

# **Communities and Local Services Scrutiny Committee Agenda**



**10.00 am Thursday, 13  
February 2020  
Committee Room 2, Town  
Hall, Darlington, DL1 5QT**

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

1. Introductions/Attendance at Meeting
2. Declarations of Interest
3. To approve the Minutes of the meeting of this Scrutiny held on :-
  - (a) 19 December 2019 (Pages 1 - 4)
  - (b) 10 January 2020 (Pages 5 - 6)
4. Community Safety - Update –  
Presentation by Head of Community Safety  
(Pages 7 - 34)
5. Local Transport Plan –  
Report of Director of Economic Growth and Neighbourhood Services  
(Pages 35 - 78)
6. Work Programme –  
Report of Managing Director  
(Pages 79 - 100)
7. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this  
Committee are of an urgent nature and can be discussed at the meeting.

## 8. Questions



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

**Wednesday, 5 February 2020**

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

### **Membership**

Councillors B Jones, Mrs Culley, Bartch, Boddy, Cossins, Donoghue, Durham, Howarth, McCollom, Tait and Wallis

If you need this information in a different language or format or you have any other queries on this agenda please contact Hannah Fay, Democratic Officer, 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 email: [hannah.fay@darlington.gov.uk](mailto:hannah.fay@darlington.gov.uk) or telephone 01325 405801

## **COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE**

Thursday, 19 December 2019

**PRESENT** – Councillors B Jones (Chair), Mrs Culley, Bartch, Cossins, Donoghue, Durham, McCollom and Tait

**APOLOGIES** – Councillors Boddy, Howarth and Wallis

**ALSO IN ATTENDANCE** – Councillor Dulston

**OFFICERS IN ATTENDANCE** – Ian Thompson (Assistant Director Community Services), Brian Graham (Head of Environmental Services) and Hannah Fay (Democratic Officer)

### **CLS22 DECLARATIONS OF INTEREST**

There were no declarations of interest reported at the meeting.

### **CLS23 TO APPROVE THE MINUTES OF THE MEETING OF THIS SCRUTINY HELD ON 24 OCTOBER 2019**

Submitted – The Minutes (previously circulated) of a meeting of this Scrutiny Committee held on 24 October 2019.

**RESOLVED** – That the Minutes of the meeting of this Scrutiny Committee held on 24 October 2019 be approved as a correct record.

### **CLS24 REPLACEMENT OF DOG CONTROL ORDERS WITH PUBLIC SPACE PROTECTION ORDERS**

The Director of Economic Growth and Neighbourhood Services submitted a report (previously circulated) seeking Members views on the report presented to Cabinet at its meeting on 5 November 2019 (also previously circulated), as part of the consultation process on replacing previous Dog Control Orders with Public Space Protection Orders (PSPOs), the introduction of wider powers concerning the walking and supervision of dogs, and the exclusion of dogs from cemeteries (with some exemptions).

It was reported that should the Council wish to enforce the provisions within the existing Dog Control Orders, which lapsed under legislation in October 2017, they would need to be replaced by 20 October 2020 with PSPO's; and details were provided of the existing Dog Control Orders and proposed PSPO. A consultation period of eight weeks consider the implementation of Public Space Protection Orders for control of dogs had been approved by Cabinet at its meeting on 5 November 2019.

Details were provided on the engagement undertaken to date; the Cabinet Member with the Community Safety Portfolio had met with businesses and residents and was keen to engage with those that did not own dogs; and Members were advised of a proposal to undertake an education exercise with dog owners, covering all aspects of

dog ownership.

Concern was raised in respect of the PSPOs; that this was a heavy handed approach to tackle dog fouling and did not address root cause; and Members suggested the use of community protection notices rather than PSPOs. The Cabinet Member with the Community Safety Portfolio made reference to the PSPO currently in place to address anti-social behaviour in the town centre which involved multi-agency engagement and problem solving; felt confident that this approach would be successful in respect of dog control; and advised Members that Community Behaviour Notices were being explored by the Councils legal services.

Following a question by Members, it was confirmed that fourteen fixed penalty notices had been issued for dog fouling and eight dog control offences between the period of 2016/17 to 2018/19; and that 730 requests to clean up dog faeces had been reported in this period. Members were advised that intelligence from residents had resulted in fixed penalty notices being issued; and that dog fouling was a difficult offence to capture.

Members queried the possibility of providing enclosed dog walking areas within the Borough and were advised that work was being undertaken to ascertain the feasibility of designated dog walking areas.

**RESOLVED** – (a) That, as part of the consultation process, Cabinet be advised of this Scrutiny's view that:

(i) consideration should be given to the introduction of a licensing scheme for individuals wanting to walk more than four dogs.

(ii) consideration should be given to the implementation of a phased approach in respect of the introduction of the Public Space Protection Orders.

## **CLS25 PERFORMANCE INDICATORS - QUARTER 2 2019/20**

The Director of Economic Growth and Neighbourhood Services submitted a report (previously circulated) together with a detailed performance scorecard (also previously circulated) advising Members of the Quarter 2 performance against those key performance indicators for 2019/20 which were within the remit of this Scrutiny Committee.

It was reported that, of the 16 indicators which were reported six monthly at quarter 2, six were showing performance at quarter 2 which was better than the same period last year whilst one indicator was showing performance the same; four indicators were showing performance worse than the same period last year, five had no previous data to compare with and one indicator was reported a month in arrears.

**RESOLVED** – That the report be received.

## **CLS26 WORK PROGRAMME**

The Managing Director submitted a report (previously circulated) requesting that consideration be given to this Scrutiny Committee's work programme and to consider

any additional areas which Members would like to suggest should be included in the previously approved work programme.

In light of the agreed amendments to the Portfolios and Scrutiny Committees, Members noted a number of items that have been transferred to Economy and Resources Scrutiny Committee.

**RESOLVED** – That the current status of the Work Programme be noted.

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## COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Friday, 10 January 2020

**PRESENT** – Councillors B Jones (Chair), Mrs Culley, Cossins, Donoghue, Howarth, McCollom and Tait

**APOLOGIES** – Councillors Bartch, Boddy, Durham and Wallis

**OFFICERS IN ATTENDANCE** – Paul Wildsmith (Managing Director), Elizabeth Davison (Assistant Director Resources), Brian Graham (Head of Environmental Services) and Hannah Fay (Democratic Officer)

### CLS27 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

### CLS28 MEDIUM TERM FINANCIAL PLAN (MTFP)

Submitted – A report (previously circulated) of the Chief Officers Executive which had been considered by Cabinet at its meeting held on 7 January, 2020 in relation to the Medium Term Financial Plan (MTFP) 2020/21 to 2023/24, including setting a budget and council tax increase for 2020/21.

The submitted report outlined details of the core offer budget, which had been agreed following a significant consultation exercise in 2016 and allowed reduced expenditure and services to a risk based minimum level with a small investment fund (The Futures Fund) of £2.5 million per year. It was noted that in subsequent MTFP's unallocated balances of £4.7m were invested in five areas, namely Community Safety, maintaining an attractive street scene, maintaining a vibrant town centre, developing an attractive visitor economy and neighbourhood renewal.

The submitted report highlighted areas of saving within the plan and areas of pressure, in particular those associated with increased demand for additional refuse rounds and waste disposal, concessionary fares, library service shortfall and reduced income from parking fines; and Members noted the projected expenditure for 2020/21 of just under £90 million.

Reference was made to projected income, including core grant funding to Local Government, additional funding announced in the Spending Review and increase in the Council Tax and National Non-Domestic Rates (NNDR), all of which would provide an increase in income over the period of the MTFP. Members noted the projected income of £90 million for 2020/21.

The Assistant Director Resources highlighted that by 2023/24 the projected general fund balance was £6.075 million however this relied on building 430 houses per year, no significant overspending, assumptions of additional income in the spending review materialising, a Council Tax increase of 2.00% and an adult social care precept of 2.00% giving an overall increased to Council tax of 4.00%.

Reference was made to the Future Funds allocation, with £4.7 million allocated in

2018/19; to date £2.081 million had been committed to the futures fund themes with a balance of £1.019 million remaining; and Members noted that in order to stimulate growth and invest in our communities over the period of the plan, Cabinet had agreed that the Futures Fund themes be bolstered by £1.8 million, in particular £0.600 million to Street Scene and £0.200 million to Community Safety for ongoing commitments and £0.350 million to the one-off Community Safety fund, £0.500 million to the Town Centre Fund and £0.150 million to the Neighbourhood Renewal Fund.

Following a question Members were advised that should the decision be made by Cabinet to continue with the current parking offer then funding would need to be identified.

Concern was raised in respect of the proposed Council Tax increase and the adult social care precept in light of the reliance on food banks by residents in the borough. The Managing Director advised Members that the Council had a Council Tax support scheme to support lower income residents; the proposed increase in Council tax was necessary to balance the MTFP and that without this, discretionary services would need to be cut. It was confirmed that the proposed increase was lower than the previous year and Darlington had the second lowest Council tax rates in the North East.

**RESOLVED** – That this Scrutiny Committee has no comment to make on the proposed schedule of fees and charges for those services within its remit and supports the Council Tax increase of 2.00 per cent plus the 2.00 per cent adult social care precept for the next financial year and Futures Fund investment of £1.8 million.

