



DARLINGTON

Borough Council

Communities and Local Services Scrutiny Committee Agenda

10.00 am, Thursday, 22 February 2024
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 11 January 2024 (Pages 3- 8)
4. To receive the Draft Minutes of the Meeting of the Tees Valley Combined Authority Transport Committee - Tuesday 23 January 2024 (Pages 9 - 18)
5. Public Sector Executives Group – Report of the Partnerships Director (Pages 19 - 22)
6. Local Transport Plan – Report of the Assistant Director - Transport and Capital Projects (Pages 23 - 60)
7. Work Programme – Report of the Assistant Director Law and Governance (Pages 61 - 72)
8. 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.
9. Questions



Luke Swinhoe
Assistant Director Law and Governance

Wednesday, 14 February 2024

Town Hall
Darlington.

Membership

Councillors Coe, Cossins, Mrs Culley, Garner, Keir, Mahmud, McGill, M Nicholson, Snedker and Walters.

If you need this information in a different language or format or you have any other queries on this agenda please contact Olivia Hugill, 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: olivia.hugill@darlington.gov.uk 01325 405363

COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Thursday, 11 January 2024

PRESENT – Councillors McGill (Chair), Cossins, Garner, Keir, Mahmud, M Nicholson and Snedker.

APOLOGIES – Councillors Coe, Mrs Culley and Walters.

ALSO IN ATTENDANCE – Councillors McCollom, Dr. Riley and Robinson.

OFFICERS IN ATTENDANCE – Ian Thompson (Assistant Director Community Services), Anthony Hewitt (Assistant Director Highways and Capital Projects), Brian Graham (Head of Environmental Services), Richard Starrs (Heritage Action Zone Project Manager), Niccy Hallifax (Bicentennial Festival Director), Paul Dalton (Democratic and Elections Officer) and Olivia Hugill (Democratic Officer).

CLS21 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

CLS22 TO APPROVE THE MINUTES OF THE MEETING OF THIS SCRUTINY HELD ON 26 OCTOBER 2023

Submitted – The Minutes (previously circulated) of the meeting of this Scrutiny Committee held on 26 October 2023.

RESOLVED – That the Minutes of the meeting of this Scrutiny Committee held on 26 October 2023 be approved as a correct record.

CLS23 MEDIUM TERM FINANCIAL PLAN 2024/25 - 2027/8

The Assistant Director, Resources, submitted a report (previously circulated), which invited Members to give consideration to the Medium Term Financial Plan (MTFP) for 2024/25 to 2027/28, and forward any views, in particular those in relation to the services and finances which were specifically within the remit of this Scrutiny Committee.

The submitted report stated that the MTFP had been agreed by Cabinet on 5 December 2023 as the basis for consultation, and Members were asked to discuss and consider the overall contents of the MTFP, however, with particular emphasis on those services and finances within the MTFP which specifically related to those areas within their remit, and forward any views to a Special Meeting of the Economy and Resources Scrutiny Committee, to be held on 18 January 2023, for consideration. It was reported that the Economy and Resources Scrutiny Committee would then agree a formal response to Cabinet on behalf of all the Scrutiny Committees, as part of the consultation.

A briefing was delivered to Councillors on 13 December 2023 which provided an overview and highlighted key points in the plan. It was noted that since the MTFP had been published for consultation, the Council had received notification of the draft financial settlement for 2024/25.

Discussion ensued on the potential for greater working in partnership to reduce costs, with the partnership between Darlington Borough Council, Leeds City Council and the Department for Education in 2019 to develop Strengthening Families being cited. There was an acknowledgement that there were some costs over which there was no control, with the increase in Children Looked After being provided as the example. Members also explored the reasons around the reduction in income from the services provided by the crematorium, and sought clarification on the overall year-on-year savings within the MTFP.

Members requested more information in relation to the costs around the provision of the Council's statutory and non-statutory services, and explored whether there were any further savings to be achieved in terms of how the Council provided its statutory functions. A question was also asked as to what the minimum cost would be to dispense the Council's statutory services.

Members recognised that there would be further savings to be made in 2025/26, and urged Officers to start the process of identifying savings earlier, however received assurances that the process of identifying savings was an ongoing piece of work throughout the year. The associated costs of applying for additional funding was also highlighted, and balanced alongside the costs associated with any failed bids for grants or funding.

RESOLVED – (a) That the report be noted, and that the Chair of this meeting, in consultation with the Lead Scrutiny Officers supporting this Scrutiny Committee, be given authority to agree the Minutes of this Ordinary Meeting of the Scrutiny Committee, in order to enable the Minutes to be considered at a Special Meeting of the Economy and Resources Scrutiny Committee, scheduled to be held on 18 January 2024.

(b) That the minority view of this Scrutiny Committee is that it could not support the MTFP in its current form until fully appraised of the Local Government Finance Settlement.

CLS24 2025 CELEBRATIONS

The Bicentennial Festival Director provided Members with a presentation on the plans in place for the 2025 celebrations, in relation to the 200th anniversary of the World's first passenger-carrying train on a public railway, the Stockton and Darlington Railway.

The presentation covered the aims of the festival ('S&DR200'), which included an eye on developing both national and international partnerships, the focus on a youth driven approach, and a celebration of community achievements. The Festival Director stated that there would be a number of workshops, programmes that would target cultural and heritage enthusiasts, families, multi-generational groups, hard to reach socio-economic groups, and that there would be an education and learning programme. It was noted that there was already interest in the Festival in Germany, France, the USA, New Zealand and Australia.

Members were informed that S&DR200 would be a nine month celebratory festival, which covered March 2025 to November 2025, however it was stated that there would also be much activity throughout 2024 leading into the festival period. The Festival would include experiences utilising museums and libraries in Darlington, Stockton and Shildon, with Teesside University taking the lead on the digital offer, and a three-day celebration in

September 2025 around the inaugural journey.

Members heard about the Heritage Conferences that would be established, and the work within the railway market to ensure that S&DR200 would be central to all communications, with work being undertaken with various national media outlets. Members were also advised on the Community Projects and Volunteering and Shadowing Programme that would be established.

RESOLVED – That the content of the presentation be noted.

CLS25 HERITAGE ACTION ZONE

The Heritage Action Zone Project Manager provided Members with a presentation on the Heritage Action Zone (HAZ), with Members advised that Heritage Action Zones were historic places that had the potential to become focal points for regeneration, areas with untapped potential, rich in industrial, rural, cultural or faith heritage, or areas that may be undervalued and underused, or under significant pressure.

Members were informed of the aims of the S&DR Heritage Action Zone 2018-2023, with progress against the agreed programme outputs developed in 2018 being reported on. The progress against the overarching HAZ programme themes of Research; Protection, Management and Conservation; Heritage At Risk; Community Engagement and Heritage Crime; and Wider Programme and Legacy Projects, was also reported on.

The Heritage Action Zone Project Manager summarised that the purpose of the HAZ was to improve the management and conservation of the heritage of the S&DR to protect its long-term future; to target economic growth through the development of a world-class visitor attraction, including the physical regeneration of key sites, infrastructure and digital access along the 26-mile route; deliver a world-renowned festival to celebrate the bicentenary of the Stockton and Darlington Railway in 2025, significantly increasing visitors to the region and engendering community pride across the 26 miles; and to increase knowledge and awareness of the Stockton and Darlington Railway and its significance, and provide opportunities for volunteering, skills development, employment and health improvements.

Members entered into discussion on the work that could be undertaken to protect the Arnold Road bridge; how the promotion of 'Hopetown' would be woven into the communications for the S&DR200 Festival; whether there was sufficient funding available to cover the S&DR200 Festival and related activity; whether any work was being undertaken in relation to the Borough's twin towns; and the future intentions as regard linking the entire length of the original S&DR line, with Members informed that funding continues to be sought to deliver a continuous walking and cycling route, however this is a longer term ambition.

RESOLVED – That the content of the presentation be noted.

CLS26 PERFORMANCE INDICATORS QTR 2 2023/24

The Assistant Director, Community Services, the Assistant Director, Highways and Capital Projects, and the Head of Community Safety submitted a report (previously circulated) to provide Members with performance data against key performance indicators for 2023/24, as

at the end of September 2023 (Quarter 2).

The submitted report provided performance information in line with an indicator set and Scrutiny Committee distribution agreed by Monitoring and Coordination Group on 4 June 2018, and subsequently by Scrutiny Committee Chairs. It was reported that following agreement at Council on 5 December 2019 to align Scrutiny Committees to the updated Cabinet Portfolios, the indicator set had been aligned accordingly. It was reported that of the 35 indicators reported to this Scrutiny Committee, 25 were reported six monthly.

It was highlighted that 24 of the 25 indicators reported had Quarter 2 data which could be compared with Quarter 2 data from 2022/23, and when taking into consideration what is best performance for each indicator 12 of the 24 indicators had increased when compared to the same period as last year, and 12 of the 24 indicators had decreased when compared to the same period as last year.

Members entered into discussion on the income streams for Theatre Hullabaloo and the challenge around using the space following the Covid pandemic, however Members were informed that it was anticipated that the theatre space would be utilised more over the forthcoming 12 months. Clarification was also sought in relation to the Street Champions programme, in terms of the number of Street Champions who were signed up to the scheme, compared with those who were regularly active within their communities.

A discussion was held around the value of the Performance Indicators used, and whether there was any value in refreshing the Performance Indicators submitted to this Scrutiny Committee.

Discussion ensued on the response times in relation to fly-tipping, and the services and resources required to meet the additional housing developments in the Borough.

RESOLVED – That the content of the submitted report be noted.

CLS27 STRONGER COMMUNITIES FUND

The Member with Portfolio for Stronger Communities submitted a report (previously circulated) providing Members with information on the spend and use of the Stronger Communities Fund to date, and invited consideration as to whether the scheme should continue in the following financial year.

The submitted report stated that Cabinet, at its meeting held on 7 February 2023, agreed to the continuation of the Stronger Communities Fund for the 2023/24 financial year as part of the Medium Term Financial Plan (MTFP) 2023/24. It was noted that the fund enabled Councillors to use an allocated amount of money to deliver the objectives of building stronger communities. Each Councillor had been allocated £1,000 with the aim of supporting individuals and groups to enhance access to opportunities to improve health and well-being outcomes, and/or invest in environmental improvements that enhance the local area to the benefit of the local community.

The submitted report set out the spend against the £50,000, to date, together with information on what has been delivered in wards on an individual Councillor basis. It was

noted that all of the funding must be given to the grant recipient by 31 March 2024, and that some Members had not, as yet, allocated any funding.

Discussion ensued on the merits of the Fund and how best that the scheme could be utilised to ensure that it provided the greatest impact for residents, with Members exploring options around the allocation of one central fund compared to the existing format where each Councillor was allocated a grant of £1,000 to support individuals and groups, or enhance local areas to the benefit of the local community.

RESOLVED – (a) That the current spend against the £50,000 be noted; and

(b) That the Economy and Resources Scrutiny Committee be advised that the view of this Committee is that the scheme should continue in the 2024/25 financial year, in its current format, with an understanding and acknowledgement that the funding for the scheme may be reduced pro rata.

CLS28 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 and to consider any additional areas which Members would like to suggest be included in the previously approved Work Programme.

Members noted the inclusion of the date for the item on 'Private Sector Housing Landlords'; the removal of the item on the 'Northgate Initiative'; the deferral of the item 'Waste Management (to include Tees Valley Energy Recovery Facility)' to the meeting in June 2024; and the inclusion of the 'Council Plan' on 18 April 2024.

RESOLVED – That the Work Programme be updated to reflect discussions.

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Minutes

Tees Valley Combined Authority Transport Committee
Teesside Airport Business Suite, Teesside International Airport, Darlington DL2 1NJ
10am Tuesday 23rd January 2024

These Minutes are in draft form until approved at the next Transport Committee meeting and are therefore subject to amendments.

