

Cabinet Agenda

5.00 pm Tuesday, 8 November 2022 Council Chamber, Town Hall, Darlington DL1 5QT

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

- Introductions/Attendance at Meeting.
- 2. Declarations of Interest.
- 3. To hear relevant representation (from Members and the General Public) on items on this Cabinet agenda.
- 4. To approve the minutes of the meeting of this Cabinet held Tuesday 11 October 2022. (Pages 5 10)
- Matters Referred to Cabinet –
 There are no matters referred back for reconsideration to this meeting
- 6. Issues Arising from Scrutiny Committee –
 There are no issues referred back from the Scrutiny Committees to this Meeting, other than where they have been specifically consulted on an issue and their comments are included in the contents of the relevant report on this agenda.
- 7. Key Decisions
 - (a) Darlington Transport Plan –Report of the Group Director of Services.(Pages 11 164)
 - (b) Town Centre Car Parking Offer -

Report of the Group Director of Services (Pages 165 - 170)

- Housing Complaints Reforms –
 Report of the Group Director of Operations.
 (Pages 171 190)
- Council Tax Exemption for Care Leavers 2023/24 –
 Report of the Group Director of Operations.
 (Pages 191 196)
- Council Tax Support Scheme Approval 2023/24 Report of the Group Director of Operations. (Pages 197 - 246)
- Project Position Statement and Capital Programme Monitoring Quarter 2 2022/23 Report of the Group Director of Operations and the Group Director of Services.
 (Pages 247 266)
- 12. Revenue Budget Monitoring 2022/23 Quarter 2 Report of the Group Director of Operations. (Pages 267 284)
- Disposal of Land at Neasham Road for Housing Development Report of the Chief Executive. (Pages 285 - 294)
- 14. Membership Changes To consider any Membership Changes to Other Bodies to which Cabinet appoints.
- 15. SUPPLEMENTARY ITEM(S) (if any) which in the opinion of the Chair of this Committee are of an urgent nature and can be discussed at this meeting.
- 16. Questions.

EXCLUSION OF THE PUBLIC AND PRESS

17. To consider the exclusion of the Public and Press:—

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

PART III NOT FOR PUBLICATION

Le Sinhe

Luke Swinhoe Assistant Director Law and Governance

Monday, 31 October 2022

Town Hall Darlington.

Membership

Councillors Clarke, Dulston, Durham, Keir, K Nicholson, Renton and Tostevin

If you need this information in a different language or format or you have any other queries on this agenda please contact Lynne Wood, Elections Manager, Operations Group, during normal office hours 8.30 a.m. to 4.45 p.m. Mondays to Thursdays and 8.30 a.m. to 4.15 p.m. Fridays (e-mail Lynne.Wood@darlington.gov.uk or telephone 01325 405803).



DECISIONS SHOULD NOT BE IMPLEMENTED BEFORE MONDAY 24 OCTOBER 2022

CABINET

Tuesday, 11 October 2022

PRESENT – Councillors Keir (Chair), Clarke, Durham, Marshall and Tostevin

INVITEES - Councillors Curry, Harker and Snedker

APOLOGIES – Councillors Dulston, K Nicholson, Renton and Wright.

C189 DECLARATIONS OF INTEREST.

There were no declarations of interest reported at the meeting.

C190 TO HEAR RELEVANT REPRESENTATION (FROM MEMBERS AND THE GENERAL PUBLIC) ON ITEMS ON THIS CABINET AGENDA.

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

C191 TO APPROVE THE MINUTES OF THE MEETING OF THIS CABINET HELD ON TUESDAY, 6 SEPTEMBER 2022.

Submitted - The Minutes (previously circulated) of the meeting of this Cabinet held on Tuesday 6 September 2022.

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

REASON – They represent an accurate record of the meeting

C192 MATTERS REFERRED TO CABINET

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

C193 ISSUES ARISING FROM SCRUTINY COMMITTEE

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

C194 KEY DECISIONS:-

There were no Key Decisions made at the meeting.

C195 CORPORATE PEER REVIEW REPORT AND ACTION PLAN

The Deputy Leader introduced the report of the Chief Executive (previously circulated) providing details of the Corporate Peer Review that was requested by the Council and

conducted by the Local Government Association (LGA) in June 2022; presenting the LGA Corporate Peer Challenge Feedback Report; and requesting that consideration be given to the action plan (also previously circulated) that was developed in response to the recommendations made by the LGA following the Review.

It was reported that Corporate Peer Reviews were seen as good practice within the local government sector and that they typically looked at five main areas, namely:- local priorities and outcomes; organisational and place leadership; governance and culture; financial planning and management; and capacity for improvement. The Council invited the LGA to undertake a Peer Review, and in addition to the 5 main areas it requested the team also assessed 'the Council's customer/citizen engagement and how it interacted with them to see if there were improvements to be made within the context of resources available.'

The submitted report stated that in advance of the review the Council had produced a position statement that was shared with the Peer Review Team; the self-assessment of the Council and Borough as a whole was used by the team to inform areas of analysis throughout the review; the team had had an organised tour of the Borough; and that over 120 people were interviewed across 38 meetings, which included staff, Members and a wide range of external stakeholders.

Reference was made to the six recommendations contained within the feedback report which had been proposed to help the Council develop and learn and to the action plan that had been developed to meet those objectives.

Particular references were made at the meeting to Recommendations 1, 3 and 5, and in doing so highlighted the inequalities that currently existed; the role of the refreshed strategic partnership in tackling those inequalities; the impact of national policy on inequalities; the uncertainty around Social Care; and the issues that the Council faces in meeting the needs of those people leaving Social Care as a result of short term funding. The Deputy Leader responded thereon.

- **RESOLVED** (a) That the Local Government Association (LGA) Corporate Peer Review Feedback Report, as appended to the submitted report, be noted and accepted.
- (b) That the action plan developed in response to the recommendations of the Peer Review, as detailed in the submitted report, be approved.
- (c) That the Peer Review team be thanked for their work in conducting the review and for the production of a helpful report.
- **REASONS** (a) The Council is required to develop an action plan in response to the LGA Corporate Peer Review report.
- (b) The Council wishes to develop and learn as an organisation and the recommendations in the report will help to achieve this objective.

C196 (URENT ITEM) HOUSEHOLD SUPPORT FUND

The Cabinet Member with the Children and Young People Portfolio introduced the report of the Chief Executive (previously circulated) requesting that consideration be given to the programme of support to deliver the second extension of the Government funded Household Support Fund (HSF) for the period 1 October 2022 to 31 March 2023.

The submitted report stated that on 26 May 2022, the Chancellor announced, as part of a number of measures to provide help with global inflationary challenges and the significantly rising cost of living, that the Household Support Fund (HSF) would be extended from 1 October 2022 to 31 March 2023; the guidance was received at the beginning of September; Darlington's draft allocation of £913,853 was received on 22 September 2022; plans for delivery had to be submitted to government no later than the 28 October 2022; and that they needed to be made publicly available, including details of any application processes.

Particular reference was made to the proposed elements for inclusion in the programme which included:- food vouchers to families with children on free school meals; fuel vouchers through The Bread and Butter Thing (TBBT); support for the Food Bank; support for Care Leavers; support for the elderly; and support for vulnerable groups through the voluntary and community sector.

Reference was made at the meeting to the amount of funding that each family could receive; the amount of money taken out of the economy by changes to universal credit which was impacting both families and businesses; the rise in the number of people relying on foodbanks; the number of children living in poverty from working families; and to the number of people and families that were struggling. Clarity was also sought at the meeting on the amount of food vouchers available to families with children on free school meals. The Cabinet Member with the Children and Young People Portfolio and the Group Director of Operations responded thereon.

RESOLVED - (a) That the proposed programme and estimated costings, as outlined in the submitted report, be approved.

- (b) That delegated authority be given to the Chief Executive, in conjunction with the Portfolio Holder for Children and Young People, to amend funding pots as necessary to ensure full utilisation of the grant within the time period.
- (c) That a submission to government be made based on the programme, as outlined in the submitted report.

REASONS – (a) To address the criteria laid down in the guidance.

(b) In order to secure the grant funding.

C197 TREASURY MANAGEMENT ANNUAL REPORT AND OUTTURN PRUDENTIAL INDICATORS 2021/22

The Cabinet Member with the Resources Portfolio introduced the report of the Group Director of Operations (previously circulated) providing important information regarding the regulation and management of the Council's borrowing, investments and cash-flow; treasury activity for 2020/21; and seeking approval of the Prudential Indicator results for 2020/21 in

accordance with the Prudential Code.

It was reported that the financial year 2020/21 was an unprecedented year with regard to treasury management due to the ongoing Covid-19 pandemic; the cost of borrowing remained low throughout 2020/21; and that due to recent low returns for cash investments new ways to improve investment returns were continually being sought.

The submitted report summarised the capital expenditure and financing for 2020/21; the Council's overall borrowing need; the Treasury position as at 31 March 2021; prudential indicators and compliance issues; the economic background for 2020/21; treasury management activity during 2020/21; investment position; and performance and risk benchmarking.

It was also reported that the Council's treasury management activity during 2020/21 had been carried out in accordance with the Council policy and within legal limits; financing costs had been reduced during the year; and a saving of £0.366M had been achieved from the original Medium-Term Financial Plan.

RESOLVED - (a) That the outturn 2021/22 Prudential Indicators, as detailed within the submitted report and in Appendix 1, be noted.

- (b) That the Treasury Management Annual Report for 2021/22, as detailed in the submitted report, be noted.
- (c) That the report be forwarded to Council, in order for the 2021/22 Prudential Indicators to be noted.

REASONS - (a) In order to comply with the Prudential Code for Capital Finance in Local Authorities.

- (b) To inform Members of the Performance of the Treasury Management function.
- (c) To comply with the requirements of the Local Government Act 2003.

C198 OBJECTIONS TO THE EXPERIMENTAL TRAFFIC REGULATION ORDER ON CONISCLIFFE ROAD

The Cabinet Member with the Local Services Portfolio introduced the report of the Group Director of Services (previously circulated) advising Members of three objections received to a proposal for waiting restrictions on Coniscliffe Road and to seek a decision on whether to proceed with the proposal.

The submitted report stated that pavement cafés had been in place on Coniscliffe Road since the Summer of 2020; they were initially implemented as a response to the reopening of hospitality businesses after the first Covid-19 lockdown; Government enacted the Business and Planning Act 2020 on 22 July 2020 to enable local authorities to make provision for outdoor dining due to the restrictions on indoor eating and drinking; Coniscliffe Road was one of the areas identified where outdoor dining could be accommodated and that would be of benefit to the local hospitality businesses; the road was subsequently closed to enable tables and chairs to be placed on the carriageway; an experimental order was put in place to

facilitate the closure and associated changes to waiting and loading restrictions; the order was reviewed 12 months later; and that the outcome of the review was that the pavement cafés were well supported, but changes were put in place to enable the road to be partially reopened.

Discussion ensued at the meeting on the objections received and what support or alternatives, if any, that had been considered that may assist the businesses impacted by the proposal. The Cabinet Member with the Local Services Portfolio and the Group Director of Services responded thereon.

RESOLVED - That the objections, as detailed in the submitted report, be set aside and officers be authorised to make the changes permanent, as shown on the plan appended at Appendix 1 to the submitted report.

- **REASONS** (a) To support the provision of pavement cafés in accordance with the Town Centre Strategy and the Council's pavement café policy.
- (b) It will maintain traffic flow in accordance with our duty under the Road Traffic Regulation Act 1984.

C199 INGENIUM PARC – PROPOSED DEVELOPMENT UPDATE

The Cabinet Member with the Economy Portfolio introduced the report of the Chief Executive (previously circulated) requesting that consideration be given to the sale of approximately 11.28 acres (4.56 hectares) of land at Ingenium Parc, Darlington, shown hatched on the plan (also previously circulated), subject to the grant of planning permission for development.

The submitted report stated that the Council owned land at Ingenium Parc which was available for inward investment/industrial development subject to enabling infrastructure to open up the site; an enquiry had been received from a developer with an occupier identified to acquire a site; as part of their proposals they had indicated, that subject to planning permission they would build a road to access their site that would in turn open up more of the Council's land; and the development of the site would generate circa 220 jobs and would boost the economic growth and business profile of the Borough. The disposal of the land would only generate a modest capital receipt as the cost of the access road and associated infrastructure was significant and would need to be offset against the value of the land.

It was also reported that the enabling infrastructure work referred to would require the Council to repay Tees Valley Combined Authority 34 percent of any capital receipts received from the disposals of land at Ingenium Parc, up to a maximum of £1.6M.

- **RESOLVED** (a) That the sale of approximately 11.28 acres (4.56 hectares) of land at Ingenium Parc, as shown on the plan appended to the submitted report, be approved on the terms as set out in Appendix B of the submitted report.
- (b) That the Assistant Director of Economic Growth be authorised, in consultation with the Resources Portfolio Holder, to agree terms in line with those as detailed in Appendix B of the submitted report, and the Assistant Director for Law and Governance be authorised to

document the sale of the property accordingly and associated matters.

(c) That Tees Valley Combined Authority's interest in the site be noted and the Assistant Director of Economic Growth be authorised to reimburse their portion of any receipt, accordingly.

REASONS – (a) To achieve development of further plots and new income through business rates.

(b) To assist business development and job creation in Darlington.

C200 SCHEDULE OF TRANSACTIONS

The Cabinet Member with the Resources Portfolio introduced the report of the Chief Executive (previously circulated) requesting that consideration be given to the Schedule of Transactions (also previously circulated).

RESOLVED – That the Schedule of Transactions, as detailed in the appendix to the submitted report, be approved, and the transactions be completed on the terms and conditions detailed therein.

REASONS – The terms negotiated require approval by Cabinet before binding itself contractually to a transaction.

C201 MEMBERSHIP CHANGES - TO CONSIDER ANY MEMBERSHIP CHANGES TO OTHER BODIES TO WHICH CABINET APPOINTS.

There were no membership changes reported at the meeting.

DECISIONS DATED – FRIDAY 14 OCTOBER 2022

Agenda Item 7(a)

CABINET 8 NOVEMBER 2022

DARLINGTON TRANSPORT PLAN, DARLINGTON TOWN CENTRE TRANSPORT PLAN AND DARLINGTON PARKING STRATEGY

Responsible Cabinet Member - Councillor Andy Keir, Local Services Portfolio

Responsible Director - Dave Winstanley, Group Director of Services

SUMMARY REPORT

Purpose of the Report

1. For members to consider the adoption of the Darlington Transport Plan, Darlington Town Centre Transport Plan and Parking Strategy following the consultation process.

Summary

- 2. The Tees Valley Strategic Transport Plan (STP) 2020-2030 was developed by Tees Valley Combined Authority (TVCA) in partnership with all Tees Valley local authorities. The strategy was published in 2020 and sets out the strategic direction for transport in the Tees Valley. The STP is supported by other strategies developed by TVCA including the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Tees Valley Bus Service Improvement Plan (BSIP).
- 3. The Darlington Transport Strategy sets out how the priorities set out in the STP will be delivered in Darlington. It takes account of local priorities and sets a delivery framework to ensure that these priorities are delivered.
- 4. Cabinet approved the Darlington Transport Plan framework on 9 March 2021, as a basis for consulting the public and other stakeholders on our key transport objectives and priorities.
- 5. The Darlington Town Centre Transport Plan will support the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. Good quality transport into and within the town centre is important to support the transformation, growth and management of movement within the town centre and will help to make it a more attractive place to live, work and visit.
- 6. The Darlington Parking Strategy sets out a framework for the provision and control of parking within the borough in order to meet the aspirations of the Darlington Transport Strategy and the Darlington Town Centre Transport Plan.
- 7. Communities and Local Services Scrutiny Committee considered all three plans on 25 August 2022.

8. In terms of responses, there were 34 responses to the Darlington Transport Strategy, 14 responses to the Darlington Parking Strategy and no responses to Darlington Town Centre Transport Plan. The responses were broadly in support of our approach and no changes were made to the documents as a result of consultation.

Recommendations

- 9. It is recommended that:-
 - (a) Cabinet notes the outcome of the consultation
 - (b) Cabinet approves the Darlington Transport Strategy, Darlington Town Centre Transport Plan, and Darlington Parking Strategy
 - (c) That a report be taken to Council to consider the approval and adoption of the Darlington Transport Strategy, Darlington Town Centre Transport Plan, and Darlington Parking Strategy into the policy framework.

Reasons

- 10. The recommendations are supported by the following reasons:-
 - (a) To provide a strategic framework to support growth in Darlington through the provision of improved transport infrastructure and promote sustainable transport initiatives.
 - (b) To support the Town Centre Strategy by improving transport links into, and reducing the impact of traffic travelling through the Town Centre in order to help it be a place where people will want to continue visiting, shopping, working and living in.

Dave Winstanley Group Director of Services

Background Papers

- (i) Cabinet 9 March 2021 Item 7a Local Transport Plan
- (ii) Communities and Local Services Scrutiny Committee 25 August 2022 Item 6, Darlington Transport Plans and Parking Strategy

Kay Gamble: Extension 6491

The policy documents are not considered to have any material implications on crime and disorder.				
Health and Wellbeing The Transport Strategy seeks to achieve better health and longer life expectancy for everyone by reducing the risk of death, injury or illness from transport and by providing travel options to keep people active and independent. Carbon Impact and Climate Change The Transport Strategy seeks to tackle climate change through quantified reductions in greenhouse gas emission from transport. The programme includes schemes to encourage the use of sustainable modes of transport. As highway schemes have an impact on the built environment disability groups are consulted to ensure the needs of disabled people are considered. ALL Groups Affected There are no proposals that impact on specific groups. Budget and Policy Framework The Tees Valley Strategic Transport Plan (STP) has been adopted by TVCA Cabinet as the Local Transport Plan for the Tees Valley including the constituent local authorities. The Darlington Transport Plan and supporting strategies sets out the policies and actions to deliver Darlington's element of the STP. This will form part of the policy framework subject to approval by Cabinet and adoption by Council. Key Decision This is not an urgent decision. Urgent Decision This is not an urgent decision. Darlington Transport Plan will support economic growth through the delivery of planned sustainable transport solutions to enable people to access employment and other important services in an efficient manner. Efficiency The Transport Plan 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. This report has no impact on Looked After Children or Care Leavers		1		
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MAIN REPORT

Information and Analysis

- 11. Tees Valley Combined Authority (TVCA) are the transport authority for the Tees Valley region. They are required to produce a transport strategy for the area and published their Strategic Transport Plan (STP) in 2020 after a period of consultation. The document sets the transport priorities for the Tees Valley.
- 12. It was agreed that the constituent Local Authorities would develop their own transport strategy and implementation plan to support delivery of the STP and to capture local priorities and issues. Darington Transport Strategy has been developed to address these regional and local priorities whilst contributing to national and international priorities such as carbon reduction and climate change.
- 13. The framework for the Darlington Transport Strategy was approved by Cabinet in March 2021. This framework has been developed into a full strategy and consultation has taken place with the public and other key stakeholders. In addition, two supporting documents have been developed, Darlington Town Centre Transport Plan and Darlington Parking Strategy. Both documents were also the subject of consultation.
- 14. The transport strategy has a number of objectives:
 - (a) Reduce transport's impact on the environment and support health and wellbeing.
 - (b) Improve safety for all road users.
 - (c) Connect people with job and training opportunities and link communities.
 - (d) Support a revitalised and transformed Darlington town centre.
 - (e) Maintain and effectively manage a resilient transport system.
- 15. In addition, we have also developed the Darlington Town Centre Transport Plan to support the Town Centre Strategy 2019-2030 and the Towns Fund Investment Plan. It sets out how transport can help deliver the new focus set out in the Town Centre Plan.
- 16. Darlington Parking Strategy sets out a framework for the provision and control of parking within the borough in order to meet the aspirations of the Darlington Transport Strategy and the Darlington Town Centre Transport Plan.
- 17. A consultation on the above documents has taken place from 9 August to 9 September 2022. Full versions of the strategies and plans were published including summary documents to make them as accessible as possible. The documents are listed below:-
 - (a) Darlington Transport Plan (Appendix 1)
 - (b) Darlington Transport Strategy Summary Document (Appendix 2)
 - (c) Darlington Town Centre Transport Plan (Appendix 3)
 - (d) Darlington Town Centre Transport Plan Summary Document (Appendix 4)
 - (e) Darlington Parking Strategy (Appendix 5)
 - (f) Darlington Parking Strategy Summary Document (Appendix 6)
- 18. The consultation process included electronic versions of the strategies and plan, and printed documents that were available from the Town Hall, Crown Steet Library and

Cockerton Library. The printed documents were also available on request. Press releases and Facebook posts were also used to promote the consultation and specific groups were contacted. Full details of the consultation are provided below. Details of the responses are provided at **Appendix 7 and 8**.

Financial Implications

19. The documents will enable the Council to prioritise annual funding such as the Local Transport Plan Integrated and Maintenance blocks as well as support bids for national and regional funding from programmes such as Levelling Up Fund and City Region Sustainable Transport Settlement.

Legal Implications

- 20. 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. 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.
- 21. The five constituent local authorities have been asked to produce a "Local Implementation Plan". This demonstrates 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. The Darlington Transport Strategy will be considered by Council to be adopted as part of the Council's 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.
- 22. The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society pursuant to which the Council is subject to the 'Public Sector Equality Duty'. This requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. This is relevant in the context of transport policy making, where for example the change or cessation of services may disproportionately impact protected characteristic groups. The Council will observe its Public Sector Equality Duty in policy and schemes relating to transport.

Estates & Property Advice

- 23. 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.
- 24. 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.

25. The Woodland Road roundabout and Cockerton roundabout schemes both require planning permission and Estates and Legal advice has been sought on land and property issues associated with those schemes.

Procurement Advice

- 26. 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.
- 27. TVCA has undertaken a number of procurements some of which require call off contracts by Darlington Borough Council to deliver programmes at a local level. Procurement and legal advice will be provided to ensure that Darlington Council procurement procedure rules are adhered to.

Equalities Considerations

28. Equalities is a key consideration of the Darlington Transport Strategy and supporting documents. The equalities impact of individual schemes and policies is considered as they are developed. As most of the work programme involves changes to the physical environment the main impacts that are considered relate to disabilities, including mobility, visual and hearing impairments and learning disabilities. Regular meetings are held with Darlington Association on Disability and other advisory groups such as RNIB and Guide Dogs are involved for specific issues.

Consultation

- 29. A consultation process has taken place from 9 August to 9 September 2022. The consultation process was available online and in paper format either from the town hall, Crown Street Library and Cockerton Library, copies were also available upon request to be sent via post. There were no paper responses received for this consultation. The online responses received were as follows:
 - (a) Darlington Transport Strategy 34 responses
 - (b) Darlington Town Centre Transport Plan 0 responses
 - (c) Parking Strategy 14 responses
- 30. Details of the responses are provided at Appendix 7 and 8.
- 31. In terms of Darlington Transport Strategy, maintain roads and footpaths and reduce the number of road traffic collisions had the highest level of support from those responding. Improvements for bus passengers and pedestrians had the strongest support. All measures had more respondents supporting them than opposing them.

- 32. In terms of the Parking strategy there was strong support for all measures. Improve signage and continue to provide more flexible ways to pay for parking had the highest level of support but again all measures had had more respondents supporting them than opposing them.
- 33. There were no responses to the consultation on the Town Centre Transport Plan.

Outcome of Consultation

34. As detailed in the information above there is support for Darlington Transport Plan, Darlington Town Centre Transport Plan and Parking Strategy. From the information received there appears to be support for the plans and we consequently do not propose any changes to the documents.



APPENDIX 1





Darlington Transport Plan

Contents

- Foreword
- Our Vision and Objectives
- Purpose
- Context
- Our journey so far
 - Objectives of transport in Darlington
 - Objective 1 Reduce transport's impact on the environment and support health and wellbeing
 - Objective 2 Improve safety for all road users
 - Objective 3 Connect people with job and training opportunities and link communities
 - Objective 4 Support a revitalised and transformed Darlington town centre
 - Objective 5 Maintain and effectively manage a resilient transport system
- Fit with wider policies
- Action plan (appendix)



Foreword

At the heart of transport are people and services. Transport moves people and goods to where they need to go. We all rely on transport and it provides us with opportunities.

How we travel will matter even more in the future. It will matter to our future health, wellbeing and prosperity and that of our children's.

Without substantial efforts to curb greenhouse gas emissions over the next decade we are likely to face severe, widespread, and irreversible impacts on our society. The predicted impacts of climate change in Darlington include more frequent and intense flooding, drought, episodes of extreme heat and stormier conditions. In July 2019, Darlington Borough Council declared a climate emergency and committed to becoming a carbon neutral council by 2050. As a result, we need to both mitigate and adapt to climate change.

At the same time we are becoming less healthy. The COVID-19 pandemic has had an impact on the mental and physical health of our people and there are new strains on our health facilities that mean we need to think about how we can encourage everyone to lead healthier lives.

Part of the way in which we can tackle this is to work together to change the way we travel. We all must be part of the change to less pollution, less congestion and more green space and healthier, affordable ways to move around and run our businesses. These changes will set our community towards a bright future.

Darlington is our town, it's a great place to live, work and visit. We attract talent and jobs into our region, we are a place to raise families and grow old in good health. We are well connected to fantastic cities like Manchester, London and Edinburgh, to amazing countryside on our doorstep and we are friendly and welcoming to visitors. We care about each other and want what's best for our children. So, let's work together and find new ways to go!



Councillor Andy Keir, Local Services Portfolio

Our Vision

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing and supports inclusive economic growth.

Our Objectives

- Reduce transport's impact on the environment and support health and wellbeing;
- 2. Improve safety for all road users;
- 3. Connect people with job and training opportunities and link communities;
- 4. Support a revitalised and transformed Darlington town centre;
- **5.** Maintain and effectively manage a resilient transport system.

Purpose

Darlington is regarded as the 'gateway' to the Tees Valley and to the wider North East region. Darlington station on the East Coast Mainline railway connects the borough and Tees Valley with the rest of the UK, whilst Teesside International Airport, located within the borough, provides links to Europe and the world through Amsterdam.

Darlington sits at the crossing of the north-south A1 motorway and the east-west A66 trunk road. Our location and excellent connections combined with a high quality of life are key assets in Darlington's attractiveness as a place to live and work.

However, given the current, urgent and interrelated environmental, economic and social challenges we are facing at an international, national and local level there is more that needs to be done. Change needs to begin at the local level with us all working together to create healthier communities with cleaner air, stronger local economies, and better resilience against climate change. Transport has a big part to play.

This Darlington Transport Strategy 2022-2030 describes what we now need to do differently to address the current and future challenges.

This Strategy also supports the delivery of the Tees Valley Strategic Transport Plan, which sets the vision, objectives and investment priorities for the transport system across the Tees Valley. The delivery of the Strategic Transport Plan (STP) has been further developed in the City Region Sustainable Transport Settlement (CRSTS) agreed with the Department for Transport (DFT). This provides the Authority with funding over five years and a clear prioritisation of decarbonisation, growth and levelling up. This also delivers against the new Local Plan 2016-2036¹ which seeks to improve connectivity, minimise the distance and length of the journey, and make best use of existing public transport and the highways network while delivering sustainable transport choices. The majority of new residential, commercial and employment development is therefore guided to the main towns and larger villages and sustainable methods of transport will be prioritised.

A Shared commitment with the operators to transform the operators to transform the Tees Valley bus services and grow passenger numbers **Putting the Tees** Valley atthe (A) heart of the digital transport **Making cycling** Customer & walking the Revolution natural choice **High-quality choice** for shorter and Tees Valley journeys **Transport Brand Positioning the** Tees Valley at the forefront of decarbonising transport **Transforming** the Tees Valley **Ensuring** rail system everyone can everyone can access opportunity Plantsystem Plantsystem

Context

Climate Change

Darlington will deliver the CRSTS and STP priorities at a local level.

The UK Climate Change Commission² has clearly set out that human activity is now causing changes to the climate:

- Global and UK average land temperatures have risen by around 1.2°C since the 1850-1900 period
- UK sea levels have risen by 16cm since 1900.
- Episodes of extreme heat are becoming more frequent, with the chance of a hot summer like 2018 now up to 25% per year compared to less than 10% a few decades ago.

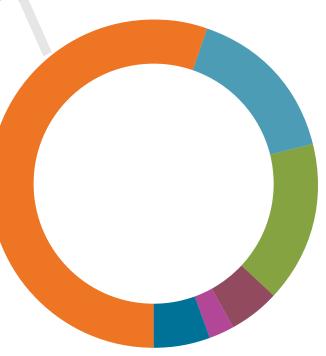
In June 2019, parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050 so that the UK is effectively a net zero emitter.

Key Term: Net Zero Emitter refers to achieving a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere.

Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019; excluding International shipping and aviation³.

% Greenhouse gas emissions by transport mode, 2019

55.4 %	Cars and taxis	1.4%	Rail
15.9%	Heavy goods vehicles	1.2%	Domestic aviation
15.7%	Light duty vehicles	0.4%	Motorcycles and mopeds
5%	Domestic shipping	0.6%	Other road transport
2.5%	Buses and coaches	1.9%	Other transport

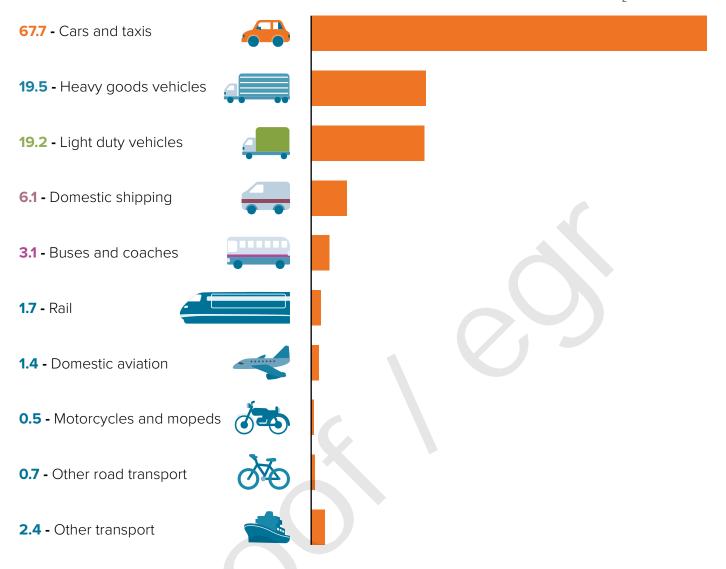


 $^{{}^2\}text{https://www.theccc.org.uk/publication/independent-assessment-of-uk-climate-risk/}$

 $^{^3}$ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

UK domestic transport emissions 2019

Domestic Transport Emissions MtCO₂e



Total Domestic Transport Emissions = $122.15 \text{ MtCO}_2\text{e}$

National Policy direction

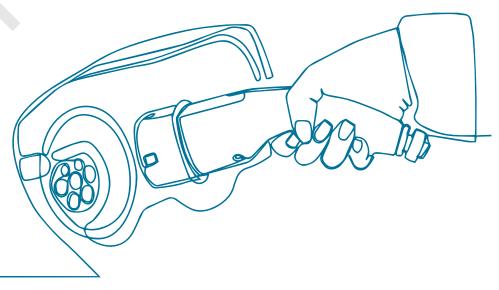
There will be no sales of petrol and diesel vehicles past 2030

Step 1 will see the phase-out date for the sale of new petrol and diesel cars and vans brought forward to 2030. Step 2 will see all new cars and vans be fully zero emission at the tailpipe from 2035. Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids), and this will be defined through consultation. After 2035, the only new cars and vans that can be sold will be pure electric ones.

Investment in electric vehicle charge point (EVCP) infrastructure

To ensure that there is encouragement for people to switch to electric vehicles there needs to be appropriate infrastructure available and this requires investment. The Government are investing significant amounts of money into EVCP infrastructure across England. This is also the case at a local level across the Tees Valley. On 25th March 2022 the Government launched their Electric Vehicle Infrastructure Strategy⁴. This was in response to the rapid uptake of EVs. In 2021, 190,000 EVs were sold in the UK, more than the previous five years combined. This brings with it concern that not everyone has access to off-street parking. The Government has pledged to support local authorities with over £500 million of funding to help find innovative ways to increase local chargepoint coverage. The strategy will put an obligation on transport authorities (TVCA are the transport authority) subject to consultation, to develop and implement local charging strategies. The Tees Valley combined Authority is also investing in the region to provide people with the appropriate infrastructure that is needed. The first phase of the programme will see 32 chargers in 32 pubic car parks within the Tees Valley installation of these is expected to start in 2022. The car parks that have been identified for Darlington are -

- Abbotts Yard
- Winston Street North
- Commercial Street West
- Park Place East
- Park Place West
- Kendrew Street West



⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infra-structure-strategy.pdf

Air quality

The 2019 UK Clean Air Strategy⁵ sets out the case for action to reduce exposure to harmful pollutants including the ending of the sale of new conventional petrol and diesel cars and vans by 2030 and new hybrids by 2035.

Darlington Borough Council currently does not have any Air Quality Management Areas. Air quality has been shown, since the year 2000, to be consistently and generally good. However, there is no statutory requirement on local authorities to review and assess PM2.5. PM2.5 are very fine particles which are now considered to be a more significant health risk than the larger particles (PM10).

For Darlington, it is estimated there are 47 deaths per year attributable to particulate air pollution (PM2.5) with an associated 481 life-years lost in the population⁶.

Key Term: Air Quality Management Areas. If a local authority finds any places where the air quality objectives are not likely to be achieved, it must declare an Air Quality Management Area there.

Health and Wellbeing

The health of people in Darlington is varied compared with the England average. Life expectancy for both men and women is lower than the England average. Life expectancy is 11.7 years lower for men and 8.5 years lower for women in the most deprived areas of Darlington than in the least deprived areas. In Year 6, 22.5% of children are classified as obese, worse than the average for England⁷.

Good mental health is important to daily life. According to the charity Mind, mental health in many ways is just like physical health: everybody has it and we need to take care of it. Good mental health means being generally able to think, feel and react in the ways that you need and want to live your life. Mental health problems affect around one in four people in any given year⁹.

In Darlington levels of depression and anxiety amongst respondents over 18 surveyed as part of the GP Patient Survey (2016/17) were higher than the England average (15.7% compared to 13.7%) and claimants of employment support allowance for mental and behavioural disorders are much higher at 34.4 per 1000 people of working age compared to 27.3 in England as a whole (2018)¹⁰.

Darlington in 100 people Causes of death Heart disease and stroke Chest Conditions All other Causes

⁵ UK Clean Air Strategy 2019 - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

⁶ Public Health England. Estimating Local Mortality Burdens associated with Particulate Air Pollution A M Gowers, B G Miller and JR Steadman, 2014

 $^{^7\} https://www.darlington.gov.uk/media/6987/2018_darlington_health_profile.pdf$

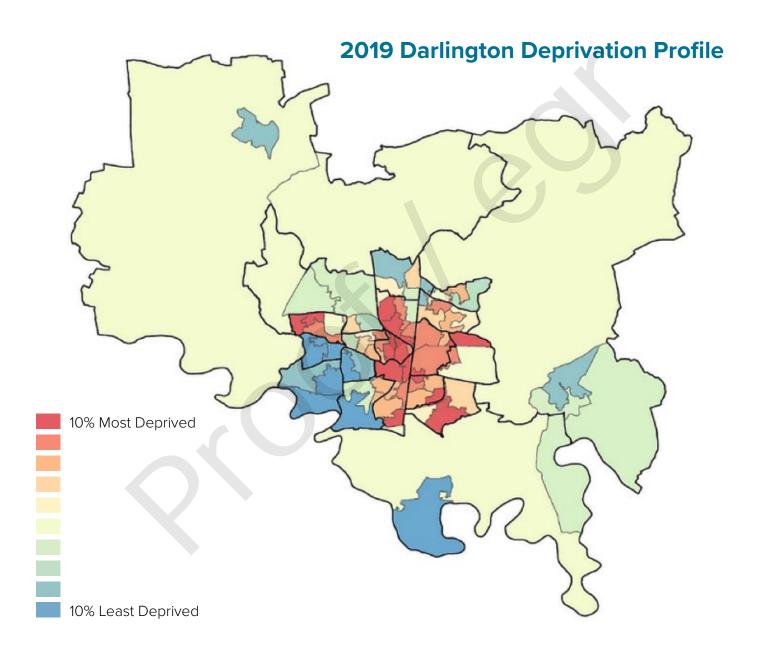
⁸ https://www.darlington.gov.uk/media/3413/darlington-health-and-wellbeing-plan-as-adopted-by-health-and-wellbeing-board-october-2017-v1-8.pdf

https://www.mind.org.uk/information-support/types-of-mental-health-problems/mental-health-problems-introduction/about-mental-health-problems/
 https://fingertips.phe.org.uk/profile-group/mental-health/profile/mh-jsna/data#page/0/gid/1938132922/pat/6/par/E12000001/ati/102/are/E06000005/iid/93495/age/164/sex/4/cid/4/tbm/1/page-options/oww-do-0

Social Inequalities

Indices of multiple deprivation¹¹ relatively rank each small area of England from most deprived to least deprived. The indices consider 7 areas including income, employment, education, health, crime, living environment and barriers to housing and services. In 2019, new data was released and indicated that Darlington has become relatively more deprived.

Of the 317 local authorities in England, Darlington is ranked 77th most deprived based on the average score of the small areas although it remains the least deprived of all the Tees Valley local authorities. Darlington now has 21 small areas within the 20% most deprived in England.



 $^{^{11}\} https://www.darlington.gov.uk/media/10456/index-of-multiple-deprivation-2019-v3.pdf$

Economic Recovery and Town Centre Redevelopment

Recovery from the COVID-19 pandemic is a major challenge for Darlington. We have the lowest workplace and residence-based earnings in the whole of the Tees Valley and we also have an increasing proportion of young people not in work, education or training (NEETs) whilst local graduates often leave the Borough to find "good jobs" elsewhere¹².

Darlington town centre serves 106,000 in the immediate surrounding area and a further 100,000 within a 15-minute drive time. There is a real threat to the fabric of Darlington town centre due to its heavy reliance on retail. Approximately 55% of occupied buildings are used for retail compared to 26% nationally. Darlington has seen a dramatic reduction of 18% in footfall over the last 3 years (prepandemic) and retail vacancies reflect this¹³.

Summary

The local context shapes our priorities

Climate change	reduce carbon emissions from the movement of people and goods
Air quality	reduce carbon emissions from the movement of people and goods
Health	Increase levels of active travel and maintain a good road safety record
Social inequalities	Improve connectivity to jobs, training, education and support services, at an affordable price
Economic growth	Build a sustainable transport system alongside businesses and housing to achieve a high quality place in which to live, work and visit



¹² https://www.darlington.gov.uk/media/1021/economic_strategy_2012-2026.pdf

¹³ https://www.darlington.gov.uk/media/9359/town-centre-strategy-2019-30.pdf

Journey So Far

The past (2000-2021)

Sustainable Travel Town (2004) and Cycle Demonstration Town (2005)

Darlington has a national and international reputation for the work it has done on sustainable transport and active travel. In 2004, it became a Sustainable Travel Town delivering a five-year project funded by the Department for Transport (DfT), to implement projects and test ideas to see if these could change the way people travel in Darlington. The project was named "Local Motion". In 2005, Darlington was chosen as a Cycle Demonstration Town. Both projects demonstrated that a successful approach combines physical improvements with smarter choices; recognises that personal advantage is a key driver of change (people were motivated by improving their health or saving money); and that a strong brand is essential.

KEY TERM: Smarter Choices are defined as more sustainable forms of travel, away from single occupancy vehicles. This includes active travel (walking, cycling), public transport (buses, trains), car sharing, electric vehicles and reducing the need to travel altogether.

Tees Valley Bus Network Improvements (2010-2015)

At the start of the last decade, there was significant investment in a comprehensive package of measures designed to address the overall decline in bus passenger numbers, offered a step change in bus service provision, and provided a real alternative to the private car to help support the long-term economic recovery. As well as bringing new gas-powered buses into Darlington, measures on Yarm Road and North Road, in particular, allowed better reliability, along with more real-time information to give people confidence around using buses.

Local Motion (2011-2015)

Local Motion, funded through the DfT Local Sustainable Travel Fund, enabled Darlington to extend the Local Motion works across the borough and managed to achieve reductions in car use and increases in walking and cycling for short journeys within the urban area of Darlington during a period of employment growth. The work was expanded into South Durham in partnership with Durham County Council to target cross boundary travel.

TVCA (2017-2021)

With the formation of the Tees Valley Combined Authority (TVCA) and the election of the Tees Valley Mayor there has been significant change in the way that transport is planned and managed. TVCA is the Transport Authority whilst the individual local authorities continue as the Highway Authorities. All transport funding is awarded to TVCA and expenditure is agreed by the Tees Valley Transport Committee. Investment is directed by the Tees Valley Strategic Transport Plan and with significant increases in available funding this has enabled the implementation of the Plan to be accelerated. The ongoing partnership working between the Tees Valley Combined Authority (TVCA) and the other Tees Valley local authorities ensures that the transport system meets the needs of a diverse geography, economy and population. Funding is being spent on schemes such as:

- Let's Go Tees Valley, funded by the DFT Access Fund, that offers ideas, advice, support and
 motivation for people to find greener, healthier and cheaper ways to travel. It builds on the Local
 Motion work of Darlington but covers the whole of the Tees Valley.
- The Tees Valley Local Walking and Cycling Infrastructure Plan has been developed and implementation is now underway which includes the first phase of a walking and cycling route between West Park and Darlington town centre via Cockerton.
- A new three-year Wheels 2 Work scheme following a successful pilot has introduced a fleet of 75 electric motorcycles offered to new workers needing reliable transport to get to employment
- Promotion of TeesFlex, an on-demand bus service available to residents in the rural areas of Darlington with no bus services.

Darlington has or is also delivering:

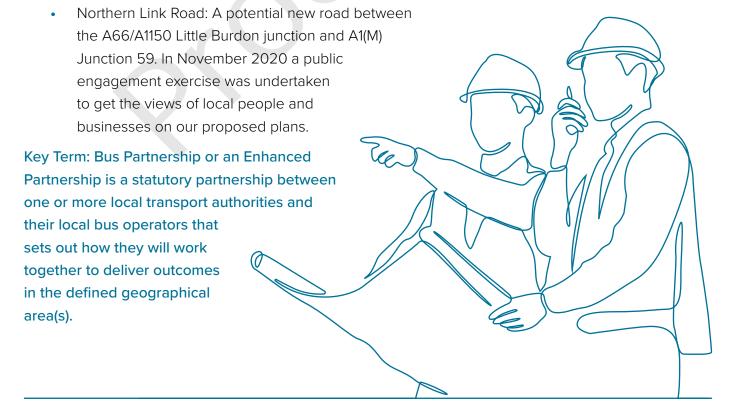
- National Productivity Investment Fund schemes to provide highways improvements that will support Darlington's growing economy. The funding from DfT is being used on some of Darlington's busiest routes to improve access to the town centre and sites around Central Park, Lingfield Point, Yarm Road Industrial Estate and Ingenium Parc.
- Rethinking Victoria Road scheme: Victoria Road was identified as a key street that links our
 ambitious plans for Darlington Station, the redevelopment of the Auction Mart site and our
 ongoing support of the town centre economy. The work on Victoria Road has been completed
 and improves the public realm for residents, businesses and visitors on this key gateway to the
 town with reduced traffic speeds, wider footpaths and the introduction of trees and planters.
- Rollout of additional Electric Vehicle Charging Points in car parks with the first to be installed in 2021/22.

The present

- A significant shift to levelling up, growth and decarbonisation -
 - CRSTS funding opportunity and prioritisation of walking, cycling, bus and rail, electric and hydrogen vehicles.
- Bus Service Improvement Plan (BSIP) -
 - Delivery of bus back batter
 - Enhanced partnership
- Delivery of gear change through the delivery of Local Cycling and Walking Infrastructure Plan (LCWIP)

The future

- Stockton and Darlington Railway Walking and Cycling Route: To create a 26-mile route as close
 to the original alignment of the railway as possible so that people can walk and cycle its full
 length. Some sections already exist but there are significant gaps that need completing so that
 there is a permanent continuous route in place.
- Development of a new Urban Traffic Management and Control (UTMC) system to enable the Council to better manage traffic flows.
- 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, services and bus priority measures. A Bus Service Improvement Plan has been
 submitted to Government and an Enhanced Partnership will be in place from 2022.
- Progressing the designs for Darlington Station and feasibility work to identify accessibility improvements at Dinsdale and North Road Stations.



Objectives

The five objectives for the 2022-30 Transport Plan for Darlington include:

- 1. Reduce transport's impact on the environment and support health and wellbeing;
- 2. Improve safety for all road users;
- 3. Connect people with job and training opportunities and link communities;
- 4. Support a revitalised and transformed Darlington town centre;
- 5. Maintain and effectivity manage a resilient transport system.

Objective 1:

Reduce Transport's Impact On The Environment and Support Health and Well-Being

We want Darlington to have a low carbon transport system which delivers better air quality and reduces noise pollution. We also want our transport network to prioritise health and mental well-being by encouraging more active travel, like walking and cycling.

Key Term: Active Travel means walking and cycling for everyday journeys. This includes journeys to school, work, to the shops and to access health and leisure services.

The actions we need to take to deliver this objective are as follows and are discussed in more detail below:

- Reduce the need to travel
- Change the way we travel
- Switch to zero emission vehicles



Reduce the need to travel

Reducing the need to travel means reducing the number or length of journeys or both. It does not mean reducing the freedom to travel¹⁴.

The lockdown that started in March 2020, and the guidance to stay at home that followed that for an 18-month period, has made many people think about whether their previous patterns of working 9-to-5 and 5-day-a-week commuting is strictly necessary in the future.

Agile working policies and accessing shopping and services on line will continue to change the demand for travel

With more people accessing work, learning, services and goods online and from home through the use of technology, the reduction in demand to travel will continue to play an important part in our transport strategy. Reducing the need to travel will continue to be monitored, evaluated, and assessed on ways residents, tourists and businesses can all reduce trips across all sectors.

'Stay local' or 'support your local high street'

A lot of travel happens as people need to get to places such as work, shops, schools, health or leisure facilities and these are located away from where they live. One way in which the need to travel can be reduced is in the creation of complete, compact and connected neighbourhoods in which people can meet most of their daily needs within a short walk or cycle ride. These are often referred to as "20-minute neighbourhoods".



Local food production

https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f214c4b8-ba4d-4196-9870-e9d240f86645

New developments will be greener through travel planning - giving us healthier, better ways to work and live

As Darlington expands and new developments are proposed the location, design, layout and connectivity of the sites need to support the premise of being able to access local services, schools, shops, green spaces in safe walkable neighbourhoods. Working with developers and the policies set out in the Local Plan the creation of new and re-imagining our existing housing areas in this way could make a significant difference in the overall demand for travel.

Secured through the Darlington borough council planning application process and implementing the newly adopted Travel Plan Guidance, travel plans ensure that each development actively mitigates the additional traffic that it adds to the highway network through better transport services, infrastructure improvements and information for local residents to benefit our borough in the long-term. The Travel Plan Guidance will ensure developers produce and implement travel plans to a consistent format and standard contributing to the goals and objectives of national and local policies. Further information can be found in the guidance.

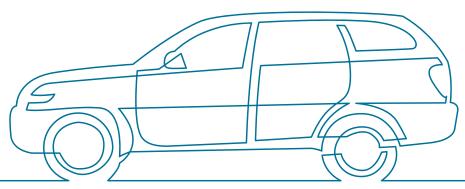
Also, as part of the planning application process, the most recent Cycle Infrastructure design Local Transport Note 1/20 (July 2020)¹⁶ is applied to all planning applications. This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. Darlington has already seen many changes to its cycling infrastructure. And through the planning process as detailed above new developments will be required to adhere to the Cycle infrastructure design Local Transport Note 1/20 (July 2020).

Change the way we travel

As well as reducing the need to travel, how we travel can also help to achieve our aims. The average British car is parked up for 23 hours a day, according to new research from the RAC Foundation¹⁷ with almost three-quarters of its time parked by its owner's home address.

Whilst there are some journeys where cars are essential, or the only realistic way of getting around, for quite a few journeys, there are alternatives. So, for shorter journeys like the school run, some work commutes, and trips under 5 miles we aim to promote public transport, walking and cycling.

We will seek to achieve this through a combination of investment in infrastructure and transport services and a behaviour change programme.



¹⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf ¹⁷ www.racfoundation.org%2Fwp-content%2Fuploads%2Fstanding-still-Nagler-June-2021.pdf

How do we help more people make active and green transport choices?

There are several projects that are available to help residents in Darlington change the way they travel, including:

Let's Go Tees Valley in Darlington

The Let's Go Tees Valley team offer ideas, support and motivation for people to find greener, healthier and less costly ways to travel. People are being asked to walk, cycle or use the bus or train when possible, especially on shorter journeys less than 2-3 miles; and if you have a car, to use it less.

Let's Go Tees Valley, together with Connect Tees Valley, is funded by the Department of Transport's Access Fund; supported by Tees Valley Combined Authority.

Personalised Travel Planning (PTP)

Darlington, along with the other four local authorities within the Tees Valley, has a team of travel advisors. This team offers ideas, advice, support and motivation for people to find greener, healthier and less costly ways to travel. PTP travel advisors deliver information, incentives, and motivation directly to individuals to help them make more sustainable travel choices.

In addition to home visits, PTP travel advisors also provide personalised, bespoke workshops to job centres and job seekers, as well as specific information and support to students and apprentices at colleges and employees at businesses.

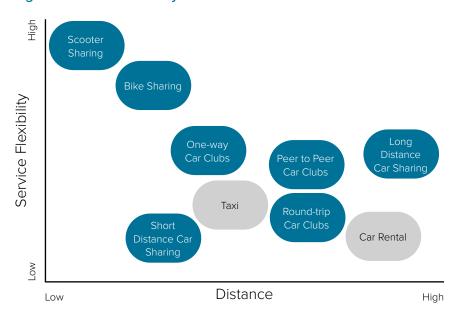
Shared Mobility

Owning and running a car (and some other forms of motorised transport) is often expensive, especially for young people, and so there are opportunities to look at new models of sharing transport to ensure that it is available when people need it, but that it is not necessarily sitting idle on a drive or by the side of the road. This is called shared mobility – and there are a range of options, each depending on the distances to be travelled. Car sharing is the most common now and the Council has developed a scheme in collaboration with EE which it is looking to expand to other large employment sites.

A Car Club provides a further opportunity, providing access to a car on a bookable ad hoc basis rather than owning your own car. This will be explored further as part of developments in the town centre.



Figure 1: Shared mobility models 18



Promote car-sharing to get to work and to save money

Key Term: Shared Mobility Shared transport is "part of a continuum between private and public transport" with shared mobility an umbrella term for all kinds of shared transport service¹⁹.

Switch To Zero Emission Vehicles

As set out in the DfT Transport Decarbonisation Plan²⁰ the UK is a climate leader. By law the UK's emissions must now be net zero by 2050.

In July 2019, Darlington borough council members declared a climate emergency and committed the council, in terms of its own activities, to reach net zero carbon emissions by 2050.

Results of recent work by the Tyndall Centre for Climate Change research²¹ show that for Darlington to make its fair contribution to delivering UK's

commitments an immediate and rapid programme of decarbonisation is needed.

