

Communities and Local Services Scrutiny Committee Agenda



10.00 am Thursday, 25
February 2021
Microsoft Teams

In accordance with Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, this meeting will be held on a virtual basis. Members of the Public can view a live stream of the meeting at:

<https://www.darlington.gov.uk/livemeetings>

Members of the public wanting to raise issues/make representations at the meeting can do so by emailing hannah.fay@darlington.gov.uk 24 hours before the meeting begin

1. Introductions/Attendance at Meeting
2. Declarations of Interest
3. To approve the Minutes of the meeting of this Scrutiny held on 10 December 2020 (Pages 3 - 8)
4. Community Safety Performance 2020/21 –
Presentation by Head of Community Safety
(Pages 9 - 38)
5. Management of Grass Verges –
Report of Director of Economic Growth and Neighbourhood Services
(Pages 39 - 82)
6. School Streets Initiative Review Group –
Report of Chair of School Streets Initiative Review Group
(Pages 83 - 92)
7. Local Transport Plan –
Report of Director of Economic Growth and Neighbourhood Services
(Pages 93 - 132)

8. Work Programme –
Report of Managing Director
(Pages 133 - 152)
9. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this
Committee are of an urgent nature and can be discussed at the meeting.
10. Questions



Luke Swinhoe
Assistant Director Law and Governance

Wednesday, 17 February 2021

Town Hall
Darlington.

Membership

Councillors Renton, Mrs Culley, Allen, Bartch, Cossins, Donoghue, Durham,
Haszeldine, 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 or telephone
01325 405801

COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE

Thursday, 10 December 2020

PRESENT – Councillors Renton (Chair), Mrs Culley, Allen, Bartch, Cossins, Donoghue, Durham, McCollom, Tait and Wallis

APOLOGIES – Councillor Haszeldine

ABSENT –

ALSO IN ATTENDANCE – Councillors Dulston, Keir and Ali

OFFICERS IN ATTENDANCE – Ian Thompson (Assistant Director Community Services), Brian Graham (Head of Environmental Services), Seth Pearson (Partnership Director), Elizabeth Davison (Assistant Director Resources) and Hannah Fay (Democratic Officer)

CLS23 DECLARATIONS OF INTEREST

There were no declarations of interest reported at the meeting.

CLS24 TO APPROVE THE MINUTES OF THE MEETING OF THIS SCRUTINY HELD ON 22 OCTOBER 2020

Submitted – The Minutes (previously circulated) of the meeting of this Scrutiny Committee held on 22 October 2020.

RESOLVED – That the minutes of the meeting of this Scrutiny Committee held on 22 October 2020 be approved as a correct record.

CLS25 MEDIUM TERM FINANCIAL PLAN

Submitted – A report (previously circulated) of the Chief Officers Executive which had been considered by Cabinet at its meeting held on 8 December 2020, in relation to the Medium Term Financial Plan (MTFP) 2021/22 to 2024/25, including setting a budget and council tax increase for 2021/22.

It was reported that the Council had faced significant challenges over the last decade following the economic downturn and reduction in public sector spending; that to date, the Council had been successful in responding to these challenges but this was becoming increasingly difficult, particularly in respect of a growing elderly population, pressure in the children's social care sector and the major economic impact of Covid-19 which had a direct impact on the Council's finances this year.

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 of £2.5m per year. It was noted that in subsequent MTFP's unallocated balances of £6.5m 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 the significant effect of Coronavirus pandemic on the Council's expenditure and income budgets. It was reported that estimates had been made on the direct service impact of the pandemic in 2021/22 with the assumption services would return to normal in 2022/23; and Members noted the projected expenditure for 2021/22 of £95m.

Reference was made to projected income, including core grant funding to Local Government; in particular the continuation of the Sales, Fees and Charges recompense scheme from April to June 2021 which was estimated to be £0.616m; and the increase in Council Tax and National Non-Domestic Rates (NDR), which would provide an increase in income over the period of the MTFP. Members noted the projected income of £94m for 2021/2022.

Reference was made to the Futures Fund allocation, with £3.401m committed to the futures fund themes to date with a balance of £0.699m remaining; and Members noted the recommendation to utilise £0.914m of the unallocated balances to continue the Futures Fund ongoing priorities and commitments into 2024/25.

It was reported that by 2024/2025 the projected general fund balance was £3.504m however this relied on building around 433 Band D equivalent houses per year, no significant overspending, assumptions of a cash equivalent position materialising in the settlement and a Council Tax increase of 1.99 per cent and a further 3 per cent Social care precept totalling 4.99 per cent.

Members entered into discussion on the pressures relating to street scene services, waste disposal and fly tipping.

Reference was made at the meeting to providing costings at the next meeting of this Scrutiny Committee for the potential provision of additional bins (Minute CLS27).

RESOLVED –That this Scrutiny Committee has no comment to make on the proposed schedule of fees and charges for those services within its remit; supports the Council Tax increase of 1.99 per cent plus the 3.00 per cent adult social care precept for the next financial year; and supports the Futures Fund continuation into 2024/25.

CLS26 THE NORTHGATE INITIATIVE

The Managing Director submitted a report (previously circulated) updating Members on the current position of the Northgate Initiative.

It was reported that the Northgate Initiative was a multi-agency programme that had been initiated in the Northgate ward to the west of North Road, to deliver a range of interventions in order to improve outcomes for local residents in all areas of wellbeing including economy, education and childhood, health, environment, crime and security, and social relationships.

It was also reported that the initial programme had been planned to 2024; that whilst

there were some quick wins, it would be years for any measurable improvements to take effect; and that work had recommenced following the curtailment of activity due to the first Covid-19 lockdown.

Details were provided on the vision of the initiative and the achievements made to date, in particular the reduction in the total number of empty properties, which had decreased from 177 in December 2019 to 139 in September 2020.

Reference was made to the allocation of £22.3m from the Government's Towns Fund; that part of the funds focus would be improvements along the North Road corridor; and that the Council had been successful in their application for a new grant programme - Shaping Places for Healthier Lives with an initial grant of £20k.

Following a question Members were advised that whilst the Northgate Ward was a unique area in Darlington, the initiative would create a blue print of neighbourhood renewal and regeneration and help identify a concept to be implemented in other areas of the town; and that the Council had committed to purchasing four terraced properties in the Northgate Ward which would be transformed into eight flats.

Discussion ensued on engagement with residents and landlords.

RESOLVED – That the report be noted.

CLS27 BACK LANES AND FLY TIPPING

The Director of Economic Growth and Neighbourhood Services submitted a report (previously circulated) informing Members of the ongoing work with regard to problem back lanes and fly tipping.

The submitted report stated that improving the appearance and cleanliness of problem back lanes, reducing fly tipping and reducing the time it takes to clear away fly tips was a priority for the Council; that there had been a refocusing of resources to deliver on this priority; and that this work was being coordinated through the Back Lanes and Fly Tipping project, with support from Street Scene, Civic Enforcement and Communications working closely together to deliver improvements.

It was reported that Street Scene had seen significant reductions to the level of funding over the last 10 years with a loss of 40 per cent of staff due to further funding reductions in 2016 for street cleaning; that this reduction had a significant impact on the standard of cleanliness and the Council's ability to respond to fly tipping and cleansing of back lanes; and that as part of the 2018/19 budget a Futures Fund had allocated additional resource into Street Scene and a new Community Safety Service was set up.

Details were provided on the back lanes and fly tipping project and the themes of the project were outlined; a fixed term role had been introduced within the Civic Enforcement team to focus on problem back lanes, working with Ward Members and residents and ensuring enforcement action was taken when required; and details were provided on the enforcement action taken.

Particular reference was made to the performance; members were pleased to note

the significant improvements in response times to fly tips from October 2019 to October 2020.

Concern was raised in respect of dog fouling and a request was made for the number of prosecutions for dog fouling for the previous year. Members were assured that there was a good network of bins across the borough, with roughly 800 litter bins; an interactive map was being developed and would be available on the council's website; that increased signage had been placed on dual waste bins; and where there was any evidence of a particular problem area additional bins would be put in place.

Following a question in respect of the number of covert and overt cameras members were assured there was a significant network of cameras across the borough; that the six overt cameras could be moved around based on intel and need; and that a review of CCTV was to be undertaken, which would identify whether any new technology was available to improve and develop the system.

Following a question in respect of back lane gates, the Portfolio Holder for Stronger Communities advised Scrutiny that whilst other Local Authorities had trialed this with varying success, the Council was keen to explore this option further for Darlington's back lanes.

A request was made for Members to be provided with the costs of an increase in the provision of street bins by 10 per cent; and that Members be provided with a breakdown of figures in respect of funding for Streetscene and fly tipping for the previous fifteen years.

RESOLVED – (a) That the content of the report and ongoing work that is being delivered to address issues in back lanes and fly tipping, be noted.

(b) That Members be provided with the costs of an increase in the provision of street bins by 10 per cent and that this be brought to the next Scrutiny Committee for consideration.

CLS28 PERFORMANCE INDICATORS - QUARTER 2 2020/2021

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 2020/2021 which were within the remit of this Scrutiny Committee.

It was reported that, of the 16 indicators that were reported six monthly at quarter two, three were showing performance which was better than the same period last year whilst two indicators were showing performance the same; six indicators were showing performance not as good as the same period last year whilst five indicators had not been reported due to coronavirus restrictions.

Discussion ensued on need to review the metrics for the Library service in light of the change to a digital service; and Members requested that ENV006 – Total number of fly tips reported, was split and reported as small fly tips and large fly tips.

RESOLVED – That the report be received.

CLS29 WORK PROGRAMME

The Managing Director submitted a report (previously circulated) requesting that consideration be given to this Scrutiny Committee's work programme for the remainder of the Municipal Year 2020/21.

Members also gave consideration, in line with the agreed procedure, to a Quad of Aims which had been received in respect of the School Streets Initiative.

Reference was made to the intention for this Scrutiny Committee to receive an informal presentation from County Durham and Darlington Fire and Rescue Service in relation to the work they undertake.

RESOLVED – (a) That a Task and Finish Review Group be established to undertake the work outlined in the Quad of Aims for the School Streets Initiative.

(b) That the Work Programme be updated accordingly.

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Community Safety Performance 2020/21

Presentation to Communities and
Local Services Scrutiny Committee

Agenda Item 4

Presentation

- Delivering Success for Darlington - Vision & Objectives
- Stronger Communities Portfolio Priorities 2020-2023
- Roles & Responsibilities during Pandemic
- Community Safety 2020/2021 - Headlines / Performance
- Community Safety Priorities 2021/2022
- Questions





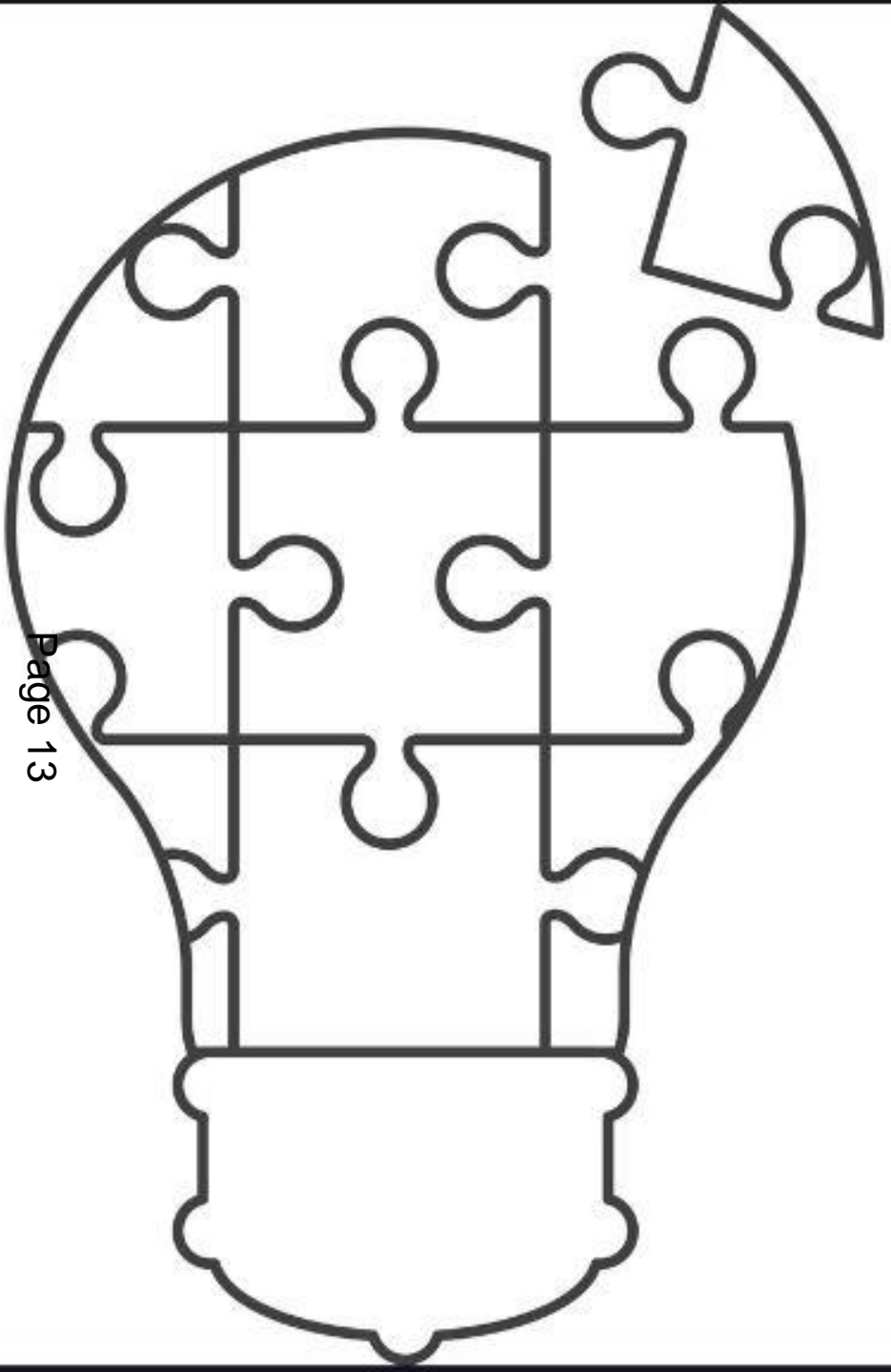
Delivering Success for Darlington

“ Darlington is a place where people want to live and businesses want to locate, where the economy continues to grow, where people are happy and proud of the borough and where everyone has the opportunity to maximise their potential. ”



DBC Council Plan 2020-2023 Priorities

- Growing the economy (jobs, businesses & homes)
- Clean, safe, healthy, sustainable, well-planned, on the move whilst valuing heritage & culture
- Maximising potential of young people
- Supporting the most vulnerable
- Working with local communities
- Dedicated workforce proud to serve the borough and remain accessible, effective and engaged



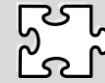
Stronger Communities Portfolio Priorities 2020-2023





Councillor Jonathan Dulston

Page 14
My vision is a borough where the fear of crime and crime is reducing, and where community resilience increases.”



Introduce pilot for neighbourhood renewal including reviewing the approach to private sector landlord operations to ensure residents are best supported and protected.



Embed Community Safety service and review its effectiveness and priorities.



Work with partners to improve response to dealing with drug and alcohol issues.



Support development of the town centre economy - demonstrating it is a safe place.



Review use of CCTV and work with partners to enhance the service further.



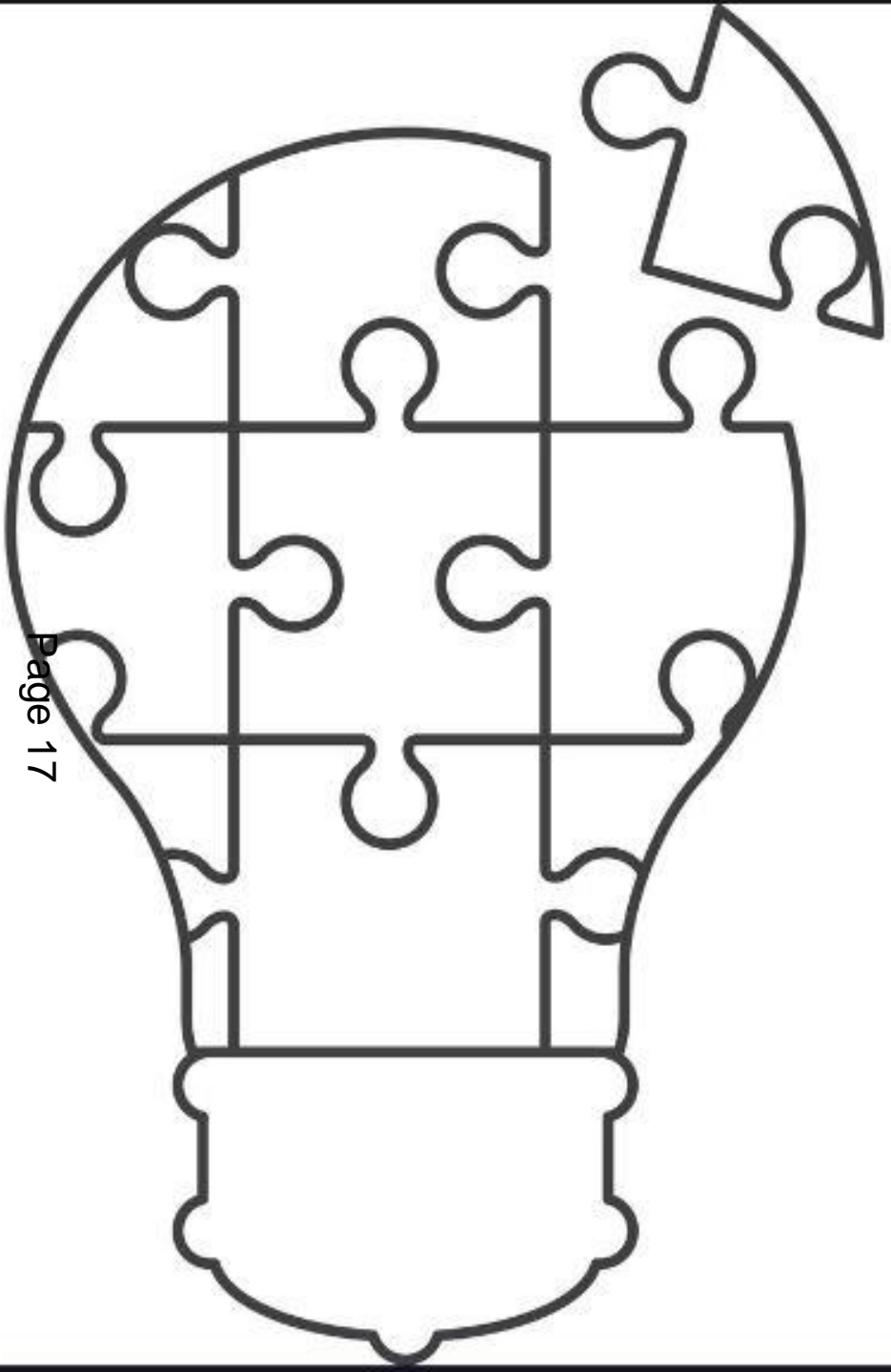
Service Objectives

- Public trust, confidence and satisfaction
- Safe, clean and vibrant town centre
- Engaging with communities
- Partnership working
- Intelligence-led targeted approach
- Proportionate & appropriate enforcement to protect the public
- Embed Think Safety
- Empower the organisation and develop talent for the future



Role during COVID Pandemic

- Community Hub (Supporting shielded, vulnerable and isolated people)
- Traffic Duties (Drinkfield Civic Amenities Site)
- Town Centre
- Darlington Prevention & Compliance - working closely with partners to support the 4E's approach (engage, explain, educate and enforce) to control the spread of the disease. Preventative action by front-line services, directed patrol, joint-operations and targeted activity
- Normal duties and responsibilities



Headlines

01

Civic Enforcement

01

- Town Centre (Purple Flag, Begging)
- Evening and Night-Time Economy Strategy
- Civic Enforcement (ASB, Environmental Crime, Dogs, Parking & Vehicles)
- Back Lanes Project / Fly-tipping
- Public Spaces Protection Order / Responsible Dog Ownership



2619 reported incidents



513 reports of anti-social behaviour



1202 environmental crimes reported



1739 parking complaints



156 stray dogs



66 fixed penalty notices (various offences)



3043 parking notices

02

CCTV & Parking

02

CCTV

- CCTV (Deployable)
- Legal Requirements (Certification Mark)

Parking

- New Parking Software (Imperial)
- Review Parking in Darlington (Schools, Verges)

✓ 2665 incidents recorded (anti-social behaviour, missing person, incidents, disturbances, vulnerable distressed people and traffic offences)

✓ 295 requests for police footage

✓ 1233 out of hours calls from Council property and tenants

✓ 926 emergency repair calls

✓ 73,053 calls from vulnerable people via Lifeline

✓ 98% of calls answered in 30 seconds

✓ 12,647 incoming calls

✓ 97,168 outgoing calls

✓ Safer Places to Park: all DBC car parks are accredited with the 'Park Mark' award, following assessment by the Police and the British Parking Association.