## **CLS29 COUNCIL PLAN 2020/23**

Submitted – A report (previously circulated) of the Chief Officers Executive which had been considered by Cabinet at its meeting held on 7 January, 2020 in relation to the Council Plan 2020-2023.

It was reported that the Council Plan set out a proposed vision for the Council and key actions the Council would take to achieve that vision; supported the key aims of the Community Strategy – One Darlington Perfectly Placed, building on the work undertaken in previous years; and progress against the plan would be reported to Cabinet and Scrutiny Committees on a 6 monthly basis.

Discussion ensued on the refurbishment of the indoor market and Members were assured that the Council continued to work with Market Asset Management to deliver the redevelopment scheme.

**RESOLVED** - That this Scrutiny Committee has no comment to make on the Council Plan 2020-2023.



# Community Safety Presentation to Communities and Local Services Scrutiny Committee



Thursday 13th February 2020

# Presentation

- Community Safety.
- DBC Service Plan 2019.
- Performance & achievements.
- DBC Council Plan 2020 - 2023.
- Service Priorities 2020 - 2021.
- Questions.



# Community Safety

- Spending reductions impacted on public safety.
- National increase of crime and anti-social behaviour with risk of impact on public perceptions of safety.
- Public Consultation & Community Survey.
- Town Centre.
- Response - Provide a co-ordinated, targeted and intelligence led problem solving approach with partners.
- Core Resources - Community Safety.



# **DBC Service Plan 2019**

## **Vision**

*“Darlington Borough Council  
Community Safety in  
partnership with others will  
deliver the best service and  
support within available  
resources to the public and  
create an environment where  
people feel safe, secure and  
healthy”.*





# DBC Service Plan Objectives

- Increase public trust, confidence and satisfaction.
- Intelligence-led targeted approach to Community Safety.
- Engage effectively with communities.
- Provide a service that is proportionate, taking appropriate action to protect the public.
- Support colleagues and partners in providing a safe, clean and vibrant town centre.
- Embed Think Safety.
- Promote partnership working.
- Empower the organisation and develop talent.



# Priority Actions 2019

- Implement problem-solving & demand reduction model.
- Secure Purple Flag.
- Deliver operations, initiatives and positive action to protect residents from fraudsters, rogue traders and organised crime.
- Deliver Contest, effective engagement and Hate Crime Plan.
- Implement initiatives to reduce incidents and fear of crime and ASB.
- Review Licensing to secure the needs of a modern, responsive service.



# Priority Actions 2019

- Complete review of CCTV to ensure system remains “fit for purpose” / future proof.
- Introduce Alcohol Harm Reduction Strategy in Darlington  
(drinking behaviours, reduce harm, improve support and prevention).
- Introduce Private Sector Housing Programme to improve living conditions for tenants.
- Address problems in back lanes.
- Deal with persistent fly tipping.



# Key Achievements

- Launch and accreditation of Civic Enforcement.
- Paw Prints Gold Award for the Civic Enforcement Dog Service.
- Public Space Protection Order to tackle alcohol misuse, begging and ASB in Darlington town centre.
- The launch of the “Back Lanes” project
- Park Mark Award for safe car parks in Darlington town centre.





# Key Achievements

- Mobile CCTV securing reduced levels of crime, disorder and ASB.
- Multi-agency group to tackle begging and homelessness resulting in significant reduction in the level of reported incidents.
- Award of Purple Flag in recognition of a safe vibrant evening and night-time economy in Darlington town centre.
- Improved audit & inspection protocols of DBC Traveller Sites.
- Tackling Organised Crime activities in Darlington.



# Key Achievements

- Improved health and safety policies and operating procedures.
- Introduction of a new Gambling Policy
- Launch of “Responsible Authorities” group focusing on alcohol related harm in Darlington.
- Introduction and accreditation of Trading Standards financial investigations.
- Completion of Communications Plan.



# Key Achievements

- Numerous operations and initiatives to tackle crime and disorder and protect Darlington's residents.
- Implementation of problem-solving and de reduction model to reduce demand and promote effective use of resources.
- Completion of internal reviews to meet the needs of modern responsive services.
- Successful internal audits involving Parking, Licensing and CCTV where each has secured a rating of substantial assurance.



# Key Achievements

- “Celebrate our Services Day”.
- Delivery of Contest / Prevent Plan (counter-terrorism in Darlington)
- Development and introduction of Tension M
- Introduction of Purple Flag disabled and LGBT groups in Darlington.
- Membership of Crown Prosecution Service Scrutiny Group.
- Delivery of ORCUMA mapping to support tasking and coordination process.



# Durham Constabulary Crime and ASB Performance Data: Darlington Year to Date Jan 2020

## Crime Figures

	YTD Jan 2019	YTD Jan 2020	% increase/decrease
<b>All Crime</b>	<b>10050</b>	<b>10654</b>	<b>6%</b>
Violence against person	3812	4406	16%
Violence with injury	911	1027	13%
Violence without injury	2898	3378	17%
Harrassment	1161	1150	-1%
Sexual Offences	280	344	23%
Rape	90	100	11%
Robbery	54	57	6%
Theft	3070	2944	-4%
Burglary	648	602	-7%
Vehicle Crime	631	590	-6%
Theft Pedal Cycle	118	102	-14%
Shoplifting	752	807	7%
Damage & Arson	1447	1293	-11%
Arson	47	39	-17%
Racially Aggravated Crime	90	85	-6%
Possession of Weapons	57	68	19%
Public Order	846	930	10%
Metal Theft	58	56	-3%

## ASB incidents by area

Area	YTD Jan 2019	YTD Jan 2020	% increase/Janrease
Town	456	440	-4%
Cockerton	495	615	24%
North Road	1011	1022	1%
East	963	822	-15%

## Areas with an increase of ASB incidents (over 10%)

Area	YTD Jan 2019	YTD Jan 2020	% increase/decrease
Faverdale	44	82	86%
Mowden	32	46	44%
Heighington	33	46	59%
Hummersknott	29	55	90%
Haughton East	121	141	17%
Haughton West	82	158	93%
Sadberge	68	85	25%
Hurworth	42	52	24%
Park West	34	48	41%
Colleges	39	47	21%
Middleton St George	29	43	48%
Haughton North	64	73	14%

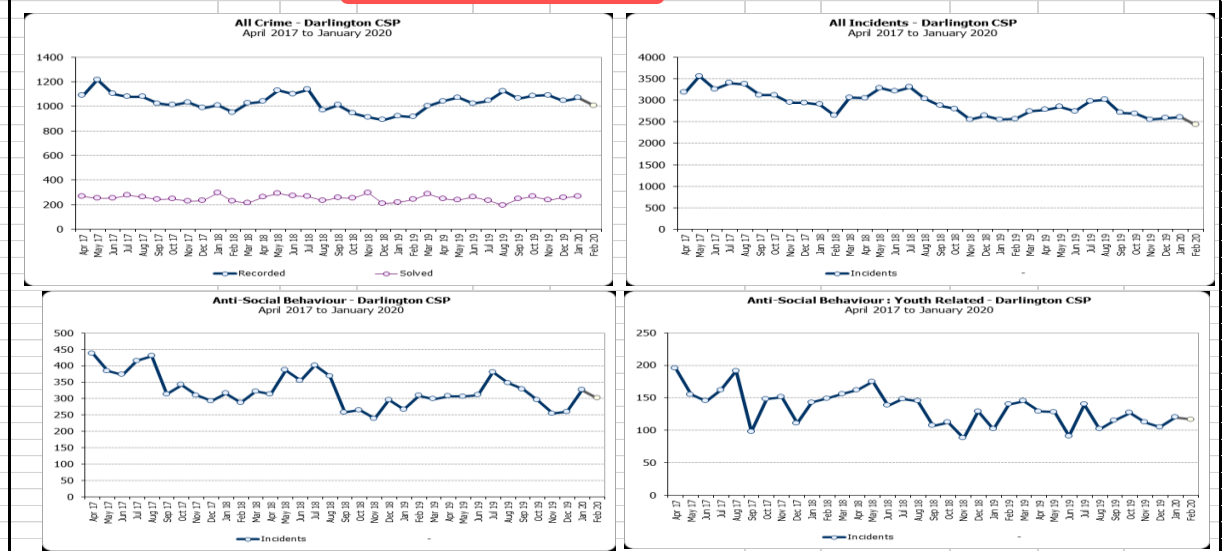
## Force Analysis

Area	YTD Jan 2019	YTD Jan 2020	% Change
South Durham	14268	14942	5%
Darlington	10050	10654	6%
East Durham	18004	17498	-3%
West Durham	10615	10634	0%

## Incident Figures

	YTD Jan 2019	YTD Jan 2020	% increase/decrease
<b>All Incidents</b>	<b>29269</b>	<b>27470</b>	<b>-6%</b>
Alcohol related	5080	5133	1%
Domestic Abuse	2764	2666	-4%
Hate incidents	131	115	-12%
Youth related incidents	2351	2154	-8%
Vulnerable child	1228	1266	3%
Vulnerable adult	2587	2688	4%
Youth/alcohol related	242	208	-14%
<b>ASB</b>	<b>3150</b>	<b>3118</b>	<b>-1%</b>
Alcohol related ASB	549	500	-9%
Drugs related ASB	59	46	-22%
Youth related ASB	1306	1169	-10%
Youth/alcohol related	133	94	-29%