Attendees
Members
Councillor Stephen Harker - Chair (Leader of Darlington Borough Council)
Councillor Libby McCollom (Darlington Borough Council)
Councillor Sue Little (Hartlepool Borough Council)
Councillor Theo Furness (Middlesbrough Council)
Councillor Carl Quartermain (Redcar and Cleveland Borough Council)
Councillor Clare Gamble (Stockton Borough Council)
Apologies for Absence
None
Officers
Tom Bryant - TVCA
Alan Weston – TVCA
Guy Close - TVCA
Sally Henry - TVCA
Emily Campbell - TVCA
Dave Winstanley - Darlington Borough Council
Ant Hewitt – Darlington Borough Council
Kieron Bostock – Hartlepool Borough Council
Craig Cowley – Middlesbrough Council
Ross Asadi – Redcar & Cleveland Borough Council
Andy Corcoran – Stockton Borough Council
Kim Cain - Arriva
Steve Walker - Stagecoach

	<p>APOLOGIES FOR ABSENCE</p> <p>The Chair welcomed everyone to the meeting and thanked members and officers for their attendance.</p> <p>There were no apologies for absence.</p>
	<p>DECLARATIONS OF INTEREST</p> <p>Councillor Little declared an interest in her capacity as a transport manager at her husband's transport company.</p>
TC08/2023	<p>MINUTES OF PREVIOUS MEETING & MATTERS ARISING</p> <p>The minutes of the Transport Committee held on 17th October were agreed as an accurate record.</p> <p>Matters arising:-</p> <p>Page 5 – Transport Committee members will be invited to attend meetings with officers for a briefing as and when required. This is to be agreed at an individual local authority level.</p> <p>Page 7 The Electric Vehicle Delivery Plan is in the final stages of drafting so will be circulated to members once finalised.</p> <p>RESOLVED THAT:-</p> <p>The minutes of the Transport Committee held on 17th October 2023 were agreed as an accurate record.</p>
TC09/2023	<p>OPERATOR UPDATE</p> <p>The Transport Committee received a presentation from Arriva & Stagecoach.</p> <p>Kim Cain advised Committee members that some Arriva services were no longer sustainable and had to be withdrawn in summer 2023. However, patronage across the network continues to grow confirming that the services that were withdrawn were not well used.</p> <p>She advised members that Arriva's plan is to ensure a sustainable network.</p> <p>She further advised that currently driver recruitment is not an issue.</p>

	<p>Steve Walker advised Committee members that Stagecoach operate in predominantly urban areas so while some changes have had to be made, they are minimal, and the network has been largely protected. Whilst the industry has struggled with a lack of drivers, the drivers at the Stagecoach Stockton depot have worked overtime, which has assisted with any service issues. Cancellations and delays on Stagecoach services have largely been because of congestion.</p> <p>Transport Committee members were invited to comment and ask questions and these can be summarised as follows:-</p> <p><i>Why has patronage not reached pre-pandemic numbers?</i></p> <p>Members were advised that Covid has changed travel patterns as more people work from home and more people shop on-line rather than travel to town centres and supermarkets. As a result there has been a change in peak travel times and an increase in leisure travel. Furthermore, there has been an increase in young people travelling on bus. The patronage trend in the Tees Valley is consistent with the national picture. The £2 fare cap has had a limited impact on patronage increase. It was noted that similar trends are being seen with train travel.</p> <p>Members were advised that the pandemic further encouraged operators to work more closely with each other to ensure a co-ordinated approach.</p> <p><i>Do operators do studies to show how buses allow passengers to access employment in places like Teesworks and Teesside Park?</i></p> <p>The operators do engage with large employers and communities and are willing to engage further. Teesside Park was cited as an example of where the operators have agreed to put on additional services on a commercial basis following engagement. The operators emphasised that they would always encourage businesses to speak to them.</p> <p><i>Do you receive complaints from users about buses running late, not turning up or even leaving earlier than they are meant to and, if so, how do you use that information?</i></p> <p>The operators stated that there is no excuse for a bus leaving early unless it is not possible to stop at a particular bus stop due to congestion or anti-social behaviour at the stop. Diversions on the highway hamper bus punctuality and where this is an issue, operators will amend the timetable.</p> <p>Kim Cain advised members that Arriva services operate using timing points. There are officially registered stops along the route (highlighted in bold on timetables) at no more than 15 minute intervals for which buses are not able to leave early from. All other stops along the service are estimations. All Arriva complaints are dealt with by their customer services team. If a last bus fails to turn up, a passenger can get a taxi, keep the receipt and the cost will be reimbursed by the operator.</p>
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	<p>The Committee thanked Kim and Steve for attending the meeting and for providing the useful update.</p> <p>RESOLVED THAT:- Transport Committee noted the update.</p>
TC10/2023	<p>BUS SERVICE STANDARDS, COMPLAINTS PROCESS AND OPERATOR PERFORMANCE</p> <p>The Transport Committee received a report which provided an update on :-</p> <ul style="list-style-type: none"> • Local bus service standards and process for complaining about a service. • Tees Valley local bus service performance. • Tees Flex operational data <p>RESOLVED THAT:- Transport Committee noted the content of the report.</p>
TC11/2023	<p>BUS SERVICE IMPROVEMENT PLAN (BSIP / BSIP+) FUNDING</p> <p>The Committee were provided an update on Bus Service Improvement Plan (BSIP)+ and BSIP funding.</p> <p>RESOLVED THAT:- Transport Committee noted the update.</p>
TC12/2023	<p>IMPROVING BUS SHELTERS, AT-STOP INFORMATION AND REAL TIME PASSENGER INFORMATION</p> <p>The Committee were provided an overview of:</p> <ul style="list-style-type: none"> • the role of the Connect Tees Valley Team; • proposals to enhance the customer experience for bus users, including: <ul style="list-style-type: none"> ○ planned improvements to the bus shelters across the Tees Valley ○ planned improvements to the provision of at-stop timetables and information ○ planned upgrades to the Real Time Passenger Information (RTPI) systems • a funding strategy to support delivery. <p>Transport Committee members were invited to comment and ask questions and these can be summarised as follows:-</p> <p><i>We need to see a better standard of bus shelter – cleaner and maintained regularly. An audit of all shelters should be conducted at the start of every year in order to better manage their maintenance.</i></p> <p>The Committee were advised that this will take place for the shelters included in the Clear Channel contract, with a programme of interventions to be developed following the audit. This will be delivered by Clear Channel as part of the contract. Further work</p>

is needed to consider a strategy for the local authority owned bus shelters. However, it was highlighted that there are revenue pressures on both local authorities and TVCA.

We need something in place if a shelter is reported as needing cleaning immediately.

This issue was noted and members should continue to report into the usual channels for now.

I would like it recording that Hartlepool would like any additional funding to be maintained by Hartlepool Borough Council.

Does the QR Code on the proposed bus stop information template feed into the live timetable? If so it would be good to have the same branding and App across the full Tees Valley.

Yes, it feeds into the live timetable and we will look to maximise the amount of digital information provided.

Officers noted that the proposal to improve at stop information and implement a Tees Valley wide process could be implemented using BSIP+ funding. However, TVCA does not have a sustainable long-term revenue stream.

TVCA officers highlighted that the revenue generated by the Clear Channel Contract could provide an opportunity to fund at stop information and other bus related activity in the longer term. However, it was recognised that each local authority needed to consider this proposal individually before Transport Committee could consider a way forward.

RESOLVED THAT the Transport Committee:

- i. Noted the content of the report, including the proposals to:
 - replace or refurbish bus shelters at 411 sites through a new commercial concession contract with Clear Channel;
 - investigate a mechanism and funding strategy to improve and maintain the local authority owned bus shelters;
 - put in place a new Tees Valley wide process for the production, printing and installation of at-stop information, noting BSIP+ only provides a short-term revenue stream;
 - deliver improvements to the Real Time Passenger Information system to be rolled out from January 2025

	<p>ii. Agreed that each local authority will consider the proposed funding strategy, specifically the use of the revenue from the bus shelter concession contract, to enable a further discussion at Transport Committee on next steps.</p>
TC13/2023	<p>BUS FRANCHISING</p> <p>Committee members were provided with a briefing note, which outlined what bus franchising is, what is needed to achieve franchising, as well as a comparison of the franchising and Enhanced Partnership Model.</p> <p>Members were advised that franchising gives a Local Transport Authority control, but with it comes significant financial risk. The statutory process to implement franchising is lengthy and costly. The limited competition in the Tees Valley bus market was also highlighted as a risk.</p> <p>There were no comments or questions.</p> <p>RESOLVED THAT:- The Committee noted the content of the report.</p>
TC14/2023	<p>TRANSPORT CAPITAL INVESTMENT PROGRAMME – PROGRESS REPORT</p> <p>Committee were provided with an overview of progress made in the delivery of projects within the Integrated Transport Programme. The programme is comprised of mainly capital funding allocated to TVCA from the Transforming Cities Fund (TCF) and first round City Region Sustainable Transport Settlement (CRSTS1), together with funding secured through competitive bidding.</p> <p>Members were invited to ask questions or comment.</p> <p><i>Are there any timescales for the Electric Vehicle Programme Phase 2?</i></p> <p>TVCA is currently in a live bidding process to secure additional funding that would enable the phase 2 roll-out to commence. There is currently no timescale for a decision.</p> <p>RESOLVED THAT:-</p> <ul style="list-style-type: none"> The Committee noted the content of the report and will continue to work closely with TVCA to ensure delivery of the programme within the required timeframes of the different funding streams.
TC15/2023	<p>CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT ROUND 2 (CRSTS2)</p>

The Transport Committee were provided with a report which will be presented to TVCA's Cabinet and sets out the proposed transport programme to be delivered with the second round City Region Sustainable Transport Settlement (CRSTS2) published indicative allocation of £978m.

The Committee were advised funding is notionally allocated for the period 2027/28 to 2031/32, but the Government has said that there will be an opportunity for some of this funding to be brought forward into the last two years of CRSTS1 (2025/26 and 2026/27). The proposed CRSTS2 programme builds upon the current transport investment programme and will deliver on the ten-year Strategic Transport Plan (STP), which provides the framework for all transport investment by the Combined Authority, and was approved by Cabinet in 2020. The CRSTS2 programme has been developed to include interventions included in the STP, or to enable new strategic opportunities that have been identified since the publication of the STP. There has been engagement with, and input from, each of the Combined Authority's constituent local authorities in the development of the CRSTS2 programme.

The Committee were also advised that Cllr Harker will make a verbal representation at TVCA's Cabinet on the 26th January where he can report on the views of the Committee.

Members were invited to ask questions or comment.

Can the Committee be assured that Local Authorities are not going to need to match fund any of the projects?

TVCA recognises the financial position of the constituent authorities and there is no expectation that Local Authorities will need to provide match funding for any of the projects. Also, this does not preclude us from bidding for other competitive funding streams and we will continue to seek to secure additional funding.

The Transport Committee have not had the opportunity to make any meaningful input into the programme. While I appreciate we are not a decision making committee we would like to have had the opportunity to contribute further.

The money is welcome in this area. Let's hope this leads to a transformational change for the Tees Valley. I look forwards to working together to deliver the schemes as they come forwards.

I have concerns surrounding the governance of the programme and also I am uncertain how the programme has been developed in advance of receiving final guidance from Government.

