

Date:

Thursday 27 November 2025 at 4.30pm

Venue:

Council Chamber, Dunedin House, Columbia Drive, Thornaby, Stockton-on-Tees
TS17 6BJ

Cllr Mrs Ann McCoy (Chair)

Cllr Katie Weston (Vice-Chair)

Cllr Robert Cook, Cllr John Coulson, Cllr Jason French, Cllr Ray Godwin,
Cllr Shakeel Hussain, Cllr Barbara Inman and Cllr Alan Watson

Agenda

1. **Evacuation Procedure** (Pages 7 - 10)
2. **Apologies for Absence**
3. **Declarations of Interest**
4. **Minutes** (Pages 11 - 20)

To approve the minutes of the last meeting held on
30 October 2025.
5. **SBC Air Quality Strategy 2025-2030** (Pages 21 - 94)

The Committee will receive a presentation on the recently
adopted Stockton-on-Tees Borough Council (SBC)
Air Quality Strategy 2025-2030.
6. **Safer Stockton Partnership (SSP) – Previous Minutes
(July 2025)** (Pages 95 - 100)
7. **Chair's Update and Select Committee Work Programme
2025-2026** (Pages 101 - 108)

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please.

Contact: Senior Scrutiny Officer, Gary Woods on email gary.woods@stockton.gov.uk

Key – Declarable interests are :-

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

Members – Declaration of Interest Guidance

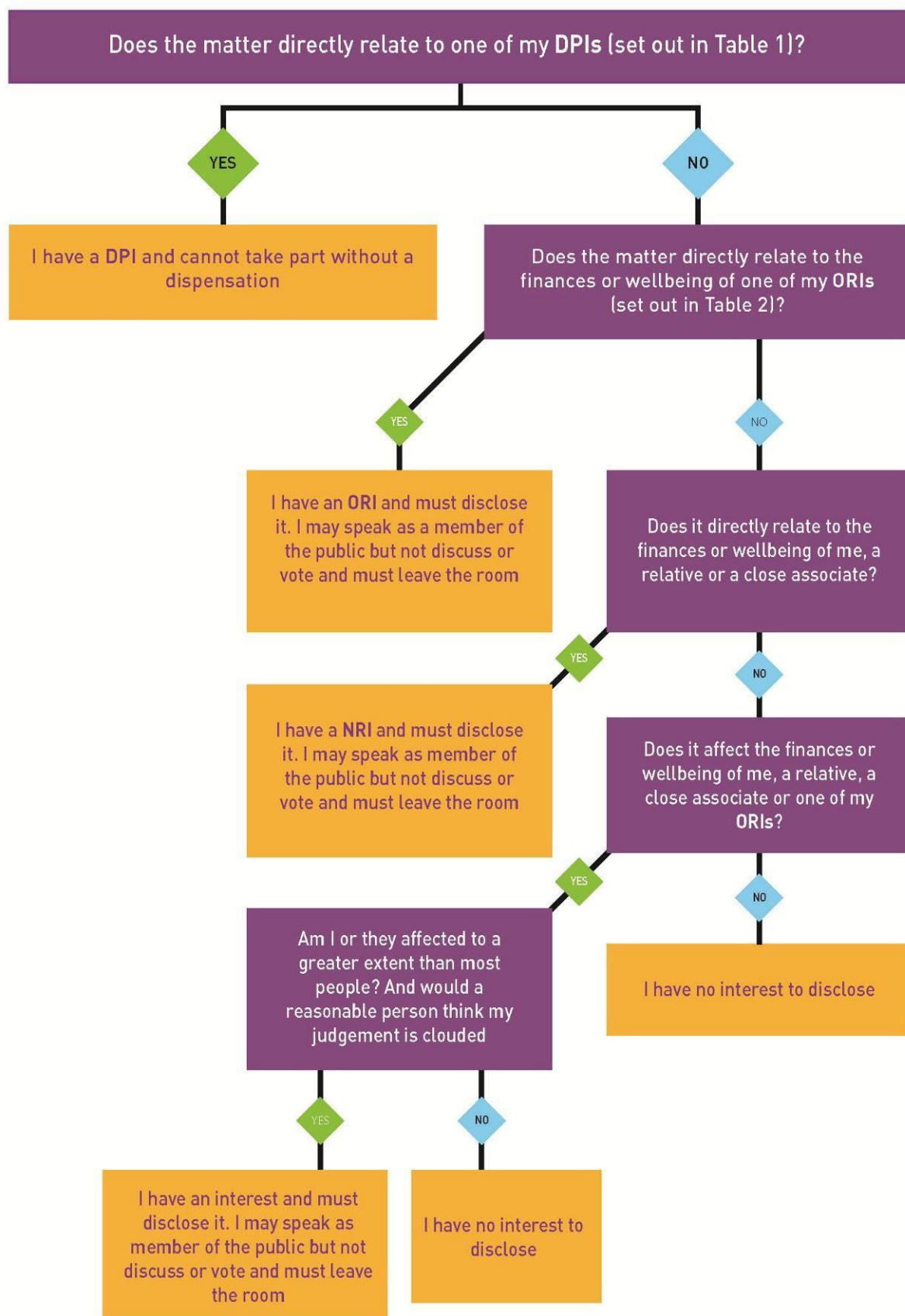


Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

* 'director' includes a member of the committee of management of an industrial and provident society.

* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2 – Other Registrable Interest

You must register as an Other Registrable Interest:

a) any unpaid directorships

b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority

c) any body

(i) exercising functions of a public nature

(ii) directed to charitable purposes or

(iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

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Council Chamber, Dunedin House Evacuation Procedure & Housekeeping

Entry

Entry to the Council Chamber is via the South Entrance, indicated on the map below.



In the event of an emergency alarm activation, everyone should immediately start to leave their workspace by the nearest available signed Exit route.

The emergency exits are located via the doors on either side of the raised seating area at the front of the Council Chamber.

Fires, explosions, and bomb threats are among the occurrences that may require the emergency evacuation of Dunedin House. Continuous sounding and flashing of the Fire Alarm is the signal to evacuate the building or upon instruction from a Fire Warden or a Manager.

The Emergency Evacuation Assembly Point is in the overflow car park located across the road from Dunedin House.

The allocated assembly point for the Council Chamber is: D2

Map of the Emergency Evacuation Assembly Point - the overflow car park:



All occupants must respond to the alarm signal by immediately initiating the evacuation procedure.

When the Alarm sounds:

1. **stop all activities immediately.** Even if you believe it is a false alarm or practice drill, you MUST follow procedures to evacuate the building fully.
2. **follow directional EXIT signs** to evacuate via the nearest safe exit in a calm and orderly manner.
 - do not stop to collect your belongings
 - close all doors as you leave
3. **steer clear of hazards.** If evacuation becomes difficult via a chosen route because of smoke, flames or a blockage, re-enter the Chamber (if safe to do so). Continue the evacuation via the nearest safe exit route.
4. **proceed to the Evacuation Assembly Point.** Move away from the building. Once you have exited the building, proceed to the main Evacuation Assembly Point immediately - located in the **East Overflow Car Park**.
 - do not assemble directly outside the building or on any main roadway, to ensure access for Emergency Services.

5. await further instructions.

- **do not re-enter the building under any circumstances without an “all clear”** which should only be given by the Incident Control Officer/Chief Fire Warden, Fire Warden or Manager.
- do not leave the area without permission.
- ensure all colleagues and visitors are accounted for. Notify a Fire Warden or Manager immediately if you have any concerns

Toilets

Toilets are located immediately outside the Council Chamber, accessed via the door at the back of the Chamber.

Water Cooler

A water cooler is available at the rear of the Council Chamber.

Microphones

During the meeting, members of the Committee, and officers in attendance, will have access to a microphone. Please use the microphones, when invited to speak by the Chair, to ensure you can be heard by the Committee and those in attendance at the meeting.

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Community Safety Select Committee

A meeting of Community Safety Select Committee was held on Thursday 30 October 2025.

Present: Cllr Mrs Ann McCoy (Chair), Cllr Katie Weston (Vice-Chair), Cllr Carol Clark (sub for Cllr Bob Cook), Cllr John Coulson, Cllr Barbara Inman, Cllr Alan Watson

Officers: Louise Hollick (ChS); Reuben Kench (CS,E&C); Gary Woods (CS)

Also in attendance: Kimm Lawson, Rebecca Warden (NHS North East and North Cumbria Integrated Care Board); Dr Clare Hodges (Queens Park Medical Centre)

Apologies: Cllr Bob Cook, Cllr Jason French, Cllr Shakeel Hussain

CSS/25/25 Evacuation Procedure

The evacuation procedure was noted.

CSS/26/25 Declarations of Interest

There were no interests declared.

CSS/27/25 Minutes

Consideration was given to the minutes of the Community Safety Select Committee meeting which was held on 25 September 2025 for approval and signature. Attention was drawn to the following items:

- Stockton-on-Tees Community Safety Strategy: Members were reminded that a response from Stockton-on-Tees Borough Council (SBC) officers relating to a query raised at the September 2025 meeting was relayed via email on 20 October 2025.
- Scrutiny Review of Children affected by Domestic Abuse: Members were reminded that responses from NHS Trusts relating to queries raised at the September 2025 meeting were relayed via email on 20 October 2025.

AGREED that the minutes of the Committee meeting held on 25 September 2025 be approved as a correct record and signed by the Chair.

CSS/28/25 Monitoring the Impact of Previously Agreed Recommendations – Outdoor Play Provision

Consideration was given to the assessments of progress on the implementation of the recommendations from the Committee's previously completed review of Outdoor Play Provision.

Presented by the Stockton-on-Tees Borough Council (SBC) Director of Community Services, Environment and Culture, this was the second progress update following the Committee's approval of the Action Plan in June 2024. Emphasising that the information being relayed at this meeting demonstrated the value and effectiveness of the scrutiny function, and welcoming the Committee's previous acknowledgement of the challenges between balancing the creation of new outdoor play sites against the ability to maintain existing areas (potentially impacting upon quality), Members were informed that all statements referring to the new '*Strategy for Stockton-on-Tees Borough Council Outdoor Play Provision 2025*', which had been adopted by SBC Cabinet earlier this month, were subject to the recently received call-in regarding that Cabinet decision. Key developments in relation to the outstanding actions were then highlighted as follows:

- Recommendation 2 (To encourage a greater sense of community ownership, consideration be given to approaching relevant Town / Parish Councils and the local business community within the vicinity of existing outdoor play spaces to potentially support the development / maintenance of a site): Following Cabinet's adoption of the full strategy on 16 October 2025, the principle had been established that adoption of sites by Town or Parish Councils would be explored where a site was at risk. In addition, officers would engage with Town and Parish Councils on an ongoing basis, as time allowed, to determine willingness to provide financial support to maintain / develop play provision in their local area – this recommendation was therefore deemed 'fully achieved'.
- Recommendation 5 (Regarding inequality of outdoor play provision across the Borough, SBC clarifies where it is deemed there is little / no provision and possible steps to address these inequalities (including, in exceptional cases, the provision of new play spaces): After a significant amount of analysis (not just through a geographical lens but also from a quality perspective), the strategy document, agreed by Cabinet in October 2025, highlighted areas of inequalities and over-provision. Following Cabinet's decision, officers had identified specific sites in which to invest, and others which would be decommissioned at the end of equipment life – this recommendation was therefore deemed 'fully achieved'.
- Recommendation 6 (As part of a required rationalisation process in relation to the existing outdoor play offer:
 - a) Informed by the recent (March 2024) RoSPA assessments and an analysis of the distribution of existing outdoor play provision, proposals for the removal / repurposing of sites be developed with the aim of reducing pressure on the overall parks budget): On 16 October 2025, Cabinet agreed to 1) approve the full strategy document; 2) approve the site-specific recommendations, subject to financial approvals of the additional £150,000 per annum contained within the 2026-2027 Medium-Term Financial Plan (MTFP) report to be presented in February 2026 (this would enable 23 Council-owned play areas to be prioritised for retention, development or redevelopment, ensuring high maintenance standards and delivering good play value; a further nine play areas would also be retained subject to availability of resources, while 11 sites would be subject to phased decommissioning and repurposing); 3) note the series of additional cross-cutting actions relating to the development, design and management of play provision – this sub-section of the recommendation was therefore deemed 'fully achieved'.

b) Complementing sub-section a), SBC undertakes a piece of work around those sites requiring more urgent attention to ascertain costs of either removing the play area or raising it to an appropriate standard: All evidence was collated and used to evaluate the entire play estate (essential information in order to prepare a site-specific recommendation), and following Cabinet's approval of the full strategy in October 2025, officers could now enact the principles for each site. It was noted that recommendation 2 stated, 'That Cabinet approve the site-specific recommendations, subject to financial approvals of the additional £150,000 pa contained within the 2026/27 MTFP report to be presented in February 2026. This would enable 23 Council-owned play areas to be prioritised for retention, development or redevelopment, ensuring high maintenance standards and delivering good play value. A further 9 play areas will also be retained subject to availability of resources, while 11 sites would be subject to phased decommissioning and repurposing'. As set out above, raising of standards was a principle enshrined in the approved strategy and the decommissioning of the selected sites was informed by the assessment of the current condition. On that basis, the commitment to either improve the facilities or remove the play equipment had been adopted – this sub-section of the recommendation was therefore deemed 'fully achieved'.

c) Further detail be provided around the anticipated longer-term maintenance requirements of the new Stockton waterfront park and the impact that this may have on the available funds for maintaining other existing outdoor play spaces: An allowance for maintenance had always been made. At the point Esh (lead contractor) were appointed, the play equipment was not designed (but an allowance for delivery and maintenance was made in the budget). The play equipment sub-contract was competitively tendered and delivered by Timberplay as a sub-contract package for what was a specialist item. Therefore, the ongoing maintenance of equipment supplied by a specialist sub-contractor sat with the sub-contractor (as the supplier / manufacturer of said equipment) and not the lead contractor.

An allowance of £40,000 had been made within the waterfront project budget for repairs, maintenance and / or spare parts. Furthermore, an additional sum had been built into the MTFP for the waterfront park grounds maintenance. As had been referred to in other sections, the new strategy also established the need for a further non-site-specific allocation of £150,000 towards play area maintenance. The combined effect of these changes was expected to ensure that all play areas could be adequately maintained in future – this sub-section of the recommendation was therefore deemed 'fully achieved'.

d) With due regard to the SBC Powering Our Future initiative, appropriate consultation (particularly with Stockton Parent Carer Forum and SBC Ward Councillors) is conducted around any proposed changes to existing outdoor play provision: The need for consultation was embedded in the new strategy. Consultation with the Parent Carer Forum had occurred already and would continue in relation to future developments and changing circumstances. The decommissioning process for the identified sites could take several years, so the consultation would be ongoing, but the requirement for that involvement was now fixed (principle 10: *When considering the creation of a new play area or the removal of an existing one, we will consult and engage local communities to fully understand the impacts of the change*) – this sub-section of the recommendation was therefore deemed 'fully achieved'.

- Recommendation 7 (Reflecting the main outcomes from this review, SBC develops and publishes an outdoor play provision strategy which includes the following elements – the Council’s aims in relation to the provision of outdoor play spaces; the locations and assessments of existing and outdoor play provision, as well as any planned developments; the key challenges associated with providing these spaces; how the Council will seek to address these key challenges (including guiding principles); timelines for action and who will be accountable): A new strategy, incorporating the Committee’s stated requirements and reasserting the importance of play, had been developed and then subsequently adopted by Cabinet on 16 October 2025 – this recommendation was therefore deemed ‘fully achieved’.

Welcoming this latest update, the Committee’s initial questions focused upon the new Stockton waterfront park play area, with Members querying whether future maintenance of this particular space was more unpredictable than existing sites across the Borough. The SBC Director stated that it was difficult to accurately foresee the maintenance requirements for any outdoor play site, and that factors such as vandalism and the weather were far from predictable. The Council would, however, respond to any identified need, something which had been aided by the commitment to increase the base budget for maintenance of the local outdoor play offer.

With reference to the recent call-in regarding the Cabinet’s decision to adopt the new outdoor play strategy, the Committee observed that the Executive Scrutiny Committee (which, if approved, would consider the call-in) may wish to have sight of the minutes of this meeting. The SBC Director confirmed that he had spoken with the SBC Director of Corporate Services (who was also the Council’s designated Monitoring Officer) about the duality of this issue and acknowledged the potential need to bring further information to this Committee depending on the outcomes of the call-in request.

When weighing up whether an outdoor play site was no longer functional, the Committee asked if consideration was given to the proximity of the next nearest play area, including any transport links to that space. Members heard that distance to the next available site was indeed part of the criteria used to make such decisions (as was the age appropriateness of the next nearest play offer), and that whilst the new strategy document did not factor in transport provision to outdoor play sites, any decommissioning proposals required the completion of an impact assessment statement (reflecting appropriate consultation) which would also consider ease of access to alternative play spaces.

The Committee sought confirmation that SBC would look at funding from Town Councils to help support the local play offer. In response, Members were informed that the new strategy acknowledged the need to involve Town Councils in considerations around existing and potentially future outdoor play provision, though SBC delegating resources to Town Councils was not part of this.

Concluding the item, the Committee highlighted the development of new estates in Yarm and the associated section 106 money that had created so-called ‘doorstep’ play spaces. The SBC Director noted that section 106-related funding had been addressed within the new strategy, though also reminded Members that this was a planning issue and therefore not within the gift of his directorate to control. Ultimately, the underlying aim of the strategy was to require and then maintain quality outdoor play sites across the Borough – these smaller ‘doorstep’ offers usually did not have

the range of equipment that users of larger sites benefitted from, therefore there was an established need to have less of them.

AGREED that the Outdoor Play Provision progress update be noted, the assessments for progress be confirmed as stated, and, subject to the outcomes of the call-in which had recently been submitted in relation to SBC Cabinet's decision to adopt the new outdoor play strategy, the Action Plan be signed off as complete (no further updates required).

CSS/29/25 Scrutiny Review of Children affected by Domestic Abuse

The fourth evidence-gathering session for the Committee's review of Children affected by Domestic Abuse considered information from the NHS North East and North Cumbria Integrated Care Board (NENC ICB), as well as survey feedback from local Primary Care Networks (PCNs).

