in the Transport Strategy. Maintaining the highway network will reduce traffic disruption in the longer term and improve network management. Vehicle delay has a negative impact on the economy, including logistics and freight.</p>
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

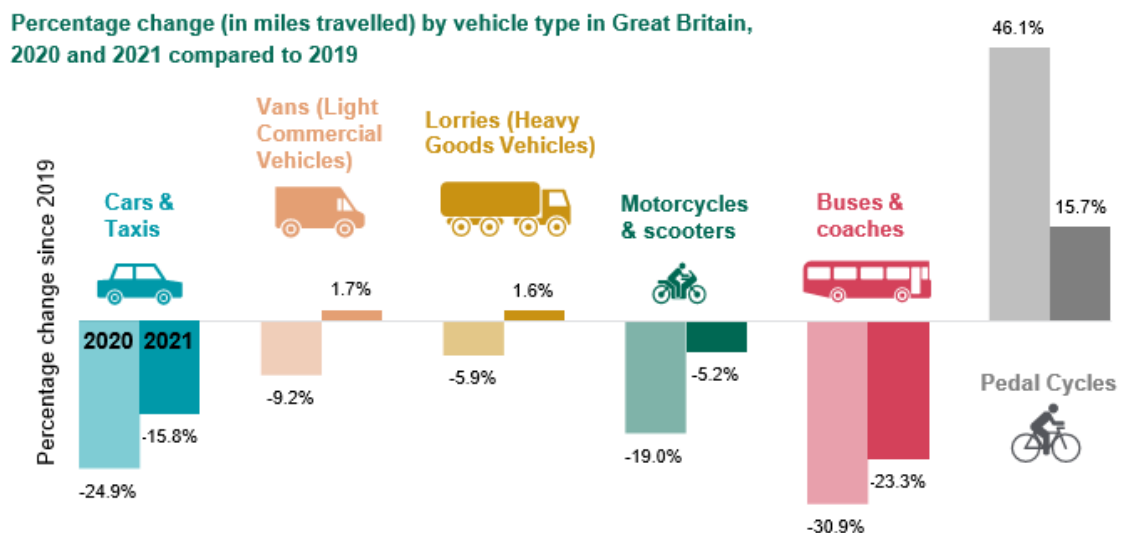


## MAIN REPORT

### Information and Analysis

#### National Context

7. The Covid-19 pandemic had a marked impact on everyday life, including on traffic and the road network. From the first lockdown on 23 March 2020 to the lifting of all restrictions on 19 July 2021, people’s movement was limited to varying degrees.
8. During the pandemic, when there were fewer cars on the roads, there was a surge in active travel, such as cycling. Cycling levels decreased between 2020 and 2021 nationally but have remained above 2019 levels by 15.7%. Although cycling levels have returned from the exceptional levels seen during the pandemic, government investment in infrastructure aims to enable more people to choose walking and cycling for everyday journeys by 2030.
9. One of the biggest impacts on transport and travel resulting from the pandemic was the reduction in passenger transport demand, due to a combination of government lockdowns and fears of contracting and spreading the virus. Nationally, in the immediate aftermath of the pandemic, crisis-induced changes, including hybrid working, have continued to have an impact on travel behaviour and directly impact on public transport usage. Bus operators have also been affected by a national driver shortage. In Darlington, the driver shortage led to Arriva’s passengers facing severe reliability issues. Arriva responded to this by introducing service frequency reductions and carrying out a heavily promoted recruitment drive. Service frequency remains lower than pre-covid levels overall, with individual service usage recovering at varying levels.
10. National impact of Covid-19<sup>1</sup> by vehicle type as shown below:



11. Recovery from Covid-19 has been further exacerbated since late 2021, with the UK experiencing increases in the cost of living. A rapid increase in energy costs, particularly

<sup>1</sup> <https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021>

the price of gas, has been a key driver of the increases in inflation, with average petrol prices being at the highest on record in July 2022. These cost of living increases have increased peoples considerations around travel choices and more thought around modal shift to active and sustainable transport, in an effort to reduce costs. Government have introduced a £2 fare cap on a single bus ticket on most services in England outside London, from January to March 2023, to support passengers over the winter months.

12. Increased inflation has had an impact on the infrastructure projects that support change and resilience. Projects have been subject to increased construction inflation<sup>2</sup>, particularly for energy-intensive products/equipment, construction materials and labour.
13. The Climate Change Act commits the UK government by law to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero emitter) by 2050. Transport is the largest contributor to UK domestic greenhouse gas emissions, responsible for 27% in 2019. Nationally, targets have been set, with a commitment that there will be no sales of petrol and diesel vehicles past 2030, and all new cars and vans to be fully zero emission at the tailpipe from 2035.
14. In March 2022, government published 'Taking Charge: the electric vehicle infrastructure strategy', which sets out the vision and action plan for the rollout of electric charging infrastructure in the UK. The transition to zero emission vehicles will help the UK to meet legally binding climate change targets and Darlington has a crucial role to play at a local level in enabling the transition, in proactively supporting the delivery of the rollout of EVCPs and helping to ensure that the transition is integrated into wider local transport and community needs. The roll out of charging points in car parks has commenced with a Tees Valley wide strategy for on street charging being led by TVCA to ensure a consistent, high quality product is delivered.

### **Regional Context**

15. The Tees Valley Combined Authority (TVCA) is the local transport authority for the Tees Valley. They set the Strategic Transport Plan for the region for the period 2019-2029 with the vision to "Provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley".

### **Darlington Transport Policy**

16. In November 2022, Council adopted the Darlington Transport Plan, Darlington Town Centre Transport Plan and Parking Strategy 2022 to 2030, following a consultation process. The Darlington Transport Plan sets out how the priorities set out in the Tees Valley Strategic Transport Plan (STP) will be delivered in Darlington and provides the strategic framework to support growth in Darlington, through improved transport infrastructure and the promotion of sustainable and active transport initiatives.
17. Investment in transport in Darlington, is closely aligned to the objectives of the

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<sup>2</sup> <https://www.data.gov.uk/dataset/75ee36ed-21f7-4d7b-9e7c-f5bf4546145d/monthly-statistics-of-building-materials-and-components>

Darlington Transport Plan which are to:

- (a) Reduce transport's impact on the environment and support health and wellbeing;
- (b) Improve safety for all road users;
- (c) Connect people to job and training opportunities and link communities;
- (d) Support a revitalised and transformed Darlington town centre and;
- (e) Maintain and effectively manage a resilient transport system.

### **Progress on delivery in 2022/23**

18. Over the last 12 months there has been significant capital and revenue investment in transport in Darlington. This includes working in partnership with TVCA on developing transport initiatives that benefit Darlington residents. Details of what has been delivered can be found in Appendix A.

### **Proposed delivery in 2023/24**

19. The Council receives a specific allocation from TVCA each year to deliver local improvement schemes and highway maintenance priorities. In addition, the Council receives additional specific funding allocations to deliver specific schemes within the Borough that contribute toward our transport strategies and the Tees Valley Strategic Transport Plan. This section of the report outlines the schemes proposed to be developed during 2023/24.
20. A programme of highway maintenance schemes will be delivered including structural maintenance of highways (roads and footways) and bridges. The programme is based on condition data and details are included in Appendix B.
21. The Integrated Transport Block programme will be delivered to manage and improve the highway network. Details are also included in Appendix B.
22. Darlington rail station improvements will continue, with the main construction work due to commence in Spring 2023 and continue until Spring 2025. The major works to Darlington rail station and transport interchange will be delivered by Willmott Dixon Construction Ltd (WDC) on behalf of TVCA. BAM (Construction) Ltd are delivering the Station Enhancement Project within the existing station for Network Rail; providing additional platforms and improved facilities.
23. Darlington, Stockton and Durham Councils are working to develop the 26 mile walking and cycling route along the alignment of the Stockton and Darlington Railway (S&DR). A Development Officer based with Durham County Council co-ordinates the work of the three authorities. Darlington is currently investigating funding opportunities for sections of the route.
24. Work is continuing on the design of the Cockerton/Woodland Road roundabout improvement schemes. The schemes will be submitted for planning approval over the coming months.
25. Bus stop improvements will be progressed for a number of new housing sites including Heighington, for which Darlington requested a S106 contribution towards improvements,

where the relevant trigger point for the release of funding has been met.