Transport contributed 17.3% of CO2 emissions in Tees Valley in 2017. This is largely from private car usage, although road freight continues to make a significant contribution to emissions in the region. Given that a significant proportion of existing emissions are a result of transport, a move away from vehicles propelled by fossil fuels is critical and becoming increasingly urgent. Key to this will be increasing the uptake and usage of electric vehicles (EVs) and potentially other emerging technologies as they become available.



¹⁸ Source: Schwartz, Joachim. Presentation at Car-Free Cities Working Group Seminar, London, 1999. – updated by Steer

 $^{^{19}\} https://www.creds.ac.uk/wp-content/uploads/CREDS-Shared-mobility-comm-report-WEB.pdf$

²⁰ Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk)

²¹ https://carbonbudget.manchester.ac.uk/reports/E06000005/print/

Electric Vehicle Charging Infrastructure (EVCPs) will expand

Darlington currently has 24 Electric Vehicle Charging Points (EVCPs) and will see this number expanded over time. TVCA has committed £2m to providing EV infrastructure across the Tees Valley town centre car parks to provide electric charging for both visitors to the town centre and residents who may not be able to charge at home. This expansion in infrastructure will begin to support the change to carbon zero transport electric cars in our town. Currently, we are expanding our EVCPs in public car parks in Darlington.

Whilst we anticipate that the commercial operators will invest in locations with high levels of traffic such as key roadside locations, petrol stations, supermarkets, leisure destinations and drive through food outlets, there will be some locations that are deemed commercially unviable. However, we want to make the change to electric vehicles to be available and accessible to all residents.

New developments to include ECVPs

EVCPs will also be secured through the planning process which will require certain developments to integrate EVCPs into their planning applications.

Objective 2: Safe Roads for All Highway Users

As set out in the County Durham & Darlington Road Safety Strategy (February 2020)²² road casualties have reduced in recent years, but we need to continue to strive to reduce road casualties even further. Every fatality is a tragedy for the family and friends involved. Also, serious injuries can be life changing and far reaching in their consequences for the victim and their family and friends.

In the last 10 years Durham County Council and Darlington Borough Council has overseen:

- A 40% reduction in all recorded injury collisions;
- A 20% reduction in serious injuries; and
- A 49% reduction in slight recorded injuries

Each year Darlington Borough Council take part in the National Highways and Transportation Network NHT survey. The NHT survey provides Darlington Borough Council with information from members of the public regarding their views on transport and highways. In 2020, 729 people responded to the NHT survey in Darlington. 89% of respondents stated that having safe roads was "very important"; therefore, safe roads remain a clear priority.

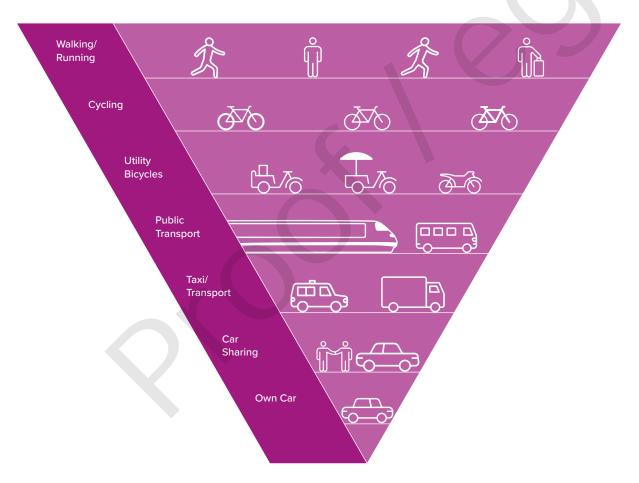
²² https://www.durham.gov.uk/media/32337/-Road-Safety-strategy/pdf/RoadSafetyStrategy.pdf?m=637187407326770000

We want Darlington to be a safe place for residents to be educated, to work, to live and to socialise. Therefore, it is important that we strive to have the best possible, and overall, safe highway network. So, how do we achieve keeping roads safe for all users, by users we mean pedestrians, cyclists, vehicles; anyone that uses the highway?

We will reduce the risk to vulnerable road users being involved in road traffic collisions through a programme of engineering, road safety education, enforcement and evaluation.

Our work alongside our partners will also target certain key road user groups and risk-taking behaviours and will consider the "hierarchy of road users" included in the new version of the Highway Code. The code outlines that everyone has an equal right to use the road, and they should do so in a safe, considerate and responsible manner. However, the changes will mean that road users who have potential to cause the greatest harm will be asked to take the greatest share of responsibility to reduce the danger they pose²³.

KEY TERM: Hierarchy of road users: This means an order of road with the most vulnerable at the top (think pedestrians followed by cyclists) and those considered the most dangerous such as cars and heavy goods vehicles at the bottom.



It should be noted that there is a link between the volume of traffic and the number of accidents and therefore there is a road safety benefit from our other proposals to reduce car use and encourage public transport, cycling and walking.

²³ https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders/out-come/government-response-to-the-review-of-the-highway-code

Engineering for Safety

We will provide a safer highway network and reduce the risk of traffic collision through a programme of speed management and local safety interventions.

School 20 mph and speed management schemes

In Darlington many of our schools are now in streets with a 20 mph speed limit. We will look to extend this to all schools in Darlington, including traffic calming measures put in place where appropriate.

Area wide 20 mph schemes and in all new developments

Whilst schools are the immediate priority, area wide 20mph zones will be considered for some areas. Such a scheme has already been introduced in the town centre.

Any new residential development will be required to have speed limit of 20 mph.

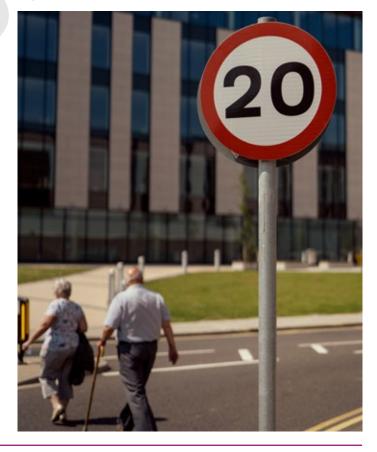
School Streets Programme

A school street is a scheme which restricts vehicle access on roads outside a school during drop off and pick up times, creating a safer, healthier, and pleasant environment for everyone. An initial prioritisation process is complete and discussions are now ongoing with individual schools to develop options.

Active Neighbourhoods

Or Low Traffic Neighbourhood (LTNs) are a way to reduce traffic in certain areas. The way in which an active neighbourhood or low-traffic neighbourhood works, is to reduce the total vehicle journeys, while re-directing "rat run" traffic away from local residential streets. This can be achieved at relatively low cost on residential streets, to prevent through traffic while retaining access to all properties for residents, businesses, maintenance vehicles and emergency services.

These simple solutions make the movement of people a priority over the movement of vehicles. They are not new, there are examples in Darlington such as Borough Road and Hewitson Road, but there is potential to expand their use such as on Outram Street as part of the West Park to town centre walking and cycling route.



Education to learn road safety

Bikeability (Cycle training of young people)

Bikeability training is a nationally accredited cycle training programme. It is about gaining practical skills and understanding how to cycle on today's roads. Bikeability gives everyone the skills and confidence for all kinds of cycling.

In Darlington we deliver to most primary schools in either years 5 or 6 for Levels 1 & 2. We deliver Level 3 training in some senior schools and it includes riding the route from the student's home to their school.

In 2019/2020 - 1,490 children received Bikeability training across the Darlington Borough.

Pedestrian training (Road safety for young children)

Similarly, the aim of pedestrian training is to improve children's perception of speed and distance and to develop good road safety behaviour and crossing practices.

Pedestrian training is a 3-week course available to all year 1-3 children and open to participation by all Darlington's Primary Schools. Children are encouraged to 'learn by doing' rather than by having to learn a series of rules to follow.

In 2019-2020 - 2,988 children received Pedestrian training across the Darlington Borough.

Further Road Safety Education

The road safety team in Darlington work with a number of partners aim to educate, inform and encourage safer road user behaviour.

A variety of road safety training schemes for schools, including special assemblies and Junior Road Safety Officers in Year 5 are offered to all primary schools. School crossing patrols are offered across Darlington providing 24 number of safe place for children to safely cross on the way to/from school.

We regularly deliver and share campaigns with partners such as the Cleveland and Durham Police; Darlington Fire Service for Safety Carousel, Junior Education and Diversion. We also promote and share national road safety campaigns from Brake, THINK! and North East Road Safety.

Enforcement of speed limits and Traffic Regulation Orders

We work with the police on an ongoing basis to review speed limits. As Darlington develops as a borough, we will review speed limits on roads to ensure that the speed limits are suitable for the areas.

Ultimately the highest form of enforcement is the police who have the authority to fine individuals where there are breaches of speed restrictions.

Then there is community speed watch where residents of Darlington can contact the police to raise and report concerns about speeding vehicles within their communities and the police will investigate these issues.

The Council also maintains safety on roads by enforcing restrictions set out in Traffic Regulation Orders (parking and loading restrictions). Purple flag accreditation for night-time economy means to be safe and welcoming into late evenings.

Objective 3:

Connect People with Job And Training Opportunities and Link Communities

We want Darlington to be a place that is easy to get around, whichever way its residents and visitors choose to travel. Our transport system helps us to be able to do this in a way that meets the needs of businesses, visitors and residents and considering individual needs.

Darlington is a small borough with a compact urban area with good connections to national and regional road and rail networks and cross boundary bus services. In addition the local airport provides national and international travel. Connecting all our residents to opportunities for work, leisure, retail, education and health, with an effective and efficient transport network is important, and we will continue to make sure that improvements are targeted and necessary, making best use of our existing assets first.

We want to maintain and improve access to key places in Darlington by:

- Enabling people to access jobs, education, healthcare, shopping, and cultural/visitor attractions
- Improve connections between the rural areas of Darlington and the town centre
- Improve transport links to neighbouring towns and areas.
- Ensure that the transport system is well maintained and becomes more resilient
- Increase the availability and accessibility of travel choices for everyone; especially vulnerable users.
- Identify and resolve physical and social barriers to travel that prevent people from reaching essential facilities and services;
- or making use of the borough outdoor green spaces.
- Improve information for all local public transport journeys

Connectivity

To help ensure that we connect all our residents, we also need to make sure that our transport system is both accessible and safe. It seems wrong that in the 2020s we still have some rail stations that are not fully accessible to disabled people or parts of the transport network where some people feel unsafe at certain times of the day, or year. We need to make our transport system works for everyone.

To help encourage a change in the way we travel, we will continue to invest in a comprehensive network of safe walking and cycling routes between important destinations and residential areas. We will place walking and cycling at the top of our user hierarchy, designing facilities that make this clear.

Tees Valley Bus Improvements: Simple, Connected, Attractive

There is no credible path to net zero without a strong public transport network, and in Darlington much of that will be provided by buses. The Tees Valley Bus Network Improvements project made a start on redressing the balance towards buses, but the recent National Bus Strategy²⁴ called for a step-change in how we think about buses and what facilities we provide to make them attractive.

Nine Key Bus Corridors across the Tees Valley

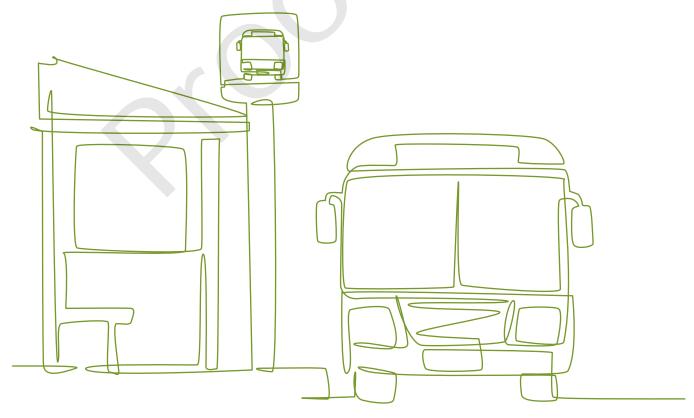
We will target improvements to key bus corridors – we have already identified nine key corridors including 3 in Darlington - Darlington to Durham, Darlington to Middlesbrough (via Stockton) and Branksome to Red Hall (via Darlington town centre). For each of these, we have completed Site Assessment Reports with the operators to get a clear list of the issues on each route and Whole Route Improvement Plans in are now in development to identify options to ensure buses arrive at bus stops on time.

Simpler and Cheaper Bus Fares

The BSIP also calls for fares to be made simple and cheaper, and so we are in discussions around a future ticketing strategy and will seek to make fares value-for-money. We will also provide a consistent concessionary fares scheme across the Tees Valley to make cross boundary trips seamless.

Passenger Improvements at the heart of more bus use

An informal partnership has been established bringing together bus operators and the public sector, but there is a Tees Valley Enhanced Partnership proposed in response to National Bus Strategy to make all parties more accountable to passengers in delivering the improvements needed to bring passengers back to bus. As part of the new Partnership, a Customer Charter will be developed.



²⁴ https://www.gov.uk/government/publications/bus-back-better

Darlington Rail Improvements: Regeneration with direct, faster connections

Rail provides a more effective longer-distance connection, both and from Darlington, and so we will continue to develop our rail network in line with the wider Tees Valley aim of providing a 'turn up and go' rail service with increased frequencies and new stations.

Regeneration of Darlington Station: Faster, better connected

Our flagship project is the long overdue regeneration of Darlington Station, which we hope to complete by 2025, subject to government funding. This would see new platforms, new station entrances, new connections to key housing and employment opportunities and enhancements to the existing historic facilities. It will provide a true rail 'gateway' to the town, the borough and the wider Tees Valley. The first set of planning applications (for the new station entrances) were lodged in June 2021. It will enable the rail industry to operate more services through Darlington Station and provide opportunities to increase service frequency on both the Tees Valley and Bishop Lines, as well as a potential new direct connection to Hartlepool.

New Station for Teesside International Airport

Feasibility work is progressing on options for the station at Teesside International Airport, to provide access not only to the airport but proposed commercial developments on the airport site.

Railway Heritage Quarter (RHQ) North Road and Dinsdale Station Improvements

At a Tees Valley-wide level, work will continue to improve passenger facilities at local stations and feasibility work is underway to identify options to improve access at North Road Station to support the wider developments at the Rail Heritage Quarter, and options to further improve facilities at Dinsdale Station. We will collaborate with the Bishop Line Community Rail Partnership (CRP) to deliver their action plan, including the objective of increasing rail service frequency to half hourly.

Strategic Highway Network Improvements

Even with a reduced need to travel, we will continue to invest in selective road improvements.

We have carried out a thorough assessment of the highway network as part of the evidenced based for the local plan²⁵. This is mainly focused on traffic issues and assesses both the current and future reliability of the network. The work has identified a list of locations where improvements are required and also identifies the timing of the improvement schemes. These will be likely to be funded through a mixture of development contributions and public money.

Any new roads will include facilities for all road users but most road schemes are improving existing roads and in the main are funded from specific plans, programmes and funding schemes such as Bus Service Improvement Plan or the Local Walking and Cycling Infrastructure Plan.

The list of improvements planned are outlined on the action plan on page 34.

²⁵ https://microsites.darlington.gov.uk/media/2284/local-plan-adopted-feb22-print.pdf

Objective 4: Support a Revitalised and Transformed Darlington Town Centre

The Darlington Town Centre Strategy²⁶ has set out the following vision:

"By 2030, Darlington Borough Council (DBC), working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come"

Transport brings people together in Town Centre

Transport will play an important role in achieving this vision, given that different transport modes come together in the town centre. Darlington railway station is a 10-minute walk from the centre and the main bus stops are located on Northgate, Prebend Row, Feethams and Tubwell Row, providing access to approximately 30 different bus routes to surrounding communities. In addition, the town centre also benefits from a wide range of long and short stay car parking in central locations.

However, there is more that we can do to create an accessible town centre for pedestrians, cyclists, public transport users and motorists.

Increasing footfall is an important issue as it is a main influence on the viability of businesses. The quality of the walking environment is a determining factor in people's use of spaces. People who walk to their high street have been shown to spend more, and in a wider range of shops, than visitors arriving by car, bus or bike²⁷.

"The urban spaces and network of pedestrian walkways in our town centres and high streets can be described as the veins and arteries that keep that community heart beating."²⁸

Streets for people

Streets should be places in which people want to spend time and are not just transport corridors. It is particularly important that we ensure any projects are inclusive and meet the needs of a diverse range of people in terms of disability, age etc.

In support of the Darlington Town Centre Strategy, we will:

- Invest in public realm and cycle infrastructure to complement other plans and strategies being taken forward.
- Improve pedestrian and cycle signage to assist with wayfinding.
- Improve and expand the amount of cycle parking at key locations.
- Ensure bus services can continue to operate within the town centre and provide convenient access to the facilities and invest in supporting infrastructure such as bus stops/shelters.
- Improve traffic management by providing variable message signs and improved parking signage.
- Review the condition and contribution of the council owned car parks to the town centre as part of the parking strategy and invest in the provision of electric vehicle charging points.
- Examine the options for changes to traffic management and enforcement.

 $^{^{26}\} https://www.darlington.gov.uk/media/9359/town-centre-strategy-2019-30.pdf$

 $^{^{27}\} https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf$

²⁸ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/5987/2185491.pdf

Objective 5:

Maintain and Effectively Manage A Resilient Transport System

It is important we ensure our transport network can operate effectively and efficiently. Transport is something we all rely on every day. Moving people and goods is vital for healthy towns, strong communities and economic stability.

To ensure that the transport network is resilient and able to move people and freight/goods day-to day we ensure we maintain and manage it effectively on a day-to-day basis and look to improve in the longer term.

To ensure a resilient transport network we:

- Maintain
- Manage
- Improve

Maintain

Darlington Borough Council is responsible for the maintenance of more than 574km (366 miles) of highways in Darlington. We have a programme of automated and visual tools that provide the government with a national performance indicator and are used by our highway engineers to produce a medium term (five year) programme of work. The annual plan of work is based on the available budgets.

We do not waste time or money

The council is committed to providing the most effective and efficient methods to maintain its highways in a safe condition for the highway user.

The objective of maintenance is to intervene before major deterioration occurs and the integrity of roads, footways and cycleways or safety of street lighting are compromised.

Preventing failure can reduce costs and be more efficient, as if total reconstruction or replacement is required, costs become significantly greater.

Our maintenance activities will continue in the future and Darlington will look to bid for additional funding that becomes available. Darlington has been successful in competing for such funds in the past including being awarded £1.274 million in September 2020 from the DfT's Pothole and Challenge Fund. This 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.

216 km of Public Rights of Way

We are also responsible for 216 miles (346 kilometres) of rights of way (public footpaths and bridleways) and our countryside team is responsible for their protection, maintenance and signposting. The *Darlington Public Rights of Way Improvement Plan* seeks to create a network that allows all of the public to have sustainable access to quality countryside. Approximately 30km of rights of way are located within the town of Darlington itself. Many of the surrounding villages have good networks of Public Rights of Way both around the villages themselves and linking them with neighbouring settlements and the main urban area of Darlington²⁹.

Manage

Urban Traffic Management and Control (UTMC) systems

The idea behind Urban Traffic Management and Control (UTMC) systems is to maximise road network potential to create a more robust and intelligent system that can be used to meet current and future management requirements.

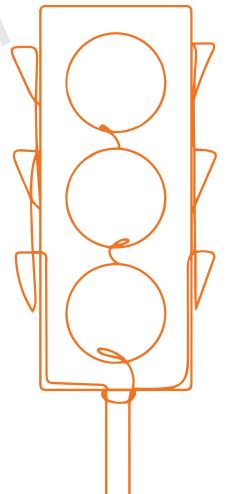
Urban Traffic Management and Control (UTMC) systems are designed to allow different applications used within modern traffic management systems to communicate and share information with each other. The type of data that can be collected includes Automatic Number Plate Recognition (ANPR), traffic signals, bus real time information, air quality monitoring stations and weather data.

The basic UTMC system is now operational in the Tees Valley and enables current activities to be continued, such as:

- Traffic signal optimisation.
- Variable message sign operation.
- Car park integration; and
- Traffic and data gathering.

Darlington's assets will be added to the system so that they can be managed more effectively, repaired more quickly and adjusted to respond to changes in travel patterns.

The new system that is proposed³⁰ will also allow remote network visualisation for each local authority to assist with network management and provide better ability to predict future transport needs. This will help to maximise the capacity of the highway network and ensure that travel is as quick and efficient as possible. The Council will be able to be more proactive in managing traffic rather than reactive, helping to keep buses operating on time for instance.



²⁹ https://www.darlington.gov.uk/media/2386/rowip-v14-with-charts.pdf

³⁰ https://teesvalley-ca.gov.uk/wp-content/uploads/2021/02/UTMC-Business-Case-Executive-Summary.pdf

Transport improvement to make Darlington the best place to live, work and grow

As a Highway Authority we have a duty under the traffic management act to ensure the 'expeditious movement of traffic on the highway'. This means we must ensure the traffic moves easily around the Borough of Darlington. Traffic on the highway means any user of the highway, including public transport such as buses and taxis and cyclists and pedestrians.

We have carried out a thorough assessment of the highway network as part of the evidenced based for the local plan³¹. This is mainly focused on traffic issues and assesses both the current and future reliability of the network. The work has identified a list of locations where improvements are required and identifies the timing of schemes. Improvement will likely be funded through a mixture of development contributions and public money.

The list of improvements planned are outlined on the action plan on page 34.

Key Terms: Automatic Number Plate Recognition

ANPR consist of a camera that is linked to a computer. When a vehicle passes by the camera the camera records an image which is automatically 'read' by the computer and the vehicle registration recorded.

Key Terms: Variable message signs display the latest traffic information to motorists on roads in real-time. The signs let road users know of incidents such as road closures, queues ahead and upcoming events in the area. This can help to shorten journey times and improve the overall travelling experience.

Traffic signal optimisation

Ensuring traffic signals (traffic lights) are timed effectively is one of the most cost-effective methods for reducing congestion. Changing the amount of green time for different movements across junctions, dependent on traffic levels at different times of day, can help to keep traffic moving.



³¹ https://microsites.darlington.gov.uk/media/2399/local-plan-adopted-feb22v2.pdf

Car parking

The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. We operate and regulate 18 pay and display off street car parks as well as 310 on-street pay and display spaces. The Council also provides six permit holder contract car parks. We also manage 16 Resident Permit Zones within the Borough of Darlington where parking is restricted to permit holders 8am to 6pm Monday to Sunday.

Car parking is a key component of effective traffic management and improving traffic flow. The integration of enforcement and parking policy into our overall transport policy will allow for effective parking management, support for the town centre and development of a low carbon transport network. The car parking strategy has been reviewed to consider the changing nature of town centre uses, particularly the retail sector. It looks at parking supply, location and tariffs as well as residents parking, parking management and enforcement to tackle dangerous and obstructive parking that can pose a danger to pedestrians by blocking pavements and forcing them onto the roads, reducing visibility for other motorists and impeding traffic flow. The parking strategy will seek to balance the following three objectives:

- Manage travel demand
- Sustain and enhance the vitality and viability of the town
- Effectively manage the total parking supply

Roadworks Permit Scheme

Roadworks can cause significant disruption to the smooth running of the highway network. This includes by utility companies, developers and maintenance work by the council. Whilst this may be necessary work, it is important that it is managed as effectively as possible.

In July 2018, the Secretary of State for Transport wrote to all councils, that had not yet done so, asking them to consider adopting a system of permits for utility street works and highway authority road works.

The Darlington Permit Scheme went live on 2nd March 2020. The first year of the permit scheme had the added difficulty of managing the impacts of the Covid-19 pandemic. The difficulties encountered applied to both the Utilities and the Highway Authority so it was more important than ever to work together, building on existing good working relationships to resolve any issues. Through this collaborative approach we were able to manage and maintain the local highway network whilst allowing promoters access to maintain their services and assets. In the first year:

- A total of 4,579 permit applications were received with only 76 (2%) being refused.
- 4,579 permit applications and variations were received with 99.4% being assessed within the permitted timescales³².

We will continue to work closely with works promotors both internal and public utilities to maintain low levels of permit refusals and maintain good levels of collaboration and information sharing with the other North East Highway Authorities to ensure the ongoing success of the scheme.

³² DBC permit scheme evaluation report year 1 (darlington.gov.uk)

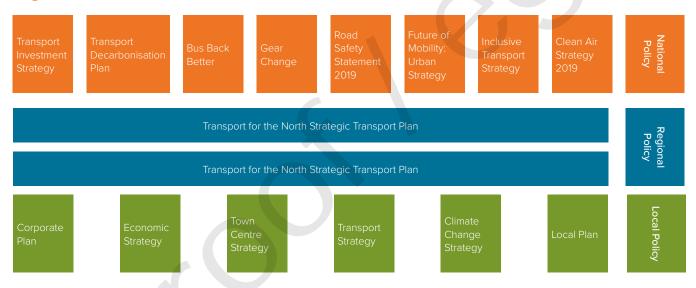
Improve

- LCWIP and local cycling and walking links
- Dropped kerbs and new crossing facilities for pedestrians and cyclists
- BSIP corridors
- Improved bus waiting facilities
- Local safety schemes

Fit with Wider Policies

The sections above set out how multiple actions will ensure we deliver the vision and objectives of this strategy. In turn, delivery of those objectives will support the key outcomes set out in national and regional transport policy and also contribute to the outcomes of other local policy areas. Figure 1 illustrates this alignment and Table 1 below, demonstrates how each of the objectives contributes to wider policy outcomes. The Tees Valley Strategic Plan alignment is demonstrated in the summary tables for each of the objectives.

Figure 1



Fable 1

	Transport Investment Strategy	Transport Decarbonisation Plan	Bus Back Better	Gear Change	Road Safety Statement 2019	Future of Mobility: Urban Strategy	Inclusive Transport Strategy	Clean Air Strategy 2019
OBJECTIVE 1 - Reduce transport's impact on the environment and support health and wellbeing.	>	<u> </u>	>	>	`	>	,	>
OBJECTIVE 2 - Improve safety for all road users	`	,		\$	>	`	,	
OBJECTIVE 3 - Connect people with job and training opportunities and link communities.	>	`	>	>	`	>	>	>
OBJECTIVE 4 - Support a revitalised and transformed Darlington town centre.	`	`	>	`		,	>	>
OBJECTIVE 5 - Maintain and effectively manage a resilient transport system.	>		>	`	`	`	`	>

Action Plan - 2021-2030 - Transport projects in Darlington

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
Public Transport (Rail)	Deliver Darlington Station master plan	1,3	£25 million renovation to ensure connectivity, commerce and better access	2022- 2024	 Enables a faster and more regular train service between Darlington and the Tees Valley Provides a more attractive national and regional gateway to Darlington
	Rail Heritage Quarter	1,3	Deliver improvements at North Road Station to support the RHQ Masterplan	2023/	Improved station environment and interchange with other transport modes
	Dinsdale Station	1,3	Investigate future improvements at Dinsdale station as part of TVCA project to review stations	2025/	 Review of station accessibility, particularly for people with mobility issues Review of waiting facilities
	Teesside Airport Station Improvements	1,3	Invest in international, national and regional transport gateways, including the airport, rail stations and bus and coach interchange in partnership with key stakeholders	2025/	Provide improved interchange at Teesside International Airport by all modes
Public Transport (Bus)	New Bus Partnership	1,3,4,5	Implementation of a new enhanced partnership between bus operators, TVCA and Local Authorities	2022/ 2023	 Improved bus services on 9 key routes across the Tees Valley Encourage more bus patronage Improved ticket options across Tees Valley Stable and reliable bus services

Mode Of	Projects	Fulfills	Cost/Description	Dates	Anticipated Outcomes
Transport		Objective			
	Provide measures to improve bus journey times and reliability on three bus corridors in Darlington as part of the City Region Sustainable Transport Settlement (CRSTS)	1,3,4,5	Improvements to the Branksome to Red Hall, Darlington to Stockton/ Middlesbrough and Darlington to Durham bus corridors	2022 2026	 Improved bus journey times and reliability Increased bus patronage.
	Improve customer waiting facilities for bus and coach passengers	1,3,4,5	Implement new contracts to provide high quality bus shelters and waiting facilities.	2022/ 2023	 Provision of high quality facilities on the 9 key bus routes across the Tees Valley Maintenance and improvement of all other bus/coach waiting facilities as part of a new commercial contract
Active Travel	Woodland Road/A68 (LCWIP) phase 1 Phase 2 Phase 3	1,2,3,4	New high quality cycling facilities linking the town centre to Faverdale/West Park.	2022/ 2023 2023/ 2024 2024/ 2025	 Provision of high quality cycling facilities along the A68 corridor Increased cycling levels Improved health and wellbeing Reduced carbon emissions
	Development of a programme of LCWIP schemes on the remaining five identified corridors	1,2,3,4	Development and delivery of new high quality cycling facilities on corridors with the highest propensity for an increase in cycling.	2023-2030	 Provisions of high quality cycling facilities Increased cycling levels Improved health and wellbeing Reduced carbon emissions

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
	Stockton & Darlington Cycling Route 26 miles connection to walk and cycle	1,2,3,4	New high quality cycle route along the route of the Stockton and Darlington Railway Line.	2022-2024	 Provision of high quality cycling facilities from Haughton Road to Burtree Lane via Rail Heritage Quarter and from Middleton St George to Stockton Borough Boundary Develop options for a route from Burtree Lane north to the Durham County Council boundary.
Highways	Urban Traffic Management and Control system (UTMC)	2,3,5	The provision of urban traffic control systems on North Road, Yarm Road and Tornado Way/ McMullen Road	2023/2024	 Improve the efficiency of the highway network Enable bus priority through identification of late running buses
	Maintenance of roads and footpaths	2,3,4,5	Maintain 366 miles of roads and associated footpaths. Maintain and improve our network of public rights of way.	2022-2030	Fewer potholes Less roadworks More efficient network
<	Darlington Northern Link Road (DNLR)	2,5	Potential new road between the A66/A1150 Little Burdon junction and A1 (M) Junction 59.	2030	 Reduced journey times between Teesside, Darlington and Durham Reduction in traffic on local road network Reduction in HGV's on the local road network

Mode Of	Projects	Fulfills	Cost/Description	Dates	Anticipated Outcomes
Transport	l/ D	Objective		0000	
	Key Road Network (KRN) hot spots - • A68/B6280 Carmel Road North corridor • A1150 Salters Lane • Darlington Eastern approaches • A167/White Horse junction • McMullen Road/ Tornado Way junction	2,5	Improvements to existing junctions to accommodate additional traffic from development proposals contained in the Local Plan.	2022-2026	 Reduced congestion on the local road network Reduced journey times on the local road network Reduction in impact from development proposals
	Identify pinch points on the highway network and carry out improvements in a timely manner	2,5	Improvements to junctions and link roads to maintain and improve the flow of vehicles.	2022-2030	Maintain traffic flow
	Support National Highways A66 improvement programme	2,5	Improvements to existing junctions on the Strategic Road Network (SRN) to accommodate additional traffic from development and background traffic growth on the SRN.	2022-2030	 Reduced congestion on the SRN Reduced journey times on the SRN Reduction in impact from development proposals Maintain road safety
Electric Vehicles	Rollout of additional Electric Vehicle Charging Points (EVCPs)	1,3,4	Provision of a range of EVCPs to enable residents to make the switch to electric vehicles	2022- 2025	 Increased take up of EV vehicles Reduced carbon emissions Reduced air pollution.

Mode Of Transport	Projects	Fulfills Objective	Cost/Description	Dates	Anticipated Outcomes
Safety	Implementation of a package of safety measures around schools including - • 20mph zones • Safe routes to school • Waiting restrictions • School streets • School crossing patrol service • Pedestrian and cycle training	1,2,3	Implementation of a package of measures to improve safety around schools and encourage increased walking and cycling.	2022-2030	 Reduction in child casualties Increased walking and cycling Reduced carbon emissions Reduced air pollution
	Develop a programme of area wide 20mph zones	1,2,3	Development of a programme of 20mph zones, including consolidation of existing traffic calmed areas.	2022-2030	 Reduction in casualties Increased walking and cycling
	Develop a programme of measures to reduce casualties and manage speeds, including - • Casualty reduction schemes • Speed indicator devices • Village gateways	1,2,3	Development of a programme to identify and treat road traffic casualty hot spots and implement speed management measures to reduce the risk and severity of road traffic casualties occurring.	2022-2030	Reduction in casualties Reduction in vehicle speeds









Darlington Transport Plan

Summary Document

Our Vision and Objectives

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing and supports inclusive economic growth.

Our Objectives

1.	Reduce transport's impact on the environment and support health and wellbeing (Page 15);	
2.	Improve safety for all road users (Page 20)	
3.	Connect people with job and training opportunities and link communities (Page 24)	
4.	Support a revitalised and transformed Darlington town centre (Page 27);	46
5.	Maintain and effectively manage a resilient transport system (Page 28)	

Purpose and Context

We need to work together to create healthier communities with cleaner air, a stronger local economy, and more resilience against climate change.

The Darlington Transport Strategy 2022-2030 describes what we need to do differently to address current and future challenges. Some of these challenges are set out below.

Climate change	reduce carbon emissions from the movement of people and goods
Air quality	reduce carbon emissions from the movement of people and goods
Health	Increase levels of active travel and maintain a good road safety record
Social inequalities	Improve connectivity to jobs, training, education and support services, at an affordable price
Economic growth	Build a sustainable transport system alongside businesses and housing to achieve a high quality place in which to live, work and visit

This Strategy also supports:

- The delivery of the Tees Valley Strategic Transport Plan which sets out the vision, objectives and priorities for the transport system across the Tees Valley
- The delivery of the City Region Sustainable Transport Settlement (CRSTS) agreed with the Department for Transport (DfT) that provides funding over five years.
- The new Darlington Local Plan 2016-2036 which seeks to ensure the majority of new housing, employment and services are provided in the main towns and larger villages supported by improvements in sustainable forms of transport (public transport, walking and cycling).

Action Plan (2021-30)

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Deliver Darlington Station master plan		£25 million renovation to ensure connectivity, commerce and better access	2022- 2024	 Enables a faster and more regular train service between Darlington and the Tees Valley Provides a more attractive national and regional gateway to Darlington
	Rail Heritage Quarter		Deliver improvements at North Road Station	2023-2024	Improved station environment and interchange with other modes
	Dinsdale Station		Investigate future improvements at Dinsdale station	2025- 2026	 Review of station accessibility, particularly for people with mobility issues Review of waiting facilities
	Teesside Airport Station Improvements		Deliver improvements at Teesside Airport Station	2025- 2026	Improved interchange at Teesside International Airport by all modes
	New Bus Partnership		New enhanced partnership between bus operators, TVCA and Local Authorities	2022-2023	 Stable and reliable bus services Improved bus services on 9 key routes across the Tees Valley Improved ticket options Increase in bus patronage
	Measures to improve bus journey times and reliability on three bus corridors in Darlington	Ψ ©	Improvements to bus corridors: • Branksome to Red Hall • Darlington to Stockton/ Middlesbrough • Darlington to Durham	2022- 2026	Improved bus journey times and reliability Increased bus patronage.
	Improve customer waiting facilities for bus and coach passengers		 Provision of high quality facilities on the 9 key bus routes across the Tees Valley Maintenance and improvement of all other bus/coach waiting facilities as part of a new commercial contract 	2022- 2023	 Increase in bus user satisfaction Increase in bus patronage

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Woodland Road/A68 (LCWIP) Phase 1 Phase 2 Phase 3		New high quality cycling facilities linking the town centre to Faverdale/West Park.	2022- 2023 2023- 2024 2024- 2025	 Provision of high quality cycling facilities along the A68 corridor Increased cycling levels Improved health and wellbeing Reduced carbon emissions
	Development of a programme of LCWIP schemes on the remaining five identified corridors		Development and delivery of new high quality cycling facilities on corridors with the highest propensity for an increase in cycling.	2023- 2024	 Provisions of high quality cycling facilities Increased cycling levels Improved health and wellbeing Reduced carbon emissions
	Stockton & Darlington Cycling Route		New high quality cycle route along the route of the Stockton and Darlington Railway Line.	2022-2024	 Provision of high quality cycling facilities from Haughton Road to Burtree Lane via Rail Heritage Quarter and from Middleton St George to Stockton Borough Boundary Develop options for a route from Burtree Lane north to the Durham County Council boundary.
	Rollout of additional Electric Vehicle Charging Points (EVCPs)		Provision of a range of EVCPs to enable residents to make the switch to electric vehicles	2022- 2025	 Increased take up of EV vehicles Reduced carbon emissions Reduced air pollution.

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
0=0	Urban Traffic Management and Control system (UTMC)		The provision of urban traffic control systems on North Road, Yarm Road and Tornado Way/ McMullen Road	2023- 2024	 Improve the efficiency of the highway network Enable bus priority through identification of late running buses
	Maintenance of roads and footpaths	# T	Maintain 366 miles of roads and associated footpaths. Maintain and improve our network of public rights of way.	2022-2030	Fewer potholesLess roadworksMore efficient network
	Darlington Northern Link Road (DNLR)		Potential new road between the A66/A1150 Little Burdon junction and A1 (M) Junction 59.	2030	 Reduced journey times between Teesside, Darlington and Durham Reduction in traffic/HGVs on local roads
	Key Road Network (KRN) hot spots		Improvements to existing junctions to accommodate additional traffic from Local Plan development proposals e.g.A68/B6280 Carmel Road North corridor, A1150 Salters Lane, Darlington Eastern approaches, A167/White Horse junction, McMullen Road/Tornado Way junction.	2022-2026	 Reduced congestion on the local roads Reduced journey times on the local roads Reduction in impact from development proposals
	Identify and improve pinch points on the highway network		Improvements to junctions and link roads to maintain and improve the vehicle flow	2022-2030	Maintain traffic flow
	Support National Highways A66 improvement programme		Improvements to existing junctions on the Strategic Road Network (SRN) to accommodate additional traffic (development and background)		 Reduced congestion/ journey times Reduction in impact from development proposals Maintain road safety

Mode Of Transport	Projects	Fulfills Objective	Cost Description	Dates	Anticipated Outcomes
	Implementation of a package of safety measures around schools Develop a programme of area wide 20mph zones		 20mph zones School streets/Safe routes to school Waiting restrictions School crossing patrol service Pedestrian and cycle training Maintain 366 miles of roads and associated footpaths. Maintain and	2022- 2030 2022- 2030	 Reduction in child casualties Increased walking and cycling Reduced carbon emissions Reduced air pollution Reduction in casualties Increased walking and cycling
	Develop a programme of measures to reduce casualties and manage speeds		 improve our network of public rights of way. Casualty reduction schemes Speed indicator devices Village gateways 	2022-2030	 Reduction in casualties Reduction in vehicle speeds







Darlington Town Centre Transport Plan

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1 Introduction and Context

Darlington is a historic market town, surrounded by open countryside with a number of large and small villages. The town centre provides employment, shops and services for large parts of North Yorkshire and south and west County Durham and the western part of the Tees Valley. The late night economy of the Borough is principally centred around the town centre where a number of entertainment premises including the theatre and cinema, pubs, bars, restaurants and takeaway establishments are situated. Generally Darlington is an economy of small, owner-managed businesses that co-exist with branch factories, offices and shops. It has performed relatively well in recent years, however there has been a closure of several national retail operators in high profile locations.

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 by all modes of transport. The transport system needs to be planned in a cohesive way to ensure that as each development in the town centre comes forward the appropriate design and function can be achieved for the people living, working or visiting the destination or locality.

1.1 Policy Context

The Vision of the Darlington Town Centre Strategy 2019-2030 is as follows:

By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come.

Darlington's Town Centre Strategy is seeking to deal with structural changes in the retail industry as well as the impact of the COVID-19 pandemic and Brexit by redefining the town centre so that it continues to be at the core of the community and economic life, offering a more diverse mix of places to live, meet, interact, do business and access facilities and services. The retail offer will continue to be important to both attract visitors and support town centre living.

The strategy links the town centre to the major developments at Darlington Station via Victoria Road and Parkgate. It also links to the Rail Heritage Quarter tourist attraction (and the existing adjacent North Road Station) which will be completed by 2024 via the emerging Northgate Masterplan.

In addition, the Darlington Transport Plan sets out the following vision and objectives.

Vision -

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth.

Objectives -

- 1. Reduce transport's impact on the environment and support health and wellbeing;
- 2. Improve safety for all road users;
- 3. Connect people with job and training opportunities and link communities;
- 4. Support a revitalised and transformed Darlington town centre;
- 5. Maintain and effectivity manage a resilient transport system.

The Darlington Town Centre Transport Plan forms the link between these two strategically important policy documents and is also influenced by a number of other local policies and plans as illustrated in Figure 1.

Figure 1: Relevant Policies and Plans



2 Town Centre Transport Issues and Opportunities

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 riverside and low traffic areas need to support a vibrant town centre. Meeting the needs of businesses in the town centre must also be balanced with the needs of people living within and visiting it.

The following sections outline a number of issues and opportunities by mode that will need to be addressed as the Darlington Town Centre Strategy is delivered.

2.1 Cycling and Walking

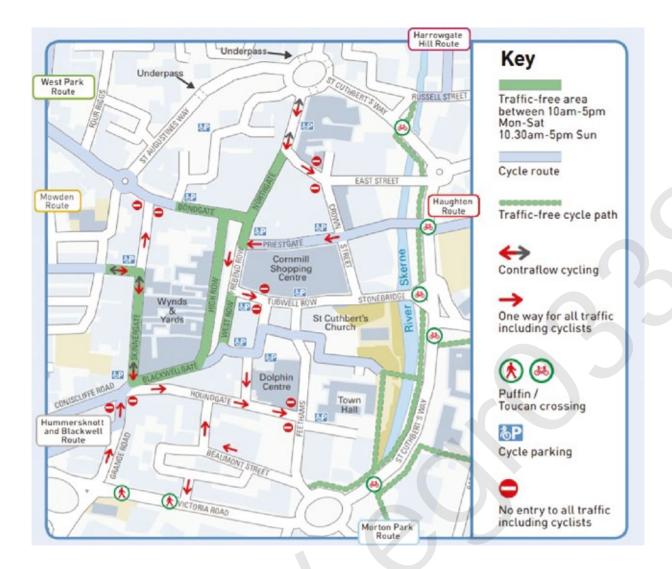
2.1.1 Opportunities

Darlington is relatively flat, making it ideal for the promotion of cycling and walking to replace short / local car journeys. Between 2004 and 2009 Darlington was a Sustainable Travel Demonstration Town and between 2005 and 2011 was a Cycle Demonstration Town. Darlington received funding to start to implement seven radial cycling routes from the edge of Darlington to the town centre. These radial routes are all connected by a circular route. In total there are over 40km of off-road cycle routes in Darlington and 26km of signed routes. These radial routes form the core of the Darlington cycling network.

Since then funding for walking and cycling projects has been secured from various Department for Transport funding streams and the network has been under continual development through an ongoing process to fill gaps in the network, improving existing routes and providing access for all.

As a result, there are strong foundations on which to build:

- Walking and cycling routes as far as the Inner Ring Road have been well developed and there are several signalised crossing points over the Inner Ring Road to help people cycle into the town centre.
- The pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate provide space for people to walk and cycle. The landscaping along High Row, including the benches and lighting, is of a high quality and shows what can be achieved. The Riverside Park is another good example of high quality public realm enhancing a walking and cycling route.
- The town centre is generally accessible for those using wheelchairs, mobility aids and prams/pushchairs.
- There is sufficient cycle parking although this is not always obvious and the quality can vary.
- There is a concentration of cycle trips made in Darlington, with 9 of the highest cycling flows in the Tees Valley within the borough. The 10 highest cycling flows in Darlington are focussed on the town centre.



2.1.2 Issues

However, there are a number of issues that need addressing, related particularly to cycles and pedestrian accessibility and safety and security.

Cycle and Pedestrian Accessibility:

- Need to create gateways into the town centre so that cyclists and pedestrians know that they are in a different space, more shared, less traffic and cyclists need to slow their speed.
- Need to be able to cycle through or round the town centre as well as into it
- Need easy-to-find cycle parking with nearby seating and maps for navigation
- The market square is used as a means of accessing the town centre by bike but it is sometimes blocked by events such as the fair or market stalls, which encourages cyclists to use the footpath outside the Dolphin Centre
- Outside of the pedestrianised area the town centre feels more disconnected it doesn't link together or encourage people to explore

Pedestrian and Cyclist Safety

- The cobbles along East Row/Bull Wynd/Horsemarket and Skinnergate are difficult to walk on.
- The underpasses are not designed for use by cyclists and are not the most pleasant/ safe environment for pedestrians
- Crossing points on Prebend Row corners are difficult to use by pedestrians due to the buses and taxis (and other vehicles) – feels unsafe; also other locations such as Northgate/Crown Street and Tubwell Row/Church Row
- Cycle parking needs to be secure
- Potential conflict between pedestrians and cyclists needs to be minimised through clear signed cycle routes



2.2 Public Transport

2.2.1 Opportunities

Bus services are a mixture of town services (that run between the town's residential areas and employment sites, and the town centre) and out of town services that link to North Yorkshire, South Durham and other areas within the Tees Valley to the east. The following image 1 shows the frequency levels within Darlington and surrounding areas. It also shows the demand responsive transport network (DRT) (Teesflex).

Image 1

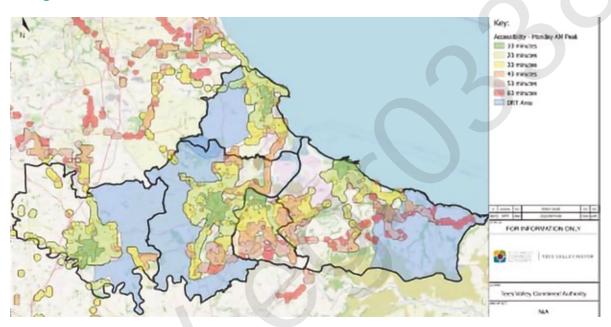
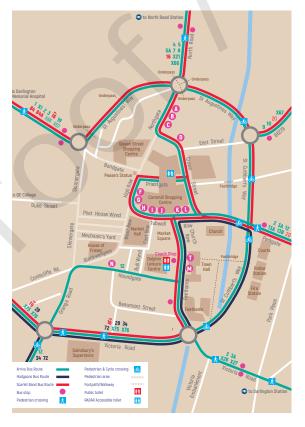


Image 2



Buses are at the heart of the retail/leisure area in Darlington. Existing stops and bus routes are shown in image 2, as well as the coach stop. The route exit points onto the Inner Ring Road are in the right location for onward journeys e.g.:

- Stonebridge (all radial routes); and
- Feethams (Victoria Road, Grange Road).

In addition, all buses that access the town from Northgate roundabout drop off passengers at Northgate and then passengers have the opportunity to be dropped off at a second location further round the 'bus loop' (Priestgate/Prebend Row/Tubwell Row). This arrangement meets with historic user requirements, with previous customer feedback identifying that

bus users want to alight in one location, walk/shop through town and board at another location. This requirement should be reviewed with customers as the town centre changes, especially with the loss of major national retailers in the Northgate area.

Within the town centre there is good compliance with 20mph speed limit by buses and there is a good level of infrastructure provision including shelters and real time information displays. Bus timetables at all stops are also up to date. In addition, the layover stand on Feethams provides the main commercial operator with space for a spare vehicle in the town centre so that there is rapid response to any issue involving a vehicle which should be in service e.g. mechanical breakdown, road traffic accidents, ill passenger or driver etc.

There has been investment in the bus fleet with gas buses operating on some routes but there needs to be further investment into zero or low emission buses to reduce the impact of bus services on the air quality and noise pollution in the town centre. There has been investment in technology to support people using buses such as next stop announcements on some buses, real time information displays at town centre bus stops to advise passengers when buses will arrive and the Arriva app which also shows bus operation in real time as well as providing opportunities to buy e-tickets.

2.2.2 Issues

However, there are a number of issues that need addressing, related particularly to kerbside stopping capacity (the number of bus stops), bus user waiting capacity (the space for people to stand or sit and wait for a bus), stop accessibility issues (walking routes to bus stops) and conflicts with other modes, in particular HGVs and LGVs.

Stopping Capacity and Condition

There is insufficient kerb space (capacity) for the number of buses that operate per hour. This creates congestion and delay to bus services, and will get worse if more services operate more often. There are particular hot spots at:

- Northgate Stops A, B & C;
- Crown Street Stop D; and
- Tubwell Row Stops H, I & J.

The coach stop on Feethams has capacity for 3 coaches at any one time. However this is insufficient at peak times with coaches parking further along Feethams causing confusion for drivers and passengers.

Waiting Capacity

There is also insufficient bus user waiting capacity or pavement space for the number of waiting passengers creating congestion on the footways for both passengers and passing pedestrians, particularly on Prebend Row East Street and Tubwell Row. Furthermore, it is also difficult for users to identify some of the bus stops and some of the shelters and information panels have been vandalised.

Stop Accessibility

It is difficult for pedestrians and bus users to cross in between the existing bus stops, especially at the corners of Northgate/Crown Street, Priestgate/Prebend Row and Prebend Row/Tubwell Row.

Conflict with other modes

There is also some conflict with other modes. In particular, traffic entering Northgate from the roundabout in contravention of the traffic restrictions means that bus priority is being undermined and needs to be addressed. East Street is also now open to two way traffic, which brings additional traffic into the town centre and slows down the passage of buses. There is also a need to manage conflicts between buses and cyclists, particularly where there are contra flow cycle lanes, to ensure the safety of all users. The location and use of the loading bays also creates conflict, particularly on Tubwell Row.



2.3 Taxis

Department for Transport figures show 228 vehicles were licensed to operate in Darlington at the end of March 2021. Of those, 147 were traditional taxis which can be hailed from the street, while 81 were private hire vehicles, such as those available through Uber, which need to be pre-booked.

There are 81 taxi rank spaces around the town centre with ranks located in the locations illustrated in Table 1.

Table 1: Taxi Rank Locations

Stand	Location	Maximum number of spaces
Beaumont Street West 7:00pm - 7:00am	On the north side from 8 metres west of Beaumont Street westwards for 40 metres	8 vehicles - vehicles to face east
Bondgate - 9:00am - midnight midnight - 7:00am	On the south side from 6 metres west of Skinnergate westwards for 20 metres	4 vehicles - vehicles to face west
Bondgate - 6:00pm - 8:00am	On the south side from 11 metres east of Skinnergate eastwards for 18 metre	4 vehicles - vehicles to face west
East Row - 24 hours per day	In the lay-by lying approximately 4 to 25 metres south of junction with Tubwell Row	3 vehicles - vehicles to face north
East Row - 24 hours per day - feeder Rank	From a point of 32 metres south of its junction with Tubwell Row to a point of 2 metres north of its junction with Horsemarket Not to encroach into the Loading bay as there is a stretch of No Waiting 7am — 11pm.	5 vehicles - vehicles to face north
Gladstone Street - 7:00 pm – 7:00 am	On the south side from 43 metres westwards for 85 metres west of Northgate	17 vehicles - vehicles to face west
Grange Road - 24 hours per day	On the west side from 5 metres south of Coniscliffe Road to 10 metres north of Northumberland Street	4 vehicles - vehicles to face north
Grange Road - 6:00 pm — 8:00am - feeder rank	On the west side from Northumberland Street northwards	2 vehicles - vehicles to face north
Priestgate - 24 hours per day	On the south side from 5 metres east of Prebend Row to 10 metres west of Penny Yard	5 vehicles - vehicles to face west
Tubwell Row - 6:00pm — 8:00am	On the north side in the lay-by from Crown Street westwards for approximately 30 metres excluding pedestrian route across lay-by	6 vehicles - vehicles to face east
Feethams - 24 hours per day	On the east side outside DL1	5 vehicles - vehicles to face south

Recently taxi marshals have been deployed in Darlington town centre to tackle an ongoing issue with queueing and traffic issues. The two marshals operate at Grange Road on Friday and Saturday nights each week.