## Crime and Incidents Over Time



# Durham Constabulary Crime and ASB Performance data: Darlington Town Centre Year to date January 2020

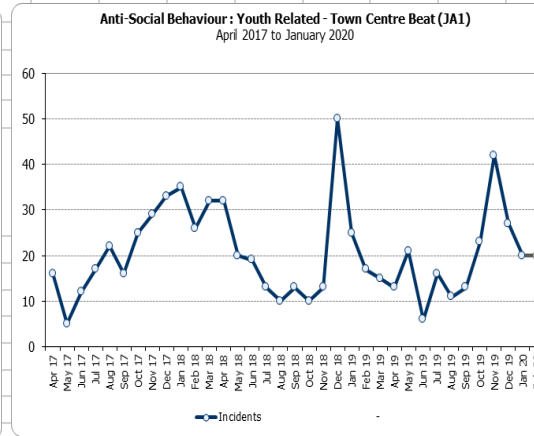
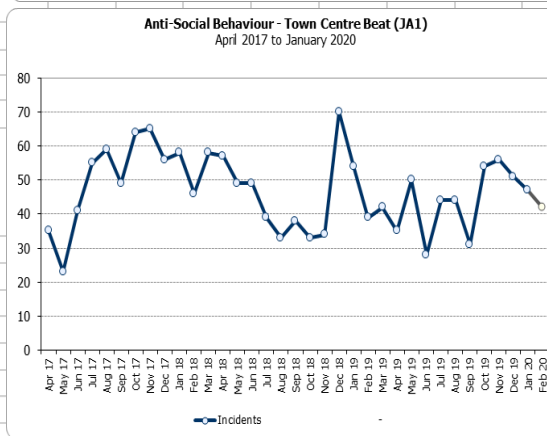
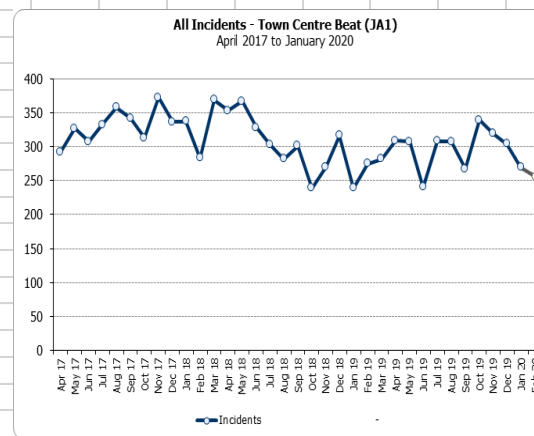
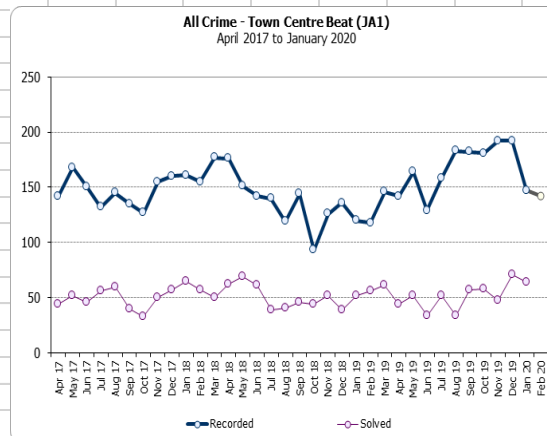
## Crime Figures

	YTD Jan 19	YTD Jan 20	% increase/ decrease
<b>All Crime</b>	<b>1347</b>	<b>1670</b>	<b>↑ 24%</b>
Violence against person	454	593	↑ 31%
Violence with injury	171	200	↑ 17%
Violence without injury	283	393	↑ 39%
Harrassment	59	81	↑ 37%
Sexual Offences	15	43	↑ 187%
Rape	4	16	↑ 300%
Robbery	10	9	↓ -10%
Theft	522	559	↑ 7%
Burglary	48	35	↓ -27%
Vehicle Crime	13	19	↑ 46%
Theft Pedal Cycle	16	14	↓ -13%
Shoplifting	285	363	↑ 27%
Damage & Arson	107	108	↑ 1%
Arson	2	4	↑ 100%
Racially Aggravated Crime	10	17	↑ 70%
Possession of Weapons	11	21	↑ 91%
Public Order	161	228	↑ 42%
Metal Theft	8	9	↑ 13%

## Incident Figures

	YTD Jan 19	YTD Jan 20	% increase/ decrease
<b>All Incidents</b>	<b>2998</b>	<b>2969</b>	<b>↓ -1%</b>
Alcohol related	803	848	↑ 6%
Domestic Abuse	128	111	↓ -13%
Hate incidents	14	34	↑ 143%
Youth related incidents	313	297	↓ -5%
Vulnerable child	49	27	↓ -45%
Vulnerable adult	157	181	↑ 15%
Youth/alcohol related	26	23	↓ -12%
<b>ASB</b>	<b>456</b>	<b>440</b>	<b>↓ -4%</b>
Alcohol related ASB	129	124	↓ -4%
Drugs related ASB	9	8	↓ -11%
Youth related ASB	205	192	↓ -6%
Youth/alcohol related	19	9	↓ -53%

## Crime and Incidents over time



# Performance

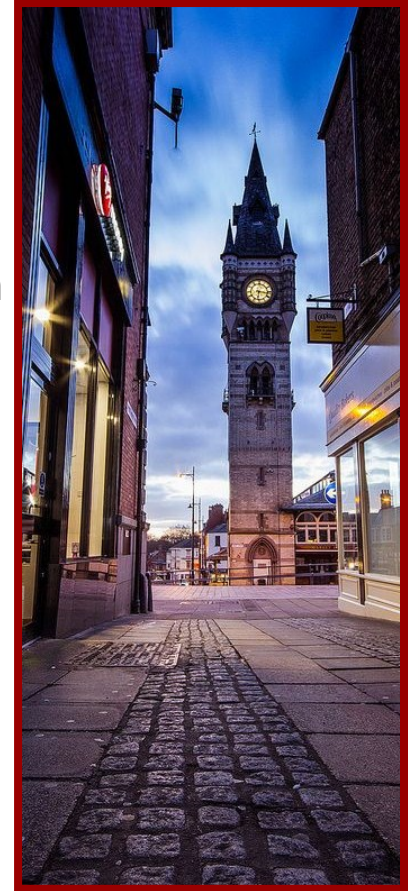
## Darlington

- Violence against the Person.
- Sexual Offences.
- Public Order.
- ASB - Number of areas (youths throwing objects, quad-bikes, youth nuisance).

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## Town Centre

- Violence against the Person.
- Sexual offences.
- Public Order.
- Retail Crime.
- Possession of weapons.
- Hate incidents.



# Response

- Victims & Perpetrators.
- Reviews.
- Retail.
- Drugs (Operations).
- Patrols.
- Time Limited Plan (06.01.20) (Police, Arriva, Retail, Data Analyst, Civic Enforcement, Crime Reduction & CCTV).





# Response

- CCTV.
- Licensing - problematic premises.
- Tubwell Row, Church Row & High Row.
- Phone Alert.
- YOS interventions.
- Multi-Agency Problem Solving Group.



# **DBC Council Plan 2020 - 2023**

- Economic growth (jobs, businesses & homes).
- Clean, safe, healthy, sustainable, well-planned, on the move, heritage & culture.
- Young people, most vulnerable & communities.
- Fairer Richer Darlington.
- Embed community safety.
- Drugs & alcohol.
- Town Centre.
- CCTV.
- Equality.
- Preventing homelessness & rough sleeping.



# **Community Safety Partnership Priorities**

## **2020 - 2025**

- Supporting Vulnerable People.
- Promoting Safer Places.
- Tackling Domestic Abuse.
- Building Strong & Cohesive Communities.



# **Service Priorities 2020 - 2021**

## **Community Safety**

- Support development of town centre economy by putting appropriate measures in place and demonstrating it is a safe place to visit.
- Design and deliver an Evening and Night-Time Economy Strategy for Darlington town centre.



# **Service Priorities 2020 - 2021**

## **Civic Enforcement**

- Embed Civic Enforcement Service & review its effectiveness and priorities.
- Extend use of mobile CCTV to tackle areas of crime, disorder and anti-social behaviour.
- Introduce covert CCTV to tackle environmental crime.
- Implement legal requirements of CCTV Single Point of Contact (SPOC) role.
- Review and introduce new (improved) parking management software.
- Support DBC Highways to review parking in Darlington.



# Service Priorities 2020 - 2021

## Trading Standards

- Deliver North East Trading Standards Association Control Strategy.
- Explore opportunities and capability to complete financial investigations.
- Support partners to tackle harm associated with Organised Crime in Darlington.
- Promote safe trading area in Darlington town centre.
- Introduce another Trading Standards Rogue Trader Scheme in Darlington.



# **Service Priorities 2020 - 2021**

## **Private Sector Housing**

- Introduce Warmer Homes 4 programme in Darlington.
- Deliver the Private Sector Housing Northgate Action Plan.
- Complete Intelligent Housing Enforcement Programme in Darlington (stock / tenant modelling & enhanced enforcement training for housing officers).
- Develop and implement a Private Housing Strategy for Darlington.





