

Cabinet Agenda



**5.00 pm Tuesday, 3 March 2020
Committee Room No. 2, Town Hall,
Darlington.**

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

1. Introductions/Attendance at Meeting.
2. Declarations of Interest.
3. To hear relevant representation (from Members and the General Public) on items on this Cabinet agenda.
4. To approve the Minutes of the Meetings of this Cabinet held on:-
 - (a) Tuesday, 4 February 2020 (Pages 1 - 6)
 - (b) Tuesday 11 February 2020 (Pages 7 - 14)
5. Matters Referred to Cabinet –
There are no matters referred back for reconsideration to this meeting
6. Issues Arising from Scrutiny Committee –
There are no issues referred back from the Scrutiny Committees to this Meeting, other than where they have been specifically consulted on an issue and their comments are included in the contents of the relevant report on this agenda
7. Key Decisions:-
 - (a) The Council Plan 2020/23 –
Report of the Chief Officers Executive.
(Pages 15 - 52)
 - (b) Local Transport Plan –
Report of the Director of Economic Growth and Neighbourhood Services.
(Pages 53 - 86)

8. Teesside International Airport Limited (TIAL) Joint Venture Consent –
Report of the Managing Director.
(Pages 87 - 130)
9. Climate Change Cross Party Working Group - Update –
Report of the Director of Economic Growth and Neighbourhood Services.
(Pages 131 - 148)
10. Crown Street Library Trustees –
Report of the Director of Economic Growth and Neighbourhood Services.
(Pages 149 - 158)
11. Regulation of Investigatory Powers –
Report of Managing Director.
(Pages 159 - 162)
12. Proposed Waiting Restrictions Banks Road - Objections –
Report of the Director of Economic Growth and Neighbourhood Services.
(Pages 163 - 168)
13. Schedule of Transactions –
Report of the Director of Economic Growth and Neighbourhood Services.
(Pages 169 - 172)
14. Land at Faverdale - Proposed Grant of Access and Proposed Acquisition of
Adjacent Land for Potential Development –
Report of the Managing Director and the Director of Economic Growth and
Neighbourhood Services.
(Pages 173 - 192)
15. Membership Changes - To consider any Membership Changes to Other Bodies to
which Cabinet appoints.
16. 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 this meeting.
17. Questions.

EXCLUSION OF THE PUBLIC AND PRESS

18. To consider the exclusion of the Public and Press :- –
RESOLVED - That, pursuant to Sections 100A(4) and (5) of the Local
Government Act 1972, the public be excluded from the meeting during the
consideration of the ensuing items on the grounds that they involve the likely
disclosure of exempt information as defined in exclusion paragraph 3 of Part I of
Schedule 12A of the Act.



Luke Swinhoe
Assistant Director Law and Governance

Monday, 24 February 2020

Town Hall
Darlington.

Membership

Councillors Clarke, Dulston, Johnson, Marshall, Mills, K Nicholson and Mrs H Scott

If you need this information in a different language or format or you have any other queries on this agenda please contact Lynne Wood, Elections Manager, Resources 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 (e-mail Lynne.Wood@darlington.gov.uk or telephone 01325 405803).

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DECISIONS SHOULD NOT BE IMPLEMENTED BEFORE MONDAY 17 FEBRUARY 2020

CABINET

Tuesday, 4 February 2020

PRESENT – Councillors Mrs H Scott (Chair), Crudass, Dulston, Johnson, Marshall, Mills and Tostevin

INVITEES – Councillors Curry, Harker, K Nicholson and Snedker

ALSO IN ATTENDANCE – Councillors Mrs Culley, Durham, B Jones and Keir

C98 DECLARATIONS OF INTEREST.

There were no declarations of interest reported at the meeting.

C99 TO HEAR RELEVANT REPRESENTATION (FROM MEMBERS AND THE GENERAL PUBLIC) ON ITEMS ON THIS CABINET AGENDA.

No representations were made by Members or members of the public in attendance at the meeting.

C100 TO APPROVE THE MINUTES OF THE MEETING OF CABINET HELD ON TUESDAY, 7 JANUARY 2020

Submitted - The Minutes (previously circulated) of the meeting of this Cabinet held on 7 January 2020.

RESOLVED - That the Minutes be confirmed as a correct record.

REASON - They represent an accurate record of the meeting.

C101 MATTERS REFERRED TO CABINET

There were no matters referred back for re-consideration to this meeting.

C102 ISSUES ARISING FROM SCRUTINY COMMITTEE

There were no issues arising from Scrutiny considered at this meeting.

C103 KEY DECISIONS:-

(1) SCHOOLS ADMISSIONS 2021/22

The Cabinet Member with the Children and Young People Portfolio introduced the report of the Director of Children and Adults Services (previously circulated) requesting that consideration be given to the Local Authority's (LA's) admission arrangements for the 2021/2022 academic year for maintained schools in the Borough.

The submitted report stated that in line with the School Admissions Code, an Admission Authority was required to annually determine the admission arrangements used to allocate places for schools for which it was the Admission Authority; once approved, there was a statutory duty on the Local Authority to forward a Co-ordinated Admission Scheme for both primary and secondary schools for the 2021/22 academic year; and stated that the Secretary of State must be informed of its adoption by 28 February 2020.

Particular reference was made to the reduction in the intake at Whinfield Primary School from 90 to 60 children, which had been requested by the school.

RESOLVED - (a) That Darlington LA's admissions arrangements for community and voluntary controlled schools, as appended at Appendix A to the submitted report, be agreed.

(b) That the Co-ordinated Admission Schemes for applications for the 2021/22 academic year, as detailed at Appendix B to the submitted report, be adopted.

REASONS - (a) The Local Authority is under a statutory duty to determine admission arrangements for the primary schools for which it is the admission authority for the academic year 2021/2022.

(b) If the co-ordinated scheme is not adopted and returned to the DfE by the 28 February 2020 the Secretary of State may impose a scheme on the LA.

(2) DARLINGTON STATION IMPROVEMENTS AND GROWTH ZONE

The Leader introduced the report of the Director of Economic Growth and Neighbourhood Services (previously circulated) presenting Members with the details of the proposed Darlington Station Improvements Project and the wider economic growth opportunities in the surrounding area, including Central Park, the Cattle Market and Victoria Road.

The submitted report stated that the potential need for major rail intervention at Darlington to accommodate new rail services and high-speed services in the future, provided an opportunity to develop a proposition to maximise the benefits for Darlington and the Tees Valley; in partnership with the Tees Valley Combined Authority (TVCA) a wider vision had been developed for the area to influence the proposals and to provide a rail gateway into the Tees Valley fit for the 21st Century that could accommodate future demands for national, regional and local passenger rail services as well as freight; having the overall vision established enabled the project to be developed and delivered in stages; some elements had already commenced with a new bridge linking the station with Central Park which opened in 2019; the project sought to secure and encapsulate wider regeneration opportunities in the area to better connect the station with the Town Centre and Central Park; provided further detail on the project and an update on how the project linked to the Cattle Market site, Victoria Road and linked to the Town Centre and Central Park; and stated that a substantial element of the project would be funded by TVCA with a sum of £25m allocated to enable and deliver elements of the project with a business case being progressed to Government for the balance of funding.

It was reported that the land acquisition and enabling stages, in the form of transport interchanges and parking provision, would be delivered by TVCA and this Council; the latter rail and station development would be delivered in partnership with Network Rail; and that the Project would be carried out under the terms of collaboration between this Council and the TVCA.

Discussion ensued on the multi-modal interchange and the importance of getting this part of the scheme right; the funding of the project, in particular, funding from the Department for Transport for the latter stages of the project; access to the new platforms for the disabled; the visibility and impact of the multi storey car park on the sky line; the impact of the proposals on the residents and businesses in the area; and the support available to those businesses and residents.

RESOLVED - (a) That the concept and vision for the Darlington Station Improvement project, as outlined in the submitted report, be agreed.

(b) That it be agreed that the Council entered into a Collaboration Agreement with Tees Valley Combined Authority relating to the Darlington Station Improvement Project and the Director of Economic Growth and Neighbourhood Services be authorised to finalise terms and the Assistant Director of Legal and Governance, be authorised to sign the Agreement.

(c) That the Director of Economic Growth and Neighbourhood Services, after consultation with the Assistant Director of Legal and Governance, be authorised to agree to enter into any appropriate contractual extensions or variations relating to the Agreements.

(d) That the land assembly strategy, as detailed at Appendices 1, 2 and 3 of the submitted report, be endorsed.

(e) That the Director of Economic Growth and Neighbourhood Services be authorised to acquire land interests, the extent of which are shown in Appendix 1.2 of the submitted report, pursuant to section 120 of the Local Government Act 1972.

(f) That the Assistant Director - Law and Governance be authorised to complete all necessary documentation with acquisitions being subsequently reported to Cabinet in further update reports on the Project.

(g) That it be agreed in principle for the Council to use its Compulsory Purchase Order (CPO) powers under section 226 (1)(a) of the Town and Country Planning Act 1990 to acquire land interests within the agreed extents, as shown in Appendix 1.2 of the submitted report, that cannot be acquired by agreement/private treaty and thereby embarking on the formalities necessary for the making of the CPO and that following the preparation of the CPO a further report requesting a formal resolution to use compulsory purchase powers be made and to make an application for any other statutory orders that may be required.

(h) That £350k be released from the Council's Economic Growth and Investment Fund for the demolition and making safe of the cattle market to be progressed as soon as practicable upon vacant possession, and that the site be made available for

a temporary purpose (if required) whilst a masterplan is developed.

(i) That up to £25m of approved funding from TVCA, be released, subject to release by TVCA following successful business case sign-off in accordance with the TVCA assurance framework, and the Director of Economic Growth and Neighbourhood Services be authorised to fund the acquisitions and / or procurement of goods/works and services in accordance with the Contract Procedure Rules.

REASONS - (a) To progress delivery of the vision for Darlington Station Improvement Project.

(b) The Agreements and delegations enable acquisitions and project development to be made with appropriate governance and financial mechanisms to ensure successful delivery of a fully funded scheme.

C104 CALENDAR OF COUNCIL AND COMMITTEE MEETINGS 2020/21

The Leader introduced the report of the Managing Director (previously circulated) requesting that consideration be given to the Calendar of Council and Committee Meetings for the 2020/21 Municipal Year (also previously circulated).

RESOLVED - That the Calendar of Council and Committee Meetings 2020/21, attached as an Appendix to the submitted report, be approved, and the proposed dates for the meetings of Council be referred to the Annual Council meeting scheduled to be held on Thursday 14 May 2020, for approval.

REASON - To ensure that the calendar of meetings is approved for the forthcoming municipal year.

C105 TOWN FUNDS

The Leader introduced the report of the Managing Director (previously circulated) updating Cabinet on the potential for the Council to receive up to £25m of government funding to improve the economy in Darlington and requesting that consideration be given to the establishment of the Darlington Town Deal Board.

It was reported that the government had invited a number of towns, including Darlington, to apply for funding of up to £25m to improve their economies; as part of the invitation to bid, the Council had been awarded £173,029 to assist in the development of the bid to the Fund; the government had produced a Prospectus for the Fund which gave general and specific guidance on issues relating to the process; and stated that one of the requirements was the establishment of a Town Deal Board, which was required to meet before 31 January 2020.

The submitted report stated that the Leader and the Managing Director had constituted a Board of relevant partners and individuals to ensure it met the Government's deadline; requested that consideration be given to retrospective approval to the establishment of the Board; stated that the Board had met on 27 January 2020; and stated that the Board would assist in the development of the bid but that all final decisions on the bid and implementation, if successful, would be the responsibility of the Cabinet.

RESOLVED - (a) That the potential government funding of up to £25m to improve Darlington's economy, as detailed in the submitted report, be noted.

(b) That the establishment and membership of the Darlington Town Deal Board, as detailed in the submitted, be approved.

(c) That further reports on the bid be submitted to future meetings of Cabinet.

REASONS - (a) To meet the requirements of guidance and to engage partners in the development of the bid.

(b) To allow Cabinet to contribute to the bid development and approve the bid.

C106 PROJECT POSITION STATEMENT AND CAPITAL PROGRAMME MONITORING - QUARTER 3 2019/20

The Cabinet Member with the Resources Portfolio introduced the report of the Managing Director and Director of Economic Growth and Neighbourhood Services (previously circulated) providing a summary of the latest Capital resource and commitment position, to inform monitoring of the affordability and funding of the Council's capital programme; an update on the current status of all construction projects currently being undertaken by the Council; and requesting that consideration be given to a number of changes to the programme.

The submitted report stated that the projected outturn of the current Capital Programme was £225.203m against an approved programme of £225.773m; the investment was delivering a wide range of improvements to the Council's assets and services; the programme, including commitments, remained affordable; the Council had 36 live projects, with an overall project outturn value of £82.770m, the majority of which were running to time; and that the projects were managed either by the Council's in-house management team, a Framework Partner or by Consultants source via an open/OJEU tender process.

RESOLVED - (a) That the attached status position on construction projects, as detailed in the submitted report, be noted.

(b) That the projected capital expenditure and resources, as detailed in the submitted report, be noted.

(c) That the adjustments to resources, as detailed in paragraph 20 of the submitted report, be approved.

REASONS - (a) To inform Cabinet of the current status of construction projects.

(b) To make Cabinet aware of the latest financial position of the Council.

(c) To maintain effective management of resources.

C107 REVENUE BUDGET MONITORING 2019/20 - QUARTER 3

The Cabinet Member with the Resources Portfolio introduced the report of the Managing Director (previously circulated) providing an up-to-date forecast of the 2019-20 revenue budget outturn as part of the Council's continuous financial management process.

The submitted report stated that the latest projection showed an overall improvement against the Medium Term Financial Plan (MTFP) of £0.545m which was a increase of £0.670m from the position reported at Quarter 2 (Minute C73/Nov/19 refers); the positive change was primarily due to improvements in Adult Services of £0.745m and receipt of additional income from the Council's Joint Venture Investment Returns of £0.105m; and that there had been a further decline in Children and Education Services budgets of £0.170m due mainly to increased staffing required to meet the needs of additional children coming in Local Authority Care, along with the subsequent transport requirement.

Particular reference was made, at the meeting, to the overspend in the school transport budget.

RESOLVED - (a) That the forecast revenue outturn for 2019-20, as detailed in the submitted report, be noted.

(b) That the proposed carry forward of resources referred to in paragraphs 16 and 17 of the submitted report, be noted and approved.

(c) That further regular reports be made to monitor progress and take prompt action if necessary.

REASONS - (a) To continue effective management of resources.

(b) To continue to deliver services to agreed levels.

C108 MEMBERSHIP CHANGES - TO CONSIDER ANY MEMBERSHIP CHANGES TO OTHER BODIES TO WHICH CABINET APPOINTS.

There were no membership changes reported at the meeting.

**DECISIONS DATED –
Friday 7 February 2020**

CABINET

Tuesday, 11 February 2020

PRESENT – Councillors Mrs H Scott (Chair), Dulston, Johnson, Marshall, Mills and Tostevin

INVITEES – Councillors Curry, Harker, K Nicholson and Snedker

APOLOGIES – Councillors Crudass

ALSO IN ATTENDANCE – Councillors Ali, Bartch, Clarke, Mrs Culley, Heslop, Howarth, B Jones, Mrs D Jones, Lee, McCollom, McEwan and Wallis

C109 DECLARATIONS OF INTEREST.

In respect of Minute C111(4) below, the Assistant Director Law and Governance reported at the meeting that the Managing Director, Darlington Borough Council, had granted a general dispensation to all Cabinet Members, as they may have interests in particular aspects of the Local Plan, that potentially could have consequential implications for themselves, their work places, spouses, partners, civil partners or family members under grounds Section 33 (a), (b), (c), (d) and (e) of the Localism Act 2011, to allow them to participate fully at meetings of Cabinet, when the Local Plan was being considered.

C110 TO HEAR RELEVANT REPRESENTATION (FROM MEMBERS AND THE GENERAL PUBLIC) ON ITEMS ON THIS CABINET AGENDA.

In respect of Minute C111(4) below, representations were made by members of the public in attendance at the meeting.

C111 KEY DECISIONS:-

(1) MEDIUM TERM FINANCIAL PLAN

Pursuant to Minute C94(1)/Jan/20, the Leader introduced the report of the Chief Officers Executive (previously circulated) proposing a Medium Term Financial Plan (MTFP) for 2020/21 to 2023/24 including setting a budget and council tax increase for 2020/21, to Council for approval on 20 February 2020.

The submitted report stated that over the last decade, the Council had faced significant challenges following the economic downturn and reduction in public sector spending; to date the Council had been successful in responding to those challenges but there were still financial pressures to be faced, particularly in respect of a growing elderly population and pressure in the children's social care sector; the draft Local Government Finance Settlement (LGFS) had been received on 20 December 2019; the settlement was in line with the Chancellors spending review announcement with the continuation of Revenue Support Grant (RSG) and New Homes Bonus (NHB), additional social care monies of £2m and the ability to raise income for Adult Social Care through the precept; as the settlement was for one year only assumptions had

been made in regard to future years funding; and outlined the proposed amendments to the draft MTFP.

It was reported that the Council undertook a significant consultation exercise in 2016, following an in-depth and detailed review of all services which resulted in the agreement of a Core Offer budget which allowed for a small futures fund allocated to discretionary services; in subsequent MTFP's the Council had agreed to use unallocated balances of £4.7m to invest in five areas which held great value to the community; although the Core Offer remained challenging, an additional £1.8m had been allocated to bolster the Futures Fund themes whilst retaining usable balances of £3.683m; and that the Council's financial position was robust with a four year balanced MTFP with funds available for investment which would be delegated to Cabinet.

Details of the projected expenditure and income, budget pressures and savings, schedule of fees and charges, assumptions used to prepare estimates, projected Revenue Outturn 2019/20, assessment of risk balances, and comments from the Economy and Resources Scrutiny Committee, were also appended to the submitted report.

RESOLVED - That the Revenue Medium Term Financial Plan, as set out in Appendix 7 of the submitted report, be approved and recommended to the special meeting of Council on the 20 February 2020 including:-

- (a) a Council Tax increase of 1.99 per cent plus the two per cent adult social care precept to fund social care for 2020/21 totalling 3.99 per cent;
- (b) the schedule of charges, as set out in Appendix 3 of the submitted report; and
- (c) the Futures Fund investment of £1.8m, as set out in paragraph 61 of the submitted report.

REASONS - (a) The Council must set a budget for the next financial year.

(b) To enable the Council to continue to plan services and finances over the medium term.

(c) To ensure decisions can be made in a timely manner.

(2) DARLINGTON CAPITAL STRATEGY

Pursuant to Minute C94(2), the Leader introduced the report of the Chief Officers Executive (previously circulated) setting out the Council's proposed Capital Strategy for 2020/21 incorporating the capital programme priorities.

The submitted report stated that the revised Prudential Code and Capital Finance in Local Authorities 2017 required every Council to publish a Capital Strategy and to review it on an annual basis; the Council published its first strategy in 2019/20; the Strategy was an evolving document which would grow over time; this year the Capital Programme (also previously circulated) had been added for approval; and that the

Capital Programme included the current agreed programme and proposed priorities for investment.

It was reported that the Strategy provided an overview of how capital expenditure and financing plans were decided upon; provided the framework for the development, management and monitoring of the Council's capital investment plans; focused on core principles that underpinned the Council's four-year capital programme and governance framework which was in place; the Strategy maintained a strong and current link to the Council's priorities and its key strategy documents such as the Treasury Management Strategy, Medium Term Financial Plan and Council Plan; and that no feedback had been received during the consultation period.

RESOLVED - That it be recommended to the special meeting of Council scheduled to be held on 20 February 2020, that:-

- (a) the Capital Strategy for 2020/21 to 2023/24, as detailed at Appendix 1 of the submitted report, be approved; and
- (b) the Capital Programme, as detailed at Appendix 2 of the submitted report, with priorities summarised in Annex A of the submitted report, be approved.

REASONS - (a) To ensure the Council adopts the Prudential Code for Capital Finance 2017.

(b) To enable the Council to invest in its assets.

(c) The Strategy is approved by Council.

(3) HOUSING REVENUE ACCOUNT - MEDIUM TERM FINANCIAL PLAN 2020/21 TO 2023/24

The Cabinet Member with the Health and Housing Portfolio introduced the report of the Director of Economic Growth and Neighbourhood Services (previously circulated) requesting that consideration be given to proposals for the revenue budget, rent levels and service charges for the Council's Housing Revenue Account (HRA) for the financial year 2020/21 in the context of the HRA Medium Term Financial Plan to 2023/24 and the 30-year Business Plan.

The submitted report stated that the key decision to be made regarding the HRA was the balance between rent and service charge levels and investment in housing stock; it was the first time since 2016/17, that Local Authorities had the discretion to inflate rents by the Consumer Prices Index (CPI) plus one percent, following four years of compulsory reductions; 68 per cent of tenants would have their rent and services charges covered by benefit payments; the Council's rent and service charges tended to be much lower than other Social Landlords operating in Darlington; as Central Government had lifted the borrowing cap on the HRA, the Council could now borrow £9m to fund the housing capital programme, which could be supplemented with Homes England grant; and that the Council intended to build 100 affordable homes per annum for the next 10 years.

Particular reference was made at the meeting to the importance of building social

housing to the best possible standard and to the investment being made in the housing stock.

RESOLVED – That it be recommended to the special meeting of Council at its meeting scheduled to be held on 20 February 2020, that:

- (a) an average weekly rent increase of 2.7 per cent for 2020/21, be implemented, giving an average social rent of £71.30 and affordable rent of £82.55;
- (b) garage rents and service charges, be increased as shown in Table 3 of the submitted report;
- (c) the budget, as detailed at Appendix 1 of the submitted report, be approved;
- (d) the Housing Business Plan, as detailed at Appendix 2 of the submitted report, be agreed;
- (e) that the Director of Economic Growth and Neighbourhood Services be given delegated powers to proceed with new build schemes for affordable rent using the funding, as identified at paragraph 16 of the submitted report; and
- (f) that the Director of Economic Growth and Neighbourhood Services be given delegated powers to acquire dwellings in the private sector as opportunities arise, particularly as part of regeneration initiatives as discussed at paragraph 17 of the submitted report.

REASON - To enable the Council to deliver an appropriate level of service to tenants to meet housing need and to support the economic growth of the Borough through housing development.

(4) BOROUGH OF DARLINGTON PROPOSED SUBMISSION LOCAL PLAN 2016 TO 2036

The Cabinet Member with the Economy and Regeneration Portfolio introduced the report of the Director of Economic Growth and Neighbourhood Services (previously circulated) requesting that consideration be given to the changes to the Darlington Local Plan following the consultation that had been undertaken between 21 June and 2 August 2018; publication of the proposed submission copy of the Local Plan, including the proposed changes, for the statutory six week period to allow representations to be received prior to submission for independent examination; a number of delegated powers to the Director of Economic Growth and Neighbourhood Services, in consultation with the Economy and Regeneration Portfolio Holder; and the revised timetable and process for producing the new Local Plan (including the revision of the Local Development Scheme).

The submitted report stated that an up to date Local Plan was essential to meet the development needs of the Borough and to enable the Council to shape and maintain control of development; the Plan was a framework for growth and aimed at ensuring that Darlington became an even more sustainable location in which people choose to live, work and visit; the Plan provided the Council with the required spatial guidance

and direction to contribute to and enable the structured development of the Borough; outlined the consultation process; provided a summary of the key changes; and outlined the next steps.

Representations were made by members of the public in attendance at the meeting in respect of the Skerningham Strategic Allocation Site and in particular the removal of one of the proposed access roads to the site across Springfield Park; one of the other alternative access roads to the site via Barmpton Lane/Whinbush Way; sites 21 and 392 Elm Tree Farm; the green space at Sparrow Hall Drive; and the additional engagement events held in January 2020 to inform the public and other stakeholders of the results of the traffic remodelling work that had been undertaken in relation to the site. Representation was also made at the meeting to the replacement of Site 009 with Site 403, at Blackwell Grange East, in response to representations made in relation to the historic parkland importance of site 009.

The Leader, Cabinet Member with the Economy and Regeneration Portfolio, Director of Economic Growth and Neighbourhood Services and Head of Planning Policy, Economic Strategy and Environment responded thereon.

RESOLVED - (a) That the recommended changes to the Plan, in response to representations received as highlighted in Appendix 1 and Appendix 2 of the submitted report, be agreed.

(b) That the extra changes to the Plan and Policies Map suggested by officers and as a result of an Inspectors Advisory Visit, undertaken on 4 September 2019, and as highlighted in Appendix 3 of the submitted report, be agreed.

(c) That no further changes be made to the Plan, as detailed in Appendix 4 of the submitted report.

(d) That the changes in relation to the Sustainability Appraisal, as detailed at Appendix 5 of the submitted report, be agreed.

(e) That the Local Development Scheme 2020-2023, as detailed at Appendix 6 of the submitted report, be approved to take immediate effect.

(f) That the Proposed Submission Draft Local Plan be approved for a six-week pre-submission representation period.

(g) That, following the conclusion of the pre-submission representation period, the Director of Economic Growth and Neighbourhood Services, in consultation with the Portfolio holder for Economy and Regeneration Portfolio, be authorised to make any minor editing and formatting changes necessary.

(h) That the Director of Economic Growth and Neighbourhood Services, in consultation with the Portfolio holder for Economy and Regeneration, be authorised to thereafter submit the Proposed Submission Local Plan, including any changes made under (g) above, and other required documents to the Planning Inspectorate for examination.

(i) That the Director of Economic Growth and Neighbourhood Services, in

consultation with the Portfolio holder for Economy and Regeneration, be authorised to ask the Inspector appointed to hold the Examination, to recommend such modifications to the Proposed Submission Local Plan and submission documents as may be necessary to satisfy the requirements as to soundness.

(j) That it be recommended to the Special Council meeting scheduled to be held on 20 February 2020, that the Proposed Submission Local Plan, be approved and be placed on deposit to allow representation and then submitted to the Secretary of State for Independent Examination.

REASONS - (a) Local Planning Authorities must prepare a Local Plan that sets out the local planning policies for their local planning authority area. Government guidance requires that Local Plans must be positively prepared, justified, effective and be consistent with national policy, in accordance with Section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework (NPPF).

(b) The Council is required to have an up to date Local Development Scheme (Planning & Compulsory Act 2004, as amended by Section 111, Localism Act 2011).

C112 PRUDENTIAL INDICATORS AND TREASURY MANAGEMENT STRATEGY REPORT 2020/21

The Cabinet Member with the Resources Portfolio introduced the report of the Managing Director (previously circulated) requesting consideration be given to reviewing the Prudential Indicators and Limits for 2020/21 to 2022/23 relating to capital expenditure and Treasury Management activity; a policy statement relating to the Minimum Revenue Provision; and the Treasury Management Strategy 2020/21, which includes the Annual Investment Strategy for 2020/21

The submitted report outlined the Council's Prudential Indicators for 2020/21 to 2022/23 and set out the expected treasury operations for that period and reported that the expenditure plans, Treasury Management and Prudential Borrowing activities indicated that they were within the statutory framework and consistent with the relevant codes of practice, were prudent, affordable and sustainable and were an integral part of the Council's Revenue and Capital Medium Term Financial Plans.

The submitted report also included a Treasury Management Strategy for 2020/21, covering the Council's debt and investment projections estimates and limits on future debt, expected movements in interest rates and the Council's borrowing and investment strategies for future years. Key objectives of the investment strategy were outlined noting that the primary objective was the safeguarding of the repayment of principal due to the Council, ensuring adequate liquidity of those investments and finally the rate of return on the investment.

RESOLVED – That it be recommended to the special meeting of Council scheduled to be held on 20 February 2020, that:-

(a) the Prudential Indicators and limits for 2020/21 to 2022/23, as summarised in Tables 1 and 2 of the submitted report, be approved;

(b) the Minimum Revenue Provision (MRP) statement as detailed in paragraphs 35 to 39 of the submitted report, be approved.

(c) the Treasury Management Strategy 2020/21 to 2022/23, as summarised in paragraphs 43 to 69 of the submitted report, be approved; and

(d) the Annual Investment Strategy 2020/21, as contained in paragraphs 70 to 109 of the submitted report, be approved.

REASONS - (a) In order to comply with the Prudential Code for Capital Finance in Local Authorities and the Ministry of Housing, Communities and Local Government (MHCLG) guidance on investments.

(b) To comply with the requirements of the Local Government Act 2003.

(c) To approve a framework for officers to work within when making investment decisions.

**DECISIONS DATED –
FRIDAY 14 FEBRUARY 2020**

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**CABINET
03 MARCH 2020**

THE COUNCIL PLAN 2020 - 2023

**Responsible Cabinet Member - Councillor Heather Scott
Leader and all Cabinet Members**

Responsible Director - Chief Officers Executive

SUMMARY REPORT

Purpose of the Report

1. To consider consultation feedback and recommend a Council Plan to Council.

Summary

2. Cabinet agreed the draft Council Plan for consultation on 7 January 2020. All Scrutiny Committees have considered the plan and supported it. Videos about the plan were viewed 18,500 times and displayed on up to 42,000 people's Facebook news feed. 63 detailed surveys were received.
3. There are no changes proposed to the draft plan.

Recommendation

4. It is recommended that Cabinet :-
 - (a) Note the consultation responses (**Appendix 1**).
 - (b) Recommend the Council Plan (**Appendix 2**) to Council.

Reasons

5. The recommendation is to seek approval of the Council Plan.

Chief Officers Executive

Background Papers

No background papers were used in the preparation of this report

Paul Wildsmith : Extension 5828

S17 Crime and Disorder	The Council Plan outlines the council's priorities and objectives in respect of community safety.
Health and Well Being	The Council Plan outlines the council's priorities and objectives in respect of improving the health and wellbeing of residents.
Carbon Impact and Climate Change	The Council Plan outlines the council's priorities and objectives in respect of improving the local environment, including carbon emissions.
Diversity	The Council Plan outlines the council's priorities and objectives in respect of building stronger communities and reducing inequalities across the borough.
Wards Affected	All
Groups Affected	Whole population
Budget and Policy Framework	The Council Plan will form part of the council's policy framework
Key Decision	This is a key decision because following consultation, agreement to the recommendations will result in the Local Authority adopting a plan which will have an effect on the communities living or working in an area comprising two or more wards within the area of the local authority.
Urgent Decision	This is not an urgent decision for Cabinet as it will require adoption by full Council.
One Darlington: Perfectly Placed	The Council Plan is directly aligned to the One Darlington Perfectly Placed priorities and outcomes.
Efficiency	The Council Plan outlines the council's organisational objectives, including improving efficiency.
Impact on Looked After Children and Care Leavers	The Council Plan outlines the council's commitment to ensuring the best outcomes for Looked After Children, and contains a number of objectives and planned actions relating to this target.

MAIN REPORT

Information and Analysis

- Cabinet approved the draft Council Plan for consultation at its meeting on 7 January 2020 and this report presents for Cabinet the results of that consultation.
- All Scrutiny Committees have considered the plan at special meetings in January and the Committees are supportive of the plan.

8. Consultation took place with the public and to raise awareness and gather views. This was supported by a communications plan containing numerous and varied actions to reach as many local people as possible:-
 - (a) A one-page article in the January edition of One Darlington magazine which was delivered to the majority of residential properties across the Borough, signposting residents to the consultation and how to take part.
 - (b) A press briefing with senior councillors and officers which led to coverage in the Northern Echo.
 - (c) Individual videos of Cabinet members discussing their portfolio areas and how they fit in with the Council Plan.
 - (d) A dedicated webpage – www.darlington.gov.uk/councilplan - was set up and has been viewed at least 178 times since it was published.
 - (e) A longer-form video was also created, featuring a cross section of the public encouraging people to engage with the consultation.
9. Collectively, these videos were viewed almost 18,500 times, displayed on the Facebook news feed of up to 42,000 people, shared 60 times and commented on 63 times. The overall reach of the consultation was pleasing but the overall responses disappointing.
10. As a result, 63 survey responses were received, and the full results and analysis are available in Appendix 1.
11. Consultation respondents were asked to provide their views on the Council Plan as a whole using a five-point scale from 'strongly agree' to 'strongly disagree'. 37 respondents provided their views on this question, of which:
 - (a) 21 (57%) agreed or strongly agreed with the Council Plan
 - (b) 6 (16%) disagreed or strongly disagreed with the Council Plan
 - (c) 9 (24%) neither agreed or disagreed with the Council Plan
 - (d) 1 (3%) didn't know
12. Respondents were also asked whether they agreed with each of the four proposed themes. The most popular response for each theme was 'Agree' with the number and proportion of respondents agreeing with each as follows:
 - (a) Growing Darlington's Economy: 41 (65%) respondents agreed
 - (b) Maximising the potential of our young people: 37 (59%) respondents agreed
 - (c) Supporting the most vulnerable in the borough: 35 (56%) respondents agreed
 - (d) Working with communities to maximise their potential: 49 (78%) respondents agreed

13. Respondents were also asked to give their views on the draft vision outlined in the Plan:

“Darlington 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”.