Durham Police and Crime Commissioner's Office has recently been awarded £453,813 from the Home Office under the Safer Streets Fund. Some of this funding will be utilised to make improvements in Darlington town centre, including impr

2.2.1 Issues

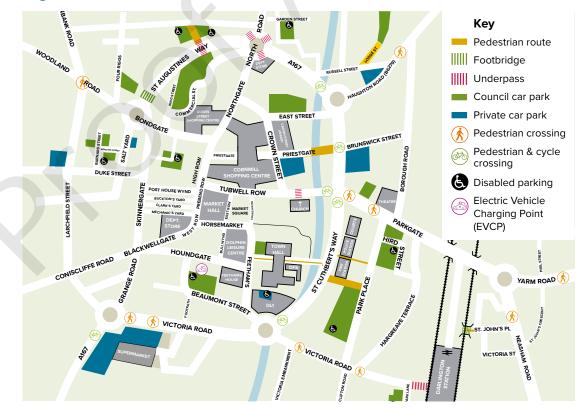
Whilst recognising the excellent service provided by the taxi trade in Darlington there is a need to take into account the need to reduce harmful emissions from vehicles in the future, for the benefit of everyone. The new taxi policy adopted on 1st January 2021 has therefore included key policies regarding age requirements for licensed vehicles and tougher emissions standards to help improve air quality and reduce carbon emissions but this is something that needs to be kept under review.

2.4 Highways and Parking

Currently the Inner Ring Road carries the majority of the traffic around the outside of Darlington town centre. Traffic restrictions (governed by Traffic Regulation Orders) then manage most of the traffic within the town centre for bus services, taxi services, loading and servicing, cycling and parking.

The quality of the road network will remain a vital part of the town centre transport plan as it is shared by several transport modes, including some more sustainable modes, such as public transport and cycling. It is therefore in the wider interest of sustainable travel to have a road network that continues to function efficiently. The main elements of the town centre highway network are shown on Figure X.

Figure X



2.4.1 Opportunities

Currently vehicle traffic is limited in pedestrianised areas creating a safer environment and there is good compliance with the 20mph speed limit that is in place. However, increased development in the Borough, and particularly the town centre, has the potential to create additional vehicle movements or alter the highway network that will need to be managed.

The Council owns and operates a number of off-street car parks in Darlington (see Figure X) as well as managing on-street parking, disabled parking and coach/HGV parking. In addition there are a number of private car parks. The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. The quality and operation of car parks is important as part of the town centre offer, in terms of payment options, security and electric vehicle charging points. In addition, as car parking and its management form an important part of a balanced transport strategy, there is the opportunity to utilise it to support economic growth and town centre vitality, manage traffic and encourage the use of more sustainable modes



2.4.2 Issues

Currently traffic is restricted in some locations but there is little enforcement. This results in additional traffic in the town centre which leads to congestion, illegal parking and obstruction and a reduction in perceived and actual safety. This has a direct impact on pedestrians and the operation of bus and taxi services.

The Council needs to ensure that deliveries can be made to businesses through the provision of highway access and loading bays. This needs to be balanced and managed. Through the increase in 'click and collect' services and takeaway food and drink businesses, very short stay drop off/pick up needs to be considered as part of the mix, but this may be provided in car parks rather than on street, where space is very limited. Alternative delivery and collection models provide other opportunities such as the successful cargo bike GreenLink service which already operates in the town centre alongside bike delivery services such as Deliveroo.

Other specific issues that the Darlington Town Centre Transport Plan will need to be mindful of include:

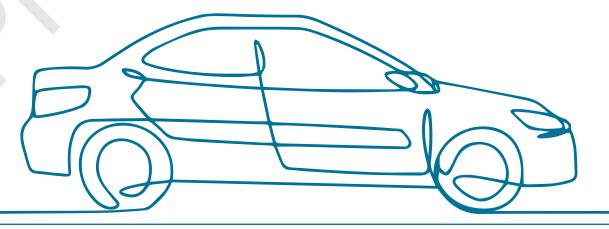
Road space Reallocation

Since the COVID-19 pandemic there has been a reallocation of road space to both highway and non-highway functions. Some of this has been to provide additional space for active modes whilst some has been to provide outside space for socialising e.g. café/drinking areas. Further road space reallocation needs to be carefully considered to ensure it does not have a detrimental impact on our transport objectives and traffic management duties.

Residential Parking

There is a need to consider residential parking standards for town centre developments to take into account different sizes/types of housing and to reflect the potential impacts where buildings are converted and have no available parking.

In addition, as more people are working from home since the COVID-19 pandemic a greater number of cars are parked on street during the day — especially in existing Residential Parking Zones (RPZs) around the town centre. Therefore, there is a need to consider whether additional controls or changes needs to be made to the current system.



2.4 Other

2.5.1 Opportunities

In 2019, Darlington became the first in the region to be awarded Purple Flag status. Purple Flag is an accreditation process similar to the Green Flag award for parks and the Blue Flag for beaches. It leads to Purple Flag status for town and city centres that meet or surpass the standards of excellence in managing the evening and night time economy. Purple Flag assessors look for how safe and welcoming the town feels, how easy it is to move around the town and to get home safely, how good the range of leisure and entertainment venues are in terms of choice, and how the town generally looks and feels.

2.5.2 Issues

Despite Darlington gaining this accreditation there are still a number of other issues that need addressing within the town centre are as follows:

Street Clutter and Identity

The town centre is cluttered and confusing as it has not been planned in a holistic way – the Pedestrian Heart introduced some key street furniture and signs etc but these were not used as a standard for the rest of the town centre – so different styles/designs of cycle parking; 20mph signs added; new planters that don't match added; directional signs not updated etc. Confusing for visitors and feels disjointed.

Space could be allocated so people know where 'to meet' or 'to sit' or to 'wait for the bus or the taxi' – use landscaping/art – currently conflict occurs as people try to use the space for different things – sitting on the ramps reducing access for wheelchair users, blocking access points whilst they wait for a bus.

The Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre to ensure it better meets the needs of disabled people whilst also ensuring that the town centre economy can operate effectively. A design code for the town centre would also start to provide coherence and identity to the streets and businesses to inform new development and redevelopment as well as transport infrastructure.



2.6 Summary

Mode	Opportunities	Issues
Walking and Cycling	Walking and cycling routes as far as the Inner Ring Road with signalised crossing points Pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate High quality examples of public realm exist e.g. High Row and Riverside Park Ability to plan improvements so that walking or cycling to the town centre is an option or preference for more people	Vulnerable road users are not always the priority when there are conflicting demands on space Need to create gateways into the town centre for pedestrians and cyclists and ensure different parts link together. Need to be able to cycle through or round the town centre as well as into it Need easy-to-find, secure cycle parking Some crossing points are difficult to use by pedestrians due to the buses and taxis
Bus	Darlington is comparatively well served by bus with around 90% of the population served by a frequent (30 minute) service. Buses are at the heart of the retail/leisure area in Darlington. There has been investment in the bus fleet and technology to support people using buses e.g. next stop announcements, real time information displays.	Limited space to provide higher frequency, punctual bus and coach services and to provide a quality waiting environment for passengers Lack of kerbside stopping capacity (the number of bus stops) and bus user waiting capacity (the space for people to stand or sit and wait for a bus), Stop accessibility issues (walking routes to bus stops) Conflicts with other modes, in particular HGVs and LGVs.
Taxi	72 taxi rank spaces around the town centre Taxi marshals already deployed to manage queuing and traffic Investment in improved lighting at taxi ranks to enhance safety	Suitability of existing taxi rank locations as the town centre evolves Further requirement for tougher emissions standards to help improve air quality and reduce carbon emissions

Mode	Opportunities	Issues
Highways and Parking	Can prioritise which traffic should have access, when or for what purpose, using the hierarchy of road user needs as a starting point	Limited space within the inner Ring Road to accommodate all existing and future transport demands
Other	Darlington is the first in the region to be awarded Purple Flag status.	Town centre is cluttered and confusing as it has not been planned in a holistic way. Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre.

Objectives

The objectives of the Darlington Town Centre Transport Plan are informed by the policies and plans identified in Chapter 3 as well as the existing and anticipated issues and opportunities set out in Chapter 4.

The objectives of the plan are set out below alongside the objectives of the Town Centre Strategy and Transport Strategy. They reflect the need for a long term, multi-modal, sustainable and equitable transport plan to accommodate the movement of people and goods into and within the town centre.

Darlington Town Centre Transport Plan Objectives	Darlington Town Centre Strategy Objectives	Darlington Transport Plan Objectives
Enable good access for retail, leisure and work by all modes of transport	Making Darlington a great place to live, work and visit	Connect people with job and training opportunities and link communities
Create attractive points of entry and a legible town centre transport network	Enhancing the attractiveness and vitality of our town centre	Maintain and effectively manage a resilient transport system.
Reduce vehicular traffic in the town centre and prioritise access for sustainable and	Celebrating our heritage	Improve safety for all road users
public transport and deliveries/ servicing	Enhancing the attractiveness and vitality of our town centre	Support a revitalised and transformed Darlington town centre
Provide suitable supporting infrastructure for town centre residents to allow the town	Improving the health and wellbeing of people	Reduce transport's impact on the environment and support health and wellbeing
centre to develop as a place to live with a strong and cohesive community	Supporting local economic growth	Maintain and effectively manage a resilient transport system

Darlington Town Centre	Darlington Town Centre	Darlington Transport Plan
Transport Plan Objectives	Strategy Objectives	Objectives
Address the impact of transport		
on the environment and climate		
change		
Facilitate residential,		
commercial, retail and leisure		
property development		

The objectives have been used to derive a number of interventions that reflect discreet elements of the transport system as follows.

- Walking and Cycling
- Bus and Coach
- Cars and Taxis
- Rail
- Servicing and Deliveries
- Parking

The success of the Town Centre Transport Plan will lie in the delivery of interventions in these areas. Further detail is provided in the following chapters











3 Walking and Cycling

The development of high quality, direct, safe walking and cycling routes is vital in particular for those without access to a private car or who are unable to drive so that they can access employment, leisure, health, retail and other essential services. With further investment, cycling and walking into the town centre could become a practical choice for many more people and more journeys.

The £9.2m Pedestrian Heart project has already transformed the centre of Darlington through the creation of a series of new public spaces, improved streetscapes and public art. This has continued with the developments around Feethams and the creation of the Riverside Park. There is now a need for the Town Centre Transport Plan to build on the positives of these projects, whilst learning the lessons around the use and design of space for everyone, specifically meeting the needs of people with disabilities.

We also need to ensure that with more people cycling, we must consider investment in suitable infrastructure to sustain the increase. Increased levels of walking and cycling contribute to increasing levels of zero or low emission travel, and associated benefits of better air quality, reduced noise pollution and reduced road safety risk.

3.1 Measures

Walking and Cycling Network Improvements

The following improvements will be made to the cycling and walking network within the town centre:

- We will create gateways at the Inner Ring Road to connect with the existing cycle routes to Northgate (North Road Station), Haughton Road, Victoria Road (Station), Feethams, Grange Road, Duke Street and Kendrew Street;
- We will create an outer and an inner cycle route:
 - Outer Along the south side of St Augustine's Way between Northgate roundabout and Bondgate, potentially utilizing Commercial Street and replacing the underpass with an at grade crossing for pedestrians and cyclists – improving access to North Lodge Park
 - Outer along the south or north side of Victoria Road to link into Grange Road (into and out of town)
 - Inner route 2 way cycling on Skinnergate to link to Duke Street
 - Inner route east/west across the market square and Horsemarket; and
- We will improve crossing points along bus routes for pedestrians e.g. Church Row/Tubwell Row and Northgate bus interchange.



Landscaping and Green Spaces

The Town Centre Strategy will look to implement a programme of landscaping that will link together key sites and green spaces such as Riverside Park, Market Hall and beyond to South Park, North Lodge Park, as well as beyond as part of the Northgate masterplan. The transport plan will ensure that the spaces are linked for those who are walking or cycling.

Cycle Parking Standards

Good quality, secure, convenient cycle parking is required to encourage trips to town by bike. The attractiveness of cycling will be enhanced if at the end of journeys into the town centre, effective and attractive facilities for cycle parking are available.

As stipulated in the Darlington Parking Strategy we will ensure cycle parking meets the requirements of LTN1/20 and is well-designed, high-quality, convenient and well maintained. We will also consider the need to provide for electric cycles (in terms of electricity supply) given their increasing popularity as well as adapted cycles for disabled cyclists. We will also increase the number of covered, secure cycle parking areas.

Legibility

Once of the key issues relating to movement around Darlington town centre is legibility, or the ability for people to easily find their way around. We need to ensure that that signage and waymarking across the town centre makes it easy for people to get to the places they want to be and reinforces the message that it is compact and walkable/cyclable. We will therefore develop an easy to understand plan of the cycle network so cyclists can navigate their way around or through town from each of the access points on the Inner Ring Road. We will also develop and refine our pedestrian and cycle signage across the town centre so that is consistent. However, in doing and though the implementation of other measures we will also consider how we can minimise street clutter.

4 Bus and Coach

Buses are the most efficient use of road space and so measures which provide greater priority will enable bus operators to deliver even better journeys for passengers and make public transport a viable choice for more users. Prioritising road space for buses to ensure a fast and consistent journey time that is competitive with the private car is essential to encourage people to make the switch to more sustainable and environmentally friendly forms of transport. It is also important that buses are able to reach the parts of the town centre that passengers want to travel to, and that the infrastructure provides an accommodating environment for buses and comfortable facilities for passengers.

4.1 Measures

Review Bus Routing and Priority Measures

Bus services should be continually reviewed to ensure the most effective routeing, quality and level of bus services are in place. Bus routes should have minimal conflict with pedestrians and reduce congestion within the town centre. We have reviewed various options for bus services and retaining the existing bus loop is the most effective way to operate.

Bus Services

The Tees Valley Bus Service Improvement Plan identifies some key priorities which will improve bus services in Darlington town centre, subject to the amount of funding available. This could result in new bus shelters, bus priority at traffic signals, improvements to the provision of information at bus stops and zero or low emission buses.

We will also look to further promote Tees Flex, the on-demand bus service currently available in rural parts of Darlington where there are no bus services, and investigate opportunities to expand the service. Nine new, high-quality Mercedes Sprinter buses operated by Stagecoach and funded by the Tees Valley Mayor and Combined Authority are being used, with passengers able to prebook the bus via a smartphone app, a website or over the telephone. Darlington town centre is one of the destinations.

Real Time Passenger Information and Selective Bus Detection

We will also, where possible utilise the upgraded Urban Traffic Management and Control (UTMC) system (being funded by the Tees Valley Combined Authority) to provide bus priority to assist any late running buses to catch up time and arrive/depart from the town centre on time.

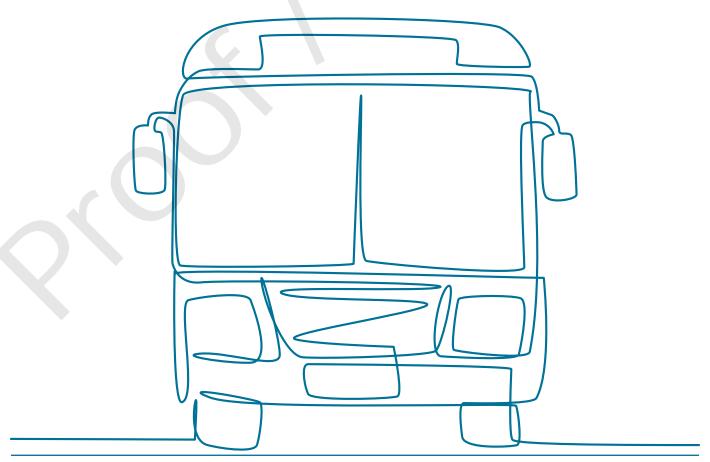
Upgrade Customer Waiting Facilities

We recognise the need to raise the profile of bus travel for current and potential users and ensure that this is combined with high quality bus stops and bus shelters. Over many years, various types of shelters and poles have been installed which do not necessarily reflect local user needs or provide a consistent experience.

To address this issue, we will develop a set of standards for bus stops, bus shelters and information provision. Locations will be identified where more space can be allocated to waiting customers to reduce the conflict with passing pedestrians, in particular on Prebend Row.

Coach

Options to create more coach facilities near Feethams Town Hall bus stop (outside Feethams House) will be considered for holiday tour coaches (National Holidays and others), leaving the existing coach stop for coaches that serve the Dolphin Centre (such as school swimming coach services), National Express Coach services and the existing loading bay. We will keep the need for coach parking spaces under review, in terms of both the number and location, as the Town Centre Strategy and this Transport Plan are delivered to ensure there is adequate provision.



5 Rail

Darlington Station is a key rail hub, not just for the Tees Valley but further afield and a major redevelopment of the station is planned and being taken forward. The scheme will improve the frequency and reliability of services as well as connectivity along the East Coast Main Line and to other regional stations. The £100 million redevelopment will pave the way for a new platform, entrance, station building and upgrades to its transport links. It will be important for the Town Centre Transport Plan to ensure that the links between Darlington station and the town centre are strengthened so that the full benefit of the investment is realised. The Victoria Road scheme, that has recently been completed, is one element of the investment required.

In addition, the Darlington Railway Heritage Quarter (DRHQ) close to North Road Station is to be developed into a new internationally significant major visitor attraction and museum by 2024 so that it can be a central part of the bi-centenary celebrations of the Stockton and Darlington Railway in 2025. As well as carrying out essential improvements to a number of historic buildings on the site, there will be a new immersive ride experience, café and shop, themed play area and a new Live Engineering building. Ensuring that links between the town centre and North Road Station are enhanced must be considered as part of the Town Centre Transport Plan and delivered through both the wider transport strategy and Northgate masterplan.

5.1 Measures

Improve Station Connections

We will ensure that as the Darlington Station and Darlington Railway Heritage Quarter projects are delivered that they are implemented in such a way that it easier to reach both the Darlington and North Road stations from the town centre by bus, on foot or by bike.

Station Facilities

We will work with Network Rail and the Train Operating Companies to ensure that the Darlington Station project will deliver enhanced passenger facilities that meet the needs of users and the Station remains a gateway to the town centre. Initial feasibility work is underway to identify improvements at North Road Station to ensure that this station is accessible to all, with enhanced facilities and is a gateway to both the Rail Heritage Quarter and Darlington town centre via (an improved) Northgate.

Service Improvements

Once the Darlington Station project has been implemented, we will also push for local rail service improvements such as enhanced frequencies and extended operating hours so that commuters/ leisure travellers have greater choice and can access earlier and later trains. The Bishop Line has secured a clockface hourly service but is now pushing for a half hourly service; and the Tees Valley Line is seeking to increase the number of services from 2 an hour in both directions to 4 an hour.



6 Servicing and Deliveries

To ensure the economic vitality of the town centre, it is important that servicing and deliveries are considered. The physical layout of the town centre needs to provide adequate access for delivery and servicing as changes in business models (click and collect and takeaway) and residential development (home delivery) projects are brought forward. However, there is also a need to ensure that appropriate day-to-day policies and measures are in place so that deliveries and servicing are managed, and any disruption or environmental impact they may cause is minimised over time.

6.1 Measures

Last mile delivery

Operating a local delivery service can support town centre businesses and reduce carbon emissions and congestion. We will therefore promote the use of last mile delivery through providers such as Green Link. Green-Link is Darlington's first and only zero-emission delivery and distribution company. They use a fleet of state-of-the-art cycles and electric vehicles to offer a highly reliable, professional and cost-effective method for moving documents and goods in and around Darlington.

Timed restrictions on HGVs

Deliveries are currently limited in some locations such as Skinnergate and High Row to before 10am and after 5pm and— 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. We will therefore consider whether restrictive times of delivery within town centre (enforced by TROs) should be expanded to other streets. The legal orders are enforced by a combination of the Police (moving traffic) and the Council (loading and parking restrictions). Changes to enforcement legislation may enable more enforcement to be managed using cameras.

Delivery and Servicing Management Plans

As new development comes forward in the town centre in support of the Town Centre Strategy we will ensure that through the planning process Delivery and Servicing Management Plans are required for commercial developments. These documents will need to set out how deliveries and the servicing of the development will be managed to minimise impact on amenity and operation of highways and transport infrastructure; and where possible to be off the highway completely. They will therefore be required to consider items such as:

- the location of loading and unloading;
- the hours of loading and unloading;
- the frequency and size of vehicles;
- routing;
- · consolidation of deliveries; and
- Any other control measures.

7 Cars and Taxis

High levels of car use leads to congestion, poor air quality and greenhouse gas emissions. There is a need to move towards a reduced reliance on travel by fossil-fuel burning vehicles whilst also addressing the costly issue of traffic congestion characterised by slower speeds, longer journey times, and increased vehicular queueing.

However, in limiting private cars it should be noted that taxis play an important and valuable role within the town's transport system and provide for a wide range of journeys. For example, in the daytime taxis accommodate those that travel in to town by foot or by bus, but then do their shopping and require a door to door service to get home. In the evening the taxi trade is focused around hospitality and culture and needs to be located near these venues and away from residential areas. A successful taxi system is therefore central to supporting the town centre and the Council recognises and welcomes the contribution that the Private Hire and Hackney Carriage trade make to the transport and tourism industry in the area.

7.1 Measures

Limit Cars

As indicated by the measures set out above roads in the town centre need to be prioritised for public transport and business servicing/deliveries with dedicated facilities for active modes. Private cars should only require access to parking with through routes restricted. The Pedestrian Heart project has already limited access for private vehicles by reorganising and redesigning the traffic system and as any changes to bus routing and bus priority are implemented we will ensure that the same principles regarding access for private vehicles are adhered to. We will also consider the needs to address traffic management issues in specific locations such as the options for changes to traffic management in the Skinnergate and Duke Street areas.



Improve Taxi Rank Provision

As well as helping to manage the supply of taxis at busy locations, ranks also help reduce congestion and vehicle emissions by limiting the time drivers spend on the road while waiting to be hired.

As the Town Centre Strategy and this Transport Plan are delivered we will review Darlington's taxi rank network, to identify where improvements are required and where new ranks are needed. We will work with the taxi trade to identify priority locations, especially where there are opportunities to better integrate with other modes. As part of any review, we will also consider the impacts on existing ranks caused by new development projects and where possible seek to replace rank spaces at suitable alternative locations.

Furthermore, we will work with taxi and private hire operators to install rapid electric charging points in suitable locations and then use our local authority taxi licensing function to incentivise the uptake of ultra-low emission taxis and private hire vehicles, for example by designating ULEV taxi ranks in high demand areas.

Taxi Licencing Review

The Council is aware that the public should have reasonable access to safe and comfortable hackney carriages and private hire vehicles because of the role they play in local transport provision. Local authorities are responsible for the licensing, administration and enforcement of taxi (hackney carriage) and private hire vehicles in their areas. In July 2020 the Department for Transport (DfT) published 'Statutory Taxi and Private Hire Vehicle Standards' and it expects these recommendations to be implemented unless there is a compelling local reason not to and therefore Darlington Borough Council published a revised policy effective from 1 January 2021.

The DfT guidance asks licensing authorities to consider how far their vehicle licensing policies can and should support any local environmental policies that they may have adopted and suggests that authorities may, for example, wish to consider setting vehicle emissions standards, perhaps by promoting cleaner fuels.

In its updated policy, Darlington Borough Council has included a 25% reduction in licensing fees for certain fuel efficient vehicles including electric, petrol electric hybrid, liquid petroleum gas and compressed natural gas. The policy also outlines that tougher emissions standards will be introduced for all licensed vehicles. These standards will be phased, with strict retirement dates for vehicles that fail to meet the latest standards.

A full review of the Policy will be conducted every five years and as part of this review process we will consider additional options for enhancing environmental sustainability such as:

- Free licence renewal for a set period in return for upgrading to an eligible low emission vehicle;
- Requirement for all licenced vehicles to be ultra-low emission by a certain date (aligned with the proposed expansion of the electric vehicle charge point network);
- Taxi Vehicle Age Limits a new upper age requirement for vehicles, potentially reducing overtime for certain vehicle types;
- No longer granting first-time taxi vehicle licences to diesel taxis.

Education and Enforcement Activities (moving traffic offences)

Targeted enforcement will be undertaken to address issues associated with taxi/private hire driver behaviour, including over ranking, violation of traffic orders and illegal parking. In addition to this, we will compile transparent complaints data and aim for a reduction in the number of complaints received. The data compiled will also allow us to better plan enforcement action alongside the Police, until such time as the Council takes over these powers.

We will also conduct education and training sessions with taxi /private hire drivers and operators illustrate the benefits of making their operations more environmentally friendly. This may include:

- A no idling campaign (an education and behaviour change initiative that tasks all drivers to switch off their engine when parked up, wherever possible) - engine idling (leaving your vehicle engine running while stationary) is a significant source of local air pollution and contributes to poor air quality, which in turn damages people's health;
- Demonstrating the potential fuel savings and financial benefits from operating ULEV taxis and private hire vehicles; and
- Opportunities to trial electric vehicles.

Car Club

Car clubs are privately operated 'pool cars'. Members pay a small annual or monthly membership fee then have access to vehicles that can be booked and used at short notice. The cars are parked so that they are easily accessible to members and are generally cheaper than conventional car hire, with bookings made over the internet or phone. The benefit of car clubs is that they encourage people to forego private car ownership and are also attractive to people that make very limited use of a car. While not having the expense of buying, insuring and maintaining their own vehicle, members have access to a car that is parked conveniently in dedicated parking spaces.

Car clubs have the best chance of success in areas where parking for private cars is limited or non-existent. Car clubs therefore have a central part to play in addressing reduced parking provision in new town centre developments and encouraging existing residents to use the car less when travelling. They can bridge the gap between lack of car parking (on site and on street), use of public transport, cycling and walking and the need for occasional access to a car. They can also result in a boost to local trade as car club members tend to use more local services rather than drive to out-of-town shopping centres.

We will seek to attract a car club operator to Darlington town centre either on a commercial basis or through the planning process and designate priority parking spaces either in a car park or onstreet as the car club grows. This will be funded initially through contract parking revenue and developer contributions, until it becomes commercially viable.

8 Parking

Parking facilities are an important element of the transport system and issues relating to their effectiveness are therefore relevant to this town centre transport plan. The Darlington Parking Strategy highlights that there are 18 public car parks within the town centre and 310 on-street pay and display spaces. The Council provides designated disabled spaces within 90% of its car parks as well as dedicated spaces for motorcyclists. There are 16 Resident Permit Zones within the Borough of Darlington, with many surrounding the town centre. Chesnut Street car park is the only car park in Darlington that offers HGV and coach parking, providing 6 spaces in total, though there is capacity to increase this.

8.1 Measures

Implement Darlington Parking Strategy

We will implement the parking strategy to achieve its objectives of being:

- Balanced: To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system, whilst taking into account:
- The economic vitality of Darlington and the town centre in particular;
- Environmental objectives including carbon emissions, air quality and noise.
- Social objectives including social inclusion and health and wellbeing;
- Fair and Well Managed: Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.
- Safe and Convenient: Deliver facilities that are safe, secure and convenient for a variety of users;
- Modern: Embrace opportunities created by new technology to manage car parking.

This will mean parking within the heart of the town centre will predominantly remain as short stay to encourage people to visit for 2 or 3 hours and maximise the use of the spaces. Longer stay commuter parking will remain in car parks outside of the Inner Ring Road.



Enhance Car Park Accessibility

The location of disabled parking bays may change as land is redeveloped and uses of buildings or sites change. We will therefore give careful consideration to the overall numbers, location and usage as the Town Centre Strategy is delivered.

In addition, we will investigate how the UTMC project being delivered by TVCA can assist in better managing off street car parking and reducing circulating vehicles searching for available spaces.

Increase Public Electric Vehicle Charging

A number of Electric Vehicle Charging Points will be installed in town centre car parks in 2022 as part of a Tees Valley wide project funded by TVCA. Their use will be monitored and if more capacity is required we will seek further funding from TVCA or other funding opportunities. In addition, we will ensure that town centre residential developments include EV charging within their plans and install charging points in support of car club promoters.

Contract parking

Contract parking is provided in three car parks in the town centre (within the inner ring road). This is for businesses that implement a Travel Plan and who have a requirement for operational rather than commuter parking. The spaces are paid for on an annual basis. If more spaces were allocated to contract parking it removes capacity for visitor parking to support town centre businesses. As set out in the Darlington Parking Strategy we will update the current policy and adopt a protocol for deciding upon future allocations that considers how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by businesses/employees.

Adequate Parking Provision for New 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 and 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.

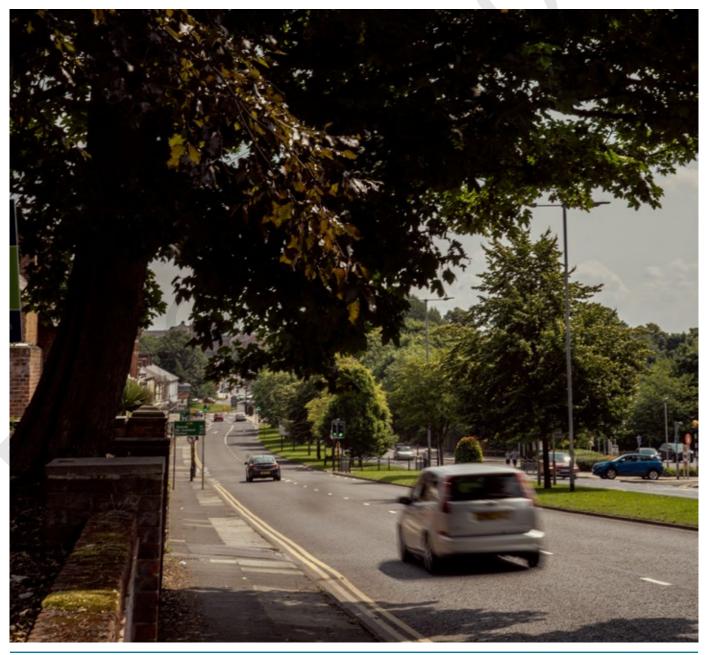
Options to provide residential parking on a similar basis as business contract parking will, as stipulated in the Darlington Parking Strategy, be subject to a policy for contract parking in the town centre for residential properties. The Council will adopt a protocol for deciding upon future allocations that considers how best this can be managed and how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by residents.

9 Summary

The table overleaf summarises the proposed measures contained within this Town Centre Transport Plan and demonstrates how they align with the proposals set out in the Darlington Town Centre Strategy. The following table summarises the town centre transport policies and how these align with the objectives of the Town Centre Transport Plan.

Whilst not transport related, it should be noted that in delivering the Darlington Town Centre Strategy it will be important to take the opportunity to make the town centre brand more powerful and instantly recognisable through the consistent design and provision of signage, information panels, maps, visitor information and art installations. These elements together can communicate the town brand consistently and effectively to visitors and residents.

As the town centre changes, a focal point for the provision of help and information would be a benefit for businesses and residents. Whilst a lot of information is available online it is not in one place and not everyone has access. 'Big data players' such as Trip Advisor dominate searches meaning people miss out on hidden gems, events and activities and these sites don't work as a signposting service to local businesses and services.



Town Centre Transport Measures

Walking and Cycling	Walking and Cycling Network Improvements Landscaping and Green Spaces Cycle Parking Standards	 A town to be proud of (Page 17): Review the lighting strategy and develop proposals for improvement Skinnergate and the Yards (Page 21) Improving shop fronts and the public realm including in the Yards and Wynds. Lighting and access will also be improved making the area more attractive. A town to be proud of (Page 17) Introduce more trees, shrubs and plants Extend the Riverside Park to incorporate land north of Stonebridge Other interventions (Page 24) Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.
	Legibility	A town to visit (Page 14): • Improve the presentation of our heritage assets through various initiatives including events, festivals, public art, enhanced lighting, effective signage and public realm improvements.
Bus and Coach	Review bus routing and priority Bus Services RTPI and Selective Bus Detection Upgrade shelters and information Coach	Other interventions (Page 24) Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies
Rail	Station Connections Station Facilities Service Improvements	Other interventions (Page 24) • Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.
Servicing and Deliveries	Last mile delivery Timed restrictions on HGVs Service and delivery management plans	A town to do business in (Page 16) Other interventions (Page 24) • Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.

Cars and	Limit cars	A town to visit (page 14):
Taxis		Examine the options for changes to traffic management in the Skinnergate and Duke Street areas
	Education and Enforcement Activities (moving traffic offences) Improve Taxi Rank Provision Taxi Licencing Review Car Club	Other interventions (Page 24) • Cross cutting infrastructure investment such as public realm, highway, landscaping and other works will be delivered within the town centre boundary to complement other plans and strategies.
Parking	Implement Darlington Parking Strategy Enhance car park accessibility Increase public Electric Vehicle Charging Adequate parking	A town to visit (page 14): Improve traffic management by providing variable message signage and improved parking signage Review the condition and contribution of council owned car parks Northgate (Page 22)
	provision for new residential developments	Consider the contribution Commercial Street car park can play.

Town Centre Transport Measures

Town Centre Policies	Darlington Town Centre Transport Plan Objectives
The hierarchy of road users will be used to inform changes to the public realm, highway and transport services within the town centre	Reduce vehicular traffic in the town centre and prioritise access for sustainable and public transport and deliveries/servicing
Cycle routes and cycle parking will be planned and constructed so cyclists can cycle to and from the town centre, with alternative routes for cyclists that wish to avoid the town centre Clear bus priority routes within the town centre will be identified and measures put in place so buses are punctual	Create attractive points of entry and a legible town centre transport network Enable good access for retail, leisure and work by all modes of transport
Sufficient space will be allocated to bus passenger waiting environments; and facilities will be improved to include bus shelters with green roofs, additional seating, clear signs and up to date easy to understand information Safety must be considered in all developments including road safety, personal safety, vehicle security and reducing road user conflict wherever possible	
Town centre traffic management plans will ensure the efficient use of the highway in line with the Traffic Management Act	
Support the transition to zero and low emission transport through prioritising walking and cycling, creating infrastructure and programmes to move to electric and hydrogen vehicles, cargo bike deliveries and a Car Club	Address the impact of transport on the environment and climate change
Town centre developments, including residential, must have clear strategies for parking, servicing and deliveries	Provide suitable supporting infrastructure for town centre residents to allow the town centre to develop as a place to live with a strong and cohesive community Facilitate residential, commercial, retail and leisure property development





APPENDIX 4

DARLINGTON

Borough Council

Darlington Town Centre Transport Plan

Summary Document

Foreword

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 by all modes of transport.

The Vision of the Darlington Town Centre Strategy 2019-2030 is as follows:

By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to our town centre, placing it at the heart of our community for years to come.

In addition, the Darlington Transport Plan sets out the following vision.

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth.

The Darlington Town Centre Transport Plan forms the link between these two important policy documents and is also influenced by a number of other local policies and plans as illustrated in Figure 1.



Issues and Opportunities

The following table summarises the main issues and opportunities for transport in Darlington town centre.

Mode	Opportunities	Issues
Walking and Cycling	 Walking and cycling routes exist as far as the Inner Ring Road with signalised crossing points Existing pedestrianised areas of High Row, Blackwellgate, Northgate and Bondgate High quality examples of public realm e.g. High Row and Riverside Park Ability to plan improvements so that walking or cycling to the town centre is an option of preference for more people 	 Vulnerable road users (pedestrians/cyclists) are not always prioritised due to conflicting demands on space Need gateways into the town centre for pedestrians and cyclists and to link different areas together Need to be able to cycle through or round the town centre as well as into it Need easy-to-find, secure cycle parking Some pedestrians crossing points are difficult to use due to buses and taxis
Bus	 Darlington is well served by bus with around 90% of the population served by a frequent (30 minute) service. Buses are at the heart of the retail/leisure area There has been investment in the bus fleet and technology to support people using buses e.g. next stop announcements, real time information displays. 	 Lack of space for buses to stop and also space for people to stand/ sit and wait for a bus Stop accessibility issues (walking routes to bus stops) Conflicts with other modes, in particular HGVs and LGVs.
Taxi	 72 taxi rank spaces around the town centre Taxi marshals already deployed to manage queuing and traffic Investment in improved lighting at taxi ranks to enhance safety 	 Appropriateness of existing taxi rank locations as the town centre evolves Further requirement for tougher emissions standards to help improve air quality and reduce carbon emissions
Highways and Parking	Can prioritise which traffic should have access, when or for what purpose	Limited space within the Inner Ring Road to accommodate all existing and future transport demands
Other	Darlington is the first town in the region to be awarded Purple Flag status e.g. it meets or exceeds the standards of excellence in managing the evening and night-time economy.	 Town centre is cluttered and confusing. Pavements for People policy guide needs to be updated to manage the design and use of the space within the town centre.

Objectives

The objectives of the plan are set out below alongside the objectives of the Town Centre Strategy and Transport Strategy. They reflect the need for a long term, transport plan to accommodate the movement of people and goods into and within the town centre.

Darlington Town Centre Transport Plan Objectives	Darlington Town Centre Strategy Objectives	Darlington Transport Plan Objectives
Enable good access for retail, leisure and work by all modes of	Making Darlington a great place to live, work and visit	Connect people with job and training opportunities and link
transport	Enhancing the attractiveness and vitality of our town centre	communities
Create attractive points of entry and a legible town centre	Celebrating our heritage	Maintain and effectively manage a resilient transport system.
transport network		Improve safety for all road users
Reduce vehicular traffic in the town centre and prioritise		
access for sustainable and		
public transport and deliveries/ servicing		
Provide suitable supporting infrastructure for town centre residents to allow the town centre to develop as a place to live with a strong community	Enhancing the attractiveness and vitality of our town centre Improving the health and wellbeing of people	Support a revitalised and transformed Darlington town centre
Address the impact of transport on the environment and climate change	Improving the health and wellbeing of people	Reduce transport's impact on the environment and support health and wellbeing
Facilitate residential, commercial, retail and leisure property development	Supporting local economic growth	Maintain and effectively manage a resilient transport system

Measures



Walking and Cycling

- Walking and Cycling Network Improvements Inner Ring Road cycle gateways, new outer/ inner cycle routes, improved pedestrian crossing points along bus routes
- Landscaping and Green Spaces linking together key sites and green spaces
- Well-designed, high-quality, convenient and well maintained cycle parking
- Improved pedestrian and cycle signage and a town centre cycle plan



Bus and Coach

- Review bus routing and priority
- Bus Services Tees Valley Bus Service Improvement Plan and Tees Flex
- Real Time Passenger Information and Selective Bus Detection
- Upgrade shelters and information
- Consider options to create more coach facilities



Rail

- Ensure stations are easy to reach by bus, on foot or by bike
- Support delivery of enhanced passenger facilities
- Local rail service improvements enhanced frequencies/ extended operating hours



Servicing and Deliveries

- Last mile delivery promote through providers such as Green Link
- Timed restrictions on HGVs
- Service and delivery management plans



Cars and Taxis

- Reduce the need for cars to travel throughout the town centre
- Education and Enforcement Activities
- Improve Taxi Rank Provision
- Taxi Licencing Review
- Provide Car Club



Parking

- Implement Darlington Parking Strategy
- Enhance car park accessibility
- Increase public Electric Vehicle Charging
- Adequate parking provision for new residential developments

Town Centre Transport Policies

To support the interventions set out above eight town centre transport policies have been developed to guide how transport in the town centre is planned in the future. These policies are listed below:

- A hierarchy of road users will inform any changes to public realm, highway and transport services in the town centre
- 2. Cycle routes and cycle parking will be planned and constructed so cyclists can cycle to and from the town centre, with alternative routes for cyclists that wish to avoid the town centre
- 3. Clear bus priority routes within the town centre will be identified and measures put in place so buses are punctual
- **4.** Sufficient space will be allocated to bus passenger waiting environments and facilities will be improved to include bus shelters with green roofs, additional seating, clear signs and up to date easy to understand information
- **5.** Safety must be considered in all developments including road safety, personal safety, vehicle security and reducing road user conflict wherever possible
- **6.** Town centre traffic management plans will ensure efficient use of the highway in line with the Traffic Management Act
- 7. We will support the transition to zero/low emission transport by prioritising walking and cycling, creating infrastructure and programmes for electric/hydrogen vehicles, encouraging cargo bike deliveries and by providing a Car Club
- **8.** Town centre developments, including housing, must have clear strategies for parking, servicing and deliveries

APPENDIX 5





Darlington Parking Strategy

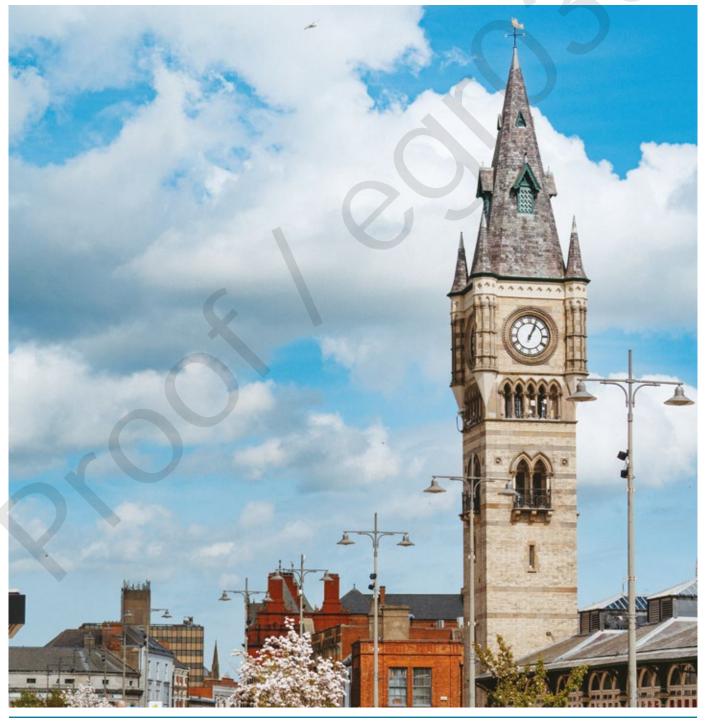
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1 Introduction

Darlington is a historic market town, surrounded by open countryside with a number of large and small villages. The town centre provides employment, shops and services for large parts of North Yorkshire and south and west County Durham and the western part of the Tees Valley.

The Borough has excellent national and international transport links, by rail (East Coast Main Line, Bishop Line and Saltburn Line), road (A1(M) and A66 (T)) and air (Tees Valley International Airport) and is the 'gateway' to the Tees Valley. The town has a comprehensive network of bus services and cycle routes. The Borough has a variety of parking requirements to meet the needs of residents, commuters and visitors, and for different modes including cars, HGV's, bikes and motorbikes we also need to consider how parking restrictions are enforced in order to meet our traffic management duties. Good quality parking can support the local economy and the quality of our streets and neighbourhoods when balanced with sustainable and public transport policies.



1.1 Why do we need a new parking strategy?

The Council understands that different groups and individuals have different parking needs and expectations, and that parking facilities must be best managed to meet those needs. In addition, car parking and its management form an important part of a balanced transport strategy that supports economic growth, manages traffic and encourages the use of more sustainable modes such as public transport, cycling and walking in support of safety, health and environmental objectives. Since Darlington Borough Council last produced a parking strategy several local, national and global issues have occurred affecting parking, including:

Climate Change Emergency

Climate change is one of the most significant issues facing the world today and the effects are being felt already. 2020 was the 2nd hottest year on record (second only to 2016), with the top 10 warmest years all having occurred in the last decade. With a warming climate comes much more unpredictable weather patterns. In December 2021, areas in the North East of England and in Scotland were still without power following Storm Arwen. COP26, held in 2021 in Glasgow, demonstrated the world's commitment to meeting the targets set out in Paris in 2015 to limit global warming to well below 2 degrees, and to aim for 1.5 degrees.

However, under all emissions scenarios outlined in the most recent IPCC (The Intergovernmental Panel on Climate Change) report (2021), without immediate, rapid and large-scale reductions in emissions the Paris targets will be out of reach, increasing the risk of drought, floods, extreme heat and poverty.

In July 2021 the Department for Transport published "Decarbonising Transport A Better, Greener Britain". Transport is the largest contributor to UK domestic greenhouse gas (GHG) emissions, responsible for 27% in 2019. The plan identifies that we must deliver a step change in the breadth and scale of our ambition on transport emissions to reach net zero. Under Priority 5 (Placebased Solutions) it highlights that *local authorities will have the power and ambition to make bold decisions to influence how people travel and take local action to make the best use of space to enable active travel, transform local public transport operations, ensure recharging and refuelling infrastructure meets local needs, consider appropriate parking or congestion management policies, initiate demand responsive travel, as well as promoting and supporting positive behaviour change through communications and education¹.*

In July 2019, Darlington Borough Council Members acknowledged the threat of climate change and passed a motion committing Darlington Borough Council to reach net zero carbon emissions by 2050 on its own operations. No specific emissions target has been established for the Borough as a whole but the Council acknowledges the government commitment to achieve net zero carbon emissions nationally by 2050 and within the Darlington Local Plan 2016-2036 (see below) there is a specific aim to respond to climate change and reduce energy consumption, supporting the continued move towards a low carbon community by encouraging efficient use of resources, good design and well located development, whilst increasing resilience to impacts from climate change (Specific Aim 6).

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-green-er-britain.pdf

COVID-19 Pandemic

During the COVID-19 recovery it will be important to evaluate changing travel patterns, including the role of parking within this. There is a need to plan transport in a way that helps to prevent infection but also supports the reinvigoration of local economies following the periods of lockdown. The COVID-19 pandemic also presents the opportunity to reshape travel patterns and our transport network to provide sustainable healthy travel alternatives.

The Tees Valley Mayor has made parking free for a minimum of two hours up to a maximum of three hours in council-run car parks in each of the five Tees Valley main town centres. The free town centre parking was introduced in January 2021 to encourage more people to support shops, cafes and other businesses in their town centres and high streets when coronavirus restrictions allowed them to do so safely. Funding for free parking has been allocated for two years but there is a need to ensure that sustainable travel alternatives are also promoted to lock in positive changes in transport behaviour.

Updated National Planning Policy Framework

An updated National Planning Policy Framework (NPPF) was published in July 2021. Paragraphs 108 and 109 of NPPF indicates:

In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities.

This guidance will need to be a central consideration in the development of the parking strategy and its implementation.

Updated Tees Valley Strategic Economic Plan and Investment Plan, New Tees Valley Strategic Transport Plan

The Tees Valley Strategic Economic Plan (SEP) sets out the growth ambitions for the region for a ten year period spanning from 2016 to 2026. The SEP focuses on attracting investment to the area to stimulate job creation and encourage business growth, whilst enhancing transport and infrastructure to support and facilitate this growth.

The associated Investment Plan (2019-2029) sets out the investment priorities for two areas that are of relevance - Transport and Place. In relation to Transport, the Investment Plan makes reference to the Strategic Transport Plan (adopted January 2020) prepared for the Tees Valley and emphasises the importance of connecting centres, supporting economic growth and reducing carbon emissions, minimising the impact of the transport network on the environment.

The Investment Plan, under the Place theme, highlights the need to rejuvenate town centres as locations for professional and business services jobs as well as supporting creative and cultural uses. Parking policy and management will play an integral part in delivering these investment priorities and associated outcomes.

New Darlington Local Plan

The Darlington Borough Local Plan 2016-2036 (the local plan) has been adopted in February 2022. The Local Plan aims to establish the policy framework that guides and shapes development with specific aims of:

- 1. Facilitating economic growth,
- 2. Meeting housing needs,
- 3. Creating a well connected borough,
- **4.** Create cohesive, proud and healthy communities,
- 5. Protect and enhance the countryside and natural environment,
- **6.** Respond to climate change and reduce energy consumption.

The Plan will guide how the borough develops by allocating some land for new development and protecting some in its current use. It will give clear guidance and vision which will stimulate inward investment and much needed housing development across the borough as well as including detailed new policies to help determine planning applications and manage developments of all types across the borough. The plan will replace the Darlington Local Plan 1997, and the Darlington Core Strategy 2011.

Successful implementation of the Local Plan will enable Darlington Borough to continue to grow and prosper providing appropriate housing and job opportunities for existing and future residents. The ambitious growth aspirations contained within the plan will inevitably place pressures on the boroughs transport network in particular the strategic highway network and major roads within the borough.

New Darlington Transport Strategy (Local Implementation Plan)

The Darlington Transport Strategy 2022-2030 describes what we now need to do differently at a local level to address the current and future challenges in relation to transport. It supports the delivery of the Tees Valley Strategic Transport Plan, which sets the vision, objectives and investment priorities for the transport system across the Tees Valley.

The key objectives are -

- 1. Reduce transport's impact on the environment and support health and wellbeing;
- 2. Improve safety for all road users;
- 3. Connect people with job and training opportunities and link communities;
- 4. Support a revitalised and transformed Darlington town centre;
- **5.** Maintain and effectivity manage a resilient transport system.

New Darlington Town Centre Strategy

Darlington's Town Centre Strategy (and associated Town Centre Transport Plan) is seeking to deliver positive change in the period up to 2030, placing the town centre at the heart of the community for years to come. The strategy seeks to deal with structural changes in the retail industry as well as the impact of the COVID-19 pandemic and Brexit by redefining the town centre so that it continues to be at the core of the community and economic life, offering a more diverse mix of places to live, meet, interact, do business and access facilities and services. This new parking strategy will set parking policy for period up to 2030. It has reflected on previous parking strategies and what they achieved, whilst looking to what is required from the strategic management of parking over the next decade.

1.2 How does the parking strategy align with other policies and plans?

The Darlington Parking Strategy forms an important part of the Darlington Transport Strategy and Town Centre Transport Plan, which themselves are influenced by a number of other policies and plans as illustrated in Figure 1.

Figure 1



2 Where is our parking?

Free parking is available on most streets in the borough, unless it is restricted for traffic management or road safety reasons. Over and above that the Council own and operate a number of car parks in Darlington, to provide parking for cars, coaches, lorries and motorcycles. The Council also manages on-street parking, provides disabled parking and cycle parking.

Off-Street Car Parks

The Council operates and regulates 18 pay and display off-street car parks. (see figure 2). The car parks within the inner ring road are short stay car parks; and the car parks outside of the ring road are a combination of long stay or mixed tariffs i.e. charged per hour up to 4 hours. This is to ensure that there is a supply of customer parking to support town centre businesses with commuter parking outside of the town centre. The car parks have all been improved over recent years - resurfaced, re-lined, improved lighting, pay and display machines that accept debit cards, contactless payment and pay by phone. The following car parks met Park Mark quality standard -

- Abbott's Yard
- Feethams Multi Storey Car Park
- Archer Street Car Park
- Central House Car Park
- Kendrew Street West Car Park
- Kendrew Street East Car Park
- Commercial Street West Car Park
- Commercial Street East Car Park
- Town Hall Car Park
- Winston Street North & South Car Parks
- Park Place East Car Park
- St Hildas Car Park
- Park Place West Car Park

For those car parks that are not currently under Park Mark quality standards, we will endeavour to bring these up to standard in line with this strategy.