26. 20mph schemes have been designed for St Bede's Catholic Primary School, St. Augustine's Catholic Primary School, Hurworth School (secondary) and Federation of Abbey Schools (schemes on Abbey Road and Cleveland Terrace). A Safer Route to School scheme has also been developed for Reid Street School. Consultation will take place in Spring 2023 with the schools and local residents and subject to support the schemes will be programmed for implementation later in the year.
27. The traffic calmed areas within Firthmoor, Eastbourne and Banktop will be consolidated into area wide 20 mph zones. They are currently a mix of traffic calmed areas and smaller 20mph zones mainly due to the stringent requirements to introduce 20mph zones under the previous guidance in place at the time of their construction. The guidance has changed and we are looking to consolidate these areas into 20mph zones, which will provide a more consistent message to motorists when they are entering these lower speed neighbourhoods.
28. The need for a car club in the Town Centre was identified as part of the Parking Strategy and the Town Centre Transport Plan. It will support the Town Centre Strategy particularly in terms of encouraging more people to live in the Town Centre. The Car Club will be operated by a commercial operator but will initially require some funding for start-up costs.
29. In order to encourage more people to cycle to the town centre, we aim to increase the number of covered, secure cycle parking areas in the town centre, as identified in the Darlington Parking Strategy and Town Centre Transport Plan.
30. In addition to the Darlington Council transport programme we will continue to work in partnership with TVCA on transport initiatives that benefit Darlington residents:
  - (a) The Active Travel Hub programme is set to continue in 2023/24, with further emphasis on local community engagement and public consultation, to support the delivery of the local authority and TVCA's ambitious vision for the LCWIP, with capital funding from Active Travel England (ATE).
  - (b) Wheels 2 Work will continue into 2023 to further promote the opportunity provided by the scheme to support Tees Valley residents to access employment and training opportunities where transport is identified as a barrier. In 2023 RCVDA will be working with Sustrans, the Active Travel Hub operator, to explore how the e-cycle Wheels 2 Work offer and the services provided by the Hubs can be aligned to enhance active travel as a viable commuting solution.
  - (c) Further to the provision of off-street EVCPs, it's been agreed that TVCA will develop an EV Infrastructure Strategy, which will ensure we secure quality and consistency in delivery across Tees Valley, which will consider options for those who don't have residential provision. This work will consider where infrastructure is needed and what the best model is for future phases of delivery.
  - (d) TVCA and the local authorities are currently procuring contractors for the maintenance and upgrade of all bus shelters across the Tees Valley. This will ensure a

consistency of provision and that all shelters are appropriately maintained.

- (e) Further progress on LCWIP schemes funded through CRSTS and the TVCA LUF will be made in 2023:
- (i) Following consultation, it is anticipated that work on the second phase of the walking and cycling scheme on Woodland Road, from the Hollyhurst Road junction westwards to the roundabout junction with Staindrop Road will start following completion of phase one.
  - (ii) Feasibility study on Phase 3, the continuation of the route from Cockerton, along West Auckland Road, linking the economic development site at Faverdale, West Park and Burtree Garden Village.
  - (iii) A feasibility study for a cycling and walking route from Yarm Road to Teesside Airport and Business Park, providing safe facilities for pedestrians and cyclists between Darlington town centre/rail station and the Airport, will be completed by Autumn 2023. This will identify a preferred route that is deliverable and will produce an outline budget cost to enable TVCA to consider its priority in their LCWIP programme and allocate a budget and timeframe for delivery, if it is supported by them.
  - (iv) TVCA have been successful in their LUF bid, which includes improvements to walking and cycling in locations across the Tees Valley. The section identified in Darlington is proposed to link Linear Park in front of Bishopsgate House to the Town Deal regeneration areas around Northgate. This is ultimately connect the town centre to the RHQ.
- (f) Improvements to the Urban Traffic Management Control System (UTMC) which will enable better management of the highway network and improve the efficient movement of buses will be delivered by TVCA in 2023/24. The delivery programme includes:
- (i) The upgrade of the UTMC system;
  - (ii) Expansion of traffic signal connectivity to enable further development of a Smart Region approach to traffic management;
  - (iii) The repair, service & reinstatement of traffic counters to enable strategies for traffic management to be implemented;
  - (iv) Additional CCTV cameras linked back to control rooms;
  - (v) Bus priorities module for the prioritisation of vehicles at junctions to reduce delays on buses;
  - (vi) Dynamic journey time routes, providing real-time and accurate travel time information of transit vehicles to assist passengers in planning their trips to minimise waiting times;

- (vii) ANPR (Automatic Number Plate Recognition) cameras to provide journey time data;
  - (viii) Diversion routes for unplanned events and;
  - (ix) VMS signs to support major events, roadworks, incidents, and road safety campaigns around the Tees Valley.
- (g) TVCA will continue to make progress on the bus Enhanced Partnership, delivering benefits for bus and improving the current offer to passengers. This will include:
- (i) Working with operators to understand and seek to influence their decarbonisation plans for the Tees Valley, whilst exploring all grant funding and commercial opportunities to support in decarbonising their fleets;
  - (ii) Improving the efficiency of the highway network and assisting bus punctuality through UTMC improvements on the following key corridors:
    1. A68 West Auckland/Woodland Road
    2. B6280 Yarm Road
    3. A167 North Road
    4. B6279 Tornado Way.
  - (iii) Improving the fare offer by, simplifying the current range of zones and enhancing the multi-operator ticketing offer under the existing Smartzone brand, and also the implementation of Tap on Tap off on all buses in the Tees Valley, which will make travelling by bus, for the best price, easily accessible and less confusing to passengers;
  - (iv) Carrying out further feasibility work to ensure that the identified CRSTS bus improvement interventions are deliverable within the allocated budget, managed by TVCA. The impact of interventions will be assessed using various sources, including Analyse Bus Open Data (ABOD), DfT supplied traffic speed/congestion data and open communications with bus operators. By utilising these sources, TVCA will compare bus punctuality before, during and after implementation of the interventions, including in real time through the UTMC system. This will ensure that investment in bus priority is maximised.
- (h) Funding through the CRSTS programme will deliver the Tees Valley Digital Transport Strategy for the next five years from 2022 to 2026. The strategy identifies a number of digital and transport needs of the residents, businesses and key stakeholders in the region. This user-centric approach ensures that digital solutions will be developed that meeting these needs and solve real issues and challenges. This strategy supports the wider Tees Valley Digital Strategy, which sets an ambitious target of becoming the UK's first Smart Region by 2032, covering the three foundations of digital infrastructure, innovation and inclusions and skills. This digital programme of investment will benefit all road users.

- (i) TVCA are progressing the development the concept of a Tees Valley transport brand which that can be used for multiple purposes from general travel information to the promotion of new infrastructure and campaigns. The objectives of this brand are:
  - (i) To provide timing travel information for users of public transport;
  - (ii) To promote different ways to travel around the region and try to influence consumer behaviour to make sustainable modes first choice, and;
  - (iii) To communicate the transport improvements and investments we are working on around the region.

### **Performance and Public Satisfaction**

- 31. During the year monitoring information is collected and used to measure performance as to how the transport system is operating and being used by the public. In addition to this, each year Darlington takes part in the National Highways and Transport Network Public Satisfaction Survey. This data is set out in Appendix C.