Of the 63 people who responded to the Council Plan consultation:

- (a) 27 (43%) respondents agreed with the proposed vision,
- (b) 21 (33%) disagreed with the proposed vision,
- (c) 10 (16%) of respondents neither agreed or disagreed with the proposed vision,
- (d) 5 (8%) respondents didn't give a view

There were also 19 (30%) free text comments suggesting additions to the proposed vision received in response to this question, which are available in Appendix 1, page 3.

14. Respondents were also asked to state which key actions they felt should not be a priority, and the responses are available in Appendix 1. Respondents were also asked if any other key actions should be made, to which 15 (24%) responded 'Yes'.
15. Given the general support for the plan and low level of responses, despite high visibility with the public, the plan as drafted for consultation at Appendix 2 is recommended to go forward to Full Council for consideration and approval.

Council Plan 2020-23 Public Consultation Feedback Report

Contents

Overview 2

Key Findings 2

 Characteristics of respondents..... 2

 Geographic distribution..... 2

 Protected Characteristics 3

Vision..... 4

 Issues to include..... 4

 Agreement 4

 Disagreement..... 5

Priority Themes..... 6

 Growing Darlington’s Economy..... 6

 Maximising the potential of our young people 7

 Supporting the most vulnerable in the borough..... 8

 Working with communities to maximise their potential 9

Key Actions 10

 Key actions which respondents think should not be priorities..... 10

 Other key actions the council should include..... 20

Council Plan 21

Overview

Public consultation sought views from local residents, businesses and wider stakeholders about the draft council Plan 2020-2023 between 7th January 2020 and 7th February 2020.

The consultation comprised of an online survey, with paper copies and alternative accessible formats available on request, and was widely publicised through social media and communications with the public. Feedback was sought on the Plan as a whole, along with specific questions relating to the proposed themes and key actions, including suggestions for additional commitments the council should include.

This report describes the methodology and presents the findings of the Plan consultation, including quantitative data and analysis of survey responses received including free text comments.

This report will be considered by Cabinet and Full Council in making their decisions about the Council Plan.

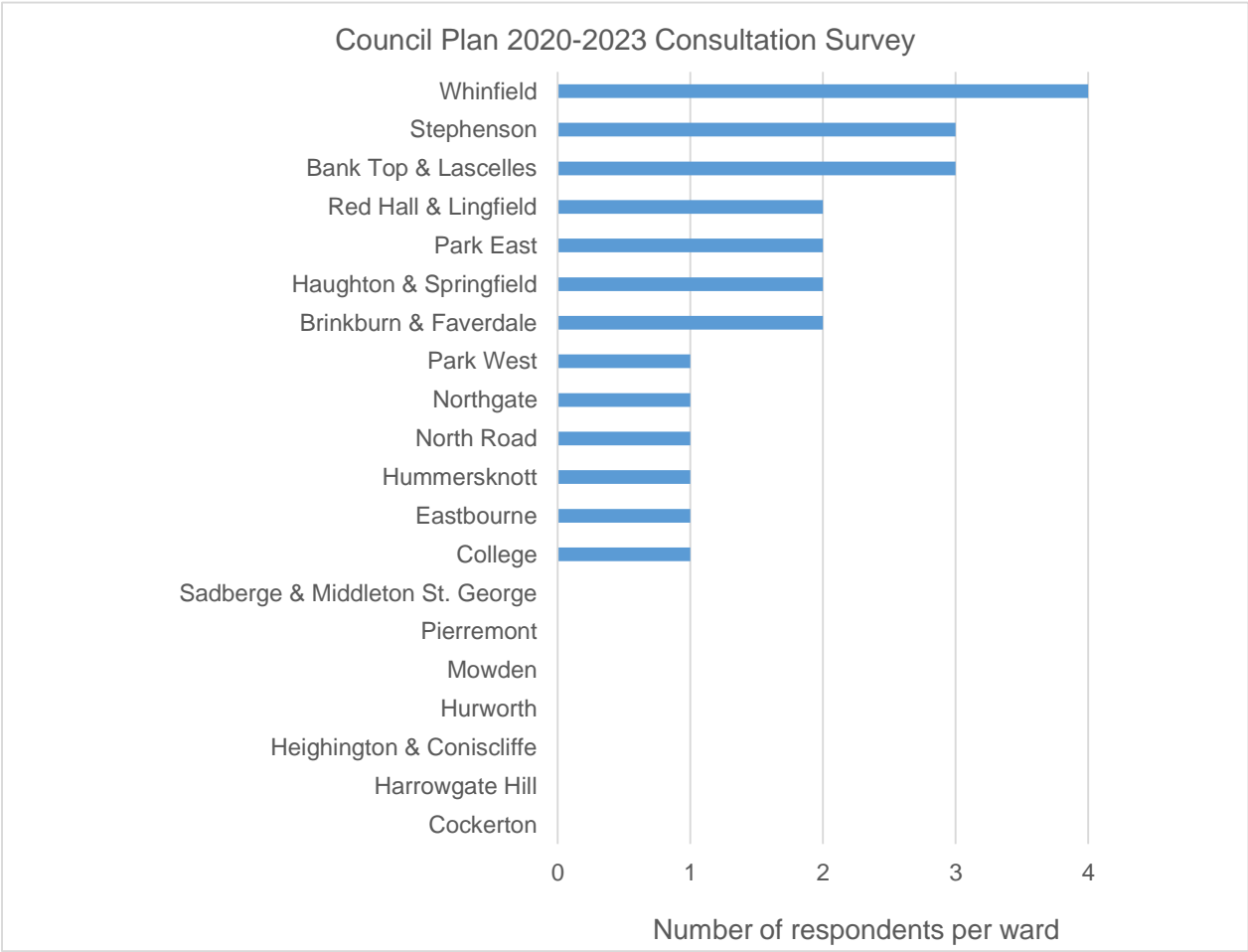
Key Findings

63 responses were received to the Council Plan survey, with 100% of respondents completing the survey online.

Characteristics of respondents

Geographic distribution

26 (41%) of survey respondents gave their postcode. Of these, at least one response was received from residents living in thirteen wards as shown in the below graph.



Protected Characteristics

32 (51%) respondents answered one or more of the equalities monitoring questions. The findings of this section should therefore be treated with caution as they only reflect the characteristics of just over half the total number of respondents.

Sex

Of the 32 (51%) respondents who gave their sex, 66% were female and 34% were male, suggesting females may have been overrepresented and males underrepresented in the survey responses.

Age

Of the 32 respondents (51%) who gave their age:

- 0 were aged under 18 years
- 2 (6%) were aged 18-24 years
- 4 (12%) were aged 25-34 years
- 7 (22%) were aged 35-44 years
- 11 (34%) were aged 45-59 years
- 8 (25%) were aged 60-75 years
- 0 were aged over 75 years

These findings suggest residents aged under 18s and over 75s may have been underrepresented in the survey responses. The proportion of survey responses from residents aged 35 to 75 was higher than these age groups' collective share of the Darlington population, suggesting this groups views may have been overrepresented. Responses from people aged 18-34 closely matched these age groups' proportion of the borough population.

Disability

Of the 32 (51%) respondents who answered this question, 1 (3%) considered themselves to have a disability. This is a smaller proportion than the proportion of Darlington residents who are estimated to have a disability (17%), suggesting residents with disabilities may have been underrepresented in survey responses.

Race

Of the 32 (51%) of respondents who answered this question, 31 (97%) identified themselves as White – UK, higher than the 94% of the borough population estimated to belong to this ethnic group suggesting this group may have been overrepresented in survey responses.

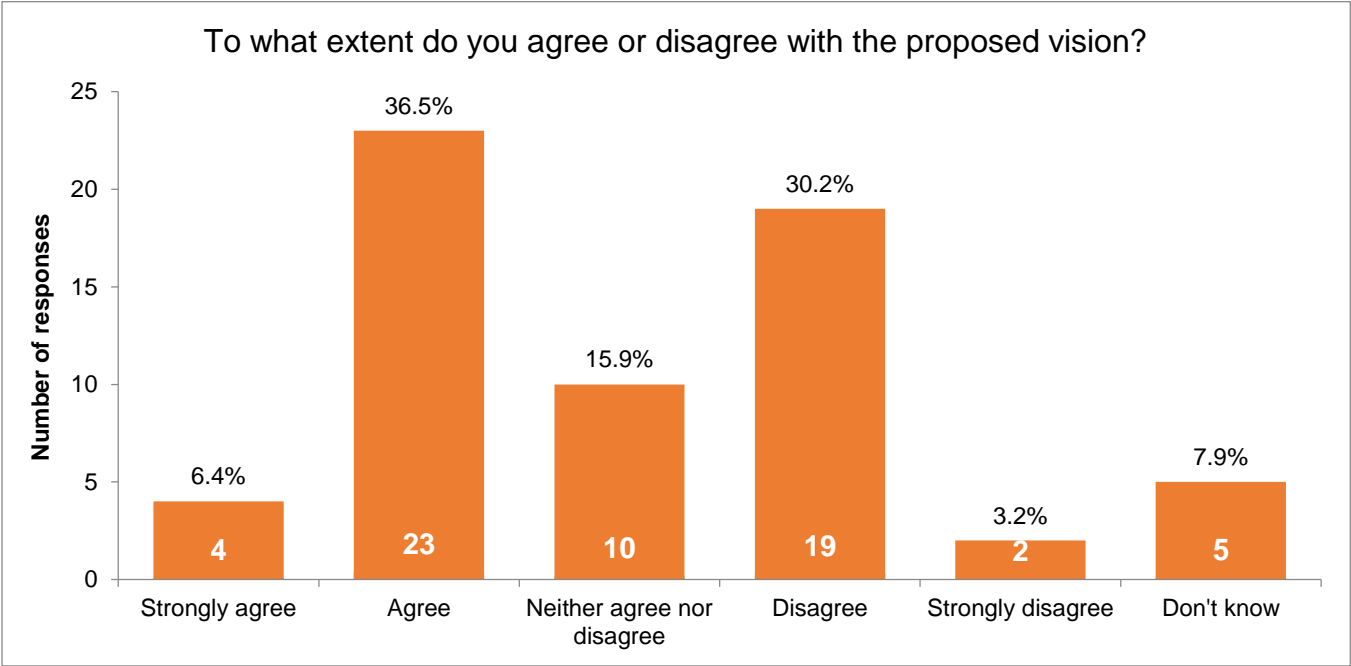
Vision

Survey respondents were asked to give their views on the draft vision outlined in the Plan:

“Darlington 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”.

Of the 63 people who responded to the Council Plan consultation:

- 27 (43%) respondents agreed with the proposed vision,
- 21 (33%) disagreed with the proposed vision,
- 10 (16%) of respondents neither agreed or disagreed with the proposed vision,
- 5 (8%) respondents didn't give a view



There were also 22 free text responses to this question (35% of respondents) which are categorised below¹:

Issues to include

There were 19 comments suggesting additions to the vision, including:

- protecting the environment (5)
- proportionate housebuilding (4)
- the quality of the public realm, including the town centre (3)
- better highways (2)
- more venues for children and young people (1)
- inclusion, support, equality and diversity, including acknowledging more vulnerable groups (1)
- residents' quality of life (1)
- local radio (1)
- supporting and improving communities (1)

Agreement

There were 3 comments in support of the proposed vision:

¹ The number of categorised comments is more than the number of free text responses because some responses included multiple points

- things feel positive (2)
- anything is better than nothing and ideas add up (1)

Disagreement

There were 4 comments against the proposed vision:

- not rooted in fact (1)
- vague (1)
- just the council trying to justify itself (1)
- rarely come to fruition (1)

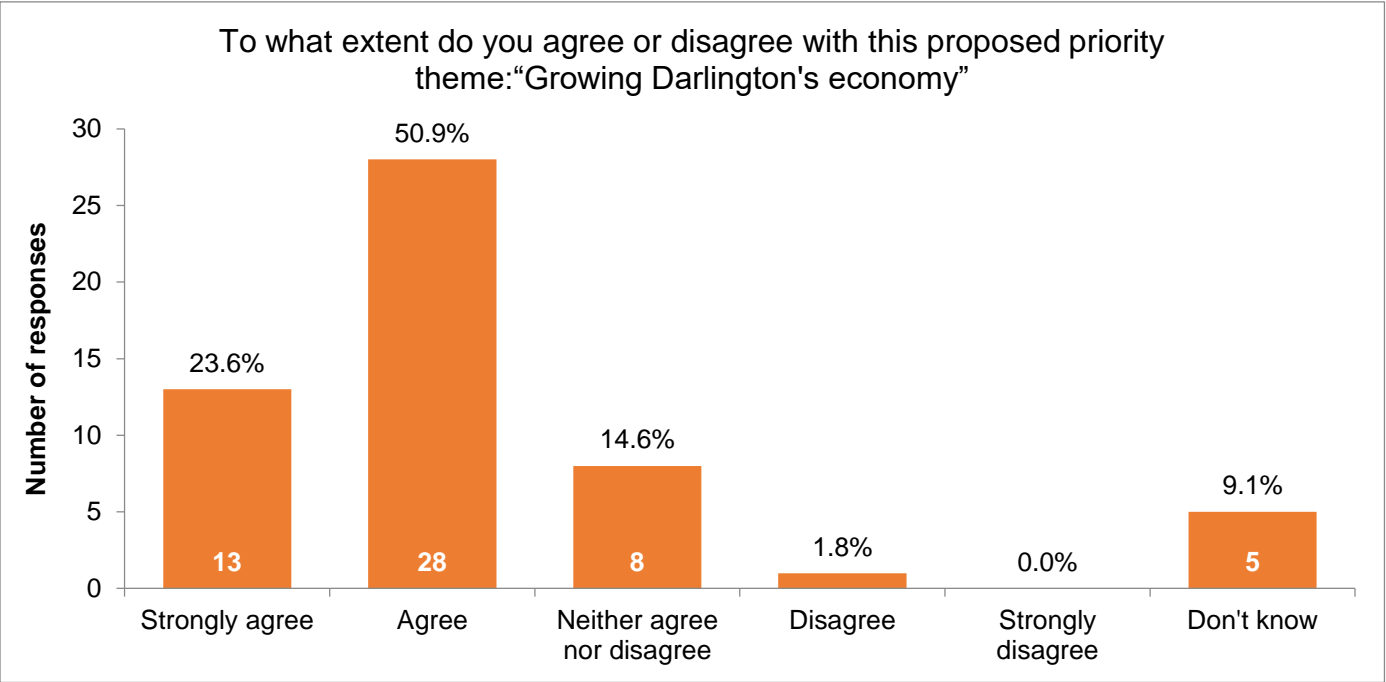
Priority Themes

Growing Darlington's Economy

Survey respondents were asked their views on the proposed priority theme: 'Growing Darlington's economy' using a five point scale from 'strongly agree' to 'strongly disagree'.

Of the 63 people who responded to the Council Plan consultation, 55 (87%) gave a view on this theme. Of those:

- 41 (75%) agreed or strongly agreed with the proposed theme
- 1 (2%) disagreed or strongly disagreed with the proposed theme
- 8 (15%) neither agreed or disagreed with the proposed theme
- 5 (9%) didn't know



There were also 16 free text responses to this question (25% of respondents) which are categorised below:

For/Against

- agree (4)

Suggestions

- Need to attract people to Darlington (2)
- Need more / diverse businesses (2)
- Need good employment opportunities (1)
- Prioritise tourism and rail heritage (1)
- Lower business rates for retailers (1)

Qualifiers

- Must be in conjunction with the environment (2)
- Need to balance the needs of the whole community (1)
- Must be managed and sustainable (1)
- Only in ways that benefit everyone (1)

Other

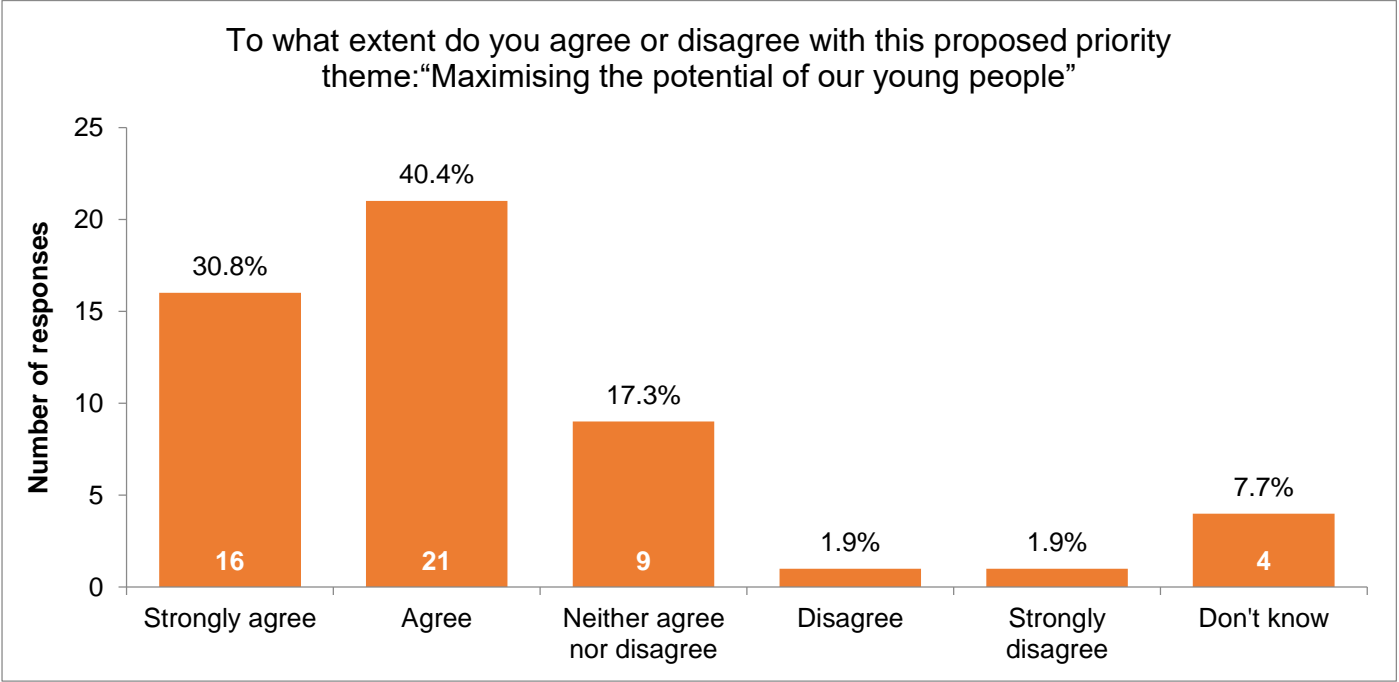
- Doubt the council has the required skills (1)
- Darlington is not the third leading retail centre in the north east (1)

Maximising the potential of our young people

Survey respondents were asked their views on the proposed priority theme: ‘Maximising the potential of our young people’ using a five point scale from ‘strongly agree’ to ‘strongly disagree’.

Of the 63 people who responded to the Council Plan consultation, 52 (83%) gave a view on this theme. Of those:

- 37 (71%) agreed or strongly agreed with the proposed theme
- 2 (4%) disagreed or strongly disagreed with the proposed theme
- 9 (17%) neither agreed or disagreed with the proposed theme
- 4 (8%) didn’t know



There were also 15 free text responses to this question (24% of respondents) which are categorised below:

For/Against

- Agree (5)

Suggestions

- Provide the education, skills and opportunities to succeed (5)
- Improve schools (2)
- Provide suitable leisure offer to keep children and young people occupied (2)
- Provide a central resource listing all groups/events etc. across the borough (1)
- Listen to young people including hard to reach groups (1)
- Motivate young people (1)
- Provide more for 25-35 year olds (1)
- Ensure young people feel well served by their community (1)
- Encourage young people to stay and contribute to Darlington (1)
- Encourage young people to be eco-friendly (1)
- Provide affordable housing for young people (1)
- Ensure young people have a safe place to grow up in (1)

Other

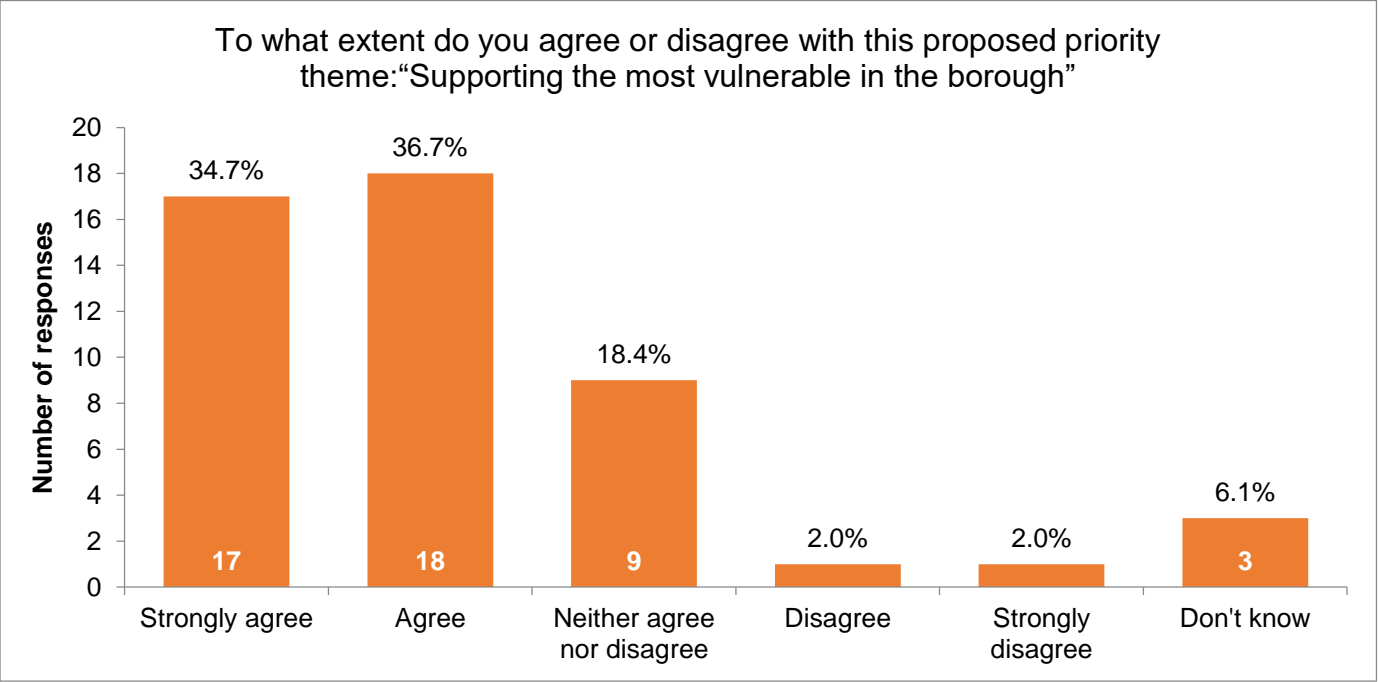
- Doubt the council will achieve anything (1)

Supporting the most vulnerable in the borough

Survey respondents were asked their views on the proposed priority theme: ‘Supporting the most vulnerable in the borough’ using a five point scale from ‘strongly agree’ to ‘strongly disagree’.

Of the 63 people who responded to the Council Plan consultation, 49 (78%) gave a view on this theme. Of those:

- 35 (71%) agreed or strongly agreed with the proposed theme
- 2 (4%) disagreed or strongly disagreed with the proposed theme
- 9 (18%) neither agreed or disagreed with the proposed theme
- 3 (6%) didn’t know



There were also 11 free text responses to this question (17% of respondents) which are categorised below:

For/Against

- Agree (6)
- Disagree (1)

Suggestions

- Don’t leave anyone behind (1)
- Support older people, offenders and homeless people (1)
- Liaise with support services (1)
- More affordable housing (1)
- Raise living standards and health and wellbeing (1)
- Encourage people into employment and to be independent (1)

Other

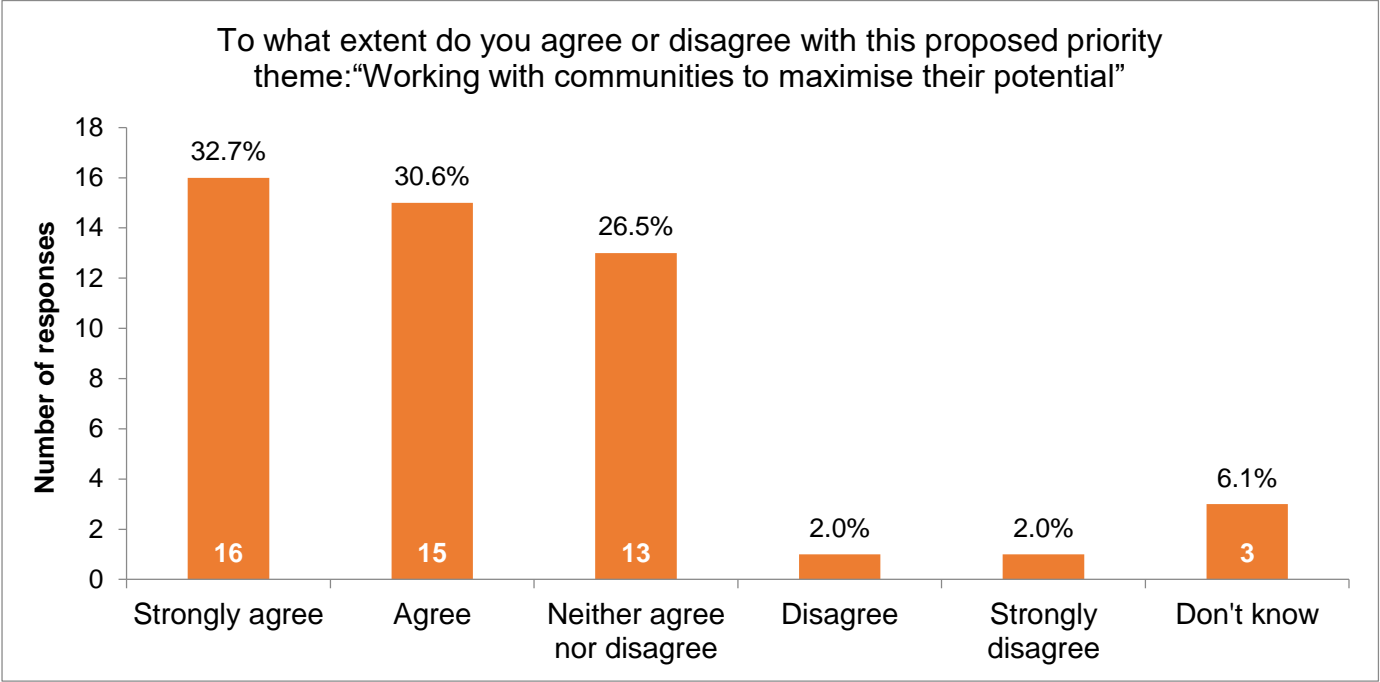
- The way the council go about this is absurd and not helpful (1)
- I have a disabled relative who gets little support (1)
- Do not trust the council to define who the most vulnerable are (1)
- Will likely only be meeting cost pressures in adult social care (1)

Working with communities to maximise their potential

Survey respondents were asked their views on the proposed priority theme: ‘Working with communities to maximise their potential’ using a five point scale from ‘strongly agree’ to ‘strongly disagree’.