# Service Priorities 2020 - 2021

## Licensing

- Complete review of Darlington Borough Council Taxi Policy.
- Complete review of Darlington Borough Council Licensing Policy.
- Develop and implement Alcohol Harm Reduction Strategy.
- Design and deliver a digital office.
- Review, introduce and embed new licensing laws concerning animal welfare.





# Service Priorities 2020 - 2021

## Community Engagement

- Deliver County Durham and Darlington Prevent Action Plan 2020 - 2021.
- Deliver County Durham and Darlington Joint Hate Crime Plan.
- Support existing networks and identify new opportunities to engage with hard to reach groups.
- Implement Road Safety Initiative in Darlington.
- Represent Community Safety in new PESAG arrangements.
- Improved methods of communication with the public.



# **Service Priorities 2020 - 2021**

## **Data Analyst**

- Review and embed tasking and coordination process in Darlington.
- Introduce and embed performance management framework for Darlington Community Safety Partnership.
- Refine and embed performance management framework for Darlington Borough Council Community Safety.
- Develop a framework for Purple Flag data collection and analysis.
- Review ORCUMA and introduce improved methods of working via the tasking and coordination process.



A photograph of a street scene at dusk. In the background, a church with a tall, dark spire is silhouetted against a sky with soft orange and pink clouds. In the foreground, a row of buildings is visible. One building has a sign that says "BOOTS SHOE". A street lamp with multiple lanterns stands in the middle of the street. The overall atmosphere is quiet and scenic.

# Questions?

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## COMMUNITIES AND LOCAL SERVICES SCRUTINY 13 FEBRUARY 2020

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### LOCAL TRANSPORT PLAN

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#### SUMMARY REPORT

##### Purpose of the Report

1. To seek Members views on the outline Local Implementation Plan for Transport in Darlington in advance of public consultation in summer 2020. A policy framework has been developed on which to develop the Plan (attached in **Appendix 1**).
2. To provide an update to Members on highways and transport from a national, regional and local perspective, including delivery, performance and public satisfaction in 2019/20, and the proposed priorities for 2020/21. This is presented in a draft Cabinet Report (attached as **Appendix 2**).

##### Summary

3. In forming Tees Valley Combined Authority (TVCA) the statutory responsibility for the Local Transport Plan now sits with the Combined Authority rather than the individual local authorities. TVCA has developed a Strategic Transport Plan to meet this duty. Following consultation, the Plan has been amended and has been considered by TVCA Cabinet on 31 January and approved.
4. There is still a requirement for a Transport Plan at a local authority level to demonstrate how the local authority will contribute to achieving the Tees Valley strategic aims, and to reflect local priorities and the highway authority's wider roles such as highway network management, asset management, parking and Rights of Way. This will be the Local Implementation Plan (LIP).
5. Darlington can now develop a Local Implementation Plan. Four ambitions have been drafted for the Plan that align with vision in the draft Council Plan, as follows:
  - (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
- 6. It is proposed that this will be the basis of consultation in summer 2020 and the final Plan will be approved by Cabinet and adopted by Council as part of the policy framework.
- 7. The current Transport Plan in Darlington (2011-2026) is based on a prioritised approach following extensive public consultation. This has been used to prioritise expenditure as follows:
  - (a) Maintain the highway asset – including roads, bridges, footways, street lighting and other assets such as bus shelters, car parks and traffic signals
  - (b) Manage the highway – to ensure that the Council meets its duties under the Traffic Management Act
  - (c) Improve the transport system including public transport and sustainable travel
- 8. Whether it is maintaining, managing or improving the highway network, all these activities contribute to the ambitions identified for the Local Improvement Plan. It is recommended that this approach is continued.
- 9. Progress is monitored through performance data and public satisfaction.

### **Recommendation**

- 10. It is recommended that: -
  - (a) Communities and Local Services Scrutiny Committee provide their views to Cabinet to inform the consultation process for the Local Implementation Plan.
  - (b) Members review the results of the consultation later this year to inform the development of the final Local Implementation Plan.
  - (c) Note the progress made on delivering the Third Local Transport Plan through an approach of Maintain, Manage and Improve.

### **Reasons**

- 11. The recommendations are supported for the following reasons: -
  - (a) To enable Cabinet to consider the views of the Communities and Local Services Committee in its recommendations on public consultation.
  - (b) To enable Members to consider the views of residents, visitors, businesses and other organisations in their recommendations to Cabinet on the final Plan.
  - (c) To use this as a benchmark to inform view on the proposed Local Implementation Plan.

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

## Background Papers

- (i) Darlington's Third Local Transport Plan; 2011-2026
- (ii) Tees Valley Strategic Transport Plan

Sue Dobson: Extension 6207

S17 Crime and Disorder	This report has no implications for Crime and Disorder
Health and Well Being	This will be considered as part of the consultation on the Local Implementation Plan.
Carbon Impact and Climate Change	This will be considered as part of the consultation on the Local Implementation Plan
Diversity	There are no issues relating to diversity which this report needs to address. However, the consultation may highlight issues and an Equalities Impact Assessment will be completed to inform the final Plan.
Wards Affected	All wards
Groups Affected	There are no proposals that impact on specific groups.
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	The report contributes to the Sustainable Community Strategy through the involvement of Members in contributing to the delivery of the five themes.
Efficiency	The update on the Local Transport Plan provides an opportunity to scrutinise and monitor service delivery and effectiveness.
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

#### Strategic Transport Plan

12. In forming Tees Valley Combined Authority (TVCA), the responsibility for the Local Transport Plan now sits with the Combined Authority rather than the individual local authorities. TVCA has therefore been developing a Strategic Transport Plan (its Local Transport Plan) which sets out the transport ambitions for people in the Tees Valley. These are:

- (a) You will be able to access the new jobs we are creating across Tees Valley

- (b) The quality and reliability of your daily commute will be improved, giving you confidence that you will get to where you need to be, when you need to be there
  - (c) You will be able to rely on the latest technology, making travel as easy as possible
  - (d) The air you breathe will be cleaner, thanks to reduced carbon emissions
  - (e) Business productivity will be improved thanks to enhanced freight connectivity
  - (f) More reliable, affordable public transport, walking and cycling options will be created so you can
    - (i) get to work
    - (ii) get to study at a nearby school, college or university
    - (iii) get to a hospital or a doctor's appointment
    - (iv) go shopping, visit friends and family, or enjoy one of our local attractions
  - (g) Additional routes and improved access to Teesside International Airport, via public transport, will allow you to travel around the world for business or pleasure
13. The Plan then proposes how the outcomes will be achieved through actions and interventions. It is supported by implementation plans for bus, rail, road, freight and walking and cycling. Following extensive consultation, the Plan has been approved by TVCA Cabinet (31 January 2020) as the Local Transport Plan for the Tees Valley.

### **Local Implementation Plan**

14. The next stage is for each local authority to develop a Local Implementation Plan. Further clarity is still required on the relationship between the Strategic Transport Plan and the Local Implementation Plan, but it should both reflect the strategic and local priorities. A policy framework has been developed for Darlington. This will require public consultation following the Mayoral elections in May 2020.
15. The framework sets out four ambitions:
- (a) Support economic growth
  - (b) Create opportunity
  - (c) To acknowledge the impact of transport on the environment and climate change
  - (d) Improve public health
16. The links to objectives, actions and policies can be found in **Appendix 1**.

### **Darlington Local Transport Plan**

17. Darlington's Third Local Transport Plan (2011-2026) sets out the current priorities for transport in Darlington. The Plan was developed during a period of significant budget cuts (40%) and therefore part of the consultation in 2010/11 asked people to prioritise how the available funding should be spent. This has been used to



allocate available funding and successfully seek additional external funding such as Maintenance Challenge Fund, National Productivity Investment Fund, Local Growth Fund Sustainable Access to Employment Programme and Access Fund. The priorities were set as:

- (a) Maintain the highway asset – including roads, footways, street lighting and other assets such as bus shelters, car parks and traffic signals;
  - (b) Manage the highway – to ensure that the Council meets its duties under the Traffic Management Act; and finally
  - (c) Improve the transport system including public transport and sustainable travel
18. Whether it is maintaining, managing or improving the highway network, all these activities contribute to the ambitions identified for the Local Improvement Plan. It is recommended that this approach is continued.
19. Progress is monitored through performance data and public satisfaction and the latest results can be found in the draft Cabinet report in **Appendix 2**.

### **Outcome of Consultation**

20. 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.”*
21. 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.
22. The consultation highlighted some key areas where the 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*

23. The revised Strategic Transport Plan has been approved by TVCA Cabinet on 31<sup>st</sup> January 2020. This will then form the strategic context for the Local Implementation Plans which will be developed and approved by individual councils in 2020/21, following further guidance from TVCA.