Private Car Parking

Car parks are not provided in villages but there is an additional car park in Cockerton to serve the Cockerton District Centre. In addition there are a number of private off-street car parks that are not owned or operated by the Council. Those of most significance include:

- Cornmill car park (400 spaces)
- Sainsburys (572 spaces for customers only, limited to 2 hours)
- Russell Street (122 spaces)
- Feethams Complex (80 spaces)

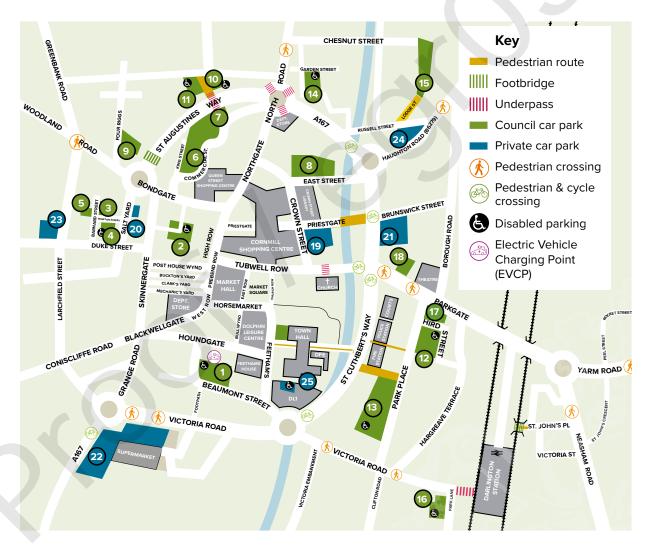
Contract Parking

The Council also provides 5 permit holder contract car parks:

- Beaumont Street West located on Beaumont Street
- Four Riggs located off Bondgate
- Silver Place car park located at Central Park
- Feethams Multi Storey located on Beaumont Street
- Morton Palms located at Morton Palms Business Park

Beaumont Street West and Four Riggs are dedicated to local businesses to serve operational parking needs. Silver Place & Morton Palms are rented solely to specific businesses. Feethams Multi Storey is a public car park with limited contract parking availability. Contract parking is charged for and the fees are set annually as part of The Medium Term Financial Plan.

Figure 2 - Town Centre Car Parks On-Street Parking Spaces



	Council Car Parks Short Stay Tariff	Street Entrance	Spaces
1	Feethams Multi-Storey	Beaumont Street	650
2	Abbott's Yard	Bondgate (exit Skinnergate)	94
3	Winston Street North	Winston Street	27
4	Winston Street South	Barnard Street	54
4 5 6	Winston Street West	Barnard Street	
6	Commercial Street, West	Commercial Street	119
7	Commercial Street, East	Commercial Street	157
	Council Car Parks Mixed/Long Stay Tariff		
8	East Street	East Street	338
9	Archer Street	Upper Archer Street off Four Riggs	62
10	Kendrew Street East	Kendrew Street	76
11 12	Kendrew Street West	Kendrew Street	85
12	Park Place East	Park Place	95
13	Park Place West	Park Place	115
14	Garden Street	Garden Street	72
15	Chesnut Street	Chesnut Street	109
16	Park Lane	Park Lane	83
17	Hird Street	Hird Street, off Park Place	14
18	St. Hilda's Tannery Yard	Parkgate	15
	Private Car Parks	Street Entrance	Spaces
19	Cornmill Car Park	Priestgate, off Crown Street	400
20	Bondgate Car Park	Salt Yard	
21	St Cuthberts Way Car Park	Brunswick Street	
20 21 22	Sainsbury's (For customers, limited to 3hrs)	Victoria Road	572
23	Duke Street	Duke Street	27
24	Russell Street (Halfords)	Russell Street	122
25	DL1	Access from Feethams via side road	80

On-Street Parking Spaces

There are approximately 310 on-street pay and display spaces in Darlington town centre which are restricted to a maximum stay of 2 hours with no return within an hour (with the exception of Grange Road and Northumberland Street, which are 3 hours no return within an hour). These limited waiting sections are in place to support turnover for the businesses located in and around the area. The on-street pay and display areas are listed below -

Council On Street Spaces

On Street	Spaces	On Street	Spaces
Beaumont Street	10	Raby Street	2
Grange Road	38	Primrose Street	5
East Raby Street	13	Powlett Street	12
Northumberland Street	14	Larchfield Street	10
South Arden Street	4	West Powlett Street	2
Winston Street	25	Gladstone Street	37
Barnard Street	11	North Lodge Terrace	6
Duke Street	34	Victoria Embankment	9
Napier Street	8	Victoria Road	7
Kendrew Street	7	Swan Street	5
Park Place	24	Market	14
Hargreave Terrace	13	Total	310

Disabled Parking

The Council provides designated disabled spaces within 95% its car parks. Pay and display charges for disabled badge holders in Council car parks were introduced January 2018.

Residents Parking

There are 16 Resident Permit Zones within the Borough of Darlington. Parking is restricted to permit holders 8am to 6pm Monday to Sunday. Out of the 16 zones, 12 require payment for a residents permit and 4 are designated free zones due to parking congestion being created after the construction of the college and football stadium. In 2021 physical permits were replaced by virtual permits.

Coach and HGV parking

Chestnut Street car park is the only car park in Darlington that offers HGV and coach parking. It offers 6 spaces in total. Demand for coach parking may increase as the Rail Heritage Quarter has identified that more people will arrive on coach tours and there is no coach parking provided within the proposed visitor car park.

Motorcycle Parking

There are various free spaces within the following town centre car parks dedicated to motorcyclists:

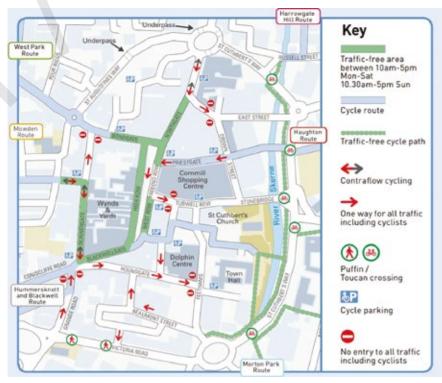
- Abbotts Yard
- Central House
- Commercial Street West
- East Street
- Feethams Multi-storey
- Garden Street
- Park Place Fast
- St Hilda's
- Winston Street North

Motorcycles parked elsewhere within a car park must pay the appropriate fee. You must keep the pay and display ticket.

Cycle Parking

There is sufficient cycle parking within the town centre although this is not always easy to find and the quality can vary. Figure 3 illustrates the location of existing cycle parking. There is a secure cycle store for 40 bikes located at the Town Hall forecourt on Feethams. This has an access control and is covered, ideal for longer stay cycle parking.

Figure 3



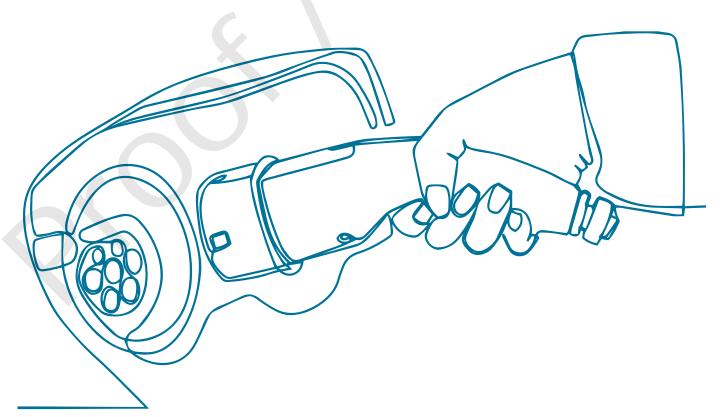
Electric Vehicle Parking

TVCA has committed £2m to providing EV infrastructure across the Tees Valley town centre car parks to provide electric charging for both visitors to the town centre and residents who may not be able to charge at home. In early 2022 between 40 and 50 charge points will be provided in a number of short and long stay car parks in Darlington. In the National Infrastructure Strategy, Government committed to publish an electric vehicle charging infrastructure strategy by November 2021. This is urgently required to help support the delivery of charging infrastructure that will encourage drivers to make the required switch to electric vehicles. It will also help both the market and local authorities plan the delivery of additional charging points.

Currently Darlington Borough Council provide electric vehicle charge points at Feethams Multistorey car park and East Street car park. There are a number of other privately operated but publicly accessible charging points throughout the Borough.

Variable Message Signs

Darlington has a number of Variable Message Signs that provide information on the occupancy of car parks within the town centre. The signs and the system that supports them have been in place for a number of years and the technology is now outdated and does not provide the required functionality to manage car parking. A survey² conducted in 2015 noted that the majority of respondents (71%) indicated that they 'never' use variable message signs when choosing where to park in Darlington Town Centre. 24% 'sometimes' use variable message signs, while one-in-twenty respondents 'always' (5%) use variable message signs when choosing where to park.



² https://www.darlington.gov.uk/media/2854/final-car-parking-survey-report-141215.pdf

3 What local challenges and opportunities are we facing?

3.1 Challenges

The dispersed settlement pattern of the Tees Valley means the car is the primary mode of transport for many people, despite car ownership being lower in the Tees Valley than the national average, potentially adding to congestion in and around the urban centres.

9,000 new homes are to be provided within Darlington by 2036, so there could be a significant increase traffic levels and parking demand as a result.

The town centre continues to face competition from neighbouring settlements and out of centre facilities, which are easily accessible from the wider area.

Wider economic conditions, including the COVID-19 pandemic, have led to a marked decline in some previously healthy town centres due to suppressed disposable incomes, more people working from home and not commuting to work in town centres and an increase in the proportion of expenditure committed online. This is leading to changes in the function of town centres as detailed in the Darlington Town Centre Strategy. Towns and cities are also now seeking to improve their urban realm and prioritise space for people over traffic in order to create safer, cleaner, more pleasant places. Streets play a fundamental role in moving people and well-designed streets can help enhance quality of life.

3.2 Opportunities

There is the opportunity to provide a balanced mixture of parking options to support a vibrant economy in light of a number of proposed transport, development and regeneration schemes, including:

- Darlington Town Centre Strategy recognising the changes in town centre uses from retail to a greater mix of leisure, retail and residential.
- Darlington Station Masterplan and other rail station improvements, require interchange between rail services and other modes taxi, car, bus, motorcycle, cycle and walking.
- Darlington Rail Heritage Quarter Masterplan and Connecting Northgate Masterplans
- Central Park Masterplan;
- Other transport capitol project including Local Cycling and Walking Investment Plan schemes.

There are also opportunities to utilise new technology to extend parking guidance and payments systems to enhance the attractiveness and efficiency of existing car parks.

Following the changes in travel patterns brought about by the pandemic there is also the opportunity to 'lock in' some of the benefits of an increase in active travel to reduce traffic levels and parking demand. In addition, many more people are using their local shops and businesses more than before and this needs to be accounted for in terms of accommodating movements to and within these local centres in a way that is convenient but also environmentally sustainable. There is also an opportunity to develop a Car Club so that car ownership and parking requirements can be reduced through membership of a car club that is a "pay as you go" option for using a car.

4 Vision and Objectives

The parking strategy has a key role to play in delivering the visions set out in the transport and the town centre strategies for Darlington:

Darlington Town Centre Strategy:

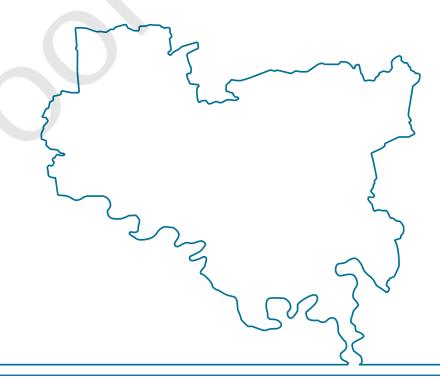
By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to the town centre, placing it at the heart of the community for years to come.

Darlington Transport Strategy Vision:

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth

In support of these vision statements the following objectives have been determined for the parking strategy, building upon the objectives of the previous parking strategy and recognising the policy context previously outlined:

- **Balanced**: To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system, whilst taking into account:
 - The economic vitality of Darlington and the town centre in particular;
 - Environmental objectives including carbon emissions, air quality and noise.
 - Social objectives including social inclusion and health and wellbeing;
- Fair and Well Managed: Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.
- Safe and Convenient: Deliver facilities that are safe, secure and convenient for a variety of users;
- Modern: Embrace opportunities created by new technology to manage car parking;



5 Policy Levers



5.1 Parking Supply

Parking supply concerns the number of spaces provided for different vehicle types and parking durations as well as their locations. Controlling the type, availability and location of parking can influence travel demand. Locating public transport and sustainable transport facilities (e.g. cycle parking) closer to the main attractions rather than car parking in a town centre can make these modes more attractive; whilst prioritising parking spaces in car parks, such as locating car share spaces closest to the exit, can also influence modal choice.

5.2 Price

Price refers to direct charges for using a parking space. Prices can be structured to achieve various objectives, including recovering infrastructure/maintenance costs and managing travel demands. Things that are considered in developing pricing strategies include:

- Costs of using different modes and mode split;
- Balance of demand by parking duration (short stay/long stay)
- Demand for contract parking
- Promotions for specific events or to meet other non-transport objectives

Pricing tends to be most effective if implemented as part of an integrated parking management program that includes support strategies such as improved user information, and better enforcement.

5.3 Quality

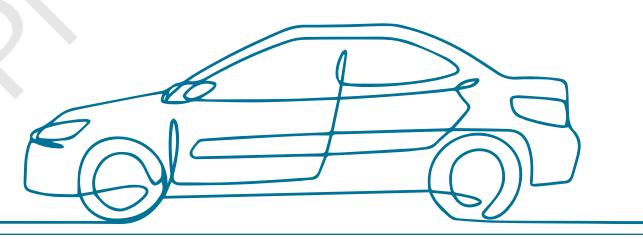
The quality of car parks can influence their level of usage. For example, personal safety and the security of the vehicle are key concerns for drivers, often more so than parking charges. Exposure to potential crime is a huge deterrent to the use of particular car parks whilst perceived safety will attract users. Convenience in terms of payment options and the ease with which spaces can be located also impact on perceptions of quality and therefore usage. This policy level therefore concerns the design, maintenance and operation of car parking and considers issues such as:

- Lighting
- Cleanliness
- Surfacing/lining/layout
- CCTV/ security
- Signage
- Payment options

5.4 Management

The management of parking, including enforcement activities allows us, as a local authority, to:

- Manage the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
- improve road safety
- improve the local environment
- improve the quality and accessibility of public transport;
- meet the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car;
- meet the needs of businesses in terms of deliveries and loading;
- manage and reconcile the competing demands for parking spaces both on and off street.



6 Darlington Parking Model

Local authorities should ensure that parking in town centres and areas is convenient, safe and secure, including appropriate provision for motorcycles and deliveries. Parking policies, including enforcement, should be proportionate and should not undermine the vitality of village and town centres³.

In Darlington the management of parking provision in the town centre, around the fringes of the town centre and elsewhere needs to reflect the differing parking demands from shoppers / town centre visitors, commuters and residents.

Each of the following four distinct parking zones have differing parking needs and provisions -

• Zone 1: Town Centre:

The town centre core consists of a variety of parking, including:

- Time-limited short stay parking
- Feethams Multi-storey car park (incorporating pay on foot/exit and electric vehicle charging points)
- Parking for blue badge holders in on and off street parking
- Contract parking for businesses
- Motorcycle parking
- Signed and lit safer walking routes to car parks
- Cycle parking
- EVCP's
- Car Club Space

Zone 2: Town Centre Fringe:

This zone focuses predominantly on the provision of long stay parking in car parks, EVCP's, HGV, coach parking and residents parking zones.

Zone 3: Rest Of Town:

Residents parking zones, contract parking at employment sites, free on street parking with some controls (such as outside of schools)

Zone 4: Outer Lying Villages:

free on street parking with some controls for traffic management and road safety.

³ https://www.gov.uk/government/publications/civil-enforcement-of-parking-contraventions/guidance-for-local-authorities-on-enforcing-parking-restrictions#objectives-of-civil-parking-enforcement

7 Actions

The following sections set out the actions that will be taken to achieve the different objectives.

7.1 Balanced - Supply and Demand

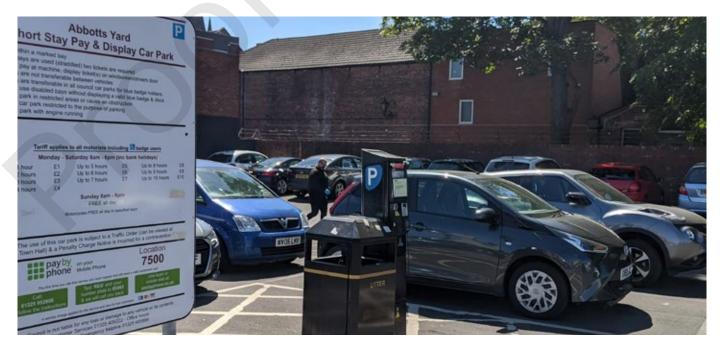
- 7. Periodically review the number of spaces in car parks and on-street in the town centre (working with other off-street parking providers) and aim to manage the overall number of spaces (supply) in line with current and future requirements (demand). This should be considered in line with policy objectives for the town centre supporting the town centre economy as it changes; seeking to minimise environmental impacts; recognising the need for encouraging sustainable travel; and adapting to new technology and trends in parking. The review should also consider car parks in context of future development and the balance required between short and longer-stay parking needs.
- **8.** Review supply and demand of on-street parking and car parks in the borough (outside the town centre).
- **9.** Review the location and use of **residents parking zones** and ensure that they continue to meet the needs of residents in terms of the location and number of spaces. Any proposed changes or new RPZs should be supported by the majority (75%) of residents living within the RPZ.
- 10. Review existing **contract parking for businesses**, update the current policy and adopt a protocol for deciding upon future allocations that considers how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by businesses/employees.
- 11. Introduce a policy for **contract parking in the town centre for residential properties**. Adopt a protocol for deciding upon future allocations that considers how best this can be managed and how to encourage greater use of sustainable modes where appropriate. Revenue from the contract parking should support the development of a Car Club for use by residents.
- 12. Provide additional parking spaces for **electric vehicle** charging within public car parks.

 Develop a traffic management policy for the installation and use of electric vehicle charging points on the adopted highway.
- 13. Develop a Car Club. This provides a car for use by members of the club; a bookable service which enables people to have access to a car when required without the need to own and park a vehicle. The Council will provide priority parking spaces either in a car park or onstreet as the car club grows. This will be funded initially through contract parking revenue and developer contributions, until it becomes commercially viable.

- **14.** Ensure **cycle parking** meets the requirements of LTN1/20⁴ and is well-designed, high-quality, convenient and well maintained as follows:
 - Closer than, or as close to, the nearest available car parking for the destination in question
 - in public view (or covered by security measures such as CCTV)
 - sheltered (if long-stay)
 - well-maintained
 - lit at night.
- **15.** Maintain, monitor and review the quantity, quality and location of **coach parking** in relation to the tourism offer. Coach parking is currently located in Chesnut Street car park.
- **16.** Maintain, monitor and review **HGV parking**. Work with TVCA to identify strategic locations within The Tees Valley to provide HGV parking and welfare facilities. This is currently located in Chesnut Street car park.

7.2 Fair and Well Managed - Pricing and Enforcement

- 17. Review all tariffs on an annual basis (car parks, on-street, contract parking and permits) to ensure they remain competitive and deliver the desired outcomes of this strategy. In setting tariffs the following principles will be considered and any decisions will be evidence based:
 - Public transport price and availability
 - Economic baseline indicators reflecting health of town centre
 - Location in relation to town centre
 - Parking demand and underutilised capacity
- **18.** Ensure that new commercial/retail/leisure developments that provide parking are required to develop and submit a **car parking management plan** as part of their proposals so that the implications are fully understood and incorporated into future updates of this strategy.



⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

19. Enforcement -

- Marketing and branding to change public opinion from enforcement as income generation to compliance, so that traffic can keep moving, vulnerable road users are safe and ensure that everyone can park safely.
- Provide an online reporting system enabling communities to report where persistent compliance issues are occurring.
- Investigate the option for using camera enforcement at key locations to ensure that traffic regulation orders are complied with, for instance ensuring that bus lanes are kept clear of parked vehicles.
- Review the operation of the enforcement service to ensure that there are sufficient resources to support the parking service, ensuring the most efficient use of car parking spaces, safety outside of schools and ensuring in partnership with the police that traffic (including pedestrians) can keep moving.
- Review changes in legislation in relation to parking on footways and propose an approach that can be enforced.
- **20.** Produce an **annual report** detailing income from Civil Parking Enforcement and Pay and Display parking and how the income is spent.

7.3 Safety and Quality

- 21. Ensure all car parks continue to meet the standards set out in the Park Mark and Disabled Parking Accreditation Certifications. The car parks that currently do not meet these standards should be reviewed and actions put in place to achieve accreditation.
- **22.** Develop an **Asset Management Plan** for all our car parks to ensure they are well maintained. This should include quarterly inspection, remedial actions and improvements to ensure that the car parks are of a high standard.
- 23. Update the Tees Valley Design Standards for parking and ensure all new parking meets these design standards. This will include a review of our cycle parking standards for new development to ensure that whenever cycle parking is provided it meets the standards set out in LTN 1/20⁵.
- **24.** We will audit existing **cycle parking** across the borough and implement a programme of improvement to bring in line with LTN 1/20.
- **25.** Careful consideration will be given to the overall number of **disabled parking bays**, their location, design and usage, to ensure that the needs of disabled people are met. The location of disabled parking bays must be considered as land is redeveloped and uses of buildings or sites change.
- **26.** Review car park **signage** and messaging to improve legibility.

⁵ LTN 1/20 - Cycle Infrastructure Guidance - https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

- **27.** Ensure that **pedestrian routes** linking car-parks to key destinations are clearly marked, of good quality and safe:
 - Improve pathways and lighting between car-parks and destinations;
 - Provide signage to key destinations;
 - Review road crossing points between car-parks and destinations;
- **28.** Review **accessibility** to on-street pay and display machines as part of the replacement programme.
- **29.** Undertake a review of the **operation of the RPZs**, including numbers of permits per property and visitor permits.
- **30.** Develop a comprehensive **marketing and communications plan** to ensure that residents and visitors can easily find information about all parking across the borough including the location and availability of different types of parking, tariffs and payment options. Sign up to the Positive Parking Agenda to build public confidence in the parking sector. This initiative aims to change perceptions, challenge misconceptions about the parking sector and local government's role and make the parking experience a better one for all concerned⁶.

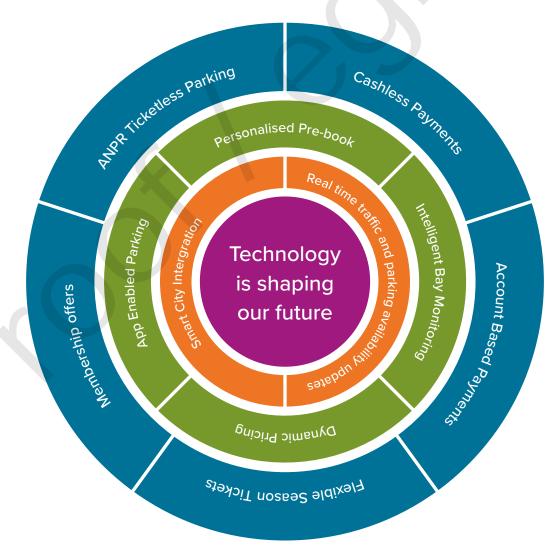
7.4 Technology

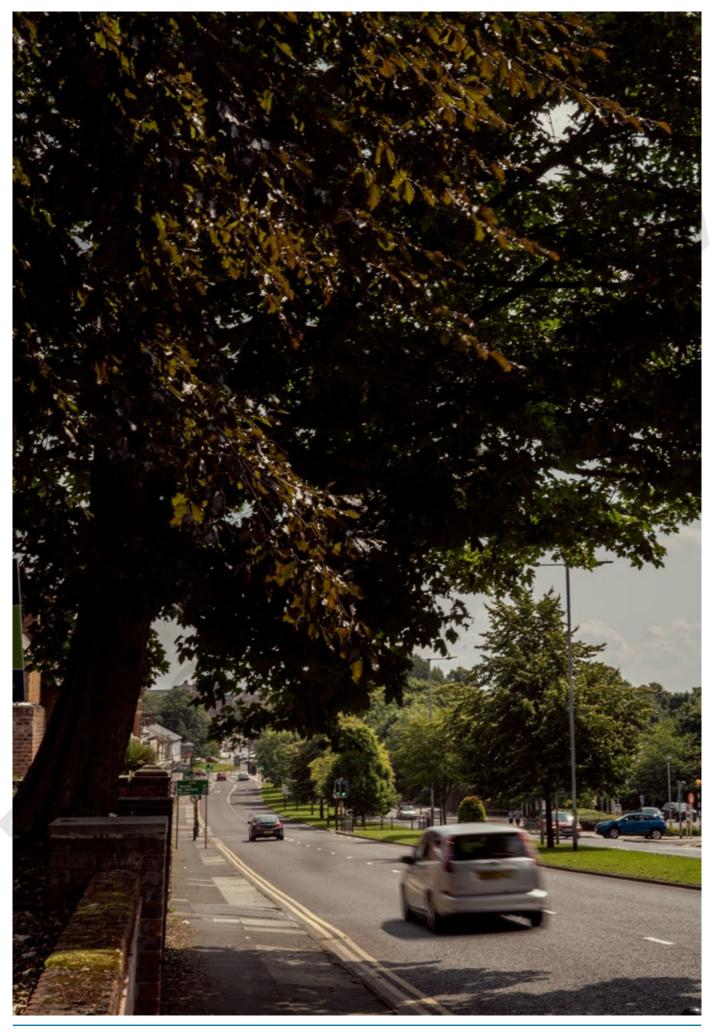
- **31.** Procure new **contactless pay and display machines** for on-street parking payments, in line with parking machines in car parks.
- **32.** To review the **Pay by Phone** contract when it is due for renewal to ensure that this technology is still relevant and well used.
- 33. Investigate ways to further **reduce energy requirements** of existing parking facilities. It is noted that electricity consumption will increase in some parking locations due to the installation and use of electric vehicle charge points. There should be a requirement for green electricity and environmental mitigation.



⁶ https://www.positiveparkingagenda.co.uk/

- **34.** Investigate the opportunities over time to implement additional parking technology systems, drawing on some of the more relevant elements included in the diagram overleaf, produced by NCP:
 - occupancy detection, such as the use of Automatic Number Plate Recognition (ANPR)
 cameras for off-street car parks to streamline aspects such as entry/exit, payment and
 security extensions in the future could include above parking space cameras to identify
 the occupancy of individual spaces;
 - modern payment systems opportunities to extend but also streamline options that are available to users to minimise management pressures - extensions in the future could include dynamic pricing and app-enabled parking; and
 - data management systems, linked to VMS and other information services for users (e.g. smartphone applications) as well as providing the basis for more efficient management of existing parking assets extensions in the future could include real time traffic and parking updates, as part of the Tees Valley Urban Traffic Management and Control project.
 - Electric Vehicle Charging development opportunities to develop contactless EV charging in the bay rather than a plug in option.
 - Investigate options to modify parking pricing in real time or by introducing flexible tariffs, as a way of influencing travel behaviour and encouraging modal shift.





Appendix A -Residential Parking in Town Centre - Policy

A policy is required to reflect the changing nature of the town centre (town centre strategy) and the increasing number of people who do or will live in the town centre (inner ring road).

We need to consider the provision of parking that is safe and secure and convenient for residents to use. In order to safeguard parking supply for other visitors to the town centre, visitors to residential properties will need to use public car parking.

New - This policy applies to any residential property that is created either as a new build or conversion of existing property within the town centre.

Residential parking standards should follow Tees Valley Design Guide, and should include parking for cars, small vans, motorcycles and cycles.

Sustainable location (rail, bus, walking and cycling) therefore we will accept lower or zero parking numbers.

If parking is required/provided -

- 1. First priority Provide within curtilage (within red line boundary) surface level parking or basement parking or croft parking including disabled parking as a priority and electric vehicle charging points. Parking should also be provided for motorcycles and cycles. Parking to be allocated and managed by the developer/landlord/management company.
- 2. Second priority Provide within existing car parks as follows:
 - Which car park Residents will be able to use a combination of the following car parks dependent on where in the town centre the live. A parking space will not be guaranteed.
 - Abbott's yard
 - Feethams Multi Storey
 - Park Place East
 - Park Place West
 - St. Hilda's
 - Kendrew Street East
 - Kendrew Street West
 - Garden Street
 - Archer Street
 - Commercial Street East and West
 - Allocated bay or not bays will not be allocated to an individual person or property. Use
 of the spaces will be on a first come first served basis and if no bays are available in one
 car park then another car park must be used.

- Permits A virtual permit will be issued (with the exception of Feethams which will require a physical permit); a maximum of two permits will be issued per property. The permit must be registered to a town centre property and to a vehicle. The vehicle also has to be registered to the property via Vc5 registration document, so that permits are not abused.
- Cost Permits will initially cost £350 per annum but charges will be reviewed annually.
- Income and car club the income from these car parking charges should be used to support the establishment and operation of a car club.
- Enforcement the permits will be issued and enforced by the Council's civil enforcement team.
- Technology When technology is available it will be used where possible to provide information to permit holders on the availability of spaces.

Current - For existing residential properties in the town centre residents will be able to utilise this policy.









Darlington Parking Strategy

Summary Document

Why do we need a new parking strategy?

Since Darlington Borough Council last produced a parking strategy several local, national and global issues and policy updates have occurred affecting parking, including:

Climate Emergency COVID19 Pandemic						

Vision

The parking strategy has a key role to play in delivering the visions set out in the transport and town centre strategies for Darlington:

Darlington Town Centre Strategy:

By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to the town centre, placing it at the heart of the community for years to come.

Darlington Transport Strategy Vision:

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth

Objectives

To support these visions the following objectives have been determined for the parking strategy:

Balanced:

 To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system

 Fair and Well Managed:

 Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.

 Safe and Convenient:

 Deliver facilities that are safe, secure and convenient for a variety of users;

Modern:

Embrace opportunities created by new technology to manage car parking;



Policy Levers

The four policy levers we will use are:

Supply

Type, amount, availability and location of parking

Price

Direct charges for using a parking space

Parking Policy Levers

Quality

Quality, safety and convenience of parking

Management

Operation and enforcement

Darlington Parking Model

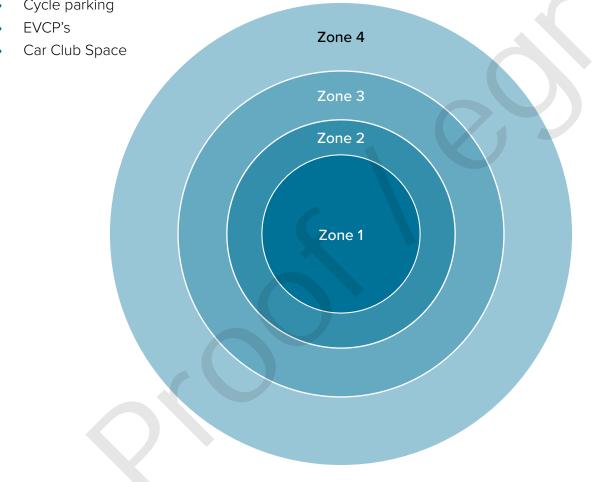
ZONE 1: TOWN CENTRE

The town centre core consists of a variety of parking, including:

- Time-limited short stay parking
- Feethams Multi-storey car park
- Parking for blue badge holders
- Contract parking for businesses
- Motorcycle parking
- Cycle parking

ZONE 2: **TOWN CENTRE FRINGE**

This zone focuses predominantly on the provision of long stay parking in car parks, EVCP's, HGV, coach parking and residents parking zones.



ZONE 3: **REST OF TOWN**

Residents parking zones, contract parking at employment sites, free on street parking with some controls (such as outside of schools)

ZONE 4: **OUTER LYING VILLAGES**

Free on street parking with some controls for traffic management and road safety

Actions

Balanced



Periodically review the number of spaces in car parks and on-street in the town centre and aim to manage the overall number of spaces (supply) in line with current and future requirements (demand)

Periodically review supply and demand of on-street parking and car parks in the borough (outside the town centre)

Review the location and use of **residents parking zones** and ensure that they continue to meet the needs of residents

Review existing contract parking for businesses, update the current policy and adopt a protocol for deciding upon future allocations

Introduce a policy for contract parking in the town centre for residential properties

Provide additional parking spaces for electric vehicle charging within public car parks

Develop a Car Club

Ensure cycle parking meets the requirements of LTN1/201 and is well-designed, high-quality, convenient and well maintained

Maintain, monitor and review the quantity, quality and location of coach parking

Maintain, monitor and review HGV parking

Fair and Well Managed



Review all tariffs on an annual basis (car parks, on-street, contract parking and permits) to ensure they remain competitive and deliver the desired outcomes of this strategy

Ensure that new commercial/retail/leisure developments that provide parking are required to develop and submit a car parking management plan

Consider a number of enforcement related activities including introducing an online reporting system, camera enforcement and the requirements of legislation in relation to parking on footways.

Produce an annual report detailing income from Civil Parking Enforcement and Pay and Display parking and how the income is spent

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

Safety and Quality



Ensure all car parks continue to meet the standards set out in the **Park Mark** and **Disabled Parking Accreditation Certifications**

Develop an Asset Management Plan for all our car parks

Update the Tees Valley Design Standards for parking

Audit existing **cycle parking** across the borough and implement a programme of improvement to bring in line with LTN 1/20

Carefully consider the overall number of **disabled parking bays**, their location, design and usage, to ensure that the needs of disabled people are met.

Review car park **signage** and messaging to improve legibility

Ensure that **pedestrian routes** linking car-parks to key destinations are clearly marked, of good quality and safe

Review **accessibility** to on-street pay and display machines as part of the replacement programme

Undertake a review of the **operation of the RPZs**, including numbers of permits per property and visitor permits

Develop a comprehensive marketing and communications plan

Modern



Procure new **contactless pay** and display machines for on-street parking payments, in line with parking machines in car parks

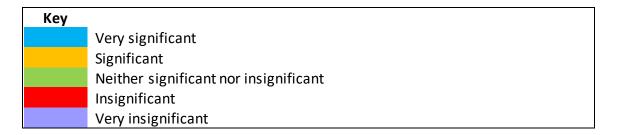
Review the **Pay by Phone** contract when it is due for renewal to ensure that this technology is still relevant and well used

Investigate ways to further **reduce energy requirements** of existing parking facilities.

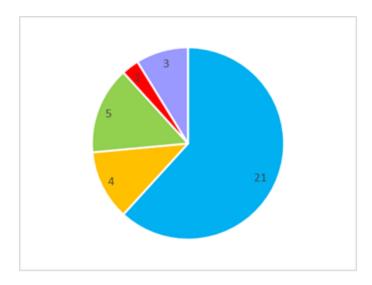
Investigate the opportunities over time to implement additional parking technology systems

<u>Transport Strategy Consultation – Questionnaire Responses</u>

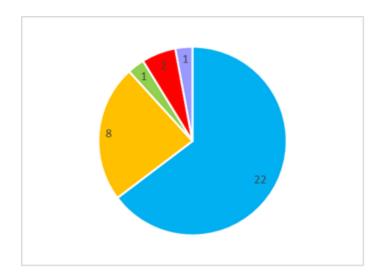
Respondents were asked whether they agreed with the vision set out in the Transport Strategy and to rate how significant the different objectives were to them, and to indicate their level of support for the proposed measures. Detailed below are a set of pie charts showing the responses received.



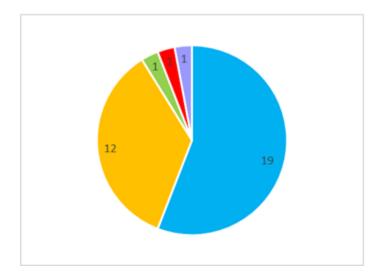
1. Reduce transport's impact on the environment and support health and wellbeing



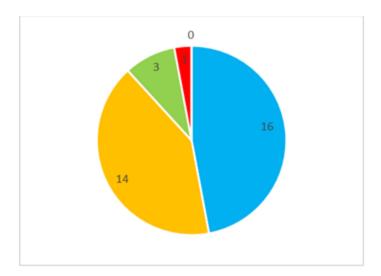
2. Improve safety for all road users

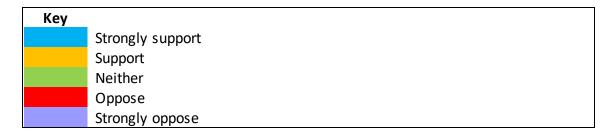


3. Connect people with job and training opportunities and link communities

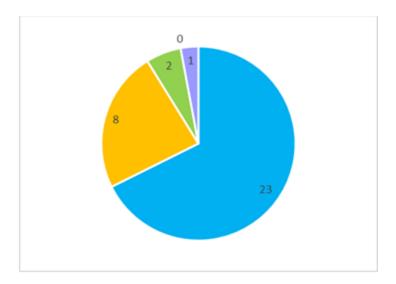


4. Support a revitalised and transformed Darlington town centre





5. Maintain and effectively manage a resilient transport system



6. <u>Are there any other economic, social and/or environmental objectives which you</u> feel the transport strategy should aim to achieve? (individual responses below)

Developing the potential of growing our own to educate people where our food comes from and reduce the transport costs of food coming into Darlington. Schemes like incredible edible, which I believe started in Darlington but investment or energy faded. COVID pandemic brought community engagement, utilise this. There are many excellent community organisations in our communities, bringing them together so no overlap of services and joined up thinking.

More frequent buses would be appreciated

Better parking for residents in their own street

Have the transport systems suit the surroundings - i.e. residential areas should prioritise residents and likewise in commercial areas.

The answers I have given are in relation to whether there will be a positive impact for disabled people. Some proposals will even have a negative impact and the need to carry out correct equality impact assessments in all areas is more than a duty it is essential if disabled people are to live in Darlington as equal citizens.

Encourage more walking and cycling and less traffic

Stop buses that are parked up running their dirty old engines causing pollution, there needs to be a bus station not a bus shelter where people can live and cause a nuisance to members of the public whilst trying to take a bus. The mess made has an effect on public health strong smell of urine, looks terrible for. People coming and leaving Darlington. How an earth is this allowed opposite the Town Hall try and get this sorted or I will be writing to our MP. PETER GIBSON

Provide more regular services for the Mowden area not just one bus per hour

An approachable and modern system for identifying public transport routes and times.

Bus timetables are old fashioned and difficult to decipher

Allow pedestrians and cyclists to travel across the town as seamlessly and as safely as car users.

Reliability and expansion of services. If this doesn't happen, reports will achieve absolutely nothing. In fact, they are an insult to those who are dependent on public transport.

Walking routes to be further considered. I'm a driver, runner, pedestrian and cyclist. Street lighting and mitigation for pedestrians needs further consideration

Reduce roadworks.

Reduce the cost of public transport, particularly bus fares, to make it a viable alternative to using a car.

E scooter roads/lanes. Darlington Council should go into private companies around town and work as a partnership, we all want the same thing

Full pedestrianisation of town centre to encourage permanent cafe culture

More focus needed on safety for pedestrians

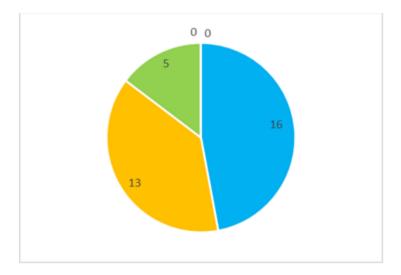
Please can we have a direct bus from Croft on Tees to Darlington and back?

Allow a Tees Valley region wide 'oyster' style card for all modes of public transport.

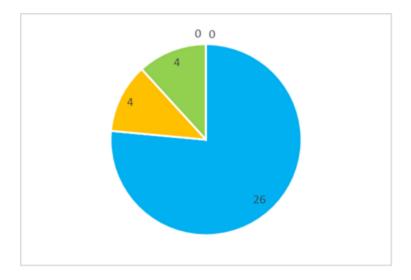
Bus services in the town must be reliable, which at the moment they are not. Service 2a is constantly late, buses are cancelled leaving passengers stranded.

Improving public transport to get fewer cars on the road

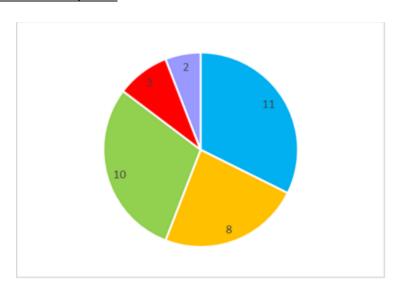
7. <u>Improvements for rail passengers</u>



8. <u>Improvements for bus passengers</u>

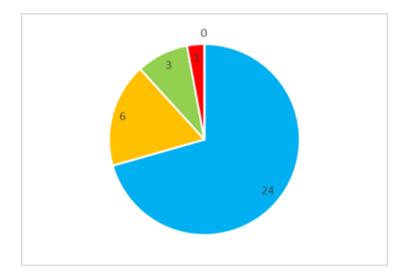


9. <u>Improvements for cyclists</u>

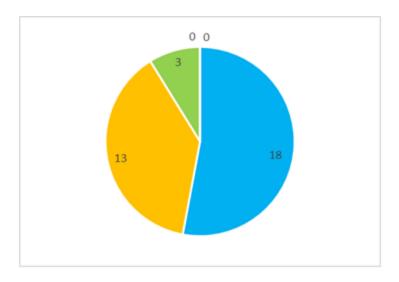


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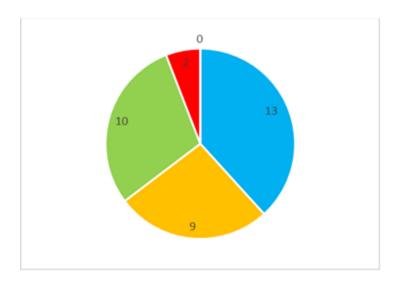
10. Improvements for pedestrians



11. <u>Provide better information about public transport and walking and cycling routes in your area</u>

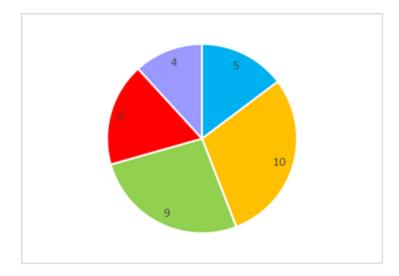


12. Provide opportunities for electric vehicle charging

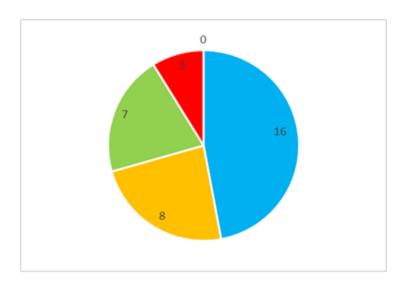


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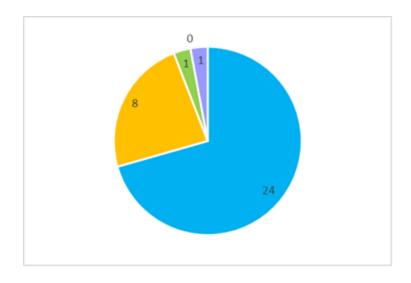
13. Reduce the need to travel - home working/shopping etc.



14. Control roadworks to limit traffic queues

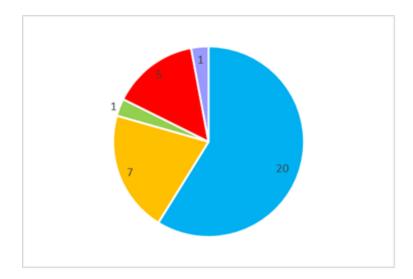


15. Maintain our footpaths and roads

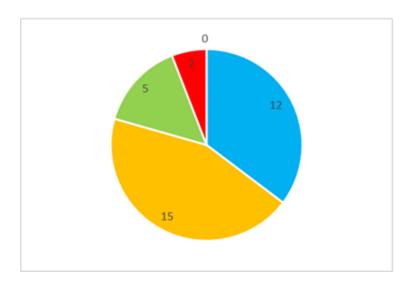


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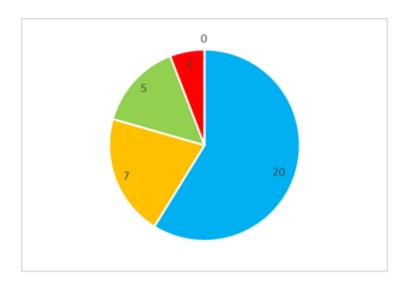
16. Improve roads to improve congestion



17. Control parking to maintain traffic flow

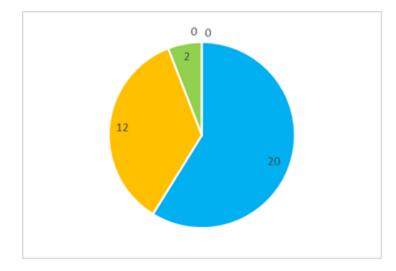


18. Improve air quality by reducing polluting vehicles

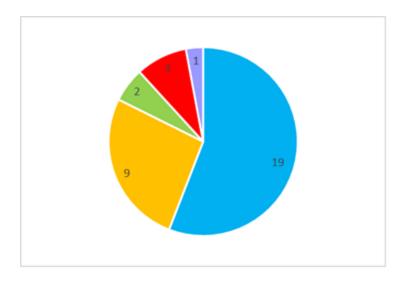


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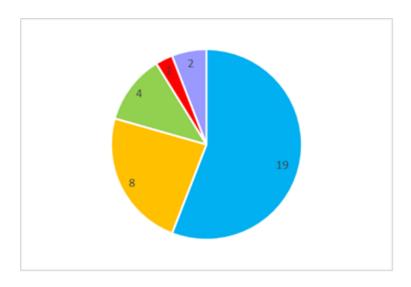
19. Reduce the number of road traffic collisions



20. <u>Develop 20mph zones in residential streets</u>



21. Put measures in place to stop through traffic on residential streets



22. <u>Do you feel there are key areas we have missed or require greater emphasis? Are there any other specific measures you would include? (individual responses below)</u>

Living on a side street from Yarm Road onto Eastbourne Rd. There are a significant number of drivers who use this as a fast lane thoroughfare. My fear is that this excessive speed will cause an accident. Road calming measures have had limited impact. Could the council alongside residents look at strategies to reduce high speed traffic on our streets.

Enforce the 20 miles an hour speed limit

Stopping through traffic on residential streets is key I think.

Every action has a reaction and if not carful this reaction can have a negative impact on many disabled people. It is not so much the headline of the proposal that is important it's the detail on how it will be achieved

I'm not sure I understood what was asked in all of the questions -- specifically 13 and 17 and others on page1

Bus station. Or something better than the town has now it's shocking, you are encouraging the use of public transport dirty buses, don't turn up,. Useless shelters what are used by homeless to live and make a mess in.

Need more regular bus service for Mowden

Give pedestrians and cyclists greater priority at crossings. Cars currently have a huge priority and we need to make it more convenient to walk/ cycle and use public transport options. Also a need for improved bicycle storage/ lockets. Many people don't cycle due to fear of bicycle being stolen.

I repeat - improve the public transport reliability and availability.

If 20 are introduced then they should be policed

Road markings. The road markings for the chicanes on Fitzwilliam drive have seriously faded

A park & ride bus facility near a1m and a66 to reduce congestion on the main roads.

The current situation regarding roadworks is diabolical, why do the council pick the school holidays to do repairs.

Take measures to stop cyclists using public footpaths & control irresponsible use of electric wheel chairs.

I worry that Darlington is difficult to navigate as a pedestrian, cyclist or disabled user. I personally walk from Feethams to the hospital as my daily commute. During this commute I find myself stood at pedestrian crossings for a long time (Woodland Rd / Greenbank Rd crossing), sending me a message that I am a lower tier of transport

compared to cars. As cars remain our biggest polluter we need to discourage driving where alternatives exist and support those alternatives where possible.

There is little focus in the plan on pedestrians. You claim to want people to walk more but there is nothing to achieve this. Crossing points are often located by blind bends. Speeding traffic using rat runs are a constant threat. Speed limits in residential areas are inappropriate (too fast)

23. Do you have a specific issue or request? (individual responses below)

I whole heartedly support Darlington's strategy to become carbon neutral and the ambitious plans it has set. I look forward to hearing more about this strategy and being a part of it. My specific request would be to discuss how we reduce the amount of litter that is found in our parks and side streets. I understand that litter picking sessions happen (I do one daily in my local park) but can we invest money into the education of the younger generation and develop a schools programme and empower the young to be part of the solution. Campaigning for the removal of single use plastics at a government level should be priority. Again, thank you for all the hard work that the council put into making Darlington an awesome place and one I feel proud to call my home.

Better bus service

Resident parking

I think getting a northbound exit from A66 Blackwell is critical to helping reduce through traffic in town. This I think would be a game changer.

Improve access to public transport, taxis and infrastructure for disabled people. Stop using minimum standards and recommendations as a level to work to. In most cases it is not a lack of training or skills that stop disabled people getting employment it is poor access to public transport, which also prevents any decent social life.

I would like to see the current cycle paths promoted more and more trees planted to calm traffic and make better neighbourhoods for children to walk to school and play safely

Bus station, on time buses, clean stop letting then run their engines at the stops causing pollution.

More regular Mowden buses for residents

Sort out Woodlands Road

Designated cycle lanes NEED to join up across the town and be safely away from the road traffic. We want to encourage families and children to be able to cycle across town as regular transport. Children can't cycle to many schools in town as it is just not safe. If our children can't safely cycle to school in the town, the infrastructure isn't good enough and we are failing the next generation.

Expansion of routes especially in the west end of Darlington. It is shocking.

Please don't ruin Cockerton the way you have done on Woodland Road.

The junction at the white horse is being considered for improvement because if housing development but nothing is being done about Alwyn Road which is already being used as a rat run by previous housing development and will only get worse

Use defined curbs or textured paving where paths merge with roads to aid pedestrians who are sight impaired.

Traffic calming measures in East Mount Road to discourage HGV using it as a route between Haughton Road and North Road

As many of the paths are wide in Darlington I would question is possible to divide them into cycling and pedestrian ways. This would create additional off-road cycle infrastructure and offer a much cheaper solution than a road based cycle lane like on Woodland Rd (Though I am grateful for this new cycle lane). Is there a specific width a path needs to be before it can be considered for division into a pedestrian/cycle way?

1. At the end of Coniscliffe Rd, trying to cross is a nightmare. There is no crossing point that is not near a blind corner. 2. Speed limits on Carmel Rd South - cars come flying off the roundabout, when it is quiet cars use the whole road like a racetrack 3.Blackwell Lane is a heavily used rat run. Crossing Hartford Rd is a lottery, cars come flying along Blackwell Lane and turn into Hartford Rd at speed, often without indicating. 4. Elm ridge roundabout, the pedestrian crossing facilities are completely inadequate. If you want people to walk, you have to slow the traffic down and provide safe crossing facilities

As above. Please can we have a direct bus from Croft on Tees to Darlington & back?

When roadworks are taking place, please have a clearly signposted pedestrian crossing.

Improve bus services

The comments about pedestrians spending more is inaccurate and misleading in its reference to bus passengers. Please see here for a report that details the economic benefits of bus (https://www.cpt-uk.org/media/fc0bzccy/decarbonisation-dividend-report.pdf). The cited reference states - There is strong evidence that pedestrians and cyclists spend more than people arriving by motorised transport. Several international studies have compared the differences. In a 2009 study of the Bloor Street area in Toronto, people who biked and walked there reported they spent more money there per month than those who arrived by car (Tolley, 2011). In 2011, a report on shopper travel behaviour in Dublin city centre concluded that traders on Dublin's two main shopping streets considerably over-estimated spending by shoppers travelling by car while significantly undervaluing the spend of bus passengers and pedestrians (O'Connor et. al. 2011).