A Strategic Transport Plan was agreed by Cabinet in 2020 and this provides the framework for all transport investment. The evidence base has been reviewed and independently challenged, which should provide assurance that the programme is

	<p>addressing the right challenges. A workshop was held in December where officers had an opportunity to feed into the programme.</p> <p>When we received the CRSTS1 allocation there were very stringent conditions on how it could be spent. As a result, The Mayor has had conversations with Government ministers about not having nationally imposed guidance for the second round of CRSTS2.</p> <p>If any project within the programme is not deliverable for any reason then it would be brought back to Cabinet. It is the intention that Cabinet will receive regular updates on the progress of the programme.</p> <p><i>I was disappointed that Portrack Relief Road was not included in the programme. I would like to see a commitment to that.</i></p> <p>The Portrack Relief Road scheme is well developed. The proposed funding allocation in the Cabinet report is to develop the A19 New Tees Crossing scheme. However, at the point when a delivery strategy is being considered, then consideration can also be given to the potential delivery of Portrack Relief Road.</p> <p><i>With inflation, are all these projects deliverable? And can they be delivered in the timeframe?</i></p> <p>The budget estimates are considered robust and include appropriate allowances for risk and inflation. So, at this stage the risk has been mitigated, but this will need to be closely monitored as the programme develops. If Cabinet agrees the programme, then it will give us the best chance of delivering the programme given the lead time for project development, particularly for the bigger schemes.</p> <p><i>I would have liked to see the Local Authority Highways Funding higher as it represents a cut to the budget for highway improvements. It also doesn't provide long-term funding certainty.</i></p> <p>TVCA officers responded that the working assumption is that the combined CRSTS2 and maintenance funding will provide the local authorities with a significant uplift in budget through to 2031/32. Furthermore, the CRSTS2 local authority allocation is flexible so can be spent on maintenance or improvements.</p> <p><i>What is the capital revenue split?</i></p> <p>The split is to be agreed with government, but it is expected to be weighted to capital. This will be a key element of project development, which should enable us to enter negotiations with government with a robust understanding of capital/revenue requirements.</p> <p><i>Where will the local contribution come from?</i></p>
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	<p>We need to understand the expectation from government. In CRSTS1 government has been flexible and the match funding has largely been secured from complementary developer contributions.</p> <p><i>I note TVCA is increasing the level of staffing resource. Will funding be available to support local authority resource?</i></p> <p>This will depend on the delivery strategy for each project. If a local authority leads/supports delivery of a project, then TVCA is willing to have a discussion around this as is the case on existing projects.</p> <p><i>The report references using CRSTS1 funding to cash-flow development. Which projects will be affected?</i></p> <p>All projects in the CRSTS1 programme will still be delivered. Further work is needed as the delivery programme for CRSTS1 becomes clearer to balance expenditure on delivery of the CRSTS1 programme with development of the CRSTS2 programme. Ultimately development costs will be charged to the CRSTS2 budget.</p> <p><i>Is there anywhere else in the world that has autonomous trackless trams?</i></p> <p>Yes – TVCA is also in discussion with the Centre for Connected and Autonomous Vehicles to support development of the proposal</p> <p><i>It is disappointing there is nothing dedicated to cycling in the programme.</i></p> <p>Active travel is a component of many of the projects and walking & cycling infrastructure will be considered as part of project development.</p> <p>RESOLVED THAT the Committee noted the content of the report and that Cllr Harker will relay the Committees views to Cabinet.</p>
	<p>DATE OF NEXT MEETING</p> <p>The next scheduled meeting is in April 2024, which falls within the pre-election period. Committee were advised that it is proposed to move the meeting to 7th May 2024 which all members agreed.</p>

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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE
22 FEBRUARY 2024**

PUBLIC SECTOR EXECUTIVES GROUP

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.

**Seth Pearson
Partnerships Director**

Background Papers

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

Author: Seth Pearson

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 that it outlines how public sector agencies have been engaged at a senior level in its development.
Efficiency	This report contributes to the Council achieving its priorities through collaboration with partner agencies.
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 2021, 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' 2
 - 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.

Recent Activity

12. The most recent meetings of PESG were held on 9 September 2023 and 11 January 2024.
13. At the January meeting the chair, Ian Williams announced the change of administration at the Council and explained a new Council Plan is in development. He explained that at this early stage there was an expectation that the plan would have a greater focus on inequality and that the other public sector agencies would be invited to help shape the plan and would be critical in its delivery.
14. At the same meeting the group considered the forthcoming Health and Wellbeing Plan which would support the Council Plan along with the Forward Plan of the Integrated Care Board.
15. The January meeting was entirely devoted to the Council Plan. Public Sector Agencies gave the group a warm welcome and proposed constructive additions.
16. An important aspect of each meeting is the time given to updates from individual agencies where important developments or concerns can be shared with their peers and common approaches can be adopted.

Outcome of Consultation

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

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**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE
22 FEBRUARY 2024**

DARLINGTON TRANSPORT PLAN – DELIVERY REPORT

SUMMARY REPORT

Purpose of the Report

1. To consider the draft Cabinet report regarding the above, copy attached at **Appendix 1**, which is scheduled for 5 March 2024 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 2023/24 and seeks approval for the 2024/25 Darlington Transport Plan and Highways Maintenance programme, including the release of funding.

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
5 MARCH 2024

DARLINGTON TRANSPORT PLAN – DELIVERY REPORT

Responsible Cabinet Member – Councillor Libby McCollom, Local Services Portfolio

Responsible Director – Dave Winstanley, Group Director of Services

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on delivery of the Darlington Transport Plan. It outlines delivery, performance and public satisfaction in 2023/24 and seeks approval for the 2024/25 programme, including the release of funding.

Summary

2. The Tees Valley region has secured significant funding from Government, including the £310M City Region Sustainable Transport Settlement (CRSTS) programme, which will be delivered by the end of March 2027, and £6.851M Bus Service Improvement Plan (BSIP) funding to deliver improvements to bus services by the end of March 2025. 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, a Town Centre Transport Plan and Parking Strategy were adopted by Council, and work continues in implementing the associated action plans. A progress report on the schemes delivered in 2023/24 and the proposed programme of schemes for 2024/25 is detailed in **Appendix A**.
4. There is a focus by the Department for Transport (DfT) on decarbonising transport and levelling up, both in terms of funding made available to the north, and in ensuring that there is a balance between sustainable transport measures and options that support motorists. The Local Cycling and Walking Infrastructure Plan (LCWIP) is progressing with the completion of Phase 1 of the Faverdale/West Park to town centre cycle route. The Tees Valley Enhanced Bus Partnership continues to deliver benefits to residents, with BSIP+ funding having secured several supported bus service contracts, to ensure service provision in areas left without a bus service following commercial reductions.
5. The Tees Valley region has notionally been allocated funding of £978M for the second round of the CRSTS which covers the period 2027/28 to 2031/32.

6. In addition to CRSTS2, government have recently announced an additional minimum £100.1M of highways maintenance funding for Tees Valley between 2023/24 – 2033/34.
7. Transport patterns are changing due to several socioeconomic factors, and a period of re-basing is still taking place following the pandemic. The Council continues to monitor transport patterns, highway condition, road safety and public satisfaction to inform investment decisions. Details of the Performance Indicators are included at **Appendix D**. These reflect the challenges being faced by public transport and a continuing requirement to invest in the maintenance of the highway asset.

Recommendations

8. It is recommended that:
 - (a) Members note the progress in delivery of the Darlington Transport Plan and agree to release £0.893m Integrated Transport Block and £2.729m Highway Maintenance Funding (Additional Maintenance funding subject to confirmation by TVCA), to deliver the 2024/25 transport programme as identified in **Appendix A**.
 - (b) Members delegate authority to the Group Director of Services, in consultation with the Portfolio Holder for Local Services, to explore opportunities to reprofile highway maintenance funding from future years to make most efficient use of resources.
 - (c) 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).
 - (vi) Local Electric Vehicle Infrastructure (LEVI) funding.
 - (vii) Traffic Signs Obsolescence Grant (TSOG).
 - (viii) Intelligent Traffic Management Fund (ITMF).
 - (ix) Any other relevant funding which is made available in 24/25.
 - (d) Members note the performance data relating to transport services, detailed in **Appendix D**.

Reasons

9. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington’s Transport Strategy as set out in the Darlington Transport Plan, Town Centre Transport Plan and Parking Strategy 2022 - 2030, which support the Tees Valley Strategic Transport Plan (STP).
- (b) To maximise the opportunities to maintain highways assets for the benefit of all road users.
- (c) To assist TVCA in the delivery of the CRSTS, LCWIP, BSIP, Network North and Plan for Drivers programmes and associated action plans, 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	<p>Health and wellbeing implications have been considered in the preparation of the Darlington Transport Plan and its implementation.</p> <p>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. The development and delivery of specific transport schemes will support these outcomes.</p>
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>Specific consideration of Carbon impact and Climate change are reflected in 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.</p> <p>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.</p> <p>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. 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.</p> <p>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 Transport programme supports delivery of the outcomes identified in the Council Plan.
Efficiency	<p>The Darlington Transport Plan seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level.</p> <p>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 direct impact on Looked After Children or Care Leavers.

MAIN REPORT

Information and Analysis

National Context

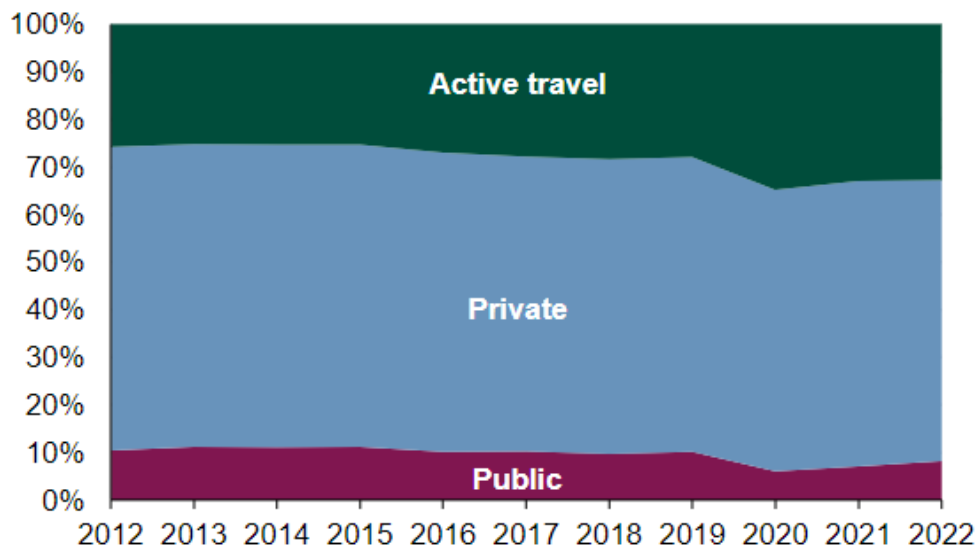
10. With domestic transport providing the largest share of the UK's carbon emissions (28%), there is a focus by the DfT on the switch to zero emission cars/vans, which will be the single biggest carbon saving measure in the UK's journey to Net Zero. In December 2023, Government announced the Zero Emission Vehicle (ZEV) mandate, which requires 80% of new cars and 70% of new vans sold in the UK to be zero emission by 2035, with a delay on the ban of new petrol and diesel cars/vans from 2030 to 2035 announced earlier in the year.
11. Charging options for drivers continue to grow at pace, with the most recent statistics showing over 50,000 public charge points have been installed across the country¹, an increase of 44% compared to last year, with Government's aim being 300,000 by 2030.
12. In addition to the Local EV Infrastructure (LEVI) Fund, which supports local authorities to plan and deliver charging infrastructure for residents without off-street parking, at COP28, the Transport Secretary laid out plans for trial ultra-rapid sites in England with boosted electrical network capacity.
13. Darlington has a crucial role to play at a local level in enabling the transition to EVs, in proactively supporting the delivery of the rollout of electric vehicle charging infrastructure (EVCI) and helping to ensure that the transition is integrated into wider local transport and community needs. A project for the roll out of charging points in Council owned car parks is complete, with 58 charge points having been installed, and the Tees Valleywide strategy for on street charging led by TVCA will be finalised in early 2024, which will be followed by a localised Darlington strategy.
14. Nationally, people's travel behaviour and choices are changing, having been impacted as a result of the pandemic, a period of rising cost of living, and by attitudes to climate change and sustainable travel. DfT commissioned research into public attitudes, travel needs and behaviours², which was published in April 2023. Respondents were asked what would encourage them to use public transport more, with financial incentives commonly mentioned, along with more frequent and punctual services. A third of people found it difficult to choose the most suitable ticket when travelling by public transport, although the introduction of the £2 single fare cap in January 2023, will have gone some way in alleviating this issue.

¹ [Boost for electric vehicle drivers as 50,000 public chargepoints installed across the UK - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/boost-for-electric-vehicle-drivers-as-50-000-public-chargepoints-installed-across-the-uk)

² [Our changing travel – how people's travel choices are changing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/news/our-changing-travel-how-peoples-travel-choices-are-changing)

15. With cost saving an important motivation due to rising cost of living, one in five people (21%) were found to use informal car-pooling, which has increased from 15% pre-pandemic. In November 2022, just over a third of people in England (35%) said they were finding it difficult to cope financially, with those most significantly impacted being younger adults, people from ethnic minority backgrounds, parents, those in lower income households and those with a mental or physical health condition. People’s most reported way of saving money on transport and travel was by walking more, reported by 57% of people, and reducing the number of trips made (46%).
16. **Chart 1** shows the proportion of all trips made by private, public and active travel modes of transport, between 2012 and 2022. This chart shows that the majority of trips were completed using private transport, although this proportion has slowly been declining over this period, from 65% in 2012 to 60% in 2022. On average, a person in England completed 862 trips in 2022, of which 8% were made using public transport modes. The proportion of active travel trips has declined slightly since 2020 (35%) but has remained above 2019’s levels (33% in 2022)³.