Draft framework for Darlington's Local Implementation Plan				APPENDIX 1
Darlington ambitions	Links to Tees Valley STP	Objectives	Actions	
<b>Support economic growth</b> – 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	1a Improve connectivity to, from and within Darlington by public transport	<u>Rail</u>	<ul style="list-style-type: none"> <li>• Deliver Darlington Station master plan</li> <li>• Deliver improvements at North Road Station to support the Rail Heritage Quarter Masterplan</li> <li>• Work with the Bishop Line CRP and local community to identify improvements at Dinsdale Station</li> </ul>
	Major Roads		<u>Bus</u>	<ul style="list-style-type: none"> <li>• Support the development of the new Bus Partnership Agreement</li> <li>• Deliver bus corridor improvements to maintain / improve bus punctuality and reliability</li> </ul>
	Connecting Economic Centres	1b Utilise the Local Plan and planning and transport policies to deliver sustainable development.		<ul style="list-style-type: none"> <li>• Develop policies to be included within the Local Plan to encourage sustainable travel choices</li> </ul>
	Unlocking Key Sites	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"> <li>• Provide improved connectivity to Teesside Airport by all modes.</li> <li>• Improve bus and rail interchange at the Airport</li> </ul>
		1d Improve the Strategic Road Network within the Borough to improve the efficiency of local roads		<ul style="list-style-type: none"> <li>• Development of a business case and funding pathway in support of TVCA for the Northern Link Road</li> <li>• 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)</li> </ul>

		2a Focus on maintenance schemes that support Darlington's economy	<ul style="list-style-type: none"> <li>• Efficient use of resource to maintain the existing highway network using asset condition data</li> <li>• Prioritise the KRN and links to transport hubs including the airport, rail stations, bus routes and coach stops</li> </ul>
		2b Minimise the impact of highway maintenance on climate change	<ul style="list-style-type: none"> <li>• Adopt design principles and standards that minimise maintenance liabilities and reduce the contribution to climate change</li> <li>• Inspect and maintain sustainable and public transport assets to agreed standards</li> </ul>
		3a <b>Manage the highway</b> 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"> <li>• Implement measures to balance the needs of all road users including pedestrians <ul style="list-style-type: none"> <li>- Urban Traffic Management Control</li> <li>- Enforcement</li> <li>- Parking strategy</li> <li>- Provide bus priority measures to support travel by bus and reduce single occupancy car travel</li> </ul> </li> <li>• Continue to support Darlington Punctuality Improvement Partnership</li> </ul>
		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"> <li>• Deliver improvement schemes: <ul style="list-style-type: none"> <li>- A68 corridor</li> <li>- Eastern Growth Zone</li> <li>- A167 / A1150 corridor</li> <li>- Individual junction improvements</li> </ul> </li> </ul>
		Ensure that traffic to all new housing, retail and commercial developments is minimised and/or mitigated	<ul style="list-style-type: none"> <li>• Provision and promotion of sustainable travel options</li> <li>• Provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.</li> </ul>

Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
<b>Create opportunity</b> – 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"> <li>• Continue to work in partnership with Train Operating Companies and Community Rail Partnership to promote rail travel</li> <li>• Delivery of new, high quality bus passenger waiting facilities</li> <li>• Through the Bus Partnership develop a fares structure to support regular commuting by bus</li> </ul>
		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"> <li>• Travel Plans</li> <li>• Wheels to work projects</li> <li>• Demand Responsive Transport</li> <li>• Car sharing schemes with employers</li> </ul>
		Residents and employees to have access to information to make informed travel choices	<ul style="list-style-type: none"> <li>• Deliver Personalised Travel Planning in a range of settings including job centres and colleges</li> <li>• To deliver a bus and rail marketing and information strategy</li> </ul>

Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
<b>To acknowledge the impact of transport on the environment and climate change</b> and to: - 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	To Support the growth in the use of no or low emission vehicles to transport people and goods	<ul style="list-style-type: none"> <li>• End of journey deliveries by alternative modes of transport (cargo bikes / electric vehicles)</li> <li>• Increased number of appropriate electric vehicle charging points</li> <li>• Review and update Parking Strategy</li> <li>• Car share schemes</li> <li>• Car clubs</li> </ul>
	Major Roads		<ul style="list-style-type: none"> <li>• Travel Plans for residential developments and workplaces</li> <li>• Review design and construction standards for planning, maintenance and construction</li> </ul>
	Connecting Economic Centres	To minimise the negative impact of transport on the built and natural environment	
	Local Journeys	To promote and support zero emission transport	<ul style="list-style-type: none"> <li>• Local Cycling and Walking Infrastructure Plan</li> <li>• Walking and Cycling Strategy</li> <li>• To develop an Active Travel Strategy</li> </ul>

Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
<p>To <b>improve public health</b> – by encouraging healthy, active travel; and -by maintaining a good road safety record through engineering, education, encouragement and enforcement.</p>	<p>Local Journeys</p> <p>Deliver Social Equity and Protect and Enhance the Environment</p>	<p>To <b>increase levels</b> of walking and cycling for short local trips</p>	<ul style="list-style-type: none"> <li>• To Inform local residents of the travel choices in their communities to encourage increased physical activity</li> <li>• To implement a travel behaviour change programme for short trips, travel to work and the journey to school</li> <li>• Promotion and marketing of sustainable modes through Let’s Go Tees Valley</li> </ul>
		<p>a. To <b>provide a safe highway network</b> and reduce the incidents of road traffic collisions</p>	<ul style="list-style-type: none"> <li>• Monitor and analyse road traffic collision data to identify local safety schemes</li> <li>• Speed management and 20mph zones extended across residential streets</li> <li>• Better maintained and safer footways – lighting, CCTV</li> </ul>
		<p>b. To reduce the risk to vulnerable road users being involved in road traffic collisions through a programme of enforcement, road safety education, training and publicity</p>	<ul style="list-style-type: none"> <li>• Pedestrian (KS1) and cycle training (Year 5/6) offered to all school children in Darlington</li> <li>• Road safety publicity</li> <li>• Enforcement – particularly around schools</li> </ul>
		<p>c. To <b>develop transport</b> in accordance with the Healthy Town principles</p>	<p>Local Plan – walkable communities</p>



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**CABINET  
3 MARCH 2020**

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## **LOCAL TRANSPORT PLAN**

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

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

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### **SUMMARY REPORT**

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

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 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 the consultation for the Darlington Local Implementation Plan.

#### **Summary**

2. The report provides an annual update on the delivery of the transport capital programme. As well as the Local Transport Plan funded Integrated Transport Block and Maintenance programmes, 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 schemes have also progressed with Allington Way cycle route completed in February 2020 and funding approved for the 'Rethinking Victoria Road' scheme. Additional Council funding has been used to tackle the condition of the unclassified road network, mainly residential streets.
3. The performance and public satisfaction information provides an overview of the condition and use of the highway network and travel system. 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. The additional investment in maintaining the unclassified road network is now evident in the condition data with a significant improvement in the quantum of 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 & Transport Network. Regionally 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. Tees Valley Combined Authority has approved the Strategic Transport Plan 2019-2029 and its daughter 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 Darlington Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management & Control System, Wheels to Work, Local Cycling & Walking Improvement Plan investment and electric vehicle charging infrastructure.
7. 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.

## **Recommendation**

8. 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) 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 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. The first opportunity will be the Local Pinch Point bid if the Expression of Interest is approved by the Department for Transport; and
  - (e) Members approve the Local Implementation Plan framework as the basis for consultation in 2020.

## **Reasons**

9. 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; and
- (e) To enable residents, businesses and organisations to help shape the transport strategy for Darlington.

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

### **Background Papers**

- (i) Darlington's Third Local Transport Plan; 2011-2026
- (ii) 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 Well Being	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 will be adopted by TVCA Cabinet 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 daughter 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

10. 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.’*
11. 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.
12. The Plan sets out what it will deliver across 6 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
13. There are a number of daughter documents that provide greater levels of detail. These are for walking and cycling, rail, bus, roads and freight.
14. 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 Darlington Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management & Control System, Wheels to Work, Local Cycling & Walking Improvement Plan investment and electric vehicle charging infrastructure.
15. 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 5-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)**

16. 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.
- (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
17. The Framework is in **Appendix A**. This was discussed by Scrutiny on 13 February 2020.



## **18. ADD any feedback from Scrutiny**

19. Other policy documents will sit as daughter 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 Local Cycling and Walking Investment Plan and Stockton and Darlington railway walking and cycling route.
20. 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).

## **Darlington's Local Plan**

### **21. To be added**

## **Highways and Transport Performance**

### **Delivery in 2019/20**

22. 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;
  - (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. The work to address concerns continues and this will be presented to Government at a future date.
  - (c) Significant progress has been made on delivering the National Productivity Investment Fund schemes, a 2-year programme to improve access to the Eastern Growth Zone.
    - (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 will be completed 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) 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 if successful work will start on site in March 2020;
- (g) A programme of bus stop improvements has been implemented including Nunnery Lane, Church Row Hurworth and Haughton Green;
- (h) A programme of dropped kerbs have been implemented including Yarm road, Parkside and Alverton Drive.
- (i) A new toucan 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;
- (j) 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;
- (k) 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 Asphalting 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;
- (l) 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;
- (m) 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 approach at Little Burdon roundabout on the A66;

- (n) The new access road to Symmetry Park 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.

## Performance Indicators

23. 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.
  - (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.
  - (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) 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 3 years until 2021). The percentage has improved significantly from 16% of the network requiring further investigation/maintenance down to 8%.

## Public Satisfaction

24. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes.
25. 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%.
26. 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**.

27. 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 70%
- (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%

28. In all themes public satisfaction is 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 regionally: -

Road Safety theme - Road Safety Education and Road Safety Environment  
Public Transport – Public Transport Information.

Walking and Cycling – Pavements / Footpaths (aspects).