24. Are you providing your own response or responding on behalf of an organisation/group?

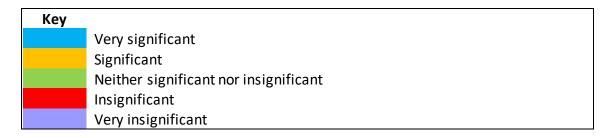
Providing my own response	32

APPENDIX 7

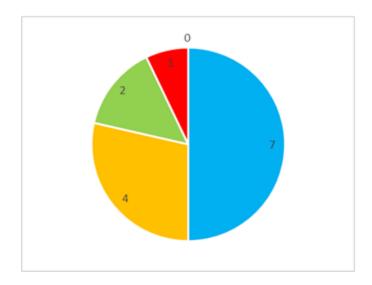
Responding on behalf of an organisation	2
1 0	

<u>Parking Strategy Consultation – Questionnaire Responses</u>

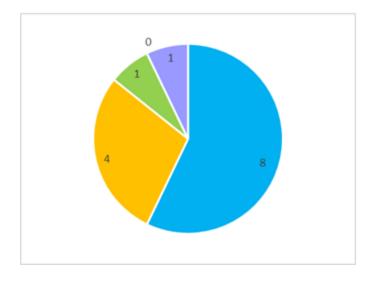
Respondents were asked whether they agreed with the vision set out in the Parking Strategy and to rate how significant the different objectives were to them, and to indicate their level of support for the proposed measures. Detailed below are a set of pie charts showing the responses received.



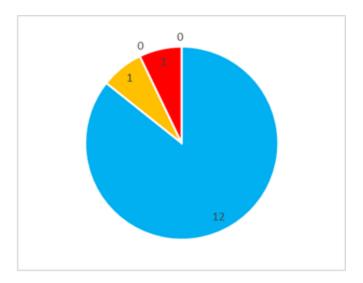
1. <u>Balanced: To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system</u>



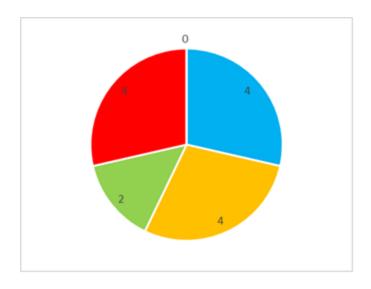
2. Fair and well managed: Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable



3. <u>Safe and convenient: Deliver facilities that are safe, secure and convenient for a variety of users</u>



4. Modern: Embrace opportunities created by new technology to manage car parking



5. <u>Are there any other outcomes which you feel the Parking Strategy should aim to</u> achieve? (individual response below)

To assign a value to the land used by parking and do so in such a way to optimise parking occupancy to 85% at all times.

Ban parking half on pavements

Keep cars out of town by offering a Park & Ride service

No

Make on street parking more accessible for disabled people. Many independent wheelchair users can't get from car to pavement for lack of access points between road and pavements.

In great trust know as when warrant knocking down building at bank top train station parking exits entrance pensbury road plus safety of house people living area against

rodents rats mice in building been empty for years. As have enough even before knock down

Stop parked on pavements

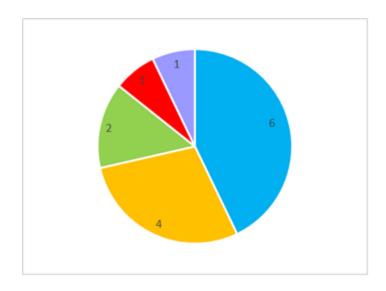
Continue with 2 hours free parking

Increasing blue badge parking in town centre and better policing to enforce penalties for non blue badge holders

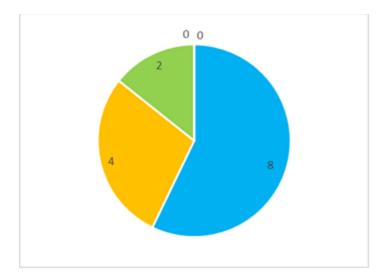
Parking strategy is intrinsically linked to the desire the increase public transport usage. Having a strong parking policy that complements public transport can drive economic benefits (https://www.cpt-uk.org/media/fc0bzccy/decarbonisation-dividend-report.pdf). Growth numbers achieved in London have been successful in part due to their parking policy whereby the cost of spaces is always higher than using a bus, and spaces are limited and prioritised for those most in need. Consideration should also be given to a workplace parking levy in centres with good access to bus services. Working with operators, businesses within the area can then offer reduced price bus travel as an alternative. The DfT are actively encouraging local authorities to make bold moves to discourage parking in favour of public/active travel.



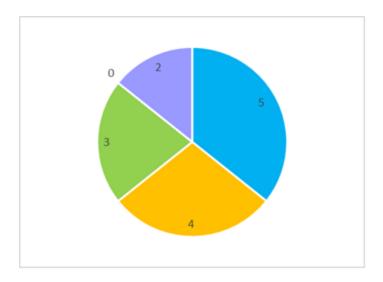
6. Review the number of parking spaces in the town centre to ensure there is sufficient parking to meet the needs of residents and visitors



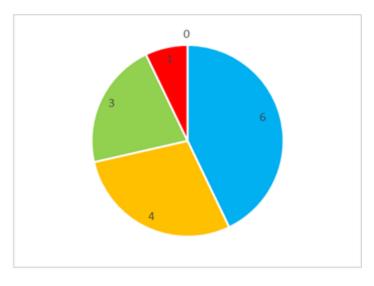
7. Review the way that resident parking zones operate and are enforced



8. <u>Make provision for residents and businesses staff to park in the town centre through contract parking</u>

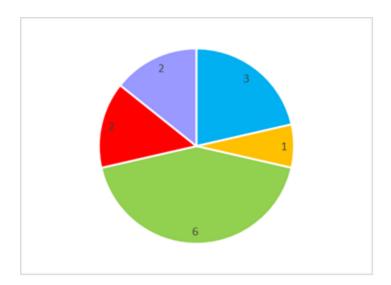


9. Provide electric vehicle charging points in town centre car parks

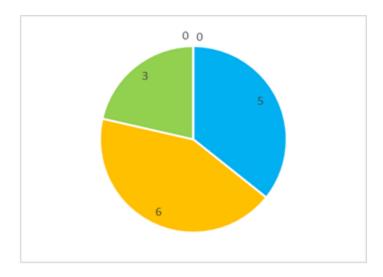


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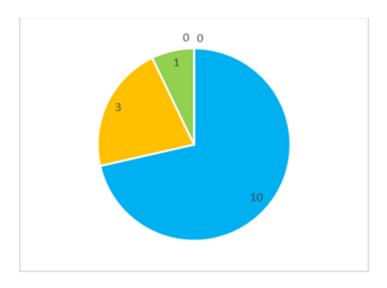
10. Make provision for coach and HGV parking close to the town centre



11. Review the cost of parking

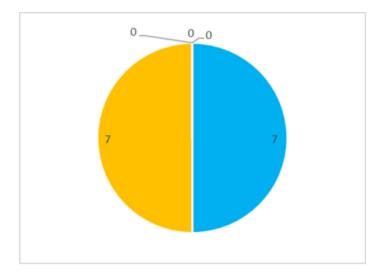


12. Continue to manage our car parks to a high standard

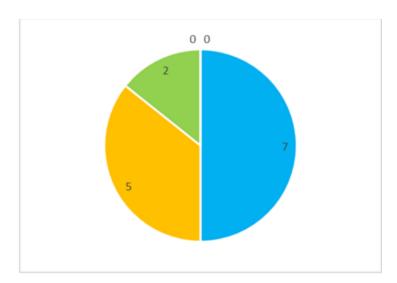


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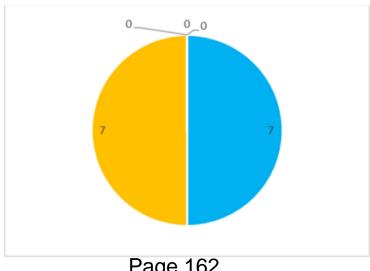
13. Improve signage to car parks including the signs that display the number of available <u>spaces</u>



14. Provide disabled bays in off street and on street parking locations that are convenient for blue badge holders



15. Continue to provide more flexible ways to pay for parking services i.e. contactless payments, pay by phone etc



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16. Is there something else you would like to see? (individual responses below)

- Park & Ride to keep cars out of town and to reduce traffic on the feeder roads i.e. through Cockerton, also to alleviate parking issues at the hospital
- Stricter enforcement of illegal parking.especially on housing estates
- A policy that states that providing electric vehicle charging points will not reduce the number of parking bay for non charging vehicles.
- buses getting around darlington better services as lately need wait hour as lack bus cover . sundays 1/2 darlington has no service need service get to yarm
- Prioritise parking in town centre for those that need it most and encourage a culture of greater active travel within the town and improve public transport.
- Priority for blue badge parking over that of other cars or taxis in the market place.
- The review of parking charges is supported on the basis that this is with a view to increase the charge.

17. Are you providing your own response or responding on behalf of an organisation/group?

Providing my own response	12
Responding on behalf of an organisation	2



CABINET
8 NOVEMBER 2022

TOWN CENTRE PARKING OFFER

Responsible Cabinet Member Councillor Jonathan Dulston, Leader & Economy Portfolio Councillor Andy Keir, Local Services Portfolio

Responsible Director - Dave Winstanley, Group Director of Services

SUMMARY REPORT

Purpose of the Report

1. This report provides an update on Town Centre Car Parking Offers and seeks approval to extend the current free car parking offer for a further three months.

Summary

- 2. Parking offers have been in place to support the town centre since June 2018. Since January 2021 the Tees Valley Combined Authority have provided the funding to support parking offers across the Tees Valley for a two-year period.
- 3. For Darlington this funding enabled a free two-hour parking offer in Council operated car parks and on-street pay and display parking areas in the town centre area.
- 4. The number of people using car parking places that have offers in place has returned to pre-covid levels. It is not possible to identify one single intervention that has supported this recovery. It is likely a mixture of the town centre offer provided by the businesses; the range of events and initiatives to support the town centre delivered by the council and the parking offer.
- 5. The funding from TVCA comes to an end at the end of December 2022. It is recognised that the Council cannot sustain free parking offers endlessly. However, it is the strong desire of the administration that the council should continue to support the town centre with a continued short-term period of parking offers to support the recovery through the more difficult post-Christmas trading period until April 2023 and the continuation of offers will be reviewed over the coming months.
- 6. The funding of this offer is covered in the financial implications section of this report.

Recommendation

- 7. It is recommended that Cabinet:-
 - (a) Either:
 - (i) Agree that £475k is released to cover the costs of extending the parking offer for 3 months, or
 - (ii) Agree not to extend the funding of the current car parking offer.
 - (b) Subject to 7 (a) (i) being agreed by Cabinet, agree that authority be delegated to the Assistant Director, Highways and Capital Projects to implement the proposal.

Reasons

- 8. The recommendations are supported by the following reasons:-
 - (a) to support the ongoing recovery of the town centre;
 - (b) to have regard to the best use of public funds.

Dave Winstanley Group Director of Services

Background Papers

Town Centre Car Parking Cabinet Report June 2018
Town Centre Car Parking Cabinet Report October 2019
Town Centre Car Parking Cabinet Report September 2020
Town Centre Parking Cabinet Report December 2020.

Dave Winstanley

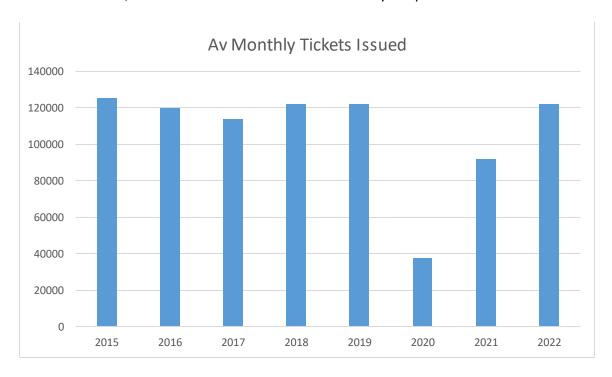
S17 Crime and Disorder	Whilst anti-social behaviour and crime does on occasions take place in car
	parks, there is no impact on crime and disorder as a result of this report
Health and Wellbeing	Parking offers can potentially conflict with some other Council and
	Government policy objectives such as promotion of sustainable transport
	and climate change that have a positive impact on health and well-being.
	However, this is a short-term extension to ensure recovery post Covid is
	established
Carbon Impact and Climate	Parking strategy and controls are a method of encouraging more
Change	sustainable travel choices and impacting positively on climate change. If the
	offer is extended there may be an impact on carbon emissions as a result of
	encouraging car journeys into the town centre
Diversity	An Equality Impact Assessment was undertaken on the offer introduced in
	January 2021. The offer remains the same and therefore the assessment
	undertaken at the time remains in place.
Wards Affected	Car parks are located in Park East and Northgate, however residents from
	across the Borough and beyond will utilise them

Groups Affected	No group is affected any differently to any othe	
Budget and Policy	The extension of the parking offer does not affect the budget and policy	
Framework	framework	
Key Decision	This is a key decision	
Urgent Decision	This is not an urgent decision	
Council Plan	The proposals contained in this report have impacts on aspects of the	
	Council Plan. The proposal seeks to provide a further period of support for	
	the town centre recovery	
Efficiency	There is no impact	
Impact on Looked After	This report has no impact on Looked After Children or Care Leavers	
Children and Care Leavers		

MAIN REPORT

Information and Analysis

- 9. The Council has funded a variety of Town Centre Parking initiatives to support the Town Centre Economy since June 2018.
- 10. Most recently the Tees Valley Combined Authority Cabinet of 27 November 2020 approved funding to support parking offers across the Tees Valley for a two-year period. This funding ceases at the end of December 2022.
- 11. The graph below shows the average monthly tickets issued per year for car parks and on street locations included within the offer. The monthly tickets issued has recovered to precovid levels, but the offer has not boosted visits beyond pre-covid levels.



- 12. It is not possible to identify a single intervention that has supported the recovery in parking numbers, it is likely a mixture of:
 - (a) the town centre offer provided by the businesses.

- (b) the range of events and initiatives to support the town centre delivered by the Council, and.
- (c) the parking offer.
- 13. The funding from TVCA comes to an end at the end of December 2022. It is recognised that the Council cannot sustain free parking offers endlessly. However, it is the strong desire of the administration that the council should continue to support the town centre with a continued short-term extension of parking offers to support the recovery through the more difficult post-Christmas trading period until April 2023, and the continuation of offers will be reviewed over the coming months. It is acknowledged that if the parking offer is extended it temporarily prioritises town centre recovery over other policy objectives, specifically the promotion of sustainable transport and climate change impacts. However, this is a short-term extension considered to be necessary by the administration to support the recovery of the town centre economy. Sustainable Transport and Climate change outcomes continue to be extremely important and high priorities for the Council.
- 14. In assessing other aspects of recovery bus patronage and boarders in the town centre have not returned to pre-covid levels. Pre-Covid bus boarders in the town centre were far higher than car users, this is now significantly less than pre-covid levels.
- 15. It is not possible to identify a single reason for this, it is likely a mixture of:
 - (a) Changing work patterns as a result of Covid
 - (b) Advice and guidance given through Covid regarding use of public transport may have deterred vulnerable and elderly from using public transport and they have not returned.
 - (c) Change in shopping patterns.
 - (d) Current issues associated with the performance of bus services.
- 16. Work is ongoing with bus operators to improve performance and once reliability, consistency and confidence is restored bus services they will be promoted and bus, walking and cycling will be promoted as option of choice to visit the town centre.
- 17. Bus operators have told us that free parking offers have a detrimental impact on provision of bus service and patronage. However, there is currently a real challenge with performance and reliability. Government is also positively directing the use of parking policy as a means of promoting sustainable transport and achieving climate change objectives. The reintroduction of parking charges could assist with increased numbers using public transport which may help sustain the commercial network and the continuation of offers will be reviewed over the coming months.
- 18. The aim of the extension is to continue the offer through the more difficult post-Christmas trading period. The proposed offer is the same as the current offer that was detailed and approved by Cabinet in December 2020.

Financial Implications

- 19. The Rail Heritage Quarter has drawn down funding from the TVCA Indigenous Growth Fund (IGF) programme and a further drawdown of £496k is being sought for the refurbishment of the Loco1 replica, which contributes to the aim of the overall project and contributes to the targets of the IGF Programme to:
 - (a) Remediate/regenerate vacant and derelict land and property
 - (b) Revitalise town centres and urban core and stimulate investment
 - (c) Enhance culture and tourism physical infrastructure
- 20. Subject to approval from TVCA under their assurance framework this would release Council funds to extend the current free parking offer until April 2023 at which point it will be reviewed. It will reduce the available Indigenous Growth Fund by the amount indicated in the report.

Legal Implications

21. Members must take into consideration that the parking offers for Council operated car parks are likely to have adverse impacts on providers of private car parks. The proposals set out in the report have been reviewed from the perspective of subsidy control and anti-competition law and it is considered that the proposals are lawful.



CABINET 8 NOVEMBER 2022

HOUSING COMPLAINTS REFORMS

Responsible Cabinet Member Councillor Scott Durham, Resources Portfolio

Responsible Director - Elizabeth Davison, Group Director of Operations

SUMMARY REPORT

Purpose of the Report

1. To seek approval for the adoption of an updated Housing Complaints, Compliments and Comments Procedure to reflect changes to when a complaint can be referred to the Housing Ombudsman Service.

Summary

- After a complaint has been considered by the council at stage 1 (local resolution) and stage 2 (formal investigation) there is a third stage (democratic filter) before it can be referred to the Housing Ombudsman.
- Legislative changes that have come in from 1 October now mean that the Housing Ombudsman can consider a complaint without requiring the democratic filter stage to be completed.
- 4. This report attaches an updated Housing Complaints, Compliments and Comments Procedure (**Appendix 1**) to remove the democratic filter stage from our procedure.
- 5. This will simplify the process and enable complainants who remain dissatisfied after the completion of stage 1 and stage 2 of the procedure to go direct to the Housing Ombudsman without further delay.

Recommendation

6. It is recommended that Cabinet note the proposed changes and approve the adoption of the attached Housing Complaints, Compliments and Comments Procedure.

Reasons

- 7. The recommendation is supported by the following reasons:-
 - (a) To ensure the Council's Housing Complaints, Compliments and Comments Procedure is consistent with the law and the revised Housing Ombudsman Scheme.

(b) To make it easier for residents to access the Housing Ombudsman Service, if they remain unhappy with the Council's final response to their complaint.

Elizabeth Davison Group Director of Operations

Background Papers

- (i) Cabinet Report, 5 March 2013, HOUSING COMPLAINTS REFORMS (THE LOCALISM ACT 2011);
- (ii) Revised Housing Ombudsman Scheme;
- (iii) The Housing Act 1996;
- (iv) The Localism Act 2011; and
- (v) The Building Safety Act 2022 (the Act).

Lee Downey: Extension 5451

S17 Crime and Disorder	There no issues in relation to Crime and Disorder.
Health and Wellbeing	There are no issues in relation to Health and Well
	Being.
Carbon Impact and Climate	There are no issues in relation to Carbon Impact
Change	and Climate Change
Diversity	There are no issues in relation to Diversity.
Wards Affected	This report affects all wards equally.
Groups Affected	Persons who submit housing complaints.
Budget and Policy Framework	This report does not recommend any changes to
	the Budget or Policy Framework.
Key Decision	This is not a Key Decision.
Urgent Decision	This is not an Urgent Decision.
Council Plan	This report contributes to all the priorities in the
	Council Plan.
Efficiency	The complaints process will be simplified by the
	removal of the democratic filter stage.
Impact on Looked After Children	This report has no impact on Looked After Children
and Care Leavers	or Care Leavers.

MAIN REPORT

Background

- 8. As of 1 April 2013 the Council as a local housing authority became a 'registered provider', having the same legal status as housing associations and other bodies registered with the regulator of social housing. Since that time complaints against the Council as a social landlord (as well as in respect of its ownership and management of leasehold housing) have been considered by the Housing Ombudsman Service.
- 9. Before referring a complaint to the Housing Ombudsman Service, the complainant was previously required to complete a mandatory stage, introduced by the Localism Act 2011. This mandatory stage referred to as the 'designated person' or 'democratic filter' was an MP, a local Councillor or a recognised Tenant Panel. The designated person/democratic filter could help resolve the complaint directly, refer the complaint to the Housing Ombudsman Service or decide to do neither. If the designated person/democratic filter decided not to take any action the complainant was entitled to refer the matter to the Housing Ombudsman Service directly.
- 10. Note a complainant was also able to approach the Housing Ombudsman Service directly in cases where eight weeks had elapsed since the Council's response to their complaint.

Information and Analysis

- 11. Following a change in the law, the Housing Ombudsman Services amended the Housing Ombudsman Scheme which was approved by the Secretary of State under section 51 of, and Schedule 2 to, the Housing Act 1996 as amended by the Localism Act 2011 and the Building Safety Act 2022.
- 12. The changes which took effect from 1 October 2022, removed the mandatory designated person/democratic filter stage, making it easier for residents to access the Housing Ombudsman Service if they remain unhappy with the Council's final response to their complaint.
- 13. The attached Housing Complaints, Compliments and Comments Procedure reflects this change, removing paragraph 11.3 and other references to the designated person/democratic included in the existing Housing Complaints, Comments Procedure.
- 14. Residents can still contact their MP, local councillor or tenant panel (where one exists) about a complaint, but the designated person/democratic filter role is no longer part of the formal process.





Housing Complaints, Compliments and Comments Procedure

October 2022

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1 Introduction

- 1.1 Our aim is to put you first and provide you with the best possible service. To make this aim a reality it is important that you have the opportunity to tell us what you think about the services we provide. The Housing Complaints, Compliments and Comments Procedure is one way you can do this. You can tell us when we get things wrong so we can put them right. You can also tell us when we get things right, make comments about the things we do and suggest new ways of doing things.
- 1.2 We understand that sometimes it is difficult to complain. If you do need to make a complaint we will take your concerns seriously. We will treat you fairly and with respect and you can be confident that you will not receive a poorer service as a result. If we uphold your complaint you can expect an apology and for us to put things right quickly. What we ask in return is that you treat our staff with respect.
- 1.3 This procedure sets out how we will deal with your complaints, compliments and comments. The purpose of the procedure in relation to complaints is to resolve your complaint and put you back in the position you would have been in before having to make the complaint. Some Housing complaints will be dealt with under the Council's Corporate Complaints Procedure. If your complaint is about an Adult or Children's Social Care Service or a Public Health service we will deal with it under the appropriate complaints procedure. This is a legal requirement. If your complaint is about any other Council service we will deal with it under the Council's Corporate Complaints, Compliments and Comments Procedure. If your complaint is about a Councillor it will be dealt with in accordance with the arrangements the Council has put in place in accordance with the Localism Act 2011. For more information see section 7.
- 1.4 This procedure has 2 stages in relation to complaints following which the matter may be considered by the Housing Ombudsman. We will try to resolve the majority of complaints at stage 1 and where appropriate we will resolve the matter informally. At stage 1 a manager from the service you are complaining about will usually respond to your complaint and try to put things right. If you are not happy with the outcome you can ask for your complaint to be investigated at stage 2. Stage 2 complaints will usually be investigated by the Complaints Investigator or Complaints Manager. If you still remain dissatisfied you may refer the matter to the Housing Ombudsman Service.
- 1.5 It is important that all complaints, compliments and comments are made under the Council's procedures so we can monitor performance across the Council, identify topics and trends and improve our services accordingly.

2 Complaints and Information Governance Team

- 2.1 In relation to its complaints function the team is made up of the Complaints Manager, Complaints Investigator and the Complaints and Information Governance Assistants. The team oversees all of the complaints, compliments and comments procedures the Council operates. The team provides advice and information to complainants, members of staff and Councillors.
- 2.2 The team can provide information about the Council's complaints procedures in other formats and help arrange Advocates and Interpreters. The team can also provide advice on the support available for staff involved in complaints.
- 2.3 The team records and acknowledges all complaints made under the Council's complaints procedures, provides support to staff responding to complaints and monitors the progress of complaint investigations. The Complaints Investigator or the Complaints Manager usually undertake stage 2 investigations in relation to Corporate and Housing Complaints. The team uses the information it collects about complaints to identify any topics and trends and help improve services.
- 2.4 The team is also the central point of contact for the Local Government and Housing Ombudsmen.
- 2.5 You can contact the team by telephone, e-mail, in writing, in person, by video call or by any other reasonable means.

Complaints and Information Governance Team

Telephone: (01325) 406777

E-mail: complaints@darlington.gov.uk

On-line form: www.darlington.gov.uk/complaints

Write to or visit:

Complaints and Information Governance Team Darlington Town Hall Darlington DL1 5QT

N.B. Please arrange an appointment prior to visiting to ensure someone is available to meet with you.

3 Defining complaints

3.1 Darlington Borough Council defines a complaint as:

"An expression of dissatisfaction, however made, about the standard of service, actions or lack of action by the organisation, its own staff, or those acting on its behalf, affecting an individual resident or group of residents."

4 Who can use the complaints, compliments and comments procedure?

- 4.1 The following people can use this procedure:
 - (a) A person who is or has been in a landlord/tenant relationship with the Council. This includes people who have a lease, tenancy, licence to occupy, service agreement, or other arrangement to occupy premises owned or managed by the Council. If the complaint is made by an ex-occupier they must have had a legal relationship with the Council at the time that the matter complained of arose;
 - (b) A representative of any of the people above who has that person's consent to make a complaint on their behalf;
 - (c) A representative of any of the people above who does not have the capacity to give their consent to someone to act on their behalf. The Council must be satisfied that the representative has the legitimate authority to act on the person's behalf; or
 - (d) A person with the legal capacity to make a complaint on behalf of any of the people above who is deceased.

5 How can you contact us?

- 5.1 We have tried to make it as easy as possible for you to tell us what you think. If you know the member of staff who delivers your service you can speak to them about the problem.
- 5.2 You can fill out a complaints form, available in all Council buildings and on our website, write to us, e-mail complaints@darlington.gov.uk or you can use our on-line complaints form www.darlington.gov.uk/complaints
- 5.3 You can also telephone, visit the Complaints and Information Governance Team or make your complaint by any other reasonable means (contact details on previous page).
- 5.4 Where a potential complaint, compliment or comment is identified on one of the Council's social media platforms we will sign post the resident in the direction of this procedure.

6 What the procedure covers

- This procedure covers compliments*, comments* and complaints about the Council in relation to our provision and management of housing. A complaint may be about:
 - (a) A failure to provide accurate information;
 - (b) Delays in decision making;
 - (c) Dissatisfaction with a decision;
 - (d) Delays in providing services;
 - (e) Failure to deliver services;
 - (f) The appropriateness of services;
 - (g) The quality of services;
 - (h) The lack of services;
 - (i) Changes to services;
 - (j) A failure to follow the Council's policies and procedures;
 - (k) The lack of proper procedures;
 - (I) The attitude or behaviour of staff*;
 - (m) A Council policy*; and
 - (n) Contracted services*;

This list does not cover everything but provides a good idea of the kinds of complaints the Council might receive.

6.2 Complaints about the attitude or behaviour of staff

(a) Where your complaint relates solely to the attitude or behaviour of a member of staff we may deal with it under the Council's employment procedures.

6.3 Complaint about a Council policy

- (a) If you simply disagree with a Council policy we will not investigate the matter as a complaint unless we believe the policy is likely to give rise or contribute to a systemic service failure. If we decide not to investigate the matter as a complaint we will take your comments on board.
- (b) Where you feel a Council policy unfairly discriminates against a particular group of people with protected characteristics as set out in the Equality Act 2010 we will investigate the matter as a complaint.

6.4 Complaints about contracted services

- (a) If you receive a service from a contractor on behalf of the Council you can use the Council's complaints procedure.
- (b) If the contractor has their own complaints procedure we will usually give them the opportunity to put things right. If you are not happy with the way they deal with your complaint you can ask the Council to look into the matter.

^{*}Further details are provided in this section

- (c) If you would prefer to use the Council's complaints procedure in the first instance you should discuss your reasons with the Complaints Manager who can advise on the most appropriate course of action.
- (d) Contractors should be aware that the Council is subject to the Freedom of Information Act 2000, the Environmental Information Regulations 2004 and the Data Protection Act 1998. The Council may be requested to disclose information in relation to complaints about a service provided by a contractor and, although every effort will be made to consult the organisation concerned, the decision to disclose or withhold information will ultimately be made by the Council.

6.5 **Compliments**

- (a) Compliments are a great way of telling us when we get things right. If you pay someone a compliment in person they will pass the details on to the Complaints and Information Governance Team to be recorded.
- (b) If you pay someone a compliment via the Complaints and Information Governance Team, they will record it, send you an acknowledgement and pass it on to the appropriate person.
- (c) Compliments can help us share good practice and improve services.

6.6 **Comments**

- (a) Comments are also a great way of sharing your ideas about particular projects or services in general. If you pass your comments on to a member of staff they will pass the details on to the Complaints and Information Governance Team to be recorded.
- (b) If you make a comment via the Complaints and Information Governance Team, they will record it, send you an acknowledgement and pass it on to the appropriate service.
- (c) Where a response is required the service will provide one within **25 working days** of the date we receive your comment.
- (d) The Complaints and Information Governance Team will record any actions taken as a result of your comment.

7 What the procedure does not cover

Some things are not covered by this procedure because they are either covered by another policy or procedure or are outside the Council's control.

They include:

- (a) Requests for service (for example, the **first time** you ring to report a fault or request a repair);
- (b) Complaints about the actions of a third party (for example, a noisy neighbour);
- (c) Matters where a separate means of resolution exist (for example, an Appeals Process, Courts or Tribunals);
- (d) Matters dealt with under the Council's Employment Procedures;
- (e) Insurance claims against the Council*;
- (f) Requests for information;
- (g) Corporate complaints (complaints about any other Council service);*
- (h) Complaints about adult social care services*;
- (i) Complaints about children's social care services*;
- (j) Complaints about the Council's public health functions *;
- (k) Complaints that have already been investigated under this or another of the Council's complaints procedures;
- (I) Complaints that have been investigated by the Housing or Local Government Ombudsman;
- (m) Complaints made six months after the date you learned that something went wrong (in some cases we may be able to consider your complaint)*;
- (n) Complaints relating to freedom of information and environmental information requests*;
- (o) Complaints about Councillors*;
- (p) Complaints outside the Council's jurisdiction (for example, complaints about utilities companies);
- (q) Complaints subject to legal proceedings*;
- (r) Complaints about the level of rent or service charge or the amount of the rent or service charge increase;
- (s) Complaints from contractors about their commercial or contractual relationships with the Council; and
- (t) Complaints about terms of employment or other personnel issues, or the ending of a service tenancy following the ending of a contract of employment.

7.1 Insurance Claims

- (a) We will not usually look into your complaint if the issue is something which should be dealt with as an insurance claim against the Council.
- 7.2 Corporate, Adult and Children's Social Care and Public Health complaints, compliments and comments

^{*}Further details are provided in this section

- (a) Corporate complaints (complaints about any other Council service excluding Adult and Children's Social Care) are dealt with under the Council's Corporate Complaints, Compliments and Comments Procedure.
- (b) Adult and children's social care services are required by law to have their own complaints procedures. You can make a complaint, compliment or comment about an adult or children's social care service whether that service is provided directly by the Council or by a contracted agency or care home on behalf of the Council.
- (c) We will deal with complaints about the exercise of our public health functions in accordance with the NHS Bodies and Local Authorities (Partnership Arrangements, Care Trusts, Public Health and Local Healthwatch) Regulations 2012.
- (d) To make a complaint contact the Complaints and Information Governance Team, see contact details in **section 2**.

7.3 Complaints made 6 months after the date you learned that something went wrong

- (a) Though not exclusive, we may accept your complaint for one or more of the following reasons:
 - (i) You are a vulnerable adult or child and did not complain because you were scared of what might happen.
 - (ii) We believe that there would be a benefit to you in looking into your complaint.
 - (iii) There is likely to be enough information available from the time the incident happened to enable an effective and fair investigation to be carried out.
 - (iv) There are enough people available from the time the incident happened to enable an effective and fair investigation to be carried out.
 - (v) Where action needs to be taken in light of human rights based legislation.
 - (vi) Where complaints concern safeguarding or health and safety issues.

7.4 Complaints relating to freedom of information and environmental information requests

(a) Complaints about freedom of information and environmental information requests will be the subject of an internal review undertaken by the Complaints and Information Manager. If you are unhappy with the outcome of the review you can refer the matter to the Information Commissioner.

Information Commissioner's Office Wycliffe House Water Lane Wilmslow Cheshire SK9 5AF Telephone: 0303 123 1113 Website: www.ico.org.uk

7.5 Complaints about councillors

(a) The Localism Act 2011 requires "arrangements" to be put in place under which allegations that a member or co-opted member of the Authority (or of a Parish Councillor), or of a Committee or Sub-Committee of the authority, has failed to comply with that Authority's Code of Conduct can be investigated and decisions made on such allegations.

(b) For more information on the Member's Code of Conduct or to make a complaint online visit: www.darlington.gov.uk/complaints

7.6 Complaints subject to legal proceedings

- (a) We will not look into your complaint if it has been the subject of legal proceedings and you raised the subject matter of the complaint as part of those proceedings.
- (b) We may not look into your complaint if you or the Council has or intends to take legal action in relation to the issue. However, we will take steps to ensure that residents are not left without a response for lengthy periods of time, for example, where a letter before action has been received or issued but no court proceedings are started or settlement agreement reached.
- (c) In certain circumstances we may look into your complaint, for example, where putting it on hold would result in you losing a service or not being provided with a service to meet your needs.

8 Advocacy and representation

- 8.1 If you need some help to make your complaint the Complaints and Information Governance Team can help you arrange an advocate. An advocate is someone who can speak on your behalf.
- 8.2 You might prefer a friend or relative to make a complaint on your behalf. If someone is complaining on your behalf you must tell us you have given your consent for us to share your personal information with them. The easiest way to do this is to fill in one of our complaints forms or by using our on-line form.
- 8.3 If you are acting on behalf of someone we will decide whether or not you are acting in their best interest before investigating the complaint.

9 Involvement of councillors and MPs in the procedure

9.1 If you have any concerns it may be helpful to discuss them with your local councillor. Your councillor can help you decide on the best course of action.

- 9.2 This may involve putting you in touch with the appropriate council officer or making an enquiry on your behalf.
- 9.3 In cases where you need to make a complaint your councillor should refer you to the Complaints and Information Governance Team. They can make a complaint on your behalf and support you through the process. If your councillor does make a complaint on your behalf we will copy them in to all correspondence unless they request otherwise.
- 9.4 Whether or not you seek advice from a councillor you can expect a high quality service.
- 9.5 The same principles will apply where you make your complaint via your Member of Parliament (MP).

10 Accessibility and equal opportunities

- 10.1 We are committed to making sure that everyone has equal access to all our services, including the complaints procedure.
- 10.2 To help make sure our complaints procedure is easily accessible we:
 - (a) Use plain language;
 - (b) Accept complaints over the phone or in person, in writing, by e-mail, via our website or by any other reasonable means;
 - (c) Provide information and responses in Braille, large print, audio, easy read format and other languages where needed; and
 - (d) Provide translators (including sign language translators) where needed.

11 The Procedure

11.1 Stage 1 (Local Resolution)

- (a) If your issue is not something we can resolve immediately as part of our day to day business, we will usually deal with it as a stage 1 complaint. Stage 1 is where we try to resolve your complaint locally within the service you are complaining about. We aim to resolve the majority of complaints at stage 1 of the procedure.
- (b) At stage 1 we will send you an acknowledgement within **3 working days** of the date we receive your complaint.
- (c) We will appoint a Responding Officer to look into your complaint. This will usually be a manager or team leader from Housing or Building Services.
- (d) The Responding Officer will contact you where appropriate to clarify the issues and your desired outcome in relation to each element of your complaint.

- (e) The Responding Officer will contact you with a thorough response within **10** working days from receipt of complaint if this is not possible, they will contact you with an explanation and a date by when the stage one response should be received. This should not exceed a further **10** working days without good reason.
- (f) If you are unhappy with the outcome at stage 1 you should contact the Complaints and Information Governance Team within **20 working days** of the date of your stage 1 response to request moving your complaint to stage 2.
- (g) If you have not received a response by the time the stage 1 target date is up and you have not heard from the Responding Officer you should contact the Complaints and Information Governance Team. Where the investigation is almost complete we may extend the timescale, alternatively we may escalate your complaint to Stage 2.
- (h) We may need to agree to extend the timescale for response where people are unavailable due to sickness absence, annual leave or other commitments or where we are waiting for an advocate or translator to be appointed. This will be the exception and not the rule. The Responding Officer will contact you where it is necessary to extend the timescale for response. If you do not receive a response by the agreed date you should contact the Complaints and Information Governance Team.
- (i) If your complaint is about the manager of the service concerned we may ask a manager from another service to look into your complaint. Where appropriate we will investigate your complaint at stage 2 of the procedure. This will depend on the nature of your complaint.

11.2 Stage 2 (Formal Investigation)

- (a) If you are unhappy with the outcome of your stage 1 complaint or have not received a response we will formally investigate your complaint at stage 2 of the procedure.
- (b) At stage 2 we will send you an acknowledgement within **3 working days** of the date we receive your complaint.
- (c) We will appoint an Investigating Officer to look into your complaint. This will usually be the Complaints Investigator or Complaints Manager.
- (d) The Investigating Officer will contact you where appropriate to clarify the issues and your desired outcome in relation to each element of your complaint.
- (e) The Investigating Officer will contact you with a thorough response within **20** working days from request to escalate if this is not possible an explanation and a date when the stage two response will be received. This should not exceed a further **10** working days without good reason.
- (f) If it is not going to be possible to investigate your complaint within 30 working days the Investigating Officer will contact you and explain the reason why.

- (g) We may need to extend the timescale for response where people are unavailable due to sickness absence, annual leave or other commitments or where we are waiting for an advocate or translator to be appointed. This will be the exception and not the rule. The Investigating Officer will contact you where it is necessary to extend the timescale for response. If you do not receive a response by the agreed date you should contact the Complaints and Information Governance Team.
- (h) Where your complaint is about the complaints procedure or where there is a potential conflict of interest we will appoint a manager from another department to investigate your complaint.

12 Housing Ombudsman

- 12.1 The Housing Ombudsman will consider whether your complaint comes within their jurisdiction, investigate as appropriate and come to a decision on your complaint.
- 12.2 Following the Housing Ombudsman's consideration of your complaint we will not consider the matter further.
- 12.3 The Housing Ombudsman's contact details are:

Housing Ombudsman Service Po Box 152 Liverpool L33 7WQ

Telephone Fax

0300 111 3000 020 7831 1942

Email

info@housing-ombudsman.org.ukk

Website

www.housing-ombudsman.org.uk

13 Putting things right

- 13.1 When you make a complaint we will ask you what you would like us to do to put things right. We will take your views into account but it may not always be possible to give you exactly what you want. Where this is the case, we will discuss the matter with you and come to an agreement.
- 13.2 If we uphold your complaint you can expect an apology and for us to put things right quickly. We may also propose a number of other actions. The aim of these actions is to put you back in the position you were in before the problem occurred and make amends for any loss you may have suffered as a result. Although we will consider each complaint on its merits we will try to ensure we offer similar remedies for similar situations.

13.3 Remedies may include a review of our practices and procedures to ensure that the same thing does not happen again, or we may take a specific action.

14 Recording and reporting

14.1 The Complaints Manager is responsible for making sure complaints, compliments and comments received by the Council are dealt with in line with the relevant complaints procedure. The Complaints Manager will record all information in relation to complaints, compliments and comments. The Complaints Manager will use this information to identify topics and trends so that we can learn from the things you tell us and improve our services accordingly.

15 Satisfaction surveys

15.1 Once we have dealt with your complaint we will ask you if you want to complete a satisfaction survey. This is about how you feel we handled your complaint. For example, whether or not we kept you informed, met timescales and so on, it is not about the outcome of your complaint. We would appreciate you taking the time to fill this in and help us improve the way we handle complaints.

16 Unreasonably persistent complainants

- 16.1 We do not normally limit contact with our offices. However, if you display unreasonably persistent behaviour for example, you contact our offices so many times that it hinders our handling of your complaint we may take action to limit your contact.
- 16.2 We would not take action simply because you are not satisfied with the outcome of our investigation or because you refer your complaint to the Housing Ombudsman. That is your right and pursuing your complaint through the appropriate channels is not the same as being unreasonably persistent.
- 16.3 For more information contact the Complaints and Information Governance Team.

17 Record keeping and data sharing

- 17.1 During the complaints process a file containing correspondence and other relevant documentation (such as written notes, transcripts of conversations, etc) will be maintained by the Responding Officer and/or Investigating Officer.
- 17.2 Following the conclusion of each stage of the Council's complaints procedure the Responding/Investigating Officer will send their response and any supporting documents to the Complaints and Information Governance Team. Any irrelevant information will be disposed of in a secure manner (i.e. shredding of paper documents and deletion from electronic systems) by the Responding/Investigating Officer.
- 17.3 All records will be kept in line with the Council's retention periods.

- 17.4 During the complaints process it may be necessary to share your personal details with council officers. We will only share details that are relevant to your complaint. Such details will only be recorded by the Responding/Investigating Officer and the Complaints and Information Governance Team.
- 17.5 If you decide to take your complaint to the Housing Government Ombudsman your personal data may be shared with the Borough Solicitor.
- 17.6 If you are classified as an unreasonable or unreasonably persistent complainant some of your personal details will be communicated to complaints officers, director's personal assistants, councillors, senior managers and customer services staff. This may include your name, contact details, a physical description (to assist staff who have face-to-face contact with complainants) and details of the behaviour that has resulted in the application of the policy.
- 17.7 All personal data will be securely stored and will be processed in line with the Council's Data Protection Policy and the provisions of the UK General Data Protection Regulations (GDPR) and the Data Protection Act 2018. Further details are contained in our Privacy Notice.



Agenda Item 9

CABINET 8 NOVEMBER 2022

COUNCIL TAX EXEMPTION FOR CARE LEAVERS 2023-24

Responsible Cabinet Member Councillor Scott Durham, Resources Portfolio

Responsible Director - Elizabeth Davison, Group Director of Operations

SUMMARY REPORT

Purpose of the Report

1. To consider a Council Tax exemption for care leavers under the age of 25 from 2023-24 before approval by Council on 24 November 2022.

Summary

- 2. Since 1 April 2018, a provision has been made in the Council Tax Support (CTS) scheme to provide care leavers under the age of 25 up to 100% support with their Council Tax costs. All other working age people can only receive up to 80% support with their Council Tax costs under the CTS scheme.
- 3. As the CTS scheme is means tested, some young care leavers may still have some or all of their Council Tax costs to pay, depending on their income and other circumstances.
- 4. It is proposed to replace the current provision in the CTS scheme for care leavers under the age of 25, with a full Council Tax exemption from 1 April 2023. This will be achieved using the Council's powers under section 13a of the Local Government Finance Act 1992 (discretionary Council Tax discounts) and full details are provided in the main report.
- 5. The financial implications of this change are considered to be minimal, given that most care leavers under the age of 25 already receive support with their Council Tax costs through the CTS scheme.

Recommendation

It is recommended that Cabinet consider the proposed Council Tax exemption for care leavers under the age of 25 from 2023-24 and recommend its onward submission for approval to Council.

Reasons

- 7. The recommendations are supported by the following reasons:-
 - (a) Darlington Borough Council has a responsibility to support young care leavers whilst they are developing the skills and confidence to live independently.
 - (b) A Council Tax exemption will provide young care leavers with the assurance and stability with their Council Tax costs.
 - (c) A Council Tax exemption will be much easier for the Council to administer than the current arrangements through the CTS scheme and for young care leavers to access and understand.

Elizabeth Davison Group Director of Operations

Background Papers

(i) Local Government Finance Act 1992

Anthony Sandys: Extension 6926

S17 Crime and Disorder	There are no issues		
Health and Wellbeing	There are no issues		
Carbon Impact and Climate	There is no impact in this report		
Change	·		
Diversity	Care leavers under the age of 25 will be treated		
	differently to other working age people liable for		
	Council Tax, recognising their specific needs		
Wards Affected	All wards are affected		
Groups Affected	Care leavers under the age of 25 who are liable for		
	Council Tax on a dwelling they occupy as their sole		
	or main residence		
Budget and Policy Framework	The issues contained within this report do not		
	represent a change to Council budget or the		
	Council's policy framework		
Key Decision	This is not an Executive decision		
Urgent Decision	This is not an Executive decision		
Council Plan	This report supports the Council Plan to maximise		
	Council Tax income and to improve life		
	opportunities for care leavers		
Efficiency	The operation of a Council Tax exemption for care		
	leavers under the age of 25 will be more efficient		
	than the current arrangements in the CTS scheme		
Impact on Looked After Children	Care leavers under the age of 25 will be exempt		
and Care Leavers	from Council Tax from 1 April 2023		

MAIN REPORT

Information and Analysis

Background

- 8. Children and young people who are looked after by the Council are amongst the most vulnerable people in our community. Young care leavers often have to start living independently much earlier than their peers, taking on more financial responsibilities, when they might be on a low income and without the same family support network.
- 9. As a corporate parent, Darlington Borough Council has a responsibility to support young care leavers whilst they are developing the skills and confidence to live independently. The provision of a Council Tax exemption for care leavers under the age of 25 will give the practical help and financial assistance to achieve this.
- 10. In April 2018, support for care leavers under the age of 25 with their Council Tax costs was provided through the CTS scheme. A provision was made to provide up to 100% support, whereas all other working age people can only receive up to 80% support with their Council Tax costs under the scheme. As the CTS scheme is means tested, some young care leavers may still have some or all of their Council Tax costs to pay, depending on their income and other circumstances.
- 11. The decision to provide support through the CTS scheme was to specifically target additional support to those care leavers liable to pay Council Tax who were on a low income.
- 12. A Council Tax exemption will provide young care leavers with the assurance and stability with their Council Tax costs, without the need to make a means tested application that can result in them still having to pay some Council Tax and is subject to changes in circumstances. In addition, it will be much easier for the Council to administer and for young care leavers to access and understand.

Definition

13. A care leaver, for the purpose of this Council Tax exemption, is a person aged 18 to 24 who was formerly a child in the care of Darlington Borough Council, or any other local authority, and has then become a "care leaver" as defined by the Children (Leaving Care) Act 2000.

Eligibility Criteria

- 14. The following eligibility criteria will apply for the Council Tax exemption:
 - (a) The care leaver must be liable for Council Tax on a dwelling they occupy as their sole or main residence.
 - (b) The exemption will apply from 1 April 2023, or from their 18th birthday, if this is after that date. Any person aged under 18 who is liable for Council Tax on a dwelling they occupy as their sole or main residence, is subject to a statutory Council Tax exemption.

- (c) The Council Tax exemption will be applied to the Council Tax liability, after taking into account any other available Council Tax discounts to which the care leaver may be entitled (such as the single occupancy discount).
- (d) The Council Tax exemption will apply to the full Council Tax liability where:
 - (i) The care leaver has sole Council Tax liability
 - (ii) The care leaver is jointly and severally liable for Council Tax with one or more eligible care leavers who are also under the age of 25
 - (iii) The care leaver is jointly and severally liable for Council Tax with one other person who is their partner.
- (e) Otherwise, where the care leaver is jointly and severally liable for Council Tax with one or more other persons, the Council Tax exemption will divided by the number of people who are jointly and severally liable.
- (f) The Council Tax exemption will cease on the care leaver's 25th birthday.

Application process

- 15. Any care leaver under the age of 25 who is receiving CTS on 31 March 2023 will be automatically awarded a Council Tax exemption from 1 April 2023.
- 16. The Looked After Through Care team will notify the Revenues and Benefits team of any care leavers under the age of 25 that they are aware of, who have a Council Tax liability in Darlington. The Revenues and Benefits team will then automatically award a Council Tax exemption from 1 April 2023 or from the date they first became liable for Council Tax, if it is after 1 April 2023.
- 17. An on-line application form will be available for any care leaver under 25 to apply for a Council Tax exemption, including those care leavers who were being looked after by another local authority. Darlington care leavers who move out of the Council's area will be subject to the rules under that local authority.

Financial Implications

- 18. There are currently 128 care leavers living in semi-independent or independent accommodation who are being supported by our Looked After Through Care team. Of these, 37 have a Council Tax liability and 36 of these are receiving support through the CTS scheme.
- 19. Based on the average Council Tax charge for a band B property in 2022-23, and assuming a 25% single occupancy discount applies, offering the 37 care leavers a Council Tax exemption would cost a total of £44,089 (£1,191.61 for each property). The amount of CTS currently being awarded to young care leavers Is £37,927 so this proposal would cost an additional £6,162 plus any increase for Council Tax in 2023-24.

Legal Implications

20. Under section 13a of the Local Government Finance Act 1992, local authorities have the discretionary power to reduce (or further reduce) the liability for Council Tax for a chargeable dwelling for a specified period, including the power to reduce the Council Tax liability to nil. This discretion may be exercised in relation to particular cases or by determining a class of case in which liability can be reduced.



Agenda Item 10

CABINET 8 NOVEMBER 2022

COUNCIL TAX SUPPORT - SCHEME APPROVAL 2023-24

Responsible Cabinet Member Councillor Scott Durham, Resources Portfolio

Responsible Director - Elizabeth Davison, Group Director of Operations

SUMMARY REPORT

Purpose of the Report

1. To consider the draft Council Tax Support (CTS) scheme for 2023-24 before approval by Council on 24 November 2022.

Summary

- 2. On 25 November 2021, Council approved the local CTS scheme for 2022-23 and the scheme became operational on 1 April 2022.
- 3. Councils are required to set a CTS scheme each year and as part of that exercise:
 - (a) Consider whether any changes should be made to the existing scheme, and
 - (b) Where changes are made, consider what transitional protection, if any, should apply to anyone affected by those changes.
- 4. This report sets out the details of the CTS scheme for 2023-24. No significant changes are proposed to the existing scheme, other than the removal of the provisions for care leavers under the age of 25, as it is proposed to introduce a Council Tax exemption for this group, covered under a separate report.
- 5. This report was considered by the Economy and Resources Scrutiny Committee on 3 November 2022, who agreed its onward submission for consideration by Cabinet.

Recommendation

6. It is recommended that Cabinet consider the draft CTS scheme for 2023-24 at **Appendix 1** and recommend its onward submission for approval to Council.

Reasons

- 7. The recommendations are supported by the following reasons:-
 - (a) The Council is required to publish a local CTS scheme for 2023-24 by 11 March 2023.
 - (b) The CTS schemes since 2013 have all been implemented successfully without any major challenges.
 - (c) The continued application of a reduced entitlement for working aged people is still appropriate, given the current financial position of the Council.