Chart 1 – Proportion of all trips by mode

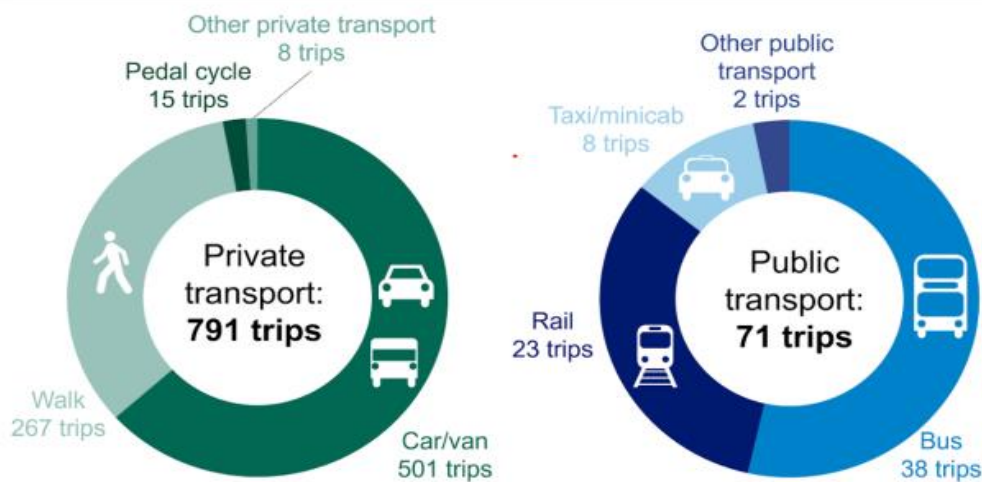


17. Most passenger journeys are by road, with 86% of passenger kilometres travelled being by car, van or taxi, and four in five households having access to a car³. The majority of public transport journeys are by bus, with 3.7bn passenger journeys completed using local buses in year ending March 2023 in the UK. Also, the vast majority of journeys are local, with nearly three-quarters being less than five miles⁴. **Chart 2** sets out the average number of trips made per person in 2022.

³ [Transport Statistics Great Britain: 2022 Domestic Travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-statistics-great-britain-2022-domestic-travel)

⁴ [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/national-travel-survey)

Chart 2 – Average number of trips made per person, England, 2022



18. In October 2023, Government launched Network North, a £36bn plan to improve the country’s transport, with £19.8bn of funds redirected to the North from the northern leg of HS2.
19. Network North saw the extension of the £2 capped single bus fare until the end of 2024, instead of rising to £2.50 from October 2023 as planned. Additionally for bus, TVCA were awarded £3.851M of Bus Service Improvement Plan (BSIP) funding for 2024/25, to deliver actions structured around the five-point BSIP delivery plan.
20. The second round of the City Regional Sustainable Transport Settlements (CRSTS2) was announced at Spring Budget in 2023, for 2027/28 to 2031/32. Through Network North, Government announced an additional £8.55bn of funding available for CRSTS2, with TVCA’s total indicative allocation for CRSTS2 now £978M.
21. Funding as part of Network North also provided £3.3bn to the North of England for local road resurfacing, with the aim of improving the condition of our highways for the 88% of passenger journeys undertaken by road.
22. In October 2023, The Plan for Drivers⁵ was announced by DfT, which sets out how Government intends to work to improve the experience of driving and services provided to motorists, setting out key actions around several themes. The long-term plan sets out to seek a balance between public transport and active travel investment, alongside the needs of motorists. This includes a £70M fund to make traffic signals more efficient.
23. The Plan for Drivers may go some way in addressing increasing delays across the national network, with the Strategic Road Network (SRN) for the year ending September 2023, having an average estimated delay of 10.3 seconds per vehicle per mile, compared to free flow, a 15.7% increase on year ending September 2022.

⁵ <https://www.gov.uk/government/publications/plan-for-drivers>

24. On local 'A' roads for the year ending September 2023, the average delay is estimated to be 47.4 seconds per vehicle per mile compared to free flow. This is up 4.6% on year ending September 2022.

Regional and Local Context

25. TVCA is the Local Transport Authority (LTA) for the Tees Valley. TVCA 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".
26. In November 2022, Council adopted the Darlington Transport Plan, Darlington Town Centre Transport Plan and Parking Strategy 2022 - 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.
27. New government guidance on Local Transport Plans (LTPs) is expected to be published by Spring 2024 and is anticipated to have an emphasis on decarbonisation. It is expected that the guidance will include a requirement for an EV charging strategy to be published as a detailed supporting document to the LTP itself and for the incorporation of decarbonisation into the planning process.
28. TVCA currently provide the Tees Flex on-demand bus service. The pilot was extended until August 2024. TVCA will be evaluating the pilot before deciding on next steps.
29. With the increase in highway maintenance funding coming to the Tees Valley, work will be needed to assess the resources needed both internally and within the supply chain to deliver the increasing volume of work.

Performance and Public Satisfaction

30. 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 survey collects public perspectives on, and satisfaction with, highway and transport services in Local Authority areas.
31. Overall, Darlington performs well when compared to other participating local authorities. We perform above average on 81% of the indicators (total 157), however, performance has reduced in 59% of the indicators. This reflects the national trend, although we have ranked highest performing authority in the Tees Valley for 50% of the overall themes, including the walking and cycling theme.

⁶ [Travel time measures for the Strategic Road Network and local 'A' roads: October 2022 to September 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-october-2022-to-september-2023)

32. Satisfaction with the provision of bus stops is high at 85%, and with personal safety on the bus (65%). In contrast, satisfaction with public transport information is very low at 25% and is likely linked to bus operators having ceased to provide printed timetable information booklets. In terms of satisfaction with local bus services, the vast majority of which are provided by bus operators on a commercial basis, there has been a decline in satisfaction from 48% in 2022, to 44% in 2023. This is below the national average of 50% and may reflect dissatisfaction with a number of Arriva services having been withdrawn in 2023 (most of which have since been replaced by TVCA contracts) and the reliability of services impacting public confidence.
33. In terms of lowest scoring areas, the condition of the highway, specifically in terms of the number of potholes and the speed of repair to damaged roads, is reported as an area of dissatisfaction. We have prioritised maintaining the highway for a number of years and will continue to do so. The additional highway maintenance funding announced by government acknowledges that it is a national issue and will enable us to start to improve public satisfaction in this area of concern.
34. Darlington's results for 2023 are set out in **Appendix D**, which provides a means of measuring the impact of various service improvements and highlights areas for improvement, such as the need for TVCA as LTA to address dissatisfaction with local bus services and highway maintenance.

Progress on Delivery in 2023/24

35. Investment in transport in Darlington is closely aligned to the objectives of the Darlington Transport Plan (as set out in Appendix C), 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.
36. Over the last 12 months there has been significant capital and revenue investment in transport in Darlington. Details of what has been delivered can be found in **Appendix A**.

Proposed Delivery in 2024/25

37. The Council receives a specific Local Highway Authority Funding allocation from TVCA each year through CRSTS to deliver local improvement schemes and highway maintenance priorities. The Integrated Transport Block programme (Darlington Transport Plan delivery) will be delivered to manage and improve the highway network. **Appendix A** outlines the schemes proposed to be developed during 2024/25.

Partnership Delivery

38. In addition to Local Highway Authority Funding, 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 involves working in partnership with TVCA on developing transport initiatives that benefit Darlington residents. We will continue to work in partnership on TVCA funded projects and programmes for which grant funding agreements are in place between DBC and TVCA where required. Details of these projects and programmes can be found in **Appendix B**.

Financial Implications

39. TVCA, as LTA, are responsible for allocating regional funding for transport programmes and projects to Tees Valley Authorities. Grant Funding Agreements between TVCA and DBC will be agreed through Asset Management Group with sign off by our S151 Officer.
40. In April 2022, the Secretary of State for Transport confirmed that TVCA was to receive the full allocation of £310m of City Region Sustainable Transport Settlement (CRSTS) funding to invest in local transport networks.
41. CRSTS consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund, and Integrated Transport Block, to ensure that Local Highway Authorities can carry out their responsibilities under section 41 of the Highways Act 1980 to maintain the highways network. This can be reprofiled within the CRSTS period to suit maintenance needs of the individual Highway Authorities.
42. TVCA has allocated £2.729m to Darlington Borough Council in 2024/25, including Additional Maintenance Funding as part of a long-term settlement until March 2027. This includes £0.277m additional maintenance funding from 2023/24 which has been carried forward.

Legal Implications

43. The statutory duty for the Local Transport Plan moved to TVCA 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.
44. 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 Council's policy framework in November 2022, the Transport Plan 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.
45. 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

46. 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.
47. 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

48. 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 TVCA 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.
49. 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

50. 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

51. 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.
52. 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

53. Responses to individual consultations are used to propose final scheme designs and are agreed under delegated authority.
54. The Darlington Transport Plan Delivery Plan was presented at the Communities and Local Services Scrutiny Committee on 22 February 2024.

Delivery of Darlington Transport Capital Programme schemes in 2023/24 and proposed delivery in 2024/25