OS

Licensing

03

- Complete Review of Taxi Policy
- Complete Review of Licensing Policy
- Pavement Cafes
- Alcohol Harm Reduction Strategy
- Digital Licensing Unit
- New animal welfare legislation
- Successfully defended decisions made by Licensing Committee at Magistrates Court on three occasions



37 incidents reported



31 investigations



4 operations



162 inspections



342 traders receiving compliance advice

04

Trading Standards

04

- Trading Standards Regional Control Strategy
- Financial Investigations
- Illegal Tobacco (convictions)
- Promote Safe & Fair Trading in Darlington (product safety - fake & unsafe goods)
- Friends against Scams
- Protecting residents (fraudsters, rogue traders and organised crime / Rogue Trader Schemes)
- Animal Health
- Defenders UK (Fraud)
- Be a Smart Shopper

- ✓ 1064 reported incidents
- ✓ 28 active investigations
- ✓ 4 operations
- ✓ 5 successful prosecutions and 4 successful applications for forfeiture of illegal goods, since April 2020
- ✓ 29 Trader Compliance Advice
- ✓ 93% of service requests dealt with in 5 days
- ✓ 59 high risk inspections completed

OS

Private Sector Housing

05

- Deliver housing improvements
 - Various energy efficiency projects – including Warmer Homes 4
 - Complete Housing Stock Condition Survey
- Area based action - Northgate initiative (covering 170 service requests)
- Empty Homes projects, such as Next Steps
 - Specialist training (Level 7) and Tenant Fees Act 2019

Page 27



361 service requests (information, advice, disrepair, empty properties, damp, energy efficiency, heating and financial advice)



58 visits completed

Housing improvements:



27 category 1 hazards removed



49 public health improvements



34 health & safety interventions



39 formal enforcement actions taken

06


Community Resilience


06


- Contest (Government Counter Terrorism Strategy)
- Hate Crime Plan - CPS Regional Hate Crime Scrutiny Panel
- Community Engagement (LGBT (Arcus), UNITY, More in Common, Darlington Association on Disability - ‘Hidden Disabilities’)
- Safer Streets (Northgate & North Road)
- Eyes & Ears
- Road Safety
- PESAG / Health & Safety
- Communication

Page 29


 37 press releases

 61 social media posts

 22 articles in One Darlington

 22 remote meetings with community groups (keeping in touch)

 Delivery of webinars for Darlington Schools

 330 homes visited in connection with Safer Streets

 3 health & safety incidents

07

Data Analyst

07

- Tasking & Coordination
- Problem Solving & Demand Reduction
- Community Safety Partnership & Multi-Agency Problem Solving Group
- Performance data
- Orcuma

Page 31



32 profiles completed

Community concerns / complaints

Anti-social behaviour

Crime

Environmental incidents

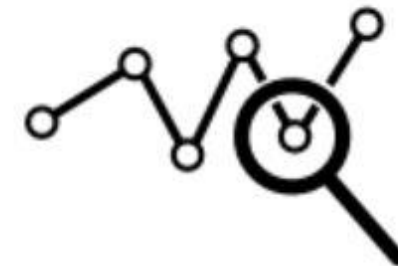


Purple Flag



Darlington Covid Prevention & Compliance Group

Crime and Disorder (December 2020)



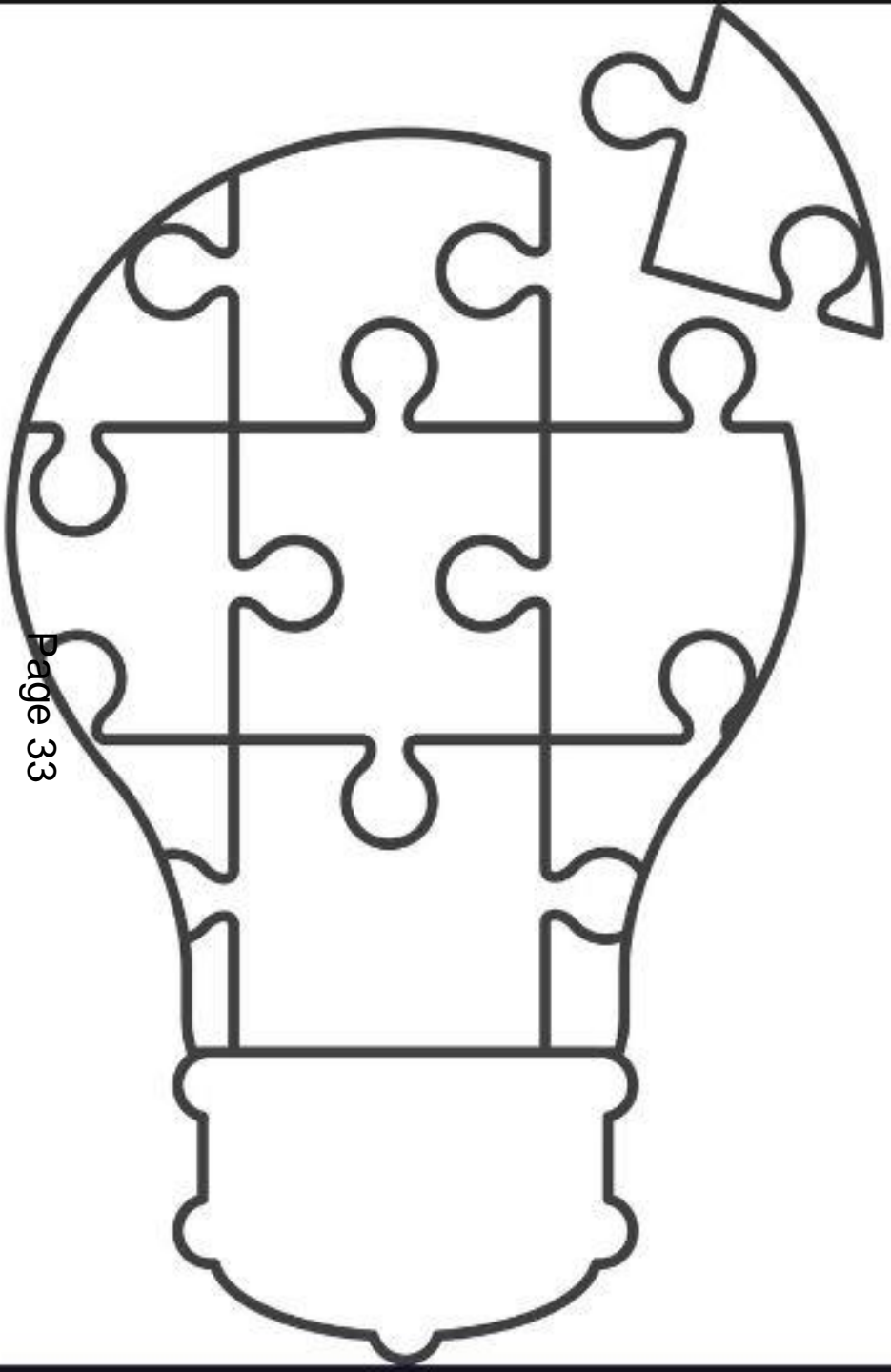
Darlington

Crime	-	17%	↓	Reduction of 1607
Incidents	-	10%	↓	Reduction of 2435
ASB	-	5%	↑	Increase of 141

(Increase in vulnerable adults, alcohol-related ASB, nuisance, noise & dispute - all areas excluding town centre).

Darlington Town Centre

Crime	-	57%	↓	Reduction of 860
Incidents	-	50%	↓	Reduction of 1361
ASB	-	55%	↓	Reduction of 217



Policing

Chief Inspector Chris Knox

“Our Values & Vision”

Positive Fair Courageous Inclusivity Integrity

We will deliver excellent policing, inspiring confidence in victims and our communities, by:

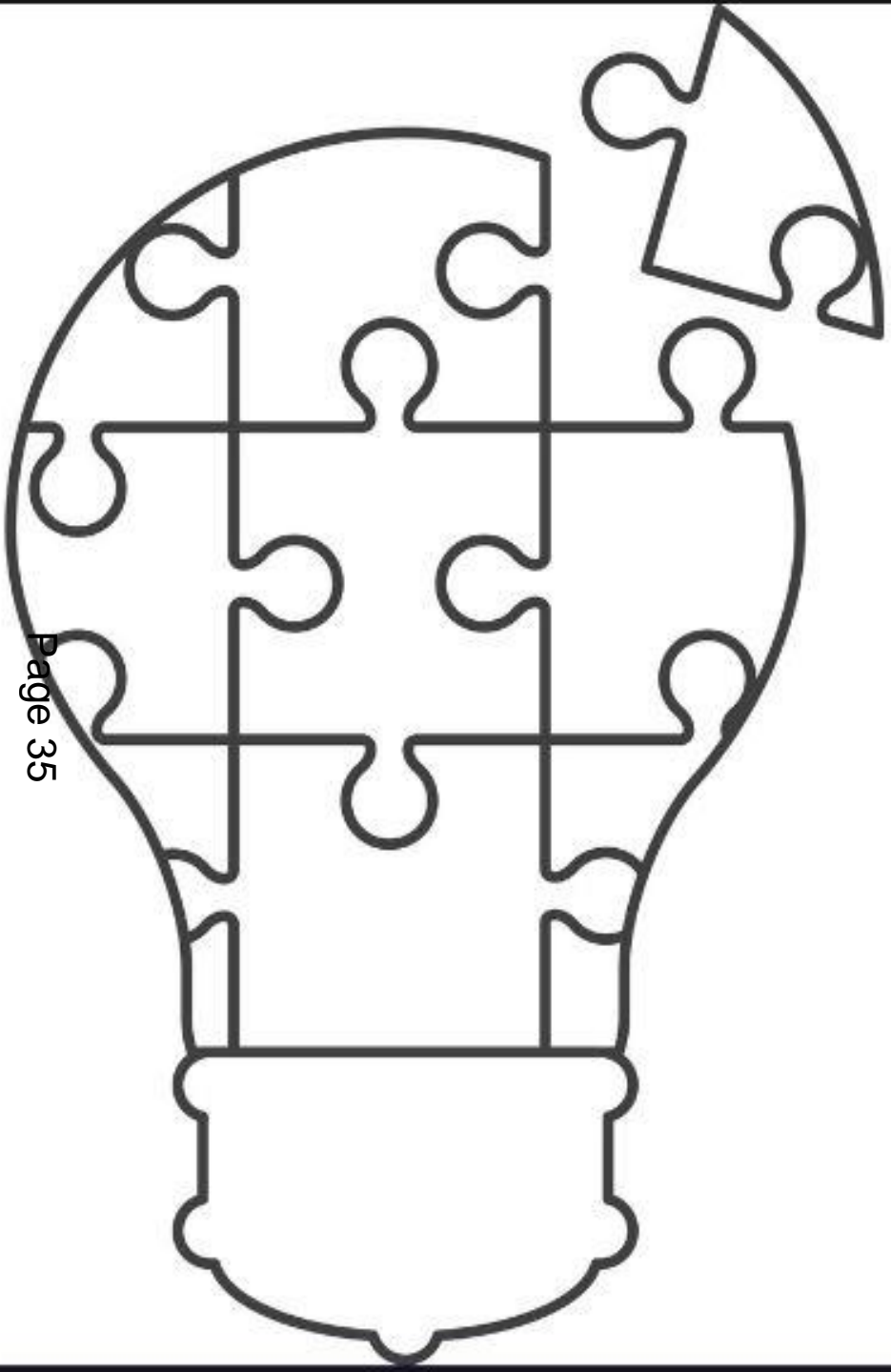
Protecting Neighbourhoods

Solving Problems

Tackling Crime

Proud to deliver value for money policing to the people of County Durham and Darlington

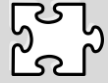
- Partnership Working/Police and Partners
- Dwelling Burglaries
- Theft From Vehicles
- Operation Trident
- Operation Jigger
- Operation Endurance
- COVID and Policing abstractions
- Neighbourhood Teams agility/Enforcement
- COVID Fixed Penalty Notices/Warnings
- Magistrates Warrants
- Vehicles seized



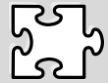
Community Safety Priorities 2021/2022



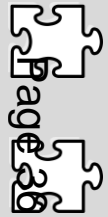
Town Centre (Purple Flag, Begging)



CCTV



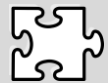
Environmental Crime (Fly-tipping, back lanes & dogs)



Parking Software (Evaluation)



Trading Standards Control Strategy



Financial Investigation



Animal Welfare



Scams



Housing Strategy (Improvements, Conditions, Energy, Fuel Poverty, Northgate & Enforcement)



Alcohol Harm Reduction



Digital Office



Contest, Prevent & Channel (Counter-Terrorism)



Hate Crime



Community Cohesion



Road Safety



Water Safety



Safer Streets



Events



Page 37

Questions

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COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 25 FEBRUARY 2020

MANAGEMENT OF GRASS VERGES

SUMMARY REPORT

Purpose of the Report

1. The purpose of this report is to set out the current position adopted by the Council in relation to the management of grass verges and to agree a process of reviewing the current arrangements.

Summary

2. Verge parking is a common issue across the borough that is increasingly causing problems, and a matter for both members and officers to deal with in the community. This report provides members with:
 - (a) Some background information and legal context in relation to verge parking.
 - (b) Identifies some of the reasons why this is becoming more of an issue.
 - (c) Describes some common circumstances experienced across the borough.
 - (d) Explores the impact that this issue can have on communities.
 - (e) Explains approaches to the problem that the Council has taken in the past and the current approach the Council takes.
 - (f) The Council's position regarding residents taking unauthorised action to protect grass verges.
 - (g) An oversight of some practice undertaken elsewhere.
 - (h) Examples of the options that are available to Deter, Prevent or Accommodate parking on grass verges.
3. The Council does receive complaints regarding the current approach to grass verge damage and as such it is recommended that a review of the current arrangements is undertaken.
4. It is recommended that the best approach to this is a cross cutting Task and Finish Group be formed with Members and Officers. A draft format for a review is proposed to members for consideration. Some draft outcomes of the review have also been recommended to Members for consideration:
 - (a) Introduction of an operational policy on the management of grass verges enabling a clear and consistent approach to the problem that will set expectations on what the Council can and cannot provide and how an issue will be considered.
 - (a) Information on the website to assist Members and Residents understand the Council position.
 - (b) Upon completion a Members Briefing and Toolkit to assist with issues within their wards.

5. The implications on resources must be an integral part of the review as both financial and officer resources have been significantly reduced over recent years to deal with this matter and any proposed changes to the current arrangement would need to be carefully assessed.

Recommendation

6. It is recommended that:
 - (a) Members agree and select a Task and Finish Group to assist development of a new operational policy in relation to the management of grass verges.
 - (b) Members agree the format of the review based on the proposed format in this report. (As outlined in paragraph 73)
 - (c) Members agree the outcomes expected from the review based on the proposal in this report. (As outlined in paragraph 74)

Reasons

7. The recommendations are supported to develop an operation policy setting out the expectations on what can be expected in relation to verge parking issues and how the Council will address them.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

No papers

DW : Extension 6618
 LC

S17 Crime and Disorder	The review and development of a new operational policy will consider the implications for Crime and Disorder.
Health and Well Being	The review and development of a new operational policy will consider the implications.
Carbon Impact and Climate Change	This will be considered as part of the development of the policy and procedures.
Diversity	An Equalities Impact Assessment will be completed as part of the process.
Wards Affected	All wards.
Groups Affected	This will be considered as part of the development of the policy and procedures.
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 development of operational policy that helps manage the Place.

Efficiency	The review will seek to provide a consistent approach between Members, services areas and residents.
Impact on Looked After Children and Care Leavers	This report has no impact on Looked After Children or Care Leavers.

MAIN REPORT

Background and Legal Context

8. A well-kept grass verge can be an attractive feature of the street we live and a yet a damaged verge can bring down the feel and attractiveness of the street and detract from a culture of caring for your area, that the Council is trying to encourage.
9. Parking on grass verges can result in damage to the verge, particularly in winter that can be a potential hazard to road users and lead to damage to underground utilities.
10. The Council has a duty to ensure the highway is kept in a safe condition. The Council can be exposed to third party claims if an incident results in damage or injury where the Council has failed to maintain the highway.



One of the many locations in Darlington where there is severe damage to the verge.

11. Verges form part of the Highway and are subject to legislation and regulation, which means what can be allowed and not allowed is also subject to legislation.
12. Under current legislation and guidance there is no national prohibition on pavement parking except in relation to heavy commercial vehicles. However, enforcement options are covered later in this report.
13. The highway is not only used for the movement of traffic but is also the conduit for all of the public utility infrastructure that serves the community. Verges can contain significant infrastructure that if damaged by excavation or overrun can present a danger to the public or a loss of supply.

Sources of the Problem

14. Verge parking has been a persistent problem for numerous years, but it is also a growing problem in Darlington and across the Country that is being exacerbated by a combination of:
 - (a) Increasing vehicle ownership.

- (b) Changing shopping patterns in terms of more home delivery.
 - (c) Reducing Council budgets to resolve or encourage better behaviour.
 - (d) An increase in the size of cars and the fact some driveways cannot accommodate the vehicle.
 - (e) Difficulty to manoeuvre on/off driveways with the parking that exists on the road or the tightness of driveway.
 - (f) An increasing tendency for works vehicles or resident's business vehicles to park in the street; with driveways unable to accommodate the vehicle or difficulty to manoeuvre on and off street.
 - (g) Travel Behaviour and the "school run"
15. The increase in sources of the problem and the reduction in resources to try and manage these scenarios is compounding the situation for both those impacted and the Council.

Common Circumstances Across the Borough

16. There are many different scenarios where verge parking creates issue with the most common reported to the Council described below.

Residential Streets

17. Residential streets that simply cannot accommodate the parking demand placed upon it by residents, their families and visitors. This results in residents converting front gardens, requesting parking bays or verge conversion.
18. Where residents convert their front garden and do not arrange for an authorised drive crossing to be installed this can result in damage across the verge that the Council has to manage. It can also reduce the amount of on-street space available.
19. The narrowness of some streets that have limited or no off-street parking can result in vehicles being parked on the verge either wholly or partially to allow cars to pass along the highway, often restricting traffic to give way scenarios. This can lead to concerns regarding access for emergency service vehicles.
20. Parking displacement from neighbouring streets to other areas i.e. drivers who cannot park near their property, park on verges away from their homes causing damage to verges outside other people's property. This can also lead to tensions in the community.
21. On busy roads, delivery drivers, residents and visitors sometimes choose to park either wholly or partially on the verge to avoid congesting the road, avoid damage to their vehicle or make it easier to deliver.

School Parking

22. Parking near schools can create a high demand for parking at the start and end of the day. This can lead to inconsiderate and verge parking albeit on a temporary basis at certain times of the day. This can lead to tension between residents and drivers regarding access and damage to verges that residents wish to keep in good condition.

Delivery and Service Vehicles

23. Shopping patterns have changed significantly with more retailers offering delivery to the doorstep. This can add to the issue of verge damage either when parking on verges to deliver or driving down verges to get through streets that are constrained by parked cars.
24. In some cases, this can apply to service vehicles such as emergency services, utility company vehicles and Council vehicles that require access but are also constrained by parked vehicles.

Inconsiderate Parking

25. Arising from all of the above there is also inconsiderate and unsafe parking. This can be parking at junctions, crossing points, blocking access or visibility. Inconsiderate parking in streets can also force cars to have to drive along verges to pass vehicles.

Impact

26. In all of these circumstances the views, reaction and opinions of residents, business, the Council and road users can be very different depending on how they are impacted. Some residents wanting action and others not because of the impact it may have on themselves.
27. Similarly, tolerance levels across the borough vary. The Council can receive complaints for relatively minor damage to verges (tyre tracks across a verge) and not receive any complaints where there is significant damage and potential hazardous situations.
28. The Council receives common concerns from residents regarding:
 - (a) Being able to park close to their property.
 - (b) The visual impact of damage to verges.
 - (c) Access to property blocked.
 - (d) Access hindered along streets for themselves and emergency vehicles.
29. The circumstances described above can range in both time and duration from:
 - (a) A long-term problem happening all of the time.
 - (b) A situation that may occur for a short period regularly around specific things such as events or school start/finish times.
 - (c) To one off occurrences – e.g. delivery vehicles damaging verges, works in the verge.
30. All of these factors influence how an issue can be approached as regulation and intervention can potentially result in less parking being available. The primary function of the Council as highway authority is to ensure vehicles can pass along the road safely and as such this must be considered first. The provision for parking is on the basis that it is considered safe to allow parking.
31. The physical layout of the street also has a bearing on any potential options; thus, it is extremely difficult to identify a single method that can be applied universally to

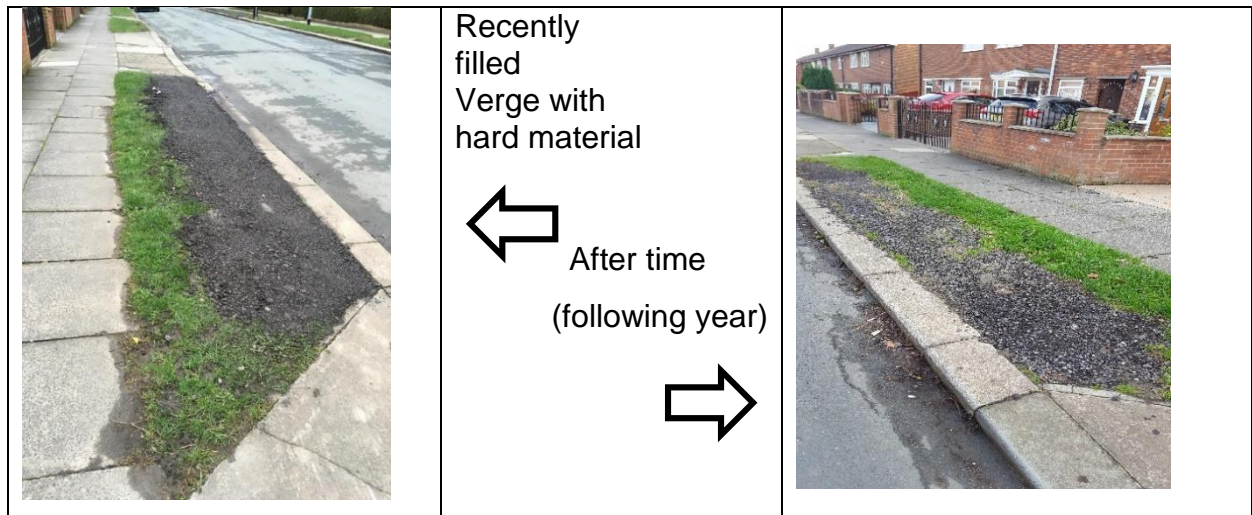
alleviate a situation and treatment of a single issue may simply displace the problem requiring a holistic view to be taken.

32. The impact on verges is very much seasonal, with more pronounced impacts after long periods of adverse weather or when verges are saturated during the winter months. Verges tend to recover well during the summer months. However, it should be noted damage is not just limited to grass verges, there is also significant damage to paved footways.
33. The increase in sources of the problem and the reduction in resources to try and manage these scenarios is compounding the situation for both residents and the Council and achieving a more coordinated and sustainable way forward would be beneficial.