Elizabeth Davison Group Director of Operations

Background Papers

- (i) Local Government Finance Bill 2012
- (ii) Council Tax Reduction Schemes (Prescribed Requirements) Regulations 2012

Anthony Sandys: Extension 6926

S17 Crime and Disorder	There are no issues	
Health and Wellbeing	The CTS scheme may have an adverse impact on	
	the health and well-being of low income groups	
Carbon Impact and Climate	There is no impact in this report	
Change		
Diversity	Working aged recipients of CTS are treated	
	differently to pensioners, whose CTS entitlement is	
	decided under a national set of regulations	
Wards Affected	All wards are affected but in particular, those with	
	higher numbers of people claiming CTS	
Groups Affected	Working age recipients of CTS are affected by the	
	local scheme. Pensioners are protected under a	
	national set of regulations.	
Budget and Policy Framework	The issues contained within this report do not	
	represent a change to Council budget or the	
	Council's policy framework	
Key Decision	This is not an Executive decision	
Urgent Decision	This is not an Executive decision	
Council Plan	This report supports the Council Plan to maximise	
	Council Tax income	
Efficiency	The operation of the local CTS scheme continues to	
	represent a significant financial challenge to the	
	Council and other precepting authorities	
Impact on Looked After Children	Care leavers under the age of 25 will be exempt	
and Care Leavers	from Council Tax from April 2023 covered under a	
	separate report	

MAIN REPORT

Information and Analysis

- 8. Since 2013, the previous national Council Tax Benefit scheme was replaced with local CTS schemes, designed and administered by local authorities. Grants are paid to local authorities to fund CTS, but the overall amount does not fully meet actual expenditure levels.
- 9. The Council is required to design and publish a new CTS scheme each year, in time to implement for annual Council Tax billing. A full public consultation exercise and an equality impact assessment were undertaken on the initial scheme in 2013.
- 10. Each year, the Council has to consider whether any changes should be made to the existing scheme and, where changes are made, consider what transitional protection, if any, should apply to anyone affected by those changes.
- 11. Each year's scheme then has to be approved by full Council.
- 12. The key feature of Darlington's CTS scheme is that working aged people can only receive a maximum of 80% support towards their Council Tax. In April 2018, a provision was made to provide up to 100% support for care levers under the age of 25. Under a separate report, it is proposed to provide a Council Tax exemption for this group from April 2023 and therefore, this provision in the CTS scheme has been removed for 2023-24 (as care levers under the age of 25 will no longer pay Council Tax). Pensioners are also protected under a national set of regulations.
- 13. No other changes are recommended for the 2023-24 CTS scheme however, Members should note the following:
 - (a) The applicable amounts in Table 1 and non-dependant deductions in Table 2 are those amounts currently applied to the 2022-23 CTS scheme and will be uprated for 2023-24. The uprated amounts will be calculated with reference to the amended Prescribed Requirement regulations and Social Security Benefits Uprating Order. These regulations will be published in January 2023 and the CTS scheme for 2023-24 will therefore be amended before publication.
 - (b) Any other changes to the Prescribed Requirements regulations 2023 will also be incorporated into the CTS scheme for 2023-24 before publication. These changes are for reference only and do not represent a change to the local CTS scheme.

Financial Implications

14. The recommendations in paragraph 6 will not have any significant financial implications and therefore it is not intended to amend the budget in the MTFP.





Council Tax Support Scheme

2023 - 2024

Introduction

- 1. Council Tax Support (also referred to as Council Tax Reduction) is the means of helping people on low incomes pay their Council Tax. Each Council Tax billing authority is responsible for setting its own local Council Tax Support scheme every year.
- 2. Pensioners are protected from the effects of local schemes by a national framework of rules and eligibility. Working aged people however are subject to the provisions of the locally defined scheme.
- 3. On 25 November 2021, Darlington Borough Council approved the Council Tax Support scheme for 2022-2023, which became operational from 1 April 2022.
- 4. This document sets out Darlington Borough Council's scheme for 2023-2024 and should be read in conjunction with the following regulations.
 - (a) The Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012.
 - (b) The Council Tax Reduction Schemes (Prescribed Requirements and Default Scheme) (England) (Amendment) Regulations 2012.
 - (c) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2013.
 - (d) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2014.
 - (e) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) (No. 2) Regulations 2014.
 - (f) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2015.
 - (g) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2016.
 - (h) The Council Tax Reduction Schemes (Amendment) (England) Regulations 2017.
 - (i) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2018.
 - (j) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2020.
 - (k) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2021.

(I) The Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2022.

Executive Summary

Prescribed requirements

- 5. There are a number of prescribed requirements that will apply to all local Council Tax Support schemes and are therefore not included in Darlington's local scheme. These are set out in the regulations referred to in paragraphs 4(a) to 4(l), copies of which can be found at: www.legislation.gov.uk
- 6. Where the prescribed regulations apply, reference has been made to the relevant parts in the Council Tax Support scheme. For the purpose of this document, "the regulations" are the Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012, as amended. A summary of the key features of the regulations are as follows:
 - (a) There is a prescribed scheme for persons who have reached the qualifying age for state Pension Credit. 'Working aged' is defined as people who have not yet reached the qualifying age for state Pension Credit.
 - (b) There are restrictions excluding foreign nationals with limited immigration status and non-economically active European Union individuals.
 - (c) Individuals with refugee status, humanitarian protection, discretionary or exceptional leave to remain granted outside the immigration rules and who are exempt from the habitual residence test are entitled to support with their Council Tax.
 - (d) Regulations allow arrangements for a person to act on behalf of another, for example where a person has been granted a power of attorney over a liable Council Tax payer.
 - (e) Formal rights of appeal are set out in the regulations and appeals are heard by Valuation Tribunals.
 - (f) Billing authorities are required to consider whether to revise or replace their Council Tax Support schemes each year and under such circumstances, to consider what transitional arrangements may be required to move from an existing local scheme to a replacement scheme. Schemes cannot be amended within a financial year.

Key features of Darlington's Council Tax Support scheme

- 7. The requirements for Council Tax Support schemes are set out in an amendment to the Local Government Finance Act 1992, under Schedule 1A.
- 8. Council Tax Support for working aged people will be based on 80% of their Council Tax liability (as opposed to pensioners, where entitlement is based on 100%).

- 9. Entitlement to Council Tax Support will be means tested. The amount of Council Tax Support awarded will depend on:
 - (a) The circumstances of the claimant and their family, such as their income and savings.
 - (b) The number of children who live in the household and their circumstances.
 - (c) The number of other adults who live in the household and their circumstances.
 - (d) The amount of Council Tax, less any other discounts or reliefs.

Temporary absence from home

10. There are no temporary absence rules for working aged people in Darlington's Council Tax Support scheme. Anyone who is liable for Council Tax on a dwelling which is their sole or main residence and not subject to a Council Tax exemption is able to claim Council Tax Support. The temporary absence rules for pensioners are set out in Schedule 1, Part 1, paragraph 5 of the regulations.

Students

11. There are no specific exclusions for students in the Council Tax Support scheme. Anyone who is liable for Council Tax and not subject to the Council Tax student exemption is able to claim Council Tax Support.

Extended payments

12. Under the Council Tax Support scheme, anyone losing entitlement to a qualifying benefit, such as Income Support, income based Jobseekers Allowance, income related Employment and Support Allowance or Universal Credit due to moving into work or increasing their hours or pay, automatically qualifies for a 4 week run on of their Council Tax Support.

Backdating

- 13. An automatic backdating rule exists for Council Tax Support claims. Claims can be paid for any period where entitlement to Council Tax Support exists. There is no requirement for a person to show 'good cause' as to why they didn't claim earlier.
- 14. The backdating rules for pensioners are set out in Schedule 8, Part 2, paragraph 6 of the regulations.

<u>Discretionary discounts</u>

15. The Council has the power under section 13A of the Local Government Finance Act 1992, to reduce the Council Tax liability of a person "to such an extent as it thinks fit". This includes the power to reduce the amount to nil.

16. The Council has a Council Tax Discretionary Discount policy, details of which can be found at: Darlington Borough Council - Discounts and Exemptions.

People who can claim Council Tax Support

Who can claim

- 17. The rules for making an application to Council Tax Support is set out in Schedule 8, Part 2, paragraph 4 of the regulations. These state:
 - (a) In the case of a couple or members of a polygamous marriage an application is to be made by whichever one of them they agree should apply or, in default of agreement, by such one of them as the council decides.
 - (b) Where the person who is liable for Council Tax is unable to act the Council will accept or appoint a person who may make an application on their behalf, in accordance with the provisions contained within this part of the regulations.
- 18. The classes of working aged people entitled to a reduction under the Council's scheme are as follows:

People in receipt of a qualifying benefit

- 19. People in receipt of a qualifying benefit are classed as:
 - a) Working aged
 - b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - c) Entitled to Income Support, income-based Jobseekers Allowance or income-related Employment and Support Allowance.
- 20. Having claimed Council Tax Support, this class of people will be entitled to the maximum support of 80% of their eligible Council Tax, less any deductions for non-dependants.

People with income equal to or less than their applicable amount

- 21. People with income equal to or less than their applicable amount are classed as:
 - (a) Working aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Capital is less than £16,000
 - (d) Income is equal to or less than their applicable amount
- 22. Having claimed Council Tax Support, this class of people will be entitled to the maximum support of 80% of their eligible Council Tax, less any deductions for non-dependants.

People with income more than their applicable amount

- 23. People with income more than their applicable amount are classed as:
 - (a) Working aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Capital is less than £16,000
 - (d) Income is more than their applicable amount
- 24. Having claimed Council Tax Support, this class of people will have their income compared to their applicable amount. The amount of Council Tax Support will be reduced by 20% of the amount the income exceeds the applicable amount. Entitlement will be up to a maximum of 80% of their eligible Council Tax, less any deductions for non-dependants.

<u>People receiving Universal Credit with income equal to or less than their Universal Credit</u> maximum award

- 25. People receiving Universal Credit with income equal to or less than their Universal Credit maximum award are classed as:
 - (a) Working aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Capital is less than £16,000
 - (d) In receipt of Universal Credit
 - (e) Assessment of income provided by Universal Credit plus the award of Universal Credit is equal to or less than their Universal Credit maximum award.
- 26. Having claimed Council Tax Support, this class of people will be entitled to the maximum support of 80% of their eligible Council Tax, less any deductions for non-dependants.

<u>People receiving Universal Credit with income more than their Universal Credit maximum award</u>

- 27. People receiving Universal Credit with income more than their Universal Credit maximum award are classed as:
 - (a) Working aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Capital is less than £16,000
 - (d) In receipt of Universal Credit

- (e) Assessment of income provided by Universal Credit plus the award of Universal Credit is more than their Universal Credit maximum award.
- 28. Having claimed Council Tax Support, this class of people will have their assessment of income provided by Universal Credit plus the award of Universal Credit compared to their Universal Credit maximum award. The amount of Council Tax Support will be reduced by 20% of the amount the income exceeds the Universal Credit maximum award. Entitlement will be up to a maximum of 80% of their eligible Council Tax, less any deductions for non-dependants.
- 29. The classes of pensioners who are entitled to a Council Tax reduction are set out in Schedule 1, Part 1 of the regulations, as follows:

Pensioners with income equal to or less than their applicable amount

- 30. Pensioners with income equal to or less than their applicable amount are classed as:
 - (a) Pension aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Not absent from the dwelling, as defined in Schedule 1, Part 1, paragraph 5 of the regulations
 - (d) Capital is less than £16,000
 - (e) Income is equal to or less than their applicable amount.
- 31. Having claimed Council Tax Support, this class of people will be entitled to the maximum support of 100% of their eligible Council Tax, less any deductions for non-dependants.

Pensioners with income more than their applicable amount

- 32. Pensioners with income more than their applicable amount are classed as:
 - (a) Pension aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Not absent from the dwelling, as defined in Schedule 1, Part 1, paragraph 5 of the regulations
 - (d) Capital is less than £16,000
 - (e) Income is more than their applicable amount.
- 33. Having claimed Council Tax Support, this class of people will have their income compared to their applicable amount. The amount of Council Tax Support will be reduced by 20% of the amount the income exceeds the applicable amount. Entitlement will be up to a maximum

of 100% of their eligible Council Tax, less any deductions for non-dependants.

Alternative maximum Council Tax Support

- 34. People entitled to alternative maximum Council Tax Support are classed as:
 - (a) Pension aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Not absent from the dwelling, as defined in schedule 1, part 1, paragraph 5 of the regulations
 - (d) One or more people reside with the claimant who are not a member of their family
 - (e) No other resident in the dwelling is liable to pay rent to the claimant in respect of that dwelling.
- 35. Having claimed Council Tax Support, this class of people will have their Council Tax Support calculated on the income, or aggregate incomes, of one or more people who reside in the dwelling, up to a maximum of 25% of their eligible Council Tax.

Pensioners with war pensions

- 36. Pensioners with war pensions are classed as:
 - (a) Pension aged
 - (b) Liable to pay Council Tax on a dwelling they occupy as their sole or main residence
 - (c) Not absent from the dwelling, as defined in Schedule 1, Part 1, paragraph 5 of the regulations
 - (d) In receipt of a war pension, as defined by The Housing Benefit and Council Tax Benefit (War Pension Disregards) (Amendment) Regulations 2009.
- 37. Having claimed Council Tax Support, this class of people will be assessed in accordance with the prescribed regulations for pensioners. Any war pension will be fully disregarded.

Pensioners

- 38. The provisions for pensioners are set out in Schedules 1 to 6 of the regulations.
- 39. The meaning of who is and who is not a pensioner is set out in paragraph 3 of the regulations. These state:
 - (a) A person is a 'pensioner' if they have attained the qualifying age for state Pension Credit; and

- (b) They, or their partner are not in receipt of Income Support, income-based Jobseekers Allowance, income related Employment and Support Allowance, or Universal Credit
- (c) A person is 'not a pensioner' if they have not attained the qualifying age for state Pension Credit; or
- (d) They have attained the qualifying age for state Pension Credit and they, or their partner are in receipt of Income Support, income-based Jobseekers Allowance, income related Employment and Support Allowance, or Universal Credit.

Membership of a family

- 40. The meaning of a 'couple' is set out in paragraph 4 of the regulations. These state a 'couple' is:
 - (a) A man and woman who are married to each other or who are civil partners of each other and are members of the same household; or
 - (b) A man and a woman who are not married to each other or who are not civil partners of each other but are living together as if they were a married couple or civil partners; or
 - (c) Two people of the same sex who are married to each other or who are civil partners of each other and are members of the same household; or
 - (d) Two people of the same sex who are not married to each other or who are not civil partners of each other but are living together as if they were a married couple or civil partners.
- 41. The rules for polygamous marriages are set out in paragraph 5 of the regulations. This regulation applies to:
 - (a) A person who is a husband or wife by virtue of a marriage entered into under a law which permits polygamy, and
 - (b) Either party to the marriage has for the time being any spouse additional to the other party.
- 42. The meaning of 'family' is set out in paragraph 6 of the regulations. These state a 'family' is:
 - (a) A couple
 - (b) A couple and a member of the same household for whom one of them is or both are responsible and who is a child or a young person
 - (c) A person who is not a member of a couple and a member of the same household for whom that person is responsible and who is a child or a young person

- (d) A child or young person includes those in respect of whom section 145A of the Social Security Child Benefit Act 2005 applies for the purposes of entitlement to Child Benefit
- (e) A young person does not include those who are in receipt of Income Support, income-based Jobseekers Allowance, income related Employment and Support Allowance, Universal Credit; or a person to whom section 6 of the Children (Leaving Care) Act 2000 applies.
- 43. The rules for circumstances in which a person is to be treated as responsible or not responsible for another are set out in paragraph 7 of the regulations. These state:
 - (a) A person is to be treated as responsible for a child or young person who is normally living with them
 - (b) Where a child or young person spends equal amounts of time in different households, or where there is a question as to which household they are living in, they will be treated as normally living with;
 - i. the person who receives Child Benefit in respect of that child or young person, or
 - ii. if there is no such person, the person who has claimed Child Benefit, or the person who has the primary responsibility for them.
- 44. The rules for membership of a household are set out in paragraph 8 of the regulations. These state:
 - (a) The claimant and any partner who are treated as responsible for a child or young person, that child or young person and any child of that child or young person, are to be treated as members of the same household
 - (b) A child or young person is not treated as a member of the claimant's household where they are;
 - i. placed with the claimant or their partner by a local authority under section 22C or 23(2)(a) of the Children Act 2002 or by a voluntary organisation under section 59(1)(a) of that Act, or
 - ii. placed with the claimant or their partner prior to adoption, or
 - iii. placed with the claimant or their partner in accordance with the Adoption and Children Act 2002
 - (c) A child or young person is not treated as a member of the claimant's household where they are not living with the claimant as they are;
 - i. being looked after by a local authority under a relevant enactment, unless they live with the claimant for part or all of a relevant week or the authority

- considers it reasonable to do so taking into account the nature and frequency of that child's or young person's visits, or
- ii. placed with a person other than the claimant prior to adoption, or
- iii. placed for adoption in accordance with the Adoption and Children Act 2002.

Non-dependants

- 45. The meaning of non-dependants is set out in paragraph 9 of the regulations. These state a 'non-dependant' is:
 - (a) Any person who normally resides with the claimant or with whom the claimant normally resides
 - (b) This excludes;
 - i. any member of the claimant's family,
 - ii. a child or young person who is living with the claimant but is not classed as a member of their household,
 - iii. any person who is jointly and severally liable to pay Council Tax in respect of the dwelling,
 - iv. any person who is liable to make payments on a commercial basis to the claimant or their partner in respect of occupation of the dwelling, unless that person is a close relative of the claimant or their partner, or the tenancy or other agreement between them is other than on a commercial basis, or where it appears to the authority to have been created to take advantage of a scheme,
 - v. a person who lives with the claimant in order to care for them or their partner and who is engaged with a charitable or voluntary organisation which makes a charge to the claimant or their partner for the services provided by that person.

Persons from Abroad

- 46. The rules for persons treated as not being in Great Britain are set out in paragraph 12 of the regulations. These state:
 - (a) Persons treated as not being in Great Britain are a class of person prescribed for the purposes of paragraph 2(9)(b) of Schedule 1A to the 1992 Act and which must not be included in the Council's scheme
 - (b) Except where a person falls within paragraph (e) below, a person must be treated as not being in Great Britain if the person is not habitually resident in the United

Kingdom, the Channel Islands, the Isle of Man or the Republic of Ireland

- (c) A person must not be treated as habitually resident in the United Kingdom, the Channel Islands, the Isle of Man or the Republic of Ireland unless the person has a right to reside in one of those places
- (d) A right to reside does not include a right which exists by virtue of, or in accordance with;
 - i. regulation 13 of the EEA regulations 2016,
 - ii. regulation 14 of the EEA regulations 2016, but only in a case where the rights exist under that regulation because the person, or a family member, is a jobseeker for the purpose of the definition of a 'qualified person' in regulation 6(1) of those regulations,
 - iii. regulation 16 of the EEA regulations 2016, but only in a case where the right exists under that regulation because the claimant satisfies the criteria in paragraph (5) of that regulation,
 - iv. a person having been granted limited leave to enter, or remain in the United Kingdom under the Immigration Act 1971 by virtue of;
 - Appendix EU to the immigration rules made under section 3(2) of that Act (except a person who has a right to reside granted by virtue of being a family member of a relevant person of Northern Ireland and would have a right to reside under EEA Regulations 2016 if the relevant person of Northern Ireland were an EEA national),
 - being a person with a 'Zambrano' right to reside as defined in Annex 1 and Appendix EU to the immigration rules made under section 3(2) of that Act;
 - 3. having arrived in the United Kingdom with an entry clearance that was granted under Appendix EU (Family Permit) to the immigration rules made under section 3(2) of that Act.
- (e) A person is to be treated as not being in Great Britain if the person is not habitually resident in the United Kingdom, the Channel Islands, the Isle of Man or the Republic of Ireland, except;
 - i. a person granted leave in accordance with the immigration rules made under section 3(2) of the Immigration Act 1971, where such leave is granted by virtue of the Afghan Relocations and Assistance Policy, or the previous scheme for locally-employed staff in Afghanistan,

- ii. a person in Great Britain who left Afghanistan in connection with the collapse of the Afghan government that took place on 15 August 2021,
- iii. a qualified person (or their family member), for the purposes of regulation 6 of the EEA regulations 2016 as a worker or self-employed person,
- iv. a person who has a right to reside permanently in the United Kingdom by virtue of regulation 15(1)(c), (d) or (e) of the EEA regulations 2016,
- v. a family member of a relevant person of Northern Ireland, with a right to reside, provided that the relevant person of Northern Ireland is a qualified person, or would do so but for the fact they are not an EEA national,
- vi. a frontier worker within the meaning of regulation 3 of the Citizens' Rights (Frontier Workers) (EU Exit) Regulations 2020,
- vii. a family member of a frontier worker, who has been granted limited leave to enter, or remain in, the United Kingdom by virtue of Appendix EU to the immigration rules made under section 3(2) of the Immigration Act 1971,
- viii. a person recorded by the Secretary of State as a refugee within the definition in Article 1 of the Convention relating to the Status of Refugees, as extended by Article 1(2) of the Protocol relating to the Status of Refugees,
- ix. a person who has been granted leave outside of the rules under section 3(2) of the Immigration Act 1971 where that leave is discretionary leave to enter or remain in the United Kingdom, leave to remain under the Destitution Domestic Violence concession, or leave deemed to have been granted by virtue of regulation 3 of the Displaced Persons (Temporary Protection) Regulations 2005,
- x. a person who has humanitarian protection granted under those rules,
- xi. a person who is not subject to immigration control within the meaning of section 115(9) of the Immigration and Asylum Act 1999 and who is in the United Kingdom as a result of their deportation, expulsion or other removal by compulsion of law from another country to the United Kingdom,
- xii. a person in receipt of Income Support or income related Employment and Support Allowance,
- xiii. a person in receipt of income based Jobseekers Allowance and has a right to reside in the United Kingdom, the Channel Islands, the Isle of Man or the Republic of Ireland,
- xiv. a Crown servant or member of HM forces posted overseas and the person is performing overseas the duties of a Crown servant or member of Her Majesty's forces and was, immediately before the posting or the first of consecutive postings, habitually resident in the United Kingdom.

- 47. The rules for persons subject to immigration control are set out in paragraph 13 of the regulations. These state:
 - (a) Persons subject to immigration control are a class of person prescribed for the purposes of paragraph 2(9)(b) of Schedule 1A to the 1992 Act and which must not be included in the Council's scheme, except;
 - a person who is a national of a state which has ratified the European Convention on Social and Medical Assistance, or a state which has ratified the Council of Europe Social Charter and who is lawfully present in the United Kingdom
 - (b) 'Persons subject to immigration control' has the same meaning as in section 115(9) of the Immigration and Asylum Act 1999.

Applicable amounts

- 48. The applicable amount will be made up of a number of elements. These may include, depending upon individual circumstances:
 - (a) A personal allowance for the claimant and their partner
 - (b) An amount for every child or young person who is a member of the family
 - (c) A family premium where at least one child or young person is part of the household
 - (d) Premiums for people in receipt of Employment and Support Allowance
 - (e) Premiums which may apply in special circumstances.
- 49. The weekly amounts to be included in the applicable amount are detailed below. The qualifying conditions for each of these personal allowances and premiums are set out in Schedule 3 of The Council Tax Reduction Schemes (Default Scheme) (England) Regulations 2012. These are summarised in **Table 1**. The applicable amounts for pensioners are set out in Schedule 2 of the regulations.
- 50. The amounts detailed below in Table 1 are those stated within the 2022-2023 scheme and will be uprated for 2023-2024. The uprated amounts will be calculated with reference to the amended regulations and Social Security Benefits Uprating Order.
- 51. People in receipt of Universal Credit will have their Council Tax Support calculated based on their Universal Credit maximum award.
- 52. The Family Premium does not apply from 1 May 2016, unless the conditions in paragraph 53 apply.
- 53. Claims for Council Tax Support where the Family Premium applied at 30 April 2016 will continue to be entitled to the Family Premium from 1 May 2016 until their claim for Council Tax Support ends or their household no longer includes at least one child or young person.

Table 1: Applicable Amounts

Personal allowances	Weekly amount 2022-2023	Weekly amount 2023-2024
Single claimant aged 18 to 24	£61.05	
Working aged single claimant aged 25 or over	£77.00	
Single claimant entitled to main phase Employment and Support Allowance	£77.00	
Working aged lone parent	£77.00	
Working aged couple	£121.05	
Couple entitled to main phase Employment and Support Allowance	£121.05	
Single claimant or lone parent who has attained pensionable age before 1 April 2021	£197.10	
Couple where one or both members have attained pensionable age before 1 April 2021	£294.90	
Single claimant or lone parent who has attained pensionable age on or after 1 April 2021	£182.60	
Couple where one or both members have attained pensionable age on or after 1 April 2021	£278.70	
A child or young person until the day before their twentieth birthday	£70.80	
Family premium	Weekly amount 2022-2023	Weekly amount 2023-2024
A household which includes at least one child or young person (but see paragraphs 52 and 53)	£17.85	
Employment and Support Allowance premiums	Weekly amount 2022-2023	Weekly amount 2023-2024
The claimant or their partner are in receipt of the work related activity component of Employment and Support Allowance	£30.60	
The claimant or their partner are in receipt of the support component of Employment and Support Allowance	£40.60	
Special circumstances premiums (entitlement limited to only one of the premiums below)	Weekly amount 2022-2023	Weekly amount 2023-2024

Disability premium (single) – the claimant is registered blind, or in receipt of one or more of the following:	£36.20	
 Attendance Allowance Disability Living Allowance Mobility Supplement Long term Incapacity Benefit Severe Disablement Allowance The disability or severe disability element of Working Tax Credit Personal Independence Payment Armed Forces Independence Payment 		
Disability premium (couple) – the claimant or partner is registered blind, or in receipt of one or more of the following:	£51.60	
 Attendance Allowance Disability Living Allowance Mobility Supplement Long term Incapacity Benefit Severe Disablement Allowance The disability or severe disability element of Working Tax Credit Personal Independence Payment Armed Forces Independence Payment 		
Carers premium – the claimant or partner is entitled to Carers Allowance, the carers element in Universal Credit, or the carers addition in Pension Credit	£38.85	
Special circumstances premiums (entitlement can be applied on top of any other premiums awarded)	Weekly amount 2022-2023	Weekly amount 2023-2024
 Severe disability premium (single rate) - for a single claimant, lone parent or couple where: The claimant or partner is receiving Attendance Allowance, or the care component of Disability Living Allowance at the higher or middle rate, or the daily living component of Personal Independence Payment, or Armed Forces Independence Payment, and No non-dependants aged 18 or over reside with them, and No one is in receipt of a Carers Allowance, carers element, or carers addition for looking after them. 	£69.40	

Severe disability premium (double rate) – for a couple where:	£138.80	
 Both the claimant and partner are receiving Attendance Allowance, or the care component of Disability Living Allowance at the higher or middle rate, or the daily living component of Personal Independence Payment, or Armed Forces Independence Payment, and No non-dependants aged 18 or over reside with them, and No one is in receipt of a Carers Allowance, carers element, or carers addition for looking after both of them. 		
Enhanced disability premium (single) – where:	£17.75	
 The claimant has limited capability for work related activity, or The highest rate care component of Disability Living Allowance is payable for the claimant or any member of the claimant's family, or The daily living component of Personal Independence Payment is payable for the claimant or any member of the claimant's family. 		
Enhanced disability premium (couple) – where:	£25.30	
 The claimant or partner has limited capability for work related activity, or The highest rate care component of Disability Living Allowance is payable for the claimant or any member of the claimant's family, or The daily living component of Personal Independence Payment is payable for the claimant or any member of the claimant's family. 		
Enhanced disability premium (disabled child) – where:	£27.44	
 The highest rate care component of Disability Living Allowance is payable for a child or young person, or 		

The daily living component of Personal Independence Payment is payable for a child or young person.		
Disabled child premium — where a child or young person: Receives Disability Living Allowance, or Receives Personal Independence Payment, or	£68.04	
Is registered blind.		

Making a claim

- 54. The rules by which a person may apply for a reduction under an authority's scheme are set out in Schedule 7, Part 1 of the regulations. These state that:
 - (a) The claim may be made in writing, by electronic communication means or by telephone
 - (b) A claim made in writing must be made to the Council on a properly completed form
 - (c) A claim is considered properly completed if it has been completed in accordance with the instructions on the form, including any instructions to provide information and evidence in connection with the claim
 - (d) Where a claim is defective because it has not been made on a form approved for the purpose, the Council may request the claimant to complete an approved form
 - (e) Where a claim is defective because it is not accepted as being properly completed, the Council may allow the claimant sufficient time to provide information and evidence in connection with the claim, or request further information and evidence
 - (f) If a claim made by electronic communication is defective, the Council must provide the claimant with an opportunity to correct the defect. A claim made by electronic communication is defective if the claimant does not provide all the information the Council requires.

Time and manner of making a claim

- 55. A claim for Council Tax Support may be made with the Council by completing the on-line claim form on the 'Council Tax Support' page of the Darlington Borough Council website. Where the Council holds sufficient information to decide entitlement to Council Tax Support, the claim may be made by telephone.
- 56. Where the Council becomes aware that a person may be entitled to Council Tax Support, or where a claim form has been requested, they will invite a claim by asking them to complete the on-line claim form or by contacting them by telephone.
- 57. Where a claim is made for Housing Benefit and the claimant or their partner is liable for Council Tax in respect of that dwelling, the claim for Housing Benefit will be deemed to be a claim for Council Tax Support.
- 58. Where a claimant notifies the Department for Work and Pensions of their intention to apply for Council Tax Support and as a consequence of this notification, the Department for Work and Pensions share details of the claimant's Department for Work and Pensions benefit with the Council, this data share will constitute an application for Council Tax Support.
- 59. The Council will offer assistance to the claimant to make their claim for Council Tax Support, where this is required.

Information and evidence

- 60. The rules for the information and evidence required to support a claim or ongoing award of Council Tax Support is set out in Schedule 8, Part 2, paragraph 7 of the regulations. These state:
 - (a) The claim must be accompanied by a statement of the claimant's (and any other person in respect of whom they are making an application) national insurance number and information or evidence to establish that that number has been allocated to that person
 - (b) Where the person has applied for a national insurance number, the claim must be accompanied by evidence of the application for a national insurance number to be allocated
 - (c) The claim must be accompanied by any certificates, documents, information and evidence in connection with the claim or an award as may reasonably be required by the Council to decide the claim or a continuing award
 - (d) The claimant must provide the Council with the information and evidence it requires to decide the claim or a continuing award within one month of a request to do so, or such longer time as the Council may consider reasonable
 - (e) The claimant is not required to provide evidence of any income or capital which are disregarded under the Council Tax Support scheme.
- 61. Where information and/or evidence has already been verified by the Department for Work and Pensions in relation to a claim for Income Support, Jobseekers Allowance, Employment and Support Allowance, Universal Credit, or Pension Credit, the Council will also accept this as verified for any Council Tax Support claim or a continuing award.

Amendment and withdrawal of claim

- 62. The rules for the amendment and withdrawal of a claim for Council Tax Support is set out in Schedule 8, Part 2, paragraph 8 of the regulations. These state:
 - (a) A person who has made a claim may amend it at any time before a decision has been made on it
 - (b) A person who has made a claim may withdraw it at any time before a decision has been made on it.

Income and capital

Treatment of income

- 63. The income of the claimant and their partner will be added together, for the purpose of calculating entitlement to Council Tax Support. Where the person is receiving Universal Credit, the income will be the assessment of income provided by Universal Credit, plus the award of Universal Credit.
- 64. 'Income' includes any of the following:
 - (a) Earnings
 - (b) Social Security Benefits
 - (c) Tax credits
 - (d) Pensions
 - (e) Maintenance
 - (f) Income from rent / board and lodgings
 - (g) Royalties
 - (h) Student grants
 - (i) Compensation payments.
- 65. Income will be calculated on a weekly basis. Any income paid for a period other than on a weekly basis, will be converted to a weekly figure. All income will be taken into account in full, unless a disregard applies.
- 66. The income to be taken into account will be the actual weekly income or likely average weekly income of the claimant and partner. This will be calculated over such a period as is likely, in the opinion of the Council, to provide the most accurate estimate.
- 67. In the case of earnings from employment, the earnings will be taken into account for the period they relate to, even if the person does not actually receive the earnings from their employer during that period.
- 68. In the case of earnings from employment, where employment is due to commence, an estimate of likely earnings will be based on whatever information is available from the person or the person's employer.
- 69. The treatment of income for pensioners is set out in Schedule 1, Part 6 of the regulations.

Earnings

- 70. The meaning of remunerative work is set out in paragraph 10 of the regulations. These state:
 - (a) A person must be treated as in remunerative work if they are engaged on average, for not less than 16 hours a week, in work for which payment is made or expected
 - (b) Where a person's working hours fluctuate, regard must be had to the normal cycle of work, the number of hours they are expected to work, or the 5 weeks immediately prior to the date of claim or such other length of time that may allow the person's weekly average hours of work to be determined
 - (c) Where a person works at a school or other educational establishment, any vacation periods or holidays where they are not required to work will be disregarded for establishing the average hours for which they are working
 - (d) Where no recognisable cycle can be established in respect of a person's work, regard must be had to the number of hours or average hours where these fluctuate, which they are expected to work in a week
 - (e) Any periods of absence from work, such as holiday, will be disregarded for establishing the average hours for which the person is working
 - (f) A person must not be treated as engaged in remunerative work if they are on maternity leave, paternity leave, adoption leave, shared parental leave, parental bereavement leave, or if they are absent from work because they are ill.
- 71. 'Earnings' mean any remuneration or profit derived from that employment and includes:
 - (a) Bonuses or commission
 - (b) Payments in lieu of remuneration
 - (c) Payments in lieu of notice
 - (d) Holiday pay
 - (e) Payments by way of a retainer
 - (f) Payments for expenses not wholly, exclusively and necessarily incurred in the performance of the employment
 - (g) Statutory sick pay, maternity pay, paternity pay, shared parental pay, parental bereavement pay, or adoption pay.

- 72. A claimant or partner's net earnings will be the gross earnings less:
 - (a) Income Tax
 - (b) National Insurance contributions
 - (c) Half of any sum paid by the employee towards an occupational or personal pension scheme.
- 73. Where the person is receiving Universal Credit, the earnings will be the assessment of earnings provided by Universal Credit.
- 74. The calculation of earned income for pensioners is set out in Schedule 1, Part 6 of the regulations.
- 75. The following sums will also be disregarded in the calculation of earnings:
 - (a) Temporary care provision payments in the calculation of earnings
 - (b) Payments relating to former employment paid after retirement
 - (c) Compensation payments for loss of employment
 - (d) Guarantee payments on medical or maternity grounds
 - (e) Payments for expenses wholly, exclusively and necessarily incurred in the performance of the employment
 - (f) For a single person, the first £5.00 each week of any earnings
 - (g) For a couple, the first £10.00 each week of any earnings
 - (h) For a lone parent, the first £25.00 each week of any earnings
 - (i) For people in receipt of contribution-based Employment and Support Allowance, Incapacity Benefit or Severe Disablement Allowance, where a permitted earnings disregard applies, the first £152.00 each week of any earnings
 - (j) For people entitled to the disability premium, the severe disability premium or one of the Employment and Support Allowance premiums, the first £20.00 each week of any earnings, except where the permitted earnings disregard applies
 - (k) For people entitled to the carers premium, the first £20.00 each week of any earnings
 - (I) For people in certain special occupations, the first £20.00 each week of any earnings. These are:

- i. Part-time fire-fighters
- ii. Auxiliary coastguards
- iii. Part-time life-boat workers
- iv. Members of the Territorial Army or similar reserve force
- (m) For people in receipt of the additional earnings disregard in Working Tax Credit, an additional disregard of £17.10 each week of any earnings. If the additional disregard would result in a negative earned income figure, the disregard will be made from their Working Tax Credit
- (n) Disguised remuneration lump sum payments
- (o) Child care charges (see below).
- 76. The sums disregarded from pensioner's earnings are set out in Schedule 4 of the regulations.

Child care charges

- 77. Child care charges up to a maximum of £175.00 each week for one child, or £300.00 each week for two or more children, will be deducted from earned income, plus any Working Tax Credit and Child Tax Credit where:
 - (a) A lone parent works 16 hours each week or more, or
 - (b) Both members of a couple work 16 hours each week or more, or
 - (c) One member of a couple works 16 hours each week or more and the other member of the couple is disabled, and the disability premium or one of the Employment and Support Allowance premiums is included in the couple's applicable amount due to this disability, or
 - (d) One member of a couple works 16 hours each week or more and the other member of the couple is on maternity leave and receiving Statutory Maternity Pay or Maternity Allowance, or
 - (e) One member of a couple works 16 hours each week or more and the other member of the couple is in hospital or prison.
- 78. The child must be under 15 years of age, or 16 if they are disabled, and the care must be provided by one of the following:
 - (a) A registered child minder
 - (b) A registered nursery or play scheme

- (c) An out of hours scheme run by an approved provider
- (d) An out of hours club provided by a school on school premises (this applies only if the child is aged 8 or over).
- 79. The treatment of child care charges for pensioners is set out in Schedule 1, Part 6 of the regulations.

Self-employed earnings

- 80. The weekly earnings of a self-employed claimant or partner will be calculated based on:
 - (a) The most recent year's trading accounts, if the claimant or partner have been selfemployed for one year or more, or
 - (b) The estimated net weekly profit figure provided by the claimant or partner, if they have been self-employed for less than a year, together with any evidence of their recent actual income and expenses.
- 81. In calculating the estimated net weekly profit figure, the Council will use the gross income of the employment, less any expenses which are wholly and reasonably incurred for the purpose of the business. The following will not be allowable in the calculation of the estimated net weekly profit figure:
 - (a) Sums employed or intended to be employed in setting up or expanding the business
 - (b) Capital repayments on business loans, except where these are for replacing business equipment or machinery
 - (c) Any other capital expenditure
 - (d) Depreciation of any capital asset
 - (e) Losses incurred before the beginning of the assessment period
 - (f) Debts, other than proven bad debts
 - (g) Business entertainment
 - (h) Any sum for domestic or private use
 - (i) Drawings from the business.
- 82. For child minders, one third of the gross profit will be used to calculate the gross income.
- 83. The net income will then be calculated by deducting an amount for tax, national insurance contributions and half of any pension contributions from the gross pre-tax profits.

- 84. In cases where the actual tax and national insurance contributions are not provided, the Council will estimate the likely tax and national insurance contributions payable.
- 85. The treatment and calculation of self-employed earnings for pensioners is set out in Schedule 1, Part 6 of the regulations.

Student grants

- 86. The whole amount of a person's grant income will be taken into account, with the exception of the following:
 - (a) Payments for tuition fees or examination fees
 - (b) Payments in relation to the student's disability
 - (c) Payments for term-time residential study away from the student's educational establishment
 - (d) Payments for another home at a place other than which the student resides during the course
 - (e) Payments for books and equipment
 - (f) Payments for travel expenses to attend the course
 - (g) Payments for child care costs
 - (h) Any special support grant, education maintenances allowances, 16-19 bursary fund payments, higher education grant, or higher education bursary for care leavers
 - (i) Any other amounts intended for expenditure necessary to attend the course.
- 87. A student's grant income will be apportioned over the period of study the grant relates to.

Student covenant income

- 88. Where a student is receiving a grant and a contribution has been assessed, the whole of the covenant income will be taken into account.
- 89. A student's covenant income will be apportioned over the whole calendar year and an amount of £5.00 each week will be disregarded.
- 90. Where a student is not receiving a grant, the whole of the covenant income will be taken into account. In these circumstances, a student's covenant income will be apportioned as follows:
 - (a) Any covenant income up to the amount of the standard maintenance grant will be apportioned over the period of study, less any amounts to be disregarded as set out

above in 'Student grants'.

(b) Any covenant income over the amount of the standard maintenance grant will be apportioned over the whole calendar year and an amount of £5.00 each week will be disregarded.

Student loans

- 91. The whole amount of a person's student loan will be taken into account, less any amounts to be disregarded in the same way as set out above in 'Student grants'. A student's loan will be apportioned over the period of study the loan relates to and an amount of £10.00 each week will be disregarded.
- 92. A person will be treated as having a student loan in respect of an academic year where:
 - (a) A student loan has been made to them for that year, or
 - (b) They could have taken reasonable steps to acquire a loan. In these cases, the amount to be taken into account will be the maximum amount they could have acquired for that year.
- 93. A loan for fees, known as a fee loan or a fee contribution loan will be fully disregarded.

Payments from access funds

- 94. A payment from access funds will be disregarded as income, with the exception of any payments intended for:
 - (a) Food
 - (b) Ordinary clothing or footwear
 - (c) Household fuel
 - (d) Water charges
 - (e) Rent
 - (f) Council Tax.
- 95. In these circumstances, the whole amount will be taken into account and an amount of £20.00 each week will be disregarded.
- 96. Where a payment from access funds is made to bridge the period until a student loan is received, the whole amount will be disregarded.

Student income treated as capital

97. The following amounts paid to students will be treated as capital:

- (a) A refund of tax deducted from a student's covenant income
- (b) An amount paid from access funds as a single lump sum, whatever the purpose of the payment.

Notional income

- 98. A claimant will be treated as possessing income of which they or their partner have deliberately deprived themselves of, to qualify for Council Tax Support.
- 99. The treatment of notional income for pensioners is set out in Schedule 1, Part 6 of the regulations.

Tariff income from capital

- 100. Where the claimant and their partner have capital in excess of £6,000 (but less than £16,000), a tariff income of £1.00 each week will be taken into account for every £250, or part of £250, over £6,000.
- 101. The calculation of tariff income from capital for pensioners is set out in Schedule 1, Part 6 of the regulations.

Other income

- 102. Any other income of the claimant or partner will be taken fully into account, with the exception of 'income disregarded' below.
- 103. Where deductions are being made from income in the recovery of overpayments or taxes, by public bodies, the gross income amount will be taken into account.

Income disregarded

- 104. The following income paid to the claimant or partner will be disregarded in full, unless otherwise stated:
 - (a) Any payment of expenses for participation in 'work for your benefit' schemes
 - (b) Any payment of expenses for attending mandatory work activity, employment, skills or enterprise schemes
 - (c) Any payment of expenses for a person who is a volunteer for a charitable or voluntary organisation
 - (d) Any payment of expenses for a person who participates as a service user
 - (e) Certain state benefits and pensions:

- i. Attendance Allowance
- ii. Child Benefit
- iii. Disability Living Allowance
- iv. Discretionary Housing Payments
- v. Education Maintenance Allowance
- vi. Guardian's Allowance
- vii. Housing Benefit
- viii. Income Support
- ix. Income based Jobseekers Allowance
- x. Income related Employment and Support Allowance
- xi. Mobility supplements
- xii. Personal Independence Payments
- xiii. Armed Forces Independence Payments
- xiv. Any war pension, as defined by The Housing Benefit and Council Tax Benefit (War Pension Disregards) (Amendment) Regulations 2009
- xv. Widowed Mother's Allowance
- xvi. Widowed Parent's Allowance
- (f) The income of a person in receipt of Income Support, income based Jobseekers Allowance or income related Employment and Support Allowance
- (g) Universal Credit payments (for pension-aged claims only)
- (h) Any payment made to a person as a holder of the Victoria Cross or George Cross
- (i) Charitable or voluntary payments
- (j) Any income from capital
- (k) Any payments received from dependants or non-dependants
- (I) The first £20.00 each week of any rental payments from a person, other than a nondependant, who occupies the claimant's home

- (m) The first £20.00 each week, and then 50% of any income over £20.00 each week, of any rental payments from a boarder, other than a non-dependant, who occupies the claimant's home
- (n) Any payment in kind made by a charity
- (o) Any income payable outside the United Kingdom where there is a prohibition against the transfer to the United Kingdom of that income
- (p) Any payment made for adoption, fostering, guardianship support or supported lodgings
- (q) Any payment made for a person who is not normally a member of the claimant's household, but is temporarily in their care
- (r) Any payment made by a Local Authority under section 17 of the Children's Act 1989
- (s) Any payment ordered by a court for a personal injury, accident or disease in respect of the claimant or their family
- (t) Any payment made under an agreement to settle a claim for personal injury
- (u) Any payment received under an insurance policy taken out to insure against the risk of being unable to maintain repayments of a loan
- (v) Any income treated as capital
- (w) Any social fund payment, Local Welfare Assistance award or any equivalent scheme
- (x) Any payment for banking charges or commission, to convert a payment of income to sterling
- (y) Any payment made under the following:
 - i. The Macfarlane Trust
 - ii. The Eileen Trust
 - iii. The Independent Living Fund
 - iv. The Skipton Fund
 - v. The Caxton Foundation
 - vi. The London Bombing Relief Charitable Fund
 - vii. The London Emergencies Trust

- viii. The We Love Manchester Emergency Fund
- ix. The Variant Creutzfeldt-Jacob Disease Trust
- x. An approved infected blood support scheme
- xi. The Thalidomide Health Grant or other Thalidomide Trust
- xii. Any Windrush Compensation Scheme payment
- xiii. Any historical child abuse payment
- xiv. The National Emergencies Trust
- xv. The Child Migrants Trust
- (z) Any payment of expenses for jurors, witnesses or prison visitors
- (aa) Any refund of Council Tax
- (bb) Any payment of child maintenance
- (cc) The first £15.00 each week of any maintenance, other than child maintenance
- (dd) Sports awards
- (ee) Any victims' payments under the Victims' Payments Regulations 2020.
- 105. The income disregarded for pensioners is set out in Schedule 5 of the regulations.

Capital

- 106. The capital of the claimant and their partner will be added together, for the purpose of calculating entitlement to Council Tax Support.
- 107. Where the person is receiving Universal Credit, the capital will be the assessment of capital provided by Universal Credit.
- 108. All capital of the claimant or partner will be taken fully into account, with the exception of 'capital disregarded' below.
- 109. Where capital is jointly held by the claimant or partner and one or more other persons, the Council will apportion the capital to decide what share is held by the claimant or partner.
- 110. Where the value of the capital item is not known, the Council will calculate the value of the capital item using the information available to provide the most accurate estimate, including:

- (a) The current market or surrender value of the capital item
- (b) Less any costs for selling the capital item
- (c) Less any debt or charge secured against the capital item.
- 111. The treatment and calculation of capital for pensioners is set out in Schedule 1, Part 6 of the regulations.

Income treated as capital

- 112. The following payments will be treated as capital:
 - (a) Holiday pay, paid 4 weeks or more after termination of employment
 - (b) Tax refunds
 - (c) Lump sum charitable or subsistence payments
 - (d) Arrears of Tax Credits.

Notional capital

- 113. A claimant will be treated as possessing capital of which they or their partner have deliberately deprived themselves of, to qualify for Council Tax Support.
- 114. The treatment of notional capital for pensioners is set out in Schedule 1, Part 6 of the regulations.

Capital disregarded

- 115. The following capital held by the claimant or partner will be disregarded in full, unless otherwise stated:
 - (a) The dwelling normally occupied by the claimant as their home
 - (b) Any property which is actively being sold
 - (c) Any property acquired by the claimant which they intend to occupy as their home, whilst they are preparing for occupation
 - (d) Any property acquired by the claimant, which they intend to occupy as their home, which is undergoing essential repairs or alterations
 - (e) The proceeds of sale of any property formerly occupied by the claimant as their home, which is to be used for the purchase of another property intended for their occupation
 - (f) Any property occupied by a partner or relative of the claimant or any member of their family, where that person is a pensioner or is disabled

- (g) Any property occupied by the former partner of the claimant as their home, where the former partner is a lone parent, or where the property is actively being sold
- (h) The capital of a person in receipt of Income Support, income based Jobseekers Allowance or income related Employment and Support Allowance
- (i) Any future interest in property, other than land or premises where the claimant has granted a lease or tenancy
- The assets of any business owned by the claimant for the purpose of their selfemployment
- (k) Any arrears of state pensions, benefits or tax credits
- (I) Any amount paid to the claimant, or acquired by the claimant as a loan, as a result of damage or loss of the home or personal possessions and intended for its repair or replacement
- (m) Any amount deposited with a Registered Provider, which is to be used for the purchase of another property intended for occupation
- (n) Any personal possessions
- (o) The value of the right to receive any income under an annuity or the surrender value of an annuity
- (p) Where the funds of a trust resulted from a payment for a personal injury to the claimant or their partner, the value of the trust fund and the right to receive any payment under that trust
- (q) The value of the right to receive any income under a life interest or from a life rent
- (r) The value of the right to receive any income payable in a country outside the United Kingdom where there is a prohibition against the transfer to the United Kingdom of that income
- (s) The surrender value of any life insurance policy
- (t) Where payments of capital are made by instalments, the value of the right to receive any outstanding instalments
- (u) Any payment made by a local authority under section 17 of the Children Act 1989
- (v) Any payment made for adoption, fostering, guardianship support or supported lodgings
- (w) Any social fund payment, Local Welfare Assistance award or any equivalent scheme

- (x) Any refund of tax deducted on a payment of loan interest for the purpose of acquiring a home or carrying out repairs or improvement to the home
- (y) Where a payment of capital is made in a currency other than sterling, any banking charge or commission payable in converting that payment into sterling
- (z) Any payment made under the following:
 - i. The Macfarlane Trust
 - ii. The Eileen Trust
 - iii. The Independent Living Fund
 - iv. The Skipton Fund
 - v. The Caxton Foundation
 - vi. The London Bombing Relief Charitable Fund
 - vii. The London Emergencies Trust
 - viii. The We Love Manchester Emergency Fund
 - ix. The Variant Creutzfeldt-Jacob Disease Trust
 - x. An approved infected blood support scheme
 - xi. The Thalidomide Health Grant or other Thalidomide Trust
 - xii. Any Windrush Compensation Scheme payment
 - xiii. Any historical child abuse payment
 - xiv. The National Emergencies Trust
 - xv. The Child Migrants Trust
- (aa) The value of the right to receive any rent
- (bb) Any payment in kind made by a charity
- (cc) Any refund of Council Tax
- (dd) Any payment made by a local authority to the claimant, to be used to purchase a property for occupation as their home, or to carry out repairs or alterations to the home
- (ee) Any payments for:

- i. travel expenses for hospital visits
- medical supplies and vouchers
- iii. health in pregnancy grants
- (ff) Home Office payments for prison visits
- (gg) Any payment made to assist a disabled person to obtain or retain their employment
- (hh) Any payment made by a local authority under the Blind Homeworkers' Scheme
- (ii) Any capital administered on behalf of a person by the High Court, County Court, or the Court of Protection
- (jj) Any payment to the claimant as a holder of the Victoria Cross or George Cross
- (kk) Any payment made to assist a person under the self-employment route
- (II) Any payment of a sports award
- (mm) Any payment of an education maintenance allowance
- (nn) Any payment made by a contractor for a person participating in an employment zone programme
- (oo) Any arrears of subsistence allowance
- (pp) Any payment made by a local authority for a service which is provided to develop or sustain the capacity of the claimant or their partner to live independently in their accommodation, including personal budgets
- (qq) Any victims' payments under the Victims' Payments Regulations 2020.
- 116. The capital disregarded for pensioners is set out in Schedule 6 of the regulations.

Calculation of entitlement

Maximum Council Tax Support

- 117. The amount of a person's maximum Council Tax Support for a day which they are liable to pay Council Tax will be 80%.
- 118. The amount of Council Tax Support will be calculated as A divided by B and multiplied by 80% where:
 - (a) A is the amount of Council Tax set for the financial year for the dwelling the person resides in and for which they are liable, less any discount which applies
 - (b) B is the number of days in that financial year
 - (c) Less any non-dependant deductions.
- 119. Where a person is jointly and severally liable for Council Tax, which they are liable with one or more other persons, the maximum amount of Council Tax Support will be the amount in A divided by the number of people who are jointly and severally liable. This will not apply if the only person they are jointly and severally liable with is their partner.
- 120. The maximum Council Tax Support for pensioners is set out in Schedule 1, Part 5 of the regulations.

