

## Cabinet

A meeting of Cabinet was held on Thursday, 23rd January, 2020.

**Present:** Cllr Robert Cook(Chair), Cllr Jim Beall, Cllr Nigel Cooke, Cllr Lisa Evans , Cllr Mrs Ann McCoy, Cllr Steve Nelson, Cllr Michael Smith

**Officers:** Julie Danks (MD), Beccy Brown, Ged Morton (HR&L); Garry Cummings (F&BS); Reuben Kench (CL&E), Martin Gray (CS); Ann Workman (AH); Nigel Hart (DS).

**Also in attendance:** Councillors Louise Baldock, Carol Clark, Luke Frost, Paul Weston.

**Apologies:** None.

### **CAB 87/19** Evacuation Procedure

The Chair welcomed everyone to the meeting and the Evacuation Procedure was noted.

### **CAB 88/19** Declarations of Interest

Councillor Steve Nelson declared a pecuniary interest in respect of agenda item 8 - Scrutiny Review of Older Residents Living at Home as he was a Director of Thirteen Group. Councillor Steve Nelson withdrew from the meeting and left the room during consideration of the item.

Councillor Bob Cook declared a personal, non-prejudicial interest in respect of agenda item 9 - Annual Report of the Independent Safety Advisory Group as he was a member on the board of BIFF, referred to within the report.

### **CAB 89/19** Minutes of the Meeting held on 11th December 2019

Consideration was given to the minutes of the meeting held on 11th December 2019.

RESOLVED that the minutes of the meeting held on 11th December 2019 be confirmed and signed as a correct record.

### **CAB 90/19** Children and Young People Select Committee - Scrutiny Review of Domestic Abuse and its Impact on Children

Consideration was given to a report that presented the outcomes of the Children & Young People Select Committee Task & Finish review examining domestic abuse and its impact on children.

RESOLVED that:-

1. The following areas be considered as part of the current training mapping exercise being led by the Domestic Abuse Steering Group:

a)Harbour to train the Link Worker in Children's Services in the ALTER programme to assist Children's Services to work with those deeply entrenched

perpetrators who will not complete the full perpetrators programme.

(b) Relevant Domestic Abuse training for social workers and other professionals, including identifying risk using the most appropriate tools as part of the ongoing training mapping process through the Domestic Abuse Steering Group.

(c) Domestic Abuse Awareness Sessions for all Councillors.

(d) Awareness raising with all key agencies on the need to make referrals into the Children's Hub.

(e) Education and awareness raising programmes in schools and that the ongoing work to prepare schools for the statutory duty to provide relationships education should ensure that there is an appropriate focus on coercive and controlling behaviour.

2. As part of the contract monitoring process for the domestic abuse service:

(a) There should be an ongoing analysis and reporting of the effectiveness of the early help and children's social care link workers and the impact of Domestic Abuse services.

(b) Consideration should be given to the establishment of trigger points requiring Harbour to advise when they have a backlog of assessments and how this is to be managed and that any ongoing issues with unmet demand be addressed during the review of the contract.

3. Where consent is not given and/or clients do not meet the criteria for early help or social care intervention, the referrals by professionals are to go back to the referrer to do some brief intervention/awareness and support work (this will require specific training across key agencies).

4. Clear communication pathways be established between adults' and children's services to ensure a joined up approach when working with families.

5. The Domestic Abuse Steering Group be requested to seek further feedback on the effectiveness of Operation Encompass and specifically the length of time between the Police being made aware of a problem and the school being notified.

6. Recognising that domestic abuse is not a recording category as part of the Child Protection Plan process, other recording systems be revised to facilitate more accurate recording of its prevalence which will, in turn, help to better understand the effectiveness of interventions.

7. Consideration be given to appropriate forms of collaboration and joint working across the relevant partnerships across the Tees Local Authority areas to identify areas of potential further collaboration.