Scheme Type	Manage/ Improve	Progress on delivery in 2023/24	Proposed delivery 2024/25																																					
Highways Maintenance																																								
Schemes	Manage	<p>A programme of highway maintenance schemes were delivered, as below:</p> <table border="1" data-bbox="651 523 1375 1404"> <tr> <td data-bbox="651 523 813 699" rowspan="3">A Roads</td> <td data-bbox="813 523 1037 603">A68</td> <td data-bbox="1037 523 1375 603">West Auckland Road Phase 2 (Woodland Rd to A1m)</td> </tr> <tr> <td data-bbox="813 603 1037 651">A67</td> <td data-bbox="1037 603 1375 651">Merrybent (Phase 3)</td> </tr> <tr> <td data-bbox="813 651 1037 699">Various</td> <td data-bbox="1037 651 1375 699">Retexturing</td> </tr> <tr> <td data-bbox="651 738 813 906" rowspan="2">B Roads</td> <td data-bbox="813 738 1037 906">B6280</td> <td data-bbox="1037 738 1375 906">Coniscliffe Rd (Phase2)</td> </tr> <tr> <td data-bbox="651 946 813 1161" rowspan="3">C Roads</td> <td data-bbox="813 946 1037 994">C39</td> <td data-bbox="1037 946 1375 994">Walworth Road, Heighington</td> </tr> <tr> <td data-bbox="813 994 1037 1042">C38a</td> <td data-bbox="1037 994 1375 1042">Neasham Road (Phase 2)</td> </tr> <tr> <td data-bbox="813 1042 1037 1161">C34a</td> <td data-bbox="1037 1042 1375 1161">Lime Lane / Lodge Lane (Phase 1) - Recycling</td> </tr> <tr> <td data-bbox="651 1201 813 1404">Unclassified</td> <td data-bbox="813 1201 1037 1404">Unc</td> <td data-bbox="1037 1201 1375 1404">Firth Moor Estate (Phase 9) Burnside Road Barnes Road Ph 2 Summerhouse Back Lane / Blind Lane</td> </tr> </table>	A Roads	A68	West Auckland Road Phase 2 (Woodland Rd to A1m)	A67	Merrybent (Phase 3)	Various	Retexturing	B Roads	B6280	Coniscliffe Rd (Phase2)	C Roads	C39	Walworth Road, Heighington	C38a	Neasham Road (Phase 2)	C34a	Lime Lane / Lodge Lane (Phase 1) - Recycling	Unclassified	Unc	Firth Moor Estate (Phase 9) Burnside Road Barnes Road Ph 2 Summerhouse Back Lane / Blind Lane	<p>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:</p> <table border="1" data-bbox="1438 595 2190 1420"> <tr> <td data-bbox="1438 595 1621 922" rowspan="3">A Roads</td> <td data-bbox="1621 595 1845 675">A1150</td> <td data-bbox="1845 595 2190 675">Salters Lane North (Glebe Rd - Thompson St West)</td> </tr> <tr> <td data-bbox="1621 675 1845 754">A68</td> <td data-bbox="1845 675 2190 754">West Auckland Road (Willow Road - Laing Street)</td> </tr> <tr> <td data-bbox="1621 754 1845 922">A67</td> <td data-bbox="1845 754 2190 922">Piercebridge (Carlbury B6275 - West loop B6275)</td> </tr> <tr> <td data-bbox="1438 946 1621 1161" rowspan="2">B Roads</td> <td data-bbox="1621 946 1845 1026">Various</td> <td data-bbox="1845 946 2190 1026">Retexturing</td> </tr> <tr> <td data-bbox="1621 1026 1845 1106">B6280</td> <td data-bbox="1845 1026 2190 1106">Yarm Rd/Hundens Lane (Crossroads)</td> </tr> <tr> <td data-bbox="1621 1106 1845 1161">B6279</td> <td data-bbox="1845 1106 2190 1161">Tornado Way (McMullen Road Junction)</td> </tr> <tr> <td data-bbox="1438 1201 1621 1420">C Roads</td> <td data-bbox="1621 1201 1845 1420">C38a</td> <td data-bbox="1845 1201 2190 1420">Neasham Road (Phase 3) - Geneva Rd - Brankin Road</td> </tr> </table>	A Roads	A1150	Salters Lane North (Glebe Rd - Thompson St West)	A68	West Auckland Road (Willow Road - Laing Street)	A67	Piercebridge (Carlbury B6275 - West loop B6275)	B Roads	Various	Retexturing	B6280	Yarm Rd/Hundens Lane (Crossroads)	B6279	Tornado Way (McMullen Road Junction)	C Roads	C38a	Neasham Road (Phase 3) - Geneva Rd - Brankin Road
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		<table border="1"> <tr> <td data-bbox="604 242 694 529" style="writing-mode: vertical-rl; transform: rotate(180deg);">Footways</td> <td data-bbox="694 242 1388 529"> Shearwater Avenue Avon Road Estate, Hurworth Place (Phase 1) </td> </tr> </table> <p data-bbox="604 571 1388 801">In addition, micro asphalt and patching programmes were carried out across the borough, which continues the investment in unclassified roads, which are predominantly residential streets. Street Lighting, Bridges, Structures and other highway assets were also maintained.</p>	Footways	Shearwater Avenue Avon Road Estate, Hurworth Place (Phase 1)	<table border="1"> <tr> <td data-bbox="1388 204 1500 609" style="writing-mode: vertical-rl; transform: rotate(180deg);">Unclassified Roads</td> <td data-bbox="1500 204 2199 609"> Unc Swaledale Avenue (Birkdale Rd - Staindrop Road) Barmpton Lane Roundhill Road Back Lane (tbc) </td> </tr> </table>	Unclassified Roads	Unc Swaledale Avenue (Birkdale Rd - Staindrop Road) Barmpton Lane Roundhill Road Back Lane (tbc)
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Network Management			
Traffic monitoring	Improve	Traffic and active travel related monitoring surveys and cordon counts are carried out across Darlington.	
Traffic counter replacement Programme		Traffic counter sites across Darlington are maintained, converted to solar power, and replaced where necessary.	
Active and sustainable transport			
Improvements to bus passenger and cycling facilities (town centre)	Improve	<p><u>Bus Stop Infrastructure</u> Several temporary bus stops were installed in Hurworth and Middleton St. George at the request of Stagecoach, who successfully tendered for the TVCA procured service 6/6A, operating from Darlington town centre to Hurworth/Middleton St. George/Stockton. This service replaced the previous commercially operated service 12 that was withdrawn by Arriva in July 2023.</p> <p>Feasibility work commenced on a number of S106 funded bus stop improvements, which will require consultation where a new stop is proposed in the vicinity of directly affected frontages.</p> <p>Non-advertising shelter requests have been considered for a number of locations, including Martindale Road and Wylam Avenue. Requests are considered in the context of location, stop specific patronage information and cost to install.</p> <p>A review of all bus stops in the borough commenced, seeking to address any maintenance issues. The audit</p>	<p><u>Bus Stop Infrastructure</u> Subject to agreement, we will consult on making temporary bus stops on the service 6 route permanent. Permanent bus stops benefit from raised kerbs which enable low floor easy access for those with mobility issues and people with pushchairs.</p> <p>Non-advertising shelters will be installed, where feasible, through DBC's contract with Commutaports Ltd. DBC will also work with Clear Channel UK (CCUK) to assess the feasibility of a number of possible new sites to include advertising, in the vicinity of new developments, through the Tees Valley advertising bus shelter contract.</p> <p>Work will continue on the bus stop audit across all bus stops in the borough, with a programme of works in place for repair and replacement where necessary.</p>

		<p>aimed to identify and then rectify issues at bus stops such as replacing broken/damaged timetable cases, repairing bus stop shelters and renewing lining/signage where required.</p> <p><u>Town Centre Cycle Parking</u> An audit of town centre cycle parking in late 2020 identified that certain locations were likely no longer fit for purpose, due to damage, location, lack of signage and non DDA compliancy. A survey of residents was carried out in February 2023 with the assistance of Sustrans and Durham Police, to ascertain perceived and/or actual barriers to parking in the town centre. The survey highlighted the following key issues:</p> <ul style="list-style-type: none">• Perceived issue with theft of bikes when parked at the stands.• Lack of knowledge of current cycle parking options.• Lack of knowledge of bike locks available to address perceived risk of theft issue.• Some town centre locations didn't have enough capacity. <p>Following the audit and survey, a series of site visits were undertaken in May 2023 which aimed to identify the specific sites that needed improvement, the type of stands required and to identify any constraints (such as being in a conservation area). A series of actions and recommendations were subsequently identified and costed to address the issues. This includes the removal and replacement of existing stands for Sheffield stands with the incorporation of DDA compliant features, improved maintenance, and the incorporation of cycle parking signage.</p>	<p><u>Town Centre Cycle Parking</u> Following on from feasibility and costing, the town centre cycle parking improvements will be installed in 2024/25.</p> <p>Actions to improve the maintenance of certain cycle parking (e.g. outside town hall) will be carried out, and promotion of the improved facilities will be carried out by DBC/Sustrans.</p>
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<p>Dropped kerbs</p>		<p>A programme of dropped kerbs has been carried out throughout the year, as below:</p> <table border="1" data-bbox="622 204 1301 730"> <thead> <tr> <th>Location</th> <th>Description of Work</th> </tr> </thead> <tbody> <tr> <td>Glebe Road/Whinfield Road</td> <td>3 no. drop crossings</td> </tr> <tr> <td>Stockton Road</td> <td>1 no. drop kerb</td> </tr> <tr> <td>Sutton Close</td> <td>1 no. dropped crossing</td> </tr> <tr> <td>West Auckland Rd/Smithy Lane</td> <td>3 no. dropped crossings</td> </tr> <tr> <td>Morpeth Avenue</td> <td>2 no. dropped crossing and a bitmac footpath installation</td> </tr> <tr> <td>Fryers Crescent, Lindisfarne Court</td> <td>5 no. dropped crossing</td> </tr> <tr> <td>Woodland Terrace</td> <td>3 no. dropped kerbs</td> </tr> </tbody> </table>	Location	Description of Work	Glebe Road/Whinfield Road	3 no. drop crossings	Stockton Road	1 no. drop kerb	Sutton Close	1 no. dropped crossing	West Auckland Rd/Smithy Lane	3 no. dropped crossings	Morpeth Avenue	2 no. dropped crossing and a bitmac footpath installation	Fryers Crescent, Lindisfarne Court	5 no. dropped crossing	Woodland Terrace	3 no. dropped kerbs	<p>Requests for dropped kerbs will be assessed against the available budget.</p>
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Woodland Terrace	3 no. dropped kerbs																		
<p>Public Rights of Way (PROW)</p>		<p>The PROW network has been improved and maintained, including the demolition of a bridge in Carlbury, three footbridge upgrades, and various signs/posts/stiles/duck boards maintained/replaced.</p>	<p>The PROW network will be improved and maintained, including a new footbridge installation in Summerhouses and the ongoing maintenance/replacement of signs/posts/stiles/duck boards.</p>																
<p>Walking and cycling routes</p>		<p><u>Stockton & Darlington Railway – Walking & Cycling Route</u> As part of the Heritage Action Zone and the culture strategy for rail heritage there is an ambition to develop a 26-mile walking and cycling route as near to the original alignment of the Stockton & Darlington Railway (S&DR) as possible. Whilst it is recognised that this is a challenge in terms of deliverability, the aim is to get as much of it in place as possible by September 2025, to celebrate the bicentenary of the railway. The following two sections (ID21 & ID2) have been identified as a priority for implementation:</p>	<p><u>Delivery - ID21 – S&DR Mill Lane roundabout to Airport Roundabout A67</u> The scheme will be costed and constructed if within budget.</p> <p><u>Delivery - ID2 – S&DR Connection to Durham boundary at Coatham Mundeville</u> Following feasibility work, the scheme will be designed and costed, and constructed if within budget.</p>																

		<p><u>Feasibility - ID21 – S&DR Mill Lane roundabout to Airport roundabout A67</u></p> <p>In 2020 the existing section of route between the A67 and Mill Lane in Middleton St George was improved, funded by Rural Payments Agency. The next section to formally create is the route from Mill Lane in the west to Yarm Road in the east, in between the live railway line and the A67. This includes diverting a footpath so that Network Rail (NR) can close a level crossing.</p> <p>A design is complete and has been for pre-planning consultation.</p> <p><u>Feasibility - ID2 – S&DR Connection to Durham boundary at Coatham Mundeville</u></p> <p>The preferred route between the boundary with Durham County Council (DCC) has been identified as a continuation of the existing PROW (from the point it turns west to cross the railway line) south to Coatham Lane to the east of the railway line. By March 2024 Durham will have a complete cycle/walking route to the DCC/DBC boundary (field edge). On crossing the administrative boundary route currently meets an existing, non-surfaced, footpath which is not suitable for cyclists.</p> <p>Funding has been released to assess the feasibility of replacing the existing PROW to the West of the rail line, which currently involves an uncontrolled rail crossing point and negotiating gated farmland, with a linear route to the west, directly joining onto to Durham’s planned route.</p>	<p><u>Delivery - Redmire Close Cycle Path</u></p> <p>Following completion of design work, the scheme will be costed, and if within budget will move to construction.</p>
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		<p><u>Feasibility - Redmire Close Cycle Path</u> The Harrowgate Hill Cycle Route and the Circular Cycle route both link into Redmire Close from the riverside cycle route along a narrow section of path. The path splits before it reaches Redmire Close to the two different cycle routes. A scheme to upgrade the existing path is underway, with design work progressing.</p>	
<p>Car Club</p>		<p>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 is envisaged that it will support the Town Centre Strategy particularly in terms of encouraging more people to live in the Town Centre.</p> <p>Feasibility work is underway to explore operating and delivery models for a Car Club. Research on schemes operating across the country has also been undertaken, and the Energy Savings Club are assisting with best practice guidance.</p>	<p>We will continue to explore the feasibility of a Car Club for Darlington Town Centre, which will include detailed analysis of delivery models. We are also awaiting results of TVCA's feasibility study into Mobility Hubs, which include the option for Car Clubs.</p>
<p>A68 Corridor Improvements (Cockerton Roundabouts)</p>		<p>Consultation on Cockerton Roundabout improvements commenced in January 2022. As a result of consultation, a number of changes were made to the scheme, including provision of a new crossing pedestrian crossing point outside Cockerton Library, verge parking on West Auckland Road and the size of the roundabout islands to maintain as much green space as possible and working with local residents and businesses to inform how this will look in the future.</p> <p>Scheme designs are nearing completion, further to consultation with Active Travel England (ATE) on the active travel elements.</p>	<p>Scheme designs will be completed and submitted for planning in the Summer of 2024.</p> <p>We will work with TVCA to establish a Grant Funding Agreement in respect of the CRSTS funded element of the roundabout improvements.</p>