NHS NORTH EAST AND NORTH CUMBRIA INTEGRATED CARE BOARD

The NENC ICB Strategic Head of Commissioning (Tees Valley) gave a presentation in response to the Committee's lines of enquiry which covered the following:

- Our Statutory Duties: The Domestic Abuse Act 2021 officially recognised children affected by domestic abuse as victims needing specific care and support. From a health perspective, the Health and Care Act 2022 required ICBs to develop five-year strategic plans addressing needs of domestic abuse victims, including children. As commissioners of care, ICBs must actively safeguard vulnerable individuals by integrating healthcare services focused on domestic and sexual abuse victims.
- Safeguarding Children: Requirements were met through the appointment of executive leads to ensure safeguarding responsibilities were prioritised at the highest governance level, compliance with statutory guidance (*'Working Together to Safeguard Children'*) to co-ordinate multi-agency protection efforts, and active participation in local partnerships to ensure adherence to safeguarding standards across services. Furthermore, healthcare services must be safe and responsive to children's needs, promoting their welfare and protection, and the ICB had to ensure that services were aware of their own duties of care and that these were reflected within a service specification.
- Commissioning & Service Planning: ICBs must commission trauma-informed services which centre on supporting children affected by domestic abuse, and domestic abuse considerations should be integrated into strategic planning and needs assessments by ICBs. Services must identify and respond to domestic abuse early, particularly in primary care, maternity, and emergency departments. Additionally, ICBs must ensure accessible and effective referral pathways for children and families affected by domestic abuse.
- Workforce Training & Accountability: Staff roles and responsibilities in safeguarding were defined by the NHS England Safeguarding Accountability and Assurance Framework (SAAF). Healthcare staff must be trained to identify domestic abuse signs and understand referral pathways for victim support, and it was acknowledged that training needed to be continuous and tailored to specific staff roles to ensure confident and appropriate responses to safeguarding issues.

Effective monitoring ensured compliance and maintained safeguarding as a priority across all organisational levels.

- Multi-Agency Collaboration: Multi-Agency Risk Assessment Conferences (MARACs) brought together professionals from various sectors to share information and develop safety plans for high-risk victims, and ICBs participated in Domestic Homicide Reviews (DHRs) to learn from past incidents and improve future safeguarding responses (it was noted that communication between agencies can sometimes fail). Collaboration among Local Authorities, the police, and voluntary organisations ensured comprehensive support for children and families – Stockton-on-Tees was well served in terms of partnership-working.
- National, Regional, Local: Key safeguarding contacts were highlighted.
- NENC ICB – Internally: Domestic Abuse was one of the main priorities of the ICB and was recognised within all NHS contracts, with Trusts expected to ensure that the workforce could prevent, identify and respond consistently through a ‘Think Family First’ lens. The ICB was a strategic partner on the Community Safety Partnerships across the 14 Local Authorities, as well as the Domestic Abuse Board, and published a link around domestic abuse and safeguarding every month. A Safeguarding Network for Health Professionals existed across the area, and in 2023, the ICB signed up to the Sexual Safety Charter.
- NHS England (NHSE) – External: ‘Standing Together for Domestic Abuse’ was a network with learning opportunities which met four / six times a year.
- National Initiatives: The REACH Plan (2024-2029), led by Foundations – What Works Centre for Children & Families, aimed to identify and evaluate effective programmes to prevent domestic abuse and support child victims. ICBs were expected to collaborate in identifying, testing and scaling interventions across healthcare settings, and following investment of £75 million over five years, the focus was on prevention, early identification, and recovery support for children affected by domestic abuse.
- NHSE Safeguarding Accountability and Assurance Framework (SAAF): Updated in 2024 to reflect the role of ICBs in safeguarding children and adults, the SAAF emphasised multi-agency collaboration, training and localised safeguarding leadership. It also supported implementation of Children’s Social Care reforms and revised ‘*Working Together to Safeguard Children*’ guidance.
- IRISi & NHS Collaboration: IRIS and ADViSE programmes were being expanded to support ICBs in embedding domestic abuse identification and referral pathways in general practice and sexual health clinics, with a focus on early intervention, clinician training, and direct referral to domestic abuse specialists.

Responding to the presentation, the Committee asked how the NENC ICB monitored / assured itself that learning around domestic abuse cases involving children was appropriately shared / acted upon by those organisations it commissioned. The NENC ICB officer stated that learning was shared and discussed within established safeguarding and safety partnerships, though would seek further detail from colleagues following this meeting.

Members noted a lack of reference to the commissioning of mental health Trusts within the information submitted and queried how these organisations were monitored when it came to domestic abuse policies / practice. Assurance was given that all commissioned providers should have a service specification which included up-to-date considerations around statutory obligations (safeguarding being a key feature of NHS contracts). Again, confirmation around service monitoring would be provided after this meeting, as would a subsequent question on whether NENC ICB now had a seat on the Council of Governors of local NHS Trusts (which had not been the case in the past).

PRIMARY CARE NETWORKS

Led by the NENC ICB Head of Primary Care – Tees Valley (who had co-ordinated this particular element of evidence-gathering), and supported by a local GP Partner, a paper detailing and reflecting upon the responses to a Committee survey issued to the Borough's four PCNs in relation to this scrutiny topic was summarised. Key content included:

- Stockton-on-Tees General Practice Overview: In Stockton-on-Tees, there were 20 practices (independent businesses) which were split between four PCNs (Billingham and Norton, BYTES, Norton Stockton, and Stockton). PCNs were groups of practices working together to deliver services and work in collaboration with other providers to deliver proactive and personalised care. They were responsible for delivering a national 'directed enhanced service' (DES) contract, though there was no requirement in the DES in respect of 'domestic abuse'.
- Approach (to survey): Based on the Committee's stated lines of enquiry, the NENC ICB Tees Valley Primary Care Team developed and issued a Microsoft (MS) form survey via PCN Operational Managers to support co-ordination of response from the member practices.
- Responses and key themes identified: All four PCNs responded on behalf of members practices. Highlighted results included:
 - What mechanisms or tools do primary care staff within your network use to identify at-risk individuals, children and families who are affected by domestic abuse?: Key themes identified were collaboration across roles, identification and monitoring of at-risk individuals, structured information-sharing and early intervention, and training and use of safeguarding tools.
 - How confident do practice staff feel about spotting the signs of domestic abuse?: 'Very confident' – 2; 'Somewhat confident' – 2.
 - Is domestic abuse training promoted to staff within your network?: Yes – 4; No – 0.
 - Are primary care staff within your network aware of how to report domestic abuse?: Yes – 4; No – 0.
 - Are primary care staff within your network aware of local domestic abuse services?: Yes – 3; No – 1.

- Would primary care staff within your network benefit from promotion of the local service offer provided by Harbour?: Yes – 4; No – 0.
- What mechanisms do practices within your network use to promote how to report domestic abuse?: Key themes identified were using a variety of media channels and signposting, staff training and support, regular communication and support, accessible reporting pathways, and commitment to consistency and best practice.
- Do practices within your network utilise the clinical system to record concerns relating to domestic abuse and or referrals they make to support agencies?: Yes – 4; No – 0.
- Are practices aware of the Local GP Independent Domestic Violence Advocate (IDVA)?: Yes – 1; No – 3. Feedback from the one PCN which answered 'yes' on the effectiveness of the IDVA arrangement was positive.
- Do practices within your network feel there is effective collaborative working with Stockton Borough Council and NHS partners regarding domestic violence?: Yes – 1; No – 3. Feedback from those PCNs answering 'no' included that 'collaboration works in principle, but lack of feedback after referrals is a shared frustration', 'there seems to be little promotion of collaborative working, with Harbour and other societies working in isolation', and 'we would benefit from support to implement a single process across our PCN'. A suggestion was also made for 'regular communications from the department / nominated staff members to raise the service's profile'.
- Are there any key areas that your network would like scrutiny to focus on in future in relation to this topic: Proposals included better interoperability / communication between agencies; enhanced training and education (e.g. 'child behind the adult'), multi-disciplinary safeguarding training, and 0–19 service attendance at safeguarding meetings (possibly at PCN level); ensuring the current referrals to both CHUB and the Adult equivalent remain in place as they are working.
- Potential opportunities: Emerging themes covered the following areas – enhanced collaboration and communication / feedback following referral; increased visibility and engagement with IDVA; ongoing training, promotion and awareness; improved use of digital tools and communication channels.

Welcoming the feedback, the Committee noted the lack of detail from Billingham and Norton PCN in comparison to the responses from the other PCNs. Stating that Billingham and Norton was a large PCN made up of more practices than the Borough's other three PCNs, NENC ICB officers agreed to seek further information after the meeting.

Responding to the Committee's observation regarding three PCNs not being aware of the local GP IDVA, the GP Partner in attendance spoke of the very positive impact they and their patients had experienced via this arrangement. Within their own practice, the GP IDVA worked with social prescribers and gave individuals who otherwise may feel stigmatised by having to walk into a support service the opportunity to raise concerns relating to domestic abuse within the safe space of the practice (and gave examples of solutions to enable the individual to be seen on their

own by creating opportunities to divert the abusive partner). The benefits of all the Borough's practices utilising the IDVA resource was emphasised.

The Committee sought views on what single development within general practices might have the most significant impact in identifying and / or managing domestic abuse-related cases involving children. The GP Partner drew attention to their experience in using the personal list system – a highly valued arrangement which enabled a patient to be seen by the same GP, allowing relationships to be developed and family backgrounds to be established. However, as individual businesses, practices had differing operating models / staffing structures which may not make it possible to adopt a similar approach.

Continuing the theme of impactful developments, the NENC ICB Strategic Head of Commissioning (Tees Valley) informed the Committee of the need for professionals to be able to identify the reasons for patient behaviour, not just see / treat the behaviour itself. Members were then notified of plans for a forthcoming complex trauma team (hosted by Stockton-on-Tees) which would work with a small number of complex cases involving young people. Funded jointly by the ICB and the five Tees Valley Local Authorities, the team was due to be operational from April 2026 and would add to the local offer and support the national Family First Partnership Programme (FFPP). Following subsequent Committee queries, confirmation would be provided after the meeting on the permanence of the funding for this new team, as well as whether there were any examples of a similar team anywhere else in the country (or if this was an innovative development).

SCOPE AND PROJECT PLAN

It was anticipated that the next evidence-gathering session during the November 2025 meeting would focus on information from Cleveland Police.

Prior to this, it was proposed that a survey be issued to ascertain the views of the Borough's early years providers. A list of suggested questions was shared with, and subsequently agreed by, the Committee – feedback on responses received would be relayed to the December 2025 meeting.

AGREED that the information provided by NHS North East and North Cumbria Integrated Care Board and local Primary Care Networks be noted, and further information be provided as requested.

CSS/30/25 Chair's Update and Select Committee Work Programme 2025-2026

CHAIR'S UPDATE

Regarding the Committee's ongoing Children affected by Domestic Abuse review, the Chair noted further scrutiny which was currently being undertaken by the People Select Committee on Partnership Working in Early Help. A request had been made for any information which may be relevant for the Community Safety Select Committee's domestic abuse-related review to be relayed accordingly.

WORK PROGRAMME 2025-2026

Consideration was given to the Committee's current work programme. The next meeting was due to take place on 27 November 2025 where the fifth evidence-

gathering session for the ongoing Scrutiny Review of Children affected by Domestic Abuse would be held. Members would also receive a presentation on the new Stockton-on-Tees Borough Council (SBC) Air Quality Strategy 2025-2030 which had recently been adopted by SBC Cabinet.

AGREED that the Chair's Update and Community Safety Select Committee Work Programme 2025-2026 be noted.

Chair:

Community Safety Select Committee

27 November 2025

SBC AIR QUALITY STRATEGY 2025-2030

Summary

The Committee will receive a presentation on the recently adopted Stockton-on-Tees Borough Council (SBC) Air Quality Strategy 2025-2030.

Detail

1. Following the introduction of The Environment Act 2021, Local Authorities are required to produce an air quality strategy.
2. In July 2025, a report was presented to SBC Cabinet recommending the adoption of the SBC Air Quality Strategy covering the 2025-2030 period. Details can be found at the following link: <https://moderngov.stockton.gov.uk/documents/s18360/Air%20Quality%20Strategy%202025-2030.pdf>.
3. Following Cabinet's approval of this new strategy, the Council's Environmental Health Service (which developed the document) was asked to provide a briefing on its content to the Community Safety Select Committee.
4. A presentation in relation to the strategy (along with the strategy document itself) has been submitted in advance for consideration and is included within these meeting papers. The SBC Environmental Health Service Manager will be in attendance to present this information and then address any subsequent Committee comments / questions.

Name of Contact Officer: Gary Woods

Post Title: Senior Scrutiny Officer

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Community Safety Select Committee Update on Stockton-on-Tees Air Quality Strategy

**Stephen Donaghy
27th November 2025**

Air Quality & Public Health

Local air quality is vital to public health because air pollution contributes to a wide range of serious health conditions. Pollutants such as nitrogen dioxide and particulate matter can aggravate respiratory diseases like asthma and chronic obstructive pulmonary disease (COPD), and are linked to heart disease, stroke, and even cancer. Vulnerable groups—including children, the elderly, and those with pre-existing health conditions—are especially at risk.

Long-term exposure to poor air quality can reduce life expectancy and increase hospital admissions. Improving local air quality helps create healthier communities, reduces healthcare costs, and enhances overall quality of life for residents.

Automatic Monitoring

- Eaglescliffe- NO2, PM2.5, PM10 and Benzene
- Stockton A1305- NO2 & PM2.5
- Calibrated every 2- 4 weeks to ensure equipment and data is accurate for use.
- Data is logged every hour and is available as public information.
- Data is ratified quarterly.



UK Monitoring Network

Interactive monitoring networks map

Use the interactive map below to explore different UK monitoring networks. The map shows the current sites within the network selected. Information about the selected network is shown below the map.

Map options

Filter by network

☒ Automatic Urban and Rural
Markers show latest pollution index

☐ Locally-managed automatic monitoring

☐ Automatic Hydrocarbon

☐ Non-Automatic Hydrocarbon

☐ PAH

☐ TOMPs

☐ Black Carbon

☐ Heavy Metals

☐ Particulates

☐ Stratospheric Ozone and UV

☐ UKEAP: Precip-Net

☐ UKEAP: Acid Gas and Aerosol

☐ UKEAP: Rural NO₂

☐ UKEAP: National Ammonia

☐ UKEAP: MARGA

☐ UKEAP: Automatic Mercury

☐ UK Urban NO₂ Network

Map Satellite

+

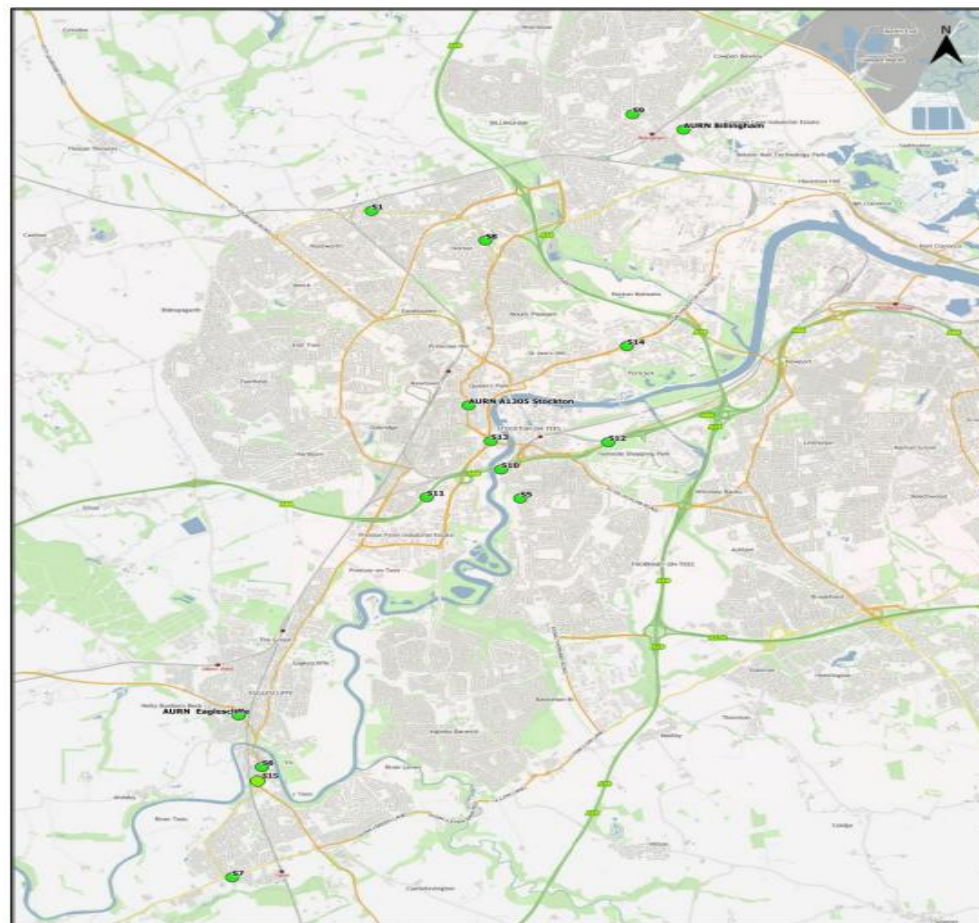
-

Filter by environment type

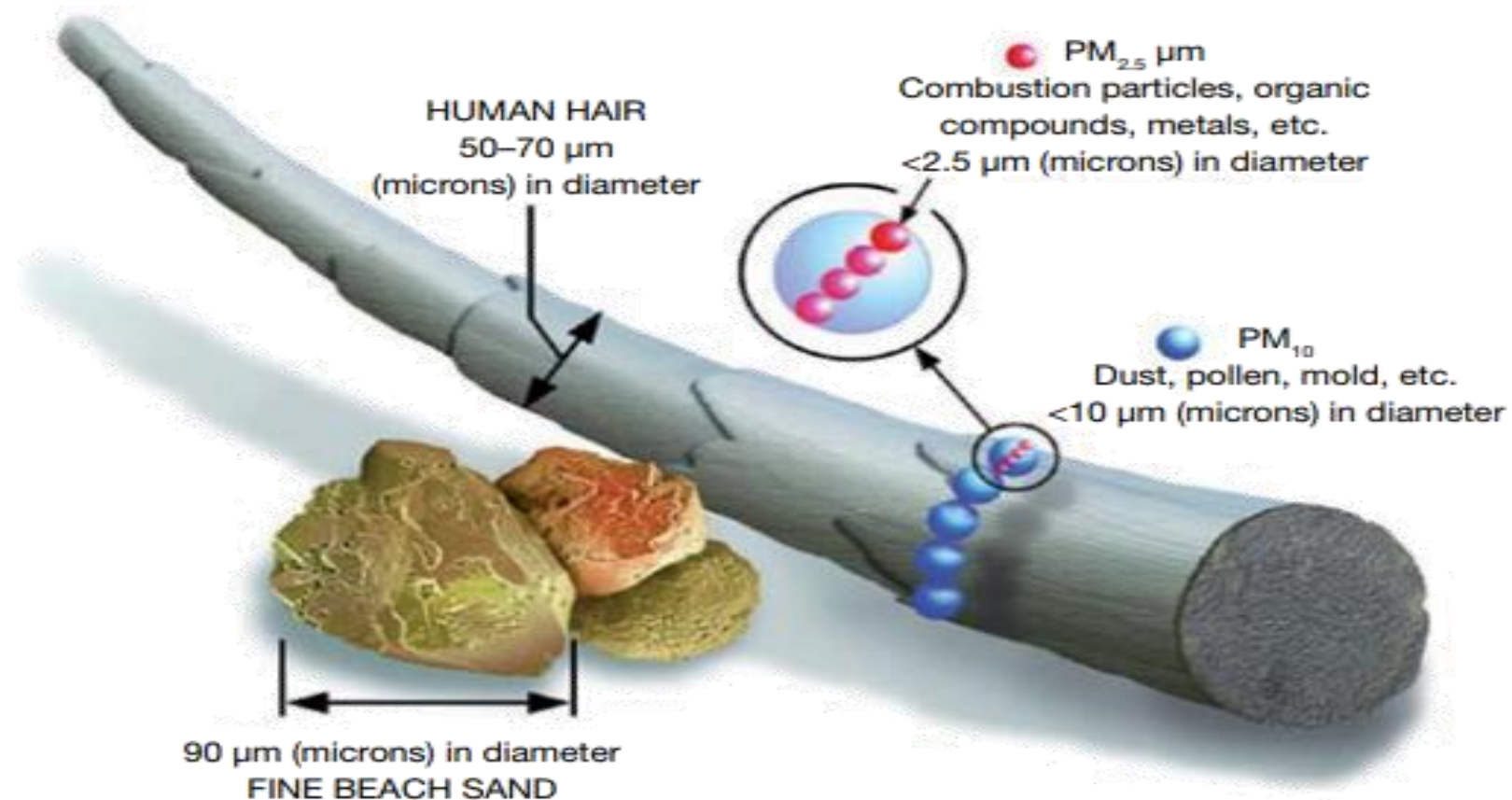
Uncheck all

?