### **Financial Implications**

- 32. In April 2022, the Secretary of State for Transport confirmed that Tees Valley Combined Authority (TVCA) was to receive the full allocation of £310m of City Region Sustainable Transport Settlement (CRSTS) funding to invest in local transport networks.
- 33. CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block, to ensure that Local Highways Authorities can carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highways network.
- 34. TVCA has allocated £3,067,984 to Darlington Borough Council in 2023/24, as part of a long-term settlement until March 2027.
- 35. In January 2023, TVCA were awarded £485k through the Capability and Ambition Fund (CAF) to support capability building activities that enable ambitious and inclusive active travel programmes, and deliver behaviour change initiatives that result in sustained increases for everyday walking, wheeling and cycling. This includes delivery of the Tees Valley Active Travel Hubs and Personalised Travel Planning programme. An announcement on CAF, including bidding guidance for funding beyond March 2023 is awaited, and TVCA will submit the bid as LTA.
- 36. TVCA awaits the bidding guidance from Active Travel England, for the Active Travel Fund Tranche 4. The prioritisation set out within the Tees Valley LCWIP will be used to identify further cycling and walking infrastructure schemes that require investment.
- 37. TVCA have been successful in their LUF bid, which includes improvements to walking and cycling in locations across the Tees Valley. The section identified in Darlington is proposed to link Linear Park in front of Bishopsgate House to the Town Deal regeneration areas around Northgate. This is ultimately connect the town centre to the RHQ.

## **Legal Implications**

38. The statutory duty for the Local Transport Plan moved to Tees Valley Combined Authority in 2016, as part of the devolution deal. TVCA produced a Tees Valley Strategic Transport Plan to fulfil this duty, which was approved by TVCA Cabinet on 31 January 2020.
39. The five constituent local authorities were asked to produce a Local Implementation Plan (Darlington Transport Plan). This demonstrates how Darlington Council, as the highway authority will support the delivery of the Strategic Transport Plan at a local level and sets out local priorities, policies and actions. Adopted as part of the Councils policy framework in November 2022, it draws together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and links to other corporate plans, including the Council Plan.
40. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'. This requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport.

## **Estates and Property Advice**

41. The highway maintenance programme will be works within the adopted highway and does not require corporate landlord advice. Any modifications to the adopted highway will be notified to the Highway Asset Management Team.
42. Any individual scheme that involves a land requirement outside of the adopted highway, whether that be Council owned land or land in third party ownership, will involve the Estates Team to negotiate land acquisition or other legal agreement. If a scheme cannot be implemented within the adopted highway or permitted rights the required planning permission will be sought at an early stage in the process.

## **Procurement Advice**

43. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to Tees Valley Combined Authority for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.
44. TVCA has undertaken a number of procurements some of which require call off contracts by Darlington Borough Council to deliver programmes at a local level. Procurement and legal advice will be provided to ensure that Darlington Council procurement procedure rules are adhered to.



## **Equalities Considerations**

45. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment the main impacts that are considered relate to disabilities, including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

## **Consultation**

46. No consultation has been undertaken for this report. However, the programmes proposed in the report are aligned with the new transport strategies that were subject to public consultation.

47. Consultation continues on individual schemes including the 20mph schemes at school sites, changes to individual bus stops, the Woodland Road walking and cycling route and the major schemes at Woodland Road roundabout and Cockerton roundabout.

## **Outcome of Consultation**

48. Responses to individual consultations are used to propose final scheme designs and are agreed under delegated authority.

49. The Local Transport Plan was presented at the Communities and Local Services Scrutiny Committee on 9 February 2023. The deadline for production of this report prevented comments of the Scrutiny Committee being included.

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## Delivery in 2022/23

### Active Travel

1. Progress continued on the West Park to Darlington town centre walking and cycling scheme, which is one of the priority routes in the Tees Valley Local Cycling and Walking Infrastructure Plan. The first phase of the route extends along Woodland Road from the Hollyhurst Road junction eastwards and then via Outram Street to Duke Street. Construction of the first section on Woodland Road, from the Hollyhurst Road to Outram Street junction, completed in October 2022.
2. Following a Public Inquiry in March 2022, which considered objections relating to Duke Street, the Inspector concluded that the proposed alterations could go ahead. However, due to due to inflationary pressures hitting the construction industry and the cost of raw materials, it was felt sensible to pause to review options with the funders before proceeding. It is hoped that the scheme can progress in the early part of 2023.

### Road Safety

3. We have erected the first tranche of Speed Indicator Devices (SIDs) in locations where we have received speed complaints and where vehicle speeds are high. Eight SIDs have been erected to date and funding has been allocated for a further two tranches. The SIDs will be located on roads with a speed limit of 30mph or 40mph and will be prioritised based on traffic speeds and accidents.
4. Following consultation, Safer Routes to School schemes have been installed at Hurworth Primary School and Mount Pleasant Primary School (schemes on Newton Lane and Whitby Way). The schemes incorporate 20mph speed limits, traffic calming and improved pedestrian crossing points to improve safety outside of these schools.

### Bus

5. Raised kerbs have been installed at bus stops in several locations in Mowden and also in Heighington and Middleton St George to aid low floor easy access. Two new bus stops have also been installed on the service 3 route in Mowden, converting hail and ride to fixed bus stop use, which aims to improve bus punctuality and improve passenger safety.

### Rail

6. Darlington Borough Council is working with TVCA, Network Rail, LNER and a range of other partners to improve Darlington Railway Station and the immediate area. Over the next three years, work to the station will increase rail capacity, provide much-improved station facilities, improve access and safety; and also regenerate this part of the town. The required land was largely assembled by agreement with the final properties secured by Compulsory Purchase Order in September 2022. The raft of improvements planned will improve capacity on the wider Tees Valley rail network and create better access to the East Coast Main Line, further enhancing regional connectivity. Buildings are being cleared to make way for an extension to the station, with the old and new sites linked by a bridge joining the historic train shed with the modern facility.

7. Funded through CRSTS, the Tees Valley Station Enhancement Programme sets out to review opportunities to improve passenger experience and deliver enhancements at and around stations in the Tees Valley, with the aim of integrating stations more effectively into the local transport system. Following initial engagement, high-level masterplans have been developed by TVCA, for North Road and Dinsdale stations. Work is underway to further develop the masterplans, through more detailed engagement. Improvement works at North Road station will be coordinated with RHQ project delivery.

## **Road**

8. Darlington Northern Link Road remains a strategic priority for both Tees Valley Combined Authority and the Council. We continue to work together to try and secure appropriate funding from Government for this strategic link road.
9. Detailed design is nearing completion on schemes to improve Cockerton, Woodland Road and Carmel Road/Staindrop Road roundabouts. Public consultation took place in January/February 2022 and we have incorporated a number of requests into the final designs, including a signalised crossing outside Cockerton Club, accommodation of parking on West Auckland Road and reduction in the size of two of the roundabouts. We continue to work with residents and businesses to redesign the area in front of Cockerton shops and the greenspace on Carmel Road North. Planning permission will be sought in Spring/Summer 2023.

## **Maintenance**

10. Maintenance schemes completed include surfacing works at A68 Dual Carriageway, A68 Swan House Roundabout, Coniscliffe Road, Faverdale Industrial Estate and Neasham Road. Recycling schemes, which involve reusing the materials from previous schemes, continue at Newbiggin Lane and Prior Street which was an insitu recycling scheme. Footpath schemes at Greenhill Road and Prior Street have also been completed, alongside 68,000m<sup>2</sup> of micro asphalt surfacing which is a method used to seal and prolong the life of the carriageway.
11. A programme of Micro Asphalt works has been carried out on unclassified roads in 46 residential streets (listed on the Council website). This equates to approximately 9km of road.
12. The number of potholes repaired in the period April to December 2022 was 3,327, a 19% decrease on the same period last year. This suggests an improvement in road condition as we are required to repair any potholes that meet criteria that are reported by the public or identified by Inspectors. In the first full year of the 'Report It' portal (1 June 2021 to 31 May 2022) 1,595 reports were received, of these 938 (59%) were made via the portal rather than telephone/e-mail. In the first year 442 reports (28%) related to potholes/road condition.

