

# CPB & WTB Overview

Processes, Impact & Key Issues

# Purpose & Scrutiny Review

## Context

### What this review clarifies

- Objectives of CPB and WTB, including key differences and how they link.
- Roles of Members and Officers in shaping, approving and delivering schemes.

### Recurring areas of concern

- Eligibility, delivery timescales, underspend, and communication issues.
- Sustainability and long-term maintenance of funded projects.

### Relationship to core Council services

- How CPB/WTB relate to evidence-led highway and road-safety programmes.
- Why some concerns cannot be addressed via core budgets, and how value for money must be assessed under financial pressures.

# Origins & Evolution (CPB)

## Aims, Eligibility & Funding

- Introduced in 2007/08 as the *Small Environmental Improvements Budget*
- Designed to fund local works not prioritised through core budgets
- Later renamed to reflect stronger community and Member input
- Historically c. £400k borough-wide, allocated by population (revenue funded)
- Eligibility tightened post-2019 due to financial and maintenance pressures

# Origins & Evolution (WTB)

## Aims, Eligibility & Funding

### Origins & Purpose

- Introduced following the 2019 scrutiny review of the Area Transport Strategy
- Designed to give Ward Councillors greater influence over local transport priorities

### How it operates

- Launched in April 2020 with ward-based allocations by population
- £150k per year, ring-fenced for transport and road safety issues

### Governance

- Operates through a structured, evidence-led process
- Members shape priorities; officers assess, design and deliver schemes

# CPB vs. WTB

## Key Differences

### Purpose

- CPB: community amenity and small local improvements
- WTB: transport, road safety and statutory highway interventions

### Links

- CPB may match-fund WTB schemes
- WTB cannot fund amenity works

### Governance

- WTB: evidence-led, statutory safety duties
- CPB: flexible but constrained by sustainability
- **Both are Council funds**

# Core Funding Criteria

## Highway & Road Safety Budgets

- The Council's core highway budgets are limited and must be prioritised towards statutory duties maintaining existing infrastructure and addressing locations with proven road safety issues resulting in recorded casualties.
- We receive many concerns and requests across the Borough, and we must prioritise limited funding at locations where the evidence shows the greatest need.
- We use an evidence-based approach, drawing on Cleveland Police's road casualty data to identify where engineering interventions are most justified.
- The DfT assess how Council's spend money and if this is judged not to be spent wisely funding can be withheld.
- Member budgets operate differently, allowing Members to respond to wider community concerns that may not meet the evidence thresholds required for core highway spending.

# CPB – Eligibility

## Why can some proposals not be funded?

- CPB funds works, not ongoing services
- Some schemes create long-term maintenance or monitoring costs
- Revenue pressures limit eligibility to avoid unfunded liabilities
- Some projects are only eligible with third-party maintenance
- Other proposals fall outside CPB scope or corporate funding principles

# WTB - Eligibility

## Why can some proposals not be funded?

- WTB operates within a strict eligibility framework
- Focused on transport, safety and accessibility issues
- Schemes must be justified through evidence and assessment
- Projects with ongoing revenue costs or amenity scope are excluded