Diffusion Tubes



PM & NO₂ – Pollutants of Prime Concern



KS2 Project

- KS2 lesson plan
- Assembly plan
- Anti idling signs erected at all schools in the Borough
- Enforcement to patrol
- Reviewing legislation with legal following amendments to Environment Act 21 regarding anti-idling enforcement provisions.

KS2 Lesson Plan

Living things in their environments

Introduction:

This lesson will provide children the opportunity to develop a greater understanding of living things, personal health and the health of the environment. The children will be encouraged to consider the positive and negative effects of manmade pollutants on their environment through investigation and by improving their knowledge and understanding via classroom teaching and participation. This document supports the Every Child Matters document and the National Curriculum.

Learning objectives:

- Understand the need for protection of living things
- Understand the need for protection of the environment
- To develop an understanding of health issues relating to environmental pollution
- Learn about habitats and how pollution affects other species

National Curriculum links:

- Sc2 Life process and living things (5a)
- ways in which living things and the environment need protection
- Sc2 Life process and living things (5b)
- different plants and animals found in different habitats

Differentiation:

- All children will understand that pollution is manmade and affects our environments and health
- Most children will be able to identify the sources of pollution and how they can be avoided or reduced
- Some children will understand how our health and environment is impacted by chemical pollutants

Resources:

- Air Quality Fact Sheets
- Air Quality Quiz Sheet
- Air Quality Picture Sheet

KS2 Lesson Plan

Living things in their environments

Key vocabulary:

Poison	Particulates
Pollution	Greenhouse gas
Emissions	Carbon
Industrial revolution	Sulphur Dioxide
Smog	Nitrogen Dioxide
	Fossil fuel

Lesson plan:

1. Before the lesson starts, ask the children what they know about pollution and transport/travel issues, while recording on a board any information that they give for both differences and similarities.
2. Using the information sheets provided, explain the historical emphasis of pollution in the UK and how the Industrial Revolution and London smogs forced the government to respond to the increasing levels of air pollution.
3. Progress to discuss the concerns from traffic pollution and how the choices they make when travelling to and from school affect local air quality.
4. Take the class to the local road where cars normally drop children off for school. Conduct a traffic count over a period of time and allow each child to record the number and type of vehicles that use the route. Secondly ask the class to observe and identify any plants or animals they think may be living in the area.

Extension activity:

1. Count the traffic at different times of the day (include the busiest time, e.g. either the start of the day or at home time). Work out an average of how much traffic passes the school each day.
 2. Returning to the classroom, ask the children to create pictographs or similar charts to express their findings.
 3. Discuss with the class how their health and the environment is affected by traffic pollution and how cutting the number of vehicles on the road will help to improve the situation. Finish by asking the class to consider how they can help the situation by changing their transport choices.
 4. Allow the class to complete the word search and their poster competition entries.
- N.B. Risk assess the class participation close to a busy road!

KS2 Lesson Plan

Living things in their environments

We all need to breathe to stay alive but how clean is the air we breathe?

If you breathe in dirty air you are more likely to develop health problems and become ill. Plants and animals need clean air too. A lot of the things that make our lives more comfortable such as cars, electricity and heating create bad gases and make the air dirty. 'Air pollution' is what we call all bad gases in the air that we breathe and that are harmful to us.

Take a few deep breaths and you will feel your rib cage moving in and out, this opens up your lungs so that air is sucked in. In the lungs, a gas called oxygen passes from the air into your blood. The oxygen is carried in the blood all round your body. You need oxygen for everything you do and it is the oxygen in the air that keeps you alive.

500 years ago in Britain, the burning of coal was increasing in London. Coal was used in factories and also used to heat homes. When coal is burnt it makes a lot of smoke, which makes the air very dirty.

Around 200 years ago the Industrial Revolution began in Britain. Factories were built, and increasing amounts of coal was burnt. Air pollution was becoming a massive problem, especially when the weather was foggy. In foggy conditions and light winds the smoke or air pollution covered the whole city, and would not move. Smoke and fog together is called smog.

Smog was a big problem in the winter when the cold weather, fog and more coal being burnt to warm houses all made the air quality very poor. When smog was stuck over the city, it became really hard to breathe and see clearly. In 1952, the Great London Smog occurred and more than 4,000 people died!

New laws were created after this catastrophe in 1956 and 1968, so that it would not happen again. These laws were called the **Clean Air Acts**. These laws were made so that air would become cleaner. The laws encouraged people to use less coal or use cleaner coal in their homes and switch to other fuels such as gas. Factories started using tall chimneys so that the smoke would go high up in the sky and no longer were cover cities, and most new factories were built in the countryside. Smog occurred less often and the air became cleaner.



KS2 Lesson Plan

Living things in their environments

Today, when we think of air pollution, we should think of transport, especially cars:

Today there are about 23 million vehicles on the road in Britain, and 20 million of them are cars! The fuels they use release a lot of pollution into the air and once again are polluting our cities. The problem starts when the car exhausts bad gases, which create air pollution. These gases can be very dangerous for children. Although the fuels are becoming cleaner, air quality is still affected as more and more cars are used.

Transport is not the only reason why we have air pollution. Factories also release bad gases into the air even with the 'Clean Air Acts'; it still causes a lot of air pollution. There is of course less pollution from coal today but across the world air pollution has not really fallen, because of new bad gases which are released into the air from other sources.

The gases which are a problem are:

- **Carbon monoxide** - a gas that pollutes the air, and is mainly released by cars and other vehicles. It has no colour or smell.
- **Nitrogen oxides** - emitted from vehicles, like cars and trucks. During rush hour periods, a lot more is released into the air. Nitrogen oxides are also emitted from power stations. These gases also make acid rain.
- **Hydrocarbons** - produced when fuel is not fully burnt. They are one of the causes of modern-day smog.
- **Particulates** - very small particles, like soot, dust and fumes that are released into the air.
- They are caused by vehicles, factories and smoke from homes burning coal for heating.
- **Sulphur dioxide** - has no colour and most of it is released by power stations. It causes acid rain when mixed with water in the air.



KS2 Lesson Plan

Living things in their environments

There are many things we can do to help reduce air pollution and global warming

This lesson will provide children the opportunity to develop a greater understanding of living things, personal health and the health of the environment. The children will be encouraged to consider the positive and negative effects of manmade pollutants on their environment through investigation and by improving their knowledge and understanding via classroom teaching and participation. This document supports the Every Child Matters document and the National Curriculum.

Energy is produced to generate electricity and to keep us warm:

Most energy is produced by the burning of fossil fuels, like coal, oil and gas, which release carbon dioxide, a **greenhouse gas**. Fuel burnt in our cars also releases carbon dioxide. As a child, you do not have a lot of control on how your energy is produced. However, you can control the way in which you use that energy. Using less energy means less of it needs to be produced. So less carbon dioxide is released into the atmosphere.

We can also help prevent pollution from our own homes which may contribute to acid rain and poor air quality, and increases emissions of carbon dioxide in the atmosphere. **Turning off lights** when they are not needed and **not wasting electricity** will reduce the demand for energy. Less electricity will need to be produced and so less coal, oil and gas will have to be burnt in power stations, which means less air pollution and less carbon dioxide!

Most of the rubbish we throw away can be **recycled**, such as glass bottles and jars, steel and aluminium cans, plastic bottles and waste paper. Recycling used materials uses less energy than making new ones.

Composting fruit and vegetable waste reduces the amount of rubbish buried at rubbish dumps.

No vehicle idling



Turn off engine
while waiting

Air Quality Strategy



**Stockton-on-Tees Borough Council
Air Quality Strategy**

Legal rational for Air Quality Strategys

Local councils in the UK are legally required to manage air quality under Part IV of the Environment Act 1995, as amended by the Environment Act 2021. This framework, known as Local Air Quality Management (LAQM), mandates councils to regularly review and assess air pollution in their areas.

If national air quality objectives are not met, councils must declare Air Quality Management Areas (AQMAs) and develop Air Quality Action Plans (AQAPs).

Recent updates have strengthened these duties, requiring councils to produce an air quality strategy (AQS) and set clear timelines for implementing measures. These strategies help embed air quality considerations into planning, transport, and public health policies, ensuring a proactive and transparent approach to improving local air quality.

Air Quality Strategy Overview

The Stockton-on-Tees Borough Council Air Quality Strategy 2025–2030 outlines a proactive approach to maintaining and improving air quality across the Borough. Despite current compliance with national standards, the strategy aims to further reduce pollution through five key priorities: expanding monitoring and public awareness, implementing internal sustainability measures, cutting vehicle emissions, addressing domestic, industrial, and agricultural sources, and integrating air quality into planning and development.

Led by Environmental Health and supported by a cross-departmental working group, the strategy includes a detailed action plan and annual reporting to DEFRA. It aligns with the Council's Net Zero goals and promotes collaboration, education, and enforcement to protect public health and ensure cleaner air for residents, workers, and visitors.

Key Group Members & Responsibilities

The strategy is overseen and implemented by a multi-departmental Air Quality Working Group, with responsibilities distributed across various council services:

Lead Department

Environmental Health – Primary responsibility for monitoring, reporting, enforcement, and coordination.

Supporting Departments & Partners

1. Public Health – Health impact assessments, awareness campaigns, and education.
2. Highways – Traffic management, active travel promotion, EV infrastructure.
3. Fleet Services – Transition to low-emission vehicles, fuel reduction targets.
4. Planning – Integration of air quality into development control and Local Plan.
5. Comms (Communications) – Public engagement, social media, and website updates.
6. Events Team – Emission reduction from council events.
7. Licensing – Taxi fleet upgrades and policy enforcement.
8. Digital Transformation – Adoption of technology to reduce travel.
9. Trading Standards – Enforcement against green energy fraud.
10. Learning & Skills – Staff and public training on air quality.
11. Place Development – Built environment improvements and sustainability.
12. Green Infrastructure & Leisure – Tree planting, sustainability initiatives.

Monitoring, Reporting and Increasing Awareness of Air Quality

1. Monitor Nitrogen Dioxide, PM2.5 & PM10 throughout the borough.
2. Expand the air quality monitoring network.
3. Report progress annually via the Annual Status Report.
4. Share data and information via the website and social media.
5. Discuss indoor and outdoor air quality with food businesses.
6. Raise awareness of poor indoor air quality and share best practices.
7. Work with schools to raise awareness and education.
8. Support national campaigns and create local awareness sessions.
9. Engage with allotment owners about bonfire impacts.
10. Create a training course for residents and businesses.

Strategic Measures

- 11.Reduce carbon footprint and work towards Net Zero.
- 12.Develop a corporate travel plan.
- 13.Expand the Air Quality Working Group.
- 14.Enhance staff knowledge on air quality.
- 15.Apply for external funding (e.g. DEFRA grants).
- 16.Consider air quality in Joint Strategic Needs Assessments.
- 17.Tackle fraud/mis-selling of green energy products.
- 18.Implement and explore new digital technology.
- 19.Produce a Green Fleet and Sustainable Procurement Strategy.
- 20.Require total life cost for vehicle purchases/leases.
- 21.Reduce emissions from council events.

Reduce Emissions from Vehicles

21. Tackle emissions from idling vehicles (strategy, equipment, patrols).
22. Promote internal car lease schemes for low-emission vehicles.
23. Implement Hackney Carriage and Private Hire Licensing Policy.
24. Incentivise electric/hybrid vehicle uptake in taxi trade.
25. Work with bus operators to upgrade fleets.
26. Collaborate with Tees Valley Combined Authority on EV strategy.
27. Reduce emissions from council fleet (electric vehicles, fuel targets).
28. Develop a local implementation plan under Tees Valley Transport Plan.
29. Upgrade Urban Traffic Management Control Systems.
30. Promote active travel.
31. Invest in and monitor new cycle route infrastructure.

Reduce Emissions from Domestic, Industrial and Agricultural Sources

- 33. Review Smoke Control Boundaries.
- 34. Investigate and enforce non-compliance in Smoke Control Areas.
- 35. Ensure retailers display 'Ready to Burn' logo on solid fuels.
- 36. Engage with farming industry to reduce agricultural emissions.
- 37. Minimise emissions from Part B permitted industrial processes.

New Developments, Construction and Planning

- 38. Implement a new Local Plan with air quality and sustainability links.
- 39. Use planning system to minimise emissions from development phases.
- 40. Develop an Air Quality/Low Emission Technical Advice Note.
- 41. Ensure chimney stacks for wood burners discharge at appropriate heights.
- 42. Follow new national planning guidance to improve air quality.

Internal & Public Consultation

Public consultation for the Stockton-on-Tees Borough Council Air Quality Strategy 2025–2030 was achieved through a combination of internal and external engagement. The strategy was developed following **extensive rounds of internal consultation** across council departments and services, ensuring cross-sectoral input. Additionally, the council conducted **consultation with key partners and members of the public**, allowing stakeholders and residents to contribute to the development of the strategy. This collaborative approach helped shape the action plan and ensured that the measures included were relevant, feasible, and aligned with community needs.

The strategy also commits to **ongoing monitoring and annual reporting**, with progress updates made publicly available through the Annual Status Report submitted to DEFRA. This transparency ensures continued public engagement and accountability throughout the strategy's implementation period.

Reporting to Central Government & Accountability

Reporting on the Air Quality Strategy will be achieved through a structured and transparent process:

- **Annual Status Reports (ASRs):** Stockton-on-Tees Borough Council will submit yearly ASRs to the Department for Environment, Food & Rural Affairs (DEFRA). These reports will detail progress on the strategy's actions, current air quality levels, and trends.
 - **Public Accessibility:** Once approved by DEFRA, the ASRs will be made publicly available via the Council's website, ensuring transparency and enabling residents and stakeholders to track progress.
 - **Internal Monitoring:** The Council's Air Quality Working Group will oversee the implementation of the strategy. This group will meet regularly to review progress, ensure accountability, and address any emerging issues.
 - **Review Milestones:** The strategy will be formally reviewed at three and five years to assess effectiveness, incorporate new legislation or opportunities, and adjust priorities as needed.
- This approach ensures ongoing evaluation, public engagement, and continuous improvement.

Questions From Committee

???????

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Stockton-on-Tees Borough Council Air Quality Strategy

2025-2030

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Foreword

Today poor air quality is one of the greatest risks to public health in all urban areas. Within Stockton-on-Tees we are in the very fortunate position whereby our existing levels of air quality are within National Objectives and as such we do not need to declare Air Quality Management Areas.

Despite our relatively good levels of air quality as an Authority we refuse to rest, and we are working diligently to improve our air quality levels further to protect the health of our residents, businesses and visitors alike. We are undertaking this work through reviewing our operations, working collaboratively with partners and taking enforcement action against those who commit air quality offences.

The 2025-2030 Air Quality Strategy is an excellent opportunity to raise awareness of air quality and put measures in place to drive change within our Borough. The new and exciting Council strategy will be fundamental in ensuring that we continue to improve the air we breathe in Stockton-on-Tees and that we deliver a lasting improvement for generations to come.

Councillor Norma Stephenson OBE

Cabinet Member Access, Communities & Community Safety.



A handwritten signature in black ink that reads "N. Stephenson." The signature is written in a cursive, flowing style.

Stockton-on-Tees Borough Council's Air Quality Strategy - executive summary

This is Stockton-on-Tees Borough Council's first Air Quality Strategy. The Strategy identifies a series of robust measures and commitments which the Local Authority are to implement to ensure we maintain and improve our existing good levels of air quality throughout the Borough.

Stockton-on-Tees maintains good air quality levels across the Borough, with no monitoring locations in breach of the National Air Quality Objectives or Target Levels established by national governing legislation.

The Authority continues to fulfil its legal duties under *The Environment Act 1995*, as amended by *The Environment Act 2021* to monitor for air pollution using both automatic continuous monitoring at fixed locations and diffusion tube monitoring at locations of interest dictated by traffic flow, local issues or resident concerns.

Stockton-on-Tees has good air quality levels. As an Authority we are determined to continually improve the levels of air quality to protect public health and to have a clean environment for everyone to live and work within.

The Strategy takes a holistic approach across the Local Authority and has been produced in conjunction with many departments who are able to contribute to improving our air quality

across the Borough. This Strategy takes significant strides to ensuring air quality is embedded at the heart of the Local Authority and it is a conscious part of the daily functions of the Authority.