Consideration was given to a report that presented the outcomes of the Place Select Committee review of Area Transport Strategy (ATS).

RESOLVED that:-

1. The existing ATS scheme ceases at the end of the current financial year (31st March 2020), with the yearly ATS funding allocation to be transferred to the Community Participation Budget (CPB) on a Ward-by-Ward basis determined by population per Ward (This addition to CPB funding should be ring-fenced for transport-related spend only).
2. To allow for a greater range of potential schemes to be supported, as part of the new arrangements in recommendation 1 (from 1st April 2020):
  - a) Council should enable, subject to overall budget control, Elected Members to have advanced access to some of their future CPB / ATS (ring-fenced) annual allocations should a larger-scale project be proposed and accepted – equally, Members should be able to roll over their allocations to enable the delivery of larger schemes.
  - b) Council should enable Elected Members to pool / transfer their CPB / ATS (ring-fenced) allocation with / to neighbouring Wards should a larger transport-related scheme be identified that cuts across more than one Ward. Any disputes will be resolved as per the current CPB dispute resolution process.
  - c) Council should produce a formal protocol outlining what transport-related schemes could qualify for core LTP funding, and what would be more suitable for the CPB / ATS (ring-fenced) route.
3. An appropriate communication plan is put in place to inform all existing ATS stakeholders of the planned changes to the existing scheme, including the mechanisms in which to raise future transport-related issues / proposals directly with Elected Members.
4. The new ring-fenced transport-related element of the CPB is not tied to the future of the overall CPB initiative (i.e. it is not dependent upon the existence of CPB).

**CAB 92/19 Crime and Disorder Select Committee - Councillor Call for Action: Obstructive and Illegal Parking around Whitehouse Primary School**

Consideration was given to a report that presented the outcomes of the Crime & Disorder Select Committee's investigation in relation to Obstructive & Illegal Parking around Whitehouse Primary School.

RESOLVED that:-

1. The commitment of Whitehouse Primary School's Chair of Governors to send termly correspondence to parents / carers regarding parking issues / updates be endorsed.

2. Whitehouse Primary School distribute a 'walkzone' map (e.g. Appendix 1 to the report) with the Chair of Governors' termly communication to parents / carers regarding parking.
3. Whitehouse Primary School ensure they maximise access to the school car park for all staff and official school visitors so they do not need to park in neighbouring roads (albeit legally).
4. Whitehouse Primary School maximise access to the school car park for parents / carers collecting pupils from after-school activities.
5. The Council consider supporting the school's travel plan meetings as a pilot to establish a format to potentially handover to the SBC Junior Road Safety Officer in the school to deliver as part of their duties, and for any good practice identified via this pilot to be circulated to other schools across the Borough.
6. Regarding the Barlborough Avenue side, the Council consider introducing a 20mph speed limit near to the Whitehouse Primary School.
7. Regarding the Barlborough Avenue side, respective Ward Councillors consider using part of their CPB funding allocation towards the installation of bollards to deter pavement / grass verge parking.
8. Regarding the Dunelm Road side, the Council work with Whitehouse Primary School to better facilitate access to the school car park for those transporting pupils with SEN, as well as explore the possibility of using the green 'island' within the current ring road zone to create a small number of disabled parking bays.
9. The Council conduct further research with the Department for Transport around the 'School Streets' concept.
10. The actions undertaken following the previous Scrutiny Review of School Parking continue to be reinforced with all schools across the Borough, and the production of a safe parking video using local schools is endorsed.

**CAB 93/19 Crime and Disorder Select Committee - Scrutiny Review of Protection of Vulnerable Older Residents Living at Home**

Consideration was given to a report that presented the outcomes of the Crime & Disorder Select Committee's review of Protection of Vulnerable Older Residents Living at Home.

RESOLVED that:-

1. The Office of the Police and Crime Commissioner (OPCC) and Cleveland Police provide assurance around the measures put in place to address the failings highlighted in the Force's recent HMICFRS PEEL assessment around identifying vulnerable victims and providing adequate safeguarding.