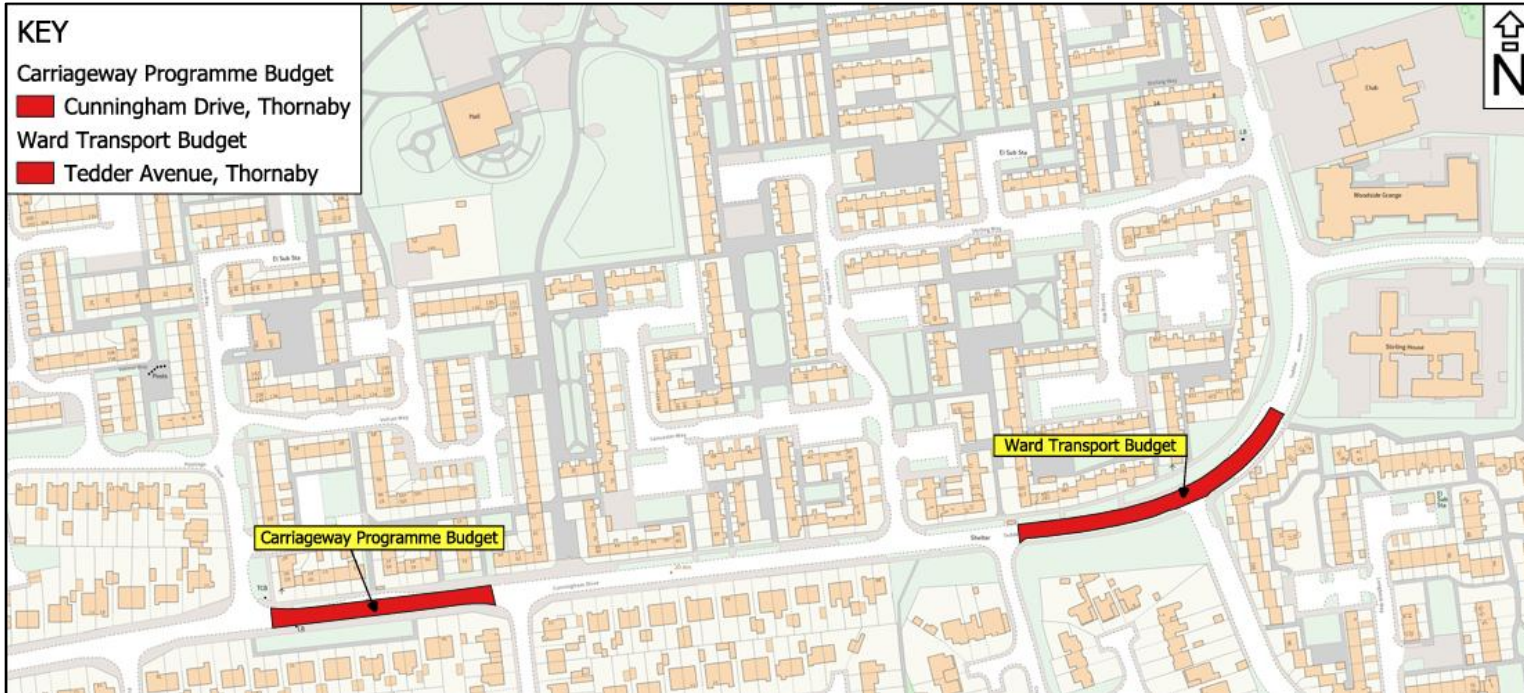
# CPB / WTB Examples

## Delivered Schemes



# CPB / WTB Examples

## Delivered Schemes



# Monitoring Effectiveness

## Traffic Calming

For traffic-calming schemes, speed surveys are conducted before and after implementation.

This provides an objective, evidence-based measure of impact on vehicle speeds. Results from schemes delivered this year:

### Wynyard Road

Eastbound:

22.4 mph → **25.1% reduction**

Westbound (leaving village):

28.2 mph → **9.3% reduction**

### Wolviston Road

Northbound:

26.8 mph → **8.8% reduction**

Southbound:

30.3 mph → **4.7% reduction**

# Monitoring Effectiveness

## Double Yellow Lines

As part of this review, a sample of completed CPB / WTB schemes has been assessed after 12 months, focusing on:

- Service requests
- Parking and ASB issues
- Repeat incidents

Location	Post-Implementation Observations (12 months)
Pump Lane	No service requests
Beechwood Rd	No ASB or vehicle issues
Ribchester Close	No service requests
Bedale Road	No service requests
Holburn Park	No parking-related service requests
Butts Lane	3 service requests; PCNs successfully issued

# Scheme Delivery

## Highway Operations

### **Better use of available funding**

Internal teams avoid contractor overheads, and allow for a consistent approach

### **Keeping investment within the authority**

Funding supports jobs and retains skilled staff needed for statutory duties such as managing and maintaining the carriageway, winter services, and responding to emergency incidents, e.g., flooding.