The Strategy builds upon existing good practice already undertaken by the Authority and identifies new opportunities for further improvements which are to be focused upon for the lifetime of the Strategy which will be valid from 2025 until 2030. Progress on the actions and measures listed within the Strategy will be reported upon yearly within our Annual Status Report submission to the Department for Environment, Food & Rural Affairs (DEFRA) which can be requested via our website.

Our priorities for this Strategy are to focus upon:

- 1. Monitoring, reporting and increasing awareness of air quality** to enable us to expand our air quality network whilst ensuring residents and businesses have

access to information about air quality which can lead to behavioural changes.

- 2. Strategic measures** will be implemented within Stockton-on-Tees Borough Council to ensure we are able to improve air quality levels throughout the Borough, leading by example.
- 3. Reduce emissions from vehicles** is a key priority as the main source of air pollution within Stockton-on-Tees is from vehicles travelling throughout the Borough.
- 4. Reduce emissions from domestic, industrial and agricultural sources** as these sources are known to significantly contribute to air pollution levels with domestic wood burning being the UK's largest source of particulate matter air pollution.
- 5. New developments, construction and planning** will be prioritised to ensure the design, construction, demolition of new developments can improve our levels of air pollution.

1. Policy, legislation and guidance

Air Quality and the protection of public health from air pollution is regulated through various European Directives and domestic legislation. In 1999 the Gothenburg Protocol established ceiling levels to control long-range transboundary pollutants; this was subsequently enacted into UK law via the *National Emission Ceiling Regulations 2018*¹ whilst the *European Directive 2008/50/C*² sets ‘limit values’ for ambient air quality which must not be exceeded.

Within UK legislation air quality emissions and levels are tightly controlled via a number of key pieces of legislation:

- ***Environmental protection Act (1990)***³ which enables Local Authorities to investigate and abate Statutory Nuisances in relation to Section 79(B) “*smoke emitted from premises so as to be prejudicial to health or a nuisance*”
- ***Clean Air Act (1993)***⁴ which prohibits dark smoke emitting from the chimneys of any building or industrial trade premises. The legislation also allows Local Authorities powers to designate Smoke Control Areas where smoke can not emit from a chimney unless an authorised fuel or ‘exempt appliance’ is used. Further information on Smoke Control Areas can be found at [Smoke control areas: the rules - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/topics/smoke-control-areas)
- ***The Environment Act (1995)***⁵ which sets out Local Air Quality Management (LAQM) process including the requirement for Local Authorities to regularly review and assess air quality within their areas.
- ***The Air Quality Standards Regulations (2010)***⁶ Schedule two sets the limit values which pollutants should not exceed, the National Air Quality Objective limit values are displayed in table 1.

¹ [The National Emission Ceilings Regulations 2018](#)

² [Directive 2008/50/EC of the European Parliament and of the Council](#)

³ [Environmental Protection Act 1990](#)

⁴ [Clean Air Act 1993](#)

⁵ [The Environment Act 1995](#)

⁶ [The Air Quality Standards Regulations 2010](#)

- ***The Environmental Permitting (England and Wales) Regulations (2016)***⁷ enacts requirements laid out within the ***Industrial Emissions Directive (2010)***⁸ which regulates emissions from industrial installations and mobile plant using Best Available Techniques (BAT).
- ***Air Quality (Domestic Solid Fuels Standards (England) Regulations (2020)***⁹ places restrictions on wet wood sales for domestic burning. It also places limits on sulphur and smoke emissions from manufactured solid fuels whilst it also phases out the sale of bituminous coal.
- ***The Environment Act (2021)***¹⁰ sets long-term targets for air pollution as well as a specific targets to be set in relation to PM_{2.5}; these targets are enacted within secondary legislation via ***The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023)***¹¹. The targets are:
 - an annual mean concentration target of 10 micrograms per cubic metre (µg/m³) to be met across England by 2040 for PM_{2.5}.
 - a population exposure reduction target of 35% in population exposure by 2040 (compared to a base year of 2018).

Interim targets are to be achieved by the end of January 2028 which require:

- the highest annual mean concentration in the most recent full calendar year must not exceed 12 µg/m³ of PM_{2.5}.
- compared to 2018, the reduction in population exposure to PM_{2.5} in the most recent full calendar year must be 22% or greater.

The Environment Act (2021) also amended the *Clean Air Act (1993)*, so that from 1 May 2022:

- local authorities can issue a financial penalty for smoke emitting from a chimney in a smoke control area.
- it is an offence to sell controlled solid fuel without taking reasonable steps to notify customers it is an offence to purchase the fuel for use within a Smoke Control Area.
- financial limit on penalties has been removed for the sale of controlled fuels for delivery to a building within a Smoke Control Order.
- local authorities can extend their Smoke Control Areas to include moored vessels.

The Environment Act (2021) also amended the *Environmental Protection Act (1990)* so that:

⁷ [The Environmental Permitting \(England and Wales\) Regulations 2016](#)

⁸ [Industrial Emissions Directive 2010](#)

⁹ [Air Quality \(Domestic Solid Fuels Standards \(England\) Regulations 2020](#)

¹⁰ [The Environment Act 2021](#)

¹¹ [The Environmental Targets \(Fine Particulate Matter\) \(England\) Regulations 2023](#)

- Statutory Nuisance action can be taken for smoke emitted from a private dwelling in a smoke control area in England which is “*prejudicial to health or a nuisance*”.

UK Government published an Air Quality Strategy in 2019¹², along with an Environmental Improvement Plan in 2023¹³ whilst in 2023 the Air Quality Strategy: Framework for Local Authority Delivery¹⁴ was also published.

Guidelines for outdoor and indoor air pollution levels

The World Health Organisation (WHO) published updated guidelines¹⁵ for air quality levels in September 2021 with thresholds and limits for key pollutants that pose a risk to health. Those pollutants included Particulate Matter PM_{2.5}, PM₁₀, Ozone, Nitrogen Dioxide, Sulphur Dioxide and Carbon Monoxide.

In relation to indoor air pollution the WHO published guidelines for selected pollutants in 2010¹⁶ and in 2020 the National Institute for Health and Care Excellence produced guidance¹⁷ in relation to indoor air quality at home.

¹² [Clean Air Strategy 2019 - GOV.UK](#)

¹³ [Environmental Improvement Plan 2023 - GOV.UK](#)

¹⁴ [Air quality strategy: framework for local authority delivery](#)

¹⁵ [WHO global air quality guidelines: particulate matter \(PM2.5 and PM10\), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide](#)

¹⁶ [WHO guidelines for indoor air quality: selected pollutants](#)

¹⁷ [Overview | Indoor air quality at home | Guidance | NICE](#)

2. How this strategy links with other key strategies and policies

Stockton-on-Tees Borough Council's Air Quality Strategy links with other key pieces of national, regional and local strategies and plans as illustrated below:



3. Introduction

What is air pollution?

Air pollution is the contamination of the air with a mixture of particles and gases which emit from both natural and man-made sources which can occur in two forms, these are:

Outdoor air pollution

Within Stockton-on-Tees the main sources of outdoor air pollution are from road transport vehicles, industrial and manufacturing processes, heating sources, the construction sector and agriculture activities.

Indoor air pollution

Indoor air pollution also occurs inside vehicles and buildings such as houses, workplaces and schools through dust, dirt, mould and gases¹⁸ which can be caused by cooking, heating systems, fires, solid fuel stoves, cleaning products, building products and tobacco smoke¹⁹.

Health impacts associated with air pollution

The effect of both short-term and long-term exposure to these pollutants which are often odourless and not visible can have a significant impact on the health and life expectancy of the population. Air pollution has been identified as the largest environmental risk to public health in the UK²⁰ and estimates suggest that long-term exposure to air pollution accounts for an annual effect equivalent of 28,000 to 36,000 deaths per year in the UK²¹. Whilst air pollution affects everybody there are greater risks of ill-health associated with those who have pre-existing medical conditions affecting the heart and/or lungs, vulnerable members of society such as children, pregnant women and the elderly²² whilst research also suggests there are strong links between greater levels of exposure to air pollution for those living in less affluent areas²³.

¹⁸ [Air pollution at home](#)

¹⁹ [Indoor Air Quality: Air Quality Expert Group \(DEFRA\)](#)

²⁰ [Health matters: air pollution](#)

²¹ [Health matters: air pollution - GOV.UK](#)

²² [Chief Medical Officer's Annual Report 2022](#)

²³ [Air Quality and Social Deprivation in the UK](#)

Pollutants within the atmosphere

Within the atmosphere there are many pollutants which are contaminating the air we breathe which are produced from various forms of indoor and outdoor sources. These pollutants consist of

- Nitrogen Dioxide (NO₂)
- Particulate Matter (PM)
- Sulphur Dioxide (SO₂)
- Ammonia (NH₃)
- Non-Methane Volatile Organic Compounds (NMVOCs)
- Ozone (O₃)

Whilst we aim to achieve reductions in all pollutants within the atmosphere; both Nitrogen Dioxide and Particulate Matter are pollutants of concern at a national and local level which we are prioritising.

Particulate Matter (PM)



Figure 1: Size of PM₁₀ and PM_{2.5} particles

Particulate Matter (PM) are fine solid and liquid particles within the atmosphere. The particle size is measured by its diameter and are signified by a numerical value which represents the particle diameter in microns, it is often referred to as:

- coarse particles (PM₁₀) where particles are less than 10 microns in diameter²⁴
- fine particles (PM_{2.5}) where particles are less than 2.5 microns in diameter
- ultra fine particles (PM_{0.1}) where particles are less than 0.1 micron in diameter.

To put these values into context a PM₁₀ particle is typically smaller than the width of a single strand of human hair and a PM_{2.5} particle is a quarter of that width. The danger of such small particles is that due to their size they can enter the lungs and the smaller particles such as PM_{2.5} can pass through the lungs and enter the blood stream where they are transported around the body and can become lodged in the heart, brain and other organs²⁵.

²⁴ [Particulate Matter \(PM\) Basics](#)

²⁵ [Air quality: explaining air pollution GOV.UK](#)

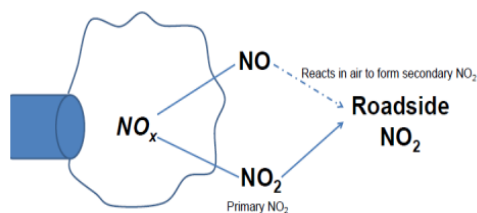
PM₁₀ and PM_{2.5} are typically associated with domestic wood burners and wear and tear from transport vehicles tyres and break disks, whilst PM₁₀ is also associated with dust.

Particulate Matter is a carcinogen which is a substance capable of causing cancer, notably in this case lung cancer. It is also associated with other health impacts such as causing asthma, chronic obstructive pulmonary disease (COPD), coronary heart disease, diabetes and there are emerging evidence links between air pollution and dementia.

Data suggests that Particulate Matter is attributable to 5.5% of adult deaths in Stockton-on-Tees which is slightly above the North East Region (5.4%) but below England (5.8%)²⁶. It is estimated that a 1 µg/m³ reduction in fine particulate matter could prevent approximately 50,900 cases of coronary heart disease, 16,500 strokes, 9,300 cases of asthma and 4,200 lung cancers over an 18-year period²⁷.

Nitrogen Oxide (NO_x) and Nitrogen Dioxide (NO₂)

Nitrogen Oxide (NO_x) is produced when combustion occurs with fossil fuels such as power generation, industrial processes, domestic heating and vehicles. The Nitrogen Oxide then releases into the atmosphere and reacts with other chemicals such as primary Nitrogen Dioxide (NO₂) and Nitric Oxide (NO) to produce secondary, roadside Nitrogen Dioxide (NO₂)²⁸.



Nitrogen Dioxide primarily affects the lungs leading to inflammation (swelling) of the airways, worsened cough and wheezing, reduced lung function, worsening asthma, and increased susceptibility to respiratory infections. Short term exposure at high concentrations of Nitrogen Dioxide can also have health effects on the population such as producing coughs, excess mucus and shortness of breath²⁹. Fortunately, since the 1970s there has been an estimated 77% reduction in NO_x emissions from all sectors with approximately 83% reduction in vehicle NO_x emissions due to the introduction of catalytic converters and tighter vehicle regulations such as Euro Standards³⁰.

Figure 2: The relationship between NO_x and NO₂

²⁶ [Fingertips | Department of Health and Social Care](#)

²⁷ [Health matters: air pollution](#)

²⁸ [Draft Revised AQ Plan.pdf](#)

²⁹ [Health matters: air pollution - GOV.UK](#)

³⁰ [Nitrogen Oxides | National Atmospheric Emissions Inventory](#)

4. Monitoring air quality within Stockton-on-Tees

Air Quality levels within Stockton-on-Tees have been monitored since 1998 and since that time there has been no need to declare an Air Quality Management Area for any pollutant at any location throughout the Borough.

Monitoring is currently undertaken by real time continuous monitoring stations at Stockton A1305 and Eaglescliffe Secondary School as well as passive diffusion tubes fixed to lampposts throughout the Borough.

Continuous Monitoring Sites

The Stockton A1305 continuous monitoring site is dedicated to measuring levels of Nitrogen Dioxide (NO₂) and Particulate Matter (PM_{2.5}). The monitoring site at Eaglescliffe Secondary School monitors for Nitrogen Dioxide, Particulate Matter (both PM₁₀ and PM_{2.5}), and Benzene. Until 2024, a third continuous monitoring site was operational at Cowpen Depot, Billingham; however, its closure was mandated by a decision beyond the control of the Local Authority. Stockton-on-Tees Borough Council does not conduct monitoring for ultrafine particulate matter at any location.

These continuous monitoring sites are integral components of the Automatic Urban and Rural Network (AURN), a nationwide monitoring network in the UK. The sites undergo calibration every two weeks, and the data collected by these continuous monitors is available online on an hourly basis. This data is validated by an independent body and is incorporated into the Authority's Annual Status Report submitted to the Department for Environment, Food & Rural Affairs (DEFRA). The collected data facilitates assessments of hourly, 24-hourly, and annual mean values.

Passive Monitoring Techniques

In addition to continuous monitoring, passive diffusion tubes are used to measure Nitrogen Dioxide levels at 13 strategically chosen locations throughout the Borough, particularly in areas of concern or with high traffic volumes. These tubes are collected and sent to an independent laboratory for analysis, with data being made available on a monthly basis. This data is used to derive annual averages and is also included in the Authority's Annual Status Report.

5. Existing air quality data

National trends

Nitrogen Dioxide

Levels of Nitrogen Dioxide have declined on a national basis for a considerable amount of time, and this can be attributed to technological advances in the transport and energy sectors. At Urban Background sites the annual mean NO₂ concentration in 2023 was 14.2 µg/m³ which is the lowest recorded. Likewise for Roadside sites the national average is 21.8 µg/m³ which is again the lowest level recorded. Whilst Covid-19 resulted in significant improvements in air quality levels throughout 2020 due to travel restrictions, on a national level, NO₂ increased in 2021, followed by year-on-year reductions until 2023 where levels then fell to their lowest recorded level³¹.

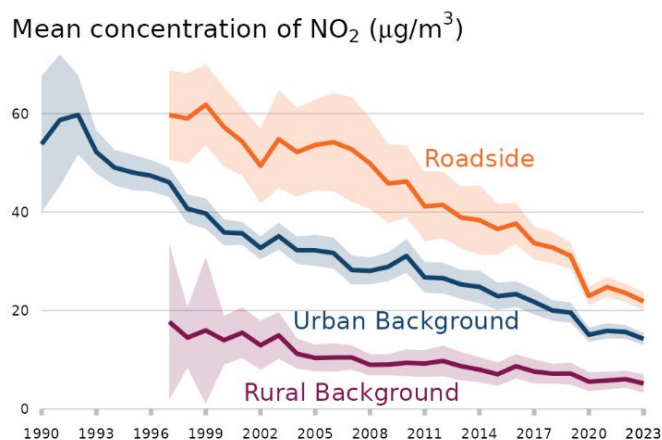


Figure 3: National average Nitrogen Dioxide trends

³¹ [Nitrogen dioxide \(NO2\) - GOV.UK](https://gov.uk/nitrogen-dioxide)

Particulate Matter (PM₁₀ & PM_{2.5})

Levels of both PM₁₀ and PM_{2.5} have also seen significant reductions throughout the years to the present day whereby levels are continuing to follow downward trends.

The national average long-term Roadside PM₁₀ levels have declined from 36.7 µg/m³ in 1997 to 17.2 µg/m³ in 2015 where they stabilised for a number of years before reducing further in 2020. They increased slightly in 2022 before reducing to the lowest recorded levels in 2023 which was 15.2 µg/m³. The reduction in PM₁₀ is again attributed to reductions in PM₁₀ emissions particularly from road transport sources³².

National average PM_{2.5} levels follow a similar pattern to PM₁₀ levels whereby Roadside sites have reduced from 12.8 µg/m³ in 2009 to 7.7 µg/m³ in 2023 which is again the lowest levels recorded. These reductions are attributed to decreased emissions from road transport sources³³.

Figure 4: National PM_{2.5} trends

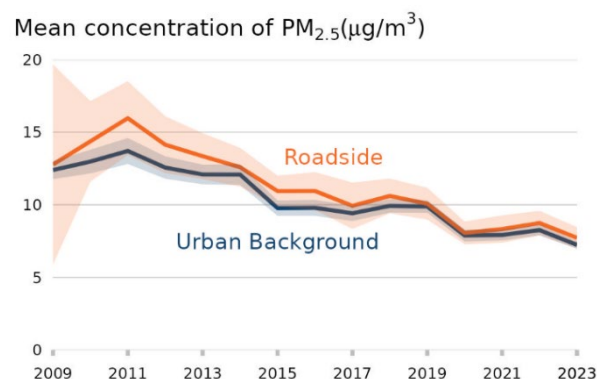
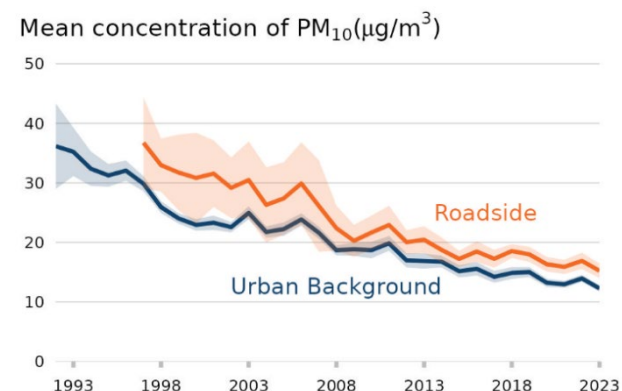


Figure 5: National PM₁₀ trends



³² [Particulate matter \(PM10/PM2.5\) - GOV.UK](#)

³³ [Particulate matter \(PM10/PM2.5\) - GOV.UK](#)

Stockton-on-Tees existing air quality data

Data collected within Stockton-on-Tees indicates a general downward trend in air pollution levels. Over the past five years, with the exception of PM₁₀ at Eaglescliffe, all monitored pollutants across various sites have shown lower values in 2023 compared to 2019. The Authority's 2024 Annual Status Report to DEFRA highlights that PM_{2.5} levels at Stockton A1305 and Eaglescliffe were the lowest ever recorded at these sites.