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**

29. 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:

<b>Funding source</b>	<b>Basis of allocation</b>	<b>2019/20 £'000</b>	<b>2020/21 £'000</b>
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	
		Victoria Road sustainable transport 375	A business case has been submitted to TVCA to increase this to: 725
National Productivity Investment Fund	- Successful bid to DfT - TVCA to DBC	Haughton Road thoroughabout & Yarm Road/ Lingfield Way junction 1855	0
DBC capital - bridge parapet programme	Maintenance programme based on inspections	500	0
DBC capital - unclassified road maintenance	Maintenance programme based on inspections	500	500
<b>Total</b>		<b>6,055</b>	<b>3,800</b>

30. 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**.
31. 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.

32. The Department for Transport has yet to announce any Pothole Fund monies for 2020/21 but it is anticipated that the funding will be in the region of £100k in line with previous years.
33. 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.

### **TVCA and Third-Party Funding**

34. 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.
35. 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 and we are currently awaiting ministerial sign off. 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.
36. 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).
37. 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.

38. 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.
39. 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 7 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.
40. 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 Darlington Link Road, Darlington Station Growth Hub, bus improvement corridors, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management & Control System, Wheels to Work, Local Cycling & Walking Improvement Plan investment and electric vehicle charging infrastructure.

## **Legal Implications**

41. 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<sup>th</sup> March 2011 as part of the Council's policy framework.
42. 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<sup>st</sup> January 2020.



43. 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.
44. 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.
45. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'.
46. 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.
47. 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 is provided in paragraphs 46 to 48 of this report

## **HR Implications**

48. There are no HR implications.

## **Estates & Property Advice**

49. 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.
50. 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**

51. 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**

52. 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. (This will be reviewed following publication of the document in advance of TVCA Cabinet).
53. 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.
54. 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**

55. 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."*

56. 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.

## Outcome of Consultation

57. 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*
58. The revised Strategic Transport Plan will be presented to TVCA Cabinet for approval in January 2020. This will then form the strategic context for the Local Implementation Plans which will be developed and approved by individual councils in 2020/21, following further guidance from TVCA.



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	1a Improve connectivity to, from and within Darlington by public transport	<u>Rail</u> <ul style="list-style-type: none"><li>• Deliver Darlington Station master plan</li><li>• Deliver improvements at North Road Station to support the Rail Heritage Quarter Masterplan</li><li>• Work with the Bishop Line CRP and local community to identify improvements at Dinsdale Station</li></ul>
	Major Roads		<u>Bus</u> <ul style="list-style-type: none"><li>• Support the development of the new Bus Partnership Agreement</li><li>• Deliver bus corridor improvements to maintain / improve bus punctuality and reliability</li></ul>
	Connecting Economic Centres	1b Utilise the Local Plan and planning and transport policies to deliver sustainable development.	<ul style="list-style-type: none"><li>• Develop policies to be included within the Local Plan to encourage sustainable travel choices</li></ul>
	Unlocking Key Sites	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"><li>• Provide improved connectivity to Teesside Airport by all modes.</li><li>• Improve bus and rail interchange at the Airport</li></ul>
		1d Improve the Strategic Road Network within the Borough to improve the efficiency of local roads	<ul style="list-style-type: none"><li>• Development of a business case and funding pathway in support of TVCA for the Northern Link Road</li><li>• 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)</li></ul>

		2a Focus on maintenance schemes that support Darlington's economy	<ul style="list-style-type: none"> <li>• Efficient use of resource to maintain the existing highway network using asset condition data</li> <li>• Prioritise the KRN and links to transport hubs including the airport, rail stations, bus routes and coach stops</li> </ul>
		2b Minimise the impact of highway maintenance on climate change	<ul style="list-style-type: none"> <li>• Adopt design principles and standards that minimise maintenance liabilities and reduce the contribution to climate change</li> <li>• Inspect and maintain sustainable and public transport assets to agreed standards</li> </ul>
		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"> <li>• Implement measures to balance the needs of all road users including pedestrians                             <ul style="list-style-type: none"> <li>- Urban Traffic Management Control</li> <li>- Enforcement</li> <li>- Parking strategy</li> <li>- Provide bus priority measures to support travel by bus and reduce single occupancy car travel</li> </ul> </li> <li>• Continue to support Darlington Punctuality Improvement Partnership</li> </ul>
		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"> <li>• Deliver improvement schemes:                             <ul style="list-style-type: none"> <li>- A68 corridor</li> <li>- Eastern Growth Zone</li> <li>- A167 / A1150 corridor</li> <li>- Individual junction improvements</li> </ul> </li> </ul>
		Ensure that traffic to all new housing, retail and commercial developments is minimised and/or mitigated	<ul style="list-style-type: none"> <li>• Provision and promotion of sustainable travel options</li> <li>• Provision of transport infrastructure subject to assessments, to ensure that the developments are economically, socially and environmentally sustainable.</li> </ul>

Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
<b>Create opportunity</b> – 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"> <li>Continue to work in partnership with Train Operating Companies and Community Rail Partnership to promote rail travel</li> <li>Delivery of new, high quality bus passenger waiting facilities</li> <li>Through the Bus Partnership develop a fares structure to support regular commuting by bus</li> </ul>
		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"> <li>Travel Plans</li> <li>Wheels to work projects</li> <li>Demand Responsive Transport</li> <li>Car sharing schemes with employers</li> </ul>
		Residents and employees to have access to information to make informed travel choices	<ul style="list-style-type: none"> <li>Deliver Personalised Travel Planning in a range of settings including job centres and colleges</li> <li>To deliver a bus and rail marketing and information strategy</li> </ul>

Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
<b>To acknowledge the impact of transport on the environment and climate change</b> 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	To Support the growth in the use of no or low emission vehicles to transport people and goods	<ul style="list-style-type: none"> <li>• End of journey deliveries by alternative modes of transport (cargo bikes / electric vehicles)</li> <li>• Increased number of appropriate electric vehicle charging points</li> <li>• Review and update Parking Strategy</li> <li>• Car share schemes</li> <li>• Car clubs</li> </ul>
	Major Roads		
	Connecting Economic Centres	To minimise the negative impact of transport on the built and natural environment	<ul style="list-style-type: none"> <li>• Travel Plans for residential developments and workplaces</li> <li>• Review design and construction standards for planning, maintenance and construction</li> </ul>
	Local Journeys	To promote and support zero emission transport	<ul style="list-style-type: none"> <li>• Local Cycling and Walking Infrastructure Plan</li> <li>• Walking and Cycling Strategy</li> <li>• To develop an Active Travel Strategy</li> </ul>



Darlington ambitions	Links to Tees Valley STP	Objectives	Actions
To <b>improve public health</b> – 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 <b>increase levels</b> of walking and cycling for short local trips	<ul style="list-style-type: none"> <li>• To Inform local residents of the travel choices in their communities to encourage increased physical activity</li> <li>• To implement a travel behaviour, change programme for short trips, travel to work and the journey to school</li> <li>• Promotion and marketing of sustainable modes through Let's Go Tees Valley</li> </ul>
		a. To <b>provide a safe highway network</b> and reduce the incidents of road traffic collisions	<ul style="list-style-type: none"> <li>• Monitor and analyse road traffic collision data to identify local safety schemes</li> <li>• Speed management and 20mph zones extended across residential streets</li> <li>• Better maintained and safer footways – lighting, CCTV</li> </ul>
		b. To reduce the risk to vulnerable road users being involved in road traffic collisions through a programme of enforcement, road safety education, training and publicity	<ul style="list-style-type: none"> <li>• Pedestrian (KS1) and cycle training (Year 5/6) offered to all school children in Darlington</li> <li>• Road safety publicity</li> <li>• Enforcement – particularly around schools</li> </ul>
		c. To <b>develop transport</b> 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	0.015%	0.0075%
% of street lighting columns 20-40 years old				56%	51%	45%	44%	14%	Not available	15.36%	16.58%

	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 3 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
<b>Overall public satisfaction</b>	56.1	56.3	55.7	54.9	55.1	56	56	54	54	55
<b>Public transport overall</b>	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
<b>Walking &amp; Cycling overall</b>	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

<b>Tackling congestion overall</b>	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
<b>Overall road safety</b>	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
<b>Overall highways maintenance</b>	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 C

LTP 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
<b>Total</b>	<b>1689</b>

\*£603,000 would be used to part fund the A68 Growth Zone Maintenance Programme.

- 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 3 submitted by TVCA on 30<sup>th</sup> 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. Awaiting 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 which section ?
- 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 funded from £500k Council funding as previously agreed by Cabinet (13/02/2018) as part of the Medium Term Financial Plan.
  - Bridge parapet funding – keeping? No longer required? Use for bridges?
  - In previous years Pothole Funding has also been allocated to highway authorities based on the highways maintenance funding formula. Awaiting announcement. If funding is made available, it will be used as in previous years to repair potholes and reported via the Council website.



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

<b>Manage/ Improve</b>	<b>Scheme</b>	<b>2020/ 21</b>	<b>2021/ 22</b>	<b>2022/ 23</b>	<b>Notes</b>
<b>Network management</b>					
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			
<b>Sustainable and public Transport</b>					
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
<b>Car parks</b>					
Improve	Abbotts Yard car park	60			Resurface and mark out to current standards
<b>Speed Management and Road Safety programme</b>					
Manage	School 20mph limits	125			<ul style="list-style-type: none"> <li>Hurworth Secondary school (£50k + £50k section 106 monies)</li> <li>Borough Road nursery £30k</li> <li>St Bedes £45k</li> </ul>
	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"> <li>Duke Street safety scheme between Larchfield Street and Stanhope Road</li> <li>Crossing point on Stanhope Road North</li> </ul>

	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.