## **Delivered in Partnership with TVCA**

13. The Tees Valley Wheels 2 Work scheme is designed to support Tees Valley residents to access employment, training and education opportunities where transport has been identified as a barrier. TVCA has funded a fleet of 75 e-motorbikes and 60 e-cycles for hire through the scheme for up to six months at a subsidised rate of £21 per week for the e-cycle and £30 per week for the e-motorbike, which includes insurance and regular maintenance. The scheme is operated by Redcar and Cleveland Voluntary Development Agency (RCVDA) on behalf of TVCA and has

supported a number of Darlington residents to access employment opportunities they otherwise wouldn't have been able to.

14. In July 2022, Sustrans was appointed as the Active Travel Hub for Darlington by the TVCA. Since then, Sustrans has established a base within First Stop Darlington's offices, in collaboration with Bike Stop Darlington, to deliver support and services to residents and workplaces within Darlington, to enable more people to walk and cycle in their everyday lives. The Active Travel Hub in Darlington is one of five hubs across the Tees Valley run by Sustrans.
15. Installation and commissioning of the electric charge points in Darlington town centre car parks, that comprise the first phase of the Tees Valley network is well underway, following award of the contract by TVCA. Completion in all seven identified car parks is planned for January 2023. TVCA are leading on a communications strategy around the EVCPs, which seeks to update residents on the availability of the chargers.
16. Despite not receiving any Bus Service Improvement Plan (BSIP) funding for the October 2021 Tees Valley submission, TVCA and partners have progressed with forming an Enhanced Partnership and delivering the actions set out in the BSIP that are affordable without additional revenue funding.
17. Tees Flex, the TVCA funded on-demand bus service that started operation in February 2020 concludes its three-year trial period in February 2023 & TVCA are presently reviewing the service.
18. As part of CRSTS, TVCA is investing into a programme of improvements across nine priority bus corridors in the Tees Valley, to enhance the bus offer. The improvements include a co-ordinated programme of on-highway infrastructure improvements, digital upgrades (Urban Traffic Management and Control System improvements), bus priority, bus shelter and passenger information improvements. In Darlington, the following priority corridors have been identified: Darlington to Durham, Darlington to Middlesbrough and Branksome to Red Hall. Detailed assessments have been carried out to understand the issues and identify the required bus priority interventions, which aim to reduce the impact of congestion and journey time variability on end-to-end bus journey times, thereby improving punctuality and overall passenger experience to make bus a more desirable mode choice. As the corridor options develop public consultation will be undertaken on the proposals.

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**Local Highway Authority Funding – Transport Capital Programme 2023/24**

In April 2022, the Secretary of State for Transport confirmed that Tees Valley Combined Authority (TVCA) was to receive the full allocation of £310m of City Region Sustainable Transport Settlement (CRSTS) funding to invest in local transport networks.

CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block, to ensure that Local Highways Authorities can carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highways network.

TVCA has allocated £3,067,984 to Darlington Borough Council in 2023/24, as part of a long-term settlement until March 2027.

The annual allocation is based on the following breakdown, received in 2021/22 (although there isn't a requirement to maintain the same spending profile):

<b>Pothole Funding</b>	<b>Integrated Transport Block</b>	<b>Highways Maintenance Formula and Incentive</b>	<b>TOTAL</b>
£969,246	£892,986	£1,205,752	<b>£3,067,984</b>

**1. Highways Maintenance** – funding to maintain the highway network including structures and street lighting.

CRSTS Allocation	£
Highway Maintenance & Pothole Funding	2,000,998
Fees	174,000
<b>Total</b>	<b>2,174,998</b>

The following maintenance schemes have been identified as the current priority based on the condition data surveys. This is a rolling programme and subject to tender returns:

<b>A Roads</b>	A68	West Auckland Road Phase 2 (Woodland Rd to A1m)
	A67	Merrybent (Phase 3)
	Various	Retexturing
<b>B Roads</b>	B6280	Coniscliffe Rd (Phase2)
<b>C Roads</b>	C39	Walworth Road, Heighington
	C38a	Neasham Road (Phase 2)
	C34a	Lime Lane / Lodge Lane (Phase 1) -Recycling
<b>Unclassified Roads</b>	Unc	Firth Moor Estate (Phase 9) Burnside Road
	Unc	Barnes Road Ph 2
	Unc	Summerhouse Back Lane / Blind Lane
	Unc	Back Lane (TBC)
<b>Footways</b>		Shearwater Avenue
		Avon Road Estate, Hurworth Place (Phase 1)

In addition the micro asphalt and patching programmes will include roads across the borough. This continues the investment in unclassified roads, which are predominantly residential streets. Bridges and structures will also be maintained.



## 2. Integrated Transport Block - funding to Manage and Improve the highway network

Manage/ Improve	Scheme	2023/24 (£k)	Notes
<b>Network management</b>			
Manage	Traffic monitoring	20	
	Traffic counter replacement programme	10	
	TVCA Digital Strategy	120	Strengthening local delivery of the Tees Valley Digital Strategy programme (traffic signal upgrades to support UTMC)
<b>Active and sustainable transport</b>			
Improve	Improvements to bus passenger and cycling facilities	80 – bus 20 - cycling	Includes raised kerbs, bus shelters (non-advertising priority corridors) and town centre cycle parking
	Dropped kerbs	50	Improves access for all
	Public Rights of Way	15 25	Improves access for all POW – S&DR
	Walking and cycling routes	80	Building upon existing funding to progress schemes, including: <ul style="list-style-type: none"> <li>• Albert Road/Redmire Close (delivery)</li> <li>• School Aycliffe Lane (feasibility)</li> <li>• S&amp;DR (feasibility)</li> </ul>
	Car Club	60	Town Centre Car Club feasibility study
<b>Speed Management and Road Safety programme</b>			
Manage	School speed management and safety schemes	250	Feasibility of Hurworth Comprehensive & Longfield School, including smaller schemes also.
	Area wide 20mph zones	30	Consolidation of 20mph zones
<b>Subtotal</b>			
Subtotal		760	
Fees		133	
<b>Total</b>		<b>893</b>	

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**Performance Data**

*\*estimated \*\* 2019/20 onwards only Northern Rail data is reported*

During the year monitoring information is collected and used to measure performance as to how the transport system is operating and being used by the public. This data informs the asset management programme and plans for speed and traffic management, as well as informing discussions with stakeholders including bus and rail operators and the Police. The data is shown in the table with key points summarized below.

- (a) Walking trips into the town centre fell by 50% during 2020/21 compared to the pre-pandemic levels but are currently on track to recover to approximately 90%.
- (b) The cycling data is mixed. The automatic counters across the town show a possible decline on previous years as of December 2022 but the latest quarterly count of cycling into and out of the town centre show that cycling levels have recovered to pre-pandemic levels (5% increase).
- (c) Bus patronage has reduced due to Covid infections reducing driver availability (and thus reductions in service frequency); people having less reasons to travel due to people working from home, home delivery, vulnerable people continuing to limit contact with others. The number of trips fell from 5.5million pre-Covid in 2019/20 to less than 2million in 2020/21. In 2022/23 there remains an estimated reduction in trips of 35%. Trips by people using a concessionary bus pass have also remained lower than normal (down by 44%). Bus reliability continues to be an issue due to driver availability.  
 Vehicle traffic levels reduced significantly during the lockdown in early 2021 to 30% of normal levels. Traffic levels have recovered and are forecast to be at near normal levels by the end of the financial year.  
 The road safety statistics show a continuing reduction in casualties on a three year rolling average, with a notable reduction in the number of people slightly injured falling from 104 in 2021 to 59 in 2022 (43%). The number of seriously injured has reduced compared to 2021, at 33 (38 in 2021) of which four were children.
- (f) The road condition data shows that the structural maintenance programme continues to keep the % of principal and non-principal roads requiring interventions at low levels.