		<p>The scheme was subject to an unsuccessful LUF bid in 2023. It is now intended to fund the scheme through a combination of CRSTS, Darlington Transport Plan Delivery funding and developer contributions. The level of developer contributions have been determined using the Coniscliffe Transport Model, which has allocated contributions based on the volume of traffic from individual development sites, going through the roundabouts.</p> <p>The residents of 267 Carmel Road North have relocated to a new Council property. The house is programmed for demolition and planning permission will be sought in early 2024.</p>	
Speed Management and Road Safety programmes			
<p>School speed management and safety schemes</p>	<p>Manage</p>	<p><u>Safer Routes to Schools (SRTS)</u></p> <p>20mph schemes were designed for St. Augustine’s RC Primary School and Hurworth School (secondary) and consultation took place with the schools and local residents in March/April 2023.</p> <p>Following consultation, changes have been made to the scheme design for St. Augustine’s, which will require further consultation.</p> <p>There was broad support for the Hurworth School scheme, and we will be making some minor changes to the scheme as highlighted through the consultation.</p> <p>A scheme has also been designed for the Federation of</p>	<p><u>Safer Routes to Schools (SRTS)</u></p> <p>The schemes which were consulted on in 2023/24 will be programmed for implementation.</p> <p>A scheme design will be progressed for St. Bede’s RC Primary School (Thompson Street East) and consultation will take place with the school and local residents.</p> <p>We will complete feasibility work for a SRTS scheme for Longfield School (Longfield Road).</p> <p>The feasibility will be carried out for a scheme for Mowden Junior/Infants (Fulthorpe/Barnes Road/Conyers Ave).</p>


		<p>Abbey Schools (schemes on Abbey Road and Cleveland Terrace) and consultation took place in January 2024.</p> <p><u>Vehicle Activated Signs (VAS)</u></p> <p>A Vehicle Activated Signs (VAS) policy was developed to set out the rationale and mechanism for prioritising sites where VAS may be installed.</p> <p>Tranche 1 of the VAS programme has been completed, and we have installed equipment in eight locations. As part of Tranche 2 we have identified a number of locations, several of which are to be located within the vicinity of Safer Routes to School (SRTS) schemes.</p>	<p><u>Vehicle Activated Signs (VAS)</u></p> <p>Signs will be installed as part of Tranche 2, with sites as part of SRTS Schemes installed during scheme delivery. It is proposed to fund those VAS through the scheme budget.</p> <p>A further six to eight sites will be identified as part of Tranche 3, applying the VAS policy, funded within existing budget allocation.</p>
<p>Area wide 20mph zones</p>		<p>Surveys have been undertaken to establish existing traffic calming features in Eastbourne/Firthmoor, to confirm which streets meets the criteria for establishing a 20mph zone in accordance with The Highways (Traffic Calming) Regulations (1999).</p>	<p>We will liaise with the police to identify whether any additional traffic calming features are required and implement the zones, subject to legal orders (TROs).</p>
<p>Low Traffic Neighbourhoods (Active Neighbourhoods) and other solutions</p>		<p>-</p>	<p>The Darlington Transport Plan 2022-2030 identified Low Traffic Neighbourhoods (LTNs) as a potential intervention as part of our Safer Roads objective. They were not identified as a specific action in the associated action plan, but we are minded to consider a trial area within the plan period.</p> <p>We will look at the feasibility for an LTN in a trial area in Darlington. In deciding the trial location, issues such as public support, impact on emergency response times and displacement of traffic onto other roads will be important factors to consider. We will also need to consider the impact of the LTN on parking as some on street spaces will be lost to accommodate the features and allow vehicles to turn around at the point closure.</p>

			We will look at this in further detail in 2025/26, considering the outcome of Government's expected review of LTNs, as part of the Plan for Drivers.
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Projects and Programmes Delivered in Partnership with TVCA (TVCA funded)


Mode	Funding	Progress Update
CRSTS – City Regional Sustainable Transport Settlements BSIP – Bus Service Improvement Plan ZEBRA - Zero Emission Bus Regional Area CaF – Capability and Ambition Fund ATF – Active Travel Fund TcF – Transforming Cities Fund LEVI – Local Electric Vehicle Infrastructure Fund LUF2 – Levelling Up Funding (Tranche 2)		
All 	CRSTS	<p><u>Tees Valley Digital Delivery Plan</u> Funding through the CRSTS programme will deliver the Tees Valley Digital Delivery Plan from 2022 to 2026. The plan 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 meet these needs and solve real issues and challenges. This plan 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.</p>
	CRSTS	<p><u>Transforming Town Centre Accessibility</u> As part of the overall CRSTS programme, the delivery plan includes a project focussed on transforming town centre accessibility. This is to ensure that transformational transport interventions can be implemented to meet the ambition and support the delivery of town centre major regeneration projects.</p> <p>Masterplanning will commence in 2024/25 and an initial list of possible projects within Darlington has been put forward to TVCA for consideration.</p>
Bus 	BSIP+	<p><u>Bus Service Improvements – supported bus services</u> TVCA have received confirmation of £1.5m of BSIP+ funding for 2023/24 and a further £1.5m for 2024/25, to support bus service improvements.</p> <p>In early June 2023, Arriva North East announced that they would be making cuts to their bus network in Tees Valley from July 2023 and subsequently TVCA and the Local Authorities carried out an extensive review of all the Arriva changes and it was collectively agreed that 2023/24 BSIP+ funding would be used to mitigate the impact of the these cuts. This funding has been used to secure the following services until March 2024:</p> <ul style="list-style-type: none"> • Service 6/6A, Darlington & Stockton (Stagecoach) previously service 12 (Darlington), and part of service 17 (Stockton).

	<ul style="list-style-type: none"> • Services 17 & 18, Darlington (Arriva) previously part of services 3 & 3A. • Evening and Sunday services 3 & 4, Darlington (Arriva). <p>TVCA are currently retendering for the above services, with a view to their continuation until end March 2025.</p> <p>In addition, in October 2023, TVCA also tendered for service provision to West Park and Lingfield Point, to fill gaps in the network due to de-registered commercial provision. However, on assessment it was found that neither submission represented good value for money and TVCA decided not to progress either option. Subsequently alternative provision through Tees Flex is being investigated.</p> <p>In addition, the current DBC contract for the operation of service 16 is due to end in August 2024, and it is hoped that TVCA will also fund the extension of this service to end March 2025 in line with other supported bus service contracts funded through BSIP+.</p>
<p>BSIP</p>	<p><u>Improving Bus Services</u></p> <p>In addition to BSIP+ allocations, and following the publication of Network North, in October 2023 it was announced that TVCA will receive an allocation of £3.851M of BSIP funding in 2024/25.</p> <p>Whilst further detail is currently awaited from Government, initial information is that this funding needs to be used to deliver on the BSIP priorities. TVCA have therefore proposed that the £3.851M of BSIP funding and any remaining BSIP+ funding is used to fund a young person’s fare offer, improvements to bus shelters and timetable information and service marketing and promotional campaigns.</p>
<p>CRSTS</p>	<p><u>Advertising bus shelter contract</u></p> <p>TVCA tendered for the replacement of the existing individually led Local Authority contracts with Clear Channel UK (CCUK), for a Tees Valley wide contract. CCUK were awarded the contract to provide and maintain advertising shelters in Tees Valley and offered the choice of two options for renewing the current stock of shelters and advertising revenue share. TVCA have opted to adopt their refurbishment option, which will involve CCUK installing several new digital advertising screens, and replacing shelters when they reach end of life. There is also a commitment to replace all shelters in major hubs such as the town centre.</p> <p>Work is expected to commence in Spring 2024.</p>
<p>CRSTS</p>	<p>The CRSTS business case identified a high-level list of bus priority schemes to be delivered across the Tees Valley. Since confirmation of funding, work has been progressing on finalising the list of schemes.</p> <p>Most recently, TVCA with the assistance of WSP have completed “health checks” in order to establish which schemes should be progressed. Below is the latest scheme list as agreed by TVCA:</p>

		<p><u>Darlington Town Centre Connectivity</u></p> <ul style="list-style-type: none"> Review potential to improve town centre bus service routing. <p><u>Darlington Western Connectivity – Town Centre to Faverdale</u></p> <ul style="list-style-type: none"> Bondgate roundabout Cockerton roundabouts <p><u>Darlington Eastern Connectivity – Town Centre to Morton Park onward to Teesside Airport</u></p> <ul style="list-style-type: none"> McMullen Road bus lane (Yarm Road to B6279) bus priority St Cuthbert’s Way/Stonebridge junction Yarm Road <p><u>Darlington Northern Connectivity – Town Centre to Harrowgate Hill</u></p> <ul style="list-style-type: none"> Burtree Lane Junction A1150/Thompson Street East roundabout. <p>We have submitted pro-formas for grant funding to TVCA, to allow DBC to carry out concept design work. It is possible that some schemes will drop out of the programme during concept and feasibility stages.</p>
	<p>ZEBRA2</p>	<p><u>Tees Valley Zero Emission Bus Regional Area 2 (ZEBRA 2)</u> In September 2023 DfT announced funding of £129M to support the introduction of low emission buses across the English regions, prioritising rural areas and those areas that did not secure funding under round 1.</p> <p>TVCA worked with local operators Arriva and Stagecoach and submitted a Tees Valley application in December 2023, whereby Arriva has agreed to fund both the diesel capital cost equivalent, and the 25% match funding requirement for 22 electric vehicles. These vehicles, and any relevant infrastructure, will be split between their Redcar, and Darlington depots, prioritising service 2 (seven vehicles, covering Redhall to Cockerton), and service 63 (15 vehicles, covering Middlesbrough to Redcar). The Stagecoach application is for 40 vehicles operating out of their Stockton depot; however, these vehicles are not expected to be deployed on service 6/6A.</p>
<p>Active Travel</p> 	<p>CaF</p>	<p>The Active Travel Hub programme continues to operate in Darlington and across the Tees Valley, with further emphasis on local community engagement and public consultation, to support the delivery of Darlington’s and TVCA’s ambitious vision for the LCWIP, with capital funding from Active Travel England (ATE).</p> <p>TVCA await an ATE announcement on further funding in order to continue the contract with Sustrans beyond Summer 2024.</p>
		<p><u>Walking and Cycling Route Investment</u> The active travel elements of the ATF, CRSTS, LUF2, ATF funded corridors</p>

	<p>detailed below are part of the Local Cycling & Walking Infrastructure Plan (LCWIP), which is a long-term strategy to deliver a connected network of walking and cycling routes across the Tees Valley.</p>
<p>ATF</p>	<p><u>Woodland Road - Phase 1 (ATF2)</u> Duke Street – Outram Street – Woodland Road to Hollyhurst Road junction.</p> <p>This section of the overall route from West Park to the town centre is now complete and open to the public. The Feasibility of cycle parking on Duke Street is being investigated for added value. TVCA await information from ATE as to when the route will be inspected by ATE, who seek to identify any ‘critical issues’ which do not meet their requirements.</p> <p><u>Woodland Road - Phase 2 (ATF3)</u> Woodland Road (Hollyhurst Road junction) – Denes (Tennis Court) – Deneside Road.</p> <p>Consultation on a proposed design has been carried out, and following feedback from ATE, DBC are currently finalising the design.</p> <p><u>Darlington Station Western Gateway (ATF4E)</u> In November 2023, TVCA submitted a bid to ATE, for active travel improvements to the Victoria Road entrance to Bank Top rail station, which form part of wider improvements to the public realm.</p> <p>This scheme will complement but is currently out of scope of the Darlington Station Gateway East project, led by TVCA, which includes a new station entrance and concourse to the east side of the railway tracks incorporating ticketing waiting and retail areas.</p>
<p>CRSTS</p>	<p><u>West Auckland Road - Phase 3 (CRSTS)</u> A68 Deneside Road - Brinkburn Road.</p> <p>A design for walking/cycling route has been separated from the overall DBC roundabout improvement works, for consideration by TVCA. The scheme design has been reviewed by ATE who provided feedback on various elements.</p> <p><u>Yarm Road</u> Yarm Road to Teesside Airport</p> <p>WSP are carrying out feasibility work on various route options for a walking and cycling route linking Yarm Road to Teesside Airport.</p>
<p>LUF2</p>	<p><u>Connecting Northgate to the Town Centre</u> TVCA were successful in their LUF2 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 Towns Fund regeneration areas around Northgate. This will ultimately connect</p>