Additionally, PM₁₀ levels at Eaglescliffe improved compared to the previous year, and 10 out of 13 diffusion tubes demonstrated a reduction in Nitrogen Dioxide concentrations.

The full data set for Nitrogen Dioxide, PM₁₀, PM_{2.5}, and Benzene collected within Stockton-on-Tees over the past five years is presented in Table 2.

The highest pollution values are typically recorded at sites in close proximity to the A66 dual carriageway, which transects the Borough. These values are closely monitored, but it is important to note that pollution concentrations decrease significantly with distance. Consequently, concentrations at nearby sensitive receptors remain comfortably within legal limits.

The air quality data obtained throughout Stockton-on-Tees complies with all legal requirements and National Air Quality Objectives as outlined in Table 1. As a result, the Authority currently has no need to declare an Air Quality Management Area. The data presented below suggests that, should current trends continue, the Authority is unlikely to need to declare an Air Quality Management Area in the future.

Table 1: National air quality objectives and targets

Pollutant	Air Quality Objective/ Target	Concentration	Measured as:
Nitrogen Dioxide (NO₂)	Air Quality Objective	200 µg/m ³ not to be exceeded more than 18 times per year.	1-hour mean
Nitrogen Dioxide (NO₂)	Air Quality Objective	40 µg/m ³	Annual Mean
PM₁₀	Air Quality Objective	50 µg/m ³ not to be exceeded more than 35 times per year	24-Hour Mean
PM₁₀	Air Quality Objective	40 µg/m ³	Annual Mean
Sulphur Dioxide (SO₂)	Air Quality Objective	350 µg/m ³ not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO₂)	Air Quality Objective	125 µg/m ³ not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO₂)	Air Quality Objective	266 µg/m ³ not to be exceeded more than 35 times a year	15-minute mean
PM_{2.5}	2028 Interim Target	12 µg/m ³	Annual Mean
PM_{2.5}	2040 Legally Binding Target	10 µg/m ³	Annual Mean
Benzene	Air Quality Objective	5 µg/m ³	Annual Mean

Table 2: Stockton-on-Tees Borough Council Air Quality Data 2019- 2023

Year	2019	2020	2021	2022	2023
NO₂ (National Air Quality Objective Level- Annual Average µg/m³)	40 µg/m³				
Eaglescliffe AURN	12.5	9.4	10.7	9.8	10.2
Stockton-on-Tees A1305 AURN	17.8	12.1	14.7	13.4	15.1
Billingham AURN	16.5	13	13	12.9	12.4
Junction Road, Norton (Diffusion Tube)	N/A	14.8	17.6	15	14.8
AQM Eaglescliffe (Diffusion Tube)	12.4	10.2	10.9	9.9	10.1
Thornaby Road, Thornaby (Diffusion Tube)	22.1	18	20.1	18.8	16.8
High Street, Yarm (Diffusion Tube)	19.7	16.1	18	17.6	16.2
Green Lane, Yarm (Diffusion Tube)	N/A	8.8	8.8	8.7	8.3
High Street, Norton (Diffusion Tube)	20.6	15.1	18	16.4	15.9
Marsh House Avenue, Billingham (Diffusion Tube)	19	12.1	16.5	13.4	14.2
A66 Sun Gardens (Diffusion Tube)	34.9	25.8	35.1	28.5	26.4
A66 Yarm Road (Diffusion Tube)	40.4*	31.6	36.2	34.2	33.8
A66 Middlesbrough Road (Diffusion Tube)	34	27.5	29.6	30	27.4
St Johns Crossing, Stockton (Diffusion Tube)	28.9	22.6	25.3	22.6	23.6
Portrack Lane, Stockton (Diffusion Tube)	27	22.4	23.5	22.9	21.5
High Street, Yarm (2) (Diffusion Tube)	N/A	N/A	N/A	16.1	15.1

Table 3 continued: Stockton-on-Tees Borough Council Air Quality Data 2019- 2023

NO₂ (National Air Quality Objective Level- Annual number of 1-hour means exceeding 200µg/m³)	18				
Eaglescliffe AURN	0	0	0	0	0
Stockton-on-Tees A1305 AURN	0	0	0	0	0
Billingham AURN	0	0	0	0	0
PM₁₀ (National Air Quality Objective Level- Annual Average µg/m³)	40 µg/m³				
Eaglescliffe AURN	13.8	14	13.5	14.4	14
PM₁₀ (National Air Quality Objective Level- (Annual number of 24-hour means exceeding 50 µg/m³)	35				
Eaglescliffe	3	1	0	3	0
PM_{2.5} (2028 Interim Target Level µg/m³)	12 µg/m³				
PM_{2.5} (2040 Legally Binding Target Level µg/m³)	10 µg/m³				
Eaglescliffe AURN	8.4	8.2	8.3	8.6	7.8
Stockton-on-Tees A1305 AURN	8.5	8.4	7.9	8.7	7.1
Benzene (Target Level µg/m³)	5 µg/m³				
Eaglescliffe AURN	0.61	0.439	0.430	0.42	0.61

* In 2019 the A66 Yarm Road diffusion tube exceeded 40 µg/m³ from its position on the highway. Once distance correction was applied to the nearest sensitive receptors the value fall to 22.7 µg/m³ and subsequently did not exceed the National Air Quality Objective level.

6. Our current position in numbers

2 continuous monitoring locations	14 air quality assemblies delivered to over 2,400 Key Stage 2 children since the start of 2024	181,938 'contacts' for Clean Air Day since 2023*	Approximately 89.3% of Stockton-on-Tees Borough Councils vehicle fleet are Euro 6*	22 public charging points installed within Stockton-on-Tees Borough Councils district since the start of 2023*	6 electric vehicles 2 hybrid vehicles 1 electric Bus 9 alternative fuel vehicles on our fleet*
13 diffusion tube locations for Nitrogen Dioxide*				4 climate coalitions operating*	Lowest levels of PM _{2.5} recorded in 2023 at both monitoring locations.*
75.18% reduction in carbon emissions since 2010*				5.5% fraction of mortality attributed to particulate air pollution in Stockton-on-Tees. England value is 5.8% North East value is 5.4%*	
0 AQMA's declared since air quality monitoring began in the Borough				17 anti-idling patrols at primary schools, engaging with over 140 drivers.	
1 electric bin wagon 2 electric community transport vehicles*	Reductions in NO ₂ at 10 out of 13 diffusion tube locations in 2023 compared to 2022*	Over 96% data capture rate for NO ₂ at all continuous monitoring locations for 2023*	0 exceedances of National Air Quality Objectives or Air Quality Targets*	Up to 2024 Approximately 30,000 trees have been planted*	49 Environment Agency & 65 Stockton-on-Tees Borough Council regulated industrial processes operate within Stockton-on-Tees*
					13 schools signed up to 'Let's Go Zero'

*Data correct up to 2024 Annual Status Report

7. How air quality impacts health within Stockton-on-Tees

The fraction of mortality attributed to particulate air pollution within Stockton-on-Tees is 5.5%; this is currently lower than the overall value for England which is 5.8% but higher than 5.4% representing the North East region. The data trend for Stockton-on-Tees demonstrates an overall improvement from 2018 data (from 5.7% to 5.5%), however since the easing of Covid-19 lockdown restrictions in 2020 the data has shown an increase from 2020 to 2022³⁴. As well as impacting mortality, air pollution is a risk factor for multiple health conditions, and whilst there are other risk factors to consider for these conditions, reducing air pollution would reduce the risks for people developing the associated health conditions, and improve the quality of life for people in Stockton-on-Tees. These conditions are evidenced by data from the Public Health Outcomes Framework including:

- **Lung cancer** registrations in Stockton-on-Tees between 2017 and 2019 were 97.4 per 100,000 people, which is above the England rate (77.1 per 100,00) although below the North East region rate (104.7 per 100,00)³⁵.
- **COPD prevalence** which in 2023/24 affected 2.7% of Stockton-on-Tees' population. This is slightly less than the North East region of 2.8% but more than those affected in England (1.9%)³⁶.
- **COPD hospitalisations.** The COPD prevalence resulted in 557 per 100,000 population emergency hospital admissions for COPD in those aged 35 and above. This is higher than those in the North East region (526 per 100,000) as well as England (326 per 100,00)³⁷ highlighting the burden of COPD within Stockton-on-Tees.
- **Coronary heart disease** with Stockton-on-Tees experiencing 462.2 admissions per 100,000 population in 2022/23. This is significantly above those in England (387.1 per 100,000) and one of the highest in the North East. Prevalence data for 2023/24 also shows that prevalence is 3.6% of Stockton-on-Tees's population which is lower than the North East region of 3.8% but higher than the prevalence of England which is 3.0%³⁸.
- **Asthma** rates for 2023/24 for those aged 6 and above are high within Stockton-on-Tees. In 2023/24 the prevalence of asthma in Stockton-on-Tees was 7.6% which is higher than both the North East (7.4%) and England (6.5%)³⁹.

³⁴ [Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

³⁵ [Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

³⁶ [Respiratory disease | Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

³⁷ [Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

³⁸ [Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

³⁹ [Fingertips | Department of Health and Social Care \(phe.org.uk\)](#)

8. Air quality and Stockton-on-Tees Borough Council's existing Environmental Sustainability and Carbon Reduction Strategy

Stockton-on-Tees Borough Council launched a 10-year Environmental Sustainability and Carbon Reduction Strategy⁴⁰ in 2022 to ensure the Authority achieves Net Zero by 2032. One of the key aspects required to achieve the Net Zero target is to reduce the air pollution emissions produced by the Authority and it is therefore recognised that the measures set out in this Strategy will play a significant role in the Authority working towards its 2032 targets.

Up to 2023/24 there has been a 75.18% reduction in carbon emissions from 2010; with a reduction of 437 tonnes of carbon in 2023/24 alone compared to the previous year. Due to the ongoing work across the Authority to reduce emissions the Authority finds itself in a promising position of meeting the 2032 target as demonstrated in Figure 6. Despite this however the Authority acknowledges that a further 881.5 tonnes of carbon need to be removed from the authority's emissions on a yearly basis.

This strategy identifies several opportunities which will assist in meeting the 2032 target through the reduction of emissions from fleet vehicles, operational service delivery and building assets.

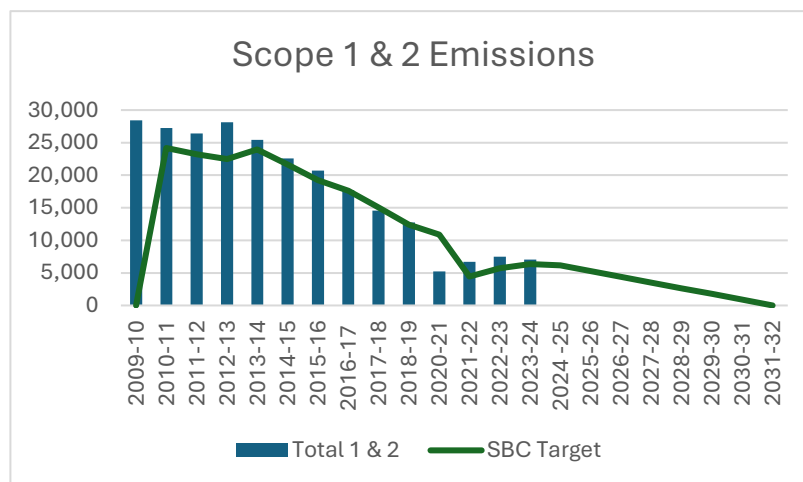


Figure 6: Stockton-on-Tees Borough Council emission data and net-zero target

⁴⁰ [Environmental Sustainability and Carbon Reduction Strategy 2022 - 2032](#)

9. The Council's approach to this Strategy

Stockton-on-Tees Borough Council's Council Plan 2024⁴¹ sets out five inter-connected priorities that will ensure we work together to overcome our Borough's challenges and achieve our shared vision for our communities:

- *Priority one – The best start in life to achieve big ambitions*
- *Priority two – Healthy and resilient communities*
- *Priority three – A great place to live, work and visit*
- *Priority four – An inclusive economy*
- *Priority five – A sustainable Council*

Improving air quality throughout the Borough will play a significant role in helping the Authority to achieve the aims of the Council Plan as reducing air quality will make the Borough's air safer thus protecting people from harm whilst also ensuring the Borough is a cleaner and more attractive place to live and work.

What will this strategy achieve?

The air pollution which we breathe is typically produced on a local geographical basis; whilst some air pollution can travel many miles and at times overseas, we are usually impacted by the emissions produced within our own Borough. We have therefore produced this strategy to tackle air pollution sources on a local level which if we improve will also have positive implications at a national level. We therefore aim to improve air quality levels throughout the Borough by achieving the following key objectives set out by this strategy.

Leading by example

Stockton-on-Tees Borough Council intends to use this Strategy, and the measures listed within it to lead by example in reducing emissions, supporting sustainable practices and reducing our carbon footprint. Whilst the Council is in a strong position to reduce emissions throughout the Borough, a key objective is to raise awareness and promote behavioural changes which in turn will facilitate residents and businesses throughout the Borough to play their part in reducing their emissions which collectively will improve the air quality levels within our Borough.

⁴¹ [Council Plan 2024](#)

A Strategy suitable for the existing air pollution levels within Stockton-on-Tees

The measures selected for inclusion within this strategy are a proportionate response to the existing levels of air pollution experienced within Stockton-on-Tees. Although a series of further measures could be implemented which would have a positive impact on our air quality levels such as introducing clean air zones or commissioning traffic ANPR studies, it is felt that such approaches are currently unjustified at this time and would not provide value for money.

Action plan and responsibility

The Air Quality Strategy has been created following extensive rounds of internal consultation as well as consultation with key partners and members of the public. The Strategy sets out extensive measures to be achieved which is accompanied by an action plan of steps which will be implemented to achieve the measures, the department responsible for each measure and a timescale for implementation over the next five years. The action plan will be subject to on-going monitoring, and it will be the responsibility of our pre-established Air Quality Working Group who meet regularly with key stakeholders across the Authority to ensure measures are implemented in accordance with the Action Plan.

Whilst some measures are already in place there are a wide range of newly identified measures which are to be implemented from the launch of this Strategy. Measures which will have the greatest impact on our air quality levels will be prioritised for early implementation and progress on the action plan and measures will be reported on a yearly basis within our Annual Status Report submission to DEFRA.

Working in collaboration

Our Air Quality Strategy will be delivered by collaborating internally across many departments and work streams as well as externally with local partners and businesses throughout the Borough. Through collaborative working we will achieve the greatest outcomes from this strategy which will ultimately lead to the greatest improvements in air quality and the protection of the health and wellbeing of those who live, work and visit the Borough.

Strategy risks and review

The Council is subject to changes posed by extreme environmental events, economic uncertainty, local and national political landscape as well as technological, social and legal changes. Each of these changes inevitably impacts upon the priorities and commitments of the Council which in turn could impact upon the delivery of some measures listed within this strategy. The risks posed to the strategy will be kept under constant review which will be the responsibility of the Air Quality Working group. The strategy will be reviewed at three and five years to account for changes in government policy and legislation as well as considering any new opportunities.

10. Our Vision, Mission and Priorities for improving air quality



11. Our priorities to improve air quality

The priorities for our Air Quality Strategy cover five key themes. Specific measures are listed within each respective priority and an action plan for how each measure will be achieved are detailed in the action plan section of the strategy.

Monitoring, reporting and increasing awareness of air quality	Strategic measures
<ul style="list-style-type: none"> Nitrogen Dioxide, PM2.5 & PM10 will be monitored throughout Stockton-on-Tees We will expand our air quality monitoring network Progress relating to Air Quality levels and actions within the Air Quality Strategy will be reported Annually Our Air Quality website and corporate social media channels will become platforms for sharing data and information We will discuss indoor and outdoor air quality with food businesses when required. We will raise awareness of the risks of poor indoor air quality with best practice advice to be shared We will work with schools to raise awareness and education around air quality and sustainability We will support national campaigns whilst also creating our own air quality campaigns/ awareness sessions We will work with allotment owners to raise awareness of air quality impacts associated with bonfires We will create a training course for residents and businesses in relation to Air Quality 	<ul style="list-style-type: none"> We will explore ways to reduce our carbon footprint whilst working towards Net Zero emission targets We will develop a corporate travel plan We will expand our Air Quality Working Group to ensure delivery of this Air Quality Strategy We will enhance staff knowledge in relation to indoor and environmental air quality We will apply for external funding for grants relevant to Air Quality We will consider air quality within Joint Strategic Needs Assessments We will take enforcement action and work to tackle fraud or mis-selling cases relating to green energy We will continue to implement and explore new digital technology We will produce a Green Fleet and Sustainable Procurement Strategy A total life cost will be required for vehicles being purchased or leased We will reduce emissions from events

Reduce emissions from vehicles	Reduce emissions from domestic, industrial and agricultural sources
<ul style="list-style-type: none"> • We will tackle emissions from idling vehicles • We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally • We will implement local Hackney Carriage and Private Hire Licensing Policy • We will explore ways to incentivise the Hackney Carriage and Private Hire trade to purchase electric and hybrid vehicles • We will work with bus operators to upgrade their fleet and reduce emissions • We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley • We will reduce vehicle emissions from our Fleet • We will develop a local implementation plan as a sub-strategy to the Tees Valley Strategic Transport Plan • We will upgrade Urban Traffic Management Control Systems • We will promote active travel • We will invest, support and monitor the installation of new cycle route infrastructure 	<ul style="list-style-type: none"> • We will review Smoke Control Boundaries within the Borough • Allegations of non-compliance within Smoke Control Area will be investigated and enforcement action will be taken where appropriate • We will ensure retailers selling solid fuel for use within domestic properties display the 'Ready to Burn' logo on their products • We will engage with the farming industry to reduce agricultural emissions • We will work to minimise emissions from industrial processes which hold a Part B permit

New developments, construction and planning

- We will implement a new Local Plan with strong links to Air Quality and Environmental Sustainability
- We will utilise the planning system to ensure emissions associated with construction, demolition and operational phases of developments are minimised
- We will develop an Air Quality/ Low Emission Technical Advice Note to accompany the new Local Plan
- We will ensure chimney stacks for wood burners discharge at appropriate heights
- We will follow new national planning guidance to improve air quality

Monitoring, reporting and increasing awareness of air quality

Within Stockton-on-Tees Borough Council we have continuous monitoring sites and diffusion tubes which provided accurate robust data to demonstrate compliance with legal limits and the National Air Quality Objectives which have ensured an Air Quality Management Area has not been required previously.