## Bids

- 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.
- A bid was submitted to Rural Payments Agency for funding to improve the Stockton & 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.
- 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 is 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.



## COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 13 FEBRUARY 2019

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### WORK PROGRAMME

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#### SUMMARY REPORT

##### Purpose of the Report

1. To consider the work programme items scheduled to be considered by this Scrutiny Committee during the 2019/20 Municipal Year and to consider any additional areas which Members would like to suggest should be included.

##### Summary

2. Members are requested to consider the attached draft work programme (**Appendix 1**) for the remainder of the 2019/20 Municipal Year which has been prepared based on Officers recommendations and recommendations previously agreed by this Scrutiny Committee in the last Municipal Year.
3. Any additional areas of work which Members wish to add to the agreed work programme will require the completion of a quad of aims in accordance with the previously approved procedure (**Appendix 2**).

##### Recommendation

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

**Paul Wildsmith**  
**Managing Director**

##### Background Papers

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

Author : Hannah Fay

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

## MAIN REPORT

### Information and Analysis

6. The format of the proposed work programme has been reviewed to enable Members of this Scrutiny Committee to provide a rigorous and informed challenge to the areas for discussion.
7. Each topic has been reviewed to link it to the outcomes and the conditions in the Sustainable Community Strategy – One Darlington Perfectly Placed:-

#### SCS Outcomes

- a) Children with the best start in life
- b) More businesses more jobs
- c) A safe and caring community
- d) More people caring for our environment
- e) More people active and involved
- f) More people healthy and independent
- g) A place designed to thrive

#### Three Conditions

- a) Build Strong Communities
- b) Grow the Economy
- c) Spend every pound wisely

8. In addition, each topic links to performance indicators from the Performance Management Framework (PMF) to provide robust and accurate data for Members to use when considering topics and the work they wish to undertake. There are some topics where appropriate PMF indicators have not yet been identified however; these can be added as the work programme for each topic is developed.

### Forward Plan and Additional Items

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

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

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>SCS Outcome</b>	<b>Darlington Conditions</b>	<b>Link to Performance Management Framework (metrics)</b>	<b>Scrutiny's Role</b>
<b>Local Transport Plan</b>	13 February 2020	Sue Dobson	<p>More businesses more jobs</p> <p>More people caring for our environment</p> <p>More people healthy and independent</p> <p>A place designed to thrive</p>	<p>Build Strong Communities</p> <p>Grow the Economy</p>		To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Community Safety</b>	13 February 2020	Ian Thompson	<p>A safe and caring community</p> <p>A place designed to thrive</p>	Build strong communities		
<b>Bank Top Masterplan</b>	2 April 2020	Dave Winstanley	A place designed to thrive	<p>Spend every pound wisely</p> <p>Grow the economy</p>		To influence the Bank Top Masterplan and ensure the best outcomes for Darlington's residents and its economy



Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
<b>Performance Management and Regulation/ Management of Change</b>  Regular Performance Reports to be Programmed  End of Year Performance (including Compliments Comments and Complaints)	Quarter 4 – July 2020  July 2020	Relevant AD  Relevant AD	A safe and caring community  More businesses, more jobs  More people caring for our environment  A place designed to thrive	Build strong communities.  Spend every pound wisely  Grow the economy	Full Performance Management Framework suite of indicators.	To receive quarterly monitoring reports and undertake any further detailed work into particular outcomes if necessary.
<b>Experience Darlington</b>  <b>Including - Rail Heritage</b>	Last considered 12 September 2019	Ian Thompson	More people caring about our environment  More people active and involved	Build strong communities.  Grow the economy		To contribute to the development of 'Experience Darlington' Strategy

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
<b>Monitoring Outcomes from the Medium-Term Financial Plan 2016-20</b>  <i>Impact of ceasing/reducing the following and whether there has been any cost shunting to other areas within the Council :-</i>  <i>Indoor /Outdoor Market</i>	Last considered 12 September 2019	Ian Thompson/ Dave Winstanley/ Peter Carrick	A safe and caring community  More businesses, more jobs  A place designed to thrive	Spend every pound wisely		To monitor whether the savings identified are being achieved and consider the impact, if any, on residents
<b>Tees Valley Combined Authority Transport Strategy</b> (to include Bus Services in the Tees Valley)	Last considered 12 September 2019	Dave Winstanley/ Tom Bryant TVCA	A place designed to thrive	Grow the economy		To contribute to and influence the Strategy to ensure the best outcomes for residents

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>SCS Outcome</b>	<b>Darlington Conditions</b>	<b>Link to Performance Management Framework (metrics)</b>	<b>Scrutiny's Role</b>
<b>Introduction to Environmental Health</b>	Last considered 24 October 2019	Mark Ladyman	A place designed to thrive  More people caring for our environment  A safe and caring community	Build strong communities	ENV 002 ENV 006 ENV 009 ENV 021 ENV 022 ENV 023 REG 803	To gain an understanding of Environmental Health and current and future challenges.
<b>Replacement of Dog Control Orders with Public Space Protection Order</b>	Last considered 19 December 2019	Ian Thompson	A safe and caring community  A place designed to thrive  More people caring for our environment	Build strong communities		

## Performance Indicators

DBC Number:	Definition:
CUL 037	Number of shows held at the Hippodrome
CUL 038	Number of individual attendances at theatre shows
CUL 065	Number of physical visits to the Library
CUL 066	Number of book loans
CUL 067	Number of ICT sessions at the library
CUL 071	Number of visits to the Head of Steam
CUL 078	% of ticket sales for the Hippodrome
CUL 079	% of ticket sales for the Hullabaloo
ENV 002	Number of Street Champions who are actively involved in litter picking a minimum of once per month
ENV 006	Total number of fly-tips reported
ENV 009	% household waste that is collected that is either reused, recycled or composted
ENV 021	% of small fly tips removed within target time
ENV 022	% of large fly tips removed within target time
ENV 023	Number of prosecutions for fly-tipping
ENV 024	Land Audit Management System - Litter Score
REG 803	Trading Standards : Percentage of high risk inspections carried out
TCP 101	Bus punctuality - percentage of non-frequent bus services running on time
TCP 200	Percentage of principal roads where maintenance should be considered (A class)
TCP 202	Percentage of non principal roads where maintenance should be considered (B and C class)
TCP 203	Percentage of unclassified roads where maintenance should be considered

TCP 600	Number of people killed or seriously injured in road traffic accidents
TCP 601	Number of people slightly injured in road traffic accidents
TCP 602	Number of children killed or seriously injured in road traffic accidents
TCP 603	Number of children slightly injured in road traffic accidents
TCP 900	Overall Public Satisfaction with Public Transport Theme (National Highways and Transport Survey)

**Archived items**

<b>Topic</b>	<b>Timescale</b>	<b>Lead Officer/ Organisation Involved</b>	<b>SCS Outcome</b>	<b>Darlington Conditions</b>	<b>Scrutiny's Role</b>
<b>Monitoring Outcomes from the Medium-Term Financial Plan 2016-20</b>  <i>Impact of ceasing/reducing the following and whether there has been any cost shunting to other areas within the Council :-</i>  <i>Street Cleansing, Environmental Crime, Litter and Ground Maintenance</i>  <i>Concessionary fares</i>	Last considered 28 June 2018	Ian Thompson/ Dave Winstanley/ Peter Carrick	A safe and caring community  More businesses, more jobs  A place designed to thrive	Spend every pound wisely	To monitor whether the savings identified are being achieved and consider the impact, if any, on residents
<b>Darlington Crematorium Refurbishment</b>	Last considered 12 September 2019	Ian Thompson	A place designed to thrive	Spend every pound wisely	

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Scrutiny's Role
<b>Tees Valley Waste Management Contract</b>	Last considered 24 October 2019	Ian Thompson	A place designed to thrive  More people caring for our environment	Grow the economy  Build strong communities  Spend every pound wisely	To give Scrutiny Members the opportunity to consider prior to Cabinet.
<b>Monitoring Outcomes from the Medium-Term Financial Plan 2016-20</b>  <i>Impact of ceasing/reducing the following and whether there has been any cost shunting to other areas within the Council :-</i>  <i>Library Services including Mobile Library, Cockerton Library, Crown Street Library, Art Gallery and Local Studies</i>	Last considered 24 October 2019	Ian Thompson/ Dave Winstanley/ Peter Carrick	A safe and caring community  More businesses, more jobs  A place designed to thrive	Spend every pound wisely	