Of the 63 people who responded to the Council Plan consultation, 49 (78%) gave a view on this theme. Of those:

- 31 (63%) agreed or strongly agreed with the proposed theme
- 2 (4%) disagreed or strongly disagreed with the proposed theme
- 13 (27%) neither agreed or disagreed with the proposed theme
- 3 (6%) didn’t know



There were also 4 free text responses to this question (6% of respondents) which are categorised below:

For/Against

- Agree (1)
- Disagree (1)

Suggestions

- Improve frontline services (1)
- Protect green spaces (1)

Other

- The only community who ever benefits is the West end (1)

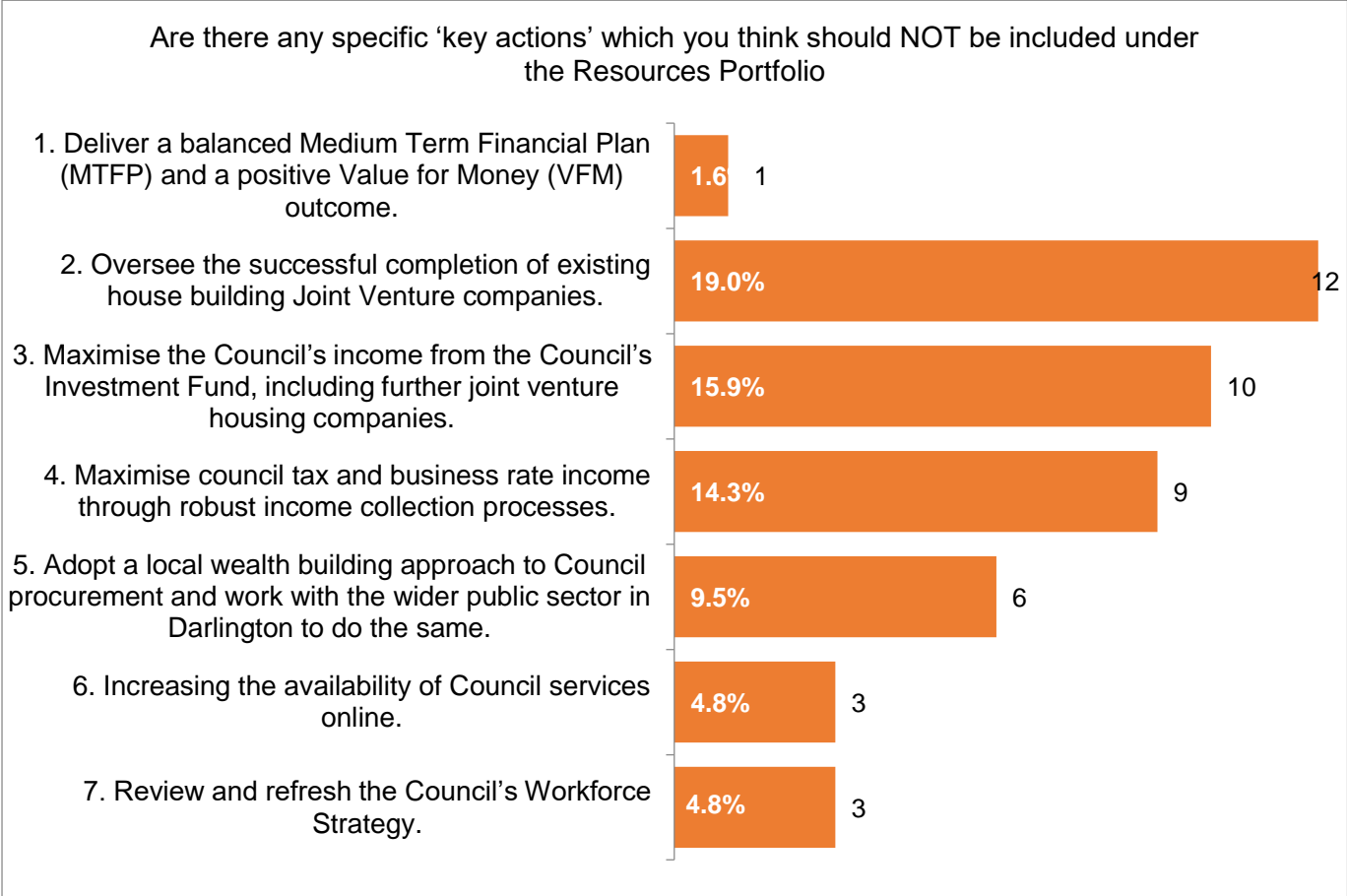
Key Actions

Key actions which respondents think should not be priorities

The survey asked respondents to identify any key commitments which they think should NOT be among the council's highest priorities. Responses are categorised by cabinet portfolio areas below:

Resources

23 (37%) of survey respondents identified one or more of the proposed Resources key actions which they thought should not be corporate commitments, as follows:



There were also 9 free text responses to this question (14% of respondents) which are categorised by commitment number below:

Action 1

- Is an ambition all councils have rather than an action (1)

Action 2

- Insufficient in-house skills (1)
- Joint venture companies should not be mentioned (1)
- Not a necessity and needs more consultation (1)

Action 3

- Insufficient in-house skills (1)
- Do not need more new housing (1)
- Don't want more council income invested in more houses (1)
- Not a necessity and needs more consultation (1)

Action 4

- Can lead to excessive handling of vulnerable people (1)
- Should be picked up through operational improvements rather than a Council Plan priority (1)

- Don't want taxes increased (1)
- Not thinking innovatively how to increase income (1)

Action 5

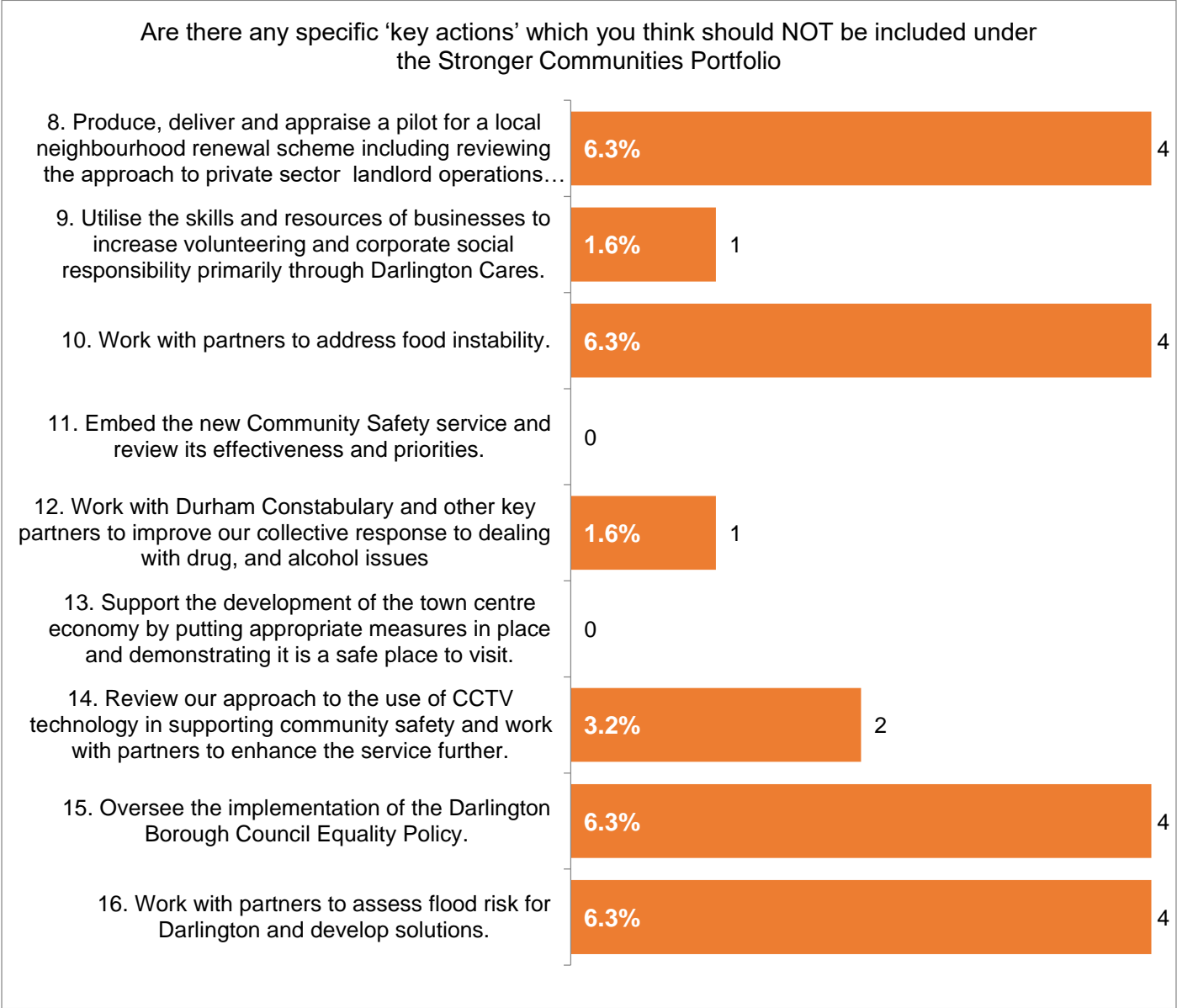
- Not the business the council should be in (1)

Action 6

- Not everyone can or wants to access online services (1)

Stronger Communities

11 (17%) of survey respondents identified one or more of the proposed Stronger Communities key actions which they thought should not be corporate commitments, as follows:



There were also 3 free text responses to this question (5% of respondents) which are categorised by commitment number below:

Action 8

- Waste of time and money (1)

Action 10

- Not something the council should be involved in (1)

Action 14

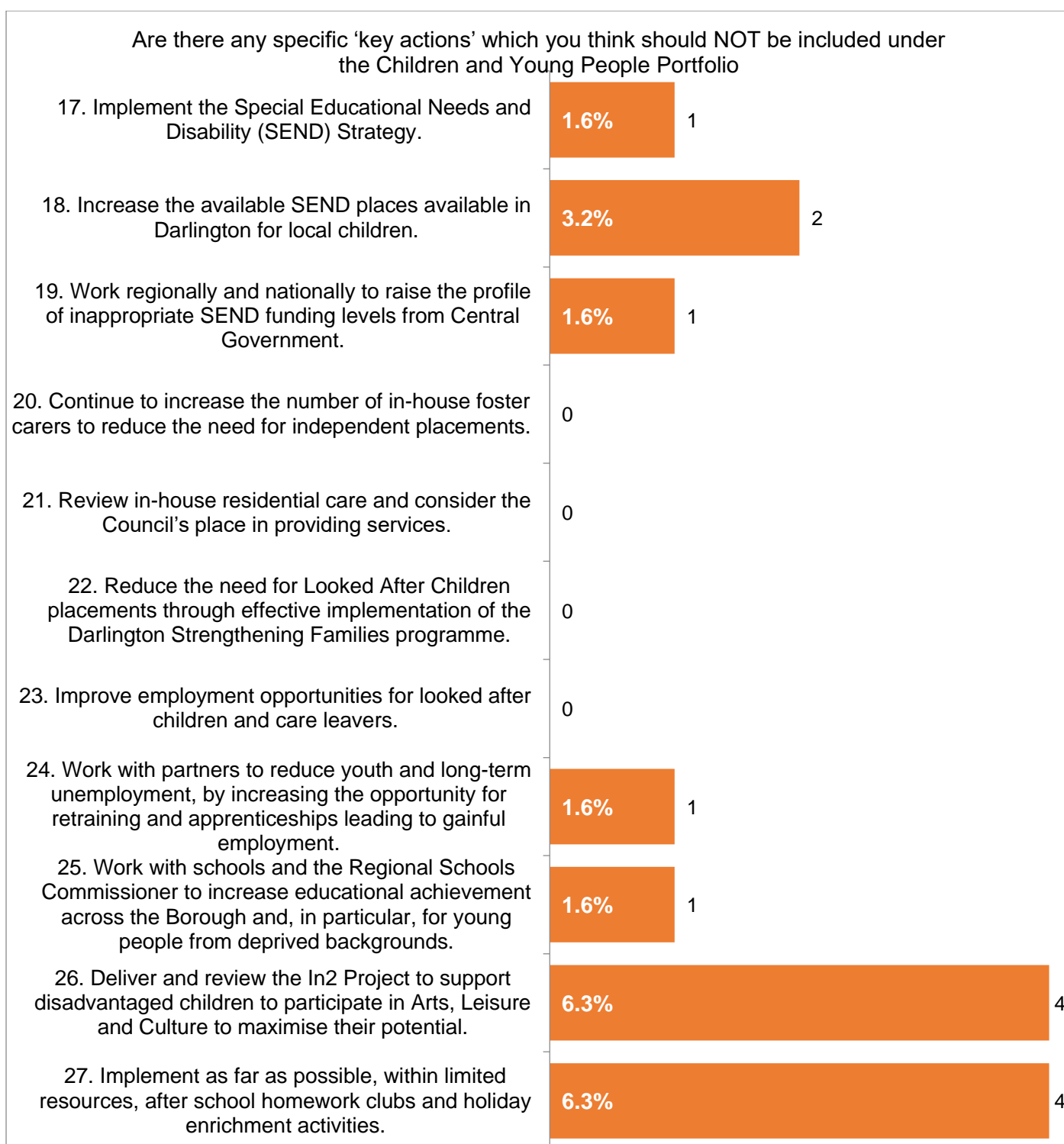
- Needs to be clear any enhancements would not infringe on personal liberty or privacy (1)

Action 16

- Does not fit in (1)

Children and Young People

10 (16%) of survey respondents identified one or more of the proposed Children and Young People Portfolio key actions which they thought should not be corporate commitments, as follows:



There were also 4 free text responses to this question (6% of respondents) which are categorised by commitment number below:

Action 24

- Apprenticeships need to offer a living wage (1)

Action 25

- Emphasis on educational success is based too much on grades and puts too much pressure on students (1)

Action 26

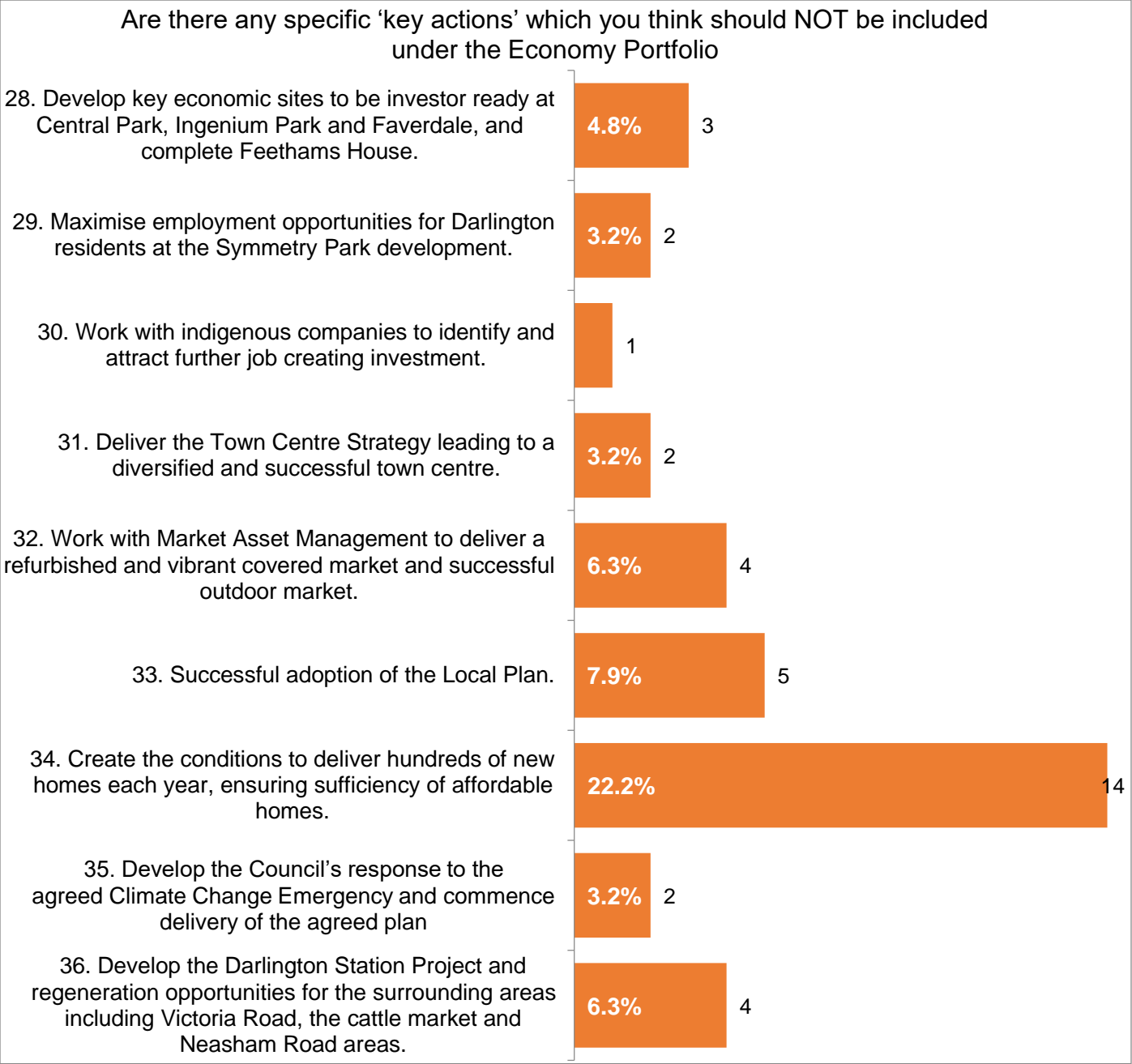
- Parent/caregivers should do more (1)
- SEND is more important (1)

Action 27

- Parent/caregivers should do more (1)
- Children should do homework at home (1)
- Holiday enrichment activities is a good thing (1)
- Environmental opportunities should be created (1)

Economy

18 (29%) of survey respondents identified one or more of the proposed Economy Portfolio key actions which they thought should not be corporate commitments, as follows:



There were also 12 free text responses to this question (19% of respondents) which are categorised by commitment number below:

Action 28

- More should be done to make existing derelict sites good again (1)

Action 29

- Not sure how achievable it is to prioritise Darlington residents (1)
- The road systems need reviewing when developments happen (1)

Action 31

- The Town Centre Strategy is inadequate (1)

Action 32

- The market has had enough money spent on it (1)

Action 33

- The Local Plan is inadequate and does not address the right priorities (1)
- Need to ask residents for their views (2)
- Don't know what it is (1)

Action 34

- We don't need hundreds of new houses each year (3)
- More council homes and less affordable (1)
- Too much building on green field sites (1)
- More needs to be done to improve existing stock, repurpose commercial stock and replace low quality housing with sustainable homes (1)
- Makes Darlington a more unpleasant place to live (1)
- Are these needed? (1)
- Finish current housing developments before starting new ones (1)
- A full housing plan review should take place (1)

Action 35

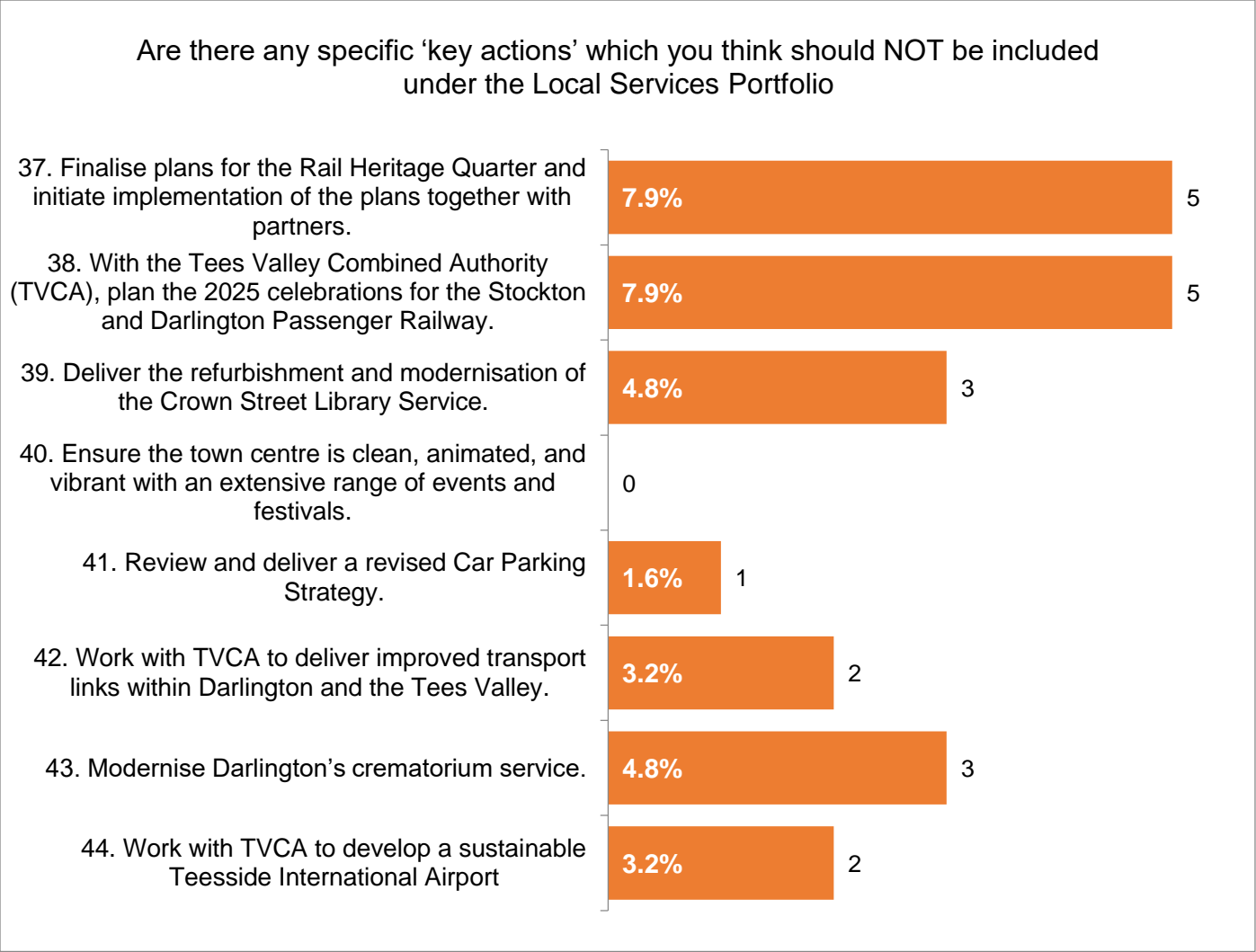
- Stop jumping on bandwagons (1)

Action 36

- Cleaning the back lanes would be better (1)

Local Services

11 (17%) of survey respondents identified one or more of the proposed Local Services Portfolio key actions which they thought should not be corporate commitments, as follows:



There were also 6 free text responses to this question (9% of respondents) which are categorised by commitment number below:

Action 37

- Should be under the Economy portfolio (1)

Action 40

- Should be revised to say all borough (1)

Action 41

- Work towards a car free town centre unless disabled (1)

Action 42

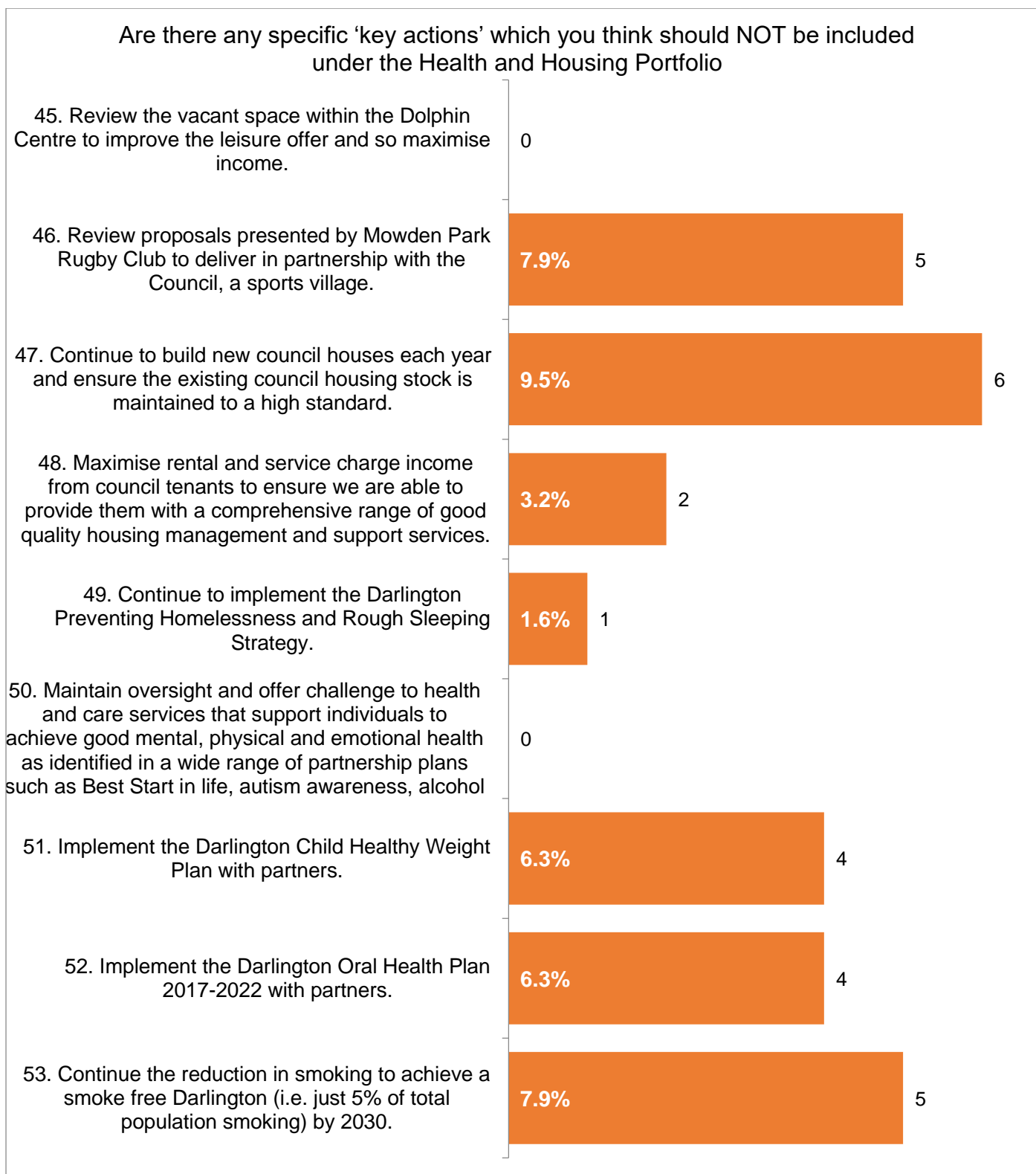
- Should reduce traffic not encourage more (1)
- Not at the expense of residents' quality of life (1)

Action 44

- Has reduced the amount of money for other schemes to support local economy (1)

Health and Housing

15 (24%) of survey respondents identified one or more of the proposed Health and Housing Portfolio key actions which they thought should not be corporate commitments, as follows:



There were also 9 free text responses to this question (14% of respondents) which are categorised by commitment number below:

Action 46

- Not a priority(1)
- Need to see the plans first (1)

Action 47

- Focus on empty properties first (1)
- Too many houses are being built (1)

Action 49

- Need more information (1)
- Shouldn't tell people not to give money to homeless people (1)

Action 51

- It's the parents' responsibility (1)
- What will the council's input be as delivered by partners (1)

Action 52

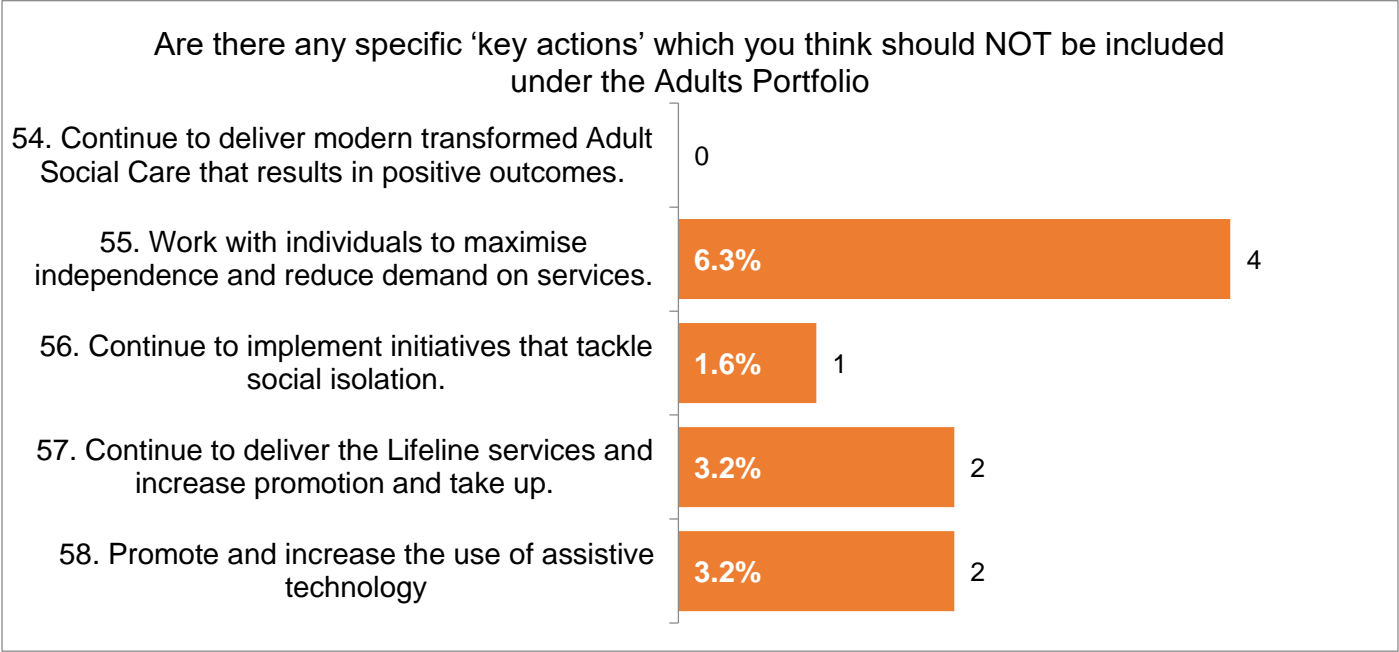
- What will the council's input be as delivered by partners (1)

Action 53

- People should have the choice (1)
- Waste of council time and money (1)
- What will the council's input be as delivered by partners (1)

Adults

8 (13%) of survey respondents identified one or more of the proposed Adults Portfolio key actions which they thought should not be corporate commitments, as follows:



There were also 6 free text responses to this question (9% of respondents) which are categorised by commitment number below:

Action 55

- Within reason and without creating hardship (1)
- Would like to see how the council thinks demand will change in the future (1)
- An innovative approach is required (1)
- Not the best way to phrase it (1)
- Third sector services should increase to support this (1)
- Is this to save money? (1)

Action 57

- Should this be delivered by the Director of Economic Growth? (1)

Other key actions the council should include

Respondents were asked if they think there are other key actions the council should include in the Council Plan 2020-2023. 25 (40%) of respondents gave a view on this question, of which:

- 15 (60%) thought additional key actions are needed;
- 10 (40%) thought no key additional key actions are needed.

The 15 (24%) respondents who felt additional key actions are needed specified these in free text responses which are categorised below:

Resources

There were 3 suggested key actions received relating to Resources:

- More robust oversight of external service providers (1)
- Improve council staff productivity (1)
- Improve and protect frontline services (1)

Stronger Communities

There were 3 suggested key actions received relating to stronger communities:

- Support events that build strong communities (1)
- Work with services that support offenders (1)
- Tackle antisocial behaviour (1)

Local Services

There were 16 suggested key actions received relating to Local Services:

- Protect, maintain and promote green spaces (4)
- Improve traffic management / reduce congestion (3)
- Repair and improve roads (2)
- An integrated public and private transport system (1)
- Tackle speeding (1)
- Introduce cycle lanes and park and ride (1)
- Replace residents' stolen recycling bins (1)
- Improve street cleaning (1)
- Invest in the Head of Steam (1)
- Use neighbourhood venues to promote arts and culture across Darlington (1)

Economy

There were 8 suggested key actions received relating to Economy:

- Ensure oversight of and consult on major projects (2)
- Review housebuilding plans (2)
- Airport development (1)
- Make cattle market relocation a success (1)
- Broadband for all (1)
- Rural economic development options (1)

Miscellaneous

There was 1 suggested key action received which didn't relate to a specific portfolio area:

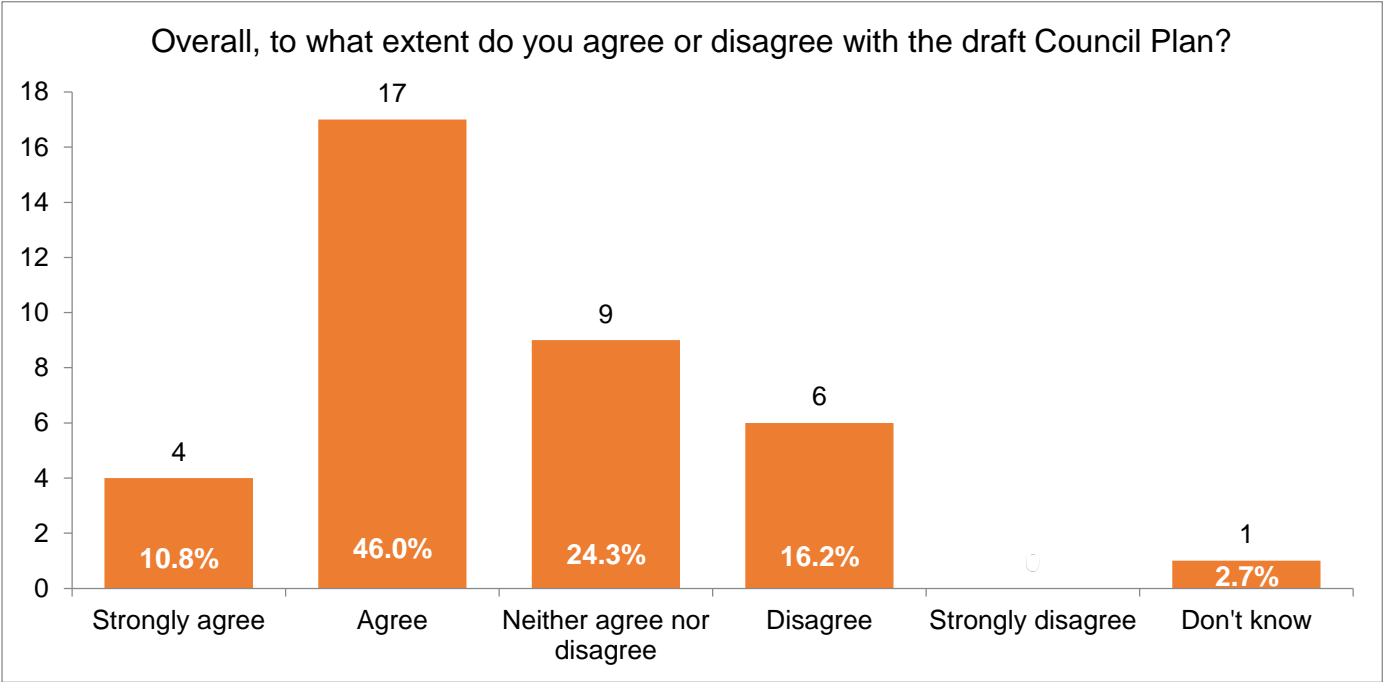
- Include a local radio station (1)

Council Plan

Respondents were asked to what extent they agreed or disagreed with the Council Plan 2020-2023 as whole, using a five point scale from 'strongly agree' to 'strongly disagree'.