		<p>the town centre to the RHQ.</p> <p>A requirement of LUF2 funded schemes is that delivery must be achieved by March 2025 and the scheme is currently being reviewed by ATE.</p>
<p>Motorists</p> 	<p>LEVI</p>	<p><u>Tees Valley EV Infrastructure Delivery Plan</u> TVCA, in collaboration with the five Local Authorities, is developing an EV Charging Infrastructure Delivery Plan, to achieve the EV related outcomes and actions set out in the STP. The Delivery Plan will set out the anticipated public EV Charging Infrastructure requirements across the Tees Valley and how local charging needs will be met over time to service the forecasted growth in EVs in the region.</p> <p>The Delivery Plan is being developed with input from the local authorities and the process is being supported by the Energy Savings Trust as part of their support package offered to LTAs under the Local Government Support Programme.</p> <p><u>Local Electric Vehicle Infrastructure (LEVI) fund</u> The government's Local Electric Vehicle Infrastructure (LEVI) fund aims to deliver a step-change in the scale of deployment of local, primarily low power, on-street EV charging infrastructure across England, and accelerate the commercialisation of, and investment in, the local charging infrastructure sector. Residents without off street parking are the primary focus of the LEVI fund.</p>
	<p>TSOG</p>	<p><u>Traffic Signals Efficiency</u> As part of DfT's Plan for Drivers, funding has been earmarked to make traffic signals more efficient. TVCA will submit bids for the following funding.</p> <p><u>Traffic Obsolescence Grant (TSOG)</u> In December 2023, TVCA submitted a bid to DfT to replace unreliable and obsolete equipment in the traffic signals system. DBC have identified a priority list for signals that require replacement.</p>
	<p>ITMF</p>	<p><u>Intelligent Traffic Management Fund (ITMF)</u> TVCA will be submitting a bid by April 2024, for funding to delay advanced technology for traffic signals.</p>
	<p>TCF</p>	<p>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 continue to be delivered by TVCA in 2024/25. The first phase of the delivery programme includes:</p> <ul style="list-style-type: none"> (a) The upgrade of the UTMC system; (b) Expansion of traffic signal connectivity to enable further development of a Smart Region approach to traffic management; (c) The repair, service and reinstatement of traffic counters to enable strategies for traffic management to be implemented;

		<ul style="list-style-type: none"> (d) Additional CCTV cameras linked back to control rooms; (e) 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; (f) ANPR (Automatic Number Plate Recognition) cameras to provide journey time data; (g) Diversion routes for unplanned events and; (h) VMS signs to support major events, roadworks, incidents, and road safety campaigns around the Tees Valley.
<p>Rail</p> 	<p>CRSTS</p>	<p><u>Station Enhancements</u> TVCA commissioned Mott McDonald to carry out feasibility into improving Dinsdale and North Road stations, with the aim of integrating the station more effectively with local transport and ultimately improving the passenger experience.</p>

Local Highway Authority Funding – Darlington Transport Capital Programme 2024/25

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, A, B, C and U classified roads, bridges and lighting columns.

TVCA has allocated £3,067,984 to Darlington Borough Council for 2024/25, as part of a long-term settlement until March 2027.

On 4 October 2023, Government additionally announced £8.3 billion of highways maintenance funding over the period 2023/24 and the next ten years for local road resurfacing and wider maintenance activity on the local highway network (redirected HS2 funding). This represents an increase of around two-thirds in Department for Transport (DfT) support for local roads. 15% of the funds will be allocated at a later date, for which details are awaited.

Of this funding, TVCA have been allocated £1.499M for financial years 23/24 and 24/25, which equates to an additional £554,820 for highways maintenance in Darlington over the two-year period. The year-by-year profile beyond this has not been finalised. DfT may also look to introduce an enhanced incentive element from 2025/26 onwards to ensure that best practice in sustainable highways asset management is adhered to.

The annual allocation is based on the following breakdown, received in 2021/22 (although there’s no requirement to maintain the same spending profile):

Pothole Funding	Highways Maintenance Formula and Incentive	Integrated Transport Block (Darlington Transport Plan delivery)	TOTAL
£969,246	£1,205,752	£892,986	£3,067,984

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

Allocation 24/25	£
Pothole Funding	969,246
Highways Maintenance Formula & Incentive	1,205,752
Additional Maintenance Funding (23/24) <i>Allocation carried forward</i>	277,410
Additional Maintenance Funding	277,410
Subtotal	2,729,548
Less Fees (10%)	-272,955
Total	2,456,593

Integrated Transport Block - funding to manage and improve the highway network⁷

Darlington Transport Plan Objectives	Scheme	2023/24 (£k)	2024/25 (£k)
Network Management			
Maintain and effectively manage a resilient transport system.	Traffic monitoring	20	20
	Traffic counter replacement programme	10	10
Active and sustainable transport			
Reduce transport's impact on the environment and support health and wellbeing.	Improvements to bus passenger and cycling facilities (town centre)	80 – bus 20 - cycling	50 - bus 20 - cycling
	Dropped kerbs	50	50
Connect people to job and training opportunities and link communities.	Public Rights of Way	15	15
		25 S&DR legal orders	0 No funding required in 2024/25.
Support a revitalised and transformed Darlington town centre.	Walking and cycling routes	80	225
Maintain and effectively manage a resilient transport system.	Car Club	60	0 No funding required in 2024/25.
	A68 Corridor Improvements	250	200
Speed Management and Road Safety programmes			
Improve safety for all road users	School speed management and safety schemes	120	140
	Low Traffic Neighbourhoods and other solutions	0	30
	Area wide 20mph zones	30	0 No funding required in 2024/25
Subtotal			
		760	760
		133	133
		893	893

⁷ The integrated transport block represents a programme of transport improvements. Funding may be moved between elements as detailed design is completed.

Performance and monitoring information – 2023/24

1A – Monitoring Data

Public Transport	Financial Year										Data Source	Comments
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Bus Punctuality % on time	64%	63%	87%	89%	86%	86%	-	93%			DFT National Data. 2022/23 onwards data now only available for TVCA as a whole.	In 2021/22 covid restrictions continued to have an impact on punctuality, e.g. reduced roadworks, school closures, working from home still in place etc.
Bus Punctuality % on time									76%	80%	Supplied by bus operators	
Bus Patronage (all operators)	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,457,204	1,826,616	3,286,557	3,737,044	4,011,475	Supplied by bus operators	2023/24 Estimated
Concessionary fares patronage	2,673,485	2,627,062	2,607,611	2,450,526	2,347,694	2,167,240	628,055	1,094,852	1,262,825	1,373,451	Supplied by bus operators	2023/24 Estimated
Rail Patronage (all 4 Darlington stations)	2,337,246	2,331,514	2,362,464	2,412,076	2,494,228	2,507,812	575,088	2,147,338	2,336,372	Available late 2024	https://www.gov.uk/government/collections/rail-statistics	Stations: North Road, Darlington, Dinsdale & Teesside Airport Teesside Airport service suspended from May 2022 onwards
Road User Counts	Financial Year										Data Source	Comments
	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Peak period traffic count	20,287	20,419	19,417	19,090	19,524	19,023	14,753	18,460	19,417	19,276*	DBC traffic counters	2023/24 Estimated
24 Hour traffic count (average)	123,847	124,764	126,801	125,519	127,938	125,017	94,007	117,811	120,815	122,350*	DBC traffic counters	2023/24 Estimated
Number of cycling trips	1,556.50	1,315.75	1,618	1,585	1,650	1,614	1,637	1,581	1,494	1,686*	DBC traffic counters	2023/24 Estimated
No. of walking trips in the town centre	133,983	126,687	124,608	120,359	104,825	111,042	48,958	83,124	97	92,102*	DBC traffic counters	2023/24 Estimated

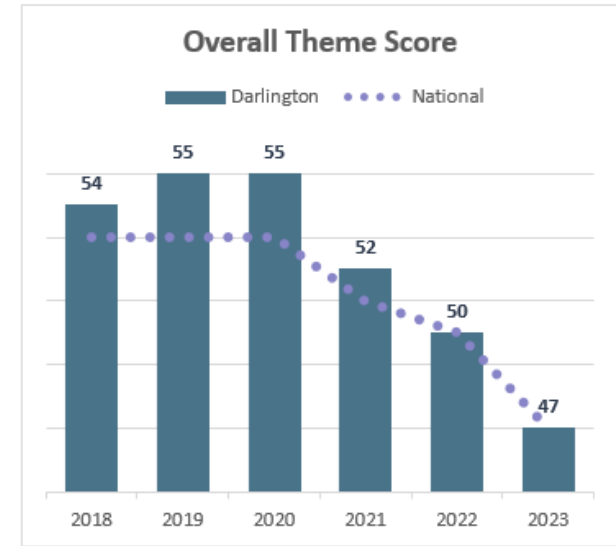
1B – Monitoring Data

		Calendar Year											
Road Safety - Casualties		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Data Source	Comments
Number of Fatal or Seriously injured road user casualties (KSI)	Adult	24	30	35	40	47	44	27	36	43	35	North East England Road User Casualty Dashboard	Note there were 0 children killed or seriously injured as a result of road traffic collisions in 2023, and further to this, 0 since 2013. There was a 25% reduction in the number of people killed or seriously injured in 2023 compared to 2022.
	Child	2	2	4	5	5	5	2	5	4	0		
	Total	26	32	39	45	52	49	29	41	47	35		
Number of slightly injured road user casualties	Adult	269	210	226	203	179	151	97	105	72	79		There was a 2.2% increase in the number of people slightly injured in 2023 compared to 2022. Overall this is the 2nd lowest number of casualties (KSI & slight) on record.
	Child	27	32	27	24	28	15	14	8	17	12		
	Total	296	242	253	227	207	166	111	113	89	91		
		Academic Year											
Road Safety - School Training		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Data Source	Comments
% of children taking part in pedestrian training from participating schools		89%	86%	89%	87%	80%	52%	10%	47%	62%	Available August 2024	DBC data collection	Inevitably, the level of participation in pedestrian training reduced hugely during the pandemic, as can be seen from 2020/21. Participation is increasing year on year, however, some schools have not taken up the offer of training, as they continue to catch up on academic lost time.
% of children taking part in cycle training (Year 5) from participating schools		46%	44%	52%	53%	57%	25%	13%	29%	32%	Available August 2024	DBC data collection	Previous years have been reported as financial year

2 – National Highways and Transport - Public Satisfaction Survey – 2023.