Page 43

Performance Measures	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	19,528	19,514	20,287	20,419	19,417	19,090	19,524	19,023	14,753	18,460	Available April 2023
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	127,306	125,642	123,847	124,764	126,801	125,519	127,938	125,017	94,007	117,811	Available April 2023

Road)											
Bus Punctuality % on time	64%	64%	63%	87%	89%	86%	86%	Not available	93%	Available Autumn 2023	Available Autumn 2023
Bus Patronage (all operators)	6,605,517	6,604,117	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,457,204	1,826,616	3,286,557	3,534,843*
Concessionary fares patronage	2,750,929	2,744,792	2,673,485	2,627,062	2,607,611	2,450,526	2,347,694	2,167,240	628,055	1,094,852	1,224,715*
Rail Patronage (all 4 Darnington stations)**	2,241,390	2,279,159	2,322,927	2,337,809	2,368,780	2,417,328	2,498,158	1,256,241	236,013	799,506	2,249,142*
Number of cycling trips (automated cycle counters)	1224.50	1,450	1,556.50	1,315.75	1,618	1,585	1,650	1,614	1,637	1,581	Available April 2023
No. of walking trips in the town centre	119,163	121,876	133,983	126,687	124,608	120,359	104,825	111,042	48,958	83,124	97,803*

Roads and Footway Conditions											
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
% of principal roads where maintenance should be considered ('A' class)	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%	1.9%	1.0%	1.29%
% of non-principal roads where maintenance should be considered ('B' & 'C')	12%	14%	11%	9%	6%	6%	7%	6%	6%	5%	5.4%
% of unclassified roads where maintenance should be considered	9%	10%	10%	12%	15%	22%	16%	8%	13%	15.8%	Not available
% of footways which are structurally unsound		10%	9%	9%	9%	9%	9%	11%	17%	19.2%	22%
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)		£74.2 million	£81.7 million	£92.2 million	£84.0 million	£90.3 million	£88.1 million	£78.3 million	Not available	Not available	Not available
Street Lighting											
% of street lighting columns over 40 years		26%	20%	24%	3.8%	Not available	0	0	0	0	0
% of street lighting columns 20-40 years old		51%	45%	44%	14%	Not available	15%	17%	17.5%	17.5%	18.7%

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Bridges											
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)			85%	85%	Not available	71%	75%	81%	82%	Not available	79%
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)			74.6%	74%	Not available	71%	72%	69%	71%	Not available	69%
Inspections											
Number of potholes requiring repair		9,490	8,004	6,611	6,246	6,582	6,631	5,075	5,942	6,544	3,054 to end Oct
Public Rights of Way											
% of rights of way open and available for use – urban fringe leisure routes	75%	67%	84%	79%	86%	75%	85%	85%	82%	84%	84%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Number of people killed or seriously injured in road traffic accidents	35 (35)	41 (37)	41 (37)	32 (31)	39 (31)	45 (39)	52 (45)	52 (50)	26 (43)	38 (39)	33 (32)
Number of people slightly injured in road traffic accidents	309 (303)	285 (297)	285 (297)	242 (270)	256 (260)	230 (243)	208 (231)	161 (200)	106 (158)	104 (124)	59 (90)
Number of children killed or seriously injured in road traffic accidents	3 (3)	7 (4.6)	7 (4.6)	2 (4)	4 (3)	5 (3)	2 (5)	6 (5)	2 (4)	4 (4)	4 (3)
Number of children slightly injured in road traffic accidents	45 (37)	34 (37)	34 (37)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)	12 (18)	7 (11)	16 (12)
% of children taking part in pedestrian training from participating schools	85	91	91	86	90	87	86	86	78	92	Not yet available
% of children taking part in cycle training (Year 5) from participating schools	54	56	56	50	52	66	63	63	95	60	Not yet available

## Public Satisfaction - NHT Satisfaction Survey Results

Each year Darlington takes part in the National Highways and Transport Network Public Satisfaction Survey. In 2022/23 overall satisfaction was down from 53% to 50%. Whilst the reduction in satisfaction is disappointing it reflects the national trend.

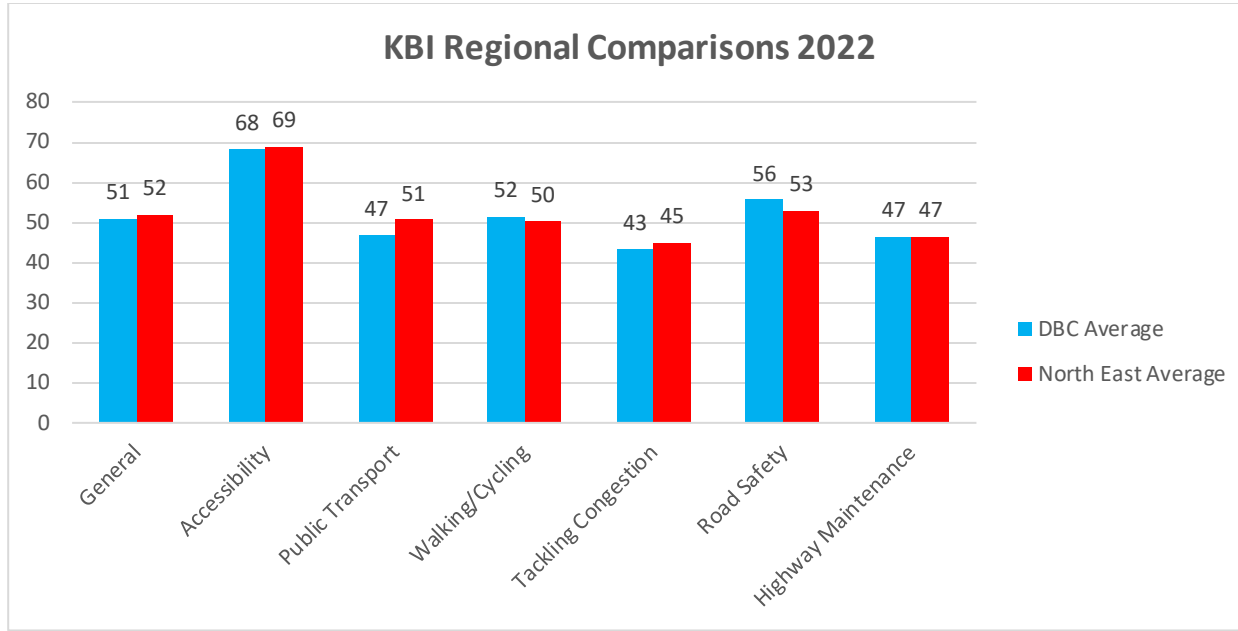
Public Satisfaction – National Highways and Transportation Survey (NHT)											
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
<b>Overall public satisfaction</b>	55.7	54.9	55.1	56	56	54	54	55	55	53	50
<b>Public transport overall</b>	54	-	-	59	59	60	62	64	58	55	48
Local bus services	54	58	60	60	62	60	62	63	63	58	52
Local bus services (BVPI 104)	47	53	55	60	61	64	66	62	59	56	44
Public Transport (BVPI 103)	39	41	48	48	51	47	51	51	41	39	<b>31</b>
Taxi/Mini cab services	67	68	70	69	67	66	68	69	69	64	52
Community Transport	57	57	58	56	55	55	55	59	62	59	55
<b>Walking &amp; Cycling overall</b>	58	57	55	57	58	56	56	56	53	53	52
Pavements and footpaths	56	55	55	55	55	54	53	54	53	51	52
Pavements and Aspects (footpaths)	57	58	57	61	61	58	58	60	56	55	51
Cycle routes and facilities	59	55	53	54	55	55	54	53	50	51	50
Cycle routes and facilities (aspects)	60	57	55	58	58	55	59	55	49	52	52



Rights of Way	57	60	58	58	60	57	58	59	58	56	<b>53</b>
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Rights of way (aspects)	56	55	52	58	56	56	56	56	54	53	<b>51</b>
<b>Tackling congestion overall</b>	52	54	53	53	51	48	49	50	49	48	45
Traffic levels and congestion	49	49	44	47	46	44	46	45	49	49	44
Management of Road works	54	53	51	56	50	51	53	55	54	53	47
Traffic management	55	54	54	56	56	55	57	56	42	40	39
<b>Overall road safety</b>	59	57	57	62	58	57	60	59	56	55	56
Road safety locally	62	59	61	63	60	57	58	59	58	55	56
Road safety environment	58	56	57	61	57	57	59	59	57	56	56
Road safety education	58	57	56	61	58	58	61	59	54	54	55
<b>Overall highways maintenance</b>	50	46	47	52	53	50	49	51	49	46	47
Condition of highways	34	28	31	34	38	34	30	35	35	31	33
Highways maintenance	48	48	48	54	53	51	51	53	51	43	48
Street lighting	69	69	71	70	69	66	65	65	65	65	62
Highway enforcement & obstructions	49	49	48	51	50	48	49	52	46	45	43

The chart below compares Darlington's results with the North East Average.