Despite the good monitoring and good data collection we want to expand our air quality network to ensure we are assessing air quality in as many viable locations as possible throughout the Borough. Doing this will ultimately allow us to have a greater picture on air quality levels throughout the Borough, enabling a greater protection of public health and ensuring greater accuracy amongst air quality assessments by developers when they consider developing within our Borough.

We also believe it is vitally important to increase the awareness of air quality for residents and businesses to encourage behavioural change. We are therefore going to run national and local campaigns and promote air quality information on our website to raise awareness of indoor air pollution in domestic and commercial settings as well as environmental air pollution which will inform residents of the dangers which poor air quality poses to health as well as informing of potential behavioural changes which could be adopted to improve air pollution levels further.

- Nitrogen Dioxide, PM_{2.5} & PM₁₀ will be monitored throughout Stockton-on-Tees
- We will expand our air quality monitoring network
- Progress relating to Air Quality levels and actions within the Air Quality Strategy will be reported Annually
- Our Air Quality website and corporate social media channels will become platforms for sharing data and information
- We will discuss indoor and outdoor air quality with food businesses when required.
- We will raise awareness of the risks of poor indoor air quality with best practice advice to be shared
- We will work with schools to raise awareness and education around air quality and sustainability
- We will support national campaigns whilst also creating our own air quality campaigns/ awareness sessions
- We will work with allotment owners to raise awareness of air quality impacts associated with bonfires
- We will create a training course for residents and businesses in relation to Air Quality

Strategic measures

Within Stockton-on-Tees Borough Council we recognise that despite our Air Quality levels being good and below National Air Quality Objectives, we have a responsibility to both lead by example and implement feasible measures to improve both our own air quality levels and those within the Borough. The Strategic measures identified range from implementing additional digital technology to reduce the need for vehicle movements throughout the Borough to producing a Green Fleet and Sustainable Procurement Strategy to reduce emissions from our fleet vehicles whilst another key measure is to enhance our workforce's knowledge in relation to indoor and environmental air quality to ensure our staff are well informed and able to take appropriate action with regards to air quality whilst going about their day-to-day roles.

We believe that by adopting these strategic measures we will not only improve air quality measures throughout the Borough, but we will also enable further reductions of our own emissions which will assist with us meeting our net zero targets as set out by our 10 year Environmental Sustainability and Carbon Reduction Strategy.

- We will explore ways to reduce our carbon footprint whilst working towards Net Zero emission targets
- We will develop a corporate travel plan
- We will expand our Air Quality Working Group to ensure delivery of this Air Quality Strategy
 - We will enhance staff knowledge in relation to indoor and environmental air quality
- We will apply for external funding for grants relevant to Air Quality
- We will consider air quality within Joint Strategic Needs Assessments
- We will take enforcement action and work to tackle fraud or mis-selling cases relating to green energy
 - We will continue to implement and explore new digital technology
- We will produce a Green Fleet and Sustainable Procurement Strategy
- A total life cost will be required for vehicles being purchased or leased
- We will reduce emissions from events

Reduce emissions from vehicles

The main source of air pollution within Stockton-on-Tees is from vehicle movements within our Borough. Although in recent years emissions from vehicle tailpipes have reduced due to tighter European emission standards and improved vehicle technology. Data in 2019 published by DEFRA identified that nationally 12% of all Particulate Matter and 35% of all Nitrogen Oxides are from road transport⁴².

Within Stockton-on-Tees we have identified the need to reduce emissions from vehicles and the measures listed should assist in achieving this priority. Whilst some of the measures listed relate to reducing emissions from our own Council fleet, we will also make improvements to the highways through upgrading Urban Traffic Management Control Systems and we will promoting active travel to reduce the number of vehicles on the road.

As well as emissions from moving vehicles we are also going to prioritise emissions from stationary vehicles through educational awareness campaigns. These campaigns will be undertaken at hotspot locations and where vehicle idling is within close proximity to sensitive receptors such as outside schools. An idling vehicle produces enough emissions to fill 150 balloons in one minute⁴³ and we therefore believe this is an area to be prioritised.

- We will tackle emissions from idling vehicles
- We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally
- We will implement local Hackney Carriage and Private Hire Licensing Policy
- We will explore ways to incentivise the Hackney Carriage and Private Hire trade to purchase electric and hybrid vehicles
- We will work with bus operators to upgrade their fleet and reduce emissions
- We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley
- We will reduce vehicle emissions from our Fleet
- We will develop a local implementation plan as a sub-strategy to the Tees Valley Strategic Transport Plan
- We will upgrade Urban Traffic Management Control Systems
- We will promote active travel
- We will invest, support and monitor the installation of new cycle route infrastructure

⁴² [Air quality: explaining air pollution - GOV.UK](#)

⁴³ [\[Withdrawn\] Idling drivers could face higher fines under new government crackdown - GOV.UK](#)

Reduce emissions from domestic, industrial and agricultural sources

Although vehicle emissions are the highest source of air pollution within our Borough, emissions from domestic, industrial and agricultural sources contribute significantly to our air pollution levels.

On a national scale in 2019 DEFRA reported that the overall proportion of:

- Particulate Matter was 38% from wood and coal burning in domestic open fires and solid fuel stoves, 13% from solvent use and industrial processes with 16% from industrial combustion.
- Nitrogen Oxide emissions were 22% from energy generation and 19% from industrial combustion.
- Sulphur Dioxide emissions were 37% from energy generation, 22% from industrial combustion and 22% from domestic burning.
- Ammonia emissions were 88% from farming practices.
- Non-methane volatile organic compounds (NMVOCs) emissions were 54% from industrial emissions, 14% from agriculture and 8% from domestic and industrial combustion.⁴⁴

Domestic wood burning is a major source of air pollution and is the UK's largest source of particulate matter air pollution⁴⁵.

Emissions associated with wood burning are released both into the atmosphere and within properties. In recent years legislative changes via *The Environment Act 2021* have given Local Authorities greater powers to tackle the sale of fuel for wood burning in addition to enhanced powers for non-compliance of the requirements of smoke control areas. To reduce the emissions from domestic burning we will review our existing smoke control areas which will provide greater protection to residents from the release of emissions associated with wood burning.

- We will review Smoke Control Boundaries within the Borough.
- Allegations of non-compliance within Smoke Control Area will be investigated and enforcement action will be taken where appropriate.
- We will ensure retailers selling solid fuel for use within domestic properties display the 'Ready to Burn' logo on their products.
- We will engage with the farming industry to reduce agriculture emissions.
- We will work to minimise emissions from industrial processes which hold a PartB permit.

⁴⁴ [Air quality: explaining air pollution - GOV.UK](#)

⁴⁵ [Air quality: explaining air pollution - GOV.UK](#)

New developments, construction, and planning

The construction sector is a significant contributor to air pollution especially dust emissions which are commonly associated with PM₁₀. At each stage of the construction process there is a significant opportunity for high levels of PM₁₀ to be generated and released into the air, this includes demolition of buildings, construction, earthworks, mud and dust entering the highway. There are further risks of emission to air through the plant and machinery used during the construction period.

We are therefore going to ensure that the levels of air pollution released from construction within the Borough is significantly reduced to protect the health of residents living in close vicinity to construction programmes whilst improving our air quality levels.

- We will implement a new Local Plan with strong links to Air Quality and Environmental Sustainability
- We will utilise the planning system to ensure emissions associated with construction, demolition and operational phases of developments are minimised.
- We will develop an Air Quality/ Low Emission Technical Advice Note to accompany the new Local Plan.
- We will ensure chimney stacks for wood burners discharge at appropriate heights.
- We will follow new national planning guidance to improve air quality

12. Action plan to achieve priorities

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Monitoring, reporting and increasing awareness of air quality	1	Nitrogen Dioxide, PM _{2.5} & PM ₁₀ will be monitored throughout Stockton-on-Tees.	Air quality levels will be monitored using continuous analysers.	Present to 2030	Environmental Health
			We will review all monitoring locations annually.	Annually	Environmental Health
			Should air quality levels regularly exceed National Objective values we will declare an Air Quality Management Area	Present to 2030	Environmental Health
Monitoring, reporting and increasing awareness of air quality	2	We will expand our air quality monitoring network.	Increase the number of diffusion tubes on the air quality monitoring network.	2025 to 2030	Environmental Health
Monitoring, reporting and increasing awareness of air quality	3	Progress relating to Air Quality levels and actions within the Air Quality Strategy will be reported annually.	Air quality levels will be reported annually within the Annual Status Report detailing current levels and trends.	Annually	Environmental Health
			Progress in relation to the actions within this strategy will be reported annually within the Annual Status Report.	Annually	Environmental Health and Air Quality Working Group
			Annual Status Reports will be publicly available following DEFRA approval.	Annually	Environmental Health

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Monitoring, reporting and increasing awareness of air quality	4	Our Air Quality website and corporate social media channels will become platforms for sharing data and information.	Information relating to high pollution forecasts and high pollution episodes will be publicised.	2025 to 2030	Comms
			We will promote the locations of Electric Vehicle charging points within our Borough.	2025 to 2030	Highways & Comms
			Hourly air quality data will be accessible via our website.	2025 to 2030	Comms
			We will promote air quality campaigns on our website and social media channels.	2025 to 2030	Comms, Environmental Health & Public Health
			We will make information available on our website relating to air quality.	2025 to 2030	Comms
Monitoring, reporting and increasing awareness of air quality	5	We will discuss indoor and outdoor air quality with food businesses when required.	Guidance to be distributed via Environmental Health Officers during routine inspections, as required.	2025 to 2030	Environmental Health and Public Health
Monitoring, reporting and increasing	6	We will raise awareness of the risks of poor	We will raise awareness of indoor air quality	2025 to 2030	Environmental Health, Public

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
awareness of air quality		indoor air quality with best practice advice to be shared.	We will work with local housing providers to offer advice, information and guidance about indoor air quality.	2025 to 2030	Health and Comms
Monitoring, reporting and increasing awareness of air quality	7	We will work with schools to raise awareness and education around air quality and sustainability.	We will create education projects for secondary schools.	Present to 2030	Env, Leisure and Green Infrastructure
			We will work with schools to encourage the uptake of the Let's Go Zero initiative.	Present to 2030	Env, Leisure and Green Infrastructure
			We will deliver a Key Stage 2 educational package including assemblies, lesson plans and information for pupils and parents regarding anti-idling.	Present to 2030	Environmental Health, Public Health
Monitoring, reporting and increasing awareness of air quality	8	We will support national campaigns whilst also creating our own air quality campaigns/ awareness sessions.	We will create and run our own campaigns as well as national campaigns for example bonfire night, anti-idling, indoor air pollution, Clean Air Day etc.	2025 to 2030	Environmental Health, Public Health and Comms
			Campaigns will be delivered in-person and/ or on social media.	2025 to 2030	Environmental Health, Public Health, Events and Comms

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
			We will raise awareness of the risks associated with air quality, to those who drive vehicles for a living e.g. hackney carriage and private hire driver as well as undertake taxi fleet driver training.	2025 to 2030	Environmental Health, Public Health, Licensing and Comms
Monitoring, reporting and increasing awareness of air quality	9	We will work with allotment owners to raise awareness of air quality impacts associated with bonfires.	Work with Stockton-on-Tees Borough Council allotment sites	2025 to 2030	Environmental Health
			Work with non-Stockton-on-Tees Borough Council allotment sites.	2025 to 2030	Environmental Health
Monitoring, reporting and increasing awareness of air quality	10	We will create a training course for residents and businesses in relation to Air Quality.	Create training course relating to air quality to raise awareness and promote behaviour changes.	2025 to 2030	Environmental Health, Public Health, Learning & Skills
Strategic measures	11	We will explore ways to reduce our carbon footprint whilst working towards Net Zero emission targets	We will undertake a programme of improvement works on our built assets to reduce running costs and enhance energy efficiency performance.	2024 to 2030	Place Development
			We will continue to promote the use of solar energy in our projects.	2024 to 2030	Env, Leisure and Green Infrastructure

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
			We will implement measures set out in our <i>Environmental Sustainability and Carbon Reduction Strategy</i> .	2024 to 2030	Env, Leisure and Green Infrastructure
			We will run Green Champions workshops to share good practice, promote sustainability in the workplace, reduce carbon emissions and engage other members of staff.	Present	Env, Leisure and Green Infrastructure
Strategic measures	12	We will develop a corporate travel plan	We will develop a corporate travel plan and adopt sustainable transport methods.	2024 to 2026	Highways
Strategic measures	13	We will expand our Air Quality Working Group to ensure delivery of this Air Quality Strategy.	We will expand the Air Quality Working Group to ensure more Council services engage with reducing air quality levels and create sustainable changes for the Authority and residents.	2025 to 2030	Environmental Health
			Members of the Air Quality Working group own actions within this Strategy which are to be implemented.	2025 to 2030	All
Strategic measures	14	We will enhance staff knowledge in relation to indoor and environmental air quality.	A mandatory air quality training package will be created for all Stockton-on-Tees Borough Council employees.	2025 to 2030	Env. H, Public Health & Learning and Development
			We will report to Health & Wellbeing Board on key updates relating to air quality.	2025 to 2030	Env. H & Public Health.

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Strategic measures	15	We will apply for external funding for grants relevant to Air Quality.	We will apply for grants such as DEFRA's Air Quality Grant to enhance awareness and/ or monitoring of air quality throughout the Borough.	2024 to 2030	Air Quality Working Group members
Strategic measures	16	We will consider air quality within Joint Strategic Needs Assessments.	We will consider air quality within Joint Strategic Needs Assessments	2024 to 2030	Council Wide, Public Health, Health and Wellbeing Board
Strategic measures	17	We will take enforcement action and work to tackle fraud or mis-selling cases relating to green energy.	We will investigate cases of fraud or mis-selling of green energy such as solar panels or heat pumps. Enforcement action will be taken in accordance with our Enforcement policy.	2024 to 2030	Trading Standards
Strategic measures	18	We will continue to implement and explore new digital technology.	New digital technology will be implemented for staff and service users which will reduce the number of vehicle trips throughout the Borough.	2024 to 2030	Digital Transformation
Strategic measures	19	We will produce a Green Fleet and Sustainable Procurement Strategy.	We will produce a Green Fleet Strategy and Sustainable Procurement Strategy.	2025 to 2030	Fleet and Air Quality Working Group

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Strategic measures	20	A total life cost will be required for vehicles being purchased or leased.	We will request all potential suppliers to submit a total life cost (TLC) for vehicles being purchased or leased.	2025 to 2030	Fleet
Strategic measures	21	We will reduce emissions from events	The Council's Event Service will endeavour to utilise local suppliers, where procurement policies allow, to reduce the carbon footprint.	2025 to 2030	Events
			The Council's Events Service will endeavour where possible to procure technical suppliers that offer the use of Solar and HVO generators to reduce the carbon impact to events delivery.	2025 to 2030	Events
			The Council will request, via the online 'Events on Council Land application' information on how the organisers event, will not adversely affect air quality.	2025 to 2030	Events
Reduce emissions from Vehicles	22	We will tackle emissions from idling vehicles	An anti-idling strategy will be created for Stockton-on-Tees Borough Council regarding fleet vehicles and contractors	2025 to 2030	Air Quality Working Group
			Where applicable, new vehicles on Stockton-on-Tees Borough Council's fleet will be fitted with anti-idling equipment.	2025 to 2030	Fleet

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
			Large contracts awarded through procurement will include a 'no vehicle engine idling' stipulation.	2025 to 2030	Procurement
			We will work with bus and coach operators to reduce unnecessary vehicle idling.	2025 to 2030	Highways
			We will undertake educational patrols in relation to idling in hotspot locations such as schools, taxi ranks, coach drop off points etc.	2024 to 2030	Environmental Health & Civic Enforcement
Reduce emissions from Vehicles	23	We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally.	We will promote the use of car lease schemes offering zero and ultra-low emission vehicles internally.	Present to 2030	Human Resources
Reduce emissions from Vehicles	24	We will implement local Hackney Carriage and Private Hire Licensing Policy	We will implement local Hackney Carriage and Private Hire Licensing Policy which requires the replacement of older vehicles for newer vehicles.	Present to 2030	Licensing
Reduce emissions from Vehicles	25	We will explore ways to incentivise the Hackney Carriage and Private Hire trade	We will explore ways to incentivise the Hackney Carriage and Private Hire trade to purchase electric and hybrid vehicles.	2024 to 2030	Licensing

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
		to purchase electric and hybrid vehicles.			
Reduce emissions from Vehicles	26	We will work with bus operators to upgrade their fleet and reduce emissions.	We will work with bus operators to introduce more green/ electric vehicles within Stockton-on-Tees highway infrastructure.	2024 to 2030	Highways
Reduce emissions from Vehicles	27	We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley	We will work with Tees Valley Combined Authority to develop an Electric Vehicle Strategy and implementation plan for the Tees Valley	2025 to 2030	Highways

Reduce emissions from Vehicles	28	We will reduce vehicle emissions from our Fleet	We will reduce emissions from our fleet by following the five priority measures listed below:		
			1. We will reduce the number of vehicles within our fleet, and we will challenge the need for new vehicles.	From 2025	Fleet
			2. We will increase the number of electric vehicles within our fleet. Where any council department requires a fleet vehicle, they shall have at least one electric vehicle in their fleet by 2030 (if technology available meets the operational needs and budget)	From 2025	Fleet
			3. We will replace Fleet vehicles to the latest Euro Emission Standard if electric vehicle is not an option.	From 2025	Fleet
			4. Diesel vehicles will be purchased or leased if there are no low or zero emission options available that meet operational needs, have appropriate infrastructure available and can be purchased within available budget.	From 2025	Fleet