### **Greater flexibility and resilience**

In-house teams can be redirected quickly to priority or reactive emergency works

### **Supporting local and Member priorities**

Internal delivery enables smaller schemes to be progressed efficiently and aligned with wider maintenance activity.

# Processes & Timescales

## CPB

- CPB schemes start with Members submitting project requests, supported by evidence of community need. Officers assess feasibility, eligibility, costs and risks, and whether consultation is required.
- Seasonal deadlines apply to some CPB activity (e.g., planting) so delivery can be completed within the financial year. Late submissions may be deferred to the next year, contributing to perceptions of delay.

# Processes & Timescales

## WTB

- WTB schemes follow a structured pathway: issues are submitted via the online Member portal, triggering officer investigation (site visits, surveys, historic data review).
- Initial investigation typically takes 3–4 months, depending on complexity and staff resources.
- If justified, scheme design and consultation add a further 4–5 months before delivery can be programmed.
- Timescales reflect statutory requirements, Officer capacity and the need to coordinate with wider highway work programmes.
- Traffic Regulation Orders (TROs) require a statutory legal process: consultation with residents and stakeholders, public advertisement, and a formal period to consider objections before double yellow lines or similar restrictions can be introduced.

# Processes & Timescales

## Flowchart – Double Yellow Lines

Step or milestone	Approximate Timescale
Request received. Feasibility checks, including site visit and draft plan prepared	4 weeks
Draft report <u>of</u> proposals; check existing Traffic Orders in effect	
Consultation with Ward Councillors and quarterly OTG / Police	6 weeks
Any informal consultation with directly affected businesses/residents	
Update Councillors. Finalise report & seek Cabinet Member approval	4 weeks
Instructions to Legal to draft TRO, agree drafts, and arrange advertising	4 weeks
Statutory advertising (notices on-site, press, online) cannot be reduced	21 days
If there are no objections, publish the 2nd advert in the press	1 week
Quote for signing/lining required; add to work programme and coordinate with the date of TRO effect	6 weeks

# Processes & Timescales

## Flowchart – Traffic Calming

Step or milestone	Approximate timescale
Request received. Logged for audit and tracking; initial feasibility checks commenced	4 weeks
Initial site assessment, including review of collision history and existing speed survey data	
Advise Ward Councillors of survey requirements and costs (7-day speed survey if required)	6 weeks
Arrange and undertake a 7-day speed survey and provide results to Councillors	
Feasibility decision and options discussion with Councillors, including site visit if required	4 weeks
Design of preferred option; prepare drawings and outline costs	8 weeks
Internal cost check with Highway Operations and final proposal issued to Councillors	4 weeks
Councillor decision to proceed using the Ward budget allocation	1 week
Consultation with Ward Councillors and quarterly OTG / Police	6 weeks
Any informal consultation with directly affected businesses/residents	
Update Councillors. Finalise report & seek Cabinet Member approval	4 weeks
Instructions to Legal to draft TRO, agree drafts, and arrange advertising	4 weeks
Statutory advertising (notices on-site, press, online) cannot be reduced	21 days
If there are no objections, publish the 2nd advert in the press	1 week
If there are no objections, the scheme will be approved and added to the Works Programme	12 weeks

# Processes & Timescales

## Flowchart – Litter bin

Step or milestone	Approximate timescale
Request raised by Ward Councillor regarding litter issue / new litter bin. Logged for audit and tracking	2–4 weeks
Request referred to the Cleansing Team to assess litter issues and the need for a new bin, including a site visit if required	
If the Cleansing Team do not support a new bin, Ward Councillors are informed, and the process closes.	—
If supported, prepare Bill of Quantities, obtain statutory undertaker drawings, and prepare a location plan.	2–4 weeks
Information issued to Highways Operations to confirm installation costs	
Ward Councillors updated with confirmed costs and asked to confirm budget approval	1–2 weeks
Following approval, the litter bin installation will be added to the Works Programme	12 weeks