Of the 63 people who responded to the Council Plan consultation, 37 (59%) gave a view on this question. Of those:

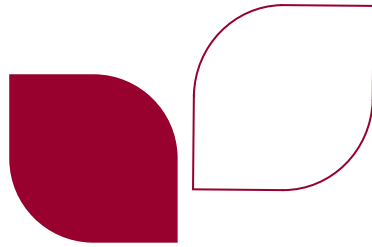
- 21 (57%) agreed or strongly agreed with the Council Plan
- 6 (16%) disagreed or strongly disagreed with the Council Plan
- 9 (24%) neither agreed or disagreed with the Council Plan
- 1 (3%) didn't know



There were also 9 free text responses to this question (14% of respondents) which are summarised below:

- Agree (2)
- Listen to the feedback (2)
- It was produced by the previous administration and should not proceed (1)
- Look forward to seeing progress reports (1)
- Appreciate being consulted(1)
- More detail needed (1)
- Needs more emphasis on safety (1)
- Just a wish list (1)
- Could be good (1)
- Like the design and presentation (1)
- Would be useful to have a plan on a page (1)

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Darlington Borough Council

Delivering success for Darlington



Council Plan 2020-2023





Foreword by the Leader of the Council

Councillor Heather Scott OBE

Welcome to the Council Plan which sets out our vision for the period between now and May 2023. The council's focus over this time will be:

DELIVERING SUCCESS FOR DARLINGTON

And our vision for the borough is:

Darlington 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.

Darlington is a borough of opportunity with much to celebrate and to be proud of. As a borough we outperform many of our North East neighbours, but we want more for Darlington and its residents. We know we cannot rest on our laurels and we must strive for continuous improvement, otherwise we will go backwards. Darlington's economy performs well in terms of attracting private sector investment and delivering economic growth and whilst town centres are facing many challenges Darlington was seen as the third major retail centre in the region after Newcastle and the Metro Centre, according to the North East Chamber of Commerce.

Economic growth is the key lever we have at our disposal to be able to deliver our long-term vision for the borough, and therefore growing Darlington's economy is our top priority.

Duncan Selbie, the Chief Executive of Public Health England, on a visit to Darlington stated "the best thing to improve people's health and wellbeing is a good job and a good home."

By growing the economy we are striving to provide the opportunity for everyone to access a good job and a good home, so they can maximise their potential and play their part in Darlington's success.

You will see from our plan on a page that whilst growing the economy is crucial to delivering our vision, that other key priorities are included; we want to maximise people's potential and support those who need our help.

To **DELIVER SUCCESS FOR DARLINGTON**, the council will create the conditions and opportunities for growth, but it is the private sector from which much of the investment required to deliver growth will come. Our key partner in growing the economy is the Tees Valley Combined Authority, from which much of the funding required to deliver growth will come and be invested in Darlington and the Tees Valley. A thriving Tees Valley economy is important for Darlington's success and so we will continue to work with and support our neighbouring Tees Valley councils.

The plan on a page shows our vision and top priorities with the following pages detailing actions we intend to take between now and May 2023 to deliver our vision and priorities. The plan will be reviewed annually alongside the council's Medium Term Financial Plan, to take account of changing circumstances and to ensure our plans are affordable. The progress against the plan will be reviewed twice a year, along with other key performance indicators by Cabinet and the various scrutiny committees.

The borough's biggest asset is its residents, they make the place what it is and I hope everyone will get behind our plans to make it an even better place. We should all be proud and emphasise the positive benefits of living and working in a great borough.

Councillor Heather Scott OBE
Leader of Darlington Borough Council



Delivering Success for Darlington

THE VISION - Darlington 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.

OUR PRIORITIES

Growing Darlington's Economy

By delivering:

- More sustainable well-paid jobs
- More businesses
- More homes

And we will support economic growth by keeping the borough:

- Clean
- Safe
- Healthy
- Sustainable
- Well-planned
- On the move

Whilst

- Valuing our heritage and culture

MAXIMISE THE POTENTIAL OF OUR YOUNG PEOPLE BY:

- Working with partners to maximise educational achievement
- Working to remove barriers to young people reaching their potential
- Working at a Tees Valley level to match jobs with skills and training.

WORKING WITH COMMUNITIES TO MAXIMISE THEIR POTENTIAL BY:

- Maximising the benefits of a growing economy for all communities
- Targeting services where they are most needed
- Working with partners
- Working with communities.

SUPPORTING THE MOST VULNERABLE IN THE BOROUGH BY:

- Providing care and support when needed
- Working with people to build on their strengths to maximise their potential
- Working with partners.



SUPPORTED BY: A dedicated workforce who are proud to serve the borough and an accessible, effective and engaged council.



Resources Portfolio - Councillor Charles Johnson

This portfolio focuses on ensuring the council is running efficiently, effectively, and is well governed in order to ensure a balanced budget. It has oversight of activities that generate income for the council which in turn is used to enhance the services available to residents. It also encourages local public and private organisations to spend locally to enhance the local economy.



"I have a vision for a council that is financially stable and delivering much needed services and support for the borough."



Key Actions	Lead Director	Lead Officer
Deliver a balanced Medium Term Financial Plan (MTFP) and a positive Value for Money (VFM) outcome	Managing Director	Assistant Director - Resources
Oversee the successful completion of existing house building joint venture companies	Managing Director	Assistant Director - Resources
Maximise the council's income from the council's Investment Fund, including further joint venture housing companies	Managing Director	Assistant Director - Resources
Maximise council tax and business rate income through robust income collection processes	Managing Director	Assistant Director - Housing & Building Services
Adopt a local wealth building approach to council procurement and work with the wider public sector in Darlington to do the same	Managing Director	Director of Darlington Partnership/ Head of Procurement and Principal Lawyer
Increasing the availability of council services online	Managing Director	Head of Strategy, Performance and Communications
Review and refresh the council's workforce strategy	Managing Director	Assistant Director - Resources



Stronger Communities Portfolio - Councillor Jonathan Dulston



"My vision is a borough where the fear of crime and crime is reducing, and where community resilience increases."

This portfolio focuses on creating the conditions for safe and strong communities, often working in partnership with residents and other agencies to identify and address localised and borough-wide issues. The portfolio holder has responsibility for ensuring the council meets its equality and diversity obligations and is the cabinet champion for tackling inequalities in the borough.



Key Actions	Lead Director	Lead Officer
Produce, deliver and appraise a pilot for a local neighbourhood renewal scheme including reviewing the approach to private sector landlord operations to ensure residents are best supported and protected	Director of Economic Growth	Director of Darlington Partnership
Utilise the skills and resources of businesses to increase volunteering and corporate social responsibility primarily through Darlington Cares	Managing Director	Director of Darlington Partnership
Work with partners to address food instability	Managing Director	Director of Darlington Partnership
Embed the new Community Safety service and review its effectiveness and priorities	Director of Economic Growth	Assistant Director - Community Services
Work with Durham Constabulary and other key partners to improve our collective response to dealing with drug and alcohol issues	Managing Director	Director of Public Health
Support the development of the town centre economy by putting appropriate measures in place and demonstrating it is a safe place to visit	Director of Economic Growth	Assistant Director - Community Services
Review our approach to the use of CCTV in supporting community safety and work with partners to enhance the service further	Director of Economic Growth	Assistant Director - Community Services
Oversee the implementation of the council's equality policy	Managing Director	Head of Strategy, Performance and Communications
Work with partners to assess flood risk for Darlington and develop solutions	Director of Economic Growth	Assistant Director - Transport and Capital Projects



Children and Young People Portfolio - Councillor Jon Clarke



“My vision is a borough where young people get the best start in life, can maximise their potential and are safe.”

This portfolio focuses on ensuring that every child in Darlington has the best start in life so that our children and young people can grow and flourish. There are some groups of children who require enhanced and targeted support to achieve their full potential.

Key Actions	Lead Director	Lead Officer
Provide excellent services for children and young people with special educational needs and disability (SEND) - implement a new SEND strategy, increase the number of SEND places in schools and work to raise SEND funding levels from central government	Director of Children and Adult Services	Head of Education and Inclusion
Continue to increase the number of in-house foster carers to reduce the need for independent placements	Director of Children and Adult Services	Assistant Director - Children's Services
Review in-house residential care and consider the council's place in providing services	Director of Children and Adult Services	Assistant Director - Commissioning Performance and Transformation/Assistant Director - Children's Services
Reduce the need for looked after children placements through effective implementation of the Darlington Strengthening Families programme	Director of Children and Adult Services	Assistant Director - Children's Services
Improve employment opportunities for looked after children and care leavers	Chief Officers Executive/ Director of Children and Adult Services	Chief Officers Board
Work with partners to reduce youth and long-term unemployment, by increasing the opportunity for retraining and apprenticeships leading to gainful employment	Director of Children and Adult Services/Director of Economic Growth	Head of Education and Inclusion/Assistant Director - Children's Services/Assistant Director - Economic Growth
Work with schools and the Regional Schools Commissioner to increase educational achievement across the borough and, in particular, for young people from deprived backgrounds	Director of Children and Adult Services	Head of Education and Inclusion
Deliver and review the In2 Project to support disadvantaged children to participate in Arts, Leisure and Culture to maximise their potential	Director of Economic Growth/ Director of Children and Adult Services	Assistant Director - Community Services/ Assistant Director - Children's Services/ Head of Education and Inclusion
Implement as far as possible, within limited resources, after school homework clubs and holiday enrichment activities	Managing Director	Director of Darlington Partnership

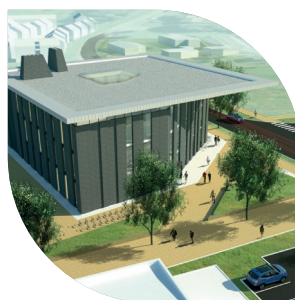


Economy Portfolio - Councillor Alan Marshall



"My vision is a borough where economic growth is high and the benefits are enjoyed by all residents."

This portfolio focuses on growing the local economy and the implementation of a long term plan (known as the Local Plan) for the development of the borough. There is a focus on creating the conditions to attract new businesses and to help our indigenous businesses grow in order to maximise employment opportunities for Darlington residents.



Key Actions	Lead Director	Lead Officer
Develop key economic sites to be investor ready at Central Park, Ingenium Park and Faverdale, and complete Feethams House	Director of Economic Growth	Assistant Director - Economic Growth/ Assistant Director - Transport and Capital Projects
Maximise employment opportunities for Darlington residents at the Symmetry Park development	Director of Economic Growth	Assistant Director - Economic Growth
Work with indigenous companies to identify and attract further job creating investment	Director of Economic Growth	Assistant Director - Economic Growth
Deliver the Town Centre Strategy leading to a diversified and successful town centre	Director of Economic Growth	Assistant Director - Economic Growth
Work with Market Asset Management to deliver a refurbished and vibrant covered market and successful outdoor market	Director of Economic Growth	Assistant Director - Economic Growth
Successful adoption of the Local Plan	Director of Economic Growth	Assistant Director - Economic Growth
Create the conditions to deliver hundreds of new homes each year, ensuring sufficiency of affordable homes	Director of Economic Growth	Assistant Director - Economic Growth
Develop the council's response to the agreed Climate Change Emergency and begin delivery of the agreed plan	Director of Economic Growth	Assistant Director - Economic Growth
Develop the Darlington Station project and regeneration opportunities for the surrounding areas including Victoria Road, the cattle market and Neasham Road areas	Director of Economic Growth	Assistant Director - Transport and Capital Projects



Local Services Portfolio - Councillor Heather Scott



"My vision is 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 develops options to reduce carbon emissions in the borough."

This portfolio focuses on ensuring we have the right balance of high quality services and events to meet the needs and expectations of a wide range of local people. This involves modernising a number of our key public buildings, creating the conditions for a thriving and vibrant town centre, planning and celebrating our rail heritage, regeneration of Darlington station and the surrounding area, and working with partners improve transport links.



Key Actions	Lead Director	Lead Officer
Finalise plans for the Rail Heritage Quarter and initiate implementation of the plans together with partners	Director of Economic Growth	Assistant Director - Community Services
With the Tees Valley Combined Authority (TVCA), plan the 2025 celebrations for the Stockton and Darlington Passenger Railway	Director of Economic Growth	Assistant Director - Community Services
Deliver the refurbishment and modernisation of the Crown Street Library service	Director of Economic Growth	Assistant Director - Community Services
Ensure the town centre is clean, animated, and vibrant with an extensive range of events and festivals	Director of Economic Growth	Assistant Director - Community Services
Review and deliver a revised car parking strategy	Director of Economic Growth	Assistant Director - Transport and Capital Projects
Work with TVCA to deliver improved transport links within Darlington and the Tees Valley	Director of Economic Growth	Assistant Director - Transport and Capital Projects
Modernise Darlington's crematorium service	Director of Economic Growth	Assistant Director - Community Services
Work with TVCA to develop a sustainable Teesside International Airport	Director of Economic Growth/ Managing Director	Assistant Director - Economic Growth



Health and Housing Portfolio - Councillor Kevin Nicholson



"My vision is a borough where people enjoy productive, healthy lives. They will have access to excellent leisure facilities and recognising the importance of having a home, there will be access to quality social housing."

This portfolio focuses on helping people across the borough to live long and healthy lives. It looks at the facilities available to help people keep fit and healthy, services that help people to be physically and mentally well, the provision of high quality council housing and the prevention of homelessness.



Key Actions	Lead Director	Lead Officer
Review the vacant space within the Dolphin Centre to improve the leisure offer and so maximise income	Director of Economic Growth	Assistant Director - Community Services
Review proposals presented by Mowden Park Rugby Club to deliver in partnership with the Council, a sports village	Director of Economic Growth	Assistant Director - Economic Growth
Continue to build new council houses each year and ensure the existing council housing stock is maintained to a high standard	Director of Economic Growth	Assistant Director - Housing and Building Services
Maximise rental and service charge income from council tenants to ensure we are able to provide them with a comprehensive range of good quality housing management and support services	Director of Economic Growth	Assistant Director - Housing and Building Services
Continue to implement the Darlington Preventing Homelessness and Rough Sleeping Strategy	Director of Economic Growth	Assistant Director - Housing and Building Services
Maintain oversight and offer challenge to health and care services that support individuals to achieve good mental, physical and emotional health as identified in a wide range of partnership plans such as Best Start in life, autism awareness, alcohol plan, suicide prevention, healthy workforce, and ageing well	Director of Children and Adult Services	Director of Public Health
Implement the Darlington Child Healthy Weight Plan with partners	Director of Children and Adult Services	Director of Public Health
Implement the Darlington Oral Health Plan 2017-2022 with partners	Director of Children and Adult Services	Director of Public Health
Continue the reduction in smoking to achieve a smoke free Darlington (i.e. just 5% of total population smoking) by 2030	Director of Children and Adult Services	Director of Public Health



Adults Portfolio - Councillor Rachel Mills

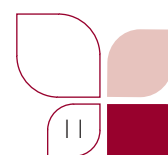


“My vision is a borough where vulnerable adults can be helped and supported to maximise their independence and enjoy life to the full, and where care services are available to those in need.”

This portfolio focuses on supporting the most vulnerable adults in our society and helping them remain in their own homes by maximising their independence. Adult services will continue find creative and innovative ways to deliver good outcomes for our most vulnerable residents.



Key Actions	Lead Director	Lead Officer
Continue to deliver modern transformed Adult Social Care that results in positive outcomes	Director of Children and Adult Services	Assistant Director - Adult Social Care/ Assistant Director - Commissioning Performance and Transformation
Work with individuals to maximise independence and reduce demand on services	Director of Children and Adult Services	Assistant Director - Adult Social Care
Continue to implement initiatives that tackle social isolation	Director of Children and Adult Services	Assistant Director - Commissioning Performance and Transformation
Continue to deliver the Lifeline services and increase promotion and take up	Director of Economic Growth	Assistant Director - Housing and Building Services
Promote and increase the use of assistive technology	Director of Children and Adult Services	Assistant Director - Housing and Building Services





CABINET
3 MARCH 2020

LOCAL TRANSPORT PLAN

Responsible Cabinet Member - Councillor Heather Scott
Leader and Local Services Portfolio

Responsible Director - Ian Williams
Director of Economic Growth and Neighbourhood Services

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2019/20 and seeks approval for the 2020/21 programme. It also provides an update on the development of the Tees Valley Strategic Transport Plan and the proposed framework for consultation on the Darlington Local Implementation Plan.

Summary

2. In terms of delivery of the transport capital programme the Council has substantially completed the National Productivity Investment Plan funded programme of schemes which are improving access to the Eastern Growth Zone. The Sustainable Access to Employment programme has funded the Allington Way cycle route, completed in February 2020, and a funding application has been submitted for the 'Rethinking Victoria Road' scheme. Additional Council funding has been used to tackle the condition of the unclassified road network, mainly in residential streets.
3. The performance and public satisfaction information provides an overview of the condition and use of the highway network and travel system and people's attitudes to the services we and other transport providers supply. Travel by bus continues to decline, whilst rail travel is increasing. The number of casualties resulting from road traffic accidents continues to decline whilst the volume of traffic on the roads continues to grow. However, there is a pattern of increased serious casualties which is being analysed. The additional investment in maintaining the unclassified road network is now evident in the condition data with a significant improvement in the quantum of unclassified roads requiring further investigation/maintenance from 16% down to 8% and significantly less potholes across the borough needing repair.
4. Generally public satisfaction with transport and highways is positive with Darlington scoring above the national average across all categories in the annual independent survey undertaken by National Highways and Transport Network. Across the north east region Darlington scores the highest for Road Safety Education and Road Safety Environment, Public Transport Information, Pavements/Footpaths (aspects) and Highway Enforcement/ Obstructions.

5. Looking forward the report sets out the available funding for 2020/21 and the potential to bid for further funding from the Pinch Point Fund, which is a proposed series of improvements on the A68.
6. The Council submitted a bid to Department for Transport for additional highways maintenance funding, which would be a focussed improvement on the A68 corridor. Announcements were expected before Christmas, but these have been delayed.
7. The Tees Valley Combined Authority has approved the Strategic Transport Plan 2019-2029 and its subsidiary documents for Bus, Rail, Freight, Road and Walking and Cycling. These plans will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.
8. Each of the five constituent local authorities now needs to produce a Local Implementation Plan to set out how the local policies and programmes will support the delivery of the Strategic Transport Plan and deliver local transport to meet the local priorities. Darlington has set out a framework as the basis for consultation in **Appendix A**. Other plans will need to be reviewed to reflect and support the ambitions set out in the Local Implementation Plan. This will include the Rights of Way Improvement Plan, Parking Strategy, Speed Management Strategy and Asset Management Plan.
9. A number of changes to town centre car parking charges were introduced on 1 November 2019, following approval by Cabinet (8 October). This included free parking on Sunday in all Council car parks and on-street pay and display parking bays; continuation of the two hours free in car parks outside of the ring road; and all-day parking for £2 in East Street. It is proposed to extend these offers until a more comprehensive review of the parking strategy is completed in 2020/21.
10. There are several highlights worthy of noting in the main report:

Over 700 children were provided with Bikeability Training and over 3000 children were provided Pedestrian training this year to provide skills to help them remain safe and encourage more, healthier, sustainable travel choices.
Completion of a street lighting investment programme that has seen a 67% (circa 1000 metric tonnes) reduction in CO ₂ emissions and substantial financial savings.
Securing and delivering £4.8m of infrastructure investment from the National Productivity Investment Fund that has delivered schemes on Yarm Road, Tornado Way, Allington Way and Lingfield Way
Investing more in residential roads to improve our residents' streets, reducing the number of potholes forming and being repaired. 100 residential streets covering 18.5km last year with a similar programme this year.
Working with Highways England to secure schemes on the A66 to alleviate congestion on Darlington roads.

Reduction in the people injured in Road Traffic Collisions. Over 50% reduction since 2005.
In the National Highways and Transport survey Darlington rated highest in the North East in a number of categories.
In terms of our approach to highway asset management achieving the level 3 assessment standard, which is the highest level, demonstrating our commitment to improve.
Travel advisors have worked with 1,175 job seekers and 155 have started work or training.
A bid has been successful to improve a section of the original Darlington to Stockton railway, which forms the wider ambition of creating a 26-mile walking and cycling route to help celebrate our rail heritage.
Tees Flex has been launched to provide a demand responsive transport service.

Recommendation

11. It is recommended that:

- (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.866m Integrated Transport Block and £1.689m Highway Maintenance Funding (£1.398m plus £0.291m incentive funding, subject to Department for Transport confirmation) to deliver the 2020/21 transport programme;
- (b) Cabinet approves the release of Pothole Fund monies awarded by the Department for Transport. The amount is yet to be announced;
- (c) Cabinet releases £500k for maintenance of unclassified roads and £500k bridge parapet works in line with the capital programme approved in April 2017;
- (d) Delegate authority to the Director of Economic Growth, in consultation with the Portfolio Holder for Local Services to agree bidding on external funding opportunities, and if successful, release the funding. This includes the Highways Maintenance Challenge Fund and the Local Pinch Point bid if the Expression of Interest is approved by the Department for Transport. Other national funds are due to be announced and further bids will be submitted;
- (e) Members release £150,000 for Advanced Design Fees to bring forward projects and to prepare sites for development;
- (f) Members approve the Local Implementation Plan framework as the basis for consultation in 2020.
- (g) Members extend the current parking offers previously agreed by Cabinet into 2020/21 whilst the parking strategy is reviewed.

Reasons

12. The recommendations are supported by the following reasons:

- (a) To continue to deliver Darlington's Transport Strategy as set out in the Third Local Transport Plan until a new Local Implementation Plan is adopted;

- (b) To maximise the opportunities to maintain the highway asset for the benefit of all road users;
- (c) To continue to address the deterioration in the unclassified road network;
- (d) To maximise the potential for investment in Darlington and to underpin our economic growth priorities, specifically supporting improved access to the town centre and north west growth zone;
- (e) To provide funding for regeneration projects and bring sites forward for development;
- (f) To enable residents, businesses and organisations to help shape the transport strategy for Darlington; and
- (g) To support the town centre economy.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

Darlington's Third Local Transport Plan; 2011-2026
Tees Valley Strategic Transport Plan

Sue Dobson: Extension 6207

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Third Local 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 Third Local 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. This will be reviewed as part of the development of the Darlington Local Implementation Plan.
Carbon Impact and Climate Change	Carbon emissions and their impact have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport strategy seeks to tackle climate change through quantified reductions in greenhouse gas emission from transport. The programme includes schemes to encourage the use of sustainable modes of transport. This will be reviewed as part of the development of the Darlington Local Implementation Plan and considering the declared climate change emergency.
Diversity	Multi-strand Equalities and Disability Impact Assessments were undertaken in the preparation of the Third Local Transport Plan. The Plan seeks to achieve a fairer society by enabling people to access jobs, education, training, health, food and green spaces; and to achieve a better quality of life for all by improving the journey experience and minimising the negative impacts of transport such as noise, air pollution and accidents on the natural environment, heritage, landscape and people. As highway schemes have an impact on the built environment disability groups are consulted to ensure the needs of disabled people are considered.
Wards Affected	All
Groups Affected	There are no proposals that impact on specific groups.
Budget and Policy Framework	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. A new Local Implementation Plan will be developed for Darlington during 2020 which will set out local priorities and will provide an overarching policy framework for other subsidiary documents such as

	the Asset Management Plan and Rights of Way Improvement Plan. This will also form part of the policy framework once it has been approved by Cabinet and adopted by Council.
Key Decision	This is a Key Decision.
Urgent Decision	This is not an Urgent Decision.
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Third Local Transport Plan. This programme will enable Darlington to have more businesses and jobs; be a place designed to thrive; and will grow the economy.
Efficiency	The transport strategy seeks to implement schemes that demonstrate value for money and/or deliver the greatest outcomes at a local level. An evidence-based approach is used to identify schemes that have higher benefit cost ratios, reduce maintenance liabilities and/or seek to reduce revenue costs. 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.

MAIN REPORT

Information and Analysis

Tees Valley

13. The Strategic Transport Plan has now been adopted as the Local Transport Plan for the Tees Valley (Tees Valley Combined Authority Cabinet 31 January 2020). It sets the vision for transport as:

‘To provide a high quality, low carbon, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley.’

14. The Plan recognises that transport is a means to an end, not an end in itself, and therefore the Plan will deliver three broad objectives:
- (a) Social Opportunity – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing;
 - (b) Economic Growth – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish; and

- (c) Carbon Reduction and Environment – Addressing the impact of the transport network on the environment and supporting the legislative requirements to reduce carbon emissions and air and noise pollution.

15. The Plan sets out what it will deliver across six themes:

- (a) National Rail
- (b) Major Roads
- (c) Connecting Economic Centres
- (d) Unlocking Key Sites
- (e) Local Journeys
- (f) Delivering Social Equity and Protecting and Enhancing the Environment

16. There are a number of subsidiary documents that provide greater levels of detail. These are for walking and cycling, rail, bus, roads and freight.

17. These plans will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.

18. The next stage is to develop Local Implementation Plans. Each of the Tees Valley local authorities will develop a plan to deliver the Strategic Transport Plan at a local level over a five-year period. This Plan also needs to reflect local aims and objectives based on the local context and priorities. Further clarity is required on the relationship between the Plans.

Darlington Local Transport Plan (LIP)

19. A framework has been developed as the basis for consultation in 2020 to identify the priorities in Darlington. The key ambitions focus on the physical infrastructure and how people travel, supported by a travel behaviour programme to promote travel choice and reduce the impact of transport on the environment.

- (a) **Support economic growth** – by providing access to new development sites for employment and housing; access to jobs and a larger pool of labour for employers through better transport connections; and providing viable alternatives to single occupancy car use.
- (b) **Create opportunity** – by helping people (whether they have access to a car or not) to access employment or training opportunities both in the borough and across the wider region.
- (c) **To acknowledge the impact of transport on the environment and climate change** by monitoring the impact of traffic and seeking to improve air quality; reducing reliance on the car through encouraging the use of public transport, walking and cycling; and encouraging the use of lower emission vehicles.

- (d) **Improve public health** by encouraging healthy, active travel; and by maintaining a good safety record through engineering, education, encouragement and enforcement.
20. The Framework is in **Appendix A**. This was discussed by Communities and Local Services Scrutiny Committee on 13 February 2020.
21. Communities and Local Services Scrutiny received the draft report and endorsed the draft ambitions for the Local Implementation Plan. The Committee recommended that there should be a section of the new plan relating to the town centre and how transport policy will link to delivering the Town Centre Strategy. Public Transport (bus services), and in particular, routes available, service reliability, passenger facilities and fares were identified as an area the committee would like to focus on as the plan develops and that Members would input individually in the consultation, but also consider a specific piece of work within their work programme. The Committee also commented on the current subsidy in relation to town centre car parking offers versus the lack of incentives to use more sustainable modes such as bus, walking or cycling. An observation outside of the committee Membership related to the Sustainable Transport initiatives – that the plan should be bold and more than just encouragement, ‘enabling’ preferential choices.
22. Other policy documents will sit as subsidiary documents to the Local Implementation Plan. Some of these are existing policies which require reviewing, such as the Parking Strategy, Highway Network Management Plan, Rights of Way Improvement Plan and Pavements for People; others are new plans such as the Speed Management Strategy and Local Cycling and Walking Investment Plan.
23. The draft Council Plan 2020-23 proposes to review and deliver a revised parking strategy which will be done in conjunction with the wider consultations on the Local Implementation Plan will take place in summer 2020 (following Purdah). The results of the consultation and a draft of the Local Implementation Plan and Parking Strategy will be presented to Communities and Local Services Scrutiny Committee. The final version will be adopted as part of the council policy framework by Council replacing the current Third Local Transport Plan (2011-2026).

Climate Change

24. Transport is now the leading contributor to CO² emissions and addressing this will play a key role in contributing to the Council’s developing plan to tackle climate change. The Local Transport Plan has and will continue to focus on sustainable transport and ensure that everyone has the means to travel to work, to shop, to attend appointments and meet up with family and friends, whether or not they own a car. This will of course be linked to National Policy (Decarbonisation Strategy due this year), emerging technologies that make transport cleaner and easier to use.
25. The encouragement of more sustainable modes of transport starts at an early age with Bikeability (over 700 children trained p.a) and pedestrian training (over 3000 children trained p.a.) for children in primary schools, and to support more independent travel at secondary school, to encourage a generational change in transport habits.

26. We are making improvements to infrastructure to retrospectively improve the highway network for cyclists and pedestrians, with new cycle routes on Rotary Way, Allington Way and Lingfield Way over the last year. This poses challenges in particular locations where there are competing demands for road space and the needs of all need to be balanced. However, there is new guidance expected from the Department for Transport on cycle infrastructure design which is welcomed.
27. The Council has implemented measures in relation to how assets are managed and delivered a street lighting programme that converted lighting to LED technology and lighting strategies to significantly reduce the carbon impact. A 67% reduction has been achieved reducing CO₂ emissions from 1,500 metric tonnes per year to just over 500. The Council has also started to trial re-cycled plastics in road resurfacing materials and looking to recycling techniques in road repairs where appropriate.
28. TVCA in partnership with Darlington and the other Tees Valley local authorities and Highways England, recently submitted a £9.6m bid to help stimulate the uptake of electric vehicles within the Tees Valley. If successful, this money would fund:
 - (a) electric vehicle charging hubs in each borough located in public, 24/7 car parks close to major routes and other amenities such as shops. Each hub would offer several charging points including 50Kw rapid charging, and two of the hubs will have 150kw ultra-rapid charging points.
 - (b) A fleet of electric vans to be available to SMEs for extended trial periods.
 - (c) A fleet of cargo bikes, including electric assist, for trials and loans.
 - (d) Up to four hubs for the demonstration and trialling of 'last mile logistics' type operations using electric vehicles.
 - (e) Additional charging points in local authority depots and funding to support the greater uptake of electric vehicles within council fleets.
29. Darlington Council will work with TVCA to develop an Electric Vehicle strategy as part of a wider piece of work around decarbonising transport.
30. The development of the Local Implementation Plan as described in Appendix A has further ambition in relation to climate change actions.

Highways and Transport Performance

Delivery in 2019/20

31. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:
 - (a) The vision for Darlington Station has been developed and articulated into a major improvement programme for the station and its immediate surroundings which was presented to Cabinet on 4 February 2020. Work has started to develop the initial phases of the project on either side of the station using the £25m allocated from TVCA. The Outline Business Case has been submitted

and work on the Full Business Case to release the funds for the rail interventions has commenced.

- (b) The work to date on a transport business case to unlock the hundreds of millions of pounds for the Darlington Northern Link Road continues, but clearly the project needs a compelling business case for the required funding approvals from Government.
- (c) Significant progress has been made on delivering the National Productivity Investment Fund schemes, a two-year programme to improve access to the Eastern Growth Zone. This £4.8m programme followed a successful bid to Department for Transport in 2017.
 - (i) Major work to improve the efficiency of McMullen Road roundabout on Yarm Road has been completed;
 - (ii) Work is ongoing on the Lingfield Way/Yarm Road junction. Traffic signals will be installed to assist traffic exiting Lingfield Way, including the bus service at peak times. Much of the enabling work has been completed and the new footway and cycle route on the east side of Lingfield Way is complete; and
 - (iii) Work is ongoing on major changes to Tornado Way/Haughton Road throughabout junction. A retaining wall has been moved to facilitate the widening of the carriageway; kerb lines are being realigned; new crossings are being installed; and a new footway/cycleway will be constructed to the south of the roundabout to link to Arnold Road. The final element will be the implementation of a landscaping plan;
- (d) The access road to Ingenium Parc is complete and works to provide a Sustainable Drainage System will be complete by the end of the year;
- (e) A new shared walking and cycling route has been constructed along the north side of Allington Way connecting the cycle route on Lingfield Way to McMullen Road;
- (f) A programme of bus stop improvements has been implemented including Nunnery Lane and Church Row Hurworth;
- (g) A programme of dropped kerbs have been implemented to assist residents with mobility issues including Yarm Road, Parkside and Alverton Drive;
- (h) A new signalised crossing has been installed on Victoria Road connecting Polam Lane, via Feethams South, to Feethams and the town centre. This was part funded from section 106 monies from the housing development on the Feethams Football Ground site;
- (i) Pedestrian training, Bikeability Plus and Junior Road Safety Officer activities have been delivered into primary schools as part of the Tees Valley Access Fund programme. A wide-reaching programme of Personalised Travel Planning and marketing have also been delivered across the Tees Valley to promote and support sustainable transport under the Let's Go Tees Valley

brand. The work has focused on helping people access employment and training;

- (j) A greater emphasis is now being placed on preventing potholes and the Pothole Fund has also been used to target surfacing works. A programme of Micro Asphaltting works has been carried out on unclassified roads in 100 residential streets (listed on the Council website), over a total distance of 18.5 kilometres. 2,838 potholes have been reported and repaired up until the end of November 2019. This is significantly lower than the same period last year (4686), reflecting the impact of the proactive approach;
- (k) A programme of carriageway structural maintenance schemes was carried out including Victoria Road (inner ring road), Redworth, Carmel Road North, Great Stainton to Bishopton, School Aycliffe Lane, Burtree Lane, Harris Street and Grange Road;
- (l) Highways England completed a scheme at Morton Palms, providing an additional approach lane to the roundabout on the A66. Work has also commenced on constructing a three-lane northbound approach at Little Burdon roundabout on the A66. This scheme is programmed for completion by the end of March 2020;
- (m) The new access road to Symmetry Park (Amazon) was completed. This included a new signalised junction on Tornado Way and new footways and cycle routes through the site connecting to adjacent existing infrastructure;
- (n) Following extensive consultation with local people and businesses earlier in 2019, a proposed scheme for 'Rethinking Victoria Road' has been shared with residents and businesses in December 2019. A business case has been submitted to Tees Valley Combined Authority for Sustainable Access to Employment funding and has been approved. Work will start on site in March 2020;
- (o) In parallel a statutory consultation was undertaken on changes to the Traffic Regulation Orders on Victoria Road and adjacent streets. There were no formal objections received. Comments that were received in relation to parking and traffic issues in the proposed scheme have been considered and a full report has been published on the Council website. A number of changes are proposed including:
 - (i) A review of the bus stop locations;
 - (ii) A change to the parking restrictions in the vicinity of the Clifton Court Medical Practice reducing the waiting time to one hour and removing the charges;
 - (iii) A review of the cycling infrastructure near Feethams roundabout;
 - (iv) Auto tracking vehicle movements in Backhouse Lane to ensure that all residents can access their parking areas/garages.