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
			5. All non-electric/ emission producing fleet vehicles will be subject to a 5% yearly fuel consumption reduction target for each Council department.	From 2025	Fleet
			We will work to remove all diesel vehicles from the Councils fleet where appropriate/ green technology meets operational requirements in-line with the Council's Net Zero and Carbon Reduction Policy.	From 2025	Fleet
			Promote behavioural change, reducing mileage, size of fleet, optimise vehicle resources across departments.	From 2025	Fleet
			We will use technology to carryout checks, audits and inspections to reduce unnecessary journeys.	2025 to 2030	Fleet
			We will consider using Hydrotreated Vegetable Oil (HVO) fuel in our current fleet.	2025 to 2030	Fleet

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Reduce emissions from Vehicles	29	We will develop a local implementation plan as a sub-strategy to the Tees Valley Strategic Transport Plan	We will write and consult on a local implementation plan for Stockton-on-Tees.	2024 to 2025	Highways
Reduce emissions from Vehicles	30	We will upgrade Urban Traffic Management Control Systems	Stockton-on-Tees Borough Council will work to upgrade Urban Traffic Management Control Systems which will allow the implementation of traffic management schemes and strategies which reduce traffic congestion and air quality.	Present to 2026	Highways
Reduce emissions from Vehicles	31	We will promote active travel	We will promote active travel to reduce road emissions.	2024 to 2030	Highways, Public Health, Fleet and Comms.
			To continue promoting the work of The Active Travel Hub which supports cycle and walking routes.	2024 to 2025	Highways, Public Health and Comms.
Reduce emissions from Vehicles	32	We will invest, support and monitor the installation of new cycle route infrastructure.	We will invest in and monitor the installation of new cycle routes to reduce road emissions.	Present to 2030	Highways

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Reduce emissions from domestic, industrial and agricultural sources	33	We will review Smoke Control Boundaries within the Borough.	Identify areas where significant development has taken place outside of existing smoke control areas and where necessary either create new smoke control areas or expand existing smoke control areas.	2025-2030	Environmental Health
Reduce emissions from domestic, industrial and agricultural sources	34	Allegations of non-compliance within Smoke Control Area will be investigated and enforcement action will be taken where appropriate.	Enforcement action will be followed in accordance with Stockton-on-Tees Borough Council's Enforcement Policy where advice and education is unsuccessful and there is continual non-compliance in relation to the requirements of a Smoke Control Area.	2025-2030	Environmental Health
Reduce emissions from domestic, industrial and agricultural sources	35	We will ensure retailers selling solid fuel for use within domestic properties display the 'Ready to Burn' logo on their products.	We will undertake inspections of retailers to ensure the 'Ready to Burn' logo is on solid fuel.	Ongoing to 2030	Environmental Health
			We will take enforcement action in accordance with Stockton-on-Tees Borough Council's Enforcement Policy for repeated non-compliance.	Ongoing to 2030	Environmental Health
Reduce emissions from domestic, industrial and agricultural sources	36	We will engage with the farming industry to reduce agriculture emissions.	We will encourage farmers to follow the Code of Good Agriculture Practice for Reducing Ammonia Emissions produced by DEFRA.	2025-2030	Environmental Health

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
Reduce emissions from domestic, industrial and agricultural sources	37	We will work to minimise emissions from industrial processes which hold a Part B permit.	Undertake a programme of inspections and respond to complaints.	Present to 2030	Environmental Health
			Take appropriate enforcement action for repeated non-compliance.	Present to 2030	Environmental Health
			Permits will be reviewed and updated following new "Best Available Techniques" or updated Process Guidance Notes released by DEFRA	When Applicable	Environmental Health
			We will work with industries including those who hold a Part B permit to educate and where required assist with achieving net zero.	2025 to 2030	Environmental Health & Env, Leisure and Green Infrastructure
New developments, construction and planning	38	We will implement a new Local Plan with strong links to Air Quality and Environmental Sustainability	A new local plan will be created which will detail requirements for planning applications for developers in relation to air quality.	2025 to 2030	Planning
New developments, construction and planning	39	We will utilise the planning system to ensure emissions associated with construction, demolition and operational	Low emission strategies for construction sites will be requested to reduce emissions from Non-Road Mobile Machinery during both planning application and/ or Section 61 applications.	2025 to 2030	Environmental Health

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
		phases of developments are minimised.	New developments will incorporate good neighbourhood design to minimise vehicle journeys.	2025 to 2030	Place Development
			We will promote the use of Heat Pumps on new developments via the planning system.	Present to 2030	Env, Leisure and Green Infrastructure
			We will encourage the provision of Electric Vehicle charging points in new developments.	Present to 2030	Env, Leisure and Green Infrastructure
			We will request air quality assessments and mitigation measures for developments and demolitions which will likely impact upon air quality levels.	Present to 2030	Environmental Health
			We will review and update our air quality planning conditions.	Annually	Environmental Health
New developments, construction and planning	40	We will develop an Air Quality/ Low Emission Technical Advice Note to accompany the new Local Plan.	We will utilise local air quality data to develop a Technical Note to accompany the local plan. The note will include the use of shelter belts to reduce emissions of particulates and minimise erosion which may be funded through grants from the Woodland Trust	2025 to 2030	Planning

Priority	No	Strategy action	How will action be achieved?	Timescale	Responsibility
New developments, construction and planning	41	We will ensure chimney stacks for wood burners discharge at appropriate heights.	To assess applications where chimneys are proposed to ensure smoke dispersal at 1 metre above the height of the eaves of a building.	Present to 2030	Environmental Health
New developments, construction and planning	42	We will follow new national planning guidance to improve air quality	We will ensure new developments are considered in accordance with any new national planning policies or guidance relating to air quality.	Present to 2030	Planning

13. Contact us

If you would like a copy of this document in another format or language or require any advice or guidance on Air Quality:

Visit: Stockton-on-Tees Borough Council, Dunedin House, Columbia Drive, Thornaby, Stockton-on-Tees, TS17 6BJ

Call: 01642 526575

Email: Environmental.Health@Stockton.gov.uk

Visit: www.stockton.gov.uk



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- 43 Gov.uk (2019) News Story: Idling Drivers Could Face Higher Fines Under New Government Crackdowns. Available At: <https://www.gov.uk/government/news/idling-drivers-could-face-higher-fines-under-new-government-crackdown>

Safer Stockton Partnership

A meeting of Safer Stockton Partnership was held on Wednesday 23rd July 2025.

Present: Cllr Norma Stephenson OBE (Chair), John Wrintmore (Vice), Cllr Pauline Beall, Gary Knight, Anna Waddington, Sarah Wilson, Mandie Rowlands, Adam Bateman, Karen Fowlery, Mandy Mackinon, Sarah Bowman-Abouna, Dawn Tyerman, Leanne Malloney-Kelly, Gordon Bently.

Officers: John Devine.

Also in attendance:

Apologies: Sharon Cooney, Ann Powell, David Dune, Angela Corner, Jen Moore, Andy Evans

SSP/12/25 Evacuation Procedure

The Evacuation Procedure was noted.

SSP/13/25 Apologies for Absence

NA

SSP/14/25 Declarations of Interest

There were no declarations of interest.

SSP/15/25 Minutes

The minutes of the previous meeting were agreed as a true record subject to the removal of Hartlepool in the list of Clear Hold Build locations.

AGREED

SSP/16/25 Recorded Crime & Disorder Report

Members were presented with the Recorded Crime & Disorder report, the report focused on the recorded crime in the Stockton On Tees Borough over a 12 month period starting in June 2024 to June 2025.

Key pointed noted from the report were:

- Publicly reported offences had decreased by 9.9%.
- Police generated crime had decreased by 2.0%.
- Overall violence was down by 3.2%.
- Overall Sexual Offences was up by 15.7% however Officers noted that Rape down by 24.7% during this period.

- In public reported offences Residential Burglary saw the largest decrease of 31.2%.

Also discussed was the increase in drug offences shown in the report. This was expanded upon by Officers as being due to proactive work to tackle organised crime, this was also linked with the increase in weapon offences in the report.

AGREED to note the report.

SSP/17/25 Neighbourhood Police Update

New Home Office guidance on neighbourhood policing had been released called Neighbourhood Policing Guarantee (NPG). The NPG has five pillars and associated commitments which are as follows.

- **Police back on the beat:** A Neighbourhood Policing Team in every local area, carrying out intelligence-led and visible patrols, including in town centres and on high streets. We will hold forces to account for ensuring neighbourhood policing teams are protected, so they remain focussed on serving communities.
- **Community-led policing:** A named, contactable officer for every neighbourhood, responsive to local problems. Residents and local businesses will be able to have a say on the police's priorities for their area.
- **Clear performance standards and professional excellence:** New training for officers and standards for professional excellence will ensure neighbourhood policing is developed as a specialist policing capability.
- **Crackdown on anti-social behaviour:** Neighbourhood policing teams will have tougher powers, and be supported by other agencies, to tackle persistent anti-social behaviour. This includes piloting the new Respect Order to enable swift enforcement against prolific offenders, and a dedicated lead officer in every force working with communities to develop a local anti-social behaviour action plan.
- **Safer town centres:** Neighbourhood policing teams will crack down on shop theft, street theft and assaults against retail workers, so local people can take back their streets from thugs and thieves.

Representatives from Cleveland Police also informed members that there would be 20 additional neighbourhood Officers announced shortly. With plans to deliver those additional Officers by the end of 2025, but at the latest the end of the financial year.

Officers also informed members of Force Engagement Leads which would entail a named PC lead for areas/wards. This would take the form of PCSOs identified by Photo and name online, which would be used to advertise local meetings community or Council alongside Police drop-in sessions.

Members asked how the named PSCO for every ward would be managed, would wards share the same PSCO etc. Officers explained that depending on size and population some areas would have the same PSCO but would be monitored for change in demand etc.

Members agreed to note the update.

SSP/18/25 Knife Crime Action Plan

Representatives from the Cleveland Unit for the Reduction of Violence (Curv) presented the Knife Crime Action Plan to partners.

The Knife Crime Action Plan aims to reduce knife crime by targeting both young people and adults. For young people, the focus is on prevention through early engagement, positive alternatives to violence and support at critical moments. The plan empowers communities with youth-led campaigns, real-life stories, and safe spaces. For adults (19+), the emphasis is on long-term solutions like job training, skill development, and mentorship to create lasting opportunities. By collaborating closely with stakeholders, partners will ensure a coordinated approach that aligns prevention efforts with enforcement actions. All partner's shared goal is to build stronger, safer communities where individuals have the tools and support to avoid serious violence and contribute to a Safer Cleveland.

The key themes in the report were:

- 1. Prevention – Engage, Educate and Divert**
- 2. Early Intervention – Supporting at Critical Crossroads**
- 3. Community Action – Reducing Knife Crime Together**
- 4. Building Tomorrow – Creating Opportunities for a Safer Future**

How partners will be able to measure the success of the action plan were discussed with partners. The overall success of the measures were set out by the Home Office and included:

- NHS data on hospital admissions for assaults with a knife or sharp object, for all ages and particularly for those under 25.
- Police-reported data on knife and sharp object-enabled serious violence, across all age groups.
- Homicide statistics recorded by police, with a focus on victims under 25 and non-domestic settings (where data allows)
- Reduction in reoffending rates
- Reduction in serious violence measured using the Cambridge Harm Index
- Cost Benefit Analysis

Partners discussed the following with Officers following the report.

What work was being done to limit the ability for possible perpetrators to get knives etc. Officers informed members that this would be included in the prevention section of the action plan and would be looking to engage with partners working on that.

Officers noted that some reasonable reductions in Stockton had already been seen which shows that prevention work is successful.

AGREED to note the report.

SSP/19/25 Town Centre Violence Reduction Action Plan

Officers from Curv introduced Partners to the Town Centre Violence Reduction (TCVR) Plan. The plan was in line with the new Police and Crime Plan, the TCVR plan took its origins from the NTE Action Plan delivered previously and would look to deliver improved safety in the defined areas where NTE and DTE merge. This expansion recognised the overlap between day and nighttime economy and the transferability of safety measures. It reflects a collective approach, working in collaboration with town centre leaders from local authority and the Police force, that seeks to create a safe and thriving town centre for visitors to enjoy and businesses to succeed.

The objectives and principles of the plan were outlined in the report and they were:

Objectives:

- Deliver Cleveland wide initiatives that seek to reduce public space serious violence in defined town centres.
- Work collaboratively with partners and support local initiatives where possible.
- Widen the number of locations where people can reach out for help, to include retail spaces and transport hubs.

Principles:

- **Evidenced Based Approach.** In reflection of the expansion of the plan, CURV will draw on surveys outlining the experiences of businesses and other town centre stakeholders to ensure delivery is reflective of need. If there is a need, CURV will update the NTE Problem Profile to expand into DTE.
- **Partnership Working.** The Action Plan will seek opportunities to implement whole system ways of working, promoting joint working and problem-solving between all partner agencies.
- **Sustainable rather than temporary.** As with the NTE Action Plan, the Town Centre Violence Reduction Plan will look to introduce interventions which are low cost with embedded support materials to ensure the long-term sustainability of successful interventions.

Partners discussed how the plan was a welcomed expansion of the nighttime economy plan which had already been in place for two years. Related to the TCVR was the Bleed Cabinets mapping tool which would now be available on the CURV website, Officers agreed to share with members following the meeting.

Members also welcomed the Drug Safer approach outline the in report, with it being noted that it would be helpful to link with Officers to allow testing and data sharing. This would allow Officers to know what is being used and the dangers going forward.

Members AGREED to Note the report.

SSP/20/25 Domestic Abuse Strategy Update / DHR Recommendations

The Domestic Abuse Strategy update was presented to members of the Partnership. Officers highlighted several sections of the report.

Promotion of Clare's Law was discussed, and Officers showed the increase in the number of applications since the awareness work had been undertaken. The Community Awareness approach rethink was also discussed, with members noting that 100% of libraries had received training on domestic abuse. Nursery Managers and Childminders had also been offered a briefing session. Currently only 10% of Primary Schools had received training on domestic abuse.

Domestic Homicide Reviews (DHR) had been renamed as Domestic Abuse Related Death Reviews (DARDS). Officers informed members of the link which were in place with Suicide Prevention following recommendations coming out of previous reviews.

One DARD was completed, and Partners were currently working to implement the recommendations from the report.

Members AGREED to note the update.

SSP/21/25 Project Harmony/Shield Update

Officers gave a brief update to members of the two flagship community safety initiatives Project Harmony & Shield. Starting with Project Harmony following the Bowesfield Family Event which had taken place last spring was such a success that another was to be held, with the help of the Local Residents Association. Partners were encouraged to contact Officers following the meeting if they were interested in contributing.

Officers had also been supporting resident groups with capacity building, specialist advice, funding applications etc. This help was a key component of the 'Build' phase of the Clear, Hold, Build strategy. Partners had the goal to eventually build enough community resilience so that Partners active involvement can be scaled down, without risking a resurgence in organised crime. With the work on Project Harmony now reaching its mature stages the work on its sister operation (Nightfall) was in good place strategically.

Members were aware that at the last Partnership meeting the funding for operation Nightfall was coming to an end, but the core partners (SBC, Cleveland Police, A Way Out, the Bowesfield RA and local Cllrs) were still actively involved. Also discussed at the last SSP meeting was the switch from plain clothes to uniformed patrols which would now be included in Police core duty times.

Moving on the Operation Shield Officers gave an update to members. A community engagement event would be held with joint commitments from the Home Office's Safer Streets Town Centre Initiative and the Policing in the Heart of Your Neighbourhood by Cleveland Police. The event would be held the Friday following this meeting of SSP and all partners were welcome to attend.

The event followed the successful July Day of Action which coincided with SBC community engagement's Summer Family Fun Day.

Officers encouraged all members of the public who may experience ASB offending to call and inform SBC as they are able to react as it happens. And in the case of repeat offenders Officers are able to work with a number of partners such as Change Grow Live, Recovery Connections, The Moses project, A Way Out and Cleveland Police among others to try and solve this behaviour.

One option when dealing with repeat offenders are Criminal Behaviour Orders (CBO's) whereby certain prohibitions or requirements can be imposed on them.

It was hoped that with the use of the various tools and joint working with partners that the work towards shielding the town centre.

AGREED to note the report.

SSP/22/25 Prevent (CT) update (nothing by exception)

Officers informed members that following the high-profile attacks which had been carried out in Southport, the Home Office had shared lessons learned for the Prevent programme. The report was now available online and members were encouraged to review it.

Members agreed to note the update.

SSP/23/25 Any Other Business

There was no other Officer business raised at the meeting.

SSP/24/25 IQaunta

Members were presented with a restricted report that provided an overview on crime comparisons against other similar CSPs utilising iQuanta.

This report was a restricted document due to the statistical information only made available as an intelligence tool for partnerships until released by the Home Office.

AGREED that the report be noted.

SSP/25/25 SBC Performance

Due to the connection to an ongoing Police investigation this Agenda Item was restricted.

Agreed that the update be noted.