Approaches the Council has Taken in the Past and the Current Approach

34. The Council has previously taken several approaches to try and alleviate the issues associated with verge parking, including:
 - (a) Undertaking assessments of verges and verge hardening
 - (b) Installing bollards
 - (c) Fencing
 - (d) Other physical measures
35. There was a relatively small budget available previously for verge conversions and other type of physical works and scrutiny committee created a scoring system which prioritised requests. This resulted in an extremely long waiting list given the amount of financial resources available at the time. Unfortunately, this budget is no longer available as the Council is limited to a service level that meets statutory obligations only. There remains many streets where we get requests for this type of treatment.
36. In terms of verge damage, the Council continue to regularly inspect and respond to reports of damage and undertake repairs where the situation is such that it presents a safety hazard to vehicles and/or pedestrians and/or utility apparatus. The Council will only consider physical measures to prevent parking where the parking is causing a serious road safety concern in accordance with our statutory duty.
37. The solution the Council currently delivers when dangerous ruts are found in the verge is to fill them with a hard material to keep them in a safe condition for pedestrians and other road users. Unfortunately, refilling with topsoil and re-seeding does not resolve the problem through the winter months.
38. The Council uses recycled road surfacing materials (planings) that generally keeps the area hazard free, clear of mud. The grass does start to grow through the edges softening the visual aspect after time. However, it is accepted that that this is no substitute aesthetically for a well-maintained grass verge, but it does address the immediate hazard in the highway. In some cases, residents do not object to this and welcome it to assist with parking but in other areas this is not well received, and the Council does receive complaints.

39. The Council cannot ignore a hazard as failure to do deal with defects could result in people tripping and injuring themselves, damage to vehicles or damage to utility apparatus. This in turn could expose the Council to compensation claims placing further pressure on public spending.
40. There have been some suggestions that if this solution is to be used the whole verge should be removed and replaced to avoid issues with grass cutting of the remaining verge and from an aesthetic perspective.



Review of Practice Undertaken Elsewhere

41. The issue of trying to manage verges is not local to Darlington. Some research has been undertaken to understand different approaches by local authorities to help inform the review. Stockton Borough Council have recently undertaken a similar review and their findings will be provided to the Task and Finish Group as background.
42. A summary of these different approaches is outlined at **Appendix 1**. The approaches are generally along the following themes:
- (a) Considerate parking initiatives i.e. encouragement.
 - (b) Provide clearer information on approach and rationale.
 - (c) Combination of clearer information and encouraging residents to park more considerately.
 - (d) Offer residents the option to pay for works.
 - (e) Full assessment of all enquiries followed by action where certain criteria are met.

Possible Options Available to the Council

43. There are a wide range of solutions available that can be categorised from two perspectives:
- (a) Options that **Deter** or **Prevent** parking
 - (b) Options that **Accommodate** parking

44. **Deter** or **Prevent** parking options available include:

- (a) Soft Planting
- (b) Tree Planting
- (c) Verge Markers (Permanent)
- (d) Verge Markers (Temporary)
- (e) Bollards
- (f) Raised Planting beds
- (g) Low Level fencing
- (h) Planters
- (i) Traffic Cones
- (j) Notices – in highway, residents gardens, boundary walls and fences or lamp posts
- (k) Notices, Letters and Leaflets
- (l) Traffic Regulation Orders and Enforcement. (covered in more detail later in the report)

45. More details of the above options are provided at **Appendix 2** with a summary of the potential positive and negative considerations of each option.

46. **Accommodate** parking options available include:

- (a) Laybys
- (b) Verge hardening
- (c) Promote Pavement Crossings

47. More details are provided at **Appendix 3** with a summary of the potential positive and negative considerations of the option. These are the most expensive solutions to resolving issues with no specific budget currently available. The current Council approach of filling ruts and hazards with hard material is also included.

48. In terms of promoting pavement crossing the Council does on occasions identify unauthorised crossings of the footway or verge that is causing damage. In the case of illegal drive crossings the Council will enter into dialogue with the resident to have an authorised crossing constructed. If the resident fails to comply measures may need to be considered to either provide and recharge or prevent unauthorised access across the verge and footway. This a measure of last resort where the resident is unwilling to cooperate.

Over-Arching Considerations when Considering Options

49. In considering any solution the following also needs to be considered:

- (a) There needs to be agreed standards and consistency applied across the Borough to try and ensure acceptable treatments or approaches are permitted/delivered.
- (b) The location and suitability of any proposals on the road type. E.g. suitability of options on high speed roads.
- (c) The impact of solutions in terms of displacing the issues and possible equality issues.
- (d) In developing any solution, the Council must remain mindful of intended function of the verge and the access to utilities that may be beneath the surface.

- (e) The resources available to the Council and especially the impact on maintenance of any initiative.
- (f) The impact on existing tree-lined verges.
- (g) The impact on the potential loss of verge and the impact in terms of flood risk

Residents Taking Unauthorised Action

50. Verges form part of the highway and it is the highway authority's duty to keep the highway safe. In some areas where residents take pride in their area they want to protect the appearance of a well-maintained verge and it can put the Council in a confrontational position with well-intentioned residents.
51. Unfortunately, placing rocks/stones, plant pots, posts or anything on the verge is not permitted and this is legally classed as a nuisance in terms of the national highway legislation. Whilst best intentions are recognised, from a legal perspective they pose a similar trip hazard for pedestrians as a rut or pothole. There have been more serious incidents across the country, which has highlighted this issue. Vehicles can be damaged or items have caused vehicles to overturn when hit at speed, injuring drivers and pedestrians. We are therefore obliged to act when we identify rocks, stones or other items being placed on the highway for the safety of highway users.
52. The Council takes action to protect both the Council and residents from any legal action that may arise by writing to residents to ask them to remove them. If the Council has written to residents advising them on the legal perspective of their action this information could be declared in any legal claim against the Council or the resident. If advice to residents is ignored, the Council may remove the items. The Councils inspection regime could be considered flawed if we chose to ignore certain matters.
53. Therefore, we strongly advise residents not to place rocks, stones or any other items on the highway. As a Council we are encouraging residents to take pride in the borough and we sympathise with the fact some residents feel penalised by trying to help to maintain the verge in their area.

Can Residents and the Public do More?

54. The majority of measures to address verge parking problems must be undertaken by the Council. However, the Highways Act has been modified to contain powers in section 142 for the Highway Authority to grant licences to adjoining owners to maintain and plant shrubs, plants or grass in the highway. Planting is restricted to soft landscaping and as such may not deter some parking.
55. The legislation does not allow the erection of concrete bollards or other hard objects in the verge by the public. The Council does not presently offer licenses to residents to undertake this type of activity. However, some research has been undertaken and some examples are included at **Appendix 5**. Some authorities also charge for these licenses.
56. The research has shown that a license can be onerous and place significant responsibility on the licensee, which could be a deterrent to participation. It also places a resource demand on the Council for the assessment of licensing requests, processing of licenses, recovering costs and the ongoing monitoring of licensed

and unlicensed activity. There is presently no spare capacity to absorb additional duties associated with licenses.

57. A fundamental issue to consider is in relation to the Safety and Safeguarding of the public:
- (a) Verges are corridors for utility apparatus and as such excavating in a verge can pose a risk. Before any excavation the Council will apply for details of all known utilities in the area, then undertake scans of the ground using specialist equipment. When excavating specialist tools will be used, even then apparatus strikes can occur, if apparatus is uncharted or shallower than expected.
 - (b) Working in the highway requires specific approvals, guidance and training and must comply with the associated Health and Safety requirements. Residents would also need to comply.
58. These matters are reflected in license conditions to mitigate liability against the Council for any incident, but there would be some requirement to monitor/check licensees to ensure compliance with the terms and conditions of the license. On surrender of license, if there was no ongoing person to adopt responsibility, the Licensee would need to bear costs of removing the planting and restoring the verge to grass for the Council to re-commence maintenance.
59. This should be considered as to whether the costs of this outweigh an approach of the Council dealing with localised issues on a programmed basis. At this stage in the review it is recommended that licenses are not considered given their limited scope and relative complexity and resource intensiveness to develop. It is recommended that the Council develop options to try and deliver solutions.

Option Appraisal

60. In all potential solutions there needs to be an assessment of the circumstances to understand the implications that might arise and the consequences. There may be an exacerbation of problems or a simple displacement of the issue.
61. Some residents have enquired whether it is possible to pay for measures to prevent parking and protect verges. As part of the review Members could explore the potential for a service charge where the solution proposed is considered appropriate and it will not exacerbate or displace the problem to a neighbour who may not be willing to pay a service charge.
62. A table is attached at **Appendix 4** that presents the delivery options in terms of who CAN legally deliver options and who COULD deliver options based on three scenarios:
- (a) The Council fund and deliver options
 - (b) A service charge option is developed and then the Council deliver.
63. Generally, the Council can deliver most of the solutions if the funding was available. However, that is not the current financial position and as such a service charge could be considered as an option.

64. The introduction of any of these measures could create tensions amongst neighbours that could ultimately increase demand on the Council/Police to manage.
65. A draft assessment process has been developed and is attached at **Appendix 6** to gather information which Members of the task and finish group would be asked to help develop and test on some potential pilot areas to help inform the Council Policy on verge management.
66. It is envisaged that this would form a toolkit that Members could use to assess issues within their community. This evidence could then be submitted to officers to assess and provide feedback to the community on a way forward or not.
67. If resources were available, the Council would need to consider a prioritisation system based on risk and condition. An approach was developed by Scrutiny Committee, following a task and finish process in 2007. This may need to be reviewed to determine whether it needed modifying if schemes were to be considered.

Enforcement

68. The Civic Enforcement service includes Parking Enforcement functions. In some circumstances enforcement may be an option or could form part of the solution and this may require Traffic Regulation Orders (yellow lines) to be considered.
69. Other enforcement measures not currently used by the Council could be considered in the future including the issue of Community Protection Notices to individuals or the introduction of Public Space Protection Orders in specific areas. These new approaches are being used in other Local Authority areas.
70. There is the potential for co-ordinated approaches that can be taken to encourage and enforce better parking behaviour. The review recently undertaken by Stockton Borough Council considered enforcement in more detail and a specific task suggested for the Task and Finish group is to review enforcement options available to the Council and potentially consider some trials or pilot areas.

Conclusion and Proposed Way Forward

71. There is no clear one-size-fits-all solution to address the problem across the borough. Many of the options available to deter or accommodate parking are resource-intensive and can also result in unforeseen consequences and displacement. These are also resource intensive with communities in terms of engagement.
72. It is recommended that a Task and Finish Group be formed to develop a new operational policy in relation to the management of grass verges that provides Members, Officers across various services and the public with a clear position on how issues with verge parking will be considered by the Council.

Proposed Review Actions

73. A draft format of the review for the Task and Finish Group is proposed below for consideration by the Committee:

- (a) A Task and Finish Group is formed with the relevant officers from various services to:
 - (i) Familiarise themselves with the background provided in this report and practice in other Local Authorities. (Appendix 1 and other reviews identified in the report).
 - (ii) Identify some of the current issues within the borough.
 - (iii) Review the options available to the Council to DETER or PREVENT. (Appendix 2)
 - (iv) Review the options available to the Council to ACCOMMODATE parking. (Appendix 3)
 - (v) Review Enforcement options available to the Council and consider where this may be appropriate.
 - (vi) Consider the delivery and funding options. (Appendix 4)
 - (vii) Review and develop the draft Assessment Process. (Appendix 6) including the development of an Equality Impact assessment on the policy and processes.
 - (viii) Test the assessment process on a small number of pilot areas and follow the process through to a conclusion.
 - (ix) Review the outcomes from any trials and modify the process.
 - (x) Review and develop a prioritisation system to inform use of resources.
 - (xi) Implement the process developed.

Proposed Outcomes

74. The proposed outcomes of the review for the Task and Finish Group are suggested below for consideration by the Committee:
- (a) Introduction of an operational policy on the management of grass verges enabling a clear and consistent approach to the problem that will set expectations on what the Council can and cannot provide and how an issue will be considered.
 - (c) Information on Website to assist Members and Residents understand the Council position.
 - (d) Members Briefing and Toolkit to assist with issues within their wards.

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Practice Undertaken Elsewhere

Offer residents the option to pay for works

West Sussex

Started subsidising the installation of verge marker posts in 2011 to:

- Ensure a consistency of street scene
- Discourage residents placing stones/logs on verges
- Save costs by requiring residents to take on responsibility for maintenance of posts

Residents contributed £10 per marker post, with the Council funding the remainder. The total cost of installation per post was approximately £85, including on-costs.

A number of posts were damaged and customers refused to meet replacement costs - during 2014/15, the Highways team received 42 enquiries regarding damaged verge marker posts. Only 9 of these customers were willing to re-pay for the installation of new markers.

In addition, some posts were removed – allegedly by other residents to increase parking capacity

Targeted consultation of a select number of customers awaiting markers and local staff indicated that customers would not be prepared to cover the full cost of marker posts.

The scheme was suspended in 2015/16, with full costs now borne by the residents.

Buckingham County Council

'Bollards/posts and verge marker posts only work where their need is respected. Widespread installation, plus maintenance needs, would have significant resource implications for the Council. Verge marker posts may be provided outside properties at the owner's expense.'

Considerate Parking Initiatives

Tendring District Council / Scarborough Borough Council

Police Officers, PCSOs and the District Councils' Streets and Seafronts Officers issue 'bogus' parking tickets to vehicles parked in a manner that whilst not illegal, or in contravention of existing Traffic Regulation Orders, are potentially causing a nuisance to others.

The notices feature the logos of local councils and police and details of the vehicle, time and date and the reason for the ticket.

Police keep the incident details and if the same driver is caught parking inconsiderately again, they could be fined.

Aims to provide an opportunity for motorists to understand the consequences of their actions, alter their parking habits and therefore avoid the need for further action to be undertaken.

The scheme was recognised nationally as an innovative approach to parking enforcement winning the Living Streets category at the British Parking Awards, however no information is available on how successful the scheme has been at deterring verge parking.

City of York Council

Send letters to homes in key areas, asking them to stop and outlining how much repairs cost

Continue repairing verges when appropriate and acknowledge and record complaints with a view to action against individuals and organisations 'where practical'.

Ensure off-street parking provision is considered in the revised Local Plan.

Provide Clearer Information on Approach and Rationale

Peterborough City Council

Provides information on website to outline the council's responsibilities with regards to maintaining grass verges, the legal context of verge parking, and the council's approach to dealing with enquiries. This type of information could help deter some potential enquiries/complaints as makes it clear that problems will only be addressed where they meet certain criteria.

Parking on grass verges

Parking on grass verges is a persistent problem as it can reduce the verge to an unsightly state, and can also obstruct the highway preventing pedestrians and wheel chair users from accessing roads and footways if there is no other pathway. Verge parking can also cause a hazard to other motorists especially if the vehicle is parked on a bend, narrow road or junction and could prevent emergency vehicles from attending an incident.

As car ownership has increased so has the problem of parking on grass verges. Priority is given to dealing with verge parking near to junctions where sightlines are being obstructed, or where the damage caused could be a hazard. Parking on grass verges not only damages the grass it may damage cables and pipes beneath the surface.

What we can do

It's not an offence to park a motor vehicle, with the exception of a HGV, on a grass verge unless it causes an obstruction or a Traffic Regulation Order or byelaw is in force prohibiting it.

Traffic regulation orders - [Traffic Regulation Orders](#) prohibit, rather than prevent, parking on verges. The time and cost involved in implementing Traffic Regulation Orders, including the additional cost of signs and/or road markings to make the order enforceable, can be significant and will depend on the specific site details.

Install bollards or posts - Installing bollards or posts to physically prevent parking on verges will only work if they are respected. To be effective many bollards may need to be erected to fully enclose the area of concern and as such visual impact is high as are installation and maintenance costs. Solutions involving bollards and posts will normally only be considered where widespread and persistent problems are evident.

Convert the grass to a hard surface - It is practical in some cases to convert the grass verge to a hardstanding surface such as tarmac, concrete or grasscrete blocks and allow parking in the area. This option must be balanced against the increased risk of flooding due to surface water run-off, the high costs of installation, potential road safety concerns and the visual impact on the street scene.

<https://www.peterborough.gov.uk/residents/parking/parking-on-grass-verges/>

Combination of Clearer Information and Encouraging Residents to Park More Considerately

Wigan Council

Several local authorities use a combination of approaches, in recognition that there is no one-size-fits-all solution and issues need to be dealt with on a case by case basis.

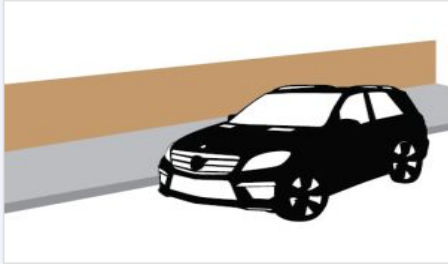
Councils can fine motorists for parking on pavements (footway) or grass verges if they have parked in an area with waiting restrictions i.e. yellow lines.

Where there are no waiting restrictions, and the car is causing an **obstruction**, enforcement can only be done by the Greater Manchester Police. We have no enforcement powers against pavement/verge parking where there are no restrictions.

- [See the Highway Code for further details on parking rules and regulations.](#)

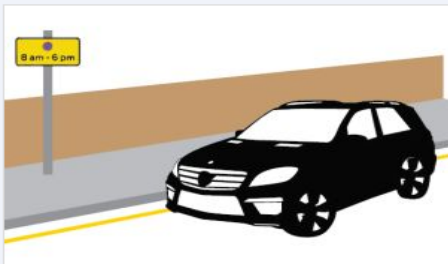
Enforcement rules

If you're unsure about what is acceptable pavement parking and who to appeal to for enforcement action, view the following pictures illustrating the rules and who enforces them.



Parking on road, no waiting restrictions

Who enforces? No one as this is OK



Parking on road, waiting restrictions apply

Who enforces? Wigan Council



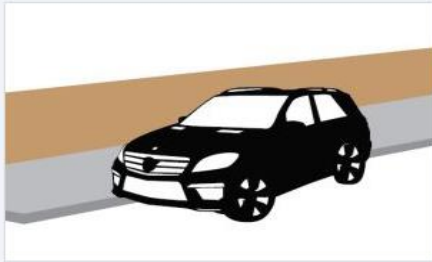
Parking on pavement, waiting restrictions apply

Who enforces? Wigan Council



Parking on pavement, causing obstruction, no waiting restrictions

Who enforces? Greater Manchester Police



Parking on pavement, no obstruction, no waiting restrictions

Who enforces? An advice leaflet may be left by a Wigan Council officer, councillor or resident

Warning leaflets

If you're concerned about pavement parking in your neighbourhood, you can print off our warning leaflets and use these to target the affected area.



Your vehicle is parked on the pavement!

If you park on the pavement you may;

- ⦿ Force pedestrians into the road
- ⦿ Damage the pavement
- ⦿ Be fined!

Please do not park on the pavement.

This approach means that in instances where a resident is unlikely to meet the criteria for the council or police to take action to address verge parking, they can still take action themselves.

There is no information available on whether this approach has had any impact on the incidence of verge parking or the numbers of enquiries or complaints received by the council about the issue.

Full assessment of all enquiries, followed by action where certain criteria are met

Leeds City Council

1. Undertake initial survey of any enquiries received about damaged verges (desk top exercise followed by safety inspection if required)
2. If prevention of parking on verge can be considered then seek funding to resource works*
3. If funding is secured, produce detailed design and costs
4. Consult with ward members and residents
5. Collate results and take final decision on whether to reject or fund proposals
6. If decide to fund, finalise scheme and implement

*Funding options:

1. Local transport capital allocations IF:

- necessary to reduce the risk of injury to pedestrians or damage to vehicles or
- can be accommodated within other highway refurbishment work (unless additional costs of providing sustainable drainage solutions for these alterations is prohibitive)

HOWEVER 'highways maintenance budget does not currently contain provisions for specifically making verge improvements and is already stretched to meet routine maintenance demand. The general presumption will be that the council will not fund verge hardening from local transport capital allocations'

2. Third party funding;

- Housing revenue or capital budgets
- Community Committees
- Section 278 agreements
- Section 106 moneys from larger developments

'Where external funds aren't sufficient, highways will contribute a sum equal to the maintenance savings made by removal or alteration to the grassed area accrued over 10 years.'

3. Internal capital budgets: IF exceptional circumstances whereby verge hardening is part of a wider package to improve safety and a business case has been made identifying all benefits.

4. Integrated Transport Fund: might contribute where involves road safety issues

There is no data available on the proportion of enquiries received by Leeds City Council regarding verge parking that lead to a recommendation to deter or accommodate parking or, of those, the proportion which secure funding but the outline of funding options, summarised above, suggests this will be a very small number due to budget constraints and very stringent funding criteria.

Wokingham Borough Council

Any parking on verge or footway issues identified to the council is investigated and direct action taken IF one or more of the following criteria is met:

- A law is being broken / there are parking restriction on the carriageway adjacent to the area of verge/footway parking
- There is a safety issue, either by way of demonstrable evidence of a real safety problem i.e. recorded injury accident, or the emergency services or police have made representation
- Underground services are being damaged

Should the issue not meet any of the criteria then it is deemed a local community concern and the council asks the community to identify a preferred solution and assist with the control of inconsiderate parking through positive engagement and dialogue. The council, if required, supports by issuing correspondence to all households in the selected area advising of the inappropriateness of verge or footway parking and the council's intention to follow up by taking action against damage caused in the worst cases.

In addition, where a full refurbishment of the highway is undertaken or the footway is due for resurfacing and there is evidence that the verge/footway/footpath is being used for parking it will be incorporated within the scheme, as follows, IF sufficient budget is available;

- Grass verges less than 1.8m wide will automatically be considered for incorporation into the footway
- Verges of 1.8m or more, all potential options will be considered and residents consulted with residents on the preferred option

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Overview of Options to **DETER** or **PREVENT** verge Parking

Current Approach to repairs

Option	Description	Positive	Negative
Fill with planings / granular material	Fill ruts and hazards with granular material.	<ul style="list-style-type: none"> • Removes trip hazards and defects. • Low cost • Some residents view as positive as it can increase parking capacity by enabling verge parking. 	<ul style="list-style-type: none"> • Removal of grass can be seen as a negative. • Aesthetic appearance detracts from street. • Impact on grass cutting maintenance service. • Impact on trees if nearby.