Performance Indicators

32. In developing the Transport Strategy in 2011 the Council adopted several performance measures, to be used to assess the impact of the Local Transport

Plan on achieving the objectives. All the performance data is set out in **Appendix B**. Some key points to note are:

- (a) The road safety data for calendar year 2019 is still provisional and needs to be confirmed by the Police. However, initial results show that the total number of people injured on Darlington's roads is at its lowest level with a total of 205 people injured in road traffic accidents. The number of people killed or seriously injured has remained the same as in 2018 at 52, but the number of slight casualties has fallen from 206 to 153. The number of children injured has also fallen from 33 to 19. Analysis will take place on these accidents to establish if there are any physical measures can be put in place to further reduce the risk of accidents. A speed management programme has been developed in 2019/20 to address issues of speed, particularly in the vicinity of schools, and a new Speed Management Strategy will be developed and implemented in 2020/21.
- (b) It is estimated that bus patronage could fall approximately 3.1% by the end of March 2020 and this trend is mirrored nationally. There is also a reduction in the number of bus journeys made by concessionary pass holders. The Tees Valley has a strategic priority to develop the bus network and services which will look at this trend in more detail. Recent announcements by Government seek to address this issue.
- (c) Rail patronage continues to grow, estimated to be an increase of 1.6% in 2019/20 (data for stations – Darlington, North Road, Dinsdale and Teesside Airport).
- (d) Traffic levels approaching the inner ring road have increased to the highest levels since 2011/12. Further analysis is required to ascertain where this growth is the highest to ensure that the Traffic Management Plan is effective in managing traffic flows.
- (e) The number of cycling trips recorded on automatic counters has also increased to the highest level since 2010/11. Final data is not yet available for 2019/20 to establish whether this is part of a positive trend.
- (f) However, walking trips into the town centre (across the inner ring road) have reduced from a high of over 133,000 to less than 105,000 in 2018/19. This may reflect a number of factors, including changing in car parking charging and shopping behaviour. Investment in new footfall counters should provide better data on the numbers of people walking in the core retail area of the town centre.
- (g) A full survey of the unclassified roads was undertaken in 2019 to establish the impact of the Council investing additional funds in the unclassified road network over the period of the Medium Term Financial Plan (an additional £500k p.a. over three years until 2021). The percentage has improved significantly from 22% of the network requiring further investigation/maintenance in 2017/18 to 16% in 2018/19 and down to 8% in 2019/20. The % of footways that are structurally unsound has increased slightly to 11% from 9% two years ago.

Public Satisfaction

33. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes.
34. There continues to be good representation in the Survey across England with 109 English Authorities taking part and three Scottish Authorities. IPSOS MORI conducts the survey across a sample of 3300 residents in Darlington to seek views on a range of themes – accessibility, public transport, walking and cycling, tackling congestion, road safety and highways maintenance – and the results are presented by authority area. 758 questionnaires were returned, a response rate of 23%.
35. These are benchmarked against other local authority areas to assess ongoing performance and can be rated against the importance people place on them. The results from the NHT survey are summarised in Appendix B.
36. The results show that:
 - (a) Overall satisfaction rated at 55%, with national average 53%, with the highest being 59% and lowest 46%.
 - (b) Accessibility (how easy or difficult is it to travel to a range of facilities e.g. post office, by any form of transport) rated at 72%, with national average 70%, the highest being 80% and lowest 59%.
 - (c) Public Transport rated at 64%, with national average 61%, the highest being 78% and lowest 46%.
 - (d) Walking and Cycling rated at 56%, with national average 54%, the highest being 63% and lowest 38%.
 - (e) Tackling Congestion rated at 50%, with national average 48%, the highest being 62% and lowest 32%.
 - (f) Road Safety rated at 59%, with national average 55%, the highest being 62% and lowest 48%.
 - (g) Highway Maintenance rated at 51%, which is the national average, the highest being 62% and lowest 40%.
37. In all themes public satisfaction is at or just above the national average figure. However, within the themes there are some points to note:
 - (a) Within the following themes Darlington rated the highest in the north east:
 - (i) Road Safety theme - Road Safety Education and Road Safety Environment Public Transport – Public Transport Information.
 - (ii) Walking and Cycling – Pavements/Footpaths (aspects).
 - (iii) Highway Maintenance – Highway Enforcement/Obstructions.
 - (b) Satisfaction with highways maintenance overall has improved since 2017, (50% in 2017, 49% in 2018 and 51% in 2019). Satisfaction with the condition of highways has a relatively low satisfaction rating of 35% (compared to the

national average of 36%). The satisfaction levels are at odds with the actual condition of the highway (independently inspected and measured). It is believed that this is in part affected by the condition of the streets where people live (mainly unclassified roads) and the media focusing on potholes. To address both public satisfaction results and performance data, additional funding has been made available to implement a maintenance programme on unclassified roads over the term of the MTFP. In the first two years this has improved the condition of the roads as measured by independent Course Visual Inspection (CVI). More information will be provided to residents to highlight this investment and the level of improvement, and hopefully this will increase their satisfaction with maintenance of the highway network.

Financial Implications – Funding in 2020/21

38. Transport funding is allocated to Tees Valley Combined Authority (TVCA) by the Department for Transport and is based on a formulaic approach and performance (efficiency). This is then devolved to each local authority. This provides the Local Transport Plan maintenance and integrated block funding. Other funding is bid for as part of a competitive process, usually from the Department for Transport but is administered by TVCA. The following is a summary of the transport capital funding for 2020/21 compared to 2019/20:

Funding source	Basis of allocation	2019/20 £'000	2020/21 £'000
LTP Highway Maintenance	- Formulaic - DBC via TVCA	1,398	1,398
Maintenance Incentive Fund	- Performance - DfT direct to DBC	291	291*
Pothole Fund	- Formulaic - DfT direct to DBC	100	TBA
LTP Integrated Transport Block	- Formulaic - DBC via TVCA	886	886
Sustainable Access to Employment (LGF/single pot)	- Successful bid - TVCA to DBC	Allington Way 250	A business case has been submitted to TVCA to increase this to: 725
		Victoria Road sustainable transport 375	
National Productivity Investment Fund	- Successful bid to DfT - TVCA to DBC	Haughton Road thoroughabout and Yarm Road/ Lingfield Way junction 1855	0
DBC Capital - Bridge Parapet Programme	Maintenance programme based on inspections	500	500
DBC Capital - Unclassified Road Maintenance	Maintenance programme based on inspections	500	500

Funding source	Basis of allocation	2019/20 £'000	2020/21 £'000
Total		6,055	4,300

*Awaiting confirmation from the Department for Transport

39. The Local Transport Plan programme comprises a programme of schemes to manage and improve the highway network funded from the Integrated Transport Block. The programme consists of small scale schemes to address road safety, network and speed management, parking and sustainable travel. Details are included in **Appendix C**.
40. The maintenance programme is based on road condition data and an independent inspection regime of bridges and other structures. As part of driving continuous improvement the Department for Transport (DfT) introduced the Local Highways Maintenance Incentive Element Fund. This is a self-assessment questionnaire used by the DfT to allocate funding based on a scoring system. The amount of funding depends on which band the authority has reached with band three being the highest. Combined Authorities are currently automatically awarded band three level of funding. This means Darlington and the other Tees Valley authorities receive the maximum funding automatically. However, we still assess ourselves and aim to improve. Darlington has moved from band two to band three (highest) in the 2019 submission.
41. The Department for Transport has yet to announce any Pothole Fund monies for 2020/21. The funding has previously been in the region of £100k, but the manifesto commitment was to double the national Pothole Action Fund to £500m, so Darlington should receive an increased amount of funding (if it is allocated on the basis of a maintenance funding formula).
42. In April 2017, the Council committed additional resources for highway maintenance on unclassified roads, equating to £500k in 2020/21. Initial results from the additional expenditure in 2018/19 and 2019/20 has shown that the condition of the unclassified roads has improved significantly, and the number of potholes has declined on these roads.
43. Capital expenditure is required to progress regeneration projects and to incur up front design fees and associated costs for example undertaking surveys, design work, master planning and marketing in order to prepare sites and progress projects. This will enable the Council to bring forward projects and schemes that support economic growth, through highway improvements, new buildings and new development sites, attracting businesses or developers that in turn create jobs and new business rates. Projects that are well defined and “shovel ready” are likely to be more successful in attracting external funding. The Council has allocated £150,000 in 2020/21. Some of this funding will be used to undertake the preparation work for the Pinch Point business case for the highway improvements on A68, supporting proposed residential and commercial development in the north west growth zone.

Parking Strategy

44. Free parking on Sundays in all Council car parks and on-street pay and display parking bays was introduced on 1 November 2019 following approval by Cabinet

(8 October); Cabinet also continued the two hours free in car parks outside of the ring road; and all-day parking for £2 in East Street which had been introduced in July 2018.

45. The offers represent an estimated lost income for the Council in the region of £315,000 per annum. However, detailed analysis on income projections to the year end with the offers currently in place does not highlight an overspend position and it is anticipated the budget level set in the MTFP will be achieved this year. The main reasons for this are:
- (a) Increased ticket sales and a variety of options to pay have assisted with income levels.
 - (b) Evidence of longer stays and as such the income per visit has increased slightly.
 - (c) The introduction of more effective and reliable machines with more payment options has increased income levels.
 - (d) Analysis of historic parking income had shown a year on year decline so the MTFP was adjusted to reflect this trend, this continued decline has not materialised. Furthermore a law was introduced in 2018 where it was illegal to charge for the use of credit or debit cards, we were anticipating a 40% take up of these transactions and subsequently reduced the income levels to accommodate the credit card company charges. The actual take up for 2019/20 is 18% hence the budget being too prudent.
46. The cumulative impact of the above is that it is unlikely any draw-down will be required on the amount provisionally allocated from the futures fund to cover the cost of the offers this year.
47. The Council's parking strategy is to be reviewed in 2020/21 and this will need to be developed to support the Council's ambitions and priorities. The £2 all day parking in East Street car park remains extremely competitive and there has been an uptake in use. The free two-hour parking offer has also risen in popularity with around 14,000 free tickets each month. The free on Sunday offer has only recently been introduced and further views and analysis of the impact is required. Overall the number of tickets issued at pay and display machines this year is expected to exceed last year's numbers. It should be noted that the current offers introduced to support town centre trading represent an estimated lost income for the Council in the region of £315,000 per annum.
48. It is recommended that the current parking offers are extended beyond the current approved date of May 2020 into 2020/21 so their impact can be analysed in greater detail as the parking strategy is developed. The financial impact on next year's budget could be in the region of £50,000 if this year's trend continues and takes into account a full year of the 'free on Sundays' offer provided parking patterns continue as this year. It is recommended that a provision be made from the previous futures fund approval should it be required to cover this potential deficit.
49. The report also identified that additional car parking spaces would be provided in the Imperial Quarter. A scheme has been designed and new Traffic Regulation

Orders are being processed ready for consultation. Abbotts Yard car park will be refurbished, with work programmed for May 2020.

TVCA and Third-Party Funding

50. Darlington has successfully bid into the Tees Valley Combined Authority (TVCA) Sustainable Access to Employment programme over the last three years delivering schemes such as the John Street cycle route and the new pedestrian/cycle bridge over Parkgate. Development funding has supported consultation with residents and businesses on Victoria Road and the feedback has formed the basis of design work in 2019/20. The plans were shared with residents and businesses in December and a business case has been submitted for funding. The amount of funding which has been requested is £725k, an increase from the original £425k, as the design has developed from the original concept and includes more expensive features such as traffic signals to address the issues raised during the consultation.
51. In 2019/20 the third (and final) year of the successful Access Fund programme has been delivered. This is revenue funding from the Department for Transport, awarded following a bidding process and administered by TVCA. The Department for Transport has confirmed that an additional year of funding (£1.108m) will be provided in 2020/21. As part of this programme, Darlington delivers a travel behaviour programme across the Tees Valley to increase the number of trips made by sustainable modes. This includes the Let's Go Tees Valley Personalised Travel Planning and marketing programmes. Travel Advisors continue to deliver travel advice in Job Centres to help people access employment where travel is a barrier to work. Over the last 12 months the Advisors have worked with 1,175 Jobseekers and 155 have started work or training. They also work with local businesses to reduce the amount of traffic coming to site and tackle parking issues; assist staff in saving money by reducing the costs of travel; and support staff in being more active by walking and cycling.
52. In addition to Council schemes, there are several major highway schemes funded from other parties which have been completed in 2019 or are ongoing, including the completion of a pinch point scheme Morton Palms/A66 roundabout (Highways England); Symmetry Way, new road linking Tornado Way and Yarm Road via Morton Road to open up Symmetry Park (Amazon); A68 Humbleton Farm roundabout (Darlington Farmers Auction Mart) and new roundabout on Newton Lane to open up access to Stag House Farm and West Park Garden Village housing sites (ESH).
53. Following a successful Expression of Interest, a full bid was submitted to the Rural Payments Agency for £212,934 of European Agriculture Fund for Rural Development monies. It was confirmed on 28 November that the bid had been successful. This funding will be used to improve the stretch of walking and cycling route between A66 and Middleton St George as part of the wider programme to create a 26-mile walking and cycling route along the alignment of the original Stockton and Darlington Railway.
54. A Local Highways Maintenance Challenge Fund bid was submitted to the Department for Transport (DfT) on 30 October 2019. The scheme 'A68 Growth Zone Maintenance Programme' would tackle maintenance issues on the rural sections between A6072 Swan House roundabout to the borough boundary and in

the urban section that links the town centre to A1(M) Junction 58 (Woodland Road and West Auckland Road). Asset management information has identified a requirement for urgent maintenance to address deteriorating road condition. In addition, some work is required to improve gullies and drainage assets to manage surface water flooding in the urban area, and the cycle route alongside West Auckland Road will be resurfaced. The bid is for £2.26m DfT funding with a local contribution of £603k from the 2020/21 maintenance programme. An announcement is due in Q4. If not successful, the work will need to be completed on a phased basis over several years using the highways maintenance budget.

55. An Expression of Interest (EOI) has been completed for the Department for Transport's Local Pinch Point Fund. This will be submitted by TVCA, in line with Government guidance, by 31 January 2020. All the EOIs will be evaluated and successful authorities will be asked to develop a full business case for submission later in the summer. The Fund covers the years 2021/22 and 2022/23. Darlington's bid is to improve seven junctions on the A68 between Cockerton and the town centre, as well as looking at measures to improve walking and cycling infrastructure, bus priority and reviewing road safety. Analysis of traffic modelling has highlighted the potential journey time savings on this corridor, a key criterion in the assessment of the proposals. The estimated scheme cost is £4.5m and the Council proposes to fund 25% of this cost through its Local Transport Plan budget, section 106 monies and potentially Housing Infrastructure Fund monies if required.
56. The Strategic Transport Plan will help to direct the investment of £256.7million into transport projects across the Tees Valley in the period 2019-2029. Darlington will benefit directly from this investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.
57. Some of these programmes are already being delivered including the Tees Flex service which was launched in February 2020. This will provide a 'demand responsive' bus service to some rural areas across the Tees Valley which do not have regular bus services. Utilising app technology for the bookings and software for the vehicle routing it is anticipated that this will provide an affordable, quick, service for those without access to a car.

Legal Implications

58. There is a statutory duty for a transport authority to have a Local Transport Plan. Darlington currently has a Third Local Transport Plan, adopted by Council on 10 March 2011 as part of the Council's policy framework.
59. The statutory duty for the Local Transport Plan has now moved to Tees Valley Combined Authority as part of the devolution deal. TVCA has produced a Tees Valley Strategic Transport Plan to fulfil this duty, which has been approved by TVCA Cabinet on 31 January 2020.
60. The five constituent local authorities have been asked to produce a Local Implementation Plan. This will demonstrate how each highway authority will support the delivery of the Strategic Transport Plan at a local level but will also set out local priorities, policies and actions. This is like the model that was followed in

all the previous Local Transport Plans published across the Tees Valley which had a consistent Tees Valley context chapter produced by the Tees Valley Joint Strategy Unit.

61. Further guidance is awaited from TVCA on the relationship between the documents. However, when Darlington's Local Implementation Plan is completed in 2020/21 it will also need to be adopted as part of the Councils policy framework. It will draw together other local policies on parking, asset management, traffic management, Rights of Way Improvement Plan, and link to other corporate plans, including One Darlington: Perfectly Placed and the Council Plan 2020-23.
62. 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'.
63. The Public Sector Equality Duty 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.
64. 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 and further detail on equalities considerations are provided later in the report.

Estates and Property Advice

65. 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.
66. Any individual scheme that involve 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

67. All procurement activity will be in line with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015. Where a suitable framework is available for a procurement this will be used in the first instance. Applications to Tees Valley Combined Authority for funding will be subject to a robust due diligence process which includes procurement, legal and value for money. All procurements will be in line with the requirements of any subsequent grant funding agreements from TVCA or any other funder.

Equalities Considerations

68. An Equalities Impact Assessment has been completed by TVCA as part of the development of the Strategic Transport Plan. The Plan has been amended as a result of the public consultation, with more emphasis on the fact that access for

vulnerable people, including people with disabilities, will be 'at the forefront of thinking' going forward.

69. As the Local Implementation Plan is developed and consulted on, equalities will be a key consideration. The Third Local Transport Plan set out a policy to 'better meet the needs of disabled people' and this should be retained or developed further.
70. 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

71. Tees Valley Combined Authority has developed in collaboration with the five constituent Local Authorities, a draft Strategic Transport Plan for the period up until 2029. TVCA is investing £256.7million into transport projects in the period 2019-2029 and this Plan will help to direct this investment. The Plan has a clear vision: *"To provide a high-quality, clean, quick, affordable, reliable and safe transport network for people and freight to move within, to and from Tees Valley."*
72. TVCA carried out a 12-week consultation on the Tees Valley Strategic Transport Plan between 28 August and 20 November 2019. There were 407 completed questionnaires providing feedback on the vision and the outcomes as well as asking respondents to prioritise what improvements to the transport system would make the biggest difference to their lives.
73. Consultation to develop the Local Implementation Plan for Transport in Darlington will take place in the summer of 2020/21. This will include opportunities for key stakeholders, businesses, commuters, visitors, and residents to help shape the ambitions and outcomes of the Plan and the schemes and initiatives that need to be included in the Action Plan. The draft Plan will then be taken through Scrutiny and Cabinet before adoption as Council policy. There will be linked subsidiary documents and additional specific consultation processes may need to be followed for those, such as the Speed Management Strategy and the Rights of Way Improvement Plan.

Outcome of Consultation

74. The consultation highlighted some key areas where the Tees Valley Strategic Transport Plan could be strengthened:
 - (a) Raising the profile of improving bus services;
 - (b) More emphasis on access for vulnerable people, including people with disabilities;
 - (c) Commitment to ensure that neither deprivation nor rurality should be a barrier to opportunity;

- (d) Changing the word 'clean' with 'low carbon' in the vision; and the 'Environmental Protection and Enhancement' objective to be amended to 'Carbon Reduction and Environment';
 - (e) Strengthening the content around adaptation to climate change and ensuring that the network is resilient to extreme flooding events;
 - (f) More emphasis on transport integration, including ticketing, to ensure a seamless customer experience;
 - (g) Expanding the inter-relationship between the strategic road network managed by Highways England and the network managed by the local highway authorities;
 - (h) More clarity on the relationship between the Strategic Transport Plan and the Local Implementation Plans that will be the responsibility of the local authorities.
75. The revised Strategic Transport Plan was approved by TVCA Cabinet in January 2020. This forms the strategic context for the Local Implementation Plans which will be developed and approved by individual councils in 2020/21.

Framework for Local Implementation Plan

APPENDIX A

Darlington Ambitions	Links to Tees Valley STP	Objectives	Actions
Support economic growth – by providing access to new development sites for employment and housing; - by providing better access to jobs and a larger pool of labour for employers through better transport connections; and - by providing attractive alternatives to single occupancy car use	National Rail Major Roads Connecting Economic Centres Unlocking Key Sites	1a Improve connectivity to, from and within Darlington by public transport	<u>Rail</u> <ul style="list-style-type: none"> • Deliver Darlington Station master plan • Deliver improvements at North Road Station to support the Rail Heritage Quarter Masterplan • Work with the Bishop Line CRP and local community to identify improvements at Dinsdale Station <u>Bus</u> <ul style="list-style-type: none"> • Support the development of the new Bus Partnership Agreement • Deliver bus corridor improvements to maintain / improve bus punctuality and reliability
		1b Utilise the Local Plan and planning and transport policies to deliver sustainable development.	<ul style="list-style-type: none"> • Develop policies to be included within the Local Plan to encourage sustainable travel choices
		1c Support the growth of passenger and freight at Teesside Airport as an International and national gateway to the Tees Valley	<ul style="list-style-type: none"> • Provide improved connectivity to Teesside Airport by all modes. • Improve bus and rail interchange at the Airport
		1d Improve the Strategic Road Network within the Borough to improve the efficiency of local roads	<ul style="list-style-type: none"> • Development of a business case and funding pathway in support of TVCA for the Northern Link Road • Work with Highways England to identify improvement schemes to improve the efficiency of the SRN around Darlington with benefits to local roads (increasing capacity on A66)
		2a Focus on maintenance schemes that support Darlington's economy	<ul style="list-style-type: none"> • Efficient use of resource to maintain the existing highway network using asset condition data • Prioritise the KRN and links to transport hubs including the airport, rail stations, bus routes and coach stops
		2b Minimise the impact of highway maintenance on climate change	<ul style="list-style-type: none"> • Adopt design principles and standards that minimise maintenance liabilities and reduce the contribution to climate change • Inspect and maintain sustainable and public transport assets to agreed standards

Darlington Ambitions	Links to Tees Valley STP	Objectives	Actions
		3a Manage the highway network to ensure that all traffic can move efficiently around, in and out of the borough in line with the Network Management Duty	<ul style="list-style-type: none"> Implement measures to balance the needs of all road users including pedestrians <ul style="list-style-type: none"> Urban Traffic Management Control Enforcement Parking strategy Provide bus priority measures to support travel by bus and reduce single occupancy car travel Continue to support Darlington Punctuality Improvement Partnership
		3b Provide an efficient road system through physical improvements to the highway network, at pinch points on the Key Road Network	<ul style="list-style-type: none"> Deliver improvement schemes: <ul style="list-style-type: none"> A68 corridor Eastern Growth Zone A167 / A1150 corridor Individual junction improvements
		Ensure that traffic to all new housing, retail and commercial developments is minimised and/or mitigated	<ul style="list-style-type: none"> Provision and promotion of sustainable travel options Provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.
Create opportunity – by helping people (whether they have access to a car or not) to access employment or training opportunities both in the borough and across the wider region.	Local Journeys Deliver Social Equity and Protect and Enhance the Environment	Increase travel to work and training by public transport	<ul style="list-style-type: none"> Continue to work in partnership with Train Operating Companies and Community Rail Partnership to promote rail travel Delivery of new, high quality bus passenger waiting facilities Through the Bus Partnership develop a fares structure to support regular commuting by bus
		Improve accessibility to employment and training where there is poor access to public transport, particularly to better meet the needs of disabled people	<ul style="list-style-type: none"> Travel Plans Wheels to work projects Demand Responsive Transport Car sharing schemes with employers

Darlington Ambitions	Links to Tees Valley STP	Objectives	Actions
		Residents and employees to have access to information to make informed travel choices	<ul style="list-style-type: none"> • Deliver Personalised Travel Planning in a range of settings including job centres and colleges • To deliver a bus and rail marketing and information strategy
To acknowledge the impact of transport on the environment and climate change and: - monitor the impact of traffic and seek to improve air quality – reduce reliance on the car through encouraging the use of public transport, walking and cycling; and - encourage the use of lower emission vehicles.	National Rail Major Roads Connecting Economic Centres Local Journeys	To Support the growth in the use of no or low emission vehicles to transport people and goods	<ul style="list-style-type: none"> • End of journey deliveries by alternative modes of transport (cargo bikes / electric vehicles) • Increased number of appropriate electric vehicle charging points • Review and update Parking Strategy • Car share schemes • Car clubs
		To minimise the negative impact of transport on the built and natural environment	<ul style="list-style-type: none"> • Travel Plans for residential developments and workplaces • Review design and construction standards for planning, maintenance and construction
		To promote and support zero emission transport	<ul style="list-style-type: none"> • Local Cycling and Walking Infrastructure Plan • Walking and Cycling Strategy • To develop an Active Travel Strategy
To improve public health – by encouraging healthy, active travel; and -by maintaining a good road safety record through engineering, education, encouragement and enforcement.	Local Journeys Deliver Social Equity and Protect and Enhance the Environment	To increase levels of walking and cycling for short local trips	<ul style="list-style-type: none"> • To Inform local residents of the travel choices in their communities to encourage increased physical activity • To implement a travel behaviour, change programme for short trips, travel to work and the journey to school • Promotion and marketing of sustainable modes through Let's Go Tees Valley
		a. To provide a safe highway network and reduce the incidents of road traffic collisions	<ul style="list-style-type: none"> • Monitor and analyse road traffic collision data to identify local safety schemes • Speed management and 20mph zones extended across residential streets • Better maintained and safer footways – lighting, CCTV
		b. To reduce the risk to vulnerable road users	<ul style="list-style-type: none"> • Pedestrian (KS1) and cycle training (Year 5/6) offered to all school children in Darlington

Darlington Ambitions	Links to Tees Valley STP	Objectives	Actions
		being involved in road traffic collisions through a programme of enforcement, road safety education, training and publicity	<ul style="list-style-type: none">• Road safety publicity• Enforcement – particularly around schools
		c. To develop transport in accordance with the Healthy Town principles	Local Plan – walkable communities

Performance Data and Public Satisfaction

APPENDIX B

Performance Measures	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,587	20,092	19,528	19,514	20,287	20,419	19,417	19,090	19,524	Not yet available
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	126,340	127,306	126,032	125,642	123,847	124,764	126,801	125,519	127,938	Not yet available
Bus Punctuality % on time	67%	62%	64%	64%	63%	87%	89%	86%	86%	Not yet available
Bus Patronage (all operators)	7,825,000	7,164,000	6,605,517	6,604,117	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,563,154*
Concessionary fares patronage		2,907,515	2,750,929	2,744,792	2,673,485	2,627,062	2,607,611	2,450,526	2,347,694	2,248,584*
Rail Patronage (all four Darlington stations)	2,256,063	2,320,360	2,241,390	2,279,159	2,322,927	2,337,809	2,368,780	2,417,328	2,498,158	2,533,039*
Number of cycling trips (automated cycle counters)	1,663.75	1,635.75	1,224.50	1,450.00	1,556.50	1,315.75	1,618	1,585	1,650	Not yet available
No. of walking trips in the town centre		121,948	119,163	121,876	133,983	126,687	124,608	120,359	104,825	Not yet available

*estimated

Roads and Footway Conditions											
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
% of principal roads where maintenance should be considered ('A' class)	5%	5%	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%
% of non-principal roads where maintenance should be considered ('B' & 'C')	13%	10%	11%	12%	14%	11%	9%	6%	6%	7%	6%
Condition of unclassified roads	8%	6%	7%	9%	10%	10%	12%	15%	22%	16%	8%
% of footways which are structurally unsound					10%	9%	9%	9%	9%	9%	11%
Cost to restore the highway network and assets to original condition (Accumulated depreciation – Whole of Government Accounts)				£59.3 million	£74.2 million	£81.7 million	£92.2 million	£84.0 million	£90.3 million	£88.1 million	£78.3 million
Street Lighting											
% of street lighting columns over 40 years				29%	26%	20%	24%	3.8%	Not available	0	0
% of street lighting columns 20-40 years old				56%	51%	45%	44%	14%	Not available	15%	17%

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Bridges											
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)						85%	85%	Not available	71%	75%	81%
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)						74.6%	74%	Not available	71%	72%	69%
Inspections											
Number of potholes repaired					9,490	8,004	6,611	6,246	6,582	6,631	3,266 (data up to 31 Dec 2019)
Public Rights of Way											
% of rights of way open and available for use – urban fringe leisure routes			63%	75%	67%	84%	79%	86%	75%	85%	85%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Number of people killed or seriously injured in road traffic accidents	43	33 (37)	36 (37)	35 (35)	41(37)	21(32)	32 (31)	39 (31)	45 (39)	52 (45)	52 (50)
Number of people slightly injured in road traffic accidents	365	303 (338)	296 (321)	309 (303)	285 (297)	283(292)	242 (270)	256 (260)	226 (241)	206 (229)	153 (195)
Number of children killed or seriously injured in road traffic accidents	2	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	3(4.3)	2 (4)	4 (3)	5 (3)	5 (5)	6 (5)
Number of children slightly injured in road traffic accidents	42	34 (41)	32 (36)	45 (37)	34(37)	64(48)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)
% of children taking part in pedestrian training from participating schools	92	91	80	85	91	89	86	90	87	86	Not yet available
% of children taking part in cycle training (Year 5) from participating schools	67	65	45	54	56	51	50	52	66	63	Not yet available

NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Overall public satisfaction	56.1	56.3	55.7	54.9	55.1	56	56	54	54	55
Public transport overall	57	56	54	-	-	59	59	60	62	64
Local bus services	60	57	54	58	60	60	62	60	62	63
Local bus services (BVPI 104)	59	51	47	53	55	60	61	64	66	62
Public Transport Info (BVPI 103)	43	46	39	41	48	48	51	47	51	51
Taxi/Mini cab services	68	68	67	68	70	69	67	66	68	69
Community Transport	58	57	57	57	58	56	55	55	55	59
Walking & Cycling overall	57	59	58	-	-	57	58	56	56	56
Pavements and footpaths	55	56	56	55	55	55	55	54	53	54
Pavements and footpaths (aspects)	58	57	57	58	57	61	61	58	58	60
Cycle routes and facilities	57	60	59	55	53	54	55	55	54	53
Cycle routes and facilities (aspects)	57	60	60	57	55	58	58	55	59	55
Rights Of Way	59	60	57	60	58	58	60	57	58	59
Rights Of way (aspects)	55	57	56	55	52	58	56	56	56	56

Tackling congestion overall	48	51	52	-	-	53	51	48	49	50
Traffic levels and congestion	44	49	49	49	44	47	46	44	46	45
Management of Road works	49	49	54	53	51	56	50	51	53	55
Traffic management	52	53	55	54	54	56	56	55	57	56
Overall road safety	57	60	59	-	-	62	58	57	60	59
Road safety locally	60	61	62	59	61	63	60	57	58	59
Road safety environment	58	59	58	56	57	61	57	57	59	59
Road safety education	55	58	58	57	56	61	58	58	61	59
Overall highways maintenance	52	51	50	-	-	52	53	50	49	51
Condition of highways	37	32	34	28	31	34	38	34	30	35
Highways maintenance	50	48	48	48	48	54	53	51	51	53
Street lighting	70	71	69	69	71	70	69	66	65	65
Highway enforcement/obstructions	51	52	49	49	48	51	50	48	49	52

APPENDIX CLTP Programme 2020/21**Maintenance Block** – funding to maintain the highway network

Department for Transport Allocation	£'000
Bridge structural maintenance	308
Highway structural maintenance	922 *
Incentive funding	291 (awaiting confirmation from DfT)
Fees	168
Total	1689

*£603,000 would be used to part fund the A68 Growth Zone Maintenance Programme if the bid is successful.