2. Thirteen extend its older people support service to tenants in the Borough's dispersed bungalows on a needs basis (in line with neighbouring Local Authorities).
3. Thirteen provide assurance around the provision and installation of robust locks that give its tenants adequate security in their own homes, and for any learning on the provision of locks to be cascaded to other local Registered Providers / private landlords.
4. Thirteen provide further assurance around the mechanisms in place to monitor if the number of calls / visits to those tenants requiring support were being conducted.
5. Thirteen liaise with Stockton-on-Tees Borough Council (SBC) Adult Social Care around the identification and provision of recognition equipment for vulnerable tenants.
6. Thirteen consider specific training on dealing with older vulnerable people for its Neighbourhood Co-ordinators, in addition to more in-depth anti-social behaviour training.
7. Catalyst collate a list of local befriending initiatives offered by the VCSE sector and partner organisations (including SBC OneCall, Thirteen and Cleveland Fire Brigade), for circulation to vulnerable older people living at home (which can also be advertised via Stockton Information Directory).
8. OPCC and Cleveland Police consider and strengthen their partnership working with Age UK Teesside.
9. SBC consider ways in which its current community transport can be used to facilitate access for older people to community-based activities / groups.
10. Catalyst undertake an audit of VCSE organisations to establish transport capacity which may support greater accessibility for older people.
11. SBC and Catalyst produce an easy-read document listing the main contacts for support / advice which can be circulated via Stockton News and by local VCSE organisations to older people living in their own homes across the Borough.
12. There is a continued push for greater buy-in of E-CINS to foster a joined-up approach across all organisations in identifying and sharing details of those older people who they consider to be 'vulnerable'.

**CAB  
94/19**

### **Annual report of the Independent Safety Group (ISAG)**

Consideration was given to the Independent Safety Advisory Group (ISAG) Annual Report for 2019/20.

The purpose of ISAG was to bring together a range of professionals to scrutinise and advise upon event safety. ISAG looks at plans for a wide range of events in Stockton on Tees with a focus on events of a significant scale or

complexity and events on Stockton Council land. ISAG does not take decisions on whether or not an event should go ahead but its recommendations would have a significant impact on the Council's decisions to allow an event or require changes to an event plan.

Cabinet noted 3 main areas of work within the report namely; Yarm Fair, Billingham Folklore Festival (BIFF), and Stockton Fireworks; and noted the work to be undertaken in the future to provide further assurance going forward.

## **CAB 95/19 Stockton & Darlington Railway Bicentenary 2025**

Cabinet noted event plans that were beginning to be formulated to celebrate the 200th anniversary of the world's first steam locomotive-propelled passenger rail journey, on the Stockton & Darlington Railway (S&DR), which would occur in September 2025.

This was a major historical occasion and therefore the Council and its partners proposed to use the 195th anniversary, in September 2020, as a launch and 'countdown' for the bicentenary.

The bicentenary was expected to attract worldwide interest and generate a significant number of international visitors. The collaborating Local Authorities secured Heritage Action Zone status for the 26-mile corridor in 2018 and work was already underway to assess and preserve the remnants of the original line and its related buildings and artefacts. In addition, work was being done to develop a clear narrative for the S&DR story, making it clear what the unique event was and what the visitor opportunities were now.

Much of the early work would fall outside Stockton Borough but was essential to the creation of the overall attraction.

There was not enough information at this stage to determine the potential cost of events in 2025, however the report provided a context for the consideration of resource allocations in future, which were expected to be incorporated in relevant Medium-Term Financial Plan reports. Most of the expenditure on Bicentenary events was expected to occur in 2024/25 and 2025/26 financial years.

