



RECORD OF EXECUTIVE DECISIONS

The following is a record of the decisions taken at the meeting of **CABINET** on **THURSDAY 22 JANUARY 2009**.

These decisions will come into force and may be implemented from **3 FEBRUARY 2009**, unless the Overview and Scrutiny Management Committee or its Committees object to any such decision and call it in.

Area Action Partnerships (AAPs) **[Key Decision SHSC/LGR/09/08].**

Summary

The Cabinet considered a Report of the Assistant Chief Executive making detailed recommendations about the proposed geography, function, governance arrangements, broad budgetary criteria and transition arrangements for the 14 Area Action Partnerships (AAPs) to be established in County Durham as follows

- Bishop Auckland and Shildon AAP (formally Bishop Auckland AAP)
- Chester-le-Street AAP
- Consett AAP
- Crook, Willington and Tow Law AAP (formerly Crook and Willington AAP)
- Durham City AAP
- Easington AAP
- East Durham Rural Corridor AAP (formally Sedgfield Rural Corridor AAP)
- Ferryhill and Chilton AAP
- Mid Durham Rural West AAP (formerly Lanchester/Durham Rural West AAP)
- Newton Aycliffe AAP
- Spennymoor AAP
- Stanley AAP
- Teesdale AAP
- Weardale AAP

With regard to the proposed Geography for AAPs the boundaries were to be inline with the preferences expressed in the consultation process and as outlined in the AAP plans attached in Appendix 5 to the report, with decision-making and representation framework as set out in Appendix 6 of this report.

The proposed Governance Model / Terms of Reference would be based on

- An Area Forum for each AAP area facilitating debate and participatory activity for 'all comers' twice on an annual basis.
- An Area Board for each AAP area which would meet initially on a monthly basis to consider issues.

Decision

The Cabinet approved the recommendations in the report for the geography, function, governance arrangements, broad budgetary criteria and transition arrangements for the 14 Area Action Partnerships (AAPs).

Durham County Council Bus Strategy [Key Decision Env/EN/11/08]

Summary

The Cabinet considered a Report of the Corporate Director, Environment (for copy see file of Minutes) about the outcome of consultation exercise relating to a Bus Strategy and seeking approval for its adoption following consultation.

A total of 30 responses were received, mainly expressing concern about specific operational issues of bus services as well as specific routes, places and times not being served. Some of the concerns raised are exactly why the Bus Strategy is in place and highlights the issues to be tackled.

The Bus Strategy is a document where all policies and proposals regarding bus services are drawn together in the same place. The Bus Strategy therefore details how bus services are delivered so that:

- They meet the transport requirements of people within the area that the authority consider should be met;
- They are provided to an agreed standard;
- The appropriate additional facilities and services required to support the bus network are provided.

The aim of the Strategy is to play an important role in offering:

- Solutions to traffic congestion
- An alternative journey to the private car
- Increased social inclusion
- Better accessibility to services
- The creation of a safer and better environment.

Decision

The Cabinet approved the Bus Strategy.

Lesley Davies, Acting Director of Corporate Services
26 January 2009