Alternative Approach to repairs

Page 61

Option	Description	Positive	Negative
Re-Soil & Seed Verge	Fill ruts with topsoil and re-seed.	<ul style="list-style-type: none"> • Removes trip hazards and defects temporarily • Aesthetic appearance improves street if seed can become established. 	<ul style="list-style-type: none"> • Does not resolve issues and hazards reform quickly if parking continues. • Recurring costs and resource implications.

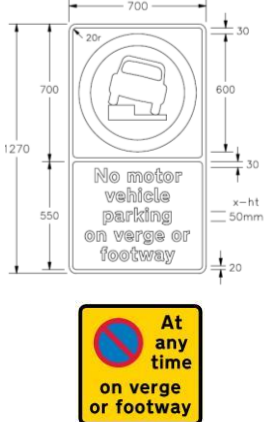
Options to **DETER** or **PREVENT** verge Parking

Option	Description	Positive	Negative
Soft Planting	Planting of verges with low level shrubs and foliage.	<ul style="list-style-type: none"> • Deter Parking when established • Provide Wildlife habitat and improve Green Infrastructure • Environmental benefits including reduce flood risk • Some creative initiatives available. 	<ul style="list-style-type: none"> • Installation and Maintenance Costs. • Utility Company access to their equipment. • Encroachments onto roads and footways if not maintained. • Litter picking issues/collection in foliage. • Height restrictions for visibility. • License required if undertaken by resident. May result in unauthorised planting that lead to confrontation and resources to manage • May not be suitable on high speed roads, busy arterial routes or narrow verges

			<ul style="list-style-type: none"> • Can reduce parking capacity of the street. • Could encourage others to undertake without necessary approvals, guidance and assessment.
Tree Planting	Planting trees	<ul style="list-style-type: none"> • May deter parking when established • Provide wildlife habitat and improve Green Infrastructure • Environmental benefits including reduce flood risk • Some Council's promote a "Donate a Tree" scheme where street trees are planted outside the property or elsewhere in the Borough. 	<ul style="list-style-type: none"> • Will not always deter parking due spacing of trees and distance planted from the kerb. • Utility Apparatus and impact on road and footway from roots • Likely tree damage with vehicles trying to park in gaps. • May need supplementing with fencing /Bollards. • Increased maintenance costs. • Can reduce parking capacity of the street.
Planters	Install planters on verges	<ul style="list-style-type: none"> • May deter parking. • Provide wildlife habitat and improve Green Infrastructure. • Some creative initiatives available. 	<ul style="list-style-type: none"> • May not always deter parking due spacing and distance set back from the kerb. • Installation and Maintenance Costs. • Utility Company access to their equipment. • Height restrictions for visibility. • License/approval process maybe required if maintenance by residents. • May not be suitable on high speed roads, busy arterial routes or narrow verges • Can reduce parking capacity of the street and displace problem. • Can prevent parking on road as car doors may not be able to be opened.
Raised Beds	Construct a high level kerb around the verge high enough to prevent vehicle access that can then be filled and planted.	<ul style="list-style-type: none"> • Prevents Parking • Provide Wildlife habitat and improve Green Infrastructure • Environmental benefits including reduce flood risk • Some creative initiatives available. 	<ul style="list-style-type: none"> • Expensive Installation and Maintenance Costs/issues. • Utility Company access to their equipment. • Encroachments onto roads and footways if planting not maintained. • Litter picking issues/collection in foliage. • Height restrictions for visibility. • License required if maintained by resident. • May not be suitable on high speed roads, busy arterial routes or narrow verges. • Can reduce parking capacity of the street and displace problem.

			<ul style="list-style-type: none"> • Could prevent parking on road as car doors may not be able to be opened. Height of raised bed to be considered. E.g double height kerb.
Bollards	Installation of Bollards	<ul style="list-style-type: none"> • Deter parking. 	<ul style="list-style-type: none"> • Expensive Installation and Maintenance Costs/issues. • Presence of utility apparatus may hinder installation • Likely to require numerous bollards at regular intervals. • Evidence of vandalism and removal. • Consideration of the street appearance. • May not be suitable on high speed roads, busy arterial routes or narrow verges. • Can reduce parking capacity of the street and displace problem. • Detract from aesthetic appearance of the street.
Verge Markers (Temporary)	Installation of temporary markers to deter parking and damage.	<ul style="list-style-type: none"> • May deter parking. • Quick and easy to install • Demonstrates the issue to drivers to encourage people not to park on verges. (<i>Campaign message may need to be developed</i>) 	<ul style="list-style-type: none"> • Installation and Maintenance Costs/issues. • Presence of utility apparatus may be a risk to consider. • Likely to require numerous markers at regular intervals. • High Likelihood of vandalism and removal. • Approval process may be required if maintained/installed by resident. • Consideration of the street appearance. • May not be suitable on high speed roads, busy arterial routes or narrow verges. • Can reduce parking capacity of the street and displace problem. • Resources not available to manage
Verge markers (Permanent)	Installation of permanent markers to deter parking and damage.	<ul style="list-style-type: none"> • Deter parking. 	<ul style="list-style-type: none"> • Installation and Maintenance Costs/issues. • Likely to require numerous markers at regular intervals. • Evidence of vandalism and removal. • Consideration of the street appearance. • May not be suitable on high speed roads, busy arterial routes or narrow verges. • Can reduce parking capacity of the street and displace problem.
Low Level Fencing (Wooden Birdsmouth type)	Install low level fencing	<ul style="list-style-type: none"> • Prevents Parking 	<ul style="list-style-type: none"> • Installation and Maintenance Costs/issues. • Replacement costs as requires replacement when rotten. • Evidence of vandalism and removal. • Consideration of the street appearance. • May not be suitable on high speed roads, busy arterial routes or narrow verges.

			<ul style="list-style-type: none"> •Can reduce parking capacity of the street and displace problem.
Traffic Cones	Place road cones to deter parking and damage.	<ul style="list-style-type: none"> •May deter parking. •Quick and easy to install •Residents could be issued with cones to manage. (approval process maybe required) •Demonstrates the issue to drivers to encourage them not to park on verges. (<i>Campaign message may be required</i>) 	<ul style="list-style-type: none"> •Costs. •Resources not available to manage. •Likely to require numerous at regular intervals. •High Likelihood of theft and removal. •Approval process may be required if maintained/placed by resident. •Consideration of the street appearance. •May not be suitable on high speed roads, busy arterial routes or narrow verges. •Can reduce parking capacity of the street and displace problem.
Signs / Notices (on Highway)	Install Signs on existing street furniture e.g Lamp columns	<ul style="list-style-type: none"> •Highlights the issue to drivers to encourage people not to park on verges. (<i>Campaign message may need to be developed</i>) 	<ul style="list-style-type: none"> •Costs. •Resources not available to manage. •Potential limited impact •Likely to require numerous at regular intervals. •No legal standing. •Could encourage malicious damage.
Signs / Notices (on residents boundary fences /walls/ in gardens)	Supply residents to install on or within their property	<ul style="list-style-type: none"> •Highlights the issue to drivers to encourage people not to park on verges. (<i>Campaign message may need to be developed</i>) 	<ul style="list-style-type: none"> •Costs. •Resources not available to manage. •Potential limited impact •Likely to require numerous at regular intervals. •No legal standing. •Could encourage malicious damage.
Letters and Leaflets	Issue letters to households or attach leaflets to vehicles.	<ul style="list-style-type: none"> •Highlights the issue to drivers to encourage people not to park on verges. (<i>Campaign message may need to be developed</i>) 	<ul style="list-style-type: none"> •Cost. •Resources not available to manage. •Potential limited impact •Potential to create neighbour tension or conflict with drivers •No legal standing. •Could encourage malicious damage. •Approval process may be required if maintained/placed by resident.

<p>Traffic Regulation Orders</p> <p>Yellow Lines</p>	<p>Introduce Restrictions designed for the circumstances. E.g yellow lines, loading bans etc</p>	<ul style="list-style-type: none"> • Provides deterrent and enforcement capability for long term parking. • Yellow lines apply to road, verge and footway when introduced 	<ul style="list-style-type: none"> • Does not prevent damage • Provides deterrent and enforcement capability for long term parking. • Enforcement presence required. Resource limited. • Costs and legal process to introduce • Requires signs which may clutter the streetscape and be unsightly. Experience at School sites • Can reduce parking capacity of the street and displace problem. • Restrictions apply to all not just those who cause issues.
<p>Traffic Regulation Order</p> <p>Verge/footway Parking Bans</p>	<p>Introduce verge / footway parking restrictions</p>  <p>The diagram shows a rectangular sign with a white background and a black border. The top section contains a circular symbol with a red border and a blue background, featuring a white silhouette of a motor vehicle with a diagonal red line through it. Below this is the text 'No motor vehicle parking on verge or footway'. Dimensions are indicated: the sign is 700mm wide and 1270mm high. The top section is 600mm high, and the bottom section is 550mm high. A 20mm gap is shown between the top and bottom sections. A legend indicates 'x-ht' for height and '50mm' for a specific dimension. Below the main sign is a smaller yellow rectangular sign with a blue circle and red diagonal line, containing the text 'At any time on verge or footway'.</p>	<ul style="list-style-type: none"> • Provides deterrent and enforcement capability for long term parking. • No road markings just signs. 	<ul style="list-style-type: none"> • Does not prevent damage • Provides deterrent and enforcement capability for long term parking. • Enforcement presence required. Resource limited. • Costs and legal process to introduce. • Very Large Entry signs required to identify zone/limits of where the ban applies • Requires signs which may clutter the streetscape and be unsightly. Experience at School sites • Can reduce parking capacity of the street and displace problem. • Restrictions apply to all not just those who cause issues.

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Overview of Options to ACCOMMODATE Parking

Page 67

Option	Description	Positive	Negative
Harden Verge	Remove grass and soil and replace with hard surfacing of tarmac or block paving	<ul style="list-style-type: none"> • Provides parking in areas where residential pressure. • Removes verge damage issue. • Protects Utilities apparatus. 	<ul style="list-style-type: none"> • Not suitable in all locations e.g. where not desired -junctions, school parking issues. • High Cost. • Removes grass verge and impacts on street character. • Can Increase flood risk. (more hard surface to drain) • Experience of complaints that residents must 'bump up' kerb causing damage to vehicles. • Can encourage parking and damage to footways and the associated obstruction issues. • Can impact on nearby tree root zones • Areas remain communal on first come, first served basis
Convert to parking bays	Remove verge and kerbs to provide flush parking bay adjacent to road.	<ul style="list-style-type: none"> • Provides parking in areas where residential pressure. • Removes verge damage issue. • Protects Utilities apparatus. 	<ul style="list-style-type: none"> • Not suitable in all locations e.g. where not desired -junctions, school parking issues. • Very High Cost. • Can sometimes require prohibitive service diversions, protection or lowering. • Removes grass verge and impacts on street character. • Can Increase flood risk. (more hard surface to drain) • Can impact on nearby tree root zones • Areas remain communal on first come, first served basis
Pavement Crossings	Enforce unauthorised drive crossings across verges	<ul style="list-style-type: none"> • Reduces damage and risk to other highway users. 	<ul style="list-style-type: none"> • Resources required to take action against residents • Experience of negative reaction from resident and press.

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Delivery Options

Note: ✓* indicates current staff and budget resources do not allow Council to pay or deliver these options but could if resources were available.

Option	Who Can deliver?		Who Could Pay/deliver?		Option considerations
	Council Delivered	Non – Council (Resident)	Council	Service Charge Option	
Fill with planings	✓	✗	✓	✗	Current Approach
Top Soil & Seed	✓	✓	✓*	✓	Ongoing treatment required and thus resource implication. See license issues regarding resident involvement
Soft Planting	✓	✓	✓*	✓	Initial costs Ongoing Maintenance Costs See license issues regarding resident involvement
Tree Planting	✓	✗	✓*	✓	Initial costs Ongoing Maintenance Costs
Planters	✓	✗	✓*	✓	Initial costs Ongoing Maintenance Costs or Community maintained, see license issues
Raised Beds	✓	✗	✓*	✓	Initial costs Ongoing Maintenance Costs Careful consideration of location used.
Bollards	✓	✗	✓ <small>Only in certain circumstances</small>	✓	Initial costs Ongoing Costs for replacement if required.
Verge Markers (Temporary)	✓	✗	✓	✓	Initial costs & resources Ongoing Costs for replacement if required.

Page 69

Note: ✓* indicates current staff and budget resources do not allow Council to pay or deliver these options

Option	Who Can deliver?		Who Could Pay/deliver?		Option considerations
	Council Delivered	Non – Council (Resident)	Council	Service Charge Option	
Verge markers (Permanent)	✓	✗	✓ <small>Only in certain circumstances</small>	✓	Initial costs Ongoing Maintenance Costs Ongoing Costs for replacement if required.
Low Level Fencing (Wooden Birdsmouth type)	✓	✗	✓ <small>Only in certain circumstances</small>	✓	Initial costs Ongoing Maintenance Costs Ongoing Costs for replacement if required.
Traffic Cones	✓	✗	✓*	✓	Initial costs Ongoing Maintenance Costs Ongoing Costs for replacement if required.
Signs / Notices (on Highway)	✓	✗	✓*	✓	Initial costs Design consistency and Message Ongoing Costs for replacement if required.
Signs / Notices (on residents boundary fences /walls/ in gardens)	✓	✓	✓*	✓	Initial costs Design consistency and message Ongoing Costs for replacement if required. Resident could possibly deliver if within their property
Letters and Leaflets	✓	TBD	✓*	✓	Resource requirements Consider Risk Assessment regarding Community issuing Leaflets and Notices.
Pavement Crossings	✓	✓	✓	✓	Scheme in place for resident's fund drive crossings Must apply to Council and seek authority and permissions to construct.
T R O Yellow Lines	✓	✗	✓ <small>Only in certain circumstances</small>	✓	Resource requirements for enforcement

Page 70

Note: ✓* indicates current staff and budget resources do not allow Council to pay or deliver these options

Option	Who Can deliver?		Who Could Pay/deliver?		Option considerations	
	Council Delivered	Non – Council (Resident)	Council	Service Charge Option		
T R O Verge/ footway Parking Bans	✓	✗	✓ <small>Only in certain circumstances</small>	✓		Resource requirements for enforcement
Harden Verge	✓	✗	✓*	✓		Initial costs& would be for communal use.
Convert to parking bays	✓	✗	✓*	✓		Initial costs& would be for communal use.

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License Examples

Typical License Conditions (Hampshire Model)

The License below would need to be accompanied by Guidance, Risk assessment and Method Statements and procedures.

Made under Section 142 of the Highways Act 1980

1. Where a licence is granted under subsection 2(a), the licence is granted to the applicant only and is not transferable
2. Where a licence is granted under subsection 2(b), the licensee transfers to the successors, in title, of the stated premises. The applicant shall inform the Highway Authority, within one month, of any change in ownership of the premises
3. a) In accordance with s142(8) Highways Act 1980, the Licensee and the person who immediately before the expiration, withdrawal or surrender of a licence was the licensee or, if that person has died, his personal representatives shall indemnify the highway authority against any claim in respect of injury, damage or loss arising out of:
 - (i) the planting or presence in a highway of trees, shrubs, plants or grass to which the licence relates, or
 - (ii) the execution by any person of any works authorised by the licence or by the highway authority under section 142(7), or
 - (iii) the execution by or on behalf of the highway authority of any works under section 142(7)b) In addition, the Licensee shall indemnify the County Council against all liability, loss, claim or proceeding whatsoever arising under the statute or common law in respect of the planting, maintaining, retaining or removal of trees, shrubs, plants or grass in the highway
4. a) The applicant shall hold public liability insurance in an amount not less than £5 million in respect of each and every occurrence or series of occurrences caused by or attributable to any event giving rise to a claim
b) The applicant shall hold such insurance cover for the duration of the licence and shall, when required by the Highway Authority, produce evidence of such insurance to the satisfaction of the County Council
5. No part of the highway may be planted so as to enclose it or to obstruct the public right to pass and re-pass over the highway
6. Any request for an extension to the period for which the licence has been granted must be made by submitting a further application to the Highway Authority at least 48 hours (excluding Saturday and Sunday and Bank Holidays) prior to the expiry of the existing licence
7. No hole shall be dug to a greater depth than 2 feet (600mm) in connection with the planting of trees, shrubs or plants covered by this licence, nor shall any hole be dug within 3 feet (1 metre) of the line of any apparatus of Statutory Undertaker, Sewerage Authority or anyone in possession of a telecommunications licence
8. No shrub, plant, or grass of a poisonous nature, or otherwise likely to constitute a source of danger, nuisance, or annoyance to persons or animals on the highway, shall be planted. No tree, shrub or plant shall exceed 2 feet (600mm) in height

9. No cultivation licence application will be approved for any trees, shrubs, plants or grass that may interfere with sight lines (visibility splays) at a road junction
10. All trees, shrubs, plants, and grass to which this licence relates shall be properly cut, pruned and trimmed at all times during the continuance of this licence and no such tree, shrub, plant, or grass shall be allowed to obstruct, overhang or interfere in any way with, or become a danger, nuisance, or annoyance to passage along the carriageway, footway, or verge, or to overhang the premises of any person other than the licensee
11. The applicant shall keep the part of the highway to which this licence relates in a neat and tidy condition to the satisfaction of the Highway Authority.
12. The applicant shall not remove any soil or materials from any part of the public highway or otherwise do anything that would interfere with the support given to the rest of the highway
13. Persons authorised by the Highway Authority or any statutory undertaker, sewerage authority, or holder of a telecommunications licence may at any time enter the part of the public highway to which this licence relates in order to carry out authorised works
14. Nothing in this licence absolves the applicant from his responsibilities to maintain access or provide protection to apparatus owned, used or maintained by statutory undertakers, sewerage authorities or anyone in possession of a telecommunications licence
15. If it appears to the Highway Authority that any tree, shrub, plant or grass covered by this licence contravenes the requirements of any conditions of the licence, the Highway Authority may withdraw the licence upon 7 days notice and thereafter remove the plants and reinstate the highway. The Highway Authority's costs of doing so shall be met by the applicant
16. The Highway Authority may, by notice served to the applicant, terminate the licence:
 - a) on the expiration of such period as may be specified in the notice, being a period of not less than 7 days beginning with the date of service of the notice on the applicant, if any condition of the licence is contravened by the applicant
 - b) on the expiration of such period as may be so specified, being a period of not less than 3 months beginning with said date, if the Highway Authority consider the withdrawal of the licence necessary for the purpose of the exercise of their functions as a highway authority.
17. Where a licence expires or is withdrawn or surrendered, the Highway Authority:
 - a) may remove all or any of the trees, shrubs, plants or grass to which the licence relates and reinstate the highway and may recover the expenses reasonably incurred by them in doing so from the last licensee applicant; or
 - b) if satisfied that the last applicant can, within such reasonable time as they may specify, remove such trees, shrubs, plants or grass, or such of them as they may specify and reinstate the highway, may authorise him to do so at his own expense

West Sussex County Council Highways Licence to Plant in the Highway Highways Act 1980 (Section 142)

Guidance Notes for Individual Applicants

The aim of the licencing procedure is to enable private individuals to plant on highway land where local authority funds are not available. Section 142 of the Highways Act 1980 empowers the Highway Authority to grant a licence permitting the owner/occupier of any premises adjoining the highway to plant and maintain or to retain and maintain shrubs, plants or grass in the highway.

Please be aware of the following points:

1. The verge must be a minimum of 2 metres (6 feet 6 inches) wide before planting is considered. Planting must be at a minimum distance of 1.2 metres (4 feet) from the edge of the carriageway.
2. The planting of shrubs and other plants are permitted depending on the location. Please do not select a species of plant that is prickly for planting adjacent to footpaths.
3. Hedges and enclosures of any form (e.g. fences) are not permitted.
4. The applicant must be either the owner or occupier of the property adjoining the highway (i.e. fronting the verge in question) and should state so if they are not the owner.
5. The licence will be issued to plant and maintain. The form of licence which is normally used is assignable and is granted to the owner/occupier of the premises adjoining the Highway and their successors in title i.e. any subsequent owner/occupier. If any variation to this is intended, please supply full details to accompany the application form. No charge is made for the licence.
6. The licensee shall indemnify the Highway Authority against any claim in respect of injury, damage or loss arising out of the planting or presence in the highway of shrubs, plants or grass to which the licence relates.
7. In some cases permission for planting can be requested for an area which is not adjoining the applicant's property. In this instance the Parish, Town or District Council may agree to make an application on the applicant's behalf. WI 028 GN 001 v1.1 Guidance Notes for Planting in the Highway 30/10/2014.

Application Procedure

Application forms for licences can be obtained from the WSCC Contact Centre or the WSCC web site.

1. Sections numbered 1 to 8 should be filled in by the applicant and the form returned to the appropriate Highways Area Team. It should be accompanied by 5 copies of a plan or drawing showing the PRECISE LOCATION of the proposed planting scheme and possible sight lines which have to be preserved.

2. A Highways Area Team member will inspect the site to assess visibility requirements and will liaise with utility providers to establish the presence of any underground apparatus which may be affected by the planting proposal. The Parish Council will also be consulted and any objections resolved before a licence is granted.

3. In certain circumstances, it may be that the proposed licensee would wish to 'dedicate' the shrubs etc. Any 'dedication' has to be approved by the Director of Highways & Transport, but funds are not available for maintenance, and so the responsibility for maintenance is that of the Licensee.

4. If the application is approved the licence will be issued by the Director of Highways & Transport.

You must get a licence from the county council before you can enter into the highway for the purpose of planting.

Applications must be made at least one month in advance of the date which works are required to take place and must meet the requirements of the Highways Act 1980, Sections 141 and 142.

You will need to provide:

- An accurate location plan (minimum 1:2500 scale)
- Evidence of valid public liability insurance to a minimum of £5 million
- A proposed date for the start of works
- Your name, address and signature

Download and complete the application form below and send to Executive Director for Environment and Economy, Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX

There is no fee for this licence.