- Following consultation with the Leisure and Local Environment Portfolio Holder, DBC submitted a Local Highways Maintenance Challenge Funding bid to TVCA for review and prioritisation. The bid was one of three submitted by TVCA on 30 October 2019 to DfT for funding in 2019/20. Entitled A68 Growth Zone Maintenance Programme the bid was for £2.260m to maintain significant sections of the A68 in both the urban area (West Auckland Road/Woodland Road) and in the rural stretch in sections between the A1 Junction 58 and the borough boundary which we are awaiting an announcement. If the bid is not successful, the £603,000 will be reallocated to the highway maintenance programme and new schemes added based on condition data.
- Schemes identified as a high priority based on the condition survey data include:
Bridges –
 - Albert Road – concrete and masonry arch repairs
 - A167 Victoria Road- expansion joint repairs
 - A167 Coatham South Old Farmhouse- re-lining existing culvert
 Highways –
 - Stanhope Road/Coniscliffe Road/West Street
 - A67 Yarm Rd (A66 – Farmhouse pub)
 - Estoril Road South
 - A68 based on the priorities identified in the Maintenance Challenge Fund bid
- In addition, a micro asphalt programme has been developed using the Course Visual Inspection data to prioritise which Unclassified Roads (residential streets) will be treated in 2020/21. The street list will be made available on the Council website. This work will be part funded from £500k Council funding as previously agreed by Cabinet (13/02/2018) as part of the Medium Term Financial Plan.
- In previous years Pothole Funding has also been allocated to highway authorities based on the highway's maintenance funding formula. If funding is made available, it will be used as in previous years to repair potholes (and undertake preventative maintenance programmes) and reported via the Council website.

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

Manage/ Improve	Scheme	2020/ 21	2021/ 22	2022/ 23	Notes
Network management					
Manage	North West Growth Zone Corridor (A68)	200**	250**	250**	£360k** LTP + £100k section 106 funding is already secured as local contribution for Pinch Point bid. This is additional provisional local contribution.
	Traffic monitoring	20			
	Traffic counter replacement programme	20			
Sustainable and public Transport					
Improve	Improvements to bus passenger facilities	50			Includes raised kerbs and bus shelters
Improve	Dropped kerbs	40			Improves access for all
Improve	Public Rights Of Way	10			Improves access for all
Improve	Widen cycle route north of Albert Road & Redmire Close	50			£150k allocated in previous year
Car parks					
Improve	Abbotts Yard car park	60			Resurface and redesign the layout
Speed Management and Road Safety programme					
Manage	School 20mph limits	125			<ul style="list-style-type: none"> Hurworth Secondary school (£50k + £50k section 106 monies) Borough Road nursery £30k St Bedes £45k
	Variable Messaging Signs (speed warning signs)	50			Roll out of VMS signs on roads with a speeding problem
	Road safety	75			<ul style="list-style-type: none"> Duke Street safety scheme between Larchfield Street and Stanhope Road Crossing point on Stanhope Road North Village Gateways

	20mph zone	75			Investigate new zone near Darlington Station between Park Lane, Parkside, Victoria Road and Victoria Embankment
Sub total		775			
Fees		111			
Total		886			

** Local Transport Plan funding to underwrite the local contribution element required by the Department for Transport for the bid for Pinch Point Funding. Other funding sources may become available over the next 12-36 months and, if the bid is successful, the most appropriate source of funding will be utilised at the time. If the bid is unsuccessful the available local funding will be used to start implementing the A68 corridor pinch point improvements.

Bids

5. An Expression of Interest (EOI) has been written and submitted to TVCA for Pinch Point funding. TVCA will then submit a prioritised list of schemes for consideration to DfT. If the EOI is successful, a full business case would need to be developed in 2020. The North West Growth Zone Corridor Improvement scheme would seek to achieve journey time savings for traffic and public transport on the A68 (A1 Junction 58 to town centre) through a combination of junction improvements and Urban Traffic Management and Control improvements to the traffic signals. In addition, there would be improvements for pedestrians and cyclists to support modal shift away from cars.
6. A bid was submitted to Rural Payments Agency for funding to improve the Stockton and Darlington Railway Trackbed between A66 and MSG, an existing route. Confirmation was received on 19 November 2019 that the bid was successful. The Council received 100% funding of £212,933.94, which will pay for the works which have already been procured from Brambledown Landscape Services following a tendering exercise. The funding will be used to improve the surfacing, drainage and access measures.
7. A business case was submitted to TVCA on 12 December 2019 for the final scheme in the Local Growth Fund Sustainable Access to Employment programme. 'Rethinking Victoria Road' will improve the route between Darlington Station and Feethams roundabout. Following a two phased consultation between September 2018 and March 2019 a design was developed that addressed most issues raised, especially regarding the speed of traffic, difficulties in crossing the roads and a desire to improve the condition of the roads and pavements for all users, including introducing more trees to the street. A final stage of engagement was held in December 2019 (delayed due to the general election) and the results of this will be used to amend the plans if required. The results of the due diligence are awaited and subject to the funding agreement being in place it is planned to start on site in March 2020. The local contribution from the Local Transport Plan will be carried forward from 2019/20 to 2020/21.

**CABINET
3 MARCH 2020**

**TEESSIDE INTERNATIONAL AIRPORT LIMITED (“TIAL”) –
JOINT VENTURE CONSENT**

Responsible Cabinet Member - Councillor Heather Scott, Leader of the Council

Responsible Director - Paul Wildsmith, Managing Director

SUMMARY REPORT

Purpose of the Report

1. This report updates Cabinet on progress in relation to the delivery of the TVCA business case for the airport and requests shareholder consent to enable TIAL to progress a joint venture for the development of the Southside in line with that business case.

Summary

2. "Southside" comprises a significant area land to the southern side of the main airport complex and the operational areas including the main runways and airport taxiing routes. It lies partly within Darlington Borough but predominantly within Stockton Borough and extends to approximately 109 hectares.
3. The importance of a successful Southside development to underpin a viable airport and the issue has for some time been envisaged as part of the development of the airport business. This was in the Peel Masterplan but was unable to move forward.
4. On 24 January 2019 the Tees Valley Combined Authority approved investment proposals for the acquisition and development of TIAL.
5. The TVCA cabinet and the airport board of directors have now taken decisions that will provide for the Southside land to be unlocked which takes the development of the Southside into a new stage. The upfront infrastructure has been costed at £23.6 million, this is to provide road access, utilities and flood mitigation works and is based on a re-working and updating of the tender cost for the scheme put forward by Peel. The report to the Airport Board is included at **Appendix 1 (Part III)**
6. The specifics of the investment by TVCA is that TIAL will draw down a loan of £23.6m from the TVCA to fund the upfront infrastructure requirement. This is to be repaid throughout the period of development. The business case describes that with the predicated returns TIAL will be in a position to repay the loan. Ultimately through the period of development TIAL will still continue to be underwritten as a going concern by TVCA.
7. TIAL will enter into a joint venture partnership with the Theakston Land and Wynyard Business Park to deliver construction of the infrastructure and

development of the business park through the establishment of a joint venture subsidiary.

8. Darlington Borough Council, together with the other Tees Valley Councils and Durham County Council, are minority shareholders of TIAL, and consent from the minority shareholders is required to enable TIAL to enter into any partnership, joint venture or profit sharing arrangement if this is outside the normal business of the airport as a commercial airport. Consent from the minority shareholder local authorities has therefore been requested to enable the decision taken by the TVCA Cabinet and TIAL board to progress.

Recommendation

9. It is recommended that Cabinet :-

- (a) Note the decision of the TVCA Cabinet to support the development of the Southside through a loan of £23.6m to TIAL for enabling infrastructure.
- (b) Note the decision of the TIAL board to enter into a joint venture and establish a subsidiary company with their selected developers Theakston Land and Wynyard Business Park to undertake the development of the Southside.
- (c) Provide consent to TIAL to pursue the Southside development including consent to the establishment of the subsidiary and the grant of a 125-year lease.

Reasons

10. The recommendations are supported by the following reasons :-

- (a) To support the Southside development and to help in securing the long-term viability of Teesside International Airport.
- (b) To provide the consent required to enable the development to move forward

Paul Wildsmith, Managing Director

Background Papers

No background papers were used in the preparation of this report

Luke Swinhoe Extension 5490

S17 Crime and Disorder	Not Applicable
Health and Well Being	Not Applicable
Carbon Impact and Climate Change	Not Applicable
Diversity	Not Applicable
Wards Affected	All wards affected but Sadberge and Middleton St George in particular
Groups Affected	All Groups
Budget and Policy Framework	Not Applicable
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
One Darlington: Perfectly Placed	The viability of the airport supports one Darlington perfectly placed
Efficiency	Not Applicable
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

MAIN REPORT

The Southside Land

11. "Southside" comprises a significant area land lying, as its name suggests, to the southern side of the main airport complex and the operational areas including the main runways and airport taxiing routes. It lies partly within Darlington Borough but predominantly within Stockton Borough and extends to approximately 109 hectares.
12. As far back as 1999 the "Southside" land was granted outline planning permission by the Secretary of State for freight handling, distribution and packaging, freight forwarding and light industrial / commercial assembly. Then in 2007 a further application made is possible for the land to be made available for general industrial use as employment land. Southside remains allocated within Stockton and Darlington's respective Local Plans to provide sufficient specialist land to support the expansion of airport related uses but supported by a proportion of general employment land.
13. The local authority shareholders have long recognised the importance of a successful Southside development to underpin a viable airport and the issue has been a consistent theme and was always envisaged as part of the development of the airport business.
14. The development by Peel of a Masterplan and supporting investment plan produced in 2012/13 showed that for Peel the proposals at that time were unviable, with an investment appraisal included in the Investment Plan showing a shortfall of approximately £5 million needed to make the development commercially feasible. It was therefore suggested in Peels Investment Plan that the public sector contribute by investing in infrastructure (through grant or equivalent in-kind) that would make the development financially viable by effectively bridging the £5million gap.

15. In 2015 it was identified that Tees Valley Local Enterprise Partnership had secured £90.3m from the Government's Local Growth Fund, which included £5m provision for a new access road linking the Northside with the Southside at the airport, around the eastern end of the runway. This new link road would open up the Southside, to provide an employment park, and logistics and processing areas with a variety of employment uses. However, the Master Plan also described that investment for re-positioning and growing the Airport would not be possible without capital raised from enabling housing development on airport owned land.

Current Development Proposal

16. On 24 January 2019 the Tees Valley Combined Authority agreed to acquire the 89% shareholding of Peel Holdings Limited in Durham Tees Valley Airport Limited (now TIAL) with the intention of bringing in an experienced private sector private partner to assist in running the airport business.
17. In order to do this TVCA established a new holding company Goosepool 2019 Limited to buy the shares from Peel. TVCA's airport operator Stobart Holdings Limited then acquired shares in Goosepool 2019. Goosepool is jointly owned by the Tees Valley Combined Authority (75%) and Stobart Holdings Limited (25%).
18. On 24 January 2019 the Tees Valley Combined Authority approved investment proposals for the acquisition and development of TIAL. TVCA had engaged with Turner and Townsend to provide advice on the purchase, valuation and development potential of land as well as outline options assessment. The final recommendations to the TVCA cabinet was supported by the Full Business Case: "Securing the Future of Our Airport". The business case included reference to the airport's land development opportunities, noting that the Southside presented the most significant opportunity and that maximising the wider property assets was key to improving the financial viability of the airport.
19. The TVCA cabinet and the airport board of directors have now taken decisions that will provide for the Southside land to be unlocked which takes the development of the Southside into a new stage. The upfront infrastructure has been costed at £23.6 million, this to provide road access, utilities and flood mitigation works and is based on a re-working and updating of the tender cost for the scheme put forward by Peel. The report to the Airport Board is included at Appendix 1 (Part III)
20. The specifics of the investment by TVCA is that TIAL will draw down a loan of £23.6m from the TVCA to fund the upfront infrastructure requirement. This is to be repaid throughout the period of development. The business case describes that with the predicated returns TIAL will be in a position to repay the loan. Ultimately through the period of development TIAL will still continue be underwritten as a going concern by TVCA.

The Joint Venture Approach

21. Recognising that TIAL are not themselves a developer, in order to progress the development of Southside and to provide confidence that the scheme can be delivered a joint venture partner with significant relevant experience has been sought. The intention being that TIAL will enter into a joint venture partnership with the private sector to deliver construction of the infrastructure and development of the business park.

22. It was recognised that TIAL (through TVCA) would need to conduct a robust process for the selection of the Southside developer to ensure that any prospective partner would work in the way that met the investment objectives of ensuring that a return came back to support the airports' viability.
23. Legal advice to TVCA identified that an OJEU procurement was not necessary, as whilst TIAL would potentially follow the Utilities Contract Regulations 2016 in respect of its airport activities, the commercial activities relating to the development of the Southside are outside the scope of the regulations. This enabled a more commercially focused process to be followed that has examined a range of possible options.
24. Since the acquisition of the airport shares in early 2019, mindful of the approach set out in the business plan, various developers had contacted TVCA and the Mayor to find out about potential development opportunities. Those market orientated discussions helped frame what would and crucially what would not be commercially possible in terms of development with the intention of avoiding the pitfalls which had seen the Southside development not progress significantly for over 10 years.
25. In parallel to the discussions with possible developers, a number of discussion also took place with investment funds to establish whether there was an appetite to support a joint venture arrangement. It became clear that the general inflexibility of investment fund rules and, in particular the requirement to make return in priority of any return to TIAL would sit outside the desired outcomes and these were excluded from further consideration.
26. Following the market orientated discussions, the main principles adopted for the selection of a developer were:-
 - (a) A recognition that the public sector would invest for a long term return rather being asked to provide infrastructure grant funding.
 - (b) Ensuring the developer had a sufficient local focus and connection with the Tees Valley to have an interest in the actual outcome for our region. One that whilst recognising the speculative risk in the development would be prepared to forgo the market anticipated 20% upfront return.
 - (c) Making sure that the developer would accept the long term commitment and be prepared to make their commercial return through dividends alongside TIAL.
 - (d) Ensuring that the developer would be motivated by driving the project to produce more rapid development as opposed to land banking; and longer term returns through a focus on a strong programme of development that would produce the economic growth.
 - (e) Protecting public assets and money through a long term return to TIAL which could be reinvested in the airport, and the repayment to TVCA of its interest bearing loan.

27. Bringing together the market orientated discussion and following consultation with LEP Board members and other private sector soundings, two separate developer consortia were invited to present final proposals. This process identified that the consortia comprised of Theakston Land and Wynyard Business Park were the best commercial and outcome orientated fit. In particular they stood out as they were prepared to contract with TIAL on the basis that –
- (a) The public funding for the infrastructure could go into the project by way of a loan with interest at a commercial rate, rather than through any public sector grant;
 - (b) They would not take any developer profit out early in the development, and would not in fact be paid for their management of the infrastructure works on our behalf; and
 - (c) They were prepared to earn their returns in the long term via dividends which would depend on effective partnership working with DTVAL and TVCA, and which will be driven by the success of their efforts.
28. The decision of the TIAL board is that they will enter into a joint venture partnership with the Theakston Land and Wynyard Business Park to deliver construction of the infrastructure and development of the business park through the establishment of a joint venture subsidiary.

Local Authority, Minority Shareholders

29. Approximately 11% of TIAL is still owned by the local authorities in the following proportions:

	%
Darlington Borough Council	3%
Durham County Council	1%
Hartlepool Borough Council	1%
Middlesbrough Borough Council	2%
Redcar & Cleveland Borough Council	2%
Stockton-on-Tees Borough Council	2%

30. At the point of acquisition of the Peel shares by TVCA it was agreed that the existing minority shareholder protections under the shareholders agreement would be maintained with some minor modifications and clarifications.
31. One of the protections is that whilst the local authorities hold an aggregate shareholding of more than 10% that they have to consent to enable TIAL to enter into any partnership, joint venture or profit sharing arrangement if this is outside the normal business of the airport as a commercial airport. Consent is therefore requested to enable the decision taken by the TVCA cabinet and TIAL board to progress.

Shareholder Considerations

32. Whilst directors must act in the way that they consider, in good faith, would be most likely to promote the success of the company for the benefit of its members as a whole, shareholders are not so constrained and can legitimately decide matters in their own self-interest.
33. Currently, none of the local authorities hold the shares for the purposes of investment. Notwithstanding the acquisition of the Peel shares by TVCA the local authorities continue to record the value of the shares held in terms of their own accounts as having a nil value and there is no current expectation of a dividend being paid.
34. The purpose in continuing to hold the shares has certainly since 2003 been more about insuring a degree of control in the public interest over the airport. For some considerable time the local authorities have supported the development of Southside for the benefit of the airport and to help secure its longer term viability. The decisions taken by the TVCA Cabinet and the TIAL board are consistent with that long standing approach, but with the loan commitment from TVCA have now materialised into a viable and crucially funded proposal.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
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**CABINET
3 MARCH 2020**

CLIMATE CHANGE CROSS PARTY WORKING GROUP – UPDATE

**Responsible Cabinet Member – Councillor Alan Marshall
Economy Portfolio**

**Responsible Director - Ian Williams
Director of Economic Growth and Neighbourhood Services**

SUMMARY REPORT

Purpose of the Report

1. To provide an update on the work of the Climate Change Cross Party Working Group, established by Council and chaired by Councillor Gerald Lee to identify ways to reduce Carbon emissions and achieve a carbon neutral status for Darlington Borough Council.

Summary

2. At the meeting of Council on 18 July 2019, the Council passed a resolution (as amended) to declare a 'Climate Emergency'.
3. Since 18 July the following has taken place:-
 - (a) a Seminar in September 2018;
 - (b) the creation of a Cross Park Working Group;
 - (c) a Government bid submission for a District Heating System feasibility work;
 - (d) officers volunteering to be a Climate Change Champion;
 - (e) the appointment of the Sustainability and Climate Change Officer.

Recommendation

4. It is recommended that Cabinet note the update of the Climate Change Cross Party Working Group.

Reason

5. The recommendation is supported to enable Council to achieve a net carbon neutral status for Darlington Borough Council.

**Ian Williams
Director of Economic Growth and Neighbourhood Services**

Background Papers

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

S17 Crime and Disorder	There are no implications for crime and disorder in connection with this report.
Health and Well Being	Working towards net carbon emissions has a positive impact on health and well being for all.
Carbon Impact and Climate Change	The work of the Members working group will have a positive impact on carbon reduction and climate change.
Diversity	Equality and diversity is not relevant to the proposal in this report.
Wards Affected	All
Groups Affected	No groups are affected by the proposals in this report
Budget and Policy Framework	This decision 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
One Darlington: Perfectly Placed	Reduction in CO2 emissions and improvements in air quality support a place to live and thrive
Efficiency	This report will not deliver any efficiency savings

MAIN REPORT

Information and Analysis

6. At the meeting of Council on 18 July 2019, the Council passed a resolution (as amended) to declare a 'Climate Emergency'.
7. To remind Members the following details the Motion that was passed:

Council therefore resolves to:

Declare a 'Climate Emergency';

- a) Sign up to a science-based carbon reduction target that is consistent with achieving the Paris Agreement of no more than 1.5°C global temperature increase;*
- b) Work with nurseries, schools and colleges to include age appropriate learning about climate change while calling for the national curriculum to be reformed to include "the ecological crisis as an educational priority";*
- c) Work to make Darlington Borough Council carbon neutral by 2050 and call on central government to provide funding and powers to make this possible;*

- d) Work with other organisations and governments within the UK and internationally to determine and implement best practice methods to limit Global Warming to less than 1.5°C;*
 - e) Work with partners to run a conversation with residents, Trade Unions, public sector organisations, businesses and the third sector on developing a plan with the actions and milestones required to reach this target;*
 - f) Set up a cross-party working group to develop an action plan and milestones to achieve carbon neutral status;*
 - g) Report the progress to Full Council every 6 months;*
8. The motion passed on 18 July 2019 marks a continuation of ongoing work to increase the energy efficiency of the Council and reduce its carbon footprint.
9. Actions already completed include:
- (a) Switching to a zero carbon electricity tariff;
 - (b) Installation of new LED streetlighting;
 - (c) LED lighting in office buildings;
 - (d) Nine electric vehicles have been included in the Council fleet.
10. An updated analysis is currently being carried out to establish the impact of these initiatives. This will be reported to Cabinet in a future paper.
11. However, notwithstanding the above initiatives, the Council is embarking upon a challenging journey to ensure it meets the objective of Darling Council being carbon neutral by 2050.
12. Since the Council Meeting of 18 July 2019, the following are the main areas of work undertaken.

Climate Change Seminar

13. In September we held a climate change seminar which was well attended by Members and officers. Speakers included representatives from Government, Association for Public Service Excellence – Energy and the Tees Valley Combined Authority.

Cross Party Working Group

14. In response to the motion a cross party reference group was set up under the chairmanship of Councillor Lee, other representatives include Councillors Curry, Howarth, Tait and Snedker, with substitutes nominated if required.
15. At the time of writing four meetings had been held (with a further one scheduled for Monday 17 February). Notes of the meetings are attached at **APPENDIX 1**.

16. It is early days for the group and much of the business has been fact finding. The group has had a presentation from Planning and Building Control Officers on how legislation and regulations can impact on house building specifications.
17. The Assistant Director, Housing and Building Services attended a meeting and provided an overview in respect of local authority housing in respect of funding and current building standards.
18. Councillor Snedker carried out a presentation on the benefits of a 20mph speed limit for the urban area.
19. The Council's Senior Arboricultural Officer attended a meeting to provide an update to Members in respect of tree coverage in the Borough and tree planting schemes.
20. Durham County Council's Low Carbon Economy Team Leader attended a meeting to explain Durham's approach to achieving its carbon target.

District Heating System

21. A bid has been submitted to Government for grant funding to carry out a Techno-economic Feasibility Study. This follows an Energy Mapping and Masterplanning report which was fully funded by Government and identified potential for a District Heating System in the Borough.
22. The Techno-economic feasibility work covers technical and economic activities in relation to, heat demand, heat supply, heat and power distribution, cash flow modelling, risk, analysis of project economics with a strong focus on energy balance and cost economics, and finally an assessment of the 'do nothing' case.
23. If the results are positive the next stage would be detailed project development.

Climate Change Champions

24. Several staff have volunteered to be Climate Change Champions for their work areas. The detailed role of these champions will be discussed at the next Working Group and a meeting will be held with the champions to explain/discuss the roles.

Climate Change Officer

25. A sustainability and climate change lead officer has now started in post and will support the role of the group in preparing an Action Plan to meet the Council's climate change ambitions.
26. The Officer is making contact with relevant teams across the Council, gathering information and understanding what data is available.
27. A baseline for 2010/11 will allow us to report what good work has been undertaken since the original carbon reduction plan was produced, with ongoing annual reporting monitoring progress going forward.
28. We anticipate that a draft plan will be ready for Cabinet to agree during the new financial year.

APPENDIX 1

CLIMATE CHANGE CROSS PARTY WORKING GROUP

Tuesday, 29 October 2019

PRESENT – Councillors Lee (Chair), Curry, Howarth and Snedker

APOLOGIES – Councillor Tait

OFFICERS IN ATTENDANCE – David Hand (Head of Service for Planning Policy, Economic Strategy and Environment) and Hannah Fay (Democratic Officer)

1 INTRODUCTIONS/ATTENDANCE AT MEETING

Following the decision by the Council to declare a Climate Emergency at its meeting on 18 July 2019, a Climate Change Cross Party Working Group has been established to identify ways to reduce Carbon emissions and achieve a carbon neutral status Darlington Borough Council. The working group does not have decision making powers.

2 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

3 SUSTAINABILITY AND CLIMATE CHANGE LEAD OFFICER - UPDATE

Members were advised that 21 applications had been received for the Sustainability and Climate Change Lead Officer position and shortlisting identified six suitable applicants to be interviewed. The interviews will be held on 21st November and applicants will be required to give a presentation. It is hoped that the successful applicant will be in post by January 2020.

Members queried their involvement in the interview process and it was confirmed that due to the level of the position, Members could not be involved. However Members could be updated following the interviews.

IT WAS AGREED – That Members be provided with feedback from the interviews.

4 DRAFT TERMS OF REFERENCE

A discussion ensued in respect of the Terms of Reference for the working group. Members felt that in order to identify the target/aims for Darlington there was a requirement to establish the CO2 emission baseline for Darlington.

Reference was made to the data previously circulated to Members on Local Authority CO2 emissions estimates within the scope of influence of Local Authorities; Darlington had seen a 34% reduction from 2005 to 2017 however there were further reductions to be made. It was highlighted that the figures omitted sources of carbon such as including aviation and shipping.

It was confirmed that One Carbon World, a not for profit organisation, had established a carbon offset grant fund that aimed to help organisations to achieve carbon

neutrality, provided support to measure and define carbon output and would provide a balance to the identified carbon footprint using grant funding and carbon credits.

Members were advised of a North East Regional Energy meeting scheduled for next week, with representatives from the Tees Valley and Tyneside, APSE Energy, Schools, Universities and climate change champions.

IT WAS AGREED – (a) That the Terms of Reference be updated to reflect the agreed meeting frequency and timings of monthly and on Monday afternoons.

(b) That the Terms of Reference be brought to a future meeting to set the Outcomes with support of the Sustainability and Climate Change Lead Officer.

(c) That details of the One Carbon World Carbon Offset Grant Fund be shared with the Sustainability and Climate Change Lead Officer (once in post) to investigate further.

(d) Members be provided with feedback from the North East Regional Energy meeting.

5 NEXT STEPS

A discussion ensued in respect of the next steps to start to reduce carbon emissions. Members were advised that initial discussions have been held with Tees Valley in respect of housing standards and that further discussions were planned with Durham and North Yorkshire to ensure that collectively housing standards met the maximum specification requirements.

Members highlighted that local authorities had the ability to set additional requirements in terms of building regulations and it was proposed that a Planning Officer be invited to a future meeting to discuss the current specifications and to identify possible amendments to regulations to meet future requirements in respect of carbon emissions.

Reference was made to the Local Plan and scope to review the local variation of (National Planning Policy Framework (NPPF) in the draft Local Plan prior to being received by Cabinet.

It was suggested that each Member of the working group takes responsibility for a department within the council and makes contact with an appropriate Officer to hold initial discussions to try and identify ways to reduce carbon emissions, and that each Member provides feedback to the working group.

A proposal to introduce a carbon budget for Cabinet Portfolios was also suggested.

A discussion ensued in respect of traffic congestion and the need to address this; the need for improved cycle ways and cycling to be encouraged in the borough; the proposal to identify school champions, including a teacher and student from each school; and Members were advised that 10,000 trees were to be planted within Darlington.

IT WAS AGREED – (a) That a Planning Officer be invited to the next meeting to discuss planning requirements in respect of housing specifications.

(b) That Members be provided with details of Council Departments and key Officers.

6 ANY OTHER BUSINESS

Details were provided on the district heat network funding study; the next step was to bid to the Heat Network Delivery Unit (HNDU); that this would be part funded by the Government, Tees Valley and Darlington Borough Council; and that Tees Valley would be submitting the bid. The bidding closes on 3rd January.

It was confirmed that a site had been identified and was located to the side of the DfE building which would enable water from the River Skerne to be used. The HNDU could potentially be used heat the buildings of the Council, DfE, Dolphin Centre, Feethams and possibly wider.

Members were shown an instruction video for Scatter, a free carbon footprint tool. Members felt it would be beneficial to review data for Darlington at the next meeting of this group.

IT WAS AGREED – (a) Darlington data from Scatter to be provided at the next meeting for discussion.

(b) Darlington Heat Mapping and Energy Master planning document to be shared with Members for information.

CLIMATE CHANGE CROSS PARTY WORKING GROUP

Monday, 25 November 2019

PRESENT – Councillors Lee (Chair), Curry and Snedker and Harker

APOLOGIES – Councillors Howarth and Tait

ALSO IN ATTENDANCE – Councillor Allen

OFFICERS IN ATTENDANCE – David Hand (Head of Service for Planning Policy, Economic Strategy and Environment), Hannah Fay (Democratic Officer) and James Langler (Planning Officer) and Dave Curry (Principal Building Control Officer)

7 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

8 MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were noted.

9 SUSTAINABILITY AND CLIMATE CHANGE LEAD OFFICER - UPDATE

Members were advised that interviews for the Sustainability and Climate Change Lead Officer position were held on Thursday 21st November; the successful candidate had accepted the job offer; previous experience included 9 years as a Senior Sustainability Advisor; project management of a climate change advisory group; and the expected start date was February 2020.

10 HOUSING SPECIFICATIONS

In light of the proposal in the draft Darlington Local Plan to build 10,000 homes by 2036, Members requested further information on housing specifications, to ensure that new houses were being built to meet low carbon emission requirements.

James Langler, Planning Officer, gave a presentation to Members detailing the national legislation and policy and guidance in place to address climate change; the national planning policy framework outlined the local requirements that should form part of the local plan; and Members noted that energy performance standards within the local plan could only be set up to an equivalent of Level 4 of the code for sustainable homes.

It was reported that a consultation was underway on the Future Homes Standards and two options were being consulted on; the Government's preference was Option 2, (Fabric Plus Technology) - 31% reduction in carbon emissions delivered through the installation of carbon-saving technology (e.g. solar panels) and better building fabric standards; and that the Council was exploring the cost implications for the two options.

Details were provided of the policies within the Local Plan in place to address climate change. A discussion ensued in respect of wind farms; the local plan allowed for small scale wind farms without the requirement for land allocation; large scale wind farms would require a full survey of the borough; and that the policy was criteria based rather than allocation based.

Members were provided with details of alterations that were required to existing and new build homes to meet low carbon emission requirements; costs associated with achieving higher standards; and details of funding schemes available.

A discussion ensued in respect of council housing; it was confirmed that an estimated 100 houses would be built per year over the next 10 years; that cost implications of building to a higher standard may result in fewer houses being built; and an exercise would need to be undertaken to identify the cost of building housing to a higher standard.

IT WAS AGREED – (a) That Members be provided with the outcome of the costing exercise being undertaken by the Council.

(b) That Officers undertake an exercise to identify build costs for council housing at Level 4 and Level 6 standards.

(c) That Pauline Mitchell, Assistant Director, Housing, be invited to a future meeting.

11 DARLINGTON EMISSIONS - SCATTER DATA

Members reviewed the Darlington emissions data, noting that residential buildings had the largest carbon output; questioned how figures were measured and monitored; and felt that a baseline was needed to be able to monitor emissions on an annual basis.

IT WAS AGREED – (a) That Scatter Data be circulated to Members for information.

(b) That a Combined Authority representative be invited to the next meeting to explain the Scatter Data.

12 DARLINGTON BOROUGH COUNCIL DEPARTMENTS

Members reviewed the list of Darlington Borough Council department contacts and agreed that a Climate Change champions system would be valuable.

IT WAS AGREED – That Councillor Lee liaises with the Managing Director to implement a Climate Change Champion system.

13 ANY OTHER BUSINESS

A presentation '20's Plenty for Darlington' was given to Members, outlining the case for a 20mph speed limit to be implemented across the Borough.

The presentation outlined the road death statistics for pedestrians and cyclists; that more than four fifths of Darlington residents saw cycling as a high risk choice when deciding how to travel; and the benefits of a 20mph speed limit scheme.

IT WAS AGREED – That the local authority cycling officer and representatives from cycling clubs be invited to a future meeting of this group.

CLIMATE CHANGE CROSS PARTY WORKING GROUP

Monday, 16 December 2019

PRESENT – Councillors Lee (Chair), Curry, Snedker and Tait

APOLOGIES – Councillor Howarth

OFFICERS IN ATTENDANCE – David Hand (Head of Service for Planning Policy, Economic Strategy and Environment), Pauline Mitchell (Assistant Director Housing and Building Services) and Hannah Fay (Democratic Officer)

14 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

15 MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting were noted.

16 LOCAL AUTHORITY HOUSING - BUILD COSTS

The Assistant Director, Housing and Building Services provided an update to Members in respect of local authority housing.