Overall Summary

Theme	Actual Scores		Average Scores			Rank	
	2023	2022	TVCA	NE Region	National Average	TVCA Rank	NE Rank
Overall	47	50 ↓	48 ↓	49 ↓	47 ↔	3	10
Accessibility	72	68 ↑	69 ↑	68 ↑	66 ↑	1	1
Public Transport	44	48 ↓	49 ↓	50 ↓	50 ↓	5	13
Walking/Cycling	52	52 ↔	49 ↑	50 ↑	50 ↑	1	2
Tackling Congestion	44	45 ↓	44 ↔	45 ↓	42 ↑	2	5
Road Safety	54	56 ↓	52 ↑	52 ↑	50 ↑	1	2
Highway Maintenance	45	47 ↓	44 ↑	45 ↔	43 ↑	2	6
Communications	48	50 ↓	45 ↑	45 ↑	45 ↑	1	2



Key ↑ 2023 score greater than ↓ 2023 score less than ↔ 2023 score equal to

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Highlights / Lowlights

PTQI08 - Provision of bus Stops	85	HMQI11 - Number of potholes	17
WCQI30 - Provision of footpaths & pedestrian areas	82	KBI 08 - Public transport information	25
HMQI13 - Provision of street-lights	77	HMBI 01 - Condition of road surfaces	26
12 out of 13 Accesibility indicators in the top 15	Average 74	HMBI 30 - Speed of repair to damaged roads	26
PTBI 05 - How easy buses are to get on/off	68	CMQI07 - Informed about local air quality	26
PTBI 10 - Personal safety on the bus	65	KBI 23 - Condition of highways	28
HMBI 28 - Undertakes cold weather gritting (salting)	65	HMBI 13 - Deals with Potholes and damaged roads	29
PTBI 09 - Helpfulness of drivers	64	CMQI20 - Informed about council actions on climate change	29
RSQI09 - Provision of speed controls	64	ACQI25 - Electric Vehicle charging points	30
PTBI 12 - Raised kerbs at bus stops	63	CMQI06 - Informed about action to repair local roads	30
RSBI 01 - Speed limits	63	HMBI 31 - Quality of repair to damaged roads	31
		HMQI12 - Action to repair local roads	33

Indicator Performance


Total Indicators: 157


Above Average		Getting Better	
127	81%	65	41%


Below Average		Getting Worse	
30	19%	92	59%


Overall Key Indicators

	Actual Scores		Average Scores		
	2023	2022	TVCA	NE Region	National Average


Accessibility 					
Overall Accessibility	72	68	69	68	66
KBI 03 - Ease of Access (all)	75	74	73	73	71
KBI 04 - Ease of Access (disabilities)	69	64	64	63	61
KBI 05 - Ease of Access (no car)	72	67	71	69	66
ACQI25 - EV charging points	30	33	33	33	32


Walking/Cycling 					
Overall Walking/Cycling	52	52	49	50	50
KBI 11 - Pavements & Footpaths (overall)	51	52	47	48	50
KBI 12 - Pavements & Footpaths (aspects)	52	51	48	49	49
KBI 13 - Cycle routes and facilities (overall)	52	50	49	50	50
KBI 14 - Cycle routes and facilities (aspects)	53	52	47	49	49
KBI 15 - Rights of way (overall)	54	53	53	54	54
KBI 16 - Rights of way (aspects)	50	51	48	50	49


Road Safety 					
Overall Road Safety	54	56	52	52	50
KBI 20 - Road safety locally	53	56	53	54	52
KBI 21 - Road safety environment	56	56	53	53	52
KBI 22 - Road safety education	54	55	49	49	47

Communications 					
Overall Communications	48	50	45	45	45
KQI 02 - Communication (aspects)	48	50	45	45	45

	Actual Scores		Average Scores		
	2023	2022	TVCA	NE Region	National Average

Public Transport 					
Overall Public Transport	44	48	49	50	50
KBI 06 - Local bus services (overall)	45	52	53	54	54
KBI 07 - Local bus services (aspects)	36	44	47	49	47
KBI 08 - Public transport information	25	31	29	33	33
KBI 09 - Taxi/mini cab services	51	52	57	60	60
KBI 10 - Community Transport	54	55	55	55	54
KQI 03 - Responsive transport	51	52	53	52	51
KQI 05 - Public transport information (aspects)	45	48	47	49	50

Tackling Congestion 					
Overall Tackling Congestion	44	45	44	45	42
KBI 17 - Traffic levels & congestion	43	44	46	45	41
KBI 18 - Management of roadworks	44	47	45	45	43
KBI 19 - Traffic management	39	39	36	40	39
KQI 04 - Traffic pollution	48	48	48	48	45

Highway Maintenance 					
Overall Highways Maintenance	45	47	44	45	43
KBI 23 - Condition of highways	28	33	29	30	27
KBI 24 - Highway maintenance	46	48	44	44	43
KBI 25 - Street lighting	62	62	61	63	61
KBI 26 - Highway enforcement/obstructions	43	43	41	42	40

**COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE
22 FEBRUARY 2024**

WORK PROGRAMME

SUMMARY REPORT

Purpose of the Report

1. To consider the work programme items scheduled to be considered by this Scrutiny Committee during the 2023/24 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 2023/24 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: Paul Dalton
Ext: 5805

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 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.

COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE WORK PROGRAMME

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
Performance Management and Regulation/ Management of Change Regular Performance Reports to be Programmed End of Year Performance (including Compliments Comments and Complaints)	11 January 2024 (Q2) 18 April 2024 (Q3) Year End August 2024	Relevant AD	Full Performance Management Framework suite of indicators.	To receive quarterly monitoring reports and undertake any further detailed work into particular outcomes if necessary.
Stronger Communities Fund Update	6 Monthly Update 11 January 2024 Year End August 2024	Stronger Communities Portfolio Holder		To update Scrutiny Members.
Local Transport Plan	22 February 2024 Last considered 9 February 2023	Andy Casey/ Anthony Hewitt		To scrutinise and undertake any further work if necessary.
Public Sector Executive Group 6 Month Review	22 February 2024 Last considered 9 February 2023	Seth Pearson		To scrutinise and undertake any further work if necessary.
Camera Replacement Programme	18 April 2024 Last considered 15 December 2022	Graham Hall/Dave Winstanley		To update Scrutiny Members.

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
Tree and Woodland Strategy 2021-2031	18 April 2024	Brian Graham		To receive a yearly review of the strategy.
Private Sector Housing Landlords	18 April 2024	Christine Booth		
Council Plan	18 April 2024			To enable the Committee to be consulted on the Council Plan.
Northgate Initiative	Work on the Northgate Initiative has been suspended – Per Officer's comments (15th December 2023) Last considered 9 February 2023	Seth Pearson		To update Scrutiny Members and undertake any further work if necessary.
Climate Change Update	To be agreed	Margaret Enstone		
Tees Valley Combined Authority Transport Committee	Last received on 26 October 2023. To be received when published.	Anthony Hewitt		To receive the Minutes from the Tees Valley Combined Authority Transport Committee
Waste Management (to include Tees Valley Energy Recovery Facility)	June 2024 Last considered 21 October 2021	Ian Thompson		To give Scrutiny Members the opportunity to consider prior to Cabinet.

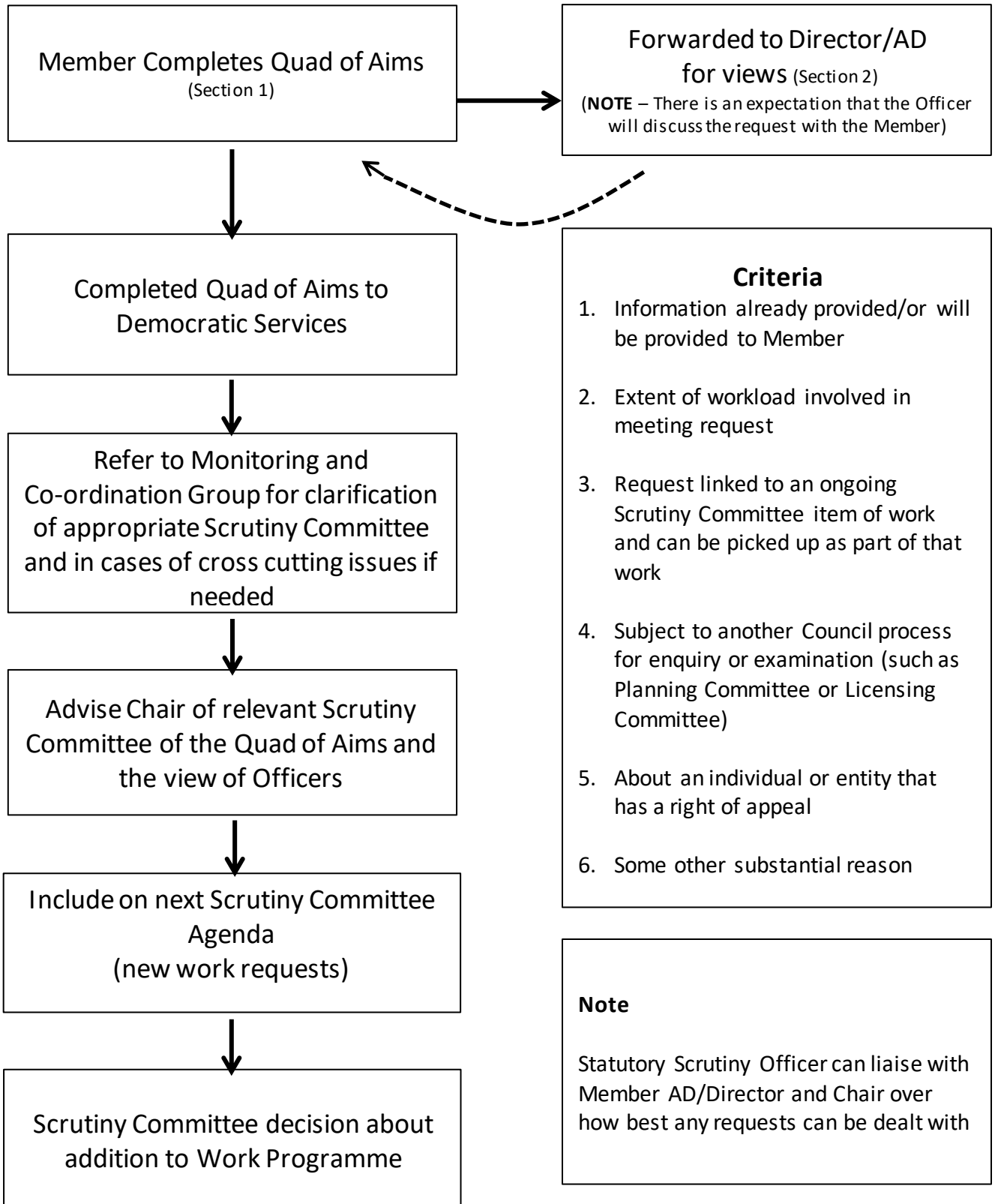
Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
Darlington Cultural Strategy Action Plan for 2023/24	June 2024 Last considered 24 August 2023	Ian Thompson		To update Scrutiny Members.
Public Space Protection Order – Darlington Town Centre	Last considered 24 August 2023	Graham Hall/Dave Winstanley		To update Scrutiny Members and undertake any further work if necessary.
Street Scene	Members Briefing 11 September 2023	Brian Graham		

Archived

Topic	Timescale	Lead Officer/ Organisation Involved	Link to Performance Management Framework (metrics)	Scrutiny's Role
Hippodrome	Agreed to remove 24 August 2023 Last considered 7 April 2022	Ian Thompson		To scrutinise and undertake any further work if necessary.
Open Spaces Groups	Agreed to remove 24 August 2023 Last considered 15 December 2022	Brian Graham		To update Scrutiny Members and undertake any further work if necessary.

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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?

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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)

	Criteria
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 3. Request linked to an ongoing Scrutiny Committee item of work and can be picked up as part of that work
2. If the request is included in the Scrutiny Committee work programme what are the likely workload implications for you/your staff?	4. Subject to another Council process for enquiry or examination (such as Planning Committee or Licensing Committee)
3. Can the request be included in an ongoing Scrutiny Committee item of work and picked up as part of that?	5. About an individual or entity that has a right of appeal
4. Is there another Council process for enquiry or examination about the matter currently underway?	6. Some other substantial reason
5. Has the individual or entity some other right of appeal?	
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**

APPENDIX 3



DARLINGTON

Borough Council

**FORWARD PLAN
FOR THE PERIOD: 7 FEBRUARY 2024 - 30 JUNE 2024**

Title	Decision Maker and Date
Changing Places Toilet (Darlington Hippodrome) - Release of Funding	Cabinet 5 Mar 2024
Council Plan	Council 21 Mar 2024 Cabinet 5 Mar 2024
Local Development Scheme (LDS)	Cabinet 5 Mar 2024
Local Transport Plan	Cabinet 5 Mar 2024
Regulatory Investigatory Powers Act (RIPA)	Cabinet 5 Mar 2024
Release of Capital Funds - Hurworth Schools Section S106 Funding	Cabinet 5 Mar 2024
Annual Procurement Plan	Cabinet 9 Apr 2024
Land at Faverdale - Burtree Garden Village - Proposed Infrastructure Development Agreement (IDA)	Cabinet 9 Apr 2024
Schedule of Transactions - April 2024	Cabinet 9 Apr 2024
Town Centre Site Development and Proposal to seek Development Partner through Framework and Acquisition of East Street Leasehold Interest	Cabinet 9 Apr 2024
Housing Services Asset Management Strategy	Cabinet 7 May 2024
Housing Services Vulnerability Policy	Cabinet 7 May 2024
Offset Strategy	Cabinet 8 Oct 2024

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