Council Tax Support taper

121. The percentage of excess income over the applicable amount (or Universal Credit maximum award) which will be deducted from the weekly maximum Council Tax Support will be 20%.

Non-dependant deductions

122. A deduction from a person's maximum Council Tax Support will be made for non-dependants, as follows. The amounts detailed below are those stated within the 2022-2023 scheme (**Table 2**) and will be uprated for 2023-2024. The uprated amounts will be calculated with reference to the amended regulations.

Table 3: Non-dependant deductions 2022-2023

Non-dependant type	Weekly amount
A non-dependant aged 18 or over in remunerative work where	
their normal gross weekly income is:	
Less than £224.00	£4.20
Not less than £224.00 and less than £389.00	£8.55
Not less than £389.00 and less than £484.00	£10.70
Not less than £484.00	£12.85
A non-dependant aged 18 or over not in remunerative work	£4.20

- 123. In calculating the gross income of a non-dependant, any amounts which would normally be disregarded for a Council Tax Support claimant, will also be disregarded for a non-dependant.
- 124. Only one non-dependant deduction will be made for a couple, and the amount deducted will be based on their joint income, calculated as above.
- 125. Where a person is jointly and severally liable for Council Tax for a dwelling they reside in, which they are liable with one or more other persons, the amount of the non-dependant deduction will be apportioned equally between those liable persons.
- 126. Non-dependant deductions will not be made in the following circumstances:
 - (a) Where the claimant or their partner is blind
 - (b) Where the claimant or their partner receives Attendance Allowance, or the care component of Disability Living Allowance, or the daily living component of Personal Independence Payment, or Armed Forces Independence Payment
 - (c) Where the non-dependant normally resides elsewhere
 - (d) Where the non-dependant receives a training allowance
 - (e) Where the non-dependant is a full-time student
 - (f) Where the non-dependant is not residing with the claimant because they have been an in-patient for more than 52 weeks (without any break exceeding 28 days)
 - (g) Where the non-dependant receives Income Support, income based Jobseekers Allowance, income related Employment and Support Allowance, or Pension Credit
 - (h) Where the non-dependant receives Universal Credit, where the award has been calculated on the basis that they do not have any earned income
 - (i) Where the non-dependant is aged under 18
 - (j) Where the non-dependant is not residing with the claimant because they are a member of the armed forces and they are absent, while on operations, from the dwelling usually occupied as their home.
- 127. Where the income of the non-dependant is not known or has not been provided, the Council will assume that the maximum deduction will apply.
- 128. The rules for non-dependant deductions for pensioners are set out in Schedule 1, Part 3 of the regulations.

Date on which a claim is made and entitlement begins

- 129. The rules for the date on which a claim is made are set out in Schedule 8, Part 2, paragraph 5 of the regulations. These state:
 - (a) Where an award of Pension Credit (guarantee credit), Income Support, income-based Jobseekers Allowance, income-related Employment and Support Allowance, or Universal Credit has been made to the claimant or their partner; and the claim for Council Tax Support is made within one month of the date of the claim for one of those benefits; the date of claim will be the first day of entitlement to those benefits
 - (b) Where the claimant or their partner is receiving Pension Credit (guarantee credit), Income Support, income-based Jobseekers Allowance, income-related Employment and Support Allowance, or Universal Credit; and they become liable for Council Tax for the first time; and the claim for Council Tax Support is made within one month of the date of the change; the date of claim will be the date on which the change takes place
 - (c) Where the claimant is the former partner of a person who was entitled to Council Tax Support before the date of death or separation; and the claimant makes a claim for Council Tax Support within one month of the date of death or separation; the date of claim will be the date of death or separation
 - (d) Where the claim for Council Tax Support is made within one month of a request to claim Council Tax Support, or such longer period as the Council considers reasonable, the date of claim will be the date on which the request was made
 - (e) In all other cases, the date of claim for Council Tax Support will be the date the claim form is received by the Council.
- 130. Council Tax Support will begin on the date of claim unless:
 - (a) The claimant requests the claim is paid for an earlier period, or
 - (b) The Council identifies entitlement to Council Tax Support for an earlier period.
- 131. Council Tax Support will be awarded for an earlier period once the Council has received sufficient information and evidence to calculate entitlement to Council Tax Support for the earlier period.
- 132. The rules for the backdating of claims for pensioners are set out in Schedule 8, Part 2, paragraph 6 of the regulations.

Duration of award and reviews

- 133. Council Tax Support will be awarded for an indefinite period, until:
 - (a) Council Tax liability ends

- (b) A change in the claimant or partner's circumstances results in Council Tax Support ending
- (c) The claimant fails to respond to a request for information or evidence in connection with their claim or an award.
- 134. The Council may review a person's entitlement to Council Tax Support at any time.

Extended reductions

- 135. A person who is entitled to Council Tax Support will be entitled to an extended reduction where:
 - (a) The claimant or their partner were entitled to a qualifying benefit or any combination of those benefits of either;
 - i. Income Support, or
 - ii. Jobseekers Allowance (income based or contributory), or
 - iii. Employment and Support Allowance (income related or contributory), or
 - iv. Universal Credit, or
 - v. Incapacity Benefit, or
 - vi. Severe Disablement Allowance.
 - (b) Entitlement to a qualifying benefit ceased because the claimant or their partner;
 - i. Commenced employment as an employed or self-employed earner, or
 - ii. Increased their earnings from their employment, or
 - iii. Increased the number of hours in their employment.
 - (c) Providing that the claimant remains liable for Council Tax at the dwelling in which they reside during the extended reduction period.
- 136. The extended reduction period will start on the day after Council Tax Support would normally have ended after the qualifying benefit has ceased and will last for 4 weeks or up to the day Council Tax liability at the dwelling in which they reside ends, if this is earlier.
- 137. The amount of the extended reduction will be the higher of:
 - (a) The amount of Council Tax Support which the claimant was entitled to before the qualifying benefit ceased, or

- (b) The amount of Council Tax Support which the claimant is entitled to after the qualifying benefit ceased.
- 138. The rules for extended reductions for pensioners is set out in Schedule 1, Part 7 of the regulations.

Extended reductions – movers into Darlington

- 139. The rules covering people who move into Darlington who are in receipt of an extended reduction is set out in Schedule 8, Part 1, paragraph 2 of the regulations. These state:
 - (a) Where a claim for Council Tax Support is made and the claimant or their partner is in receipt of an extended reduction from another authority, the Council must reduce any entitlement to Council Tax Support by the amount of that extended reduction.

Decision making and notifications

Decisions and notification

- 140. The rules by which the Council must make and notify decisions for Council Tax Support are set out in Schedule 8, Part 3 of the regulations. These state:
 - (a) The Council must make a decision on a Council Tax Support claim within 14 days of receiving all the information and evidence for that claim, or as soon as reasonably practicable after that date
 - (b) The Council must notify the claimant in writing of any decision relating to a Council Tax Support claim within 14 days of making the decision, or as soon as reasonably practicable after that date
 - (c) The decision notice must include a statement informing the claimant of their duty to notify changes of circumstances, explaining the consequences of failing to comply with that duty, and setting out the changes which may affect entitlement to Council Tax Support
 - (d) Where the decision is to award Council Tax Support, the notice must include a statement as to how it will be paid
 - (e) The decision notice must include the procedure by which an appeal may be made
 - (f) The claimant may request a statement of reasons about the notification, within one month of the date of the notification. The statement of reasons must then be sent to the claimant within 14 days of the request, or as soon as reasonably practicable after that date
 - (g) A person affected by a decision relating to Council Tax Support will be the claimant, or where the person who is liable for Council Tax is unable to act, the accepted or appointed person who has made an application on their behalf.

Payment of Council Tax Support

- 141. The rules for the payment of Council Tax Support are set out in Schedule 8, Part 4 of the regulations. These state:
 - (a) Payment of Council Tax Support will be made to the person entitled to the reduction of their Council Tax liability
 - (b) Where a person is jointly and severally liable for Council Tax, payment of Council Tax Support will be paid to the person entitled to the reduction of an appropriate amount of their Council Tax liability, rounded to the nearest penny
- 142. Payment of Council Tax Support will be made by reducing the Council Tax liability of the person entitled to the reduction.

Electronic communications

- 143. The rules by which the Council can undertake electronic communications is set out in Schedule 7, Part 4 of the regulations. These state:
 - (a) The Council must meet certain conditions to allow electronic communication in relation to its Council Tax Support scheme
 - (b) The Council may use intermediaries in connection with electronic communication in relation to its Council Tax Support scheme
 - (c) Any information delivered by the Council by electronic means must meet all the other conditions relating to its Council Tax Support scheme
 - (d) Proof of identity of the sender or recipient of information will need to be verified where information is sent or received by electronic means
 - (e) The Council will need to establish procedures to verify delivery of information by electronic means.

Changes in decisions

Duty to notify changes of circumstances

- 144. The duty to notify changes of circumstances is set out in Schedule 8, Part 2, paragraph 9 of the regulations. These state:
 - (a) The claimant, or a person acting on their behalf, must notify the Council of any changes of circumstances which they might reasonably be expected to know may affect their entitlement to Council Tax Support
 - (b) Notification of a change of circumstances may be made in writing, by telephone or by any other means agreed by the Council and within 21 days of the change occurring, or as soon as reasonably practicable after that date.
- 145. Notifications of changes of circumstances in writing may be made by completing the online change of circumstances form on the 'Council Tax Support' page of the Darlington Borough Council website.

Date on which a change of circumstances will affect Council Tax Support

- 146. The Council will review the amount of Council Tax Support, following a change of circumstances, as follows:
 - (a) Where entitlement to Council Tax Support continues after the change, Council Tax Support will change on the Monday following the date the change occurred
 - (b) Where entitlement to Council Tax Support ends after the change, Council Tax Support will end on the Sunday of the week in which the change occurred
 - (c) Where Council Tax liability changes or ends, Council Tax Support will be changed or ended on the same day.

Ending Council Tax Support

- 147. Council Tax Support will end in the following circumstances:
 - (a) Council Tax liability ends
 - (b) A Council Tax exemption applies
 - (c) A change of circumstances occurs, which ends entitlement to Council Tax Support
 - (d) A change of circumstances occurs, but there is insufficient information or evidence to decide if entitlement to Council Tax Support will continue
 - (e) The claimant fails to provide, when requested, sufficient information or evidence to decide if entitlement to Council Tax Support will continue, one month following the date of the request or such longer time as the Council considers reasonable.

Revisions

148. An original decision relating to a claim for Council Tax Support may be revised by the Council at any time.

Appeals

- 149. The rules by which a person may make an appeal against certain decisions of the authority are set out in Schedule 7, Part 2, paragraph 8 of the regulations. These state:
 - (a) A person who disagrees with a decision in relation to their Council Tax Support claim may appeal in writing, stating their grounds for appeal
 - (b) The Council must consider the appeal and notify the person in writing of the outcome of their appeal and the reasons for the decision, within 2 months of the appeal being received
 - (c) If the person is still aggrieved or if the Council fails to notify the person of the outcome of their appeal within 2 months of receiving their appeal, they may appeal to a valuation tribunal under section 16 of the 1992 Act.

<u>Downward adjustments of Council Tax Support</u>

150. Any additional Council Tax liability created as a result of a downward adjustment of Council Tax Support entitlement, will be treated under the national Council Tax regulations.

Discretionary reductions

- 151. The rules for an application for a discretionary reduction are set out in Schedule 7, Part 3, paragraph 9 of the regulations. These state:
 - (a) An application for a reduction under section 13A(1)(c) of the 1992 Act may be made in writing, by telephone, or by electronic means
 - (b) A claim for Council Tax Support may also be treated as an application for a reduction under section 13A(1)(c) of the 1992 Act.



Agenda Item 11

CABINET 8 NOVEMBER 2022

PROJECT POSITION STATEMENT & CAPITAL PROGRAMME MONITORING QUARTER 2 2022/23

Responsible Cabinet Member Councillor Scott Durham, Resources Portfolio

Responsible Director Elizabeth Davison, Group Director of Operations
Dave Winstanley, Group Director of Services

SUMMARY REPORT

Purpose of the Report

- 1. This report provides:
 - (a) A summary of the latest Capital resource and commitment position, to inform monitoring of the affordability and funding of the Council's capital programme.
 - (b) An update on the current status of all construction projects currently being undertaken by the Council.
- 2. It also seeks approval for a number of changes to the programme.

Summary

- 3. The projected outturn of the current Capital Programme is £307.616m against an approved programme of £307.748m. The investment is delivering a wide range of improvements to the Council's assets and more critically, to Council services. Refurbishment of council homes, improved learning environments in schools, better traffic flows and opportunities for sustainable travel have been achieved and are detailed within the report. The programme, including commitments, remains affordable within the Medium Term Financial Plan (MTFP) for 2022/23 2025/26.
- 4. The Council has a substantial annual construction programme of work. The current project position statement (PPS) shows there are 46 live projects currently being managed by the Council with an overall projected outturn value of £186.155m. The majority of projects are running to time, cost and quality expectations but are being monitored given the current pressures on resources in the construction sector nationally.
- 5. The projects are managed either by the Council's in-house management team, a Framework Partner or by consultants sourced via an open/OJEU tender process.

Recommendations

- 6. It is recommended that Cabinet:
 - (a) Note the attached status position on construction projects.
 - (b) Note projected capital expenditure and resources.
 - (c) Approve the adjustments to resources as detailed in paragraph 23.

Reasons

- 7. The recommendations are supported by the following reasons:
 - (a) To inform Cabinet of the current status of construction projects.
 - (b) To make Cabinet aware of the latest financial position of the Council.
 - (c) To maintain effective management of resources.

Elizabeth Davison Group Director of Operations

Dave Winstanley Group Director of Services

Background Papers

- (i) Capital Medium Term Financial Plan 2022/23 2025/26
- (ii) Project Position Statement August 2022

Brian Robson : Extension 6608 Claire Hayes : Extension 5404

S17 Crime and Disorder	This report has no implications for crime and disorder.
Health and Well Being	There are no issues relating to health and wellbeing
	which this report needs to address.
Carbon Impact and Climate	There are no carbon impact implications in this
Change	report
Diversity	There are no specific implications for diversity
Wards Affected	All wards are affected.
Groups Affected	The proposals do not affect any particular groups
	within the community
Budget and Policy Framework	This report does not represent a change to the
	budget and policy framework.
Key Decision	The report does not represent a key decision
Urgent Decision	For the purpose of the 'call-in' procedure this does
	not represent an urgent matter.
Council Plan	The Capital Programme referred to in the report
	supports delivery of the Council plan.
Efficiency	The recommendations support the effective and
	efficient use of resources.
Impact on Looked After Children	This report has no impact on Looked After Children
and Care Leavers	or Care Leavers

MAIN REPORT

Information and Analysis

2022/23 Capital Spend and Resources

Information and Analysis

- 8. **Appendix 1** is for information and lists all live construction projects and provides details on numbers, type and details of the key individuals responsible for the delivery of the projects. It also provides a statement on the current status position on each project, details of actions being taken, where required and any current issues.
- 9. **Appendix 2** summarises the Council's capital commitments which are yet to be financed and also shows how it is intended for them to be financed. The total value of commitments, including available resources brought forward from previous years and 2022-23 schemes previously released by Cabinet, is £209.159m.
- 10. **Appendix 3** shows the Council's projected capital receipts and how they are going to be utilised to help finance the capital programme over the life of the MTFP.

Project Position Statement

11. Project management procedures require the production by project managers of a Project Position Statement (PPS) for all projects over £75,000. This report brings together the pertinent data from the current PPS with financial information from the Financial Management System (FMS) and approvals by Cabinet.

- 12. The Project Position Statement (Appendix 1) details the current live construction projects, up to the end of August 2022, by delivery area, and provides details on numbers, type and details of the key individuals responsible for the delivery of the projects. It also provides a statement on the current status position on each project, details of actions being taken, where required and any current issues. The statement excludes any completed projects or those on hold.
- 13. The overview of live construction projects is as follows:

	Projects	Current Approved Budget	Projected Outturn	Variance	Variance (Value)
		£/p	£/p	%	£/p
Chief Executive & Economic Growth	17	56,381,601	56,159,718	(0.4)	(221,883)
Operations	16	52,687,479	53,313,588	1.2	626,109
People	2	4,154,566	3,968,246	(4.5)	(186,320)
Services	11	72,541,277	72,713,926	0.2	172,649
TOTAL	46	185,764,923	186,155,478		390,555

- 14. The table shown above includes a column for current approved budget. In certain cases this budget figure may be different from the original approved budget. This could be as a result of variances identified during construction or other variables not known at the initiation stage. The original budget and all subsequent changes have been reported to and approved by Cabinet.
- 15. The live projects are at the following stages:

Department	Brief	CP1	CP2	CP3	CP4	CP5	Total
Chief Executive & Economic Growth	0	3	2	7	1	4	17
Operations	0	4	2	6	3	1	16
People	0	0	0	0	1	1	2
Services	0	4	0	3	1	3	11
TOTAL	0	11	4	16	6	9	46

Control Point 1 (CP1) – Start Up: is used to define the position of a project at its conception stage.

- (a) **Control Point 2 (CP2) Initiate**: defines a project at feasibility stage and will likely include a desktop assessment of a project and the use of informed estimates.
- (b) **Control Point 3 (CP3) Define**: the point that the project is progressed to RIBA Stage F, i.e. detailed design.

- (c) **Control Point 4 (CP4) Construction Phase**: is the stage at which work begins on the project, i.e. for a construction project on site through to build completion.
- (d) **Control Point 5 (CP5) Evaluate**: is the stage post completion of the project at which time the project is reviewed and lessons learned are discussed in order that they can be taken to the next or similar projects.
- 16. The status on live projects is as follows:

Department	A	•	*
Chief Executive & Economic Growth	3	12	2
Operations	1	14	1
People	0	1	1
Services	3	8	0
TOTAL	7	35	4

- (a) Star and triangle symbols are used to identify projects that have variances which are:
 - (i) More than £5,000, if the variance is also more than 5% of the approved budget for the project, or
 - (ii) More than £50,000 regardless of the percentage variance
- (b) Projects that are within these margins are symbolised with circles.
- (c) In addition to cost, the same symbols are used to indicate similar levels of variances in time and quality/outputs/outcomes.

17. Current projects with the triangle symbol are as follows:

Project	Reason for Variance	Action
Skinnergate Re-development Housing	A delay was encountered following the production of a revised design to satisfy concerns raised by English Heritage at the planning application stage	The design team are working on the Stage 4 design and reviewing the programme to see if there is an opportunity to save time. The team are also working through issues with Nutrient Neutrality
Ingenium Parc Masterplan + Infrastructure	Delays encountered due to ground conditions, phase II works underway	Contractor on site to complete drainage works by end of November
Dolphin Centre Bowling Alley & Soft Play	Complete	The over £1m Outturn report is included within an appendix to the report
Darlington Station Enabling Works	Additional site complexities identified around utilities, neighbouring properties and highways impacts of works	Programme date for completion is now end of November
Crown Library Refurbishment	Delays and additional costs have been encountered from the withdrawal of the originally appointed roofing contractor	Building Services are now working with a new roofing contractor and the scheme is progressing
A68 Woodland Road Outram Street Duke Street	A delay has been encountered due to the need for a public Inquiry for the Duke Street proposals	Works due to commence on Outram Street/Duke Street in October
Allington Way - Phase 3	Due to a change in reporting, land value is now included in the overall construction cost. In addition to this there have been external fees incurred as part of the project delivery.	As per paragraph 23, £546k of Homes England grant is requested to be released. Additional £80k variance to be addressed through housing programme resources.

- 18. In line with the Council's Financial Procedure rules any scheme with an outturn value of in excess of a £1m has to be reported to Cabinet. In accordance with the agreed procedure the Dolphin Centre Bowling Alley and Soft Play scheme has been reviewed (CP5) and the results and final outturn are shown in **Appendix 4.**
- 19. If approved this scheme will be removed from the live PPS listing in Appendix 1.

Reconciliation of Project Position Statement to Capital Programme

20. The table shown below reconciles the differences between the Capital Programme (CP) and the Project Position Statement (PPS). Differences occur because the Project Position Statement includes all construction projects over £75,000 in value funded from Capital and Revenue sources. Spending within the Capital Programme is not always of a construction nature, can be of any value and excludes Revenue funded schemes.

	Value £m
Live Projects from Project Position	186.155
Schemes closed or on hold within CP but awaiting PPS post project review.	6.874
Annualised Schemes excluded from PPS - Housing Repairs & Maintenance	0.267
Annualised Schemes excluded from PPS - Highways Maintenance	7.113
Non construction excluded from PPS	15.122
Capital Investment fund excluded from PPS	27.716
Projects under 75k excluded from PPS	3.558
Capital Schemes not yet integrated into PPS reporting	28.933
Included in PPS & CMR	0.471
Funding not yet allocated	31.407
Capital Programme	307.616

21. The table below shows the split of the approved capital programme of £307.748m, between the different service areas and also the various categories of spend. When compared to the table above it shows that there is a projected £0.132m underspend on the approved capital programme.

		Const	ruction					
	Live Schemes 75k & Over	Annualised Schemes	Completed Schemes awaiting review	Live Schemes	Non construction	Capital investment fund	Housing New Build not yet allocated	Total
Area	£m	£m	£m	£m	£m	£m	£m	£m
Housing	65.824	0.667	0.562	0.160	1.205	0.000	29.023	97.441
Economic Growth	54.849	0.000	0.485	0.578	9.804	27.716	3.216	96.648
Highways/Transport	64.762	7.113	5.755	2.322	1.334	0.000	2.228	83.514
Leisure & Culture	22.351	0.000	0.072	0.175	0.000	0.000	0.000	22.598
Education	4.155	0.000	0.000	0.323	0.053	0.000	0.290	4.821
Adult Social Care	0.000	0.000	0.000	0.000	0.071	0.000	0.000	0.071
Other	0.000	0.000	0.000	0.000	2.655	0.000	0.000	2.655
Total	211.941	7.780	6.874	3.558	15.122	27.716	34.757	307.748

Capital Programme

22. Paragraph 23 shows the movements in the Capital Programme since the approval of the 2022/23 Capital MTFP, some of which have not yet been approved by Members

23. Adjustment to resources requested by departments:

Adjustments needing approval release

Department	Scheme	Value £	Reason for adjustment	Resource type adjusted
Operations	Empty Homes - Next Steps	£28,310	Next Steps Grant	Release
Operations	Allington way Phase 3	£546,000	Homes England Grant Allington Way	Release
Operations	Neasham Road	£5,512,500	Homes England Grant Neasham Road	Release
Services	Roundhill Road Bellway homes	£32,800	S106 16/00886 Bellway homes Sustainable transport	Release
TOTAL		£6,119,610		

Outcome of Consultation

24. There has been no consultation in the preparation of this report.

Project	CP1 Start Up CP2 Initiate D	CP3 CP4 esign Delivery	CP5 St Review Sy	tatus s	itatus D	Client Pepartment	Delivery Departmen	Intern Proje Spons	nal Inte ct Proj or Man	rnal ject centre	Feasibility Budget	Original Approved Budget	Increase To Initial Approved Budget	Current Approved Budget	Project Expected Out Turn Cost	Variance (%)	(value)	Planned Project Completion	Approved Project Completion	Anticipated Project Completion Date	Schedule Variation (Days)	CDM Notifiable Project	Principal Designer	Previous Plan Progress	Plan Progress	Budget Progress Report	Issue Status Report	Lead Consultant	Contracts in place	Contract Type/Form	Contract With	Contra Value
fards Phase 2					Live N	Economic Growth & eighbourhood Services	Economic Gro	wth Ladym	K an Mike B	lowron R0180	02	£1,120,000	£0	£1,120,000	£1,120,000	%	03	31-Mar-23		31-Mar-23	0	Y	Lee Darvill	The linial properties identified within the project for works are now being re visited for final approval as some initial agreements with the owners an needing to be treviewed. Detailed inspections continue to be carried unspections or termine to be carried to properties for work within the project. A Programme is being formulated to procure and initiate the works when final designs are agreed. Once the Designs are agreed by all sides, the project can progress.	Artistic Designer now appointed for phase 2. Next 10 properties identified and being assessed and coloid up. Assessment of assessed and coloid up. Assessment of being carried out.	Due to the nature of some of the works and the required close lisions with the businesses to prevent upheaval and determent to that services, some of the works are required to be proceed which in turn expland to be proceed which in turn during the proceed which the process of the works. Regular colontal candinated with the Principal Contractor to look at ways to both speed up the works per property without compromising the business at we last improving the voluntees at well as improving the voluntees and subsequent payment process.	Artistic Designer re appointed to taske the project floward from a design concept.		Main Contrac	t JCT	DBC Contract Services	£ £215,0
fards Phase 1					Live N	Economic Growth & eighbourhood Services	Economic Gro	wth Ladym	k Mict	hael R0176	03	£488,000	£12,000	£500,000	£488,000	-2%	-£12,000	30-Nov-21	31-Mar-22	31-Mar-22	0	Y	Lee Darvill	Remaining works have been completed and a post project review is being arranged.	Phase 1 works complete.	The original EXDOX was an estimate specially with a model or dishestal amount of circa EXDOX. Work cost are circa EAGAV with the remainded fees and external costs. Furding profile shows an expected spend of the end the financial year of circa sacondingly as some of the works wow be carried out in the financial year commercing April 2022. Other identified works were able to be spend against the Yards Phase 1 a required.	Due to the Perceivals of the scores and supplied relatively have meant the some of the works have needed to be reprofiled into Phase 2. The required spend on the project will be actived for the francial year 2021 (2 frough the re programming the project will be the project of the project will be be actived for the project will be to be actived in 2021 (2 have been committed and carried forward.	A.	Main Contrac	t JCT	DBC Contract Services	£357,
West Cemetery Development					Live	Services	Services	lan Thomps	Bri son Rob	an R0154	03	£4,900,000	£1,500,000	£6,400,000	£6,400,000	%	£0	31-Mar-22	30-Sep-22	23-Dec-22	84	Υ	Todd Milbum	The tender process for the drainage works has completed and the Project Team Have awarded the contract. The works will commence upon receipt of the planning decision notice and will take approx. 12 weeks to complete.	Chapel handover Inc externals - 04/11/22 Burial Area's Handover - 23/12/22		Building Control certificate and H&S / O&Ms files still outstanding for the Crematorium along with snagging items.	Align	Architect	Standard DBC T&C	Align	£4,40
innergate Re- development Housing			4	A	Live	Services	Services	Antho Sand	ny Bri ys Rob	an H6748	£0	£4,950,000	£0	£4,950,000	£4,950,000	%	£0	31-Mar-22	31-Oct-23	31-Oct-23	0	Υ	Andrew Burnfrey	end of July, Asbestos removal work to former cash converters unit is to commence 6th July and complete for 4th August	RIBA Stage 4 design is now complete an Bills of Quants for the works are now being developed. The scheme has been caught in the Nutrient Neutrally issue which may have an impact on start on site date	Budget still being refined.	Initial surveys undertaken, which reveal major loss of structure to heritage building and adjacent property. 2. Historic England opposition to designs are now addressed but significant delays have ensured.		Design Work	Bloom Framework	Design Services	£36
Rowan East Extension			•		Live N	Economic Growth & leighbourhood Services	Economic Gro	with Guy Metca			£10,000	£10,000	£0	£10,000	£10,000	%	£0				0	Υ	Mike Johnson		Decision with serior leadership team on how to proceed.		Initial plan for site extension agreed in principle with Homes England. Surveys completed. Design work ongoing	1				
ilway Heritage Quarter					Live	Services	Services	lan Thomps	Bri son Rob	ian R0155	£210,000	£20,000,000	£15,140,000	£35,140,000	£35,140,000	%	£0	30-Sep-24		30-Sep-24	0	Υ	Space Architects	Works are ongoing on the new engineering shed on Bonomi Way. An access issue has delayed the start of works on the 1861 shed. An inspection of Ofley Terrace rail has now been completed	The Steel frame for the new engineering shed is now complete and discussions to allow access to the 1861 shed are still ongoing	Feasibility study produced £2.1m estimate based on 22 units with amenity blocks.	Issues with land acquisition with Network Rail is now resolved		Main Works	Scape	Willmott Dixon	£30,
Neasham Rd			7	→	Live	Operations	Operations	Antho Sand	ny Rich ys Sto	nard H6745	60	£31,069,000	£1,008,203	£32,077,203	£32,077,203	%	£0	02-May-25		02-Dec-24	-152	Υ	Lee Darvill	DBC mobilisation underway.	Building Services on site.	£3m payment made to Esh construction. CP3 authorisation to increase budget.	Deed of variation works to be assessed.	DBC			Internal	£27,9
ovation Central					Live N	Economic Growth & leighbourhood Services	Economic Gro	wth Antho Hewi	ny Joa II Wo	nne R0157	£0	£50,000	£8,287,854	£8,337,854	£8,337,854	%	£0	31-Dec-21	31-Aug-22	31-Aug-22	0	Υ	Napper Architects	programme	Construction work is now complete. The building was officially handed over from the Contractor on Friday 26th August.	Design Fund £60,000			SCAPE	NEC Engineerin & Construction Contract Option	g Willmott Dixon A	£7,
D D D D ngenlum Parc Materplan + it cast ucture		l	4	^	Live N	Economic Growth & eighbourhood Services	Economic Gro	with Antho	ny Joan	nne R0144	03	£811,500	£4,265,593	£4,877,093	£4,877,093	%	03	31-Aug-18	30-Nov-22	30-Nov-22	0		Noel Walecki	connections within the trapped out at a connections within the trapped out at it is now complete. Work is due to recommence May 22. What is a site or presently on programme. While the site is presently suffering from ASB. The sumit permanent new barrier ASB. The sumit permanent new barrier of the due to the suiting of the sumit of the suffering to the suiting of the sumit of the suiting of the sumit of the sum of	A new programme has been is submitted which now states that all he works, including landscaping will be complete by including landscaping will be complete by the complete by		The recent storms have caused problematic ground conditions although work has continued authorized to the substantial authorized costs to be authorized to the possible that phase 2 works will go beyond the programme.	I.	Spine Road, Phase 2 Ecological mitigation planting & seeding	Short Term NEO	DBC Highways / Brambledown	£1,1
stbourne Sports Pitches & Drainage				•	Live N	Economic Growth & leighbourhood Services	Economic Gro	with Thomps	Rebs son Rob	ecca ison L0154	03	£2,350,000	£0	£2,350,000	£2,350,000	%	£0	31-Jul-23		24-Mar-23	234	Y	SPACE	Planning Application - September 2022 Start on Site Phs 1 Athletics Track - April 2023 Start on Site Phs 2 Changing & Parking- April 2023 Start on Site Phs 3 3G & pitches - Mid-April 2023 Handover - August 2023	Planning Application - September 2022 Start on Site Pits 1 Athletics: Track - April 2023 Start on Site Pits 2 Changing & Parking-April 2023 Start on Site Pits 3 3G & pitches - Mid-April 2023 Handover August 2023	Budget increase agreed	Planning Approval Period September - December 22	Space	RIBA Stage 1 3 Design Work	Standard DBC T&C	Space Architects	£2
olphin Centre owling Alley & Soft Play				A	Live N	Economic Growth & leighbourhood Services	Economic Gro	with Thomps	Rich son Sto	nard D0174		£1,600,000	£184,687	£1,784,687	£1,784,687	%	£0	27-Nov-20	19-Mar-21	19-Mar-21	0	Υ	Mike Brown	Completed. Closure report outstanding.	Completed. Closure report submitted.	On revised budget				In spirit of JCT Intermediate	In House no contract	£1,
olphin Centre M & E Refurb			(Live	Services	Services	Lisa Sodern	Ben W	Valdie D0191	03	£2,300,000	£0	£2,300,000	£2,300,000	%	£0				0	Y	AN Consultants - Andrea Nichols	July 22 update- consultant developing initial project brief	Feasibility study due September 22. Project team to meet to review findings & approve CP2		Market conditions; inflation; risks to business operations of delivering upgrade & CDM concerns relating to refurbishment of existing building	DTA				
emolition of 12- 18 King Street			•	•	Live N	Economic Growth & leighbourhood Services	Economic Gro	wth Guy Metca	Rebe fe Rob	acca Ison R0163	03	£220,000	£0	£220,000	£220,000	%	£0	30/07/23		30/07/23	0	Y	A & N Consultants	On hold until a demolition date has been decided	Party wall works have been commissione	1	Demolition cannot proceed until Bat License has been issued (May 22) and party wall agreement has been drawn up.					
molition Sports birect Building			7		Live N	Economic Growth & leighbourhood Services	Economic Gro	with Guy Metca	Bri lie Rob	an R0177	£0	£300,000	£0	£300,000	£220,000	-27%	-£80,000	29-Jun-22		30-Jun-22	30-Jun-22	Y	A & N Consultants	Demolition works are ongoing and is being managed through Building Services	Demolition works now complete			Contractor will be working to DBC Building Services		Nepo Framewor	k Robinson & Birdsall	£
rlington Station Gateway West			7		Live N	Economic Growth & leighbourhood Services	Economic Gro	with Davi	e Ju	fia R0169	£1,600,000	£1,915,246	£172,287	£2,087,533	£1,996,770	-4%	-£90,763	15-Apr-24		15-Apr-24	0	Υ	Fairhurst	Design progressing by Fairhurst/Sanderson. Planning approval granted. Currently in RIBA Stage 4.	Stage 4 being completed with input from DBC engineers.	Latest budget estimate is slightly under original one, but these are or estimates at this stage.	One property left to be acquired on y west side therefore final demolition and construction start constrained by CPO and subsequent party wall process		Stage 3 & 4 Design	NEC	Fairhursts through Willmott Dixon	
rlington Station Gateway East				•	Live	Economic Growth & leighbourhood Services	Economic Gro	with Winstan	e Ben V	Valdie R0149	03	£12,934,732	£0	£12,934,732	£12,934,732	%	£0	03-Jun-24		03-Jun-24	0	Y	Napper Architects- Alan Rees	July 22 update- demolition & enabling works underway. WDC to revise programme once DIT FBC for project funding is approved, start data likely to move. WDC Stage 5 design & subcontract order placing at risk due to lack of information received back from NR. DBC raised issue with NR senior management.	August 22- Stage 5 design at risk of dela due to NR Information release. Demoltio t & enabling works underway. Full hoarding erection & footpath diversion in place September. Main contract price due for submission Oct 22.	WDC Stage 4 submission assesse by POS Hall & Partners, market comparsion report received, WDC requested to justify items consider above average rates. Statements received and under review.	process. Aug 22: Stage 5 design at risk of delay due to NR Information release. Castis Market Car Park completion date to be reviewed in Soptember with WDC to assess potential delay to main contract piling works, Last 2 remaining properties under CPO delayed until Nov 22 hand over.	Napper Architects	Stage 3 & 4 Design	SCAPE	Willmott Dixon	2 1

	CP1 Start Up	2 CP3 C ate Design Del	P4 CP5 ivery Review	Status Symbol	Status (Client Department	Delivery Department	Internal Project Sponsor	Internal Project Manager	Cost F Centre	easibility Budget	Original Approved Budget	Increase To Initial Approved Budget	Current Approved Budget	Project Expected Out Turn Cost	Variance (%)	Variance (value)	Original Planned Project Completion Date	Revised Approved Project Completion	Anticipated Project Completion Date	Schedule Variation (Days)	CDM Notifiable Project	Principal Designer	Previous Plan Progress	Plan Progress	Budget Progress Report	Issue Status Report	Lead Consultant	Contracts in place	Contract Type/Form	Contract With	Contract Value
Darlington Station Enabling Works				A	Live h	Economic Growth & Neighbourhood Services	Economic Growth	h Anthony Hewit	Ben Walde	R0181	£0	£546,000	£0	£546,000	£546,000	76	03	17-Sep-22		29-Nov-22	0	Y	Graeme Smith Fairhursts	July 22 update Tender by Highways dishipsed due to information from consultants. Highways working towards enabling works in August Fairhurst working to discharge planning conditions and respond to TQ raised by Highways team		Cost plan review to be carried out following Stage of design completion current forecast is between 80%- 1.1M with opportunities to reduce cost further. Increases resulting for planning discharge conditions; ground condition risks & product as specifications required by LNER. PM. specifications required by LNER. PM. specifications required by LNER. PM. carried out based on Stage 4 design increase of client 60% dub to hazardous waste content within made ground on site. Proposal to mitigate this-leave spoil on site at 5 corner, quantifies to be verified.	extended: CCTV/Data system dosign still be finalised with LNER supplier. Planning discharge tattement submitted to allow enabling works to commence.	Fairhurst	Design Services	Works & Services Contract	Fairhursts	£102,000
Darlington Station Demolitions				•	Live h	Economic Growth & Veligitbourhood Services	Economic Growth	h Dave Winstanley	Ben Waldie Jula McCabe	R0165	03	£1,322,940	£0	£1,322,940	£1,322,940	%	02	01-Mar-23		01-Mar-23	o	Y	A & N Consultants	of Albert Street Completion: November 2023 (CPO constrained) GATEWAY WEST: Hopans &	GATEMAY EAST; Willy disconnections and addesses soft will willy disconnection and addesses soft will be added to the control of the control o		Where properties have been acquired documentor, price directions, price directions, price directions, price directions, priced		Party Wall / Demolitions on Phase 1 East under Confract	T&C's/NEC	Sanderson Weatherall / Willmolt dixon	
Darlington Station CPO & Acquisitions				•	Live N	Economic Growth & Neighbourhood Services	Economic Growth	Dave Winstanley	Julia McCabe	R0170	£0	£8,077,262	£0	£8,077,262	£8,077,262	%	£0	21-Sep-22		21-Sep-22	o	N	N/A	CPO process concluded with the general vesting date of 1st september. All the CPO land (except Network Rail and LNER interests) is now in the Councils ownership. Final possessions taking place with lard proteased for demoistore. Comprensation has been agreed for all but there propriets and the project budget carries a specific risk faul until these comprensation amounts are agreed.	refers to conclusion of CPO and	Compensation for all but four properties agreed. Now land vested in the council it is for the owner's it is for the owner's to submit a claim to the Council for its concideration. Acquisition budget actively moritored and savings released to main project budget accompensation is agreed if tisks mitigated or realised.	CPO land (other than Network Rail & LNER interests) vested in the Council or 1st September 2022. Final possessions are now taking jace to facilistic demolitions. Framework Agreement dealing with the land transfer to NR and Icence for DBC construct to be agreed by 11/1022		CPO/Legal Advice	Standard T & C's	Ward Hadaway	£120,000
Crown Street Library Refurbishment					Live	Services	Services	lan Thompson	Richard Storey	L0148	£0	£2,910,436	£235,000	£3,145,436	£3,318,085	5%	£172,649	09-Feb-23	31-Jul-23	31-Jul-23	0	Y	Andrew Burnfrey	Works progressing. Contractor expects to make up lost time due to guttering/roof halt within the contract period.	Works progressing to roof and internal works	Increase in outturn cost following quantification of EoT from Building Services. Bid submitted for LIF from Arts Council	Further VE to be investigated.		M & E Design	Standard T & C	DTA	
Crown Street Library Refurbishment Comparate CCTV Reguscement					Live N	Economic Growth & Neighbourhood Services	Economic Growth	lan Thompson	Mike Bowron	L0156	£0	£513,500	£0	£513,500	£513,500	%	£0	31/08/23		31/08/23	0					project. Lead in for both the tendering and subsequent works are expected to run into the next financi- year. (2023/4) Projection for 2022/ is currently estimated and may be	Iritial discussions have taken place with existing network providers reguling transfer from Analogue to Digital. The necessary sinescales at are being looked at to ensure appropriate Project Planning is in place to facilitate a smooth transition of the network feed when the cameras are changed.		Main Contract	JCT	TBC	TBC
Civil Theatre teach theatre Theatre Hill balloo				•	Live	Services	Services	lan Thompson	Brian Robson	L0115	£0	£50,000	£16,019,000	£16,069,000	£16,069,000	%	£0	01-Aug-13	06-Nov-17	06-Nov-17	0	Y	Todd Milburn	Works Complete. Activity plan elements are still being delivered.	Works Complete. Activity plan elements are still being delivered.	Lead in for both the tendering and subsequent works are expected to run into the next financial year. (2023/4)				NEC3	Scape	£12,885,288
Central Park Mound Removal & Transformation				•	Live N	Economic Growth & Neighbourhood Services	Economic Growth	Dave Winstanley	Michael Bowron	R0172	£0	£2,650,000	£250,000	£2,900,000	£2,900,000	%	60	31-Mar-22	31-Mar-23	28-Feb-23	-31	Υ	WDC	obstructions nearly complete. Biodiversity Net Gain to be agreed	New Access Roads completed. Still assalting Planning Determination as Planners assalted Consolities. (following further requests for information which has been provided). Supply Chain costs and interiners have been and are still being affected by the global economic market. Indications are that works will continue into the final quarter of 2022/23.	Projection for 2022/3 is currently estimated and may be subject to change.	Landscape works will commence when Planning determination is received. (Planning awaiting first correctived. (Planning awaiting first corrective feedback to allow determination). Branding and signage are now being booked at.			Proc Hub	WDC	£1,803,301
A68 Woodland Road Outram Street Duke Street					Live	Services	Services	Andy Casey	/ Noel Waleck	i TP240	£0	£460,000	£1,242,408	£1,702,408	£1,702,408	%	£0	31/03/22	01/09/22	31/03/23	212	Y	Noel Walecki	Work due to commence on Duke Street, Outram Street site in September 2022 following completion of Woodland Road which was delayed due to problems with utility companies.	Work due to commence on Duke Street, Outram Street site in September 2022 following completion of Woodland Road which was delayed due to problems with utiley companies.	Funding is £1,702,408 from TVCA			DBC	Agreed Contract Rates	DBC	TBC
Allington Way - Phase 3					Live	Operations	Operations	Anthony Sandys	Ben Waldie	H6743	60	£8,623,253	£14,997	£8,638,250	£9,264,359	7%	£626,109	31-May-22		31-May-22	0	Υ	Mike Brown	Removal of site signage & final landscaping works to be completed			Fire door compliance to be resolved by Building Services.	1	Main Works	In Spirit of JCT	Building Services	£8,105,434
Adaptations Lifts					Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6230	£0	£200,000	£120,283	£320,283	£320,283	%	£0	31/03/23		31/03/23	0	Υ		care adaptations in tenants homes. All works have not been able to be completed in the financial year so remaining budget slipped to 2022-23		Approved £200k	not completed on time, other works are at feasibility stage and planned for 2022-23		Adhoc		Adhoc	
Communal Works 22-23				•	Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6243	£0	£150,000	£51,634	£201,634	£201,634	%	60	31/03/23		31/03/23	0	Υ	Matthew Plews	This is to cover door entry systems including a new cloud based system. Work to define the provider ongoing and establish proposed costs	This is to cover door entry systems including a new cloud based system. Wor to define the provider ongoing and establish proposed costs	Budget 2022/23 - £150k + Slippage of £52k from 21/22	Tender to be completed. Current pricing being obtained					
Energy Efficiency 22-23				•	Live	Operations	Operations	Cheryl Williams	Matthew Plevs	H6316	£0	£1,000,000	£690,491	£1,690,491	£1,690,491	%	60	31/03/23		31/03/23	0	Υ	Matthew Plews	LAD1b - Loft insulation work complete. Windows Contractor onsit delivering LAD2 - E.ON are starting to make contact with tenants SHDF-Awaiting decision	Windows Contractor onsite delivering.LAD2 - E.ON are starting to	Budget Agreed for match funding (E1m) which will be supported by Grant Funding LAD1b - 5422k LAD £22k (This is max as the grant its shared with Private Sector Housing and this assumes only LA Social housing properties are completed)	2.		Supporting LAD1b & LAD2 contracts		LAD1b - Anglan Novora(1/3) LAD 2 - E.ON (Via TVCA)	
External Works 22- 23				•	Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6237	£0	£200,000	£198,882	£398,882	£398,882	%	£0	31/03/23		31/03/23	0	Υ	Matthew Plews		No contractor currently appointed for planned work. Temporary contract in plac with Westwood Timber for responsive repairs.		Planned work was poor performing contractor, therefore new tender to be actioned.					
Feethams House				•	Live	Chief Exec and Economic Growth	Chief Exec and Economic Growth	lan Williams	Jenny Dixon and Jane Sutcliffe Project/ Richard Storey PM- building delivery	D0161	£246,000	£8,500,000	£0	£8,500,000	£8,460,880	-0.50%	-£39,120	30/07/19	31/05/20	15/05/20	-16	Υ	Tim Rainford (Nappers)	building for min 3 years. Lease in traveiling draft form to be completed shortly.	Project complete and handed over. Treasury to take lease of whole building for min 3 years. Lease in traveling draft form to be completed shortly.	currently 39k underspend.	Treasury occupying under licence for enabling works. A licence has been issued to GPAW/dates for the site compound. AFL drafted and a few final point is to agree before completion. Solicitors have been instructed in relation to a Deed of Release rel five title point or the CRDF Funding. This is being handled by Alex Rose at DWF.		Development agreement with Willmost Dixon for Design and Build		Willmott Dixon Construction	
Garages 22-23				•	Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6233	03	£50,000	£138,139	£188,139	£188,139	%	03	31/03/23		31/03/23	0	Υ	Matthew Plews	Tender awarded to Westwood Timber. Pre-start meeting to be arranged to agree start date.	Tender awarded to Westwood Timber. Pr start meeting to be arranged to agree star date.	Budget comprises £1 357 423 NRIS			Yes	Tender	Westwood Timber	142000
Haughton Road - Tornado Way				•	Live	Services	Services	Andy Casey	/ Noel Waleck	i TP722	£0	£1,539,433	£0	£1,539,433	£1,539,433	%	£0	31/03/20		31/07/21	487	Υ	Noel Walecki	Awaiting closure report	Awaiting closure report	+ £172,000 LTP match funding			DBC	Agreed Contract Rates	DBC	1051053
Heating Replacement 22-23					Live	Operations	Housing	Cheryl Williams	Matthew Plews	H6231	£0	£1,105,000	£786,801	£1,891,801	£1,891,801	%	£0	31/03/23		31/03/23	0	Υ	Matthew Plews	it is proposed it will restart 5th	Programme paused due to leave, but it is proposed it will restart 5th September for Team 1. 2nd Team will commence 12th September	Budget £1.105m for 22/23 + £939k slippage = £2.044m budget	The 2nd team has been delayed to original proposal, however it is anticipated this can be recovered.		DBC	Internal - Building Services	Building Services	2044000

Project	CP1 Start Up	CP2 C	:P3 C esign Deli	24 CP5 very Review	Status w Symbo	Status	Client Department	Delivery Department	Internal Project Sponsor	Internal Project Manager	Cost Fee	asibility ludget	Original Approved Budget	Increase To Initial Approved Budget	Current Approved Budget	Project Expected Out Turn Cost	Variance Va (%) (v		Original Planned Project Completion Date	Revised Approved Project Completion Date	Anticipated Project Completion Date	Schedule Variation (Days)	CDM Notifiable Project			Plan Progress	Budget Progress Report	Issue Status Report	Lead Consultant	Contracts in place	Contract Type/Form	Contract With	Contract Value
LAD 1b funding					•	Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6751	£0	£1,269,000	£0	£1,269,000	£1,269,000	%	£Ο	30/09/22		30/09/22	0	Y	Matthewi	LADTo. Let Insulation werk complete. Windows Contractor and selevering. Additional funding agreed by BEIS to exhaer the regression of May 22. Contract Delivery in been agreed by BEIS to extend to the end of May 22. Contract Delivery in the contract of the period of May 22. Contract Delivery in the contract of the period of May 22. Contract Delivery in the contract of the period of May 22. Contract Delivery in the contract of the Contract Delivery in the contract Deli	s e Project Completed	Grant Funding LAD1b - £984k which will be supported by matched funding from Energy Efficiency fund £425k. Grant also includes Revenue for admin costs which are to be detailed and separated	The contractor will be delivering until the end of August with reporting to be carried out by September.		LAD1b Anglian (Double Glazing)Novor a (Loft insulation)	In spirit of JCT	LAD1b - Anglan Novora	984000
Lifeline 22-23					•	Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6233	£0	£50,000	£0	£50,000	£50,000	%	£0	31/03/23		31/03/23	0	Y	Matthew I	changes and progress any due in year.	changes and progress any due in year.	£50k budget is assigned as part of the communals budget to support the door entry system						
Pre-paint repairs & External decoration	`					Live	Operations	Housing	Cheryl Williams	Matthew Plews	H6234	£0	000,003	£30,000	£90,000	£90,000	%	£0	31/03/23		31/03/23	0		Matthew I	Tender awarded to Mitie. Pre-start meeting W/C 15th Aug. On site expected Early September	Tender awarded to Mitie. Pre-start meeting W/C 15th Aug. On site expected Early September				Not yet	Tender	Mitie	90000
Red Hall Send					*	Live	People	People	Tony Murphy	Rebecca Robson	E1888	£0	£1,572,289	£65,709	£1,637,998	£1,451,678	-11% -£1	186,320	01/09/20	31/10/21	31/10/21	0	Y	Mike Br	own Awaiting closure report	Awaiting closure report	Final account agreed and code closed.	N/A		DLO Delivery	DBC Standard T & C	Internal Building Services	1181136
Replacement Door Programme 22-23						Live	Operations	Operations	Cheryl Williams	Matthew Plews	H6240	£0	£450,000	£631,839	£1,081,839	£1,081,839	%	£0	31/03/23		31/03/23	0	Υ	Matthew I	Plews start meeting W/C 15/08/22	Contract awarded to Anglian. Pre-start meeting W/C 15/08/23	21/22 & 20/21				Tender	Anglian	1082000
Rise Carr SEND					•	Live	People	People	Tony Murphy	Rebecca Robson	E1889	£0	£1,526,920	£989,648	£2,516,568	£2,516,568	%	£0	01/09/20	22/04/22	22/04/22	0	Y	Aecom - Mointo	listed below Roofing works — September 2021 Condition works to sport hall — April 2022 Mark Window replacement — October 202		Final Account Agreed			Perfect Circle for the Design Team DLO for the Contractor Standard DBC T&C with IT Systems for the new ICT equipment — Procurement Board ref is PB2020- 00268	JCT	Internal Business Services	2111926
Roof replacement & Repointing						Live	Operations	Housing	Cheryl Williams	Matthew Plews	H6235	£0	£1,000,000	£86,000	£1,086,000	£1,086,000	%	£0	31/03/23		31/03/23	0	Υ	Matthew I	Programme not due to start until cAug/Sept 22. Contract to be tendered in advance	Programme not due to start until cAug/Sept 22. Contract to be tendered in advance	Budget £1m for 22/23 + Slippage £86k from 21/22			No	Tender	TBC	1086000
SHDF Wave 1					•	Live	Operations	Operations	Cheryl Willams	Cheryl Williams		£0	£597,041	£0	£597,041	£597,041	%	£0	31/03/23		31/03/23	0	Y	Matthew I	McCourt. Looking to set up Pre-star	Contract awarded to Marshall & McCourt. Looking to set up Pre-start late Aug/Early Sept. Matched funding to also be applied from energy efficiency money. Works to be determined by retrofit assessment				DPS Framework - Agreement with TVCA	Framework (DPS) East midlands	Marshall & McCourt	597041
Skinnergate & Indoor Market External Highway Works					•	Live	Services	Services	Andy Casey	Noel Walecki	i TP148	£0	£120,000	03	£120,000	£120,000	%	£0	31/03/22		31/12/22	275	Y	Noel Wa	options could reduce scheme on Skinnergate. Scheme could be	Design works complete. Meeting required to discuss Indoor market options could reduce scheme on Skinnergate. Scheme could be extended to include Coniscilife it. Road. Main funding to be financed from the Towns Fund.	budget Main works to be funded by	Project stalled. Revised completion date 31/12/22 however this may slip again dependant on final design.		DBC	Agreed Contract Rates	DBC	120000
Structural Repairs					•	Live	Operations	Housing	Cheryl Williams	Matthew Plews	H6232	60	£400,000	£0	£400,000	£400,000	%	£0	31/03/23		31/03/23	0	Υ		ensure a smooth transition on site	Programme will start cJan/Feb 23 to ensure a smooth transition on site into the following financial year. Contract already in place	Budget £400k for 22/23			Yes	Tender	ReGEN	400000
VI a Road Access to Station						Live	Services	Services	Andy Casey	Noel Waleck	TP818	£0	£1,025,000	£0	£1,025,000	£1,025,000	%	£0	31/03/20	31/07/22	31/07/22	0	Y	Noel Wa	lecki Awaiting closure report	Awaiting closure report	Funding is £675,000 LGF + £300,000 LTP			DBC	Agreed Contract Rates	DBC	589540
ng Cycling MSG Yarm Mill Lane					•	Live	Services	Services	Andy Casey	Noel Waleck	i TP241	£0	£150,000	03	£150,000	£150,000	%	£0	31/03/22		31/03/23	0	Y	Noel Wa	Scheduled for 2022/23. Consultant appointed to carry out AliP. May outturn higher than expected dependant on cost of footway scheme. Drainage design required. Bridge design currently with Jacobs cost approximately ETK	higher than expected dependant on cost of footnay scheme. Drainage design required. Bridge design currently with	LTP plus Section 106 developer contributions	Project required additional drainage and bridge design, completion date revised to be 31/03/23 dependent on final bridge design being received from Jacobs.		DBC	Agreed contract Rates	DBC	
O dow For ant 22-23	3				•	Live	Operations	Housing	Cheryl Williams	Matthew Plevis	H6241	60	£500,000	£2,206,916	£2,706,916	£2,706,916	%	£0	31/03/23		31/03/23	0	Y	Mathew F	works alongside completion of grant	Work has begun on our programmed works alongside completion of grant funded works.	Budget 22/23 £500k + £1m slippage from 21/22 & 20/21 + £1.386m slippage from IPM agreed to be spent on windows delivery			Yes	Extension	Anglian	2886000
Total											Fee	ium of asibility roject ludget	Sum of Initial Approved Budget	Sum of Increase To IAB	Sum of Current Approved Budget	Sum of Project Expected Outturn Cost	Va	um of iriance /alue															
Total											£2,	066,000	£131,436,552	£54,328,371	£185,764,923	£186,155,478	£3!	90,555															

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This document was classified as: OFFICIAL Appendix 2

	2022/23 Capital Resour	ces Summa	ry		
Row Ref.		Approved Commitments £M	Virement of Resources £M	Variance £M	Total £M
1	Capital Commitments				
2	Brought forward from 2021/22	159.678			
3	2022/23 Capital Programme (released by Cabinet)	49.481			209.159
4	Projected (Under)/Over Spend				
5	Total Commitments	209.159	0.000	0.000	209.159
	To Be Funded By:				
	External and Departmental Resources				
6	External Funding and Departmental Supported Borrowing	2.676	-	-	2.676
7	Departmental Unsupported Borrowing	0.000	-	-	(0.000)
8	Capital Grants	83.026	-	-	83.026
9	Capital Contributions	1.815	-	-	1.815
10	Revenue Contributions	30.152	-	-	30.152
11	Capital Receipts - HRA	0.303	-	-	0.303
	Total	117.972	0.000	0.000	117.972
	Corporate Resources				
12	Capital Receipts (General Fund)/ Prudential Borrowing	91.187	-	-	91.187
	Total	91.187	0.000	0.000	91.187
13	Total Resources	209.159	0.000	0.000	209.159

	Corporate Resources Analysis								
		£M							
14	Required Resources to fund 2022/23 expenditure (see above)	91.187							
15	Total Planned Use of Corporate Resources	91.187							
16	Less: Total Projected net Capital Receipts 22/23 (as per Appendix 3)	(4.918)							
17	Add: projects already released and included in the capital commitments above	6.594							
18	Corporate Resources required to fund capital programme	92.863							
18	Corporate Resources required to fund capital programme								

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Capital Receipts Utilisation - latest projection

	2022/23	2023/24	2024/25
	£m	£m	£m
Projected Opening Balance as at 1 April	0.579	(1.676)	6.953
Projected net Capital Receipts	4.339	9.029	3.095
Total projected Capital Receipts	4.918	7.353	10.048
Less (as per approved capital programme)			
Capitalisation utilisation as per MTFP	(1.085)	0.000	0.000
Council funded schemes	(3.935)	(0.400)	(0.400)
Economic Growth Investment Fund	(0.897)	0.000	0.000
Slippage from previous years	(0.677)	0.000	0.000
Projected available Capital Receipts as at 31 March	(1.676)	6.953	9.648



FINAL OUTTURN REPORT DOLPHIN CENTRE TEN PIN BOWLING

SUMMARY REPORT

Purpose of the Report

1. To report the lessons learned from the project and the final outturn in accordance with the Financial Procedure Rules.