Approval process

1. Once you submit an application, we will check your documentation, assess your request and bank your payment
2. We will contact you if any information or documents are missing. We may also contact you to discuss your works further, if required
3. We will send you two copies of the private licence. Both must be signed by you, witnessed and returned to the council
4. Once we receive your signed copies we will countersign them. We will then send your licence documents, together with any conditions of work, within one month
5. Works can only begin when you have received your licence documents

Refused applications

If it's not possible to resolve any issues or conflicts, your application will be refused and you will be unable to carry out your proposed works. Your paperwork and payment will be returned to you.

DRAFT ASSESSMENT PROCESS FOR REVIEW AND DEVELOPMENT

STAGE 1 – Complaint received.

Cover Letter & Assessment form to gather information. Resident or Ward Councillor Lead.

Page 77

VERGE DAMAGE ASSESSMENT FORM

Your Contact Details

Your Name	
Your Address	
Telephone	
Email	

Where is the Problem Location

Please provide the Street Name (s) where this problem is occurring?	
Please Describe where in the street this problem is occurring? For example: All of the street Outside number 24 to 42 & numbers 13 to 27	
Please Describe what the problem is that you are experiencing? For example:	

When does the problem occur?..... Please ✓ or ✗ against the relevant	
All of the time <input type="checkbox"/>	Evenings <input type="checkbox"/>
School Drop off & Collection times <input type="checkbox"/>	Weekends <input type="checkbox"/>
Other times. <input type="checkbox"/>	Please provide times: _____
Please provide details and times: _____	
Is the Problem linked to any specific event or activity? For Example: Events at nearby Community centre Parking to go to nearby shop Parking and then going to work	

Page 78

Who do you think causes the problem? Please ✓ or ✗ against the relevant			
Residents <input type="checkbox"/>	Commuters <input type="checkbox"/>	Parents collecting /dropping off children <input type="checkbox"/>	Delivery drivers <input type="checkbox"/>
Other? Please provide details:			

Details about the street? Please ✓ or ✗ against the relevant			
Are there large, deep ruts or hazards on the verge?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
Do the houses on the street have driveways?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Some houses do others don't <input type="checkbox"/>
Do residents use driveways?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Some houses do others don't <input type="checkbox"/>
Is the road too narrow requiring people to park on the verge to allow vehicles to pass?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
Are there any Waiting Restrictions in the Street? (e.g Yellow Lines)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Are there trees in the verges?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Do you think there is insufficient parking places to cater for the vehicles owned by residents?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	

What are your concerns? Please ✓ or ✗ against the relevant			
The parking is causing a road safety issue restricting visibility at a junction?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
The verge is being damaged, and it is dangerous?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
The verge is being damaged, and it looks awful?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>

I can't get parked near my home because others park on the verge near my property	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
I'm concerned that Emergency Service vehicles will not be able to get down the road.	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
I take pride in the area I live, and others are damaging the area.	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not sure <input type="checkbox"/>
Other? Please Describe:			

Page 80

Next Section: For REVIEW GROUP to develop

What do you think would help solve the issue? Please ✓ or ✗ against the relevant			
Insert options	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>
For example Physical measures, enforcement, encouragement	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>

Yes <input type="checkbox"/>	No <input type="checkbox"/>	Would you be willing to pay? <input type="checkbox"/>
Other? Please Describe:		

A separate process will need to be considered where the Council identify a safety issue and intend to take action

STAGE 2

To be developed and considered as part of the review. This will need to consider Assessment of what may or may not be possible.

This could result in consultation with the community.

Prioritisation needs to be considered.

STAGE 3

Reply with outcome

STAGE 4

Any actions delivered or prioritised for delivery

As part of the review flow chart approach maybe developed.

COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 25 FEBRUARY 2021

SCHOOL STREETS INITIATIVE REVIEW GROUP

SUMMARY REPORT

Purpose of the Report

1. To present the outcome and findings of the Review Group established by this Scrutiny Committee to review the initial findings of a commission considering the potential for School Street Initiatives and to make appropriate recommendations to Cabinet.

Summary

2. At a meeting of the Communities and Local Services Scrutiny Committee held on 10 December 2020 a draft Terms of Reference (**Appendix 1**) in relation to the School Streets Initiative was approved by the Committee and it was agreed to establish a Task and Finish Review Group. All Members of the Scrutiny Committee were invited to participate in the Review.
3. An initial meeting of the Review Group was held on 16 December 2020 with an invitation extended to all Councillors. Officers from Darlington Borough Council were also in attendance.
4. A further meeting of the Review Group was held on 14 January 2021 to enable Members of this Scrutiny Committee to identify recommendations to be considered as part of the next stage of the initiative.
5. A number of issues have been considered and discussed at the meetings and the notes of those meetings are attached (**Appendix 2**).

Recommendation

6. (a) That the Communities and Local Services Scrutiny Committee consider the following recommendations of the School Streets Initiative Review Group :-
 - (i) that the School Streets Initiative should be progressed to the next phase;
 - (ii) that the prioritisation of the top three schools for phase three be conducted using the 'Essential', Traffic Impacts' criteria and 'Supporting Criteria'; and
 - (iii) that a Quad of Aims be submitted to this Scrutiny Committee to establish a Task and Finish Review group to review additional measures available to address issues associated with traffic problems around schools.
- (b) That, if agreed, the above recommendations be forwarded to Cabinet for consideration

**Councillor Renton
Chair of School Streets Initiative Review Group**

Hannah Fay : 5801

S17 Crime and Disorder	This report has no implications for Crime and Disorder
Health and Well Being	The initiative could have a positive impact on people's health and well-being.
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	Potentially all Wards with a school
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	Not a key decision
Urgent Decision	Not an urgent decision
One Darlington: Perfectly Placed	To enable people to be more healthy and independent, to enable children with the best start in life, to enable people to be more active and involved and to provide a safe and caring community
Efficiency	The outcome of this report does not impact on the Council efficiency agenda
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

7. Darlington Borough Council has commissioned PWLC Projects LLP to undertake a review of Darlington schools to see which, if any would be suitable for a School Streets scheme. Members of the Communities and Local Services Scrutiny Committee agreed undertake a review of the initial findings of this review of Darlington Schools to consider recommendations to inform the next stages of the work.
8. At the initial meeting of the Review Group on 16 December, Officers from Darlington Borough Council informed Members of the work that had been undertaken in respect of the Schools Street Initiative, outlining the aims of the initiative and providing details of the initial assessment undertaken to ascertain the deliverability of the scheme for all Darlington schools. This initial assessment identified eleven schools for further analysis and prioritisation.
9. At the meeting of the Review Group on 14 January Members held an in-depth discussion regarding the criteria which had been used to rank the eleven schools that were identified for further analysis and prioritisation and concluded that the proposed use of the 'Essential', Traffic Impacts' criteria and 'Supporting Criteria' to prioritise the top three schools for the pilot was fair.
10. The review group acknowledged that parking problems outside of schools was not a new issue and that enforcement, whilst difficult, was needed. Members also acknowledged that extensive consultation was a necessity, to ensure that schools, parents, carers and young people were willing to engage with the initiative.
11. The Review Group concluded that the pilot should be undertaken when schools are no longer subject to lockdown measures and highlighted the requirement for a review of additional measures that could be used in conjunction with the School Streets Initiative.

**QUAD OF AIMS (MEMBERS' REQUEST FOR ITEM TO BE CONSIDERED BY SCRUTINY)
SECTION 1 TO BE COMPLETED BY MEMBERS**

Appendix 1

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.

Page 86

REASON FOR REQUEST?	RESOURCE (WHAT OFFICER SUPPORT WOULD YOU REQUIRE?)
<p>School Parking problems continue to be an ongoing issue for Schools, Residents, Parents and Children.</p> <p>A piece of work has commenced investigating the concept of Schools Streets that may form one of the options available to address these issues if the conditions and circumstances are conducive.</p> <p>The reason for the Quad of Aims is to enable Scrutiny members to understand the work to date, input their experience and their perspectives to inform the work going forward.</p>	<p>An officer resource would be required to brief councillors at a task and finish session on the work to date, proposed next stages and then consider any views and input from Members into the next stages of the work.</p>
PROCESS (HOW CAN SCRUTINY ACHIEVE THE ANTICIPATED OUTCOME?)	HOW WILL THE OUTCOME MAKE A DIFFERENCE?
<p>To form an online Task and Finish Group to review initial findings of a commission considering the potential for School Street Initiatives, to include discussion and recommendations to inform next stages of work and potential future Transport Programmes being put forward to Cabinet.</p>	<p>To enable Scrutiny members to understand the work to date, input their experience and their perspectives from Wards to inform the work going forward. If this initiative considered feasible it could be delivered at appropriate schools across the Borough to improve the environment from several perspectives.</p>

Signed Councillor*Cllr Culley*.....

Date16 November 2020.....

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

Page 87

	Criteria
<p>1. (a) Is the information available elsewhere? Yes NoNO.....</p> <p>If yes, please indicate where the information can be found (attach if possible and return with this document to Democratic Services)</p> <p>(b) Have you already provided the information to the Member or will you shortly be doing so?</p> <p>No</p>	<p>1. Information already provided/or will be provided to Member</p> <p>2. Extent of workload involved in meeting request</p>
<p>2. If the request is included in the Scrutiny Committee work programme what are the likely workload implications for you/your staff?</p> <p>The output from this piece of work would add value to the process and inform the next stages of development. ...</p>	<p>3. Request linked to an ongoing Scrutiny Committee item of work and can be picked up as part of that work</p>
<p>3. Can the request be included in an ongoing Scrutiny Committee item of work and picked up as part of that?</p> <p>This is a stand-alone piece of work that will feed into the Scrutiny Committee work on the Local Transport Plan.....</p>	<p>4. Subject to another Council process for enquiry or examination (such as Planning Committee or Licensing Committee)</p>
<p>4. Is there another Council process for enquiry or examination about the matter currently underway?</p> <p>There is an ongoing Officer commission that would benefit from early Member engagement and input.</p>	<p>5. About an individual or entity that has a right of appeal</p>
<p>5. Has the individual or entity some other right of appeal?</p> <p>.....Not applicable</p>	<p>6. Some other substantial reason</p>
<p>6. Is there any substantial reason (other than the above) why you feel it should not be included on the work programme?</p> <p>.....Not applicable</p>	

Signed ...  Position ...Assistant Director – Transport & Capital Projects..... Date ...02/12/20

SCHOOL STREETS INITIATIVE – REVIEW GROUP

16 DECEMBER 2020

PRESENT – Councillors Renton (Chair), Bartch, Culley, Durham and Haszeldine

APOLOGIES – Councillors Cossins, Donoghue, McCollom, Tait

ALSO IN ATTENDANCE – Councillors Ali, Crudass, Curry, Heslop, Lucas, Mrs Scott, Snedker and Wright

OFFICERS IN ATTENDANCE – Dave Winstanley (Assistant Director – Transport and Capital Projects), Sue Dobson (Transport Manager), Janet Easley (Transport Planning Officer), Hannah Fay (Democratic Officer)

The Transport Manager advised Members of the work being undertaken in respect of the School Streets Initiative. It was reported that there were plans for 400 Government funded initiatives across the UK; and that an external consultant was commissioned, using funding from the TVCA to undertake a feasibility study for school streets in Darlington.

The aims of the initiative are to reduce traffic, including parked cars; to encourage walking and cycling; and to improve air quality. Roads around schools would be restricted for use by motor vehicles; and a number of different enforcement measures were available including time restrictions, temporary infrastructure, physical enforcement and penalty charge notices.

Members were advised that all Darlington schools were assessed as part of the feasibility study with ten priority schools identified for further investigation/design work as part of phase two. Those schools were Hummersknott Academy, Bishopton Redmarshall Church of England Primary School, Harrowgate Hill Primary School, Heathfield Primary School, Heighington Church of England Primary School, Northwood Primary School, St Augustines RC Primary School, West Park Academy, Whinfield Primary School and Mowden Infants and Junior School.

A discussion ensued in respect of a number of points raised by Members:

- Following concern raised with regard to the initiative not considering individuals' needs, reference was made to a programme of schemes which could be used in conjunction with the school streets initiative. This included a series of 20mph zones which were in development.
- It was suggested that consideration be given to the introduction of timeslots for people that needed to drop their children off close to schools e.g. due to disability; and it was highlighted that different solutions were needed for different circumstances.

- It was highlighted that a number of different initiatives had already been tried to try reduce the traffic around some schools in Darlington, and that focus should be on the education of parents. Members were advised that 'walking bubbles', a new scheme had been launched to support active travel to school, using 5-minute walking zones; and that communications had been circulated widely to encourage this. It was highlighted that schools in Darlington do not have catchment areas, meaning that parents have a choice as to which school their child attends which may not necessarily be the closest school.
- Members made reference to the impact of Covid-19 on school streets noting that more children were walking with their peers; more parents were able to walk their children to school as result of working from home; and the staggered start times had resulted in less traffic around schools.
- Members were advised that the consultation process for the school streets initiative would be very thorough with a commencement date of Summer/Autumn Term 2021; and that this ideally would be face to face consultation.
- Following a question in relation to the number of secondary schools identified as part of phase two, Members were advised that less children travelled to school by car at secondary school and instead travelled independently by walking, cycling, or public transport however there was no data available regarding how secondary school children travel to school.
- Members were advised that in terms of road safety, Darlington was a safe place, with no child fatality since 2013. Members were provided with a demonstration of the North East England Road User Casualty Dashboard.

IT WAS AGREED – That a further meeting be arranged to enable Members to identify recommendations to be considered as part of the next stage of the initiative.

SCHOOL STREETS INITIATIVE – REVIEW GROUP

14 JANUARY 2021

PRESENT – Councillors Renton (Chair), Allen, Cossins, Culley, Durham, Haszeldine, McCollom and Tait

APOLOGIES –

ALSO IN ATTENDANCE –

OFFICERS IN ATTENDANCE – Hannah Fay (Democratic Officer)

A discussion ensued in respect of a number of points raised by Members:

- Members stated that parking problems outside of schools was not a new issue and that enforcement, whilst difficult, was needed alongside clear messaging that action will be taken. Reference was made to measures previously taken at schools to address the issues of parking, including mini police, enforcement, and engagement with children.
- Reference was made to the criteria used to rank the deliverability of the scheme at each school in Darlington as part of the initial assessment and Members queried whether choosing the schools which were the most straightforward to implement would provide the information required to be able to proceed with the rollout to other schools in Darlington. Members agreed that it may not always be possible to target the schools with the biggest problems hence the need to review additional measures that are available to address issues associated with traffic problems around schools.
- Members questioned the timing of the rollout of the pilot, highlighting that schools have already put in place a number of measures due to COVID-19 which have helped to address traffic issues around schools and that due to the current lockdown, fewer pupils were attending school in person. Members felt that the pilot should be undertaken when schools are out of lockdown and have returned to a level of normality.
- Members felt that extensive consultation should be undertaken to ensure that schools are on board and willing to engage with the initiative.
- Members discussed the criteria used to rank the eleven schools identified for further analysis and prioritisation and agreed that the use of the 'Essential', 'Traffic Impacts' criteria and 'Supporting Criteria' to prioritise the top three schools for the pilot was fair.

IT WAS AGREED – (a) That the School Streets Initiative Review Group submit the following recommendations to the Communities and Local Services Scrutiny Committee for approval:

- i. Cabinet be advised of the Scrutiny Committee's view that the School Streets Initiative be progressed to the next phase;
- ii. Cabinet be advised that the Scrutiny Committee agree that prioritisation of the top three schools for phase three be conducted using the 'Essential', Traffic Impacts' criteria and 'Supporting Criteria'.
- iii. A Quad of Aims be submitted to the Communities and Local Services Scrutiny Committee to establish a Task and Finish Review group to review additional measures available to address issues associated with traffic problems around schools.

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COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 25 FEBRUARY 2021

LOCAL TRANSPORT PLAN

Purpose of the Report

1. To consider the draft Cabinet report regarding the above, copy attached, which is scheduled for 9 March 2021 Cabinet meeting.

Summary

2. The report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2020/21 and seeks approval for the 2021/22 programme, including the release of funding. It also provides an update on the Tees Valley Strategic Transport Plan and the Darlington Transport Plan.

Recommendation

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

Ian Williams
Director of Economic Growth and Neighbourhood Services

Dave Winstanley : Extension 6618

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**CABINET
9 MARCH 2021**

LOCAL TRANSPORT PLAN

**Responsible Cabinet Member – Councillor Andy Keir
Local Services Portfolio**

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

SUMMARY REPORT

Purpose of the Report

1. This report provides Members with an annual update on highways and transport from a regional and local perspective. It outlines delivery, performance and public satisfaction in 2020/21 and seeks approval for the 2021/22 programme, including the release of funding. It also provides an update on the Tees Valley Strategic Transport Plan and the Darlington Transport Plan.

Summary

2. Changes in travel behaviour have been one of the very visible signs of the restrictions we have all faced during 2020/21 as a result of Public Health England and Government advice. By early April our streets had become deserted with a huge reduction in traffic as people were furloughed or started working from home, most shops, businesses and schools closed and people were encouraged to walk and cycle as part of their daily exercise.
3. Next came a period of transition and adaptation as we tackled the reopening of shops and businesses. Social distancing measures were introduced in our normally busy streets; capacity and demand on bus and rail services was suppressed and passengers adapted to wearing face coverings, using contactless payments and sitting apart; car parking was free to support essential workers and essential trips; and construction sites re-opened within COVID-19 secure working arrangements.
4. And then in September schools re-opened. Travel Demand Management techniques were used to plan public transport and home to school transport to ensure that children and young people could travel to school and college safely, whilst retaining capacity for the general public.
5. The challenges continue and as we have already seen, vehicle traffic levels are quick to recover. The increase in online shopping and home deliveries which in turn increases the number of vans and lorries onto our roads is unlikely to abate

significantly. This is balanced with many people continuing to work from home and in the future a move to more agile working combining home and office work. However, there is already recognition that the transport sector will need to work hard to increase bus and rail services back to full capacity and encourage passengers back on to them. And those that started walking or cycling during the summer lockdown need to be encouraged to continue to travel sustainably.

6. Despite this the capital programme of works has progressed. The National Productivity Investment Fund schemes at Yarm Road/Lingfield Way junction and Haughton Road/Tornado Way junction (throughabout) were completed. Work started on the Rethinking Victoria Road scheme and a 3km section of the Stockton and Darlington Railway Walking and Cycling Route from the A66 to Middleton St George was completed. A full programme of maintenance schemes was delivered.
7. In addition, there was progress on the planning and designs for schemes including 20mph schemes at schools, key junctions on the A68 corridor and the Stockton and Darlington Railway Walking and Cycling Route.
8. Darlington has also secured additional funding during the year. In September 2020 £1.274m was awarded from the DfT's Pothole and Challenge Fund which has been spent on pothole and micro-asphalt schemes in 2020/21 and will be used to implement two large scale maintenance schemes in 2021/22. TVCA has been allocated funding from the Active Travel Fund following a successful bid which includes a walking and cycling route on Woodland Road/Duke Street in Darlington.
9. The Council continues to work in partnership with TVCA and the other Tees Valley local authorities to deliver the Strategic Transport Plan. This has included consultation on the Northern Link Road; progressing the designs for Darlington Station; a procurement for a new three-year Wheels 2 Work scheme following a successful pilot; a procurement for the roll out of Electric Vehicle Charging Points; the promotion of TeesFlex, providing a service to residents in the rural areas with no bus services; and the development of a new Urban Traffic Management and Control system to enable the Council to better manage traffic flows.
10. A new Bus Partnership has been established with representatives from the main commercial bus operators and the local authorities. Working groups have been established to improve bus services and coordinate efforts to encourage people back onto buses, including looking at ticket options. A new online portal has been developed to make the application process for concessionary bus passes more straight forward. And a bulk re-issue of over 14,000 bus passes in Darlington has been completed.
11. Changes to car parking charges were approved by Cabinet following funding from TVCA.
12. Progress on the consultation for the Darlington Transport Plan has been delayed due to the Transport Planning Team working on the additional COVID-19 requirements and staff resource issues. Whilst the work continues on COVID-19 transport adaptations, there is now resource in place to progress the Plan.
13. The aims of the Plan have been reviewed and updated to reflect a new focus set out in the town centre Plan i.e. a place to shop, live, visit, be proud of and do business in, as town centres change from being predominantly retail.

14. The Plan will continue to prioritise maintenance but has a focus on supporting economic growth through the delivery of sustainable transport options and identifying key traffic pinch points on the highway network. A consultation plan and timeline is being finalised so that consultation can take place whatever restrictions are in place, but with the aim of maximising participation.
15. Performance indicators and public satisfaction have been monitored and reported but many show fluctuations relating to the lockdowns and restrictions. On average people make 1000 trips per year, where a single trip is say home to work or home to the shop. That's an average of three trips per day and this is a norm that is consistent across multiple studies and behaviours across the world. This year we were told not to make those trips but to stay at home, only travel for essential reasons and only make local trips. This has skewed some of the datasets, such as traffic levels, public transport patronage and road traffic accidents. People have also travelled in different ways such as walking to a local shop or cycling for exercise rather than driving to work. Therefore, some people have experienced the transport network in a different way, with some positive and some negative experiences.
16. The Council has already made significant investment into improving the efficiency of street lighting assets, which has reduced carbon emissions by two thirds which is over 1,000 tonnes per year, saving over £500k per year in electricity alone and reducing reactive repair cost. We will continue to identify ways in which we can reduce the impact of transport on carbon emissions as part of our commitment to climate change. This will be a basket of measures including maximising the number of trips that are walked or cycled (zero emissions); achieving modal shift from single person car journeys to car sharing and mass transport (bus and rail); and decarbonising vehicles through a switch from petrol and diesel to electricity and hydrogen. Other savings will be sought through our construction processes, such as reusing materials that would otherwise be disposed of (2000 tonnes in 2020/21).
17. In 2021/22 we will be:
 - (a) Continuing to recycle certain roads in the programme. This is where a machine lifts the old material, re-processes the material and relays it in-situ. (500 tonnes recycled planned).
 - (b) Middleton Road between the A67 and Sadberge will be reconstructed using the existing material (4700 tonnes) and recycled road materials taken from other projects around the Borough (3300 tonnes). 8000 tonnes of material will not go to tip and this will be one of our first recycled roads using waste products from other projects. This means we will not have to manufacture 8000 tonnes of material and not have to send 8000 tonnes of material to waste sites that would cost £560k making the scheme unaffordable.
 - (c) Starting to trial warm asphalt in road construction, manufactured at lower temperatures to reduce the carbon produced during the manufacturing process.
 - (d) We are also working in partnership with a private company to set-up a treatment facility whereby our waste material is treated and stored, rather than being sent to waste. This will then be re-used on projects in the Borough.
 - (e) We will be replacing all lit bollards and signs with LEDs or reflective signs further reducing energy consumption.