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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE  
9 FEBRUARY 2023**

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**DBC MOBILE APP - UPDATE**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To provide scrutiny with an update regarding the development of the DBC mobile app.

**Summary**

2. The DBC app was launched in November 2021. Just like other mobile phone apps it remains in a constant state of development, whether it be the introduction of new features, or regular background reconfiguration to ensure compliance with the iOS and Android operating systems.
3. Information about the functionality available within the app along with planned developments is available on the council's website at <https://www.darlington.gov.uk/about-this-website/the-my-darlington-app/>

**Recommendation**

4. It is recommended that scrutiny:-
  - (a) Note the content of the report.
  - (b) Provide feedback for consideration on to how the DBC app could be improved.

**Neil Bowerbank – Head of Strategy, Performance and Communications**

**Background Papers**

None

**Author**

Neil Bowerbank  
Extension 6052

S17 Crime and Disorder	The DBC app provides a way to report anti-social behaviour.
Health and Wellbeing	The DBC app provides access to DBC news and local events. IT also provides access to some 'report it' features that may help some people with their health and wellbeing.
Carbon Impact and Climate Change	N/A
Diversity	The DBC app is designed to meet web accessibility standards.
Wards Affected	All wards
Groups Affected	The app is particularly beneficial to people who have a mobile phone and internet access., but the functions within the app are also available via other channels.
Budget and Policy Framework	N/A
Key Decision	N/A
Urgent Decision	N/A
Council Plan	The DBC app supports the key action of 'Increasing the availability of council services online'.
Efficiency	N/A
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

## MAIN REPORT

### Information and Analysis

#### Online functions (report it)

5. The reporting functions available within the DBC app are determined by the functionality available within two main back office systems (Lagan and Symology) along with the ability of the associated services to adapt their business processes. The reporting features associated with each of the main systems are summarised in the following table.

<b>The LAGAN system reporting features</b>	<b>The SYMOLOGY system reporting features</b>
Abandoned vehicle Anti social behaviour Begging Fly tipping (large and small) Dog report (lost, found, stray) Planning breach	Road Sign Roadworks Pavement Obstructions Cycleway Verge Street lights Bridges Public rights of way, bridleways, footpaths Traffic signals Vehicle access

#### Accessibility

6. It is important that the council’s online services remain compliant with the prevailing web accessibility standards. Not only is this essential for people with various disabilities, it also helps us to focus on making information easy to understand and online services easy to use.
7. On occasion, there can be a conflict between design, usability, and accessibility, and there is a current issue with the app in relation to this. The back office systems used by the council to administer reporting functionality (referenced above) function in slight different ways. The SYMOLOGY system offers little opportunity for bespoke configuration within the app and therefore limits the way it can function.
8. We want to make the user experience simple, with as few clicks as possible to get them to the online service they require. The challenge we face from an accessibility compliance perspective is we should avoid having different links within a web page going to the same location. The SYMOLOGY system is self-contained meaning there is just one link to the system, and once the user has followed that link they can access a range of reporting features. From the perspective of the DBC app, it is unable to directly link to the individual reporting options within SYMOLOGY. This presents us with 2 conflicting options;
  - (a) We provide a single link to the SYMOLOGY system (current method), but it is difficult for the user to know what reporting features are available, or

- (b) We list all of the individual SYMOLOGY reporting options within the DBC app, but they will all point to the same location and therefore break website accessibility standards.
- 9. The LAGAN system allows us to link directly to the individual reporting forms within the DBC app and therefore avoids the usability and accessibility conflicts.
- 10. The DBC app has been running for just over a year and this has given us time to gather user insights and experiences. We have made some changes to the app in response to this. We plan to review the current conflicting usability and accessibility issues with a view to achieving a suitable resolution in the coming months.

#### **The development of new online 'report it' functions**

- 11. There is an established programme of work to (1) enhance mobile working processes within the street cleansing section of the council, and (2) introduce some new reporting functions. These changes will be integrated with the LAGAN system. The new reporting features are anticipated to include litter, smashed glass, dog fouling, bins/dog bins, and graffiti. The original plan was to roll out mobile working and the new reporting features simultaneously, but a decision has now been made to progress with the bin/dog bin reporting feature in advance of the other components.
- 12. Before the bin/dog bin report it function can be enabled there is some prerequisite work to complete which will determine how people will report the location of the bin. An accurate location clearly linked to a specific bin would be the ideal scenario but there is an incomplete map of all the bins within the borough so work is ongoing in order to address this matter.



**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE  
9 FEBRUARY 2023**

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**WORK PROGRAMME**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To consider the work programme items scheduled to be considered by this Scrutiny Committee during the 2022/23 Municipal Year and to consider any additional areas which Members would like to suggest should be added to the previously approved work programme.

**Summary**

2. Members are requested to consider the attached work programme (**Appendix 1**) for the remainder of the 2022/23 Municipal Year which has been prepared based on Officers recommendations and recommendations previously agreed by this Scrutiny Committee.
3. Any additional areas of work which Members wish to add to the agreed work programme will require the completion of a quad of aims in accordance with the previously approved procedure (**Appendix 2**).

**Recommendation**

4. It is recommended that Members note the current status of the Work Programme and consider any additional areas of work they would like to include.

**Luke Swinhoe  
Assistant Director Law and Governance**

Background Papers

No background papers were used in the preparation of this report.

Author : Hannah Miller 5801

S17 Crime and Disorder	This report has no implications for Crime and Disorder
Health and Well Being	This report has no direct implications to the Health and Well Being of residents of Darlington.
Carbon Impact and Climate Change	There are no issues which this report needs to address.
Diversity	There are no issues relating to diversity which this report needs to address
Wards Affected	The impact of the report on any individual Ward is considered to be minimal.
Groups Affected	The impact of the report on any individual Group is considered to be minimal.
Budget and Policy Framework	This report does not represent a change to the budget and policy framework.
Key Decision	This is not a key decision.
Urgent Decision	This is not an urgent decision
Council Plan	The report contributes to the Council Plan in a number of ways through the involvement of Members in contributing to the delivery of the Plan.
Efficiency	The Work Programmes are integral to scrutinising and monitoring services efficiently (and effectively), however this report does not identify specific efficiency savings.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers.

## MAIN REPORT

### Information and Analysis

5. The format of the proposed work programme has been reviewed to enable Members of this Scrutiny Committee to provide a rigorous and informed challenge to the areas for discussion.
6. The Council Plan sets the vision and strategic direction for the Council through to May 2023, with its overarching focus being 'Delivering success for Darlington'.
7. In approving the Council Plan, Members have agreed to a vision for Darlington which is a place where people want to live and businesses want to locate, where the economy continues to grow, where people are happy and proud of the borough and where everyone has the opportunity to maximise their potential.
8. The visions for the Stronger Communities and Local Services portfolios are:-  
  
'to build Stronger Communities that are resilient, sustainable and safe to ensure everyone has the best opportunities to succeed' and 'a borough that is attractive, green and clean, with a wide variety of activities to be enjoyed, and a transport offer that facilitates efficient movement and reduced carbon emissions in the borough'.