Whilst the plans were only emerging at this stage and subject to a great deal of further work, the main elements were likely to be;

- a recreation of the race that occurred between the first train and a horse drawn carriage,
- a recreation of the marching band and accompanying crowd who processed from the end of that first journey to a banquet at Stockton Town Hall,
- a S&DR or 'Kynren-like' outdoor theatre and projection show,
- a young inventors event concluding in some sort of conference or symposium looking at future transport possibilities.

A project team was in the process of being established to explore the above ideas and develop connections with the many groups interested in the S&DR bicentenary. Particularly the Friends of Stockton & Darlington Railway as they

brought together a number of informal groups across a wide geography.

**CAB  
96/19**      **Economic Climate Update**

Cabinet noted the latest quarterly Economic Climate update which contained:-

- i) Headlines – a graphical update on the latest estimates and data trends associated with Stockton on-Tees labour market;
- ii) Summary – a useful narrative of the key economic statistics for Stockton-on-Tees;
- iii) Updates – headlines from recent strategic and business announcements.
- iv) Case Study – ‘Starting out in Construction’ course for local people.

**CAB  
97/19**      **Indigenous Growth Fund Update**

Cabinet received an update on the Tees Valley Indigenous Growth Fund along with a proposal seeking approval for the acquisition of a key piece of employment land at Durham Lane Industrial Park using the Council's Fund allocation received from the Tees Valley Combined Authority.

Stockton had prime status as an employment location in the Tees Valley and had the most total industrial floorspace of all five Boroughs; with larger than average units when compared to the other areas. Stockton also only had a 1.8% vacancy of its total industrial stock. This was as a result of the Borough's relative economic strengths in the Process, Chemicals and Energy, Advanced Manufacturing, and Logistics sectors which tended to be large space users.

Take up of industrial accommodation in Stockton-on-Tees currently consisted almost entirely of small and medium sized units and in general had slowed in the Borough and the wider Tees Valley since 2014. This was likely due to a lack of supply of good quality units rather than through a lack of demand. For the five years up to 2018 Stockton had an annual average take-up of industrial employment land of 363,026, which was the largest of any Local Authority area in the Tees Valley.

An opportunity had presented itself for the Council to secure more appropriate employment land through the acquisition of undeveloped land within Durham Lane Industrial Park. The Industrial Park itself was home to several international, Industry leading businesses and employed over 1,000 people. Acquisition would not only safeguard strategically important employment land, it would also allow the Council to realise additional economic value as a result of job generation and social value embedded in our approach to procurement.

The site was also adjacent Eaglescliffe station which provided the stopping point for Northern Rail Trans-Pennine services to York, Leeds and Manchester, and the Grand Central service to London. The station was well used, having experienced significant growth in patronage over recent years.

Currently the station had no clear or official walkway to the industrial estate and a train track would have to be crossed to reach the estate. Recognising the

strategic importance of the industrial estate and opportunities to support continued economic growth, the Council was currently working with TVCA and Network Rail on proposals to create a car park of approximately 120 spaces, an extension of the existing access road to the car park and provision of a pedestrian footbridge (incorporating lifts) to the existing island platform of Eaglescliffe Station to enhance existing but informal pedestrian routes and to provide access to the new footbridge and station from surrounding residential areas to the west of the railway lines.

The proposed car park and pedestrian overbridge would allow for future rail passenger growth and rail station population catchment growth, however an extension of the existing access road was necessary for the delivery of the proposed car park. By doing so, it would have the added benefit of supporting the attractiveness of the site for future employment development. The Council had therefore been in active discussions with the owners of the land over recent months around the purchase of land necessary to facilitate the extension of the access road.

RESOLVED that:-

1. The report be noted;
2. Cabinet approve the acquisition of the remaining undeveloped employment land at Durham Lane Industrial Park at Market Value and note that the allocation of resources from the Indigenous Growth Fund will be considered as part of the Council's Medium Term Financial Plan by full Council.
3. Cabinet delegate authority to the Director of Finance & Business Services in consultation with the Leader of the Council to agree the final terms of the acquisition.