Members were advised that new build was financed from a combination of Homes England (HE) grant funding and the Council's Housing Revenue Account, which was a ring fenced, self- financing budget. Rental income from each new build property is used to offset the cost of Prudential Borrowing so if the cost of provision is too high the overall scheme does not stack up financially. Members were further advised that priority was currently being given to building properties with increased space standards and lifetime homes standards for larger families, as well as, for adults and children with disabilities and this increased the overall cost. Some energy efficiency products are not always popular with our tenants and work would be required in order to get their buy-in and identify products that were easy for them to use and maintain.

Following a question by Members it was confirmed that some local authority housing was built to Sustainable Homes Code Level 4 at a time when this was a requirement of HE grant funding; but properties currently being built were to Code 3 and were well insulated with good thermal efficiency and double glazing.

It was reported that, in order to support the target of net zero carbon by 2050, the Government had pledged to invest £6.3bn to improve the efficiency of 2.2 million social homes; the local authority would need to engage with tenants in respect of any retrofitting; and that the Northern Housing Consortium, a membership organisation made up of local authorities, ALMOs and associations that provide social housing for tenants, met on a regular basis to discuss a range of topics.

Discussion ensued in respect of planning policy; Members were advised that a change to planning policy to incorporate higher build requirements would require a

supplementary planning policy; agreement from other authorities in the region would be necessary to enable uniform build requirements across the region and to ensure Darlington was not standalone; and initial discussions had begun with Tees Valley Planning Managers.

Members agreed that further discussions were required with Members from other local authorities to determine the actions in place to address climate change and to seek their views on the proposed introduction of uniform build requirements.

IT WAS AGREED – (a) That Members of this Working Group receive an update following the next meeting of the Northern Housing Consortium.

(b) That the Head of Planning Policy, Economic Strategy and Environment liaises with other local authorities in the region to determine the actions in place to address climate change and to seek their views on the proposed introduction of uniform build requirements.

17 DARLINGTON EMISSIONS SCATTER DATA

The Head of Planning Policy, Economic Strategy and Environment gave a presentation to Members on the SCATTER (Setting City Area Targets and Trajectories for Emissions Reduction) Tool.

The presentation outlined the objectives and functionality of SCATTER; that SCATTER could provide emissions data and emissions scenario modelling; and would help to identify high emissions areas for prioritisation of efforts.

It was noted that SCATTER could be used to provide a baseline for Darlington however due to limitations of SCATTER, additional work would need to be commissioned to provide a more in-depth baseline for Darlington Council buildings; this would have a cost implication; and that the Sustainability and Climate Change Lead Officer would undertake a costing exercise once in post.

IT WAS AGREED – That the Sustainability and Climate Change Lead Officer undertakes a costing exercise in respect additional work to identify a baseline for Darlington Council buildings.

18 UPDATE ON MEETING WITH MANAGING DIRECTOR

The Chair met with the Managing Director to discuss the proposal of a Climate Change Champion system. Members were advised that the Head of Planning Policy, Economic Strategy and Environment would be providing an update report from this Working Group to Chief Officer Board/ Chief Officer Executive (COB/COE); and that this would include the work to date and the proposal for a Climate Change Champion.

Discussion ensued on the benefit of a Climate Change Champion; the Champions would link in with Members to provide updates to the Working Group; and key messages could be circulated via the weekly briefing and notice boards.

IT WAS AGREED – (a) That Members note the update.

(b) That an update from COB/COE be provided to Members at a future meeting of this Working Group.

19 TREE COVERAGE

Discussion ensued in respect of tree coverage; an audit of trees in the Borough was being undertaken and Members requested that the Local Authority Arborist be invited to update Members.

IT WAS AGREED – (a) That the Local Authority Arborist be invited to the meeting of the Working Group scheduled for 20 January 2020.

20 CYCLING

Discussion ensued in respect of cycling and 20mph speed limits. Members were advised of the cycling allowance and cycle to work scheme, both of which would encourage Officers to cycle to work.

It was noted that further evidence was required as to the environmental benefits of reducing the speed limit to 20mph; and that an action plan, once developed would help to focus the work of the group and identify next steps in respect of cycling and 20mph speed limits.

IT WAS AGREED – That cycling and introduction of 20mph speed limits be considered at a future meeting of this Working Group.

CLIMATE CHANGE CROSS PARTY WORKING GROUP

Monday, 20 January 2020

PRESENT – Councillors Lee (Chair), Curry, Howarth, Snedker and Tait

OFFICERS IN ATTENDANCE – David Hand (Head of Service for Planning Policy, Economic Strategy and Environment), Phil Haynes (Senior Arboricultural Officer) and Hannah Fay (Democratic Officer)

21 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

22 MINUTES OF PREVIOUS MEETING

With regard to Minute 20 it was noted that discussions held in respect of environmental benefits were relating to reducing the speed limit to 20mph, rather than cycling.

RESOLVED – That, with the addition of ‘20mph speed limits’ to Minute 20, the minutes be noted.

23 TREE COVERAGE

The Senior Arboricultural Officer provide an update to Members in respect of tree coverage in the Borough of Darlington.

It was reported that 10,000 trees were to be planted over a 5 year period; areas were identified with estates and planning and included Wylam Avenue, Hummersknott Avenue, Cummins, North Park and Bensham Park; that 2000 trees had been planted at Ingenium Parc; and the Council’s Tree strategy outlined the plans for all streets leading into the town to be tree lined.

Members were provided with details of the Urban Tree Challenge Fund; and noted that Darlington had successfully bid for funding to plant 160 trees along the Darlington Eastern Transport Corridor.

It was reported that Tree planting packs were free; the Council regularly liaise with Friends Groups who provide support to plant whips. Members noted the different types of trees planted in the borough; that smaller deciduous trees such as Gingko, Tulip and Dawn Redwoods were planted in residential streets and larger trees, including Beech and Oak were consigned to parkland.

Discussion ensued in respect of the cost of planting older trees which would have an immediate impact on carbon levels when compared to whips; and queried which tree species were the most efficient at carbon capture and storage.

Further discussion ensued in respect of a whip selling and planting scheme, whereby residents could dedicate a tree to loved ones, with a book of remembrance to record

the dedication and the location of the tree. This scheme could contribute towards the number of trees planted and provide funding to buy established trees.

Members noted that Darlington Forests, a charitable organisation, had engaged with the Council and had plans to plant 400 whips at Maidendale nature reserve; felt that there was a desire of residents to plant their own trees; and agreed that further discussions be held with Darlington Forests.

Members highlighted the lack of trees in car parks in the borough and proposed a letter be sent to private car park owners to encourage tree planting. Members felt that developers tended not to include green infrastructure as the responsibility for maintenance would remain with them rather than the local authority; and noted that private housing developments commonly included a provision in the deed of transfer for a service charge, placing a duty on homeowners to contribute to the maintenance of communal open spaces that had not been adopted by the Council.

Discussion ensued in respect of Council owned land in rural areas; that this land could be used to locate a nursery for the Council to grow its own whips; and noted that funding was available to support this.

RESOLVED – (a) That the Sustainability and Climate Change Lead Officer obtains costings for planting older trees and identifies optimal tree species for carbon capture and storage.

(b) That a letter be drafted by the Chair to private car park owners in the borough to encourage tree planting.

(c) That Members receive progress updates on tree planting in the borough as and when available.

24 UPDATE ON MEETINGS WITH LOCAL AUTHORITY OFFICERS

Members were advised that Planning Managers from across the Tees Valley had met to discuss the proposal for uniform build requirements; all authorities were keen to work together as a region.

It was reported that currently not all Councils in the Tees Valley region had declared a climate emergency and for those that had, not all had resources in place to progress.

The Head of Planning Policy, Economic Strategy and Environment met with Registered Social Landlords (RSLs) and it was reported that the RSLs were in a position to go forward with efficiency measures over and above requirements, including retrofitting. It was reported that Thirteen Group were installing air source heat pumps in their properties and Members were welcome to undertake a site visit.

Following a question, it was confirmed that the Sustainability and Climate Change Lead Officer would be able to provide details of government funding available for landlords to retrofit their properties.

RESOLVED – That Members be provided with details of Government funding available to landlords.

25 LOCAL AUTHORITY HOUSING - BUILD COSTS

It was suggested that Members undertake a site visit to a passive house to determine how beneficial these would be to tenants and the Council.

RESOLVED – That Councillor Snedker identifies a passive house site for Members to undertake a site visit.

26 UPDATE ON MEETING WITH CLIMATE CHANGE CHAMPION, DURHAM COUNTY COUNCIL

The Chair met with Councillor John Clare, Climate Change Champion for Durham County Council (DCC).

It was reported that DCC had a Climate Change policy in place; had appointed twenty officers to deliver their carbon reduction commitment, with ten officers focussing on Low Carbon and ten officers to focussing on energy efficiency; DCC were in agreement that a regional climate change group be formed; and Members were advised that Darlington Partnership were keen to be involved.

Members were advised that DCC had climate change champions in place for each department; and that the champions were responsible for developing a department-specific climate change policy that would feed into a central group.

Members raised concern in respect of Teesside International Airport; that projected emissions would take up 50 per cent of the carbon budget by 2050; and questioned if Tees Valley Combined Authority could provide support to help mitigate the impact of emissions resulting from air travel to and from Teesside International Airport.

Discussion ensued in respect of switching the Councils energy supplier to a green supplier. It was reported that 12 Councils in the North East had negotiated a recent deal with an electricity supplier, however this could be scoped in the future by the Sustainability and Climate Change Lead Officer.

It was confirmed that work was ongoing to identify climate change champions within Darlington Borough Council; a list of nominations was being compiled; and that a meeting would be held with nominees to discuss expectations of the role.

RESOLVED – (a) That the Chair drafts a letter to the Mayor of the Tees Valley to seek support to mitigate the impact of emissions resulting from air travel to and from Teesside International Airport.

(b) That the Sustainability, Carbon and Climate Change Team Leader at Durham County Council be invited to update the group on the work of Durham County Council.

27 ANY OTHER BUSINESS

Members made reference to the Futures Fund outlined in the Medium Term Financial Plan and suggested the introduction of a Futures Fund theme that would enable the Council to be climate change ready.

Discussion ensued in respect of questions posed at Committees in relation to climate change; and Members felt that where relevant, these should be addressed by the Committee.

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**CABINET
CABINET ACTING AS SOLE TRUSTEE OF CROWN STREET LIBRARY
3 MARCH 2020**

CROWN STREET LIBRARY TRUSTEES

Responsible Cabinet Members – All Cabinet

**Responsible Director - Ian Williams
Director of Economic Growth and Neighbourhood Services**

SUMMARY REPORT

Purpose of the Report

1. To agree the appointment of trustees of the Crown Street Library and to approve the Crown Street Library Trustee Board terms of reference.

Summary

2. Members are requested to consider and approve the appointment of three independent trustees of the Crown Street Library. Further details are set out in the main body of the report.
3. As this will mean that the Council will no longer be sole trustee (a role exercised by Cabinet) Members are requested to appoint the Leader to be the Council's nominated trustee on the Crown Street Library Trustee Board.
4. The appointment of independent trustees will help in giving more formal recognition to the role of the wider community, given the original aims of the bequest of Edward Pease.
5. The Crown Street Library Trustee Board terms of reference will help in clarifying its purpose and the role of trustees.

Recommendation

6. It is recommended that Members:-
 - (a) Approve the Crown Street Library Trustee Board terms of reference.
 - (b) Agree to the appointment of Elizabeth Dodds, Yvonne Richardson and Matthew Roche as trustees of the Crown Street Library Trustee Board.
 - (c) Agree to the appointment of the Leader as the Council's nominated trustee on the Crown Street Library Trustee Board.

Reasons

7. The recommendations are supported by the following reasons :-

- (a) To give more formal recognition to the role of the wider community, by the appointment of independent trustees.
- (b) To avoid potential future conflicts of interest between the Council's service provider role and the building trustee role, by having independent trustees who will be able to discharge the trustee role.
- (c) To confirm the Council's representation on the Crown Street Library Trustee Board.
- (d) To clarify the terms of reference of the Crown Street Library Trustee Board.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

Cabinet (Sole Trustee of the Crown Street Library) Report of 8.10.19 - Crown Street Trustees
 Cabinet (Sole Trustee of the Crown Street Library) Report of 19.06.17 – Trustee Role

Luke Swinhoe : Extension 5490

S17 Crime and Disorder	There are no implications.
Health and Well Being	There are no implications.
Carbon Impact and Climate Change	There are no implications
Diversity	There are no direct implications
Wards Affected	There is no direct impact on any individual Ward
Groups Affected	People who use or who are interested in the Council's library Service.
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
One Darlington: Perfectly Placed	There are no links.
Efficiency	This report does not identify any efficiency implications.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers

MAIN REPORT

Background information

8. Edward Pease died on 13 June 1880. He left the sum of £10,000 in his will 'for the education of the poorer classes in the Borough of Darlington either by establishing or founding or assisting in establishing or founding a free library or scholarship from elementary schools for boys and girls or in such other way as my said trustees shall in their uncontrolled discretion think fit'.
9. The executors of Edward Pease's Estate commissioned the construction of a public library in Crown Street. On 23 October 1885 the new library was transferred to the 'Corporation of Darlington'. The building, which was extended in 1900 and 1930, is recognised by the Council to be held on trust by the Council for the purpose of being used as a public library.
10. The Council is currently the sole trustee. As the Council operates a Leader and Executive model of decision making, the role of the sole trustee sits with the Council's Executive body - Cabinet.
11. The appointment of independent trustees will help in giving more formal recognition to the wider community, given the original aims of the bequest of Edward Pease. It will also help in introducing an element of separation of the service responsibility and trust purpose (ie both will no longer exclusively sit with Cabinet).

Appointment of additional trustees

12. In October 2019 Cabinet agreed to move forward a process for the appointment of up to three Independent Trustees. The positions were advertised in the Library, in the November 2019 edition of One Darlington and on the Council's website.
13. The applications received were shortlisted and candidates were then interviewed on 28 January 2020 by a Cabinet Sub Committee, comprising Councillor Mrs Scott, Leader (Local Services Portfolio), Councillor Crudass (Children and Young People Portfolio) and Councillor Tostevin (Health and Housing Portfolio).
14. Following the interviews the Cabinet Sub Committee agreed to recommend to Cabinet the appointment of Elizabeth Dodds, Yvonne Richardson and Matthew Roche. They have all indicated that they are willing to accept the role, subject to confirmation by Cabinet.
15. To assist Members, each successful candidate was asked to write a short statement about themselves to accompany this report. These statements are at **Appendix 1**.

The Crown Street Trustee Board

16. Members are invited to appoint all of the above named to be trustees of the Crown Street Library Trustee Board.
17. The other Board position will be occupied by a member of Cabinet and it is suggested that this role is discharged by the Leader.

18. In order to clarify the role of the Trustee Board a 'Terms of Reference' (see **Appendix 2**) has been drafted to assist:

19. The key points to note:

- (a) The role is about the Crown Street Library building (and supports its founding purpose as a public library). It is not about the provision of the library service (which is the sole statutory responsibility of the Council - under the Museums and Libraries Act 1964).
- (b) The legal estate of the Crown Street Library building will continue to be registered in the sole name of the Council. The role is a custodian one as the legal interest will be subject to the terms of the trust with the building held 'for the purposes of a public library for the Borough of Darlington'.
- (c) To give more formal recognition to the wider community, the Trustee Board will comprise a Council trustee and 3 other trustees (independent of the Council). The Council trustee will have a single vote and the other trustees will each have a single vote. Decisions of the Board of Trustees will be made by simple majority voting. The quorum will be the Council trustee and at least 2 other trustees.
- (d) It is intended that there will be an annual meeting. It is suggested this should be held on or close to the anniversary of the opening of Crown Street Library (23 October 1885). The annual meeting will enable trustees to receive an update on matters concerning the Library and will also provide an opportunity to mark and remember the anniversary of its opening.
- (e) Outside of the annual meeting it is not anticipated that additional meetings will be required (though Trustees will be able to call for a meeting). This is because the remit of the Board of Trustees is a limited one. As long as the library continues to be adequately maintained (which the Council is responsible for) and used as a public library the trustees will not ordinarily need to meet. Trustees will need to meet if there was concern that the library service might cease to be located in the building, or there was building disrepair that could jeopardise it continuing to remain open.

Elizabeth Dodds

I moved to Darlington 17 years ago and Crown Street Library was the first public building I visited; I have been a regular ever since. Lifelong learning enriches and transforms lives and libraries have a unique role to play, offering community hubs where generations can learn together. I want to serve as a trustee because it is the town's history that led me to make Darlington my home and I am passionate about preserving that heritage. I know that the best way of achieving this is for our historic buildings and organisations to evolve to meet the needs of current and future generations. Having worked for 23 years in management at Durham University, including a number of years working for Durham's historic colleges and in leading roles on major projects, I have gained a wealth of experience that will help me to serve the town, its people and its trust.

Yvonne Richardson

I have lived in Darlington for 25 years. I have been chair of Friends of North Lodge Park since 2001 and we have run hundreds of events and raised £220,000 to get the bandstand restored in 2010. I was a member of Northgate Partnership and involved in many projects in Northgate. I continue to try and address issues which adversely affect our quality of life. I have used libraries all of my life wherever I have lived. They are amazing sources of information, culture, entertainment and knowledge. Crown Street also houses a treasure trove of artefacts which tell the story of our town and its people through time. Crown Street Library is housed in a unique and special building that is beautiful, built of high-quality materials and is well loved by a great many people from Darlington as well as from surrounding areas. The history of the library and people's memories of their use of it connects us all as a community, promoting civic pride and a feeling of belonging to a special place. The Library is the beating heart of Darlington to its users. It has the potential to be so much more both as a building and a service transformed to meet the needs of the digital generation.

Matthew Roche

I moved to Darlington with my wife (who grew up here) over 13 years ago. As well as borrowing books my wife, daughter and I go to a whole series of events at Crown Street Library (including plays and workshops), I enjoy visiting the art gallery and have even volunteered there. I was a founder and Secretary of Darlington for Culture for over 8 years, under whose auspices I registered Crown Street Library as an asset of community value and supported the campaign against its closure. Currently Director of both Darlington Credit Union and Bike Stop, I have been involved in the charitable and social enterprise sector for most of my life. My current job involves leading on grant-making to charitable organisations in the North East. It would be a huge honour to be part of protecting the important cultural legacy of such an influential Darlingtonian as Edward Pease.

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Crown Street Library Trustee Board

Terms of Reference

Preamble

1. Crown Street Library was transferred to Darlington Corporation on 23 October 1885. The legal estate is held by Darlington Borough Council.
2. The building (including the subsequent extensions) is held 'upon trust for the purposes of a public library for the Borough of Darlington'.
3. Darlington Borough Council as statutory successor to Darlington Corporation became the sole trustee.
4. By decision of the sole trustee (made the Cabinet of Darlington Borough Council on 3 March 2020) it was agreed to appoint three independent Trustees of the Crown Street Library, with the Council being represented by a Council Trustee.
5. Darlington Borough Council will continue to hold the legal estate of the building, subject to the terms of the trust.

The Trust Property

6. The trust property is the Crown Street Library in Darlington. The property comprises the original 1885 building and the extensions to it that were transferred to Darlington Borough Council in August 1900, and in July 1930.

The Trust Purpose

7. The trust purpose is for the Crown Street Library to be held on trust for the purpose of a public library for the Borough of Darlington.

Board of Trustees

8. The Board of Trustees will comprise the Council Trustee (appointed by Darlington Borough Council) and up to three other Trustees (who shall be independent of the Council).

Remit

9. The remit of the Board of Trustees is limited to matters concerning the trust property as set out below. This is distinct from matters concerning the provision of the library service, which are and remain the sole responsibility of Darlington Borough Council.
10. As Darlington Borough Council has agreed that it will be responsible for the maintenance of the Crown Street Library building, matters concerning the upkeep and maintenance of the building will only become a concern of the

Trustees should it be considered that the state of repair is likely harm the viability of the building to remain open as a public library.

11. If at some future time there is a likelihood that the building can no longer be used for its trust purpose (for instance a decision by Darlington Borough Council to cease running library services in the building) the Board will need to meet to consider what is in the best interests of the trust.
12. The Trustee Board shall have all reasonable powers to enable it to discharge its role

Meetings

13. It is intended that there will be an annual meeting of the Board of Trustees to be held as close to the anniversary of the opening of the Crown Street Library on 23 October 1885. This will enable Trustees to receive an update on matters concerning the Crown Street Library and will also provide an opportunity to mark and remember the anniversary of the library opening.
14. At other times a meeting of the Board of Trustees can be convened, as may be required, to consider matters within the Boards remit, by any Trustee requesting the Leader of Darlington Borough Council to hold a meeting.
15. Except in case of urgency, at least 21 days' notice will be given to all trustees of the intended date for any meeting. Attempts to agree a suitable date will be made where Trustees are unable to attend.
16. Meetings of the Board of Trustees will ordinarily take place in the Crown Street Library.

Decision making

17. Decisions of the Board of Trustees will be by simple majority. The Council Trustee having a single vote and each other Trustee having a single vote.
18. The Board of Trustees will only be quorate when it includes the Council Trustee and at least two other Trustees.
19. A record of decisions that are made must be recorded in minutes of the meeting

Interests

20. Trustees must identify and declare any personal or pecuniary interests that give rise to a conflict of interest. If trustees have a conflict of interest, they must leave the meeting while that matter is being discussed or decided.

Remuneration and Expenses

21. Trustees shall not be entitled to any payment, remuneration or expenses

Indemnity

22. Darlington Borough Council will indemnify Trustees from any liability that arises when acting in the reasonable discharge of their role as trustee.

Appointment, retirement and replacement of Trustees

23. The Council Trustee will be nominated and replaced from time to time by Darlington Borough Council, rather than the Board of Trustees. Other trustees will be appointed by the Board of Trustees and can be replaced by the Board of Trustees.
24. Trustees will serve until such time as they indicate by letter to the Board that they are resigning, or the Board agree to replace them.
25. The Board of Trustees will have powers to replace a trustee (other than the Council Trustee) if following reasonable inquiry it appears that they no longer are willing or able to serve as a trustee or their continued membership on the Board is no longer considered to be in the best interests of the Trust.

3 March 2020

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**CABINET
3 MARCH 2020**

REGULATION OF INVESTIGATORY POWERS

**Responsible Cabinet Member - Councillor Charles Johnson
Resources Portfolio**

Responsible Director - Paul Wildsmith, Managing Director

SUMMARY REPORT

Purpose of the Report

1. The purpose of this report is to inform and update Members about issues relevant to the use of the Regulation of Investigatory Powers Act 2000 and developments that have taken place since the last report to Cabinet in September 2019.

Summary

2. The Regulation of Investigatory Powers Act 2000 ("RIPA") enables local authorities to carry out certain types of surveillance activity, as long as specified procedures are followed. The information obtained as a result of surveillance operations can be relied upon in court proceedings providing RIPA is complied with.
3. The Investigatory Powers Act 2016 ("IPA") is the main legislation governing the acquisition of communications data. The information obtained as a result of these acquisitions can also be relied upon in court proceedings providing IPA is complied with.
4. This report gives details of RIPA directed surveillance applications and IPA communications data applications that have been authorised since the last report to Cabinet.

Recommendation

5. It is recommended that Members:-
 - (a) Note the developments that have taken place since September 2019.
 - (b) Receive further reports on the Council's use of RIPA and IPA and other associated issues.

Reasons

6. The recommendations are supported by the following reasons :-

- (a) In order to ensure that the Council complies with the legal obligations under RIPA, IPA and national guidance.
- (b) To help in giving transparency about the use of RIPA and IPA in this Council.

Paul Wildsmith
Managing Director

Background Papers

No background papers were used in the preparation of this report

Amy Wennington : Extension 5466

S17 Crime and Disorder	The appropriate use of and oversight of RIPA and IPA powers will enable the Council to provide evidence to support appropriate prosecutions and tackle crime.
Health and Well Being	There are no specific implications for Health and Well Being
Carbon Impact and Climate Change	There are no issues which this report needs to address
Diversity	The policy treats all groups equally.
Wards Affected	All wards
Groups Affected	All groups equally
Budget and Policy Framework	This does not represent a change to the Council's budget and policy framework.
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
One Darlington: Perfectly Placed	The appropriate use of powers is a legislative requirement.
Efficiency	Clarity about the lawful use of RIPA and IPA will help in the efficient use of the powers.
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

Investigatory Powers Commissioner

7. On 3 October 2019 the Prime Minister announced the appointment of Sir Brian Leveson as the new Investigatory Powers Commissioner (IPC) with effect from 21 October 2019.
8. Sir Brian leads the Investigatory Powers Commissioner's Office (IPCO) and the Office for Communications Data Authorisations (OCDA).
9. Sir Brian Leveson said: "I am delighted to have been appointed as the second Investigatory Powers Commissioner, following all of the work in setting up and organising the offices which Lord Justice Fulford has so ably undertaken. I wish him well in his new role as Vice-President of the Court of Appeal (Criminal Division). The authorisation and inspection responsibilities of IPCO and OCDA are critical to ensuring public confidence in the use of investigatory powers. I look forward to working with the Judicial Commissioners, the Inspectors and everyone else across IPCO and OCDA, all of whom have done so much to achieve the success that is already evident."
10. More than 600 public bodies have authority to use the powers, including the intelligence agencies, police forces and local authorities.
11. IPCO is responsible for the authorisation and oversight of investigatory powers. The IPC, together with a team of Inspectors and Judicial Commissioners, ensures that the powers are used in the public interest and in accordance with the law.
12. The Judicial Commissioners are retired senior judges, selected to support the IPC by reviewing warrant applications. The IPCO inspectors are responsible for the inspection of how investigatory powers have been used by public bodies.
13. Under the provisions in the Investigatory Powers Act (2016), three organisations were merged to form IPCO in 2017: the Office of the Surveillance Commissioners (OSC), the Interception of Communications Commissioner's Office (IOCCO) and the Intelligence Service Commissioner's Office (ISComm).
14. This Council is yet to be inspected under the new IPCO regime; our last inspection having taken place in October 2016 under the old OSC organisation. It therefore remains to be seen how the process will differ under the new Inspectors.

Training - Update

15. Training sessions were held during August and September 2019 for staff in service areas that use or may need to consider using RIPA. The training was delivered by the Principal Lawyer (Litigation).
16. In addition, all of the designated Authorising Officers and members of the Chief Officers Executive and Chief Officers Board received refresher RIPA training. This training was delivered by the Assistant Director, Law and Governance.

Bi-Annual Report

Directed Surveillance Authorisations

17. There have been no authorisations granted since the last Cabinet Report.

Communications Data Authorisations

18. There have been no authorisations granted since the last Cabinet Report.

**CABINET
3 MARCH 2020**

PROPOSED WAITING RESTRICTIONS BANKS ROAD - OBJECTIONS

**Responsible Cabinet Member - Councillor Heather Scott
Leader and Local Services Portfolio**

**Responsible Director – Ian Williams
Director of Economic Growth and Neighbourhood Services**

SUMMARY REPORT

Purpose of the Report

1. To advise Members of an objection received to a proposal for waiting restrictions on Banks Road and to seek a decision on whether to proceed with the proposal.

Summary

2. Concerns were received from a business on Banks Road with regards to the parking at the junction of Banks Road/McMullen Road and whether it was possible to introduce waiting restrictions at the junction to resolve the issue of obstructive parking.
3. Employees vehicles from local businesses are parking at the junction and along Banks Road causing traffic flow issues for HGVs and other large vehicles when entering Banks Road.
4. We consulted on a proposal for waiting restrictions to prevent parking and resolve the traffic flow/road safety (see plan at **Appendix A**).
5. Comments from other businesses on Banks Road were received to the initial proposal. Vehicles parking on Banks Road had increased and the comments had asked for additional restrictions opposite accesses and around the bend of Banks Road. Waiting restrictions were advertised to prevent parking and resolve the traffic flow/road safety (see plan at **Appendix B**). As the Highway Authority the Council have a priority to consider road safety and traffic movement. Parking is permitted where it does not impact on these factors.
6. An objection to the amended proposal was received from a business on the estate. The objector commented that he supports the restrictions at the junction of Banks Road and McMullen Road but objects to the restrictions near his premises as he believes it will have a severe impact on his business and parking ability of customers.

Recommendation

7. It is recommended that Members consider the objection and set it aside and authorise officers to proceed with the proposal to introduce no waiting at any time and no waiting Monday – Saturday, 9.00am – 5.00pm as shown in Appendix B.

Reasons

8. The recommendation is supported to improve the traffic flow and road safety of Banks Road. The Council, acting in its capacity as the Highway Authority, have a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

No Background papers were used in the preparation of this report

Chris Easby: Extension 6707

S17 Crime and Disorder	There are no direct implications
Health and Well Being	There are no direct implications
Carbon Impact and Climate Change	There are no significant impact implications in this report
Diversity	There are no direct implications
Wards Affected	Red Hall and Lingfield
Groups Affected	All
Budget and Policy Framework	This decision 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.
One Darlington: Perfectly Placed	No significant implications.
Efficiency	The proposal will prevent obstructive parking

MAIN REPORT

Information and Analysis

9. Banks Road is an industrial access road to the west of McMullen Road that serves a number of commercial businesses, many of which rely on large service vehicles to deliver and dispatch goods.
10. On-street parking levels have increased over recent years with parking being a particular issue around the junction with McMullen Road. The vehicles observed to be parking are employees and customers of local businesses. The parking causes traffic flow issues on a daily basis, which could result in road safety issues.
11. The parking issues resulted in a local business raising concerns and requesting the introduction of waiting restrictions on the section of Banks Road towards its junction with McMullen Road. The concern related to the impact parking was having on the flow of traffic and associated potential road safety problems.
12. The Council, acting in its capacity as the Highway Authority, have a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic.
13. We consulted local businesses on a scheme to introduce waiting restrictions at the Banks Road/McMullen Road junction and section of road immediately to the west of the junction (see plan at Appendix A). This was intended to ensure that traffic could safely enter and leave Banks Road and to avoid the road being blocked by queuing traffic.
14. Comments from other businesses on Banks Road were received to the initial proposal. Vehicles parking on Banks Road had increased and representations were made asking for additional restrictions around accesses and the bend on Banks Road. Waiting restrictions were advertised to prevent parking and resolve the traffic flow/road safety (see plan at Appendix B).
15. A business owner on Banks Road has made an objection to the proposed waiting restrictions. The reason for this objection is he feels the proposal will have a severe impact on his business. The restriction times have been amended slightly to lessen the impact, but they feel this will still have an unacceptable impact on his business.
16. It should be noted that the only right the general public have on the public highway is a right of passage along it. The Council, acting in its capacity as the Highway Authority, have a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic. The Council will generally allow parking where it is considered safe to do so and where it does not impact on performance of the highway.
17. The Ward Councillors were consulted, and no comments were made on the proposal.
18. The proposed restrictions will improve the traffic flow and road safety.

19. Subject to Cabinet approval, the restrictions will be introduced in accordance with the Council's powers as set out in Part 1 of the Road Traffic Regulations Act 1984.