### Forward Plan and Additional Items

9. Once the Work Programme has been agreed by this Scrutiny Committee, any Member seeking to add a new item to the work programme will need to complete a quad of aims.
10. A copy of the Forward Plan has been attached at **Appendix 3** for information.

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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE WORK PROGRAMME**

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>Link to Performance Management Framework (metrics)</b>	<b>Scrutiny's Role</b>
<b>Northgate Initiative</b>	9 February 2023  Last considered 27 October 2022	Seth Pearson		To update Scrutiny Members and undertake any further work if necessary.
<b>Local Transport Plan</b>	9 February 2023  Last considered 17 February 2022	Andy Casey/ Anthony Hewitt		To scrutinise and undertake any further work if necessary.
<b>Public Sector Executive Group 6 Month Review</b>	9 February 2023  Last considered 7 April 2022	Seth Pearson		To scrutinise and undertake any further work if necessary.
<b>Public Space Protection Order – Darlington Town Centre</b>	June 2023  Last considered 9 June 2022	Ian Thompson		To update Scrutiny Members and undertake any further work if necessary.
<b>Camera Replacement Programme</b>	June 2023  Last considered 15 December 2022	Ian Thompson		
<b>Stronger Communities Fund Year End Update</b>	June 2023	Stronger Communities Portfolio Holder		To update Scrutiny Members.

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
<p><b>Performance Management and Regulation/ Management of Change</b></p> <p>Regular Performance Reports to be Programmed</p> <p>End of Year Performance (including Compliments Comments and Complaints)</p>	<p>Year End August 2023</p>	<p>Relevant AD</p>	<p>Full Performance Management Framework suite of indicators.</p>	<p>To receive quarterly monitoring reports and undertake any further detailed work into particular outcomes if necessary.</p>
<p><b>Tees Valley Combined Authority Transport Strategy</b> (to include Bus Services in the Tees Valley)</p>	<p>To be agreed</p> <p>Last considered 19 August 2021</p>	<p>Anthony Hewitt</p>		<p>To contribute to and influence the Strategy to ensure the best outcomes for residents.</p>
<p><b>Library Services (Library Plan)</b></p>	<p>To be agreed</p> <p>Last considered 15 December 2022</p>	<p>Ian Thompson</p>		<p>To scrutinise and undertake any further work if necessary.</p>
<p><b>Hippodrome</b></p>	<p>To be agreed</p> <p>Last considered 7 April 2022</p>	<p>Ian Thompson</p>		<p>To scrutinise and undertake any further work if necessary.</p>
<p><b>Waste Management (to include Tees Valley Energy Recovery Facility)</b></p>	<p>To be agreed</p> <p>Last considered 21 October 2021</p>	<p>Ian Thompson</p>		<p>To give Scrutiny Members the opportunity to consider prior to Cabinet.</p>

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
<b>Taxi availability (including wheelchair accessible vehicles)</b>	To be agreed  Last considered 27 October 2022	Colin Dobson		To scrutinise and monitor.
<b>Bank Top Masterplan (Presentation)</b>	To be agreed  Last considered 27 October 2022	Anthony Hewitt		To influence the Bank Top Masterplan and ensure the best outcomes for Darlington's residents and its economy.
<b>Rail Heritage Quarter–</b> To include Head of Steam and 2025  Review group also established	To be agreed  Last considered 15 December 2022	Ian Thompson		To contribute to the development of 'Experience Darlington' Strategy.
<b>Open Spaces Groups</b>	To be agreed  Last considered 15 December 2022	Brian Graham		To update Scrutiny Members and undertake any further work if necessary.

**REVIEW GROUP**

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>Link to PMF (metrics)</b>	<b>Scrutiny's Role</b>
<b>School Streets Initiative</b>	<p>Group met on 16 December 2020 and 14 January 2021</p> <p>Report to Scrutiny on 25 February 2021</p> <p>Meeting to be arranged once Quad of aims submitted to establish T&amp;F to review additional measures</p>			<p>To enable Scrutiny members to understand the work to date, input their experience and their perspectives to inform the work going forward.</p>



## ARCHIVED

Topic	Timescale	Lead Officer/ Organisation Involved	Link to PMF (metrics)	Scrutiny's Role
<b>Stronger Community Board and Sub Groups Update</b>	25 August 2022	Stronger Communities Portfolio Holder		To update Scrutiny Members and undertake any further work if necessary.
<b>Restoration of Locomotion No 1 Replica</b>	25 August 2022	Ian Thompson		To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Darlington Transport Plan (including Darlington Parking Strategy and Town Centre Parking Strategy)</b>	25 August 2022	Anthony Hewitt		To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Cost of Living Support Leaflet</b>	27 October 2022	Seth Pearson		To review the communication of advice and support for residents in relation to the cost of living.
<b>Public Waste Bins</b>	Group met on 11 November 2022  Report to Scrutiny on 15 December 2022	Brian Graham		To review the current and future levels of service provided by the Council in relation to public waste bins and any particular issues which may be affecting the service.
<b>Medium Term Financial Plan</b>	Special MTFP 5 January 2023	Brett Nielsen		To scrutinise those areas of the MTFP within the remit of this Scrutiny Committee.