Chair:

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Date (4.30pm unless stated)	Topic	Attendance
1 May 2025	CANCELLED	
22 May	Monitoring: Action Plan – Welcoming and Safe Town Centres Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> • (Draft) Scope and Project Plan 	Sharon Cooney Louise Hollick / Mandy MacKinnon
26 June	Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> • Stockton-on-Tees Borough Council <ul style="list-style-type: none"> ○ Early Help, Safeguarding and Children in our Care (Children's Services) ○ Public Health (Adults, Health and Wellbeing) 	Louise Hollick Mandy MacKinnon
31 July	Monitoring: Progress Update – Outdoor Play Provision Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> • Domestic Abuse Steering Group • Harbour Minutes of the Safer Stockton Partnership (March & May 2025)	Neil Mitchell Sarah Bowman-Abouna Samantha Neil / Kelly Thomson
25 September	Stockton-on-Tees Community Safety Strategy Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> • Harrogate & District NHS Foundation Trust (Health Visitors) • North Tees & Hartlepool NHS Foundation Trust (Maternity) • Tees, Esk & Wear Valleys NHS Foundation Trust (CAMHS) 	Cllr Norma Stephenson OBE / Marc Stephenson / Richard Bradford Sarah Massiter Lindsay Britton-Robertson / Beth Swanson Gemma Sharpe
30 October	Monitoring: Progress Update – Outdoor Play Provision Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> • NHS North East & North Cumbria Integrated Care Board (NENC ICB) • Primary Care Networks (PCNs) 	Reuben Kench Kimm Lawson Rebecca Warden / Dr Clare Hodges

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Date (4.30pm unless stated)	Topic	Attendance
27 November	SBC Air Quality Strategy 2025-2030 Minutes of the Safer Stockton Partnership (July 2025)	Stephen Donaghy
18 December	Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> Cleveland Police Early Years Providers: Survey Feedback Minutes of the Safer Stockton Partnership (October 2025)	Alan O'Donoghue
22 January 2026	Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> Hartlepool and Stockton-on-Tees Safeguarding Children Partnership (TBC) Housing Services <ul style="list-style-type: none"> SBC (TBC) Thirteen Housing Group (TBC) 	
26 February (informal)	Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> Summary of Evidence / Draft Recommendations 	Louise Hollick / Mandy MacKinnon
26 March	Review of Children affected by Domestic Abuse <ul style="list-style-type: none"> (Draft) Final Report Review of Community Participation Budget and Ward Transport Budgets <ul style="list-style-type: none"> (Draft) Scope and Project Plan 	Cllr Clare Besford / Cllr Norma Stephenson OBE / Sarah Bowman-Abouna / Majella McCarthy / Louise Hollick / Mandy MacKinnon

2025-2026 Scrutiny Reviews

- Children affected by Domestic Abuse
- Community Participation Budget and Ward Transport Budgets

Monitoring Items (scheduled / to be scheduled)

- Fly-Grazed Horses (Progress Update) – TBC
- Welcoming and Safe Town Centres (Progress Update) – TBC (mid-2026)

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Other Information Sources / Updates

- **Safer Stockton Partnership (SSP):** The SSP is the local community safety partnership and works together to reduce crime and anti-social behaviour (ASB) – meeting dates, agendas and minutes can be accessed via <https://moderngov.stockton.gov.uk/ieListMeetings.aspx?CId=1144&Year=0>. Every three years, the SSP undertake a Crime and Disorder Audit and, following public consultation, produce a Community Safety Plan which sets out how agencies within the Partnership intend to achieve targets in crime reduction – the latest version is the [Stockton-on-Tees Community Safety Strategy 2022-2025](#).

Part two of the [Police and Crime Commissioner Review](#), recommended that the Home Office undertake a full review of Community Safety Partnerships (CSPs) across England and Wales. The CSP review ran from March 2023 to January 2024 and has now concluded – it sought to clarify the role of CSPs, and improve their transparency, accountability, and effectiveness, making it easier for them to serve the needs of their communities in tackling crime, disorder, and antisocial behaviour. As a result of the review, the Home Office will be developing new guidance for CSPs, which will reflect the context CSPs currently work within and set out recommended minimum standards, as well as suggestions for good practice.

- **Serious Violence Duty:** The Duty (Aug 22) <https://www.gov.uk/government/publications/police-crime-sentencing-and-courts-bill-2021-factsheets/police-crime-sentencing-and-courts-bill-2021-serious-violence-duty-factsheet> and associated guidance (Dec 22): https://www.gov.uk/government/news/efforts-to-tackle-serious-violence-and-homicide-stepped-up?utm_medium=email&utm_campaign=govuk-notifications-topic&utm_source=66d44b4c-9d22-4f1d-aed7-517818847183&utm_content=immediately. The Home Office plan to update the guidance to the Serious Violence Duty (SVD) – the LGA will be giving views (Councils have contributed to this).
- **Martyn's Law:** The Home Office has [released new guidance materials](#) to support public understanding of the Terrorism (Protection of Premises) Act 2025—commonly known as Martyn's Law—by publishing a myth buster and a one-page leaflet aimed at clarifying the Act's scope and dispelling common misconceptions.
- **Modern Slavery:** [New modern slavery risk assessment and due diligence guidance for local authority commissioners of adult social care](#), produced by the University of Nottingham Rights Lab in tandem with the LGA, was published in October 2023 - it provides advice on to how to set up effective local systems to identify and manage the risks of modern slavery in adult social care. The LGA has established a modern slavery network for Council officers leading on work to tackle modern slavery – the network meets quarterly via Teams and aims to share good practice and discuss current issues. In March 2025, the Home Office [published its end of year summary for the National Referral Mechanism \(NRM\)](#) and Duty to Notify Statistics in 2024. The statistics provide a breakdown of the number of potential victims of modern slavery referred into the NRM. 19,125 potential victims of modern slavery were referred to the Home Office last year, representing a 13 per cent increase compared to the preceding year. The [Home Office has published their Action Plan on modern slavery](#), which sets out the Home Office and partners' actions to tackle modern slavery over the next 12 months, and long-term ambition over the coming years. It sets the strategic approach for the next financial year, reflecting current parameters and constraints (including resourcing and budget). Middlesex University and Anti-Slavery International have completed [research exploring the role of local authorities as first responders](#). The report looks at the challenges and opportunities facing Councils, and focuses on the need to improve training, awareness, and collaboration to strengthen the local response to modern slavery.

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The LGA has [updated its councillor guide on tackling modern slavery](#). The guide provides advice to Councillors on how they can increase awareness and understanding of modern slavery across their Council and community, as well as how Councillors can scrutinise the work of the Council and its partners on modern slavery, ensuring accountability.

- **Youth Offending:** *Turnaround* is a voluntary youth early intervention programme led by the Ministry of Justice. The programme provides multi-year grant funding to Youth Offending Teams (YOTs) across England and Wales until March 2025, enabling them to intervene earlier and improve outcomes for children on the cusp of entering the youth justice system. The eligibility criteria for *Turnaround* includes; children involved in anti-social behaviour (ASB) – ranging from coming to notice for repeated involvement in ASB up to and including receiving a Civil Order for ASB. The Ministry of Justice is encouraging all community safety teams to engage with their local YOT Manager or Management Board to discuss a referral pathway for eligible children so they can be offered support via *Turnaround*.
- **Anti-Social Behaviour (ASB):** The Local Government and Social Care Ombudsman issued a press release in August 2023 expressing concern that [Councils were not doing enough to help victims of ASB](#). The Ombudsman has also produced a [learning lessons from complaints about antisocial behaviour](#) document which includes scrutiny questions for Councillors. The [ASB Action Plan](#) has since been updated (March 2024).

The Victims and Courts Bill includes new powers for the Victims' Commissioner to scrutinise the treatment of victims of anti-social behaviour. The Commissioner has already taken a close interest in ASB but to date, her focus has been on the criminal justice system. This additional power will enable future Commissioners to look more widely at the victim experience. In preparation for this, the Office of the Victims' Commissioner is undertaking a mapping exercise, to look at the victim journey across all agencies, identifying sources of data, gaps in policy and obstacles to victims reporting and getting support. The Commissioner is keen to receive any case studies and feedback about current processes.

The Home Office has updated the ASB statutory guidance for frontline professionals to housing providers and LAs which has been updated on [gov.uk](#). These changes have been made following the recommendations of the Victims' Commissioner's 2024 report, "[Still living a nightmare: Understanding the experiences of victims of anti-social behaviour](#)". Key updates include:

- Enhanced recommendations for victim participation and support throughout the ASB Case Review process.
 - Clearer guidance on the role of a single point of contact for victims
 - Stronger emphasis on the use of independent chairs for case reviews.
 - Alignment with the Victims Code to ensure victims of criminal ASB are referred to support services, regardless of whether criminal charges are pursued.
 - Additional guidance on the interface between ASB and safeguarding, including domestic abuse and exploitation.
- **CONTEST:** In July 2023, the Government published its [updated counter-terrorism strategy, CONTEST](#), which judges that risks from terrorism are rising. In related matters, SBC rolled-out mandatory staff training around the Prevent and Protect duty at the end of April 2023. In March 2024, the Government [published a new definition of extremism](#), updating the one in the 2011 Prevent Strategy and to reflect the evolution of extremist ideologies and the social harms they create. The Government also recently published a [progress report one year on from the publication of the Independent Review of Prevent](#). This sets out that 30 of the

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34 recommendations are now complete, including updated statutory guidance, training and the assessment framework, the launch of a new [Standards and Compliance Unit \(STaCU\)](#) to handle complaints and provide oversight.

On 30 September, Counter Terrorism Policing launched ACT for Local Authorities. Led by National Counter Terrorism Security Office (NaCTSO), ACT for Local Authorities uses CTP's regional network of Counter Terrorism Security Advisers and Prepare Officers to enhance the capabilities of local authorities in delivering the Protect and Prepare elements of the [national counter terrorism strategy](#). ACT for Local Authorities strengthens local authority capabilities in protective security across five key areas: planning and development, licensing, community safety, transport and highways, and emergency planning. ACT complements the Terrorism (Protection of Premises) Act 2025, offering tailored information, guidance, and access to specialists. Local authorities will be able to access resources – including toolkits and videos for each of the five priority areas – primarily through [the ProtectUK website](#) to support their consideration and understanding of terrorist risks, protective security and preparedness.

- **Fire & Rescue:** [State of Fire & Rescue 2022](#) - His Majesty's Chief Inspector of Fire and Rescue Services Annual Assessment of Fire and Rescue Services in England. Arson and deliberate fire setting remain a significant issue for Cleveland Fire Brigade with Cleveland being the arson capital of the UK – in October 2022, Cleveland Fire Brigade [appealed for everyone to become a FireStopper in a new bid to reduce arson and violent attacks on Firefighters](#).
- **Shoplifting:** Police to treat shoplifting like organised crime (BBC online article published in October 2023): <https://www.bbc.co.uk/news/business-67191793>. In November 2024, it was reported that incidents of shoplifting had reached a 20-year high, according to figures recorded by the police. A survey of shopkeepers by the Association of Convenience Stores found that 94 per cent felt that the problem had worsened in the last 12 months: [Sky: 'We need help': Workers say shoplifting is 'out of control' after surge in brazen thefts](#).
- **Dangerous Dogs Act 1991:** The Government has added the XL Bully breed type to the list of dogs banned under the Dangerous Dogs Act 1991 in England and Wales. From 31 December 2023, breeding, selling, exchanging, advertising, rehoming, gifting, abandoning, and allowing an XL Bully dog to stray will be illegal, and these dogs must be muzzled and on a lead in public. From 1 February 2024 it will be a criminal offence to own an XL Bully in England and Wales unless the owner has a Certificate of Exemption. [Defra has published further information about how to prepare for the ban which will be updated regularly](#), and they will continue engagement with stakeholders. In March 2024, the LGA wrote to Council chief finance officers on behalf of DEFRA about new burdens funding relating to the XL Bully Ban for 2023-24.
- **Licensing:** [Legislation has been introduced into Parliament to amend the Licensing Act 2003](#) so that it is easier to get changes to licensing hours for special events or occasions, such as significant sporting events, through Parliament. The Bill is more concerned with parliamentary process than the contents of the Licensing Act itself. The Local Government Association (LGA) understands this legislation has Government support, so is likely to complete its parliamentary stages and become law. In July 2025, the Transport Select Committee launched [a new parliamentary inquiry looking at taxi and private hire vehicle licensing](#). This inquiry will examine whether the current licensing framework provides authorities with the tools they need to successfully regulate the sector. The Committee will consider the implications of uneven rules between areas, the growing role of digital ride-hailing platforms, and the challenges that can arise from cross-border working. It will also explore what reforms may be needed to

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improve standards for passengers and drivers. Councils are encouraged to respond to this inquiry, and the deadline for responses is Monday 8 September.

Leeds City Council and West Yorkshire Trading Standards are working together to push for a national change to the Licensing Act by gathering national support and evidence via a short survey: [Licensing Act loophole survey](#). The goal is to close the loopholes which undermine the work from Local Authorities and regulatory services to protect communities and public health. One major issue is the transfer of alcohol licences during a review or appeal. Organised crime groups are exploiting this by passing licences to individuals with no known links to the criminal activity.

October 2025 saw calls for better monitoring of gambling venues, following investigation by the BBC which found that more than a third of Councils have not been able to carry out an inspection in the past year. The LGA said Councils struggled to fund proactive inspections, and welcomed plans to give it new powers to block new gambling premises opening on high streets. [The Government also launched a call for evidence on what will be significant alcohol licensing reform, building on the recommendations of the Licensing Taskforce recommendations and the government's response](#) (the LGA will be responding, but Councils are encouraged to submit their own response by 6 November), and [launched a call for evidence to inform their plans to introduce a licensing scheme for the retail sale of tobacco](#) (Councils are encouraged to respond by 3 December and the LGA will also be submitting a response).

- **Domestic Homicide Reviews (DHRs):** The LGA and DAC conducted a survey regarding DHRs - [the results can be found on the LGA website](#). The LGA, Association of Police and Crime Commissioners (APCC) and Domestic Abuse Commissioner (DAC) formed a Domestic and Related Deaths Review (DARDR) forum for those who are involved in commissioning DARDRs or DHRs. There are currently 195 members of the forum from Councils, police, Offices of Police and Crime Commissioners and health. The forum set up a task group to give recommendations to government to consider in the forthcoming output from a review of DARDRs. The second phase will begin shortly where access to qualified chairs and costs will be considered.
- **Fires involving e-bikes and e-scooters:** The Office for Product Safety & Standards (OPSS) has written to heads of trading standards, asking that, where resources and prioritisation allow, Trading Standards services identify and inspect bike repair businesses and where possible inform OPSS of their findings.
- **Khan Review:** Dame Sara Khan has published her [independent review into social cohesion and resilience](#). Recommendations include the establishment of a new Office for Social Cohesion and Democratic Resilience (OSCDR), a 5-year Social Cohesion and Democratic Resilience Strategy (SCDR) and Action Plan, and that Government should better engage with Local Authorities over actions that could undermine social cohesion – for example in relation to asylum dispersal.
- **Safe Access Zones Around Abortion Clinics:** Councils have been contacting the LGA regarding Safe Access Zones around abortion clinics. The LGA have been engaging with government to ensure safe access zones can be established. Legislation will come into force from 31 October 2024 and will make it illegal for anyone to do anything that intentionally or recklessly influences someone's decision to use abortion services, obstructs them, or causes harassment or distress to someone using or working at these premises. The law will apply within a 150-metre radius of the abortion service provider. The College of Policing and the Crown Prosecution Service will be publishing operational guidance to ensure there is clarity and consistency with the enforcement of the new offence. Further information is available at: [Protection zones around abortion clinics in place by October - GOV.UK \(www.gov.uk\)](#).

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- **Trading Standards:** Illegal imported sweets which contain banned additives linked to cancer and behavioural problems are “flooding UK high streets”, councils have said (see February 2025 article: https://www.theguardian.com/uk-news/2025/feb/13/imported-sweets-american-candy-flooding-uk-high-streets-councils-banned-additives?utm_medium=email&utm_source=govdelivery). The warning first came from the Chartered Trading Standards Institute, which said that demand for American confectionery was being driven by influencers on social media platforms, leading to high street shops and smaller convenience stores stocking the products.
- **Crime and Policing Bill:** Early-2025 saw the UK Government introduce the Crime and Policing Bill to Parliament. Key provisions include:
 - **Powers for Theft Recovery:** Police can now enter properties without a warrant to recover stolen items located via electronic tracking, such as ‘find my phone’ apps. This change enables swifter action during critical investigation periods.
 - **Protection for Retail Workers:** The bill introduces a specific offence for assaulting retail workers, ensuring better safeguards for employees in shops and supermarkets.
 - **Addressing Antisocial Behaviour:** New "Respect Orders" will ban habitual offenders from town centres, and police are empowered to seize vehicles like off-road bikes and e-scooters used irresponsibly in public spaces.
 - **Combatting Knife Crime:** Measures include increased penalties for selling dangerous weapons to minors and the creation of a new offence for possessing a blade with intent to cause harm.
 - **Violence Against Women and Girls:** The bill strengthens Stalking Protection Orders, criminalises spiking incidents, and restricts registered sex offenders from changing their names to evade detection (note: publication of a new VAWG government strategy is expected later in 2025).
 - **Child Protection:** A new duty mandates adults in specific roles to report instances of child sexual abuse, implementing recommendations from the Independent Inquiry into Child Sexual Abuse.
 - **Public Order Enhancements:** The legislation bans face coverings used to conceal identity during protests and criminalises climbing on designated war memorials, promoting respect for public monuments.
- **Young Futures Programme:** The Young Futures Programme is a national, cross-government plan to prevent youth violence by proactively identifying and supporting young people most at risk. Central to the strategy are Young Futures Hubs, local centres that bring together mental health services, education, career advice, youth workers and police. Prevention Partnerships, which are multi-agency panels, will be introduced where there are Violence Reduction Units. This will work with communities, charities, schools, health services and police to map risk, co-ordinate early interventions and tailor support packages. These panels harness VRU expertise and local knowledge to spot vulnerabilities early, reduce youth involvement in crime (including knife crime and violence against women and girls), and offer continuous, evidence-based support. Each area with a VRU area will introduce a Prevention Panel from October 2025. Roll out to further areas is expected from April 2026.
- **Violence Against Women and Girls (VAWG):** The Violence Against Women and Girls (VAWG) Strategy publication is scheduled for September 2025.
- **Domestic Abuse:** A Sanctuary Scheme is a victim survivor centred initiative which aims to enable households at risk of domestic abuse to remain in their own homes (if it is safe and their choice) and reduce repeat victimisation through the provision of enhanced security measures (sanctuary) and support. The Local Government Association (LGA), the Ministry of Housing, Communities and Local Government (MHCLG), and Standing Together Against Domestic Abuse (STADA) are working in partnership to clarify

COMMUNITY SAFETY SELECT COMMITTEE

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current practice. In September 2025, surveys were sent to all Council Directors of Housing to delegate to relevant colleagues to complete.

A national reciprocal housing scheme is being developed, led by Standing Together Against Domestic Abuse and Clarion Housing, to provide secure housing options for domestic abuse survivors who need to relocate while retaining their tenancy rights. Building on the Whole Housing Approach toolkit, several local schemes already exist, and the national initiative aims to expand this support across England. With 2.4 million people experiencing domestic abuse in 2022, housing remains a key barrier to safety, making reciprocal moves a vital lifeline that prevent re-victimisation, reduce homelessness pressures, uphold tenancy security under the Domestic Abuse Act, widen rehousing options, and offer consistent support for both survivors and landlords. Standing Together Against Domestic Abuse would appreciate if councils completed this [survey](#).

- **Police and Crime Commissioner (PCC) for Cleveland:** Further information on the office of the PCC can be found on via <https://www.cleveland.pcc.police.uk/commissioner/office/> - this includes engagement with the **Cleveland Police and Crime Panel (PCP)**. Access to PCP agendas and papers can be found via <https://www.cleveland.pcc.police.uk/commissioner/office/the-work-of-cleveland-police-and-crime-panel/>.