# Funding

## Ward Allocation

- CPB and WTB allocations are divided between wards based on population.
- Unspent funding may be carried forward into the following year if available.
- Carry-forward should be kept to a minimum because unspent funds may be reabsorbed corporately or reallocated depending on the Council's financial position.
- If a project exceeds the available ward allocation, funding can be drawn from the next year's budget, except during election years or where future budgets are known to be unavailable.

# Funding

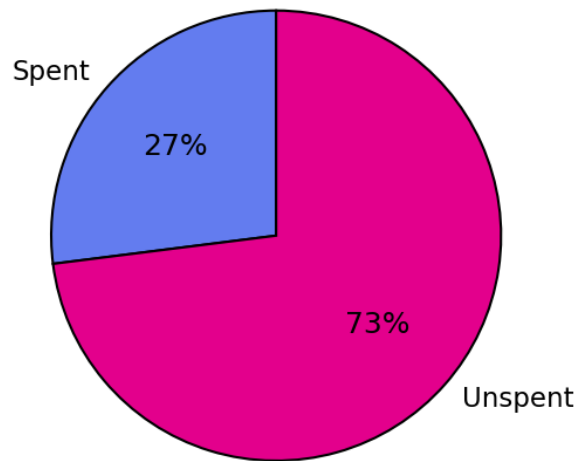
## Ward Allocation

Ward	WTB	CPB	Ward	WTB	CPB
Billingham Central	£5,706	£7,607	Ingleby Barwick South	£8,722	£11,629
Billingham East	£5,335	£7,113	Mandale & Victoria	£5,811	£7,748
Billingham North	£5,486	£7,314	Newtown	£2,594	£3,459
Billingham South	£5,969	£7,959	Northern Parishes	£5,314	£7,085
Billingham West & Wolviston	£4,993	£6,658	Norton Central	£4,924	£6,566
Bishopsgarth & Elm Tree	£5,167	£6,890	Norton North	£5,357	£7,142
Eaglescliffe East	£4,866	£6,487	Norton South	£4,860	£6,480
Eaglescliffe West	£5,120	£6,827	Ropner	£5,287	£7,049
Fairfield	£7,375	£9,833	Roseworth	£5,959	£7,945
Grangefield	£2,605	£3,473	Southern Villages	£1,910	£2,547
Hardwick & Salters Lane	£5,564	£7,419	Stainsby Hill	£5,852	£7,803
Hartburn	£7,285	£9,713	Stockton Town Centre	£5,082	£6,777
Ingleby Barwick North	£8,853	£11,805	Village	£5,731	£7,641
			Yarm	£8,273	£11,031

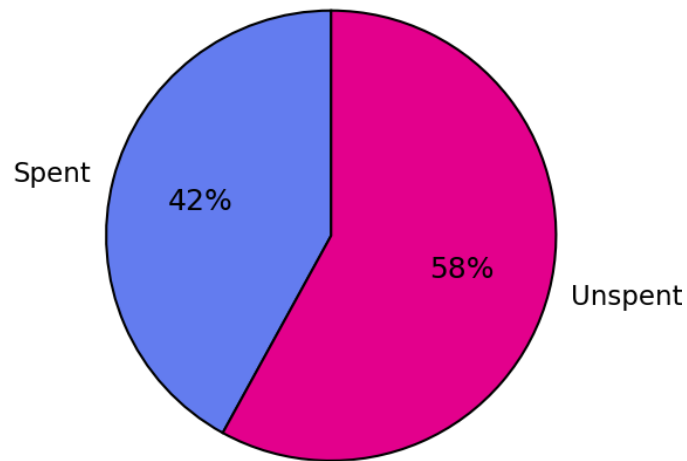
# Funding

## Spend Patterns

Ward Transport Budget



Community Participation Budget



- CPB and WTB delivery relies on one dedicated officer, limiting how much can be delivered at any one time.
- Underspend may reflect capacity, not lack of demand.
- Uncommitted funds may be carried forward, subject to availability and Cabinet Member consultation.