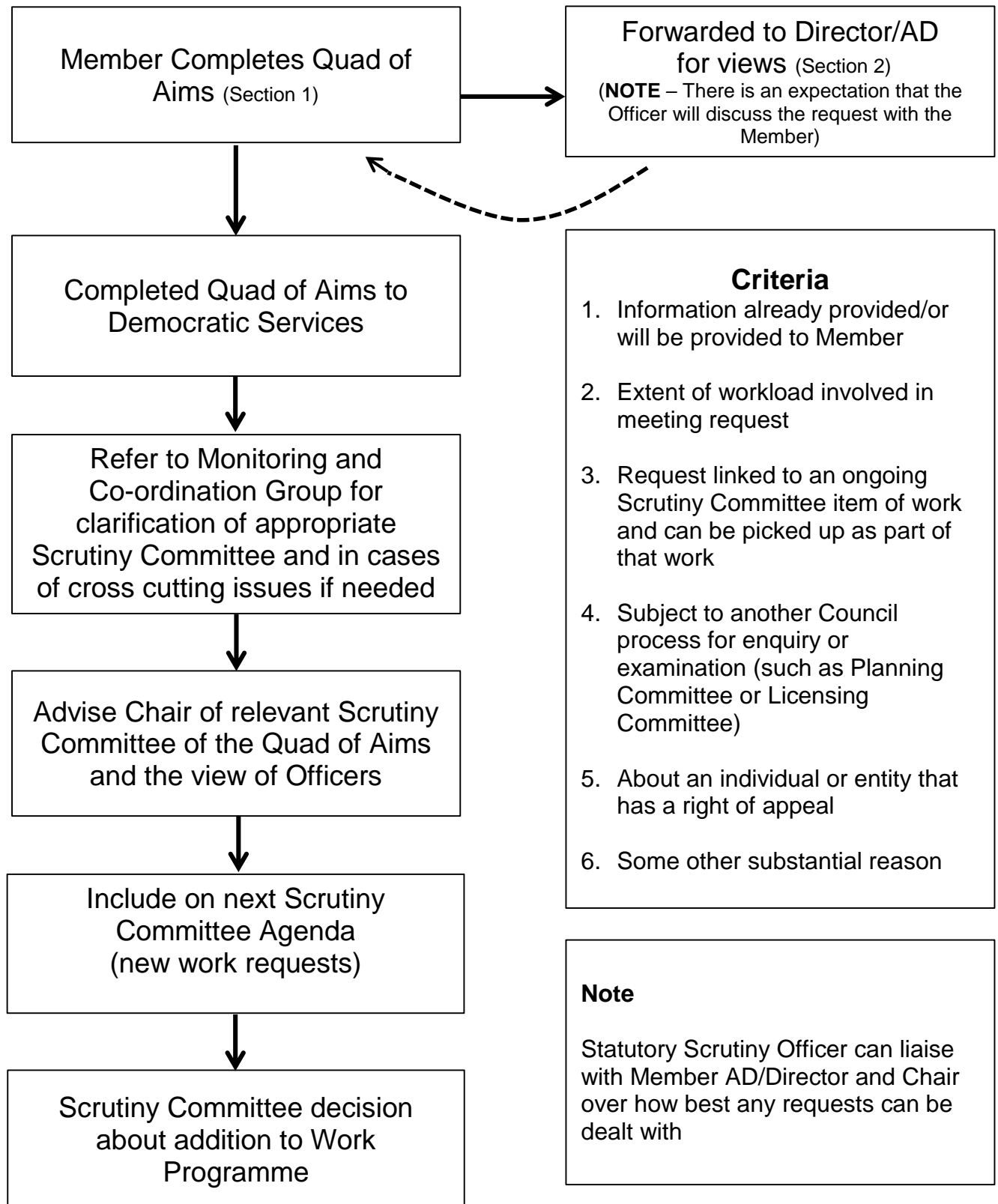
Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Scrutiny's Role
<b>Medium Term Financial Plan</b>	Special 10 January 2020	Elizabeth Davison	A safe and caring community  More businesses, more jobs  A place designed to thrive	Build Strong Communities  Grow the Economy  Spend every pound wisely	To enable the Committee to give consideration to those areas of the MTFP within the Committee's remit
<b>Council Plan</b>	Special 10 January 2020	Neil Bowerbank	A place designed to thrive  A safe and caring community  More people healthy and independent  Enough support for people when needed	Build strong communities  Spend every pound wisely.  Grow the Economy	



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## Appendix 2

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



**PLEASE RETURN TO DEMOCRATIC SERVICES**

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

### SECTION 1 TO BE COMPLETED BY MEMBERS

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

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

Signed Councillor .....

Date .....

### SECTION 2 TO BE COMPLETED BY DIRECTORS/ASSISTANT DIRECTORS

(NOTE – There is an expectation that Officers will discuss the request with the Member)

Page 95

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

PLEASE RETURN TO DEMOCRATIC SERVICES

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## **FORWARD PLAN FOR THE PERIOD: 5 FEBRUARY 2020 - 30 JUNE 2020**



### **What is a Forward Plan?**

The Forward Plan is a list of all of the decisions, which are due to be taken by Cabinet. The Plan also includes all Key Decisions to be taken by Cabinet, a Member of the Cabinet or a designated Officer in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulation 2012. It also gives notice of the decisions that are likely to be taken in private. These decisions need to be published on the Forward Plan at least 28 clear days before the decision is to be taken. The Plan is updated on an ad hoc basis, but at least once a month. It can be accessed on the Council website [www.darlington.gov.uk](http://www.darlington.gov.uk).

### **What is a Key Decision?**

A key decision in the Council's constitution is defined as to:

1. result in the Borough Council incurring expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; or
2. be significant in terms of its effects on communities living or working in an area comprising one or more wards in the Borough.

### **What are the reasons that a report can be held in private?**

Whilst the majority of the Executive decisions listed in this Forward Plan will be open to the public and media organisations to attend, there will inevitably be some decisions to be considered that contains, for example, confidential, commercially or personal information.

The Forward Plan is a formal notice under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that some of the decisions listed in this Forward Plan will be held in private because the report will contain exempt information under Schedule 12A of the Local Government Act 1972 (set out below) and that the public interest in withholding the information outweighs the public interest in disclosing it.

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority

5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the authority proposes:–
  - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) to make an order or direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

### **Who takes Key Decisions?**

Under the Council's constitution, key decisions are taken by Cabinet.

### **Are only Key Decisions listed in the Forward Plan?**

The Council only has a statutory obligation to publish key decisions and decisions that are to be heard at a private meeting, however, all decisions to be taken by Cabinet are included on the plan to give Scrutiny Committees and the public an early indication of decisions to be made.

### **What does the Forward Plan tell me?**

The Plan gives information about:

- What decisions are coming up
- What key decisions are coming up
- When those decisions are likely to be made
- Which decisions will be held in private
- Who will make those decisions
- The relevant Scrutiny Committee that the decision relates to
- What consultation will be undertaken
- Whether the decision will be an open or closed report (and the reason why) (public and press are not allowed to access closed reports and will not be able to stay in the Cabinet meeting when a closed report is being considered)
- Who you can contact for further information

### **How to make representations**

Members of the public have a right to make representations to the Council, including whether they think that any items we are proposing to consider in private should be dealt with in public. The Council will consider any representations before a decision is taken.

Anyone who wishes to make representations to the decision maker about a particular matter should do so in writing, at least a week before it is due to be considered, either by letter or email to Lynne Wood using the contact details set out below.

### **How and who do I contact?**

Each entry in the Plan indicates the names of all the relevant people to contact about that particular item.

For general information about the decision-making process and for copies of any documents outlined in the Forward Plan please contact Lynne Wood, Elections Manager, Democratic Services, Resources Group, Town Hall, Feethams, Darlington, DL1 5QT. Tel: 01325 405803. Email: [lynne.wood@darlington.gov.uk](mailto:lynne.wood@darlington.gov.uk).

Title	Decision Maker and Date
Darlington Borough Local Plan 2016/36 - Publication Draft	Council 20 Feb 2020 Cabinet 11 Feb 2020
Medium Term Financial Plan	Council 20 Feb 2020 Cabinet 11 Feb 2020
Housing Revenue Account	Council 20 Feb 2020 Cabinet 11 Feb 2020
Capital Strategy and Capital Programme	Council 20 Feb 2020 Cabinet 11 Feb 2020
Treasury Management Strategy and Prudential Indicators	Council 20 Feb 2020 Cabinet 11 Feb 2020
Local Transport Plan	Cabinet 3 Mar 2020
Council Plan 2020/23	Council 26 Mar 2020 Cabinet 3 Mar 2020
Education Services Capital Programme	Cabinet 3 Mar 2020
Objection to Waiting Restrictions in Banks Road	Cabinet 3 Mar 2020
Objection to Traffic Regulation Order - Rethinking - Victoria Road	Cabinet 3 Mar 2020
Climate Change Cross Party Working Group	Cabinet 3 Mar 2020



Regulation of Investigatory Powers Act (RIPA) 2000	Cabinet 3 Mar 2020
Crown Street Library Trustees	Cabinet 3 Mar 2020
Schedule of Transactions	Cabinet 3 Mar 2020
Agreed Syllabus for Religious Education	Cabinet 28 Apr 2020
Replacement of Dog Control Orders with Public Space Protection Orders	Cabinet 28 Apr 2020
Surplus Council Land for Potential New Housing - Identification and Approval to Dispose	Cabinet 28 Apr 2020
Project Position Statement and Capital Programme Monitoring Outturn 2019/20	Cabinet 9 Jun 2020
Revenue Budget Outturn 2019/20	Cabinet 9 Jun 2020
Representation on Other Bodies 2020/21	Cabinet 9 Jun 2020