Recommendation

18. It is recommended that:

- (a) Members note the progress in delivering the Local Transport Plan and agree to release £0.893m Integrated Transport Block and £1.205m Highway Maintenance Funding (£0.964m plus £0.241m incentive funding), subject to Department for Transport confirmation, to deliver the 2021/22 transport programme;
- (b) Members approve the release of £1.274m Pothole and Challenge Fund monies awarded by the Department for Transport in September 2020; and release £0.969m Pot Hole and Challenge Funding awarded in February 2021 for 2021/22.
- (c) Members approve the release of Active Travel Fund monies subject to Department for Transport and Tees Valley Combined Authority confirmation, to deliver the Tees Valley Local Cycling and Walking Infrastructure Plan;
- (d) Members approve the Darlington Transport Plan framework as the basis for consultation in 2021.

Reasons

19. 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 Darlington Transport Plan is adopted;
- (b) To maximise the opportunities to maintain the highway asset for the benefit of all road users;
- (c) To deliver the Woodland Road/Duke Street cycling and walking scheme as part of the wider A68 Pinch Point scheme; and continue to secure further funding for the delivery of sustainable transport initiatives.
- (d) 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

Darlington's Third Local Transport Plan; 2011-2026
Tees Valley Strategic Transport Plan; 2020-2030

Sue Dobson : Extension 6207

S17 Crime and Disorder	Crime and disorder implications were considered in the preparation of the Third Local Transport Plan and will be considered in the development and delivery of specific transport schemes or measures.
Health and Wellbeing	Health and wellbeing implications have been considered in the preparation of the Third Local Transport Plan and its implementation. The transport strategy seeks to achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent. This will be reviewed as part of the development of the next Darlington Transport 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 programme seeks to reduce carbon emissions from transport through a shift towards electric and hydrogen vehicles from petrol and diesel. The programme also seeks to encourage the use of sustainable modes of transport and mass public transport, as well as seeking ways to reduce the need to travel or travel shorter distances.
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. This same approach will be applied in the development of the next Darlington Transport Plan. 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	This decision does not represent a change to the budget and policy framework. The Tees Valley Strategic Transport Plan was adopted by TVCA Cabinet on 31/01/2020 as the Local Transport Plan for the Tees Valley including the constituent local authorities. A new Darlington Transport Plan will be developed during 2021 (delayed from 2020) which will set out local priorities and will provide an overarching policy framework for other subsidiary documents such as the Asset Management Plan and Rights of Way Improvement Plan. This will also form part of the policy framework once it has been approved by Cabinet and adopted by Council.
Key Decision	This is a Key Decision
Urgent Decision	This is not an Urgent Decision
One Darlington: Perfectly Placed	One Darlington: Perfectly Placed set the wider context for the development of the Third Local Transport Plan. This programme

	will enable Darlington to have more businesses and jobs; be a place designed to thrive; and will grow the economy. One Darlington: Perfectly Placed will set the local context for the Darlington Transport Plan.
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 Combined Authority

20. The Strategic Transport Plan was adopted as the Local Transport Plan for the Tees Valley in January 2020. Tees Valley Combined Authority (TVCA) is the transport authority and has a statutory duty to publish a Local Transport Plan. It supports the delivery of the Tees Valley Strategic Economic Plan. 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.’

21. The Tees Valley Strategic Transport Plan will help to direct the investment of £256.7 million into transport projects across the Tees Valley in the period 2019-2029. TVCA and the individual local authorities are now working together to implement key elements of the Plan including investment in the development of the Darlington Northern Link Road, Darlington Station Growth Hub, bus improvement corridors and the establishment of the Bus Partnership, Demand Responsive Transport, travel behaviour programmes, upgraded Urban Traffic Management and Control System, Wheels to Work, Local Cycling and Walking Improvement Plan investment and electric vehicle charging infrastructure.

22. These programmes are already being progressed or delivered:

- (a) Darlington Northern Link Road – information exercise on the proposed route undertaken and the development of a business case progressing;
- (b) Darlington Station – acquisitions and CPO progressing and planning application to be submitted in Spring 2021;
- (c) Tees Flex service (‘demand responsive’ bus service) which was launched in February 2020 and serves the rural areas of Darlington that do not have a regular bus service.
- (d) Wheels 2 Work (W2W) provides scooters, mopeds or e-bikes to those living in the Tees Valley who do not have access to public transport but who need

transport to access training or employment. TVCA is undertaking a procurement process in January 2021 to operate this scheme for a further three years and moving to electric motorbikes. Separately a bid has been submitted to Government for e-bikes, some of which would be managed by the W2W operator, again to provide access to training and employment across the Tees Valley.

- (e) Following a market testing exercise a procurement will be undertaken in Spring 2021 to roll out the installation of Electric Vehicle Charging Points across the Tees Valley.
- (f) Consultation on the Tees Valley Local Walking and Cycling Infrastructure Plan and specifically the scheme on Woodland Road/Duke Street concluded on 29 January 2021. Construction of the schemes in Darlington and Middlesbrough will be completed by April 2022.
- (g) The Bus Partnership has been established with a Steering Group of senior managers from the local authorities and bus operators, and working groups to review Information and Communications, Service Delivery, Finance (including concessionary fares), Tickets and Fares and Infrastructure.
- (h) Development of a pipeline of schemes on the Key Road Network to address pinch points and enable development to come forward.

23. To complement the Tees Valley Strategic Plan each local authority will produce a Local Implementation Plan (LIP) defining the local priorities of each authority. This will be known as the Darlington Transport Plan.

Darlington Transport Plan (Local Implementation Plan)

24. Each of the five local authorities in the Tees Valley needs to develop its own Local Implementation Plan to set out how it will seek to deliver both the Tees Valley strategic priorities but also local priorities. Darlington Borough Council is the highway authority and as such as statutory duties including traffic management and asset management. At Cabinet in March 2020 a framework for the basis of consultation on the Darlington Transport Plan was approved. The key aims focus on the physical infrastructure and how people travel, supported by a travel behaviour programme to promote travel choice and reduce the impact of transport on the environment.
25. Progress has been delayed due to the Transport Planning Team working on the additional COVID-19 requirements and staff resource issues. Whilst the work continues on COVID-19 transport adaptations, there is now resource in place to progress the Plan.
26. The aims of the Plan have been reviewed and updated to reflect a new focus set out in the Town Centre Plan i.e. a place to shop, live, visit, be proud of and do business in, as the town centre change from being predominantly retail.
27. The Plan has a focus on supporting economic growth through the delivery of sustainable transport options and identifying key traffic pinch points on the highway network.
28. Internationally, nationally and locally there is an increased urgency to reduce the negative impacts of transport on public health, the environment and the climate, and lock in the positive benefits of active travel and zero or low emission vehicles.

29. The annual National Highways and Transportation survey has highlighted the importance amongst local people of road safety, and therefore we have included this as a specific aim.
30. The key aims are:
- (a) Provide an efficient transport system that meets the needs of businesses, visitors and residents
 - (b) Maintaining and improving access to key services
 - (c) Having a transport system that supports physical health and mental wellbeing and has a positive impact on the environment
 - (d) Improve safety for all highway users
31. The Framework is in **Appendix A**.
32. The Plan will be set in the wider framework of the Tees Valley Strategic Transport Plan and the Council Plan.
33. This was discussed by Communities and Local Services Scrutiny Committee on 13 February 2020.

Scrutiny recommendations	Response in revised framework
A section of the new plan relating to the town centre and how transport policy will link to delivering the Town Centre Strategy.	A separate Town Centre Transport Plan is being developed in conjunction with the Town Centre Strategy. An initial draft is in Appendix B .
Public Transport (bus services), and in particular, routes available, service reliability, passenger facilities and fares were identified as an area the committee would like to focus on as the plan develops and that Members would input individually in the consultation, but also consider a specific piece of work within their work programme.	The Tees Valley Bus Partnership has now been established with representatives from the local authorities, TVCA and the bus operators. Officer working groups are now in place to review services, infrastructure and fares.
The current subsidy in relation to town centre car parking offers versus the lack of incentives to use more sustainable modes such as bus, walking or cycling.	The subsidy of town centre parking has been extended with funding from TVCA. Options to review public transport fares and tickets will be considered as part of the Bus Partnership work.

34. Communities and Local Services Scrutiny have been involved in the development and investigation into the concept of school streets and are actively involved in a review of the management of grass verges across the borough. Involvement of the committee in the review and development of these areas of service will add value and assist development of the services.

COVID-19 and the Impact on Transport and Travel

35. During 2020 Tees Valley Combined Authority has received additional funding from the Department for Transport to implement measures to meet the guidance set out by Public Health England (PHE) to adapt transport to meet social distancing

requirements. This has been a challenge as funding has been awarded over short times frames, with immediate implementation, and requiring implementation by the five local authorities.

36. Initial funding focused on temporary measures to enable people to socially distance in key locations such as town centre bus stops and on normally busy walking routes into and within the town centre. Some of these short term measures are still in place in line with PHE social distancing guidance.
37. This has been followed by Travel Demand Management work to predict the use of public transport to identify key pinch points on the bus network. Funding was then provided in September to provide additional capacity on buses for children and young people returning to school and college until October half term. Further funding has been provided on a term by term basis, which has created challenges around vehicle and driver availability and procurement. It is not certain how long these measures will stay in place.
38. The Travel Demand Work also included a communications campaign across the Tees Valley to ensure that key government messages about travel and the use of transport were shared. Initially these focussed on walking and cycling to school, parking away from the school gate and wearing a face covering on the bus to school or college. More recently as schools have closed and lockdown restrictions have come into force again the messages have changed to Stay Home, Stay Local and Stay Safe. This activity has contributed to the increasing visits to the Let's Go Tees Valley website and social media platforms, with visits increasing by 190% over the last 20 months.
39. Traffic levels fell to 40% of normal levels during the first lockdown in March but as restrictions lifted traffic levels returned to 95% of normal levels. As further restrictions have been applied and lifted, traffic levels have fluctuated in response but not to the same degree as during the initial lockdown. This may be down to a number of factors including more people returning to work in their workplaces rather than working at home, more home deliveries and people avoiding public transport.
40. However, capacity on bus and rail services has been reduced significantly, both through reductions in service frequency and reduction in vehicle passenger capacity to comply with social distancing rules. Going forward rebuilding rail and bus services in terms of capacity and public confidence will be key to supporting our strategic transport aims. National data shows that those who have continued to use public transport feel safe doing so, but the challenge will be to reassure those that have not used it for some time, that they can do so with confidence.
41. The restrictions have resulted in the suspension of both pedestrian and Bikeability cycle training programmes.
42. Delivery of the plans set out at Cabinet 2020 has not been possible due to restrictions introduced as a result of Public Health England social distancing guidance. Initially all works on the highway (apart from emergencies) were stopped and sites closed down. Staff were allocated to other duties. As new working methods were introduced sites re-opened and progress was made although there remained issues around some resources and availability of materials. April - October is usually the busiest time for works on the highway when the weather is

generally better so being unable to work for a number of weeks has understandably delayed delivery of the programme.

Delivery in 2020/21

43. The following section outlines the capital and revenue investment in transport in Darlington over the last 12 months:
- (a) The major improvement programme for Darlington Station was presented to Cabinet on 4 February 2020. Work has started to develop the initial phases of the project on either side of the station using the £25m allocated from TVCA. The Outline Business Case has been submitted and work on the Full Business Case to release the funds for the rail interventions has commenced. A planning application will be submitted in 2021 for a new Multi Storey Car Park, transport interchange and landscaping on the Neasham Road side of the station. A second application will be submitted for changes to the highway at the Victoria Road entrance to link into the existing work on Victoria Road.
 - (b) TVCA has funded work to develop and assess the single carriageway options for the Darlington Northern Link Road. This stage culminated in public information exercise which ended in December 2020. The feedback will be used in the development of the Outline Business Case which will be submitted to Government in 2021.
 - (c) The National Productivity Investment Fund schemes to improve access to the Eastern Growth Zone have been completed. This £4.8m programme followed a successful bid to Department for Transport in 2017. Following the completion of the Yarm Road/McMullen Road roundabout scheme in 2019/20, the following was delivered in 2020/21:
 - (i) the installation of traffic signals at Yarm Road/Lingfield Way junction;
 - (ii) the extension to the cycle route from Yarm Road northwards along the east side of Lingfield Way to join the cycle route which runs along Allington Way;
 - (iii) creation of a layby on Lingfield Way for HGV parking;
 - (iv) resurfacing of Morton Road and creation of a continuous footpath to connect Lingfield Way to the new Morton Park Way road and walking/cycling infrastructure to the Amazon site and Tornado Way;
 - (v) re-engineering of the Tornado Way/Haughton Road throughabout to create a roundabout;
 - (vi) new pedestrian and cycle crossing facilities on Haughton Road and Barton Street;
 - (vii) improvement of walking and cycling routes; and
 - (viii) landscaping scheme including improvements to the local green spaces and the centre of the roundabout.
 - (d) The reconstruction and resurfacing of a 3km (1.8miles) walking and cycling route from the A66 to Middleton St George. This forms part of the Stockton and Darlington Railway 26 mile walking and cycling route which is being developed for the 2025 bicentenary. This was funded from a successful bid to the Rural Payments Agency for £212,934 of European Agriculture Fund for Rural Development monies the improvements have been well received by local residents.

- (e) A programme of dropped kerbs has been implemented to assist residents with mobility issues including along Houghton Road, Hundens Lane and Eldon Street;
- (f) 2,824 potholes have been reported and repaired up until the end of November 2020, which is on a par with 2019. A greater emphasis is now being placed on preventing potholes and the Pothole Fund has also been used to target surfacing works. A programme of Micro Asphaltting works has been carried out on unclassified roads in almost 70 residential streets (listed on the Council website). This was the final year of a three year programme of additional Council funding to improve the condition of unclassified roads.
- (g) A programme of carriageway structural maintenance schemes was carried out including A167 Merrybent, Morton Palms roundabout, Barnes Road, Fenby Avenue and Bates Avenue footway scheme;
- (h) The 'Rethinking Victoria Road' scheme started on site with work commencing at the western end between St Cuthbert's/Feethams roundabout and Clifton Road junction. The resurfacing of the back lane, widened footpaths, traffic calming, a 20mph speed limit, traffic signals and landscaping are due for completion in June 2021;
- (i) By the end of March the bulk re-issue of the English National Concessionary Travel Scheme passes (bus passes) will be completed. This is a complex process but a new website enables people to apply online. Full support is still available via the customer service centre and the technical support team especially for applications which require evidence to be provided.
- (j) In addition to Council schemes, there are several major highway schemes funded from other parties which have been completed in 2020 including the completion of a pinch point scheme A66/Little Burdon roundabout (Highways England); completion of the A68 Humbleton Farm roundabout (supporting the relocation of Darlington Farmers Auction Mart); and a new roundabout on Newton Lane and link road (Thomas Sopwith Way) to open up access to West Park Garden Village housing sites (funded by housing developers).
- (k) A Street Works Permit Scheme was introduced on Darlington's publicly maintained roads on 2 March 2020. This replaced the old noticing system and followed a request from the Secretary of State for Transport for all Highway Authorities to adopt permits. The new process requires that promoters of works in the highway (e.g. utility companies or the Council) obtain a permit before works can begin. The permit scheme allows greater scrutiny of proposed works to ensure they are carried out in a timely fashion and to the required standards. As the scheme has been operational for less than a year (during which COVID-19 disrupted works) it is difficult to quantify the benefits at this stage. However yearly reviews will be carried out for the first three years and over time it is hoped that the scheme will allow for the more efficient management of the highway network to the benefit of users, but allowing utility providers sufficient access to maintain and renew their apparatus.

Delivery in 2021/22

TVCA Funded Programmes

44. The Tees Valley Local Cycling and Walking Infrastructure Plan has identified a number of key corridors with the potential for increasing levels of cycling. The first priority in Darlington is Woodland Road. Following consultation (ended 29 January 2021) and a funding agreement, the scheme will commence in summer 2021 and will be completed by March 2022. This is the first phase of delivering a continuous cycle route from West Park to the town centre.
45. A procurement process in 2021 will accelerate the deployment of Electric Vehicle Charging Points across the Tees Valley. This will include sites in Darlington. This is to kickstart private investment in both the charging infrastructure and vehicles by providing a network of charging facilities across the Tees Valley.
46. A second procurement process will award a contract to deliver a Wheels 2 Work scheme. This has been successfully trialled across the Tees Valley and has enabled people to access new employment and training opportunities and in some cases retain employment. The new scheme which should come on stream from April 2021 onwards will utilise electric motorbikes, underlying a commitment to reducing the impact of transport on the environment. A separate bid has been submitted to Government to secure 100 e-bikes, some of which would be managed by the W2W scheme.
47. The Bus Partnership will start to develop work programmes. This will include the development of schemes to improve reliability and punctuality of services on key routes. In Darlington options are being developed for the route of Service 2 (Branksome to Red Hall via the town centre); X66/X67 between Darlington and Stockton/Middlesbrough; and North Road. Initial feasibility work has started and TVCA has an approved budget to develop, prioritise and deliver schemes.
48. TVCA and Middlesbrough Borough Council are leading on the implementation of an upgraded Urban Traffic Control system. The initial actions for Darlington will be to connect our existing traffic signals to the system in order that traffic flow along main roads is actively managed. Traffic signal controlled junctions in Darlington currently operate as discrete junctions.
49. Sustainable Transport initiatives are an important priority for TVCA and Darlington and we will continue to work to progress more sustainable transport initiatives.

Darlington Borough Council

50. Darlington Borough Council receives funding for both maintenance and integrated transport.
51. 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 to ensure local authorities improve standards. Darlington receives the maximum amount of funding and is in the top band of performance. Details of the programme are in **Appendix C**.
52. At Cabinet in March 2020 it was noted that the Pothole Funding from the Department for Transport had yet to be announced for 2020/21. In previous years

this funding had been in the region of £100k but Government had committed to doubling the Pothole Action Fund so additional funding was anticipated. A Local Highways Maintenance Challenge Fund 2019/20 bid was submitted to the Department for Transport (DfT) on 30 October 2019. The scheme 'A68 Growth Zone Maintenance Programme' was for £2.26m of Government funding with a local contribution of £603k from the 2020/21 maintenance programme. However, the bid was not successful, and the work will need to be completed on a phased basis over several years using the highways maintenance budget.

53. In 2020/21 the Department for Transport (DfT) has combined the two funds into the Pothole and Challenge Fund and allocated the funding on a formulaic basis. Darlington received £1,274,133 in September 2020. This is almost an in-year doubling of capital allocation for road repairs. Some of this funding has been spent this financial year on potholes and the balance will be carried forward into 2021/22. £500k will be allocated for maintenance works a rural section of the A68 (as per the Challenge Fund Bid) and a further £500k will be to Middleton Road between Sadberge and the A67.
54. In February 2021 DfT announced funding for 2021/22. This has included £1.205m for structural maintenance of carriageways and structures and a further £0.969m Pothole Funding. The micro asphalt programme with tackle potholes and preventative maintenance on 50+ unclassified roads (residential streets) across the borough.
55. As part of the bridge parapet strengthening programme two significant schemes have been identified and the works are currently being procured on a design and build basis. These are being funded from the parapet inspection funding released by Cabinet in April 2017.
56. The integrated transport block, £0.892m, includes smaller scale schemes including speed management and bus and cycle facilities. The funding is also used as the Council's local contribution to larger scale schemes when funding bids are submitted to Government. Details are in Appendix C.
57. In 2020 an Expression of Interest was submitted to Government for Pinch Point funding to improve journey times on the A68 from the A1 Junction 58 to the town centre. The DfT announced in February 2021 that the Pinch Point Fund would be included in a new Levelling Up Fund. Details have not yet been announced on the criteria for this fund but it is anticipated that the A68 Pinch Point scheme will remain a priority for Darlington and the Tees Valley. In the meantime design work has continued so that the schemes can be 'shovel ready' when funding is available. Alternatively, the schemes may have to be delivered in a phased programme using DBC and/or TVCA funding.
58. The programme also includes constructing the next section of the Stockton and Darlington Railway walking and cycling route in Middleton St George, as approved by Cabinet in November 2020. This will require planning permission and consultation with key stakeholders.
59. A programme of road safety schemes around schools has been developed. The first schemes that have been designed are 20mph speed limits with traffic calming measures at Mount Pleasant and Hurworth Primary schools. Following

consultation it is proposed to build these schemes in the school summer holidays. Further schemes are being designed.

60. An initial assessment has been carried out on all schools in the borough to develop a priority list for School Streets; an initiative developed to address school gate congestion and parking and to encourage walking and cycling to school through time limited road closures. Further work will be carried out in collaboration with the schools and local residents to identify whether one or more pilot projects are viable. This would be undertaken as part of a wider programme to address safety, traffic and active travel around schools.
61. A grass verge management discussion paper has been presented to Communities and Local Services Scrutiny and work will be ongoing with members to develop an operational policy and information for members. .
62. The Council is currently working with the supplier of our Highway Asset Management system to develop an improved method of reporting highway defects and issues online. The new "Report It" system will allow a customer to report defects such as potholes online using a PC, tablet or smartphone. The user can plot the location of the defect, report the type of defect from a dropdown list and, if desired, upload a photograph. Customers will be able to see the reports plotted on a map which should help reduce duplicated reports. The customer reports will be sent to the Highway Inspectors' tablet PCs. They can then raise work tickets for any necessary repairs and send a response to the customer via email.
63. The Public Rights Of Way across the borough continue to be inspected and maintained. This year more people have started accessing some of the routes due to lockdown, increasing interest in and requests for improvements. Opportunities to work in partnership to access additional funding is sought wherever possible. Initial feasibility work is underway to improve Patches Lane, a Discover Brightwater project.