Financial Implications

20. The proposal will be funded from the traffic management budget.

Legal Implications

21. The traffic orders have been statutorily advertised for the required period.

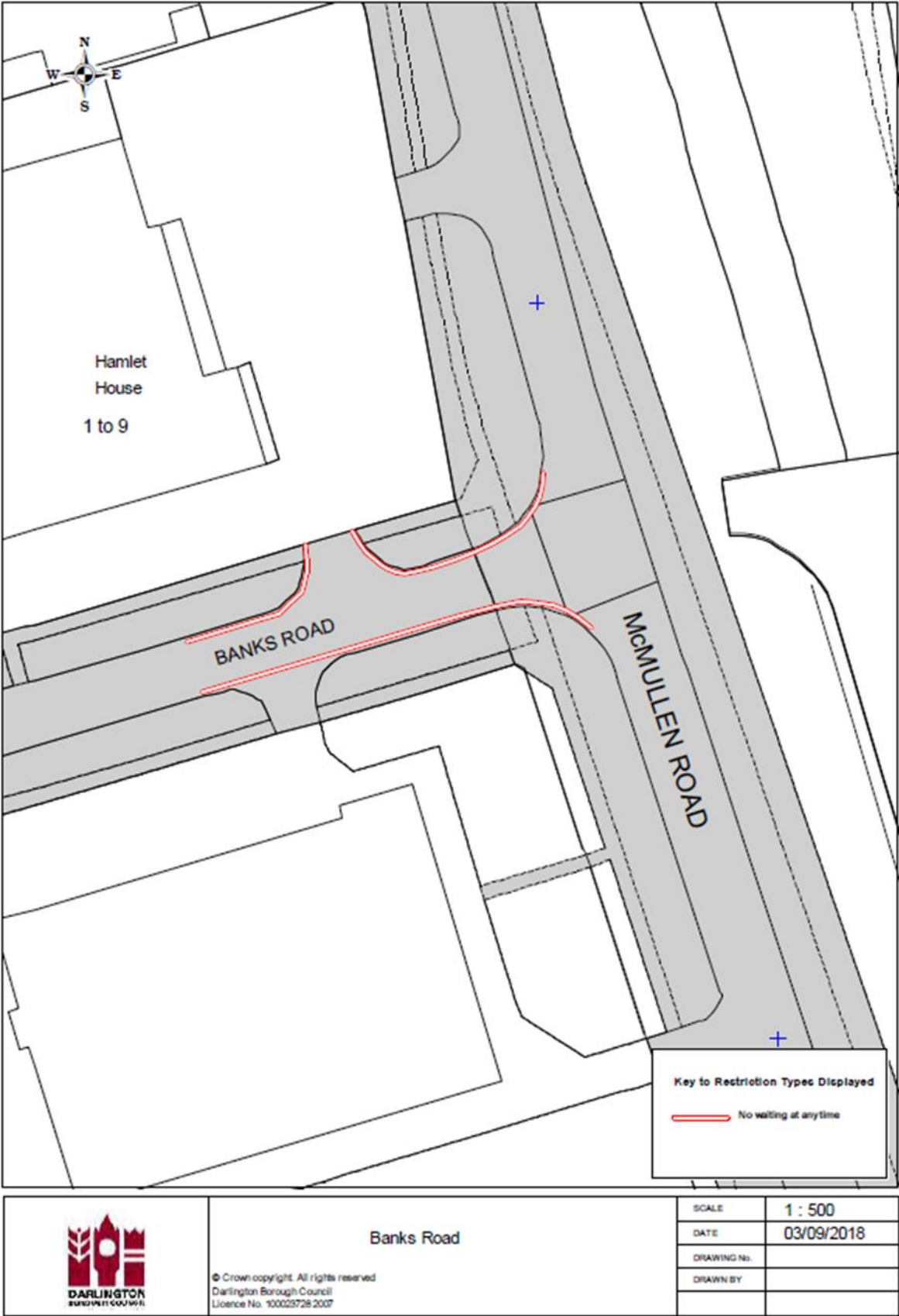
Consultation

22. Officers have consulted the business owners on Banks Road. The proposal has also been statutorily advertised in the press, following delegated authority to progress a traffic order.

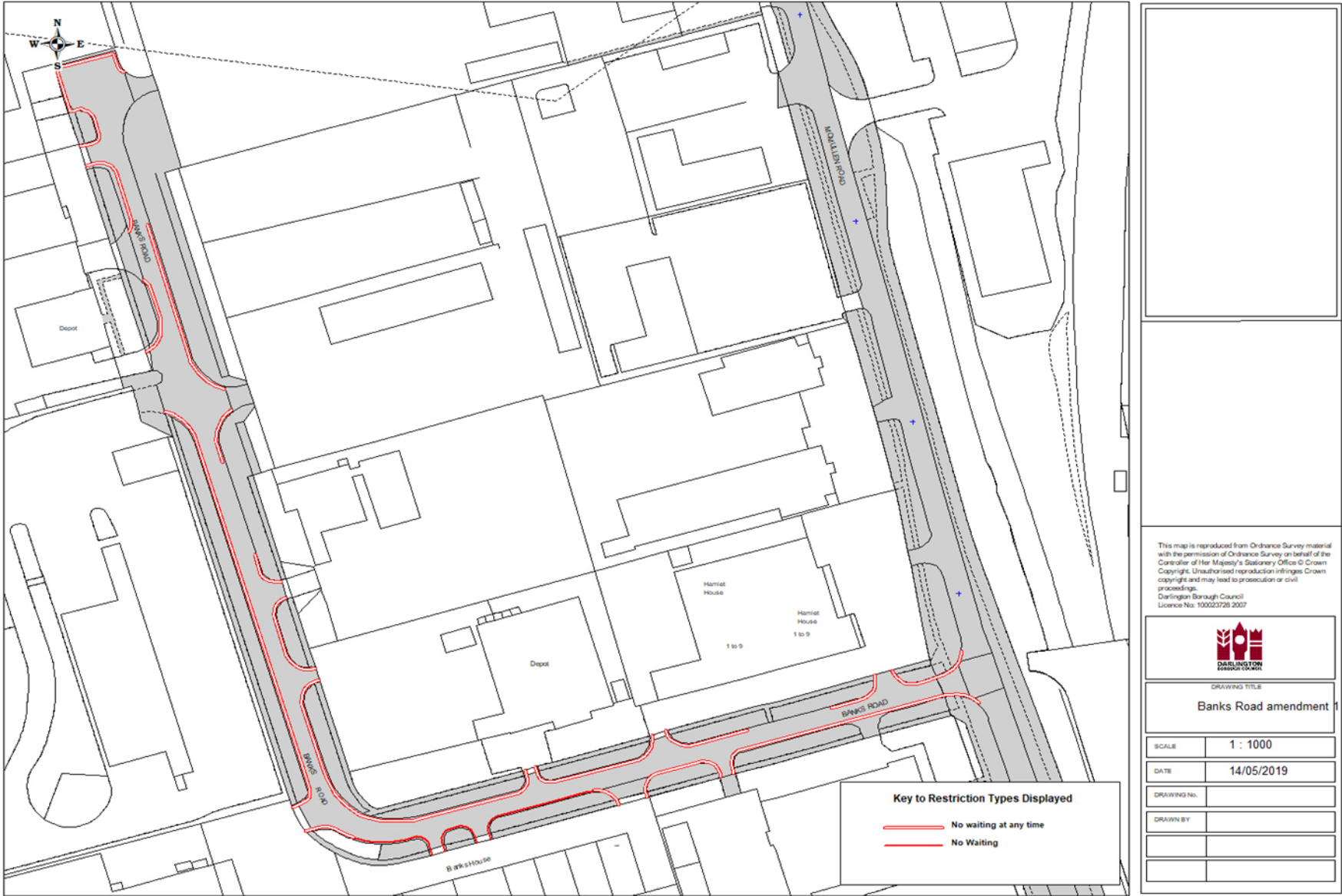
Outcome of Consultation

23. One business owner has objected to the proposal as they feel the proposal will have a severe impact on his business and the loss of on street parking will result in a reduction in membership.

APPENDIX A



APPENDIX B



CABINET
3 MARCH 2020

SCHEDULE OF TRANSACTIONS

Responsible Cabinet Member - Councillor Charles Johnson
Resources Portfolio

Responsible Director – Ian Williams
Director of Economic Growth and Neighbourhood Services

SUMMARY REPORT

Purpose of the Report

1. To consider and to seek approval of the terms negotiated in respect of the Schedule of Transactions as set out below.

TRANSACTION	PURPOSE OF TRANSACTION	MINUTE REF
Agreement for Lease and Lease of Fourth Floor, Feethams House, Darlington	Letting of new offices	C127(3)/Mar/18

Summary

2. It is necessary for Cabinet to approve terms negotiated by the Director of Economic Growth and Neighbourhood Services on behalf of the Council to enable contractually binding contracts to be completed. The Part III **Appendix 1** details the terms negotiated for consideration and approval.

Recommendation

3. It is recommended that the schedule be approved and the transactions completed on the terms and conditions detailed therein.

Reasons

4. Terms negotiated require approval by Cabinet before binding itself contractually to a transaction.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

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

Guy Metcalfe : Extension 6725

S17 Crime and Disorder	This report has no implications for Crime & Disorder
Health and Well Being	There are no issues relating to Health & Wellbeing which this report needs to address
Carbon Impact and Climate Change	There are no impacts
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 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
One Darlington: Perfectly Placed	This report does not adversely impact on the Strategy
Efficiency	The terms set out in the Schedule of Transactions appended to this report are considered to be in the Council's best interest and ensure the Council's business is conducted efficiently
Impact on Looked After Children and Care Leavers	There are no issues in relation to Looked After Children and Care Leavers

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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**CABINET
3 MARCH 2020**

**LAND AT FAVERDALE –
PROPOSED GRANT OF ACCESS AND PROPOSED ACQUISITION
OF ADJACENT LAND FOR POTENTIAL DEVELOPMENT**

**Responsible Cabinet Member –
Councillor Charles Johnson - Resources Portfolio
Councillor Alan Marshall - Economy Portfolio**

**Responsible Directors –
Paul Wildsmith, Managing Director
Ian Williams, Director of Economic Growth and Neighbourhood Services**

SUMMARY REPORT

Purpose of the Report

1. The purpose of this report is to:
 - (a) Inform Cabinet of the work undertaken by the Promoter for land at Burtree Garden Village, amounting to approximately 178 Ha (439 acres) as shown shaded grey on the plan at **Appendix 1**.
 - (b) Seek Cabinet approval to sign a Memorandum of Understanding to grant an option or access rights to Homes England for the construction and adoption of a road over the Council's land to facilitate the Burtree Garden Village Masterplan proposals as shown at **Appendix 2**.
 - (c) Seek approval to acquire 29.95 Ha (74 acres) of land shown hatched on the plan at **Appendix 3** to the east of Faverdale East Business Park (FEBP) for employment use.

Summary

2. At the meeting of Cabinet on the 11 July 2017, the Council's land at Faverdale amounting to approximately 27 Ha (67 acres) was declared surplus to requirements and delegated authority was obtained to enter into an Equalisation Agreement on terms and conditions to be agreed.
3. However, since the meeting of Cabinet there have been some changes in that Homes England are now working with the Promoter to help fund land acquisitions and provide and fund strategic infrastructure into the site, including access over Council owned land. The provision of infrastructure would accelerate the delivery of housing and the Council's capital receipts.

4. Before Homes England commit to acquiring land, they want to ensure that access is available over the Council's land. They have requested that the Council enter a Memorandum of Understanding (MOU) confirming the Council's intention to grant access rights. It is proposed that Homes England would fund the infrastructure to open up the site for development. The initial terms of the proposed MOU are set out in **Appendix 4**. They are to be agreed and will be considered in Part III of this report.
5. Since July 2017, a Masterplan Visioning Document at Appendix 2 has been completed and the site has been designated Garden Village Status and is known as Burtree Garden Village.
6. The area of land to the east of Faverdale East Business Park (FEBP) extending to 74 acres is shown hatched on the plan at Appendix 3. It is allocated for employment uses and has a pending outline planning permission for uses B1(c), B2 and B8 subject to a S106 agreement.
7. The land currently only has access that is suitable for agricultural use via Elm Tree Street or across the Darlington to Bishop Auckland branch railway line, however the Council owns land at FEBP which is considered suitable to provide access for development. The site also adjoins the Burtree Garden Village site to the North.

Recommendations

8. It is recommended that:
 - (a) Cabinet note the Masterplan work ongoing, and;
 - (b) Delegated Authority is given to the Director of Economic Growth in consultation with respective portfolio holders, to negotiate the MOU substantively in line with the terms set out in Appendix 4 (Part III), together with the necessary approvals and agreements required to facilitate the work covered by this report, and;
 - (c) The Assistant Director Law and Governance be authorised to document and complete the grant of a licence and legal rights of access/or option over its land as envisaged by the MOU at Appendix 4 (Part III);
 - (d) The Director of Economic Growth be authorised to complete negotiations for the acquisition of the land to the east of FEBP on the terms set out in **Appendix 5** (Part III) of this report with the final price being reported to a future meeting of Cabinet on the schedule of transactions;
 - (e) The acquisition of land to the east of FEBP be funded from the Capital Investment Fund with the borrowing costs funded from existing Economic Growth resources until a capital receipt is achieved to repay the debt;
 - (f) The Assistant Director Law and Governance be authorised to complete the Memorandum of Understanding and associated legal agreements for the acquisition of land.

Reasons

9. The recommendations are supported by the following reasons:

- (a) To promote new development and Economic Growth;
- (b) To enable a decision to be made now on the Council's position, so there is certainty on the direction of travel;
- (c) To facilitate future expansion of FEBP and ensure the availability of development land for employment related uses.

Paul Wildsmith
Director of Resources

Ian Williams
Director of Economic Growth

Background Papers

Part 1 Appendix 1 – Plan of Greater Faverdale

Part 1 Appendix 2 – Draft Masterplan Proposals

Part 1 Appendix 3 – Plan of land to the east of FEBP

Part 3 Appendix 4 – Memorandum of Understanding Terms and Conditions

Part 3 Appendix 5 – Terms and Conditions for acquisition of land adjacent to FEBP

Part 1 Appendix 6 – Land disposal plan

S17 Crime and Disorder	The report has no implications for crime and disorder
Health and Well Being	The report has no implications for health and well being
Carbon Impact	There is potential for any new Building to be easily accessible by sustainable transport modes which will help ensure the carbon footprint of the development is acceptable.
Diversity	No implications
Wards Affected	Brinkburn and Faverdale
Groups Affected	All
Budget and Policy Framework	The resolutions in this report will not make changes to the Budget and Policy framework.
Key Decision	No
Urgent Decision	No
One Darlington: Perfectly Placed	Supports the Perfectly Placed priority by bringing jobs potentially to Darlington, and facilitating development
Efficiency	The workload resulting from the recommendations in this report assumes resources at existing levels.

MAIN REPORT

Information and Analysis

10. The feasibility work for the Masterplan Framework is considerable, and the Promoter wanted to de-risk the process and ensure that as part of the Local Plan process, the Planning Inspector would have certainty of delivery i.e. the land could be readily accessed and brought forward for development. Therefore, the Promoter requested that the Council is contractually bound to an Equalisation Agreement.
11. However, since the last report to Cabinet in July 2017, the site has been granted Garden Village Status and Homes England are now working with the Promoter to try and accelerate delivery of housing. They are helping fund land acquisitions through Option Agreements and to fund infrastructure to open up the site. The development of the site would be accelerated once the strategic infrastructure is in place. This means the sites would be ready for development, also accelerating the delivery of the Council's capital receipts.
12. The Masterplanning Visioning Document, as shown at Appendix 2 provides for a mixed-use site of circa 2,000 homes and circa 200,000 sq. metres of employment space. The first phase proposals are for circa 700 dwellings and mixed uses to include retail, school, community facilities, employment and office space.
13. Homes England are seeking to negotiate with the Council to secure access rights/ or option over part of the Council's land and for the Council to enter into a MOU on the terms and conditions detailed in Appendix 4 attached and to be considered in Part III of the report.
14. Homes England have advised there is a deadline of 31st March 2020 to acquire land from third parties and for this reason they require certainty from the Council (before they commit finances) that they can access land for development be a legal easement or option.
15. The Masterplan Visioning Document as shown at Appendix 2 shows residential and employment use on the Council's land. Officers are aware that the Council is identifying sites to build affordable housing and it is proposed that the infrastructure provided by Homes England would also open up the Council's land for development.

Proposed acquisition of adjacent land to the east of FEBP

16. The 74 acres of land are situated between FEBP and the Darlington to Bishop Auckland Branch railway line. It is bounded by the Honeypot Lane travellers' site to the south and Argos and the proposed Burtree Garden Village site to the north.
17. It is considered that bio-diversity issues may prevent development on part of the site but it is envisaged circa 49 acres of land would be suitable for development for employment use, subject to planning permission.

18. The site is the subject of a planning approval for B1(c), B2 and B8 uses, subject to a Section 106 Agreement and planning conditions. The Section 106 Agreement process has not been completed and the planning permission has not been issued. Notwithstanding this, it is considered access to the land across the Council's adjacent land will be acceptable in principle.

Proposed Terms

19. Proposed terms and valuation details for the proposed acquisition are set out in Appendix 5 attached and will be considered in Part III of this report.

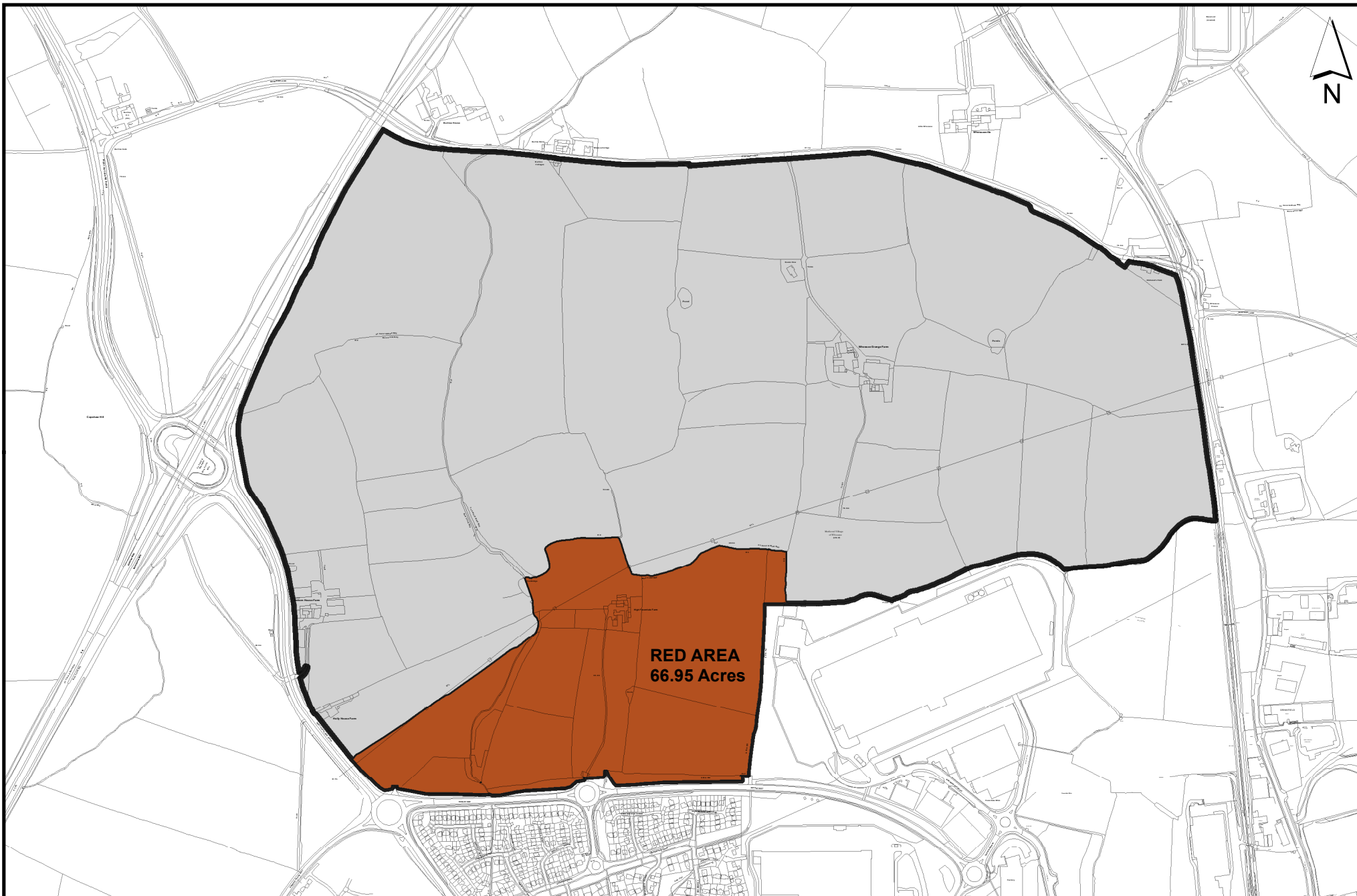
Finance Comments

20. The acquisition of land to the east of FEBP will initially be funded from the Capital Investment Fund with any borrowing costs paid in the short to medium term from existing Economic Growth revenue resources. Further details of the acquisition can be found in Appendix 5 (Part III).
21. Capital receipts arising from the sale of land either at High Faverdale or those associated with the land east of the FEBP will be used to repay the Capital Investment Fund.

Legal Implications

22. Initial title reports and due diligence for the land proposed for acquisition and disposal do not indicate any issues with the proposed uses and, subject to approval of the recommendations in this report, further due diligence will be carried out as part of the relevant disposal / acquisition.
23. The Council has the relevant powers to enter into the disposal of access rights and acquisitions as described in the appendices under the general local government legislation and the Localism Act 2011.
24. There are no open space areas or assets of community value included in either of the parcels of land concerned which require consideration by Cabinet.
25. For the land acquisition a valuation has been carried out on the land to be acquired which confirms the purchase price to be no more than market value.
26. Section 123 of the Local Government Act 1972 deals with the statutory requirements for a Local Authority in relevant disposals of land. A grant of legal rights such as the grant of an easement (or equivalent option) is a relevant disposal. In general, the Council is required to achieve the 'best consideration reasonably obtainable' for such disposals.
27. If the Council seeks to dispose of land at less than the market value, then it has to obtain the consent of the Secretary of State for Communities and Local Government. However, the Secretary of State has issued a number of 'general consents' i.e. a set of conditions which, if they apply to a particular transfer, means that the Council does not need to obtain specific permission to transfer at an 'undervalue'.

28. The relevant consent is the General Disposal Consent 2003 ('the General Consent') which permits the Council to dispose of land at less than its market value, without the need to seek specific permission from the Secretary of State, provided that two tests are met:
29. Firstly, the purpose for which the land is to be transferred is likely to contribute to the 'promotion or improvement' of the economic, social, or environmental well-being of the area; and
30. Secondly, the difference between the market value of the land and the actual price paid for the disposal (if any), is not more than £2,000,000.
31. Noting the outputs of the Masterplan schemes being the significant increase in housing and associated facilities as well as the generation of employment the Council's contribution of access rights land is likely to contribute to the promotion of the economic, social, or environmental well-being of the area; and as to the second test the Council's disposal of land will be subject to an independent valuation by a valuer qualified by the Royal Institution of Chartered Surveyors which are the recognised professional body for the land valuation.
32. Cabinet authority to the disposal is sought on the basis that the land disposal will represent the 'best consideration reasonably obtainable'. However, to the extent that there is any prospective undervalue (subject to the outcome of the Masterplan process) then the valuation will need to confirm that any undervalue will be well within the terms of the General Disposal Consent Order as described above.
33. As detailed above a valuation will be carried out on the proposed disposal to ensure that the disposal meets the requirements of the General Disposal Consent Order and Cabinet are asked to delegate to the Director of Economic Growth on consultation with the relevant portfolio holders that the provisions of the GDCO are met.
34. On the basis of the disposal and acquisition at market value there are no state aid or competition issues arising as there is no transfer of value from the public sector to an undertaking.
35. Members are asked to note that subject to the construction of the road by Homes England (shown on the plan at **Appendix 6**) to adoptable standard that the road be adopted on its usual terms under the existing scheme of delegation by Assistant Director Capital Projects, Transport and Highways Planning.



DARLINGTON BOROUGH COUNCIL
ECONOMIC GROWTH GROUP
RM. 411 TOWN HALL, FEETHAMS
DARLINGTON
Co. DURHAM,
DL1 5QT

Project Title:

GREATER FAVERDALE DEVELOPMENT PROPOSALS APPENDIX 1

Drawing Title:

TOTAL OF RENDERED AREAS = 441.84 ACRES

Scale: **1:10000**

Ref:

Date: **16/05/17**

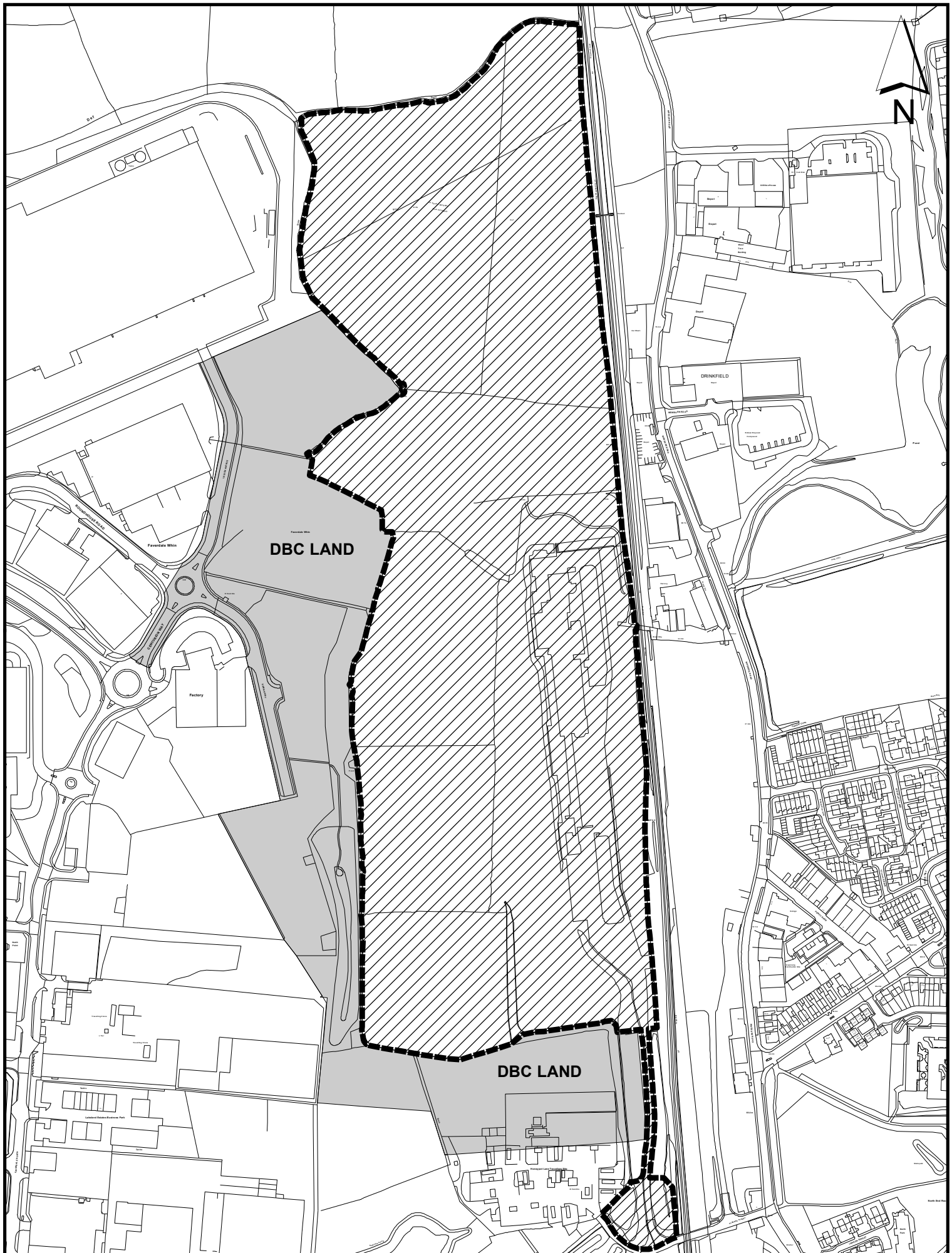
Area:

Drawn: **RMH**

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<p>DARLINGTON BOROUGH COUNCIL ECONOMIC GROWTH GROUP, ESTATES & PROPERTY TEAM, TOWN HALL, FEETHAMS, DARLINGTON Co. DURHAM, DL1 5QT</p>	<p>Project Title: APPENDIX 3 - LAND ADJACENT TO F.E.B.P, DARLINGTON</p> <p>Drawing Title: LIGHT SHADED AREA = DBC OWNED LAND</p>	<p>Scale: 1 : 5000</p> <p>Date: 21/02/20</p> <p>Drawn: RMH</p>	<p>Ref: AT A4</p> <p>Area: 74.25 Acres</p>
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of the Local Government Act 1972.

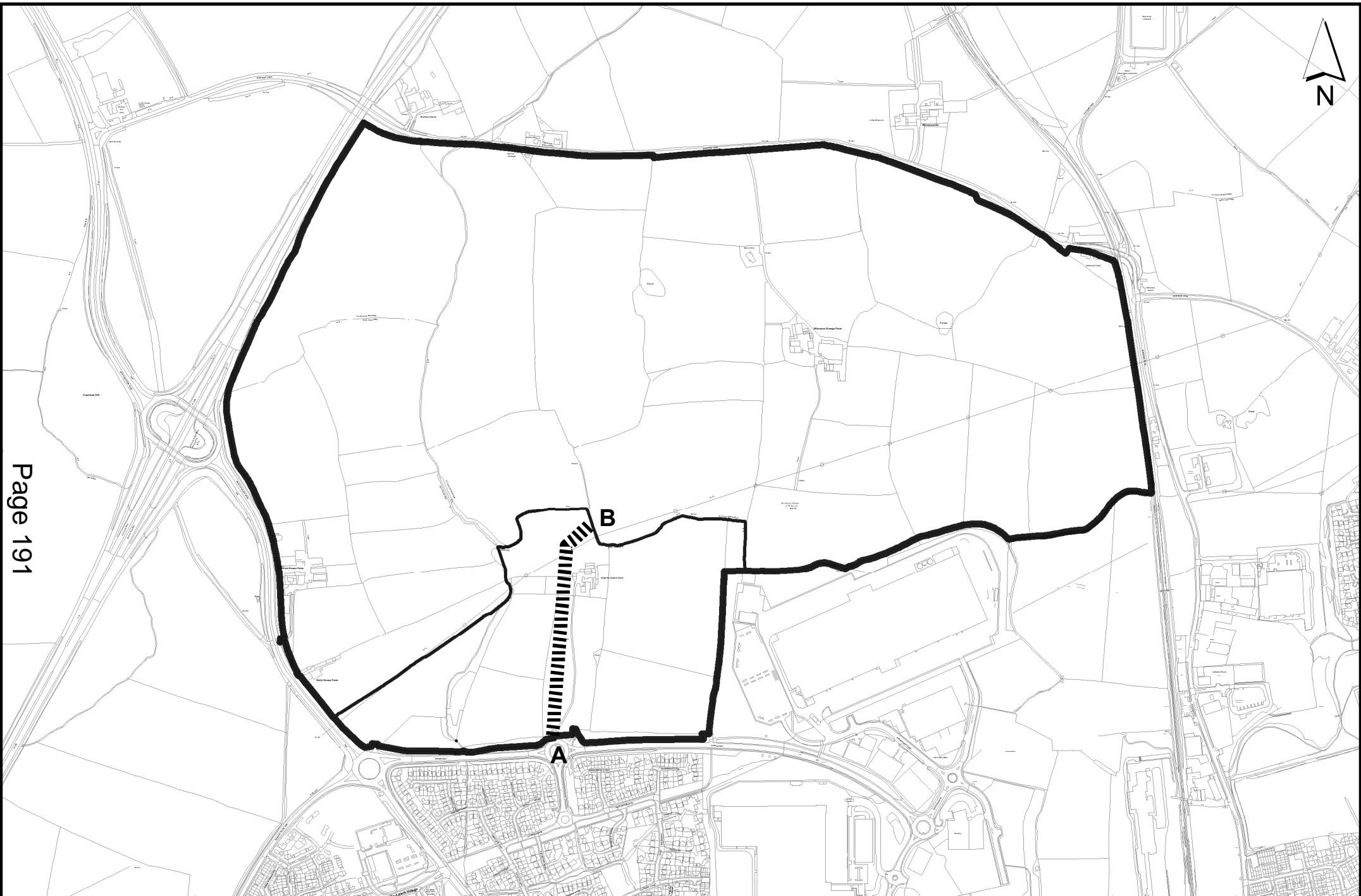
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DARLINGTON BOROUGH COUNCIL ECONOMIC GROWTH GROUP ESTATES AND PROPERTY ROOM. 406 TOWN HALL, FEETHAMS, DARLINGTON, Co. DURHAM, DL1 5QT	Project Title:	INDICATIVE ROUTE OF PROPOSED ACCESS (SHOWN A-B)		Scale:	1:10000	Ref:	AT A4
	Drawing Title:	APPENDIX 6		Date:	24/02/20	Area:	
				Drawn:	RMH		

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