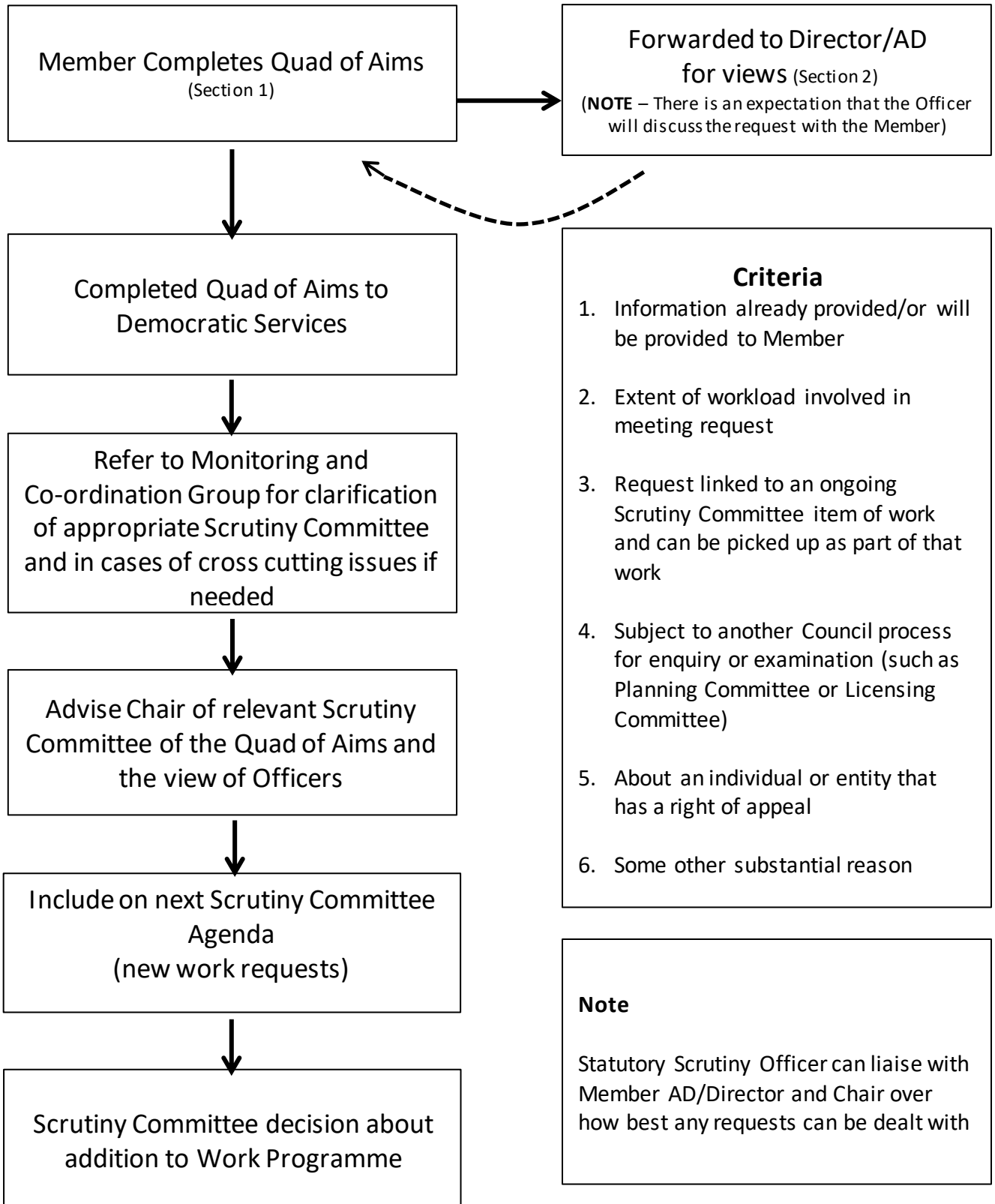
**Performance Indicators**

<b>DBC Number:</b>	<b>Definition:</b>
CUL 037	Number of shows held at the Hippodrome
CUL 038	Number of individual attendances at theatre shows
CUL 070	Reservations - where an item is reserved from stock or from another library and is supplied within 7 days, shown as a %
CUL 071	Number of visits to the Head of Steam
CUL 078	% of ticket sales for the Hippodrome
CUL 079	% of ticket sales for the Hullabaloo
CUL 100	Number of items borrowed
CUL 101	Physical Stock borrowed from Darlington Library
CUL 102	Physical Stock borrowed from Cockerton Library
CUL 103	Number of physical visits to Darlington Library
CUL 104	Number of physical visits to Cockerton Library
CUL 105	Number of group engagements
CUL 106	Number of group engagements at Darlington Library
CUL 107	Number of group engagements at Cockerton Library
CUL 108	Number of educational interactions
CUL 109	Number of enquires directed to the Centre for Local Studies
ENV 002	Number of Street Champions who are actively involved in litter picking a minimum of once per month
ENV 006	Total number of fly-tips reported
ENV 006a	Total number of large fly-tips reported

ENV006b	Total number of small fly-tips reported
ENV 009	% household waste that is collected that is either reused, recycled or composted
ENV 021	% of small fly tips removed within target time
ENV 022	% of large fly tips removed within target time
ENV 023	Number of prosecutions for fly-tipping
ENV 024	Land Audit Management System - Litter Score
REG 803	Trading Standards : Percentage of high risk inspections carried out
TCP 101	Bus punctuality - percentage of non-frequent bus services running on time
TCP 200	Percentage of principal roads where maintenance should be considered (A class)
TCP 202	Percentage of non principal roads where maintenance should be considered (B and C class)
TCP 203	Percentage of unclassified roads where maintenance should be considered
TCP 600	Number of people killed or seriously injured in road traffic accidents
TCP 601	Number of people slightly injured in road traffic accidents
TCP 602	Number of children killed or seriously injured in road traffic accidents
TCP 603	Number of children slightly injured in road traffic accidents
TCP 900	Overall Public Satisfaction with Public Transport Theme (National Highways and Transport Survey)

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### PROCESS FOR ADDING AN ITEM TO SCRUTINY COMMITTEE'S PREVIOUSLY APPROVED WORK PROGRAMME



PLEASE RETURN TO DEMOCRATIC SERVICES

**QUAD OF AIMS (MEMBERS' REQUEST FOR ITEM TO BE CONSIDERED BY SCRUTINY)**

**SECTION 1 TO BE COMPLETED BY MEMBERS**

**NOTE** – This document should only be completed if there is a clearly defined and significant outcome from any potential further work. This document should **not** be completed as a request for or understanding of information.

REASON FOR REQUEST?	RESOURCE (WHAT OFFICER SUPPORT WOULD YOU REQUIRE?)
PROCESS (HOW CAN SCRUTINY ACHIEVE THE ANTICIPATED OUTCOME?)	HOW WILL THE OUTCOME MAKE A DIFFERENCE?

Page 70

Signed Councillor .....

Date .....

**SECTION 2 TO BE COMPLETED BY DIRECTORS/ASSISTANT DIRECTORS**  
**(NOTE – There is an expectation that Officers will discuss the request with the Member)**

	<b>Criteria</b>
1. (a) Is the information available elsewhere? Yes ..... No ..... If yes, please indicate where the information can be found (attach if possible and return with this document to Democratic Services) .....	1. Information already provided/or will be provided to Member
(b) Have you already provided the information to the Member or will you shortly be doing so? .....	2. Extent of workload involved in meeting request
2. If the request is included in the Scrutiny Committee work programme what are the likely workload implications for you/your staff? .....	3. Request linked to an ongoing Scrutiny Committee item of work and can be picked up as part of that work
3. Can the request be included in an ongoing Scrutiny Committee item of work and picked up as part of that? .....	4. Subject to another Council process for enquiry or examination (such as Planning Committee or Licensing Committee)
4. Is there another Council process for enquiry or examination about the matter currently underway? .....	5. About an individual or entity that has a right of appeal
5. Has the individual or entity some other right of appeal? .....	6. Some other substantial reason
6. Is there any substantial reason (other than the above) why you feel it should not be included on the work programme? .....	

**Signed** ..... **Position** ..... **Date** .....

**PLEASE RETURN TO DEMOCRATIC SERVICES**

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**DARLINGTON**  
Borough Council

**FORWARD PLAN  
FOR THE PERIOD: 4 JANUARY 2023 - 31 MAY 2023**

<b>Title</b>	<b>Decision Maker and Date</b>
Climate Change Progress	Council 26 Jan 2023 Cabinet 10 Jan 2023
Council Plan 2020/23 Performance Report - Quarter 2	Cabinet 10 Jan 2023
Disabled Facilities Grant Policy and Regulatory Reform Order Policy	Cabinet 10 Jan 2023
East Street Office Development	Cabinet 10 Jan 2023
Future Development of Indoor Market	Cabinet 10 Jan 2023
Maintained Schools Capital Programme - Summer 2023	Cabinet 10 Jan 2023
Schedule of Transactions - January 2023	Cabinet 10 Jan 2023
Town Centre Parking Offer	Cabinet 10 Jan 2023
Calendar of Council and Committee Meetings 2023/24	Cabinet 7 Feb 2023
Darlington Capital Strategy including Capital Programme	Council 16 Feb 2023 Cabinet 7 Feb 2023
Housing Revenue Account - Medium Term Financial Plan 2023/24 to 2026/27	Council 16 Feb 2023 Cabinet 7 Feb 2023
Land at Blackwell – Proposed Development and Parkland Restoration	Cabinet 7 Feb 2023
Medium Term Financial Plan 2023/24 to 2026/27	Council 16 Feb 2023 Cabinet 7 Feb 2023
Project Position Statement and Capital Programme Monitoring - Quarter 3	Cabinet 7 Feb 2023
Prudential Indicators and Treasury Management Strategy Report 2023/24	Council 16 Feb 2023 Cabinet 7 Feb 2023
Revenue Budget Monitoring - Quarter 3	Cabinet 7 Feb 2023
Schools Admissions 2024/25	Cabinet 7 Feb 2023
Housing Services Allocations Policy	Cabinet 7 Mar 2023
Housing Services Damp and Mould Policy	Cabinet 7 Mar 2023
Housing Services Low Cost Home	Cabinet 7 Mar 2023

Ownership Policy	
Local Transport Plan	Cabinet 7 Mar 2023
Regulatory Investigatory Powers Act 2000 (RIPA)	Cabinet 7 Mar 2023
Annual Procurement Plan	Cabinet 25 Apr 2023
Proposed Construction and Skills Hub on Council Land at Faverdale	Cabinet
Supplementary Polling Policy (SPD) Design Code – Skertingham Garden Village	Cabinet 7 February 2023