Performance Indicators

64. 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 D**.
65. The lockdowns and social distancing measures introduced in response to the COVID-19 pandemic will have an impact on this year's data sets. At the start of the national lockdown road traffic levels fell by 60% (up to ~95% at weekends) as people were told to stay at home and not travel except for a limited number of trips for essential services such as food and medical appointments. Non-essential shops, workplaces and schools closed and much of the education and work moved to the home. Bus operators and rail operators were asked to suppress demand and limit capacity on vehicles to provide social distancing. Face coverings and contactless payments became the norm.
66. The knock on effect of this was less traffic, less traffic accidents, quieter roads and more people walking and cycling.

67. As lockdowns have been lifted traffic levels have recovered quickly, whereas bus and rail patronage has not been able to recover in the same way as Government has asked that demand should continue to be suppressed. Increases in walking and cycling levels do not appear to have been sustained but active travel is seasonal and influenced by weather so monitoring will continue.
68. Darlington continues to have a good road safety record. In 2020 the number of people killed or seriously injured in a road traffic accident was 25 (a three year rolling average of 53), and the number of people slightly injured was 100 (a three year rolling average of 156). Even though road safety has improved, unfortunately there were three children seriously injured and 11 children with a slight injury. However, it should be noted that traffic levels were much lower than normal and the number of trips people made were lower due to the travel restrictions.
69. The maintenance condition indicators for all classes of roads are at an acceptable level. However the condition of footways has worsened in the latest survey data with 17% potentially requiring remedial action. This will in part be addressed through allocating some of the micro asphalt programme to footways but may require prioritisation of investment in future years.

Public Satisfaction

70. Darlington participates in the National Highways and Transportation Survey to measure public satisfaction with transport related themes. Darlington has taken part in the NHT Survey 12 times and is one of the 109 authorities across the UK to take part in the survey this year. The survey was sent to 3,300 households across the authority area and 729 members of the public responded. This represents an overall response rate of 22.1% compared with the national average of 23.8%. It is a random survey and participants are not selected by or representative of how people travel and what transport they use, i.e. whether they travel by bus or drive a car.
71. The survey asks the public to rate how important they regard key aspects of highways and transport and how satisfied they are with each one. The Darlington public placed most importance on 'Safety on roads' and 'The condition of roads'. Looking at the difference between the levels of importance and the corresponding levels of satisfaction, the biggest differential between the two was for 'The condition of roads'. Therefore it is unsurprising that 'The condition of roads' was the most popular choice for improving the level of service and spending more. We will therefore look to address this by promoting and marketing the services we provide and the investment we are making to improve road condition.
72. The condition of roads still scores relatively low, in line with the national picture. Closer inspection of the analysis shows that people are dissatisfied with the condition of the road surface, how the Council deals with potholes and the speed of repair. In addition, responders were not satisfied with the cutting back of overgrown hedges and keeping drains clear and working. This is something we will look to address as part of the new report-it system and more information and marketing about the services provided.
73. There were new questions in the survey this year canvassing opinion about changing travel habits and congestion charging. In Darlington the public 'Tended to disagree' with the statement that they could travel less by car than they currently do

and 'Tended to agree' that they could walk, cycle or use public transport more than they currently do. These responses initially seem to be at odds but it could be dependent on whether the respondents currently travel by car and whether they already travel using more sustainable forms of transport. The most popular answer to the question about congestion charging was to 'Strongly oppose' such a scheme being introduced.

74. A number of indicators went down including satisfaction with road safety education, public transport information and walking and cycling routes. These may well be due to COVID-19 restrictions which have had an impact on delivery of some services, such as the delivery of the road safety programme in schools. Dissatisfaction with walking has centred on the condition and cleanliness of footpaths (reflected in the recently reported condition data), and dissatisfaction with cycling has included cycle parking, directional signs and information. The latter may reflect that some people started cycling during the lockdown as a means of exercise and travel and that we need to do more to promote and way mark the cycle facilities that we have. Work is being planned to audit the cycle routes and undertake any remedial work before some sections which are currently not adopted, are added to the adopted highway network. This will improve the ongoing inspection and maintenance of the routes.
75. This information helps to inform both our policy priorities and programme of expenditure. We have added 'Improve safety for all highway users' in our policy framework for the Darlington Transport Plan as respondents have placed the most importance on 'safety on roads'; and our work programme allocates a high % of available funding to maintenance to address the imbalance between importance and satisfaction.

Financial Implications

76. 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 transport 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 2021/22 compared to 2020/21:

Funding source	Basis of allocation	2020/21 £'000	2021/22 £'000
LTP Highway Maintenance	Formulaic	1,398	964
Maintenance Incentive Fund	Performance	291	241*
Pothole and Challenge Fund	Formulaic	1,274**	969
DBC Capital – 3 year Unclassified Road Maintenance	Maintenance programme based on inspections	500	
LTP Integrated Transport Block	Formulaic	886	892

Funding source	Basis of allocation	2020/21 £'000	2021/22 £'000
Sustainable Access to Employment (LGF/single pot)	Successful bid to TVCA for the <i>Rethinking Victoria Road</i> scheme	725	
Active Travel Fund	TVCA programme, following successful bid to DfT		905***
Rural Payments Agency	Successful bid	212	
Total		5,286	3,480

* Subject to assessment of maintenance questionnaire by DfT

** Awarded in September 2020 and ~£1m will be carried forward into 2021/22

*** Subject to design and cost, and could increase to ~£1.2m

77. 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. Delivery of the 2020/21 programme has been delayed due to COVID-19 and therefore funding will be carried forward to 2021/22. Details are included in Appendix C.

TVCA and Third-Party Funding

78. Darlington has successfully bid into the Tees Valley Combined Authority (TVCA) Sustainable Access to Employment programme over recent years delivering schemes such as the John Street cycle route and the pedestrian/cycle bridge over Parkgate. Following extensive consultation with local residents and businesses a bid to implement the Rethinking Victoria Road scheme was submitted. The bid for £725,000 was successful but the work was delayed due to COVID-19. These works are now progressing and should be completed by June 2021. This funding programme is now finished.
79. TVCA worked with the five local authorities to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The Department for Transport indicated that this would form the basis of future funding opportunities and recently announced the Active Travel Fund as a mechanism to start delivering the LCWIPs. A Tees Valley bid was submitted on 7 August 2020 and funding was awarded on 13 November 2020. Subject to successful consultation the Woodland Road/Duke Street scheme will be allocated funding for scheme delivery by March 2022. The initial allocation is £905k but a revised detailed design and cost estimate will increase the funding request to approximately £1.2m-£1.3m.
80. In 2020/21 the Department for Transport confirmed that an additional year of Access Funding (£1.108m) would be provided in 2020/21. As part of this programme, Darlington delivers a travel behaviour programme across the Tees Valley to increase the number of trips made by more sustainable modes including bus, rail, walking, cycling and electric vehicles. This includes the Let's Go Tees Valley Personalised Travel Planning and marketing programmes. Delivery has been difficult due to the COVID-19 restrictions and much of the work has focused around messaging associated with travel restrictions on public transport and the

return to school. TVCA has made a request to the Department for Transport that the remaining funding is retained locally so that support can continue to be provided to those accessing work, training and education. Further announcements regarding revenue support for travel behaviour change programmes is awaited.

81. An Expression of Interest (EOI) was submitted to the Department for Transport's Local Pinch Point Fund in January 2020 by TVCA. Darlington's bid was to improve seven junctions on the A68 between Cockerton and the town centre, as well as looking at measures to improve walking and cycling infrastructure on Woodland Road, bus priority and reviewing road safety. The estimated scheme cost was £4.5m (though these costs have increased due to new design guidance from DfT) and the Council proposed to fund 25% of this cost through its Local Transport Plan budget, section 106 monies and potentially Housing Infrastructure Fund monies if required. The Department for Transport announced in February 2021 that the Pinch Point Fund has now been included in a new Levelling Up Fund. No details have been announced on the criteria or process to access this funding. It is anticipated that the A68 Pinch Point scheme will remain a priority for Darlington and the Tees Valley. To date £555k Local Transport funding has been allocated plus £100k of section 106 monies. It is proposed to allocate a further £250k in 2021/22 and again in 2022/23.

Legal Implications

82. There is a statutory duty for a transport authority to have a Local Transport Plan. Darlington currently has a Third Local Transport Plan 2011-2026, adopted by Council on 10 March 2011 as part of the Council's policy framework.
83. 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 was approved by TVCA Cabinet on 31 January 2020.
84. 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.
85. Once completed the Darlington Transport Plan will 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 the Council Plan 2020-23.
86. 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'.
87. 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.

88. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport and further detail on equalities considerations are provided later in the report.

Estates and Property Advice

89. 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.
90. Any individual scheme that involves a land requirement outside of the adopted highway, whether that be Council owned land or land in third party ownership, will involve the Estates Team to negotiate land acquisition or other legal agreement. If a scheme cannot be implemented within the adopted highway or permitted rights the required planning permission will be sought at an early stage in the process.

Procurement Advice

91. 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.

Consultation

92. In March 2020 Cabinet agreed that consultation could start on the framework for the Darlington Transport Plan. However, with the introduction of lockdown and subsequent social distancing measures it has not been possible to carry out the consultation. Whilst it is possible to undertake some consultation on line using websites and other tools such as virtual rooms, TEAMS and ZOOM meetings and map based tools such as Common Place, this does exclude people who do not have access to these technologies.
93. Therefore a consultation plan is being developed that tries to provide as many as opportunities as possible for people to comment on the Darlington Transport Plan. This will be flexible and adapt as the restrictions change.

Outcome of Consultation

94. Consultation on the Woodland Road/Duke Street walking and cycling route was carried out in December and closed on 29 January 2021. TVCA has collated the results and these will both inform the scheme design and be part of the evidence base for the funding submission to the Department for Transport. Overall there were high levels of support for the scheme, particularly on Duke Street and 70% of those who don't currently walk or cycle along this route said it would encourage them to do so. There were high levels of support for the reduction in the speed limit on Duke Street (90%) and 80% think that the stepped cycle route will help to protect cyclists. And 85% of respondents would support the extension of the scheme

along Woodland Road towards Cockerton. There was support to reopen the Winston Street West car park but businesses were more or less equally split between whether to providing parking bays or loading bays on Duke Street. The detailed comments from the online survey as well as feedback from key stakeholders including Darlington Association on Disability, Arriva, Durham Constabulary and Darlovelo have been fed into the detailed design process. A special session was held with young people to get their views, especially as this is a busy corridor for young people moving between the Sixth Form College and the town centre. They were particularly interested in how it would be monitored and how 'success' would be measured.

Equalities Considerations

95. As the Darlington Transport 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.
96. 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.

Darlington Transport Plan

Appendix A

Darlington Transport Aims	Darlington Transport Objectives	Darlington Transport Actions
<p>Having a transport system that encourages health and wellbeing and has a positive impact on the environment</p>	<ul style="list-style-type: none"> • Increase levels of walking and cycling by providing a safer and more convenient walking and cycling network 	<ul style="list-style-type: none"> ➤ Inform residents and visitors of Darlington of the travel choices available to them in particular the cycle network and their impact on the environment ➤ Promote and market walking and cycling through Let's Go Tees Valley to encourage physical activity ➤ Dropped kerbs and level access at bus stops and train stations - mobility ➤ Improve waymarking, seating and public realm improvements - link to other strategies - to support walking
	<ul style="list-style-type: none"> • Reduce the need to travel • Promote of alternative methods of travel to aid behaviour change towards the way the residents of Darlington travel, specifically walking, cycling, and public transport • Encourage residents and visitors to make green and healthy transport choices 	<ul style="list-style-type: none"> ➤ Secure Travel Plans through the planning process and stakeholder engagement ➤ Implement a travel behaviour change programme for short trips, travel to work and the journey to school. ➤ Provide information and advice through the team of travel advisors ➤ Expand the car share offer to other employers ➤ Establish a car club - linked to town centre strategy

	<ul style="list-style-type: none"> • Ensure the residents and visitors of Darlington are informed of all the travel choices available to them 	
	<ul style="list-style-type: none"> • Support the transition to a low carbon transport system 	<ul style="list-style-type: none"> ➤ Tees Valley Combined Authority (TVCA) procurement of Electric Vehicle Charge Points (EVCP) infrastructure including key sites in Darlington ➤ Develop Tees Valley Design standards to enable the expansion of the charging network through the planning process, private investment, stakeholder engagement and household investment ➤ Develop maintenance, operational and construction practices to reduce carbon
<p>Maintaining and improving access to key services</p>	<ul style="list-style-type: none"> • Work in partnership with the rail industry to increase service frequency to support growth in travel by train • Improve access to and interchange at key transport hubs 	<ul style="list-style-type: none"> ➤ Work with Bishop Line Community Rail Partnership (CRP) to deliver their action plan ➤ Work with TVCA and rail industry to improve service frequency on the Tees Valley rail line ➤ Identify improvements at Dinsdale Station ➤ Finish improvement of Victoria Road ➤ Northgate improvements including Rail Heritage Quarter (RHQ) ➤ Parkgate improvements
	<ul style="list-style-type: none"> • Maintain an efficient, effective and affordable network of high quality bus services 	<ul style="list-style-type: none"> ➤ Support the development of the new Bus Partnership Agreement ➤ Deliver bus corridor improvements to maintain / improve bus punctuality and reliability -

	<p>in partnership with the bus operators</p>	<ul style="list-style-type: none"> - Service 2 Bus improvements Urban Traffic Management Control (UTMC) and new bus link from Red Hall to Tornado Way - North Road - UTMC - Bus services X66/X67 <ul style="list-style-type: none"> ➤ Improve bus information ➤ Support the continued Covid-19 recovery to ensure that Darlington has a stable commercial bus network ➤ Work with public transport operators to develop a range of fares and tickets
	<ul style="list-style-type: none"> • Maintain, manage and improve the walking and cycle network to enable behaviour change to more active travel 	<ul style="list-style-type: none"> ➤ Stockton and Darlington Railway walking and cycling route ➤ Local Cycling and Walking Infrastructure Plans (LCWIP) - A68/Woodland Road/Duke Street and Yarm Road ➤ Local cycle links <ul style="list-style-type: none"> - Faverdale Industrial Estate - A1150 - Walking and cycling route alongside River Skerne (connecting town centre to RHQ) - Link to Hurworth - Newton Lane to A1 walking and cycling route and beyond to Coniscliffe Road - Neasham Road ➤ Review Darlington's Rights of Way Improvement Plan
	<ul style="list-style-type: none"> • Improve accessibility to ensure that transport is not a barrier to accessing jobs and services • Ensure the transport network is 	<ul style="list-style-type: none"> ➤ Promote Wheels to Work ➤ Promote Tees Flex ➤ Ensure that development sites are in locations that are served by frequent bus services and can be accessed by good quality walking and cycling routes ➤ Ensure the design and implementation of all schemes consider the needs of disabled people

	accessible to all; better meeting the needs of disabled people	
Improve safety for all highway users	<ul style="list-style-type: none"> • Provide a safe highway network and reduce the risk of road traffic collisions • 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"> ➤ School 20mph and speed management schemes ➤ School Streets programme ➤ Enforcement, particularly around schools ➤ Active Neighbourhoods ➤ Area wide 20mph schemes ➤ Bikeability ➤ Pedestrian Training ➤ Road Safety Education and Publicity ➤ School crossing patrol
Provide an efficient transport system that meets the needs of businesses, visitors and residents now and in the future (Maintain, Manage, Improve)	Maintain the highway network in a timely, cost effective way	<ul style="list-style-type: none"> ➤ Strategic maintenance schemes, including structures <ul style="list-style-type: none"> - A1150 - Town centre structures - A68 corridor ➤ Annual programme based on condition monitoring
	Manage the transport network to ensure that it operates in an efficient and resilient way	<ul style="list-style-type: none"> ➤ Implement the UTMC system on key transport corridors ➤ Implement and review the permit scheme for utility works
	Identify future pinch points on the highway	<ul style="list-style-type: none"> ➤ Support Highways England A66 improvement programme

	<p>network and to carry out improvements in a timely manner to support Economic Growth</p>	<ul style="list-style-type: none"> ➤ Support TVCA’s business case for Darlington Northern Link Road ➤ Key Road Network (KRN) hot spots - <ul style="list-style-type: none"> - A68 Pinch Point scheme - A1150 Salters Lane - Darlington Eastern approaches - A167 Northgate UTMC - A167/White Horse junction
	<p>To provide and manage parking to support the local economy</p> <p>To develop a plan for all road users in the Town centre to support existing service and future development</p>	<ul style="list-style-type: none"> ➤ Parking strategy <ul style="list-style-type: none"> - Parking supply and tariffs - Residents parking - Parking management ➤ Town centre transport plan
	<p>Invest in international, national and regional transport gateways, including the airport, rail stations and bus and coach interchange in partnership with key stakeholders</p>	<ul style="list-style-type: none"> ➤ Provide improved interchange at Teesside International Airport by all modes ➤ Deliver Darlington Station master plan ➤ Deliver improvements at North Road Station to support the RHQ Masterplan ➤ Investigate future improvements at Dinsdale station as part of TVCA project to review stations ➤ Improve customer waiting facilities for bus and coach passengers ➤ Darlington Northern Link Road (DNLR)

Town Centre Transport Plan

Appendix B

1. Darlington has ambitious plans for the town centre as set out in the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. Transport underpins these developments, enabling people to travel to, from and through the town centre. The transport system needs to be planned in a cohesive way to ensure that as each development comes forward the appropriate design and function can be achieved for the people living, working or visiting the destination or locality.
2. Currently the Inner Ring Road carries the majority of the traffic around the outside of the town centre. The heart of the town centre is pedestrianised and movement of traffic is restricted for the majority of the day whilst access is retained for bus services, taxi services, loading and servicing, cycling and parking.
3. As the town centre uses change it is important that the town centre does not become congested with traffic; instead the benefits of the pedestrianisation, public spaces, the river side and low traffic areas support a vibrant and attractive town centre. Meeting the needs of businesses in the town centre needs to be balanced with the needs of people living in and visiting it.
4. Darlington's Transport Aims as set out in the draft Darlington Transport Plan are:
 - a. Having a transport system that encourages good physical health and mental wellbeing, and has a positive impact on the environment
 - b. Maintaining and improving access to key services
 - c. Improve safety for all highway users
 - d. Provide an efficient transport system that meets the needs of businesses, visitors and residents
5. At Scrutiny in February 2020 it was suggested that a specific transport plan for the town centre to set some guiding principles for the developments would be beneficial. This was supported by Cabinet in March 2020. A more detailed traffic management plan is required and an associated review of Traffic Regulation Orders (plus a review of enforcement)

Principle	Rationale	Link to Darlington's Town Centre Strategy A town to.....
Limit traffic movement in the town centre	With limited space the roads should be prioritised for public transport and servicing/deliveries; other spaces should be prioritised for those walking and cycling; cars should only require access to parking and do not require a through route; Minimise traffic to maintain good air quality	Be proud of

	Maintain a safe environment for all road users	
Provide a Car Club in the town centre	This provides an alternative option to those living in the town to have access to a car when required (Mobility As a Service) rather than owning a car; use electric vehicles	Live in
Provide parking solutions for residential developments	The town centre is a sustainable location as there is good access to bus, rail, coach and taxi services and many services are within walking or cycling distance; therefore zero or low parking numbers are appropriate. If parking is to be provided it should be within the development red line boundary where possible; on street parking will remain strictly limited; parking for visitors is available in short stay car parks in the town centre or long stay car parks outside of the Inner Ring Road. Cycle parking should also be provided.	Live in
Retain short stay parking in car parks	Parking within the town centre should remain as short stay to encourage people to visit for two or three hours and maximise the use of the spaces; free or low cost evening parking charges support the evening economy; longer stay commuter parking should remain in car parks outside of the Inner Ring Road	Shop
Provide disabled parking near key destinations	The location of disabled parking bays may change as land is redeveloped and uses of buildings or sites change but careful consideration of overall numbers, location and usage is essential	Shop
Provide Electric Vehicle Charging Points	Providing charging points for electric cars, vans and bikes for all users of the town centre, to encourage the shift towards low carbon transport. This will combine charging with a visit to the town centre, but the needs of residents living in the town centre also need to be met through the planning process.	Shop
Retain the bus route through the town centre	The bus route through the town centre works efficiently as long as other vehicles do not use the route; additional traffic should not be added and if possible inappropriate use of the bus route should be curtailed	Shop
Improve the bus passenger waiting facilities	Kerb space for waiting passengers is at a premium; any opportunity to increase the space for waiting passengers especially	Shop

	on Prebend Row, East Street, Crown Street and Tubwell Row should be taken.	
Maintain/Improve the coach facilities	The location of the coach stop is effective in terms of coach movements and ease of access for passengers. The Dolphin Centre provides a degree of informal passenger facilities but options to improve the waiting facilities further should be considered	Visit
Improve the connections between the town centre and North Road station	The link between the town centre and North Road Station provides an opportunity to improve access to rail services but also connect the Rail Heritage Quarter to the town centre. This could include walking and cycling routes as well as information/branding of north road bus services	Visit
Improve the connections between the town centre and Darlington Station	The aim is to encourage more travel by train to and from Darlington by making it easier to reach the train station from the town centre by bus, on foot or by bike	Visit
Review and improve the cycling routes to, from and through the town centre	The cycle routes approach the town centre (Priestgate, Leadyard, Feethams, Grange Road, Coniscliffe Road, Duke Street with cycle bypasses at Northgate, Bondgate and Blackwellgate) but the routes through the town centre are not cohesive and are not clearly signed; two way cycle access is required on key links such as Skinnergate; good quality, secure, convenient cycle parking is required to encourage trips to town by bike.	Shop
Create a walkable town centre	Build on the positives of the Pedestrian Heart whilst learning the lessons around the use and design of space for everyone, specifically meeting the needs of people with disabilities; Create public realm with function so that it is used – a thoroughfare, a place to sit, a place to eat, a place to meet with people	Be proud of
Locate taxi ranks in appropriate locations to support the day and evening economies	The day time trade includes those that travel in one way to town e.g. on foot or by bus, but then do their shopping and require a door to door service to get home; The evening trade is focused around hospitality and culture and should be located near these venues and away from residential areas	Do business in

<p>Provide a coherent plan for deliveries and servicing that meets the need of businesses and residents</p>	<p>Deliveries are currently limited in some locations such as Skinnergate and High Row to before 10.00am and after 5.00pm – this creates a better environment for pedestrians and people wanting to eat outdoors; Other areas such as Tubwell Row are not restricted and this creates issues for other users of the town centre; Restricted access should be consider for other streets.</p>	<p>Do business in</p>
<p>Promote zero emission last mile delivery</p>	<p>Operating a local delivery service would support town centre businesses; Green Link already operates such a service using cargo bikes</p>	<p>Do business in</p>
<p>Provide information to guide people around the town centre</p>	<p>Signs, maps, landscape and art should guide people around the town centre in a safe way; Reduce street clutter</p>	<p>Visit</p>

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

Department for Transport Allocation	£'000
Bridge structural maintenance	212
Highway structural maintenance	637
Incentive funding	241
Fees	115
Sub Total	1,205
Pothole and Challenge Fund 2020/21	1000*
Pothole and Challenge Fund 2021/22	969
Total	3,174

* £1.274m was awarded in September 2020. By 31 March it is anticipated that £274k will have been spent on repairing potholes. The remaining £1m has been allocated to two schemes; a rural section of the A68 (in line with the Challenge Fund bid) between Houghton Bank and the borough boundary; and for Middleton Road (C38) between A67 to A66 Slip and Sadberge Road (A66 slip to Sadberge) .