# Funding

## Underspend – Possibilities?

The 2025 National Highways & Transport (NHT) Survey received 546 responses (16.6%), providing a strong and credible picture of resident priorities.

### What Residents Care Most About

- The survey clearly shows that road condition is:
  - the *most important* issue to residents,
  - the area they are *least satisfied* with, and
  - where they consistently say additional funding should be prioritised.

Highway Maintenance							
Reference	Indicator	Stockton	Quartile	NHT Highest	NHT Average	NHT Lowest	Difference %
<a href="#">KBI23</a>	Condition of highways	29%	2	52%	27%	11%	2%
<a href="#">KBI24</a>	Highway maintenance	46%	1	56%	43%	35%	3%
<a href="#">KBI25</a>	Street lighting	65%	1	70%	60%	49%	5%
<a href="#">KBI26</a>	Highway enforcement/obstructions	45%	1	54%	40%	32%	5%
<a href="#">HMBI01</a>	Condition of road surfaces	26%	3	52%	26%	10%	0%
<a href="#">HMBI02</a>	Cleanliness of roads	46%	2	57%	45%	35%	1%
<a href="#">HMBI03</a>	Condition of road markings	44%	2	61%	43%	33%	1%
<a href="#">HMBI05</a>	Provision of street Lighting	58%	2	65%	57%	44%	1%

# Communications

## With Members & Public

### Current Position

- An online platform is being developed to raise requests through the Ward Transport and Community Participation Budgets. This case management solution will show the progress of current schemes and available budgets, with improved record-keeping and communication.
- Funding mechanism discussed by Councillors at Ward Surgeries.

### Public Communication

- Historically, CPB/WTB outcomes were shared in Stockton News.

### Why is it important?

- Projects delivered through CPB and WTB have often generated visible, localised benefits and strengthened links between Members and their communities.

# Next Steps

## Improved Guidance Documents

### More focused Officer resource

- CPB / WTB requests are now supported by a smaller, dedicated team
- Promotes consistency, but means capacity needs to be managed

### Wider officer involvement in scheme development

- Officers now undertake early costing and utility checks as part of requests
- Helps improve accuracy and reduce issues later in delivery

### Higher and more realistic scheme costs

- Construction and material costs have increased across all schemes
- Ward budgets now support fewer but better-defined interventions

### Programme and statutory constraints

- Delivery is aligned to the Highways Works Programme
- Design, legal and consultation stages require prioritisation and scheduling, alongside competing priorities across for all service areas

## Ward Transport Budget Guidance



# Next Steps

## Digital Solution

Welcome back Lucas   My tasks   Logout   Reset password

**Stockton-on-Tees**  
BOROUGH COUNCIL  
STAFF PORTAL

Assist Customer   Manage Platform   Search cases   Service Area   Contact Centre Services

Request use of the Ward Transport or Community Participation Budget   All Requests   Budget Admin

Home / Service Area / Ward Transport Budget

Home  
Service Area  
Ward Transport Budget  
**Request use of the Ward Transport or Community Participation Budget**

### Raise a request through the Ward Transport or Community Participation Budget fund

Are you raising a new issue?

Yes    No

< Back   Continue >

# Summary

Is there an appetite to continue CPB and WTB in their current form?

## What's working well

- Enables Member-led, place-based local improvements
- Complements evidence-led core highway programmes
- Has delivered visible schemes with positive local outcomes
- Provides flexibility for smaller-scale issues not prioritised elsewhere

## Key challenges

- Delivery capacity and competing statutory priorities
- Eligibility limits driven by sustainability and revenue pressures
- Timescales affected by investigation, consultation and legal processes
- Communication and visibility, particularly for residents