Summary

- 2. The Dolphin Centre has long been a cornerstone of the town centre and a key facility to draw in families and young people. Following the decision by Cabinet in 2018 to not relocate the Library to the Dolphin Centre, work was undertaken to develop a range of facilities that improve the family and teen offer within the building.
- The work resulted in the construction of a five-rink Ten Pin Bowling Alley and extension to Soft Play as well as a continuation of the phased mechanical and electrical upgrade of the centre.
- 4. Para 43 of the Financial Procedure Rules requires that the final outturn of all schemes with a value in excess of £1 million be reported to Cabinet.
- 5. The report reviews the actual cost, timeliness and quality including lessons learned; to ensure a continuous review of capital planning, management and reporting, with regard to best practice, experience and opportunities for improving the Council's capital and asset management processes.

Recommendation

6. It is recommended that Members note the final outturn of the Project.

Reasons

- 7. The recommendations are supported by the following reasons:-
 - (a) To comply with the Council's Financial Procedure Rules.
 - (b) To ensure a continuous review of capital planning, management and reporting, with regard to best practice, experience and opportunities for improving the Council's capital and asset management processes.

Richard Storey – Capital Projects Manager

MAIN REPORT

Information and Analysis

- 8. Following the decision in 2018 by Cabinet not to relocate the Library to the Dolphin Centre, officers proposed to extend the family/teen offer within the Dolphin Centre building. There was for a while a desire to include Ten Pin Bowling within the Dolphin Centre. This was borne out by the Town Centre Strategy Consultation where there were strong suggestions of support for the development of a Ten Pin Bowling Alley within the town centre.
- 9. Whilst it was disappointing to existing Squash users at the Dolphin Centre, there was the opportunity to close the three Squash courts, converting the space to accommodate at an upper level on a mezzanine floor, a five-rink Ten Pin Bowling Alley and at ground floor, extending the Soft Play facility.
- 10. Extensive works saw a mezzanine floor constructed and a Ten Pin Bowling Alley installed on the first floor accessible through the Bistro onto what was the Squash Court Viewing Gallery.
- 11. The redevelopment of the squash courts at ground floor level also enabled the expansion of the popular soft play provision with full redesign and renewal of equipment.
- 12. As part of the works the mechanical and electrical installations that covered the majority of the areas under redevelopment were extensively updated as proposed under the original Library project. M&E was a significant proportion of the scheme and was the second phase of the dolphin centre phased services replacement.
- 13. The project was managed internally by the Capital Projects Office staff from inception through to completion, with valued support from the Dolphin Centre operational and management teams. A monthly progress meeting was held with the Principal Contractor to monitor progress against programme, and health, safety and quality issues.
- 14. The overall budget for the scheme was £1.78million; £600,000 for mechanical and electrical installations and remainder for building alterations and installation of Ten Pin Bowling and extension to the Soft Play facility. The final spend for the scheme was £1,798,250. The project completed 19th March 2021.
- 15. The project was designed by the authority's Building Design Services division and works were delivered internally through the Building Services division.
- 16. Para 43 of the Financial Procedure Rules requires that the final outturn of all schemes with a value in excess of £1 million be reported to Cabinet.
- 17. The report reviews the actual cost, timeliness and quality including lessons learned to ensure a continuous review of capital planning, management and reporting, with regard to best practice, experience and opportunities for improving the Council's capital and asset management processes.

Cost

18. The table below summarises the project budget and final outturn.

Original Project Budget (CP1)	Original Approved Project Budget	Revisions to Approved Project budget	Approved Project Budget	Final Out Turn Cost	Variance (%)	Variance (Value)
£1,600,000	£1,600,000	£184,687	£1,784,687	£1,798,250	<+1%	+13,563

19. The increase in budget at CP3 stage followed the return of tender sum and subsequent value engineering exercise.

Quality

20. In terms of quality the project provided the centre with a modern new facility as well as upgrading the existing soft play area. Upgraded Mechanical and electrical installations continued the phased upgrade of the building systems.

Time

21. The table below summarises the project timeline.

Original Planned Project Completion Date (CP1)	Revised Approved Project Completion Date	Actual Completion Date	Schedule Variation (days)
27 th November 2020	19 th March 2021	19 th March 2021	0

Lessons Learned

- 22. The Asset Management and Capital Programme Review Board (AM&CPRB or AMG) has specific roles defined in the Council's Constitution. The Board shall maintain a continuous review of capital planning, management and reporting, with regard to best practice, experience and opportunities for improving the Council's capital and asset management.
- 23. The key findings and lessons learned from this project are summarised below:
 - (a) Works carried out during first covid restrictions slowed progress due to working requirements; particularly during site establishment the team now have a better understanding of requirements and how to mitigate these should restrictions be reintroduced.

- (b) Mezzanine floor steelwork design delayed progress on site more thorough survey and workup of structural design should be instigated earlier in the design process and fully agreed prior to commencement.
- (c) Late responses to Technical Queries (TQ's) requests often resulted in delays on site TQ's to be prioritised during delivery phase by contract administrator.
- (d) Cost increase between CP2 and CP3 following tender return could be mitigated by allowing a longer tender period encouraging a wider range of sub-contractors to apply. Sub-contractors should also be primed to bid earlier in the process.
- (e) Financial management during the scheme was a success and model should be followed for future schemes.

Procurement

24. It was agreed by Cabinet in December 2019 that works be delivered by the authority's Building Services division.

Contract Management

25. In terms of contract management, the main contract was delivered in the spirit of JCT Standard Form of Contract 2011

Health & Safety

26. The Principal Designer role for the scheme was delivered internally and the services were provided by Mike Brown, Building Design Services Manager. There were no reportable accidents during the construction phase.

Risk Log

27. The risk log for the scheme was regularly reviewed and risk which could be transferred onto the Principal Contractor were included within the main construction contract.

Communications

28. The communications strategy for the scheme was developed with the Dolphin Centre Management and Operations team to highlight in good time that the soft play area would be closed for a period, and also advise customers about which services would be available at which particular time during the construction phase.

CABINET 8 NOVEMBER 2022

REVENUE BUDGET MONITORING 2022/23 – QUARTER 2

Responsible Cabinet Member - Councillor Scott Durham, Resources Portfolio

Responsible Director - Elizabeth Davison, Group Director of Operations

SUMMARY REPORT

Purpose of the Report

1. To provide an early forecast of the 2022/23 revenue budget outturn as part of the Council's continuous financial management process.

Summary

2. This is the second revenue budget management report to Cabinet for 2022/23. The latest projections show an overall decline of £1.351m on the 2022-26 Medium Term Financial Plan (MTFP). This is due to £0.384m of additional balances following the 2021/22 outturn, £0.539m of projected departmental overspends in 2022/23 and a £1.196m decline in corporate resources.

Recommendation

- 3. It is recommended that:-
 - (a) The forecast revenue outturn for 2022/23 be noted.
 - (b) Further regular reports be made to monitor progress and take prompt action if necessary

Reasons

- 4. The recommendations are supported by the following reasons:-
 - (a) To continue effective management of resources.
 - (b) To continue to deliver services to agreed levels.

Elizabeth Davison
Group Director Operations

Background Papers

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

Brett Nielsen: Extension 5403

S17 Crime and Disorder	There are no specific crime and disorder implications in this report.
	implications in this report.
Health and Wellbeing	There are no issues relating to health and wellbeing
	which this report needs to address.
Carbon Impact and Climate	There are no specific carbon impact issues in this
Change	report.
Diversity	The report does not contain any proposals that
	impact on diversity issues.
Wards Affected	All wards are affected.
Groups Affected	No specific groups are particularly affected.
Budget and Policy Framework	This decision does not represent a change to the
	budget and policy framework.
Key Decision	The report does not require a key decision.
Urgent Decision	The report does not require an urgent decision.
Council Plan	The subject matter of the report, the Councils
	financial standing and financial management, is critical to delivery of the Council Plan, but this
	report does not contain new proposals.
Efficiency	The report contains updated information regarding
	efficiency savings contained in the MTFP.
Impact on Looked After Children	This report has no impact on Looked After Children
and Care Leavers	or Care Leavers

MAIN REPORT

Information and Analysis

- 5. This is the second revenue budget management report to Cabinet for 2022/23 and provides a mid-year forecast of the 2022/23 revenue position as part of the Council's continuous financial management process.
- 6. To enable timely information to be presented and in accordance with the report publication requirements, this report has been completed before the end of the second quarter. As the Council operates frequent, regular and predictive budget management processes, including quarterly reports to Cabinet, changes in projected outturn, which are inevitable in a large and complex organisation, will be reported to future meetings.
- 7. The information in this report has been taken from the financial records for August and managers' projections for the remainder of the year, using their knowledge of events affecting the services they manage.
- 8. Overall, the projected General Fund reserves position as at the 31 March 2023 is £22.662m, which is a decline of £1.351m on the planned balances in the 2022-26 MTFP. This decline relates to £0.384m additional underspend in the Council's 2021/22 financial results, £0.539m projected departmental overspends in the 2022/23 financial year and a £1.196m decline in corporate resources.
- 9. The 2022/23 MTFP assumed a pay award of 3%, however due to the increase in the cost of living, the current proposed pay award is for an increase of £1,925 for all pay scales, which equates to an average increase of 6.5% for employees. Although at the time of writing this pay award has not been formally agreed, it has been assumed that this pay award will be approved and therefore creates a pressure to the budget of £2.079m. This pressure has been included within the Council Wide budget pending agreement and payment through the departmental budgets.

Departmental Resources

- 10. Departmental resource projections are summarised in **Appendix 2** and detailed in **Appendices 2(a) to 2(e)**. Due to the nature of the services, there are difficulties in predicting the final year end positions at this stage of the year, therefore management projections indicate budgets to be online, except for those stated in the following paragraphs.
- 11. The **People Group** budget is projected to be overspent by £1.054m after previously approved carry forwards, which is an increase of £0.673m on the position reported at Quarter 1. The main changes to the budget position since Quarter 1 are detailed below:
 - (a) **Children's Services** are projecting an overspend of £1.558m at year end, which is a decline in the position reported at Quarter 1 of £0.852m. This increase in expenditure is mainly from the Adoption and Placements budget, that is projected to be overspent by £1.712m at the year end, a movement of £1.006m from Quarter 1. Children's Residential placements costs have increased due to 5 additional complexed residential placements, (4 of which were noted as a potential pressure at Quarter 1)

equating to £1.016m. There are additional costs of accommodating children within our own homes (£0.175m) and Independent Fostering Agencies (£0.159m), however these pressures have been offset by savings in Fostering and other placements budgets (£0.344m).

- (b) The **Education** budget is projected to be underspent by £0.123m at the year end, this is mainly due to savings in pension costs (£0.128m) and an expected reduced clawback regarding the former Haughton Children's Centre (£0.265m). However, there continues to be increased pressures within the school transport provision from increased routes and route costs (£0.274m).
- (c) Adult Social Care and Health is projected to be underspent by £0.316m at the year end, which is a movement of £0.009m on the position reported at Quarter 1. The main elements of this movement are broken down into:
 - (i) There is a projected saving of £0.179m from the External Purchase of Care budget areas, a reduction in saving from that reported at Quarter 1 of £0.175m. This comprises savings of £0.231m due to movements in care activity and a number of changes to packages, including attrition which has given a saving of £0.029m. An additional £0.112m of recovery from closed/ended Direct Payment packages and an additional £0.293m of income from health towards packages. There has been a pressure of £0.790m for children transitioning into the adult social care and a movement of £0.050m for the provision of independent complaints.
 - (ii) An exercise has been undertaken to identify savings in the adult social care budget, with supplies and services and premises budgets anticipating a saving of £0.074m. There are staff vacancies within this budget area and maternity savings which is projecting an underspend of £0.103m.
- 12. The **Services Group** is projecting an underspend of £0.533m, an improvement of £0.530m from the reported position at Quarter 1. The headline areas are detailed below:
 - (a) Capital Projects, Transport & Highways Planning the overall projected underspend is £0.130m, this is an improvement of £0.150m from Quarter 1. The main elements of this movement are broken down into:
 - (i) Highways Inflationary pressures of £0.178m are now projected for the service. There is a projected pressure of £0.065m within street lighting due to the anticipated increase in electricity prices for 2022/23 and £0.100m inflationary pressure on responsive repairs due to material and labour costs inflation.
 - (ii) Concessionary fares following the ENCTS settlement for 2022/23 the saving in concessionary fares has risen by a further £0.405m. This figure includes over £0.180m relating to 2021/22. Work continues within the service to identify future travel needs.
 - (b) **Community Services** is expected to be underspent by £0.203m an improvement on Quarter 1 of £0.175m as detailed below:

- (i) Cemeteries is expected to be overspent by £0.036m which is in part due to a small fall in burials in the first half of the year.
- (ii) Dolphin Centre and Eastbourne Complex— while income continues to recover there are still challenges for leisure services post covid. Staff recruitment can be a challenge but any impact on delivery is being mitigated. Due to staff and supplies savings, the services are expected to underspend by £0.132m.
- (iii) As work progresses at the Railway Heritage Quarter ahead of the bicentenary celebrations, the Head of Steam has incurred forward planning costs associated with bringing the rich heritage of the site to the fore. A pressure of £0.032m is projected.
- (iv) Increased fuel costs had originally been expected to impact negatively on the Street Scene service, however, current projections have not seen fuel prices rise as severely as expected. Overall the service is now expected to slightly underspend by £0.037m from staff savings. This is an improvement of £0.107m on the position reported at Q1.
- (c) **Community Safety** is expected to be underspent by £0.200m, an improvement of £0.205m from Quarter 1. Car Parking and Enforcement overall is expected to underspend by £0.230m which is mainly due to better than budgeted income with patronage levels close to pre covid levels.
- 13. The **Operations Group** is projecting a year end budget overspend of £0.078m, after previously approved carry forwards. This is an improvement of £0.057m on the position reported at Quarter 1. The main changes to the MTFP position are detailed below:
 - (a) **Assistant Director Resources** is projected an underspend of £0.170m after previously approved carry forwards. This is mainly due to lower than estimated premium costs for insurance following the completion of the tender, staffing and running cost savings, as well as additional income from staff advertising.
 - (b) **Head of Strategy Performance & Communications** is projected an overspend of £0.086m after previously approved carry forwards. This new pressure has arisen from increased system costs, resulting from additional systems to enhance the Council's digital offer and inflationary costs.
 - (c) Assistant Director Law & Governance is projecting an overspend of £0.170m, which is a movement of £0.035m from the Quarter 1 report. The main movements are an increase in Children's legal costs due to demand of £0.061m and an increase in complaints and archiving costs of £0.015m. These have been partly offset by savings in postage costs of £0.040m.
 - (d) **Assistant Director Xentrall Services** is projecting an overspend of £0.050m due to increased mobile data costs. These costs were funded through Covid funding in previous years.

- (e) **Corporate Landlord** is projected to underspend by £0.090m as the projected rise in utility charges is not as great as previously calculated at the start of the year. The latest figures based on NEPO estimates show the position has improved by £0.140m, however, inflationary rises impacting on responsive repairs has seen this figure reduced by £0.050m
- 14. The **Chief Executive & Economy Group** is expected to underspend by £0.060m for 2022/23 which is mainly due to savings arising from several vacant posts spread across the group and projected underspends within supplies.
- 15. The School balances and allocations are shown in **Appendix 2(f)**.

Council Wide and Corporately Managed Resources

- 16. The Council Wide budgets are projected to be £1.426m overspent at year end, which is a decrease of £1.929m on the position reported at Quarter 1. This is mainly due to the proposed pay award being £2.079m higher than the budgeted amount in the current MTFP (paragraph 9). This has been offset in part by an estimated saving of £0.150m following the recent decision to remove the increase in National Insurance which was budgeted from April 2022.
- 17. Corporately Managed budgets have improved by £0.230m on the position reported at Quarter 1. This improvement results mainly from the release of additional income received by the Council over that included within the current MTFP, for services delivered through existing expenditure budgets.

Housing Revenue Account

- 18. HRA projections are shown in **Appendix 3** with an overall projected balanced budget.
 - (a) The rental income budget is projected to be short by £0.167m which is an improvement of £0.055m on the position reported at Quarter 1. This improvement has resulted from changes to voids and new properties being let ahead of previous projections.
 - (b) The operational (management) budget is projected to be overspent by £0.336m at the end of the financial year. This budget projection reflects the rising utilities costs of circa £0.133m, a pressure identified of £0.050m for the cost of council tax/rent for voids. Updated IT software has led to a variance of circa £0.114m and changes in the Lifeline staffing areas has increased by £0.047m.
 - (c) Repairs and maintenance projected spend has increased by £0.803m this is mainly due to the increased inflationary pressures on cost of goods and services, with small increases due to cyclical maintenance costs for new build properties.
 - (d) The Revenue Contribution to Capital Outlay (RCCO) projected spend includes capital expenditure that was approved as part of previous years capital programmes, which has slipped into the current year.

- (e) The bad debt provision has been reduced by £0.100m to reflect the reduction in outstanding debt.
- (f) The capital financing budget has been amended to reflect the amount of borrowing required in this financial year following updates to the Housing capital programme projections.

Conclusion

- 19. The Council's projected revenue reserves at the end of 2022/23 are £22.662m, a £1.351m decline on the initial 2022-26 MTFP position. This reduction in reserves includes a brought forward amount of £0.384m from 2021/22, £0.539m of projected departmental overspends, and a £1.196m decrease in corporate resources.
- 20. Of the £22.662m projected reserves, we have a commitment to use £22.490m to support years 2-4 of the current MTFP, which leaves a £0.172m in unallocated reserves.

Outcome of Consultation

21. No external consultation has been carried out in preparing this report.



REVENUE BUDGET MANAGEMENT 2022/23

Projected General Fund Reserve at 31st March 2023		
		2022-26
		MTFP
		(Feb 2022)
Medium Term Financial Plan (MTFP) :-		£000
MTFP Planned Opening Balance 01/04/2022		24,595
Approved net contribution from balances		(582)
Planned Closing Balance 31/03/2023		24,013
Increase in opening balance from 2021-22 results		384
Projected corporate underspends / (overspends) :-		
Council Wide		(1,426)
Additional income received		230
Projected General Fund Reserve (excluding Departmental)	at	23,201
31st March 2023		
Planned Balance at 31st March 2023	_	24,013
Improvement/(Decline)	=	(812)
	Medium Term Financial Plan (MTFP):- MTFP Planned Opening Balance 01/04/2022 Approved net contribution from balances Planned Closing Balance 31/03/2023 Increase in opening balance from 2021-22 results Projected corporate underspends / (overspends):- Council Wide Additional income received Projected General Fund Reserve (excluding Departmental) 31st March 2023	Medium Term Financial Plan (MTFP):- MTFP Planned Opening Balance 01/04/2022 Approved net contribution from balances Planned Closing Balance 31/03/2023 Increase in opening balance from 2021-22 results Projected corporate underspends / (overspends):- Council Wide Additional income received Projected General Fund Reserve (excluding Departmental) at 31st March 2023 Planned Balance at 31st March 2023

Departmental projected year-end balances	
	Improvement / (decline)
	compared with 2022-26 MTFP
	£000
People Group	(1,054)
Services Group	533
Operations Group	(78)
Chief Executive	60
TOTAL	(539)

Summary Comparison with :-	2022-26
	MTFP
	£000
Corporate Resources - increase in opening balance from 21/22 results	384
Corporate Resources - additional in-year Improvement/(Decline)	(1,196)
Departmental - Improvement / (Decline)	(539)
Improvement / (Decline) compared with MTFP	(1,351)
Projected General Fund Reserve at 31st March 2023	22,662

GENERAL FUND REVENUE BUDGET MANAGEMENT 2022/23

		Budget		Expenditure	
				ZAPOHOTO	
			Amended		
	Original	Approved	Approved	Projected	
	2022/23	Adjustments	Budget	Outturn	Variance
	£000	£000	£000	£000	£000
Departmental Resources	66.040		50 0 7 5	60.000	4.05.4
People Group	66,018	2,257	68,275	69,329	1,054
Services Group	18,126	1,747	19,873	19,340	(533)
Operations Group	16,341	1,871	18,212	18,290	78
Chief Executive	1,288	258	1,546	1,486	(60)
Total Departmental Resources	101,773	6,133	107,906	108,445	539
Corporate Resources					
Council Wide	1,037	(373)	664	2,090	1,426
Financing Costs	637	0	637	637	0
Joint Venture - Investment Return	(1,864)	0	(1,864)	(1,864)	0
Contingencies Budget					
Apprentice Levy	202	0	202	202	0
Risk Contingencies	323	0	323	323	0
Total Corporate Resources	335	(373)	(38)	1,388	1,426
Net Expenditure	102,108	5,760	107,868	109,833	1,965
Contributions To / (From) Reserves					
Planned Contribution to General Fund Reserves (MTFP)	468	0	468	468	0
Departmental Brought Forwards from 2021/22	0	(5,760)			0
		(, , , -)			
General Fund Total	102,576	0	102,576	104,541	1,965

This document was classified as: OFFICIAL Appendix 2a

REVENUE BUDGET MANAGEMENT UPDATE 2022/23

	Budget			E			
	Original Budget £000	Approved Adjustments £000	Amended Approved Budget £000	Expenditure to August £000	Projected Spend £000	Total Projection £000	(Under)/ Over Spend £000
Council Wide							
Airport	27	0	27	0	27	27	0
Council Wide Savings	0	0	0	0	0	0	0
National Insurance Increase	373	(373)	0	0	(150)	(150)	(150)
Procurement Savings	(19)	0	(19)	(5)	(14)	(19)	0
Strengthening Families Grant	0	0	0	0	(503)	(503)	(503)
Pay Award	656	0	656	0	2,735	2,735	2,079
In Year Over/(Under) Spend	1,037	(373)	664	(5)	2,095	2,090	1,426

This document was classified as: OFFICIAL Appendix 2b

REVENUE BUDGET MANAGEMENT UPDATE 2022/23										
		Budget		E)	penditure					
	Original Budget £000	Approved Adjustments £000	Amended Approved Budget £000	Expenditure to August £000	Projected Spend £000	Total Projection £000	(Under)/ Over Spend £000			
People Group										
Group Director of People	638	94	732	347	369	716	(16)			
Children & Adult Services										
Transformation & Performance	631	189	820	366	384	750	(70)			
Business Support	1,392 2,023	0 189	1,392 2,212	668 1,034	717 1,101	1,385 2,135	(7) (77)			
Children's Services										
Children's Services Management & Other Services	480	137	617	275	363	638	21			
Assessment Care Planning & LAC	4,009	81	4,090	2,048	2,190	4,238	148			
First Response & Early Help	3,529	(43)	3,486	882	2,490	3,372	(114)			
Youth Offending/ASB	277	19	296	29	267	296	0			
Adoption & Placements	13,999	13	14,012	6,414	9,310	15,724	1,712			
Disabled Children	1,584	(163)	1,421	335	877	1,212	(209)			
Quality Assurance & Practice Improvement	138 24,016	0 44	138 24,060	(137) 9,846	275 15,772	138 25,618	0 1,558			
			_ ,,,,,,,	3,510	,		_,			
Development & Commissioning	0	0	0	472	(472)	0	0			
COVID 19 costs Commissioning	0 2,267	0 239	0 2,506	472 684	(472) 1,649	0 2,333	0 (173)			
Voluntary Sector	2,267	0	2,300	205	1,649	2,333	(173)			
Workforce Development	149	0	149	(118)	288	170	21			
	2,689	239	2,928	1,243	1,533	2,776	(152)			
<u>Education</u>										
Education	608	10	618	9,372	(9,151)	221	(397)			
Schools	0	0	0	4,949	(4,949)	0	0			
Transport Unit	2,443 3,051	0 10	2,443 3,061	2,579 16,900	138 (13,962)	2,717 2,938	274 (123)			
	,,,,,		5,552		(,,	_,	(===)			
Public Health COVID 19 costs	0	0	0	(115)	116	0	0			
Public Health	0	0	0	(116) 1,048	(1,048)	0	0			
rubiic neaitii	0	0	0	932	(932)	0	0			
Adult Social Care & Health										
External Purchase of Care	27,507	1,477	28,984	5,088	23,717	28,805	(179)			
Intake & Enablement	632	(30)	602	957	(366)	591	(11)			
Older People Long Term Condition	1,506	29	1,535	744	809	1,553	18			
Physical Disability Long Term Condition	5	0	5	32	(14)	18	13			
Learning Disability Long Term Condition	1,711	164	1,875	707	1,094	1,801	(74)			
Mental Health Long Term Condition	1,182	0	1,182	562	517	1,079	(103)			
Service Development & Integration	1,058 33,601	41 1,681	1,099 35,282	7, 591	1,110 27,375	1,119 34,966	20 (316)			
In Year Over/(Under) Spend	66,018	2,257	68,275	37,893	31,256	69,149	874			
Carry Forward Requests										
<u>Previously Approved</u> Transformation & Performance - Analyst post							70			
Commissioning - Prevention/Voluntary Sector developm	ents						110			
							180			
Revised In Year Over/(Under) Spend							1,054			

REVENUE BUDGET MANAGEMENT UPDATE 2022/23								
<u>KE</u>	VENUE BUD	GET WANAGE	IVIENT OPD	AIE 2022/23				
		Budget						
			Amended				(Under)/	
	Original	Approved	Approved	I	Projected	Total	Over	
	_	Adjustments	Budget	to August	Spend	Projection	Spend	
<u>Services Group</u>	£000	£000	£000	£000	£000	£000	£000	
Group Director of Services	160	3	163	66	97	163	C	
Capital Projects, Transport & Highways								
Planning								
AD Transport & Capital Projects	131	1	132	52	80	132		
Building Design Services	20	4			165	201		
	309							
Capital Projects		20			204	329		
Car Parking R&M	497	52			65	549		
Concessionary Fares	3,436	50	•		1,802	2,881		
Flood & Water Act	89	97		` ,	381	186		
Highways	3,762	152	•		3,035	4,092	178	
Highways - DLO	(520)	97	, ,		(820)	(303)	120	
Investment & Funding	4	544			504	548	(
Sustainable Transport	42	9	51	(409)	460	51	C	
	7,770	1,026	8,796	2,790	5,876	8,666	(130)	
Community Services								
AD Community Services	143	1	144	58	86	144	C	
Allotments	11	1	12	1	12	13	1	
Building Cleaning - DLO	144	1	_		(81)	145		
Cemeteries & Crematorium	(941)	(22)			(945)	(927)	36	
Dolphin Centre	877	143	,		683	868		
Eastbourne Complex	(7)	0	` ,	83	(70)	13	20	
Emergency Planning	101	0		4	82	86		
Head of Steam	266	1			180	299		
Hippodrome	195	173			619	368		
Indoor Bowling Centre	18	5			23	23		
Libraries	824	3			509	827	(
Move More	35	1		, ,	146	36		
Outdoor Events	428 55	64 31			411	492		
School Meals - DLO Strategic Arts	115	7			59 77	86 122		
Strategic Arts Street Scene	5,559	213			4,853	5,735		
Transport Unit - Fleet Management	(9)	3	-		(319)	(6)		
Waste Management	3,452	0			2,139	3,364		
Winter Maintenance	547	32	•		361	579		
	11,813	657			8,825	12,267		

Appendix 2c

	REVENUE BUD	<u>GET MANAGE</u>	MENT UPD	ATE 2022/23			
		Budget Expenditure					
Services Group	Original Budget £000	Approved Adjustments £000	Amended Approved Budget £000		Projected Spend £000	Total Projection £000	(Under)/ Over Spend £000
Community Safety CCTV	202	4	206	(67)	314	247	4:
Community Safety	641	71		(344)	1,056	712	4.
General Licensing	5	20			52	25	
Parking	(2,111)	(44)		, ,	(1,157)	(2,411)	
Parking Enforcement	9	0		52	(1,137)	35	(230
Private Sector Housing	86	26		24	78	102	(10
Stray Dogs	46	1		20	31	51	(10
Taxi Licensing	45	1		_	49	46	(
Trading Standards	237	2		` ′	144	234	(5
	(840)	81			550	(959)	(200
Building Services Construction - DLO Maintenance - DLO Other - DLO	(592) (412) 0 (1,004)	42 (67) 5 (20)	(479) 5	4,066 327	2,100 (4,545) (322) (2,767)	(550) (479) 5 (1,024)	(((
Conord Support Somions							
General Support Services Works Property & Other	112	0	112	0	112	112	(
Joint Levies & Boards							
Environment Agency Levy	115	0	115	115	0	115	(
In Year Over/(Under) Spend	18,126	1,747	19,873	6,647	12,693	19,340	(533
Carry Forward Requests							
Requiring approval							
							1
Revised In Year Over/(Under) Spend							(533

REVENUE BUDGET MANAGEMENT UPDATE 2022/23

		Budget		E			
	Original Budget	Approved Adjustments	Amended Approved Budget	Expenditure to August	Spend	Total Projection	(Under)/ Over Spend
Operations Group	£000	£000	£000	£000	£000	£000	£000
Group Director of Operations	208	(94)	114	74	39	113	(1)
AD Resources							
AD Resources	109	36	145			145	0
Financial Services Financial Assessments & Protection	1,396 249	185 35	1,581 284			1,388 266	(193)
Xentrall (D&S Partnership)	1,766	0	284 1,766			266 1,766	(18)
Human Resources	605	253	858			793	(65)
Health & Safety	170	253	170			170	
nealth & Salety	4,295	509	4,804			4,528	(276)
Head of Strategy Performance & Communications							
Communications & Engagement	902	329	1,231	527	645	1,172	(59)
Systems	905	477	1,382			1,468	86
	1,807	806	2,613			2,640	27
AD Law & Governance							
AD Law & Governance	130	0	130	63		131	1
Complaints & FOI	281	0	281	117	179	296	15
Democratic Services	1,262	3	1,265		720	1,265	0
Registrars	(33)	0	(33)			(33)	0
Administration	608	0	608			568	(40)
Legal Services	1,195	0	1,195			1,356	161
Procurement	169	0	169			167	(2)
Coroners	225 3,837	0 3	225 3,840	271 2,409	(11) 1,601	260 4,010	35 170
AD Xentrall Shared Services							
ICT	723	0	723	30	743	773	50
COVID 19 costs	0	0	0	46	(46)	0	0
20 1.0 2.0 0000	723	0	723	76		773	50
Corporate Landlord							
Corporate Landlord	4,138	636	4,774	1,326	3,358	4,684	(90)
	4,138	636	4,774	1,326	3,358	4,684	(90)
AD Housing & Revenues							
Local Taxation	481	4	485			483	(2)
Rent Rebates / Rent Allowances / Council Tax	(132)	0	(132)			(132)	0
Housing Benefits Administration	214	4	218			233	15
Customer Services	291	2	293			312	19
Homelessness Service, Strategy & Regulation and General Services	326	1	327	(801)		327	0
Service, Strategy & Regulation and General Services	153 1,333	0 11	153 1,344	4,976 10,375		154 1,377	33
In Year Over/(Under) Spend	16,341	1,871	18,212	18,375	(250)	18,125	(87)
	10,011	2,072	10,212	10,070	(230)	10,120	(37)
Carry Forward Requests							
Previously Approved							40
Financial Assessments - Staffing							18
Community Survey Stratogy Porformance & Communications Analyst Bo	act.						15
Strategy, Performance & Communications - Analyst Pour Finance - Staffing	JSL						44 88
i mance - stannig							165
Revised In Year Over/(Under) Spend							78
							70

REVENUE BUDGET MANAGEMENT UPDATE 2022/23

		Budget			Expenditure			
Chief Executive	Original Budget £000	Approved Adjustments £000	Amended Approved Budget £000	Expenditure to August £000	Projected Spend £000	Total Projection £000	(Under)/ Over Spend £000	
CHIEF EXECUTIVE	1000	1000	1000	1000	1000	1000	1000	
Chief Executive	203	1	204	84	120	204	0	
AD Economic Growth								
AD - Economic Growth	134	1	135	53	80	133	(2)	
Building Control	148	38	186	34	146	180	(6)	
Consolidated Budgets	146	4	150	0	150	150	0	
Development Management	(25)	4	(21)	(79)	58	(21)	0	
Economy	253	60	313	(920)	1,223	303	(10)	
Environmental Health	306	3	309	169	112	281	(28)	
Place Strategy	579	39	618	(382)		604	(14)	
Property Management & Estates	(521)	107	(414)			(414)	0	
	1,020	256	1,276	(1,456)	2,672	1,216	(60)	
Darlington Partnership								
Darlington Partnership	65	1	66	(77)	143	66	0	
	65	1	66	(77)	143	66	0	
In Year Over/(Under) Spend	1,288	258	1,546	(1,449)	2,935	1,486	(60)	

BUDGET MANAGEMENT 2022/23

SCHOOLS PROJECTE	D BALANCE:	S 2022/23			
School Name	Opening Balance at 1st April 2022	Formula Budget Allocation*	Total Available	Closing Balance at 31st March 2023	Projected Closing Balance as proportion of Formula Budget Allocation
<u>Primary</u>	£000	£000	£000	£000	%
Federation of Darlington Nursery Schools Rise Carr College, Clifton House & Eldon House Red Hall Primary Whinfield Primary Harrowgate Hill Primary	43 133 338 354 200	833 1,341 1,332 2,307 2,611	876 1,474 1,670 2,661 2,811	11 163 175 295 164	1% 12% 13% 13% 6%
Primary Total	1,068	8,424	9,492	808	

^{*}Federation of Darlington Nursery Schools/Rise Carr College original budget. Actual allocation based on attendence.

HOUSING REVENUE ACCOUNT 2022/23

		Budget			
	Amended				(Under)/
	Original	Approved	Approved	Total	Over
	Budget	Adjustments	Budget	Projection	Spend
Housing Revenue Account	£000	£000	£000	£000	£000
<u>Income</u>					
Rents Of Dwellings (Gross)	(21,150)	0	(21,150)	(20,983)	167
Sundry Rents (Including Garages & Shops)	(475)	0	(475)	(385)	90
Charges For Services & Facilities	(3,029)	0	(3,029)	(3,126)	(97)
Contribution towards expenditure	(275)	0	(275)	(275)	0
Interest Receivable	(6)	0	(6)	(6)	0
Total Income	(24,935)	0	(24,935)	(24,775)	160
<u>Expenditure</u>					
Management	6,090	0	6,090	6,426	336
Maintenance	4,334	0	4,334	5,137	803
Capital Financing Costs	3,688	0	3,688	2,889	(799)
Revenue Contribution to Capital Outlay	17,618	0	17,618	25,270	7,652
Rent Rebate Subsidy Limitation	0	0	0	0	0
Increase in Bad Debt Provision	350	0	350	250	(100)
In year contribution to/(from) balances	(7,145)	0	(7,145)	(15,197)	(8,052)
Total Expenditure	24,935	0	24,935	24,775	(160)
(Surplus)/Deficit	0	0	0	0	0

HRA Balances	£000
Opening balance 01/04/2022 Contribution to/(from) balances	27,008 (15,197)
Closing balance	11,811

Agenda Item 13

CABINET 8 NOVEMBER 2022

DISPOSAL OF LAND AT NEASHAM ROAD FOR HOUSING DEVELOPMENT

Responsible Cabinet Member – Councillor Scott Durham, Resources Portfolio

Responsible Director – Ian Williams, Chief Executive

SUMMARY REPORT

Purpose of the Report

- 1. To approve in principle the delivery of residential properties for private sale on Neasham Road, Cell C, as shown at **Appendix 1**.
- 2. To approve the release of funding for Esh Homes Ltd to undertake the preliminary surveys to seek detailed planning permission for the proposal so that sale terms can be agreed by the Council and reported back to Cabinet for consideration.

Summary

- 3. In accordance with the Cabinet resolution on the 15 September 2020, planning permission was obtained at Neasham Road for circa 450 homes, of which one third 150 would be affordable, one third private built by the Joint Venture (JV) and for the remaining Cell C outline planning permission was obtained for a 100% affordable scheme most likely via a Registered Social Landlord.
- 4. To date the development has been a success with the Joint Venture company having received over 50 reservations for new homes on site. Furthermore, the Council has commenced development of 150 Council owned properties.
- 5. In the original Cabinet report (September 2020) it was proposed that Cell C be marketed as an opportunity for a Registered Social Landlord (RSL) to deliver additional affordable homes. However, an affordable scheme on Cell C is not now considered viable. This is due to the changes since the first report in 2020, with new building regulations introduced, biodiversity net gain, nutrient neutrality and cost increases in the sector more generally that have all contributed to increased development costs and strain on viability. Independent commercial advice has been obtained and further details are given in Appendix 2 Part III report.
- 6. Given these challenges it is therefore considered prudent to explore the opportunity for Cell C to be developed for 100% private homes. It is proposed ESH Homes Ltd are appointed to undertake the preliminary survey work required for the submission of a

planning application on behalf of the Council with detailed sale terms being reported back to Cabinet for consideration.

Recommendations

- 7. It is recommended that: -
 - (a) Members approve in principle the delivery of new housing for private sale on Cell C.
 - (b) Members approve the release of funding for Esh Homes Ltd to undertake the preliminary surveys and seek detailed planning permission for the Cell C site with sale terms being reported back to Cabinet for consideration, in accordance with **Appendix 2 Part III**.
 - (c) Authorise the Assistant Director of Economic Growth and Assistant Director Law and Governance to deal with any related matters and associated documents accordingly.

Reasons

8. The recommendations are supported by the following reason – accelerates the building of new homes helping to meet the demand in Darlington.

Ian Williams Chief Executive

Background Papers

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

Jenny Dixon: Extension 6320

047.0 : 1.0 : 1	-1
S17 Crime and Disorder	This report has no implications for crime and disorder
Health and Well Being	There are no Health and Well Being Issues
Carbon Impact and Climate	There are no sustainability issues
Change	
Diversity	There are no diversity issues
Wards Affected	Hurworth
Groups Affected	Not Applicable
Budget and Policy Framework	This report does not represent a change to the budget and
	policy framework
Key Decision	This is not a key decision
Urgent Decision	This is not an urgent decision
Council Plan	Growing Darlington's Economy by delivering more homes
Efficiency	If the site moves forward on a Joint Venture basis there will
	be an investment return which will assist the Council's MTFP
	position.
Impact on Looked After Children	Not applicable
and Care Leavers	

MAIN REPORT

Information and Analysis

- 9. Neasham Road was acquired to provide a mixture of homes available for market sale and the delivery of affordable housing. The acquisition formed part of a wider strategy that presented several key benefits detailed below: -
 - (a) Facilitated the relocation of the cattle mart operation from a site close to the town centre to a new purpose-built facility on the outskirts of town capable of delivering a new agricultural cluster.
 - (b) Allowed the inclusion of the cattle mart site to be a part of the multi-million-pound regeneration investment into Bank Top station area and in time will deliver a capital receipt for disposal of Clifton Road.
 - (c) Facilitated accelerated build out at Stag House farm through the JVC and Barratts together with the £2.8m HIF grant funding from Homes England, that was recycled through this development.
- 10. The development of the Neasham Road site has had its challenges but is going well. The Council's Joint Venture development is well underway with the construction of 155 private homes for sale. This part of the development has procured 75% of contractors using local sub-contractors and supply chain, employing up to 50 people per day on site, including 4/5 apprentices. The Council's development of 150 new affordable homes has also commenced.
- 11. The remaining third of the site was originally earmarked for a Registered Social Landlord (RSL) to deliver additional affordable homes. However, an affordable scheme on Cell C is not now considered viable. This is due to the changes since the first report in 2020, with new building regulations introduced, biodiversity net gain, nutrient neutrality and cost increases in the sector more generally that have all contributed to an increase in development costs. It is therefore proposed to explore the opportunity for Cell C to be developed for 100% private homes.
- 12. Once the preliminary surveys have been completed that are needed for the submission of a new planning application, the Council will be able to agree sale terms and these will be reported back to Cabinet for consideration.

Financial Implications

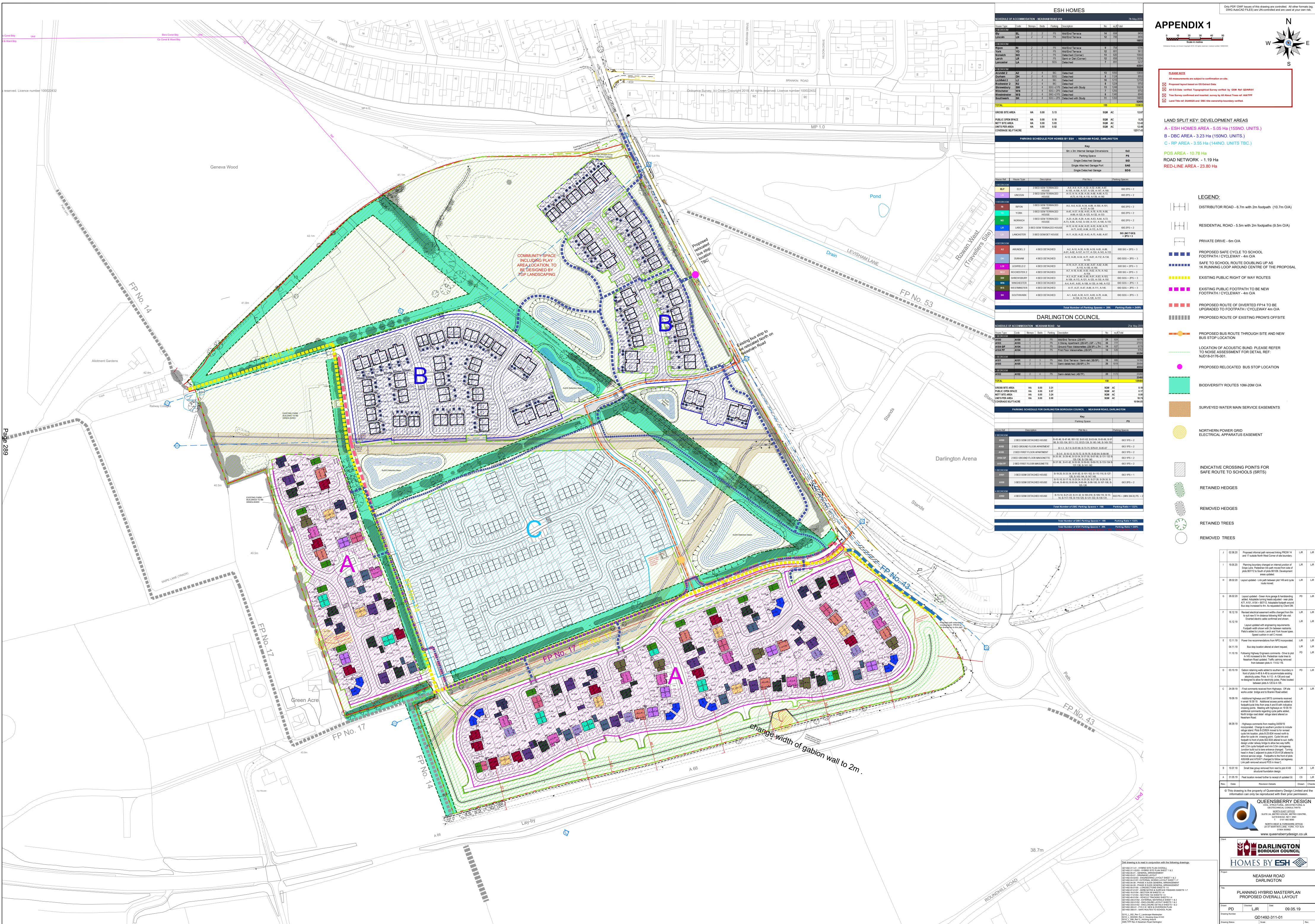
13. Following the conclusion of the preliminary surveys and planning permission being obtained, the cost relating to the development will be finalised. A further report will be provided to Cabinet for consideration of any proposed sale terms and conditions.

Legal Implications

14. Under the provisions of the S.123 Local Government Act 1972 the Council is subject to a general duty to obtain 'best consideration' in the exercise of its functions.

Procurement Advice

15. All procurement activity will be undertaken in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015.



DISTRIBUTOR ROAD - 6.7m with 2m footpath (10.7m O/A)

SAFE TO SCHOOL ROUTE DOUBLING UP AS 1K RUNNING LOOP AROUND CENTRE OF THE PROPOSAL

H 28.02.20 Layout updated - Link path between plot 149 and cycle LJR G 26.02.20 Layout updated - Green Acre garage & hardstanding added. Adoptable turning heads adjusted - near plots A77, A151, A154 + B07/12. Adoptable footpath around Bus stop increased to 4m. As requested by Client DM. F 18.12.19 Revised electrical easement widths changed from 8m LJR Diverted electric cable confirmed and shown.

Footpath width shown with 2m between restraints.
Patio's added to Lincoln, Larch and York house types. E 13.11.19 Power line recommendations from NPG incorporated. LJR 04.11.19 Bus stop location altered at client request. 11.10.19 Following Highway Engineers comments - Drive to plot
A-145 increased to 6m. Pedestrian route lines to Neasham Road updated. Traffic calming removed

front of plots A-48 & A-49 to accommodate existing electricity poles. Plots A-112 - A-136 and road C 24.09.19 - Final comments received from Highways. Off site LJR works under bridge and to Brankin Road added.

crossing points. Meeting with highways on 19 09.19: additional comments regarding cycle paths added. North bridge road detail refuge island altered on incorporated. Change to southern junction to include refuge island. Plots B-23/B24 moved to for revised cycle link location, plots B-25-B34 moved north to allow for cycle ink crossing point. Cycle link and

footpath to front of plots B22-B34 altered to suit. traffic design under railway bridge to allow two way traffic with 2.5m cycle footpath and min 5.5m carriageway. head in Area C adjacent to plots A125-A126 altered to remove service verge. Footpaths to the front of plots A55/A56 and A70/A71 changed to follow carriageway. B 10.07.19 Small tree group removed from next to plot A149 LJR

QUEENSBERRY DESIGN NORTH EAST OFFICE
SUITE 2A, METRO HOUSE, METRO CENTRE,

www.queensberrydesign.co.uk DARLINGTON BOROUGH COUNCIL



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

Document is Restricted