1. Further Pothole and Challenge Funding has been announced for 2021/22 and this will enable us to continue to accelerate the maintenance programme, including preventative maintenance, and complete further sections of the A68.
2. The following maintenance schemes have been identified as the priority based on the condition data surveys. This is a rolling programme and subject to tender returns.
 - a. Coatsay Moor Lane (Heighington By Pass) to School Aycliffe roundabout
 - b. Victoria Embankment (kerb/channel)
 - c. B6279 Tornado Way
 - d. Stanhope Rd/Coniscliffe Rd/West St
 - e. Merrybent (Phase 2) - end of Phase 1 to A1(M) Bridge
 - f. Hewitson Road
 - g. Mayfair Road (West Back Lane)
 - h. Greenhill Road, Heighington (Footway)
 - i. Victoria Road
3. In addition the micro asphalt and patching programmes will include roads across the borough. This continues the investment in 50+ unclassified roads, which are predominantly residential streets.

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

Manage/ Improve	Scheme	2021/22	2022/23	Notes
Network management				
Manage	North West Growth Zone Corridor (A68)	250**	250**	£555k** LTP + £100k section 106 funding is

	including Cockerton roundabout)			already secured as local contribution for the Pinch Point Expression of Interest. Awaiting decision from DfT. Ensuring that the scheme is progressed to being 'shovel ready'.
	Traffic monitoring	20		
	Traffic counter replacement programme	20		
Sustainable and public transport				
Improve	Improvements to bus passenger and cycle facilities	50		Includes raised kerbs, bus shelters and cycle parking
Improve	Dropped kerbs	40		Improves access for all
Improve	Public Rights Of Way	10		Improves access for all
Improve	Walking and cycling route in Middleton St George between Yarm Road and Mill Lane	150		Improves access for all and supports the delivery of the 26 mile S&DR route
Speed Management and Road Safety programme				
Manage	School speed management and safety schemes includes school streets	200		£125k carried forward + £200k (total of £325k) to deliver a programme of schemes including Mount Pleasant, Hurworth Primary and Abbey Infant and Junior Schools
	speed management schemes including village entry schemes	42		
Sub total		775		
Fees		111		
Total		886		

** In January 2020 an Expression of Interest was submitted to the Department for Transport's Pinch Point Fund to implement a programme of improvements on the A68 corridor. In March 2020 Darlington Council's Cabinet agreed to underwrite the local contribution element required by the Department for Transport for the bid for Pinch Point Funding, on the basis that other funding sources may become available over the next 12-36 months and, if the bid was successful, the most appropriate source of funding would be utilised at the time. If the bid was unsuccessful the available local funding would be used to start implementing the A68 corridor pinch point improvements. This funding is to build up funding for the scheme as either match or delivery money. This will not be sufficient to deliver the scheme in 2021/22 unless other bids are successful.

The Department for Transport has now announced that the Pinch Point funding will be added to the Levelling Up Fund and Darlington and TVCA will need to work together to

secure funding from this new fund. It is proposed to deliver the first element of the scheme through the Active Travel Fund monies and continue to progress the designs on the key junctions at Cockerton and Woodland Road/Staindrop Road.

£200k has previously been allocated to widen the cycle route alongside the River Skerne north of Albert Road. This funding will be retained and the work progressed on this strategic route as resources allow.

Bids

1. 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. The scheme was due to start on site in March 2020 but was significantly delayed due to COVID-19 restrictions. Work is now well underway and it is anticipated that the works should be completed by the end of June 2021. The TVCA funding should be spent and claimed by the end of March 2021 and the local contribution from the Local Transport Plan will be carried forward into 2021/22 to fund the final stage of the works.
2. TVCA submitted proposals to the Department for Transport for Active Travel Funds to start the delivery of the Tees Valley Local Cycling and Walking Infrastructure Plan. The proposal included adding TVCA Transforming Cities Fund monies to create a bigger pot of funding so that the delivery could be accelerated. In Darlington the first scheme is Woodland Road/Duke Street, although the new standards issued by DfT mean that only a short section can be constructed in the first phase. Consultation has been carried out and it is anticipated that a funding agreement will be in place by 31 March 2021 for delivery by March 2022.

Performance Data and Public Satisfaction

**estimated*

APPENDIX D

Performance Measures	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Peak period traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)	20,092	19,528	19,514	20,287	20,419	19,417	19,090	19,524	19,023	14,853*
24 Hour traffic count (average) (data from traffic counters on inner cordon on the approach roads to the Inner Ring Road)		127,306	125,642	123,847	124,764	126,801	125,519	127,938	125,017	94,007*
Bus Punctuality % on time	62%	64%	64%	63%	87%	89%	86%	86%	Update due Autumn 2021 from DfT	Not yet available
Bus Patronage (all operators)	7,164,000	6,605,517	6,604,117	6,505,849	6,422,947	6,240,594	5,972,163	5,741,507	5,457,204	1,987,898*
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	2,167,240	752,476*
Rail Patronage (all 4 Darlington stations)	2,320,360	2,241,390	2,279,159	2,322,927	2,337,809	2,368,780	2,417,328	2,498,158	2,529,450*	Not yet available
Number of cycling trips (automated cycle counters)	1,635.75	1224.50	1,450	1,556.50	1,315.75	1,618	1,585	1,650	1,614	1,648*

Performance Measures	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
No. of walking trips in the town centre	121,948	119,163	121,876	133,983	126,687	124,608	120,359	104,825	111,042	Not yet available

Roads and Footway Conditions											
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
% of principal roads where maintenance should be considered ('A' class)	5%	6%	5%	3.3%	4%	3.4%	1.6%	1.1%	2.2%	3%	Not yet available
% of non-principal roads where maintenance should be considered ('B' & 'C')	10%	11%	12%	14%	11%	9%	6%	6%	7%	6%	Not yet available
Condition of unclassified roads	6%	7%	9%	10%	10%	12%	15%	22%	16%	8%	13%
% of footways which are structurally unsound				10%	9%	9%	9%	9%	9%	11%	17%
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	Not yet available
Street Lighting											
% of street lighting columns over 40 years			29%	26%	20%	24%	3.8%	Not available	0	0	0
% of street lighting columns 20-40 years old			56%	51%	45%	44%	14%	Not available	15%	17%	17.5%

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Bridges											
Bridge Condition Index (average across all bridges; work programme developed from individual inspection reports)					85%	85%	Not available	71%	75%	81%	82%
Bridge Condition Index (Critical Elements i.e. relating to structural integrity) (average across all bridges; work programme developed from individual inspection reports)					74.6%	74%	Not available	71%	72%	69%	71%
Inspections											
Number of potholes repaired				9,490	8,004	6,611	6,246	6,582	6,631	5075	2824 (to end Nov)
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%	82%

Road Safety and Sustainable Transport (figures in brackets are the three year rolling average)											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Number of people killed or seriously injured in road traffic accidents	33 (37)	36 (37)	35 (35)	41 (37)	41(37)	32 (31)	39 (31)	45 (39)	52 (45)	49 (49)	26 (42)
Number of people slightly injured in road traffic accidents	303 (338)	296 (321)	309 (303)	285 (297)	285 (297)	242 (270)	256 (260)	230 (243)	208 (231)	166 (201)	106 (160)
Number of children killed or seriously injured in road traffic accidents	2 (1.7)	4 (2.6)	3 (3)	7 (4.6)	7 (4.6)	2 (4)	4 (3)	5 (3)	5 (5)	6 (5)	3 (5)
Number of children slightly injured in road traffic accidents	34 (41)	32 (36)	45 (37)	34 (37)	34(37)	32 (43)	27 (41)	24 (28)	28 (26)	13 (22)	11 (17)
% of children taking part in pedestrian training from participating schools	91	80	85	91	91	86	90	87	86	86	Not available
% of children taking part in cycle training (Year 5) from participating schools	65	45	54	56	56	50	52	66	63	63	Not available

NHT Satisfaction Survey Results

Public Satisfaction – National Highways and Transportation Survey (NHT)										
	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Overall public satisfaction	56.3	55.7	54.9	55.1	56	56	54	54	55	55
Public transport overall	56	54	-	-	59	59	60	62	64	
Local bus services	57	54	58	60	60	62	60	62	63	63
Local bus services (BVPI 104)	51	47	53	55	60	61	64	66	62	59
Public Transport Info (BVPI 103)	46	39	41	48	48	51	47	51	51	41
Taxi/Mini cab services	68	67	68	70	69	67	66	68	69	69
Community Transport	57	57	57	58	56	55	55	55	59	62
Walking & Cycling overall	59	58	57	55	57	58	56	56	56	53
Pavements and footpaths	56	56	55	55	55	55	54	53	54	53
Pavements and footpaths (aspects)	57	57	58	57	61	61	58	58	60	56
Cycle routes and facilities	60	59	55	53	54	55	55	54	53	50
Cycle routes and facilities (aspects)	60	60	57	55	58	58	55	59	55	49
Rights of Way	60	57	60	58	58	60	57	58	59	58
Rights Of way (aspects)	57	56	55	52	58	56	56	56	56	54

Tackling congestion overall	51	52	54	53	53	51	48	49	50	49
Traffic levels and congestion	49	49	49	44	47	46	44	46	45	49
Management of Road works	49	54	53	51	56	50	51	53	55	54
Traffic management	53	55	54	54	56	56	55	57	56	42
Overall road safety	60	59	57	57	62	58	57	60	59	56
Road safety locally	61	62	59	61	63	60	57	58	59	58
Road safety environment	59	58	56	57	61	57	57	59	59	57
Road safety education	58	58	57	56	61	58	58	61	59	54
Overall highways maintenance	51	50	46	47	52	53	50	49	51	49
Condition of highways	32	34	28	31	34	38	34	30	35	35
Highways maintenance	48	48	48	48	54	53	51	51	53	51
Street lighting	71	69	69	71	70	69	66	65	65	65
Highway enforcement/obstructions	52	49	49	48	51	50	48	49	52	46

COMMUNITIES AND LOCAL SERVICES SCRUTINY COMMITTEE 25 FEBRUARY 2021

WORK PROGRAMME

SUMMARY REPORT

Purpose of the Report

1. To consider the work programme items scheduled to be considered by this Scrutiny Committee during the 2020/21 Municipal Year and to consider any additional areas which Members would like to suggest should be added to the previously approved work programme.

Summary

2. Members are requested to consider the attached draft work programme (**Appendix 1**) for the remainder of the 2020/21 Municipal Year which has been prepared based on Officers recommendations and recommendations previously agreed by this Scrutiny Committee.
3. Any additional areas of work which Members wish to add to the agreed work programme will require the completion of a quad of aims in accordance with the previously approved procedure (**Appendix 2**).

Recommendation

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

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
Grass Verge Management	25 February 2021	Dave Winstanley	More people caring for our environment	Build strong communities		To gain an understanding on the management of grass verges.
Community Safety	25 February 2021 Last considered 13 February 2020	Ian Thompson	A safe and caring community A place designed to thrive	Build strong communities		To update Scrutiny Members on Community Safety.
Local Transport Plan	25 February 2021	Sue Dobson	More businesses more jobs More people caring for our environment More people healthy and independent A place designed to thrive	Build Strong Communities Grow the Economy		To give Scrutiny Members the opportunity to consider prior to Cabinet.

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
Library Services To include digital offer	22 April 2021	Ian Thompson	More people active and involved A place designed to thrive	Spend every pound wisely	CUL 065 CUL 066 CUL 067	To scrutinise and undertake any further work if necessary.
Tees Valley Combined Authority Transport Strategy (to include Bus Services in the Tees Valley)	22 April 2021	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.
Replacement of Dog Control Orders with Public Space Protection Order	22 April 2021 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		To update Scrutiny Members on the introduction of Public Space Protection Orders (PSPOs).
Hippodrome	22 April 2021	Ian Thompson	More people active and involved A place designed to thrive	Spend every pound wisely		To scrutinise and undertake any further work if necessary.
CCTV	To be agreed	Ian Thompson/ Graham Hall	A safe and caring community	Spend every pound wisely		To update Scrutiny Members and undertake any further work if necessary.

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
<p>Performance Management and Regulation/ Management of Change</p> <p>Regular Performance Reports to be Programmed</p> <p>End of Year Performance (including Compliments Comments and Complaints)</p>	<p>Year End/Quarter 4 – July 2021</p>	<p>Relevant AD</p> <p>Relevant AD</p>	<p>A safe and caring community</p> <p>More businesses, more jobs</p> <p>More people caring for our environment</p> <p>A place designed to thrive</p>	<p>Build strong communities.</p> <p>Spend every pound wisely</p> <p>Grow the economy</p>	<p>Full Performance Management Framework suite of indicators.</p>	<p>To receive quarterly monitoring reports and undertake any further detailed work into particular outcomes if necessary.</p>
<p>Tree and Woodland Strategy 2021-2031</p>	<p>Last considered 27 August 2020</p>	<p>Brian Graham</p>	<p>More people caring for our environment</p> <p>A place designed to thrive</p>	<p>Build strong communities</p>		<p>To give Scrutiny Members the opportunity to consider.</p>

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
Indoor /Outdoor Market	Last considered 27 August 2020	Mark Ladyman	A safe and caring community More businesses, more jobs A place designed to thrive	Spend every pound wisely		To update Scrutiny on the development of the Indoor/Outdoor Market.
Bank Top Masterplan	Last considered 22 October 2020	Dave Winstanley	A place designed to thrive	Spend every pound wisely Grow the economy		To influence the Bank Top Masterplan and ensure the best outcomes for Darlington's residents and its economy.
Rail Heritage – To include Head of Steam and 2025 Review group also established	Last considered 22 October 2020	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.
Introduction to Environmental Health	Members briefing – 19 November 2020	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.

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
Northgate Initiative	Last considered 10 December 2020	Seth Pearson	Children with the best start in life A safe and caring community More people caring for our environment More people active and involved More people healthy and independent A place designed to thrive	Build Strong Communities		To update Scrutiny Members and undertake any further work if necessary.

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to Performance Management Framework (metrics)	Scrutiny's Role
Back Lanes To include dog fouling and fly tipping	10 December 2020	Ian Thompson	A safe and caring community More people caring for our environment More people active and involved A place designed to thrive	Build Strong Communities		To update Scrutiny Members and undertake any further work if necessary

REVIEW GROUP

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to PMF (metrics)	Scrutiny's Role
School Streets Initiative	Group met on 16 December 2020 and 14 January 2021 Report to Scrutiny on 25 February 2021					To enable Scrutiny members to understand the work to date, input their experience and their perspectives to inform the work going forward.

JOINT COMMITTEE WORKING – HEALTH AND HOUSING SCRUTINY COMMITTEE

Topic	Timescale	Lead Officer/ Organisation Involved	SCS Outcome	Darlington Conditions	Link to PMF (metrics)	Scrutiny's Role
Drug and Alcohol Service Contract	14 April 2021 (Health and Housing Scrutiny Committee)	Ken Ross	A safe and caring community More people healthy and independent	Build Strong Communities Spend every pound wisely		To update Scrutiny Members undertake any further work if necessary.

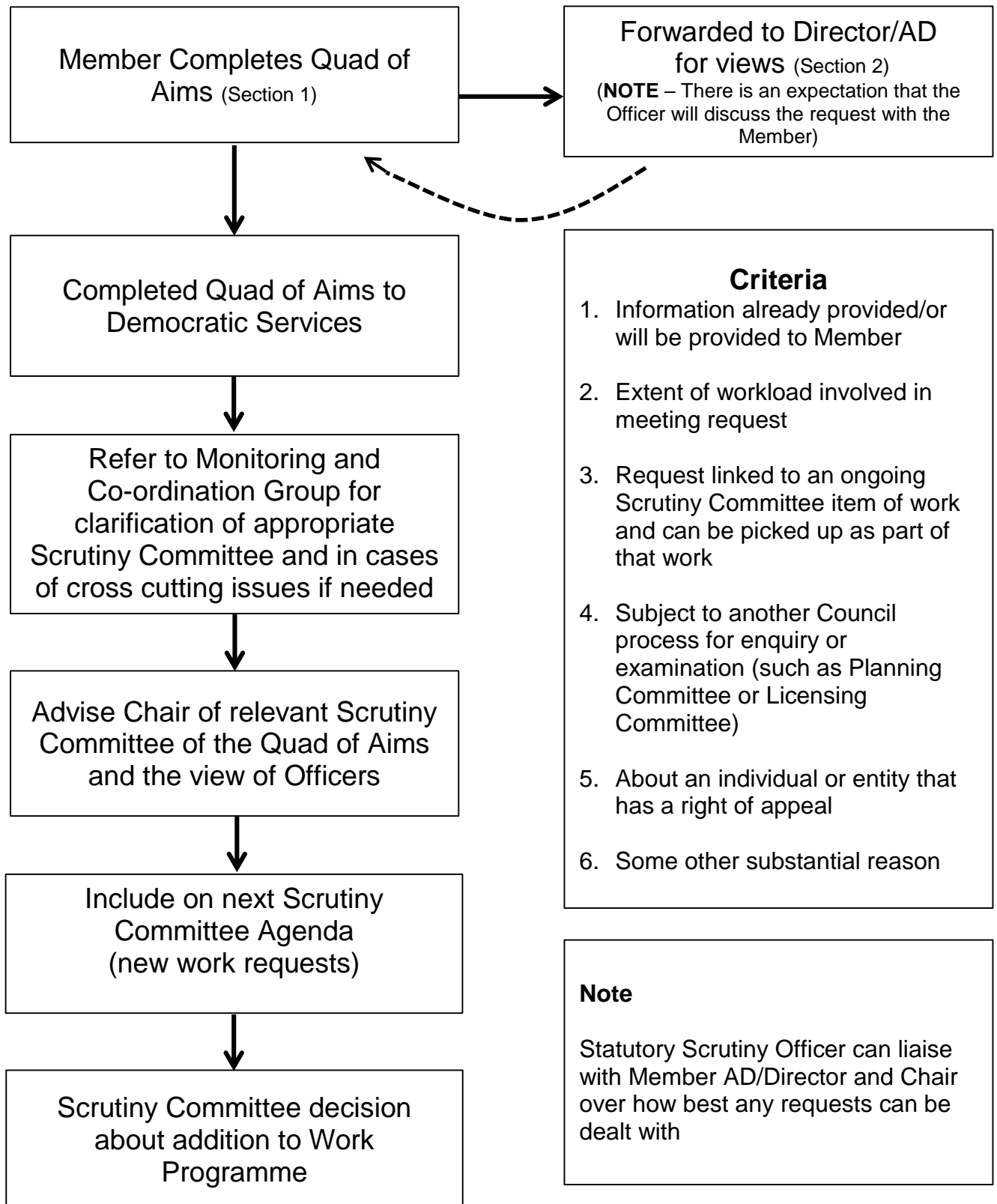
Performance Indicators

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)

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



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

SECTION 1 TO BE COMPLETED BY MEMBERS

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

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

Page 148

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 149

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

Signed Position Date

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**DARLINGTON BOROUGH COUNCIL
FORWARD PLAN**

Title	Decision Maker and Date
Annual Audit Letter	Cabinet 9 Feb 2021
Calendar of Council and Committee Meetings 2021/22	Cabinet 9 Feb 2021
Darlington Capital Strategy including Capital Programme	Cabinet 9 Feb 2021
Housing Revenue Account	Council 18 Feb 2021 Cabinet 9 Feb 2021
Medium Term Financial Plan	Council 18 Feb 2021 Cabinet 9 Feb 2021
Project Position Statement and Capital Programme Monitoring - Quarter 3	Cabinet 9 Feb 2021
Revenue Budget Monitoring - Quarter 3	Cabinet 9 Feb 2021
Schools Admissions 2021/22	Cabinet 9 Feb 2021
Treasury Management Strategy and Prudential Indicators	Council 18 Feb 2021 Cabinet 9 Feb 2021
Acquisition of Land at Snipe Lane, Darlington	Cabinet 9 Feb 2021
Schedule of Transactions	Cabinet 9 Feb 2021
Climate Change - Update	Cabinet 9 Mar 2021
Local Transport Plan	Cabinet 9 Mar 2021
Regulatory Investigatory Powers Act (RIPA)	Cabinet 9 Feb 2021
Annual Procurement Plan 2021/22	Cabinet 13 Apr 2021
Special Educational Needs and Disabilities (SEND) Capital Projects	Cabinet 13 Apr 2021

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