

Doncaster Long Term Plan for Towns (LTPT) Discussion Paper: Principles and Priorities

Summary

1. Meeting attendees are asked to discuss and shape:
 - a. Principles to underpin Doncaster LTPT investment decisions (para. 39)
 - b. Priority interventions for year one LTPT investments and potential Year 2/3 interventions (para. 40)

LTPT Background and Requirements

2. The government has published additional guidance (24th May 2024) on the required content of a town's Long-Term Plan for Towns.
3. Although a General Election has been called, Doncaster is currently still expected to submit its Long-Term Plan (comprising our 10-year vision and 3-year investment plan) by 1 August 2024. The Plan must be agreed between the Department for Levelling Up, Housing and Communities (DLUHC), the City Centre Board and local authority prior to funding being released.
4. The submission will be subject to a light-touch assessment by DLUHC to provide assurance that:
 - proposed activity aligns with the programme's investment themes (safety and security, high streets and regeneration, and transport and connectivity);
 - the Plan has been developed in consultation with the local community and residents, and is therefore reflective of their priorities; and
 - that appropriate processes and controls will be in place to deliver the programme effectively.
5. A high-level timescale for submission and approval of the plan has been provided by Government and is shown in Appendix A.

Required Contents of the Plan

6. Our Long-Term Plan must consist of:
 - **A 10-year vision for the town.** The strategic vision for the town; where, why and how funds will be targeted over the 10-year period taking account the town's challenges and opportunities.
 - **A 3-year investment plan.** A more detailed plan outlining the interventions the Board wishes to pursue across the first three-year period of the programme, including how funding will be indicatively allocated to specific intervention areas and when interventions will be delivered.
7. Given its strategic nature, the 10-year vision is expected to remain a broadly static document, refreshed only in response to further community engagement and/or local economic shocks.

8. The 3-year investment plan must set out the priorities for investment and how this links to the town's 10-year vision. Recognising the pace at which Government is asking towns to move, it is not expected that this will be an exhaustive document detailing comprehensive plans for the projects that will be funded across the three years.
9. Within the initial 3-year investment period, towns will have the flexibility to rollover their programme and capacity funding across those three years.

Guidance for completion of the 10-Year Vision

10. The Town Board's 10-year vision must be a long-term, strategic document. It should be clear and concise, backed by insights gained through engagement with residents and how the Board will ensure the voice of local people is heard throughout the programmes 10-year lifespan. Once agreed, a public-facing version of the 10-year vision document must be made available online.
11. There is no set template for the 10-year vision; however, the document must be structured into the sections outlined below, following the listed order.
 - Geography
 - Vision Statement
 - Strategic Case for Change
 - Outcome and Objectives
 - Areas of Intervention
 - Safety & Security
 - High Streets, Heritage and Regeneration
 - Transport & Connectivity
 - Alignment with wider investments
 - Community and Stakeholder Engagement and Participation
 - Other Investment Leveraged
 - Governance
 - Delivery Milestones
 - Assurance

Guidance for completion of the 3-Year Investment Plan

12. The funding available for the three-year investment plan is as follows:

	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Total
Total Revenue per place, £(000)	449	423	449	1,321
Total Capital per place, £(000)	491	1,605	1,605	3,701

13. A template for the Investment Plan will be shared separately by DLUHC and must be used by all towns for this element of the Plan (not yet available).

14. The investment plan must include:

- The priorities for investment, i.e., **the challenges and opportunities that community engagement has identified as priority** to address across the first three years of the programme;
- A narrative explaining **the investment themes** (safety and security, high streets, regeneration and town centres and transport and connectivity) **that they intend to pursue in the first three years;**
- The specific **interventions** the town intends to pursue **in the first year of the programme**, be that 'on' or 'off' menu; and, where applicable the powers as per the policy toolkit that the town will seek to use to deliver and/or supplement this activity.

15. The 'menu' of pre-approved interventions is shown in paragraph 40.

16. While not mandated, where information is available towns are encouraged to include:

- The specific interventions they intend to pursue in the second and third years of the 3-year investment period.
- The powers that the town will seek to use to deliver and/or supplement this activity.
- Any 'projects' that they have identified to be delivered in the first three years of the programme.

17. Town Boards, supported by the local authority as the accountable body, will be responsible for selecting individual projects to deliver the identified interventions.

18. Towns are not expected to have fully defined 'projects' at the investment plan stage and will not be disadvantaged if they cannot include project level detail in their investment plan.

Community Engagement

19. Plans must evidence extensive resident engagement and be clear about how the community's views have shaped and influenced the proposed interventions put forward – this will form a key element of the assessment. Plans containing insufficient evidence of community involvement in the design of the plan will not be approved.

Alignment with Other Initiatives and Funds

20. The Long-Term Plan must complement existing or planned provision in the local area and be non-duplicative.

Summary of Consultation Findings to Date

Online Survey

21. The online survey remains open and has received 4,131 responses as of w/c 27th May 2024. A majority of responses (62%) are from people aged 55 years or older. Only a small proportion of responses are from people aged under 25 years old (2%). Further engagement with different groups including children and young people is taking place through the Appreciative Inquiry. The online survey results below should be taken in this context, as a first piece of engagement, and as an interim high-level summary.

Age Group	Number of Responses	Percent
18-24	80	2%
25-34	269	7%
35-44	545	13%
45-54	705	17%
55-64	980	24%
64+	1552	38%
Grand Total	4131	

22. Shopping (24%) and Food/Drink (18%) were the most common reasons cited for visiting the city centre followed by the Transport Interchange (14%), Leisure & Culture (13%), and the Market (12%). When asked what people think should be the highest priority immediate actions relating to the city centre (from a defined list relating to the LTPT), they gave the following responses:

Priority for Immediate Action	Age Group						All Ages
	18-24	25-34	35-44	45-54	55-64	64+	
Improving safety and security	51%	54%	55%	54%	52%	43%	49%
Addressing derelict/abandoned sites	16%	15%	17%	20%	21%	23%	21%
Bringing vacant/derelict/heritage buildings back into use	9%	12%	12%	15%	16%	19%	16%
Improving the public realm (benches, street scene, trees/planters, etc.)	10%	8%	6%	2%	3%	5%	5%
Improving transport connections to/from the city centre	6%	4%	4%	3%	4%	6%	4%
Providing more events and activities in the city centre	4%	7%	5%	4%	3%	1%	3%
Improving wayfinding and connectivity within the city centre	4%	1%	2%	1%	1%	2%	2%

23. While the age profile of respondents is unbalanced, it does not appear to significantly alter the relative proportions of answers above. Improving safety and security is the highest priority among all age groups, although it is a lower proportion of the 64 years+ age group responses.

24. Collectively, the need to address derelict or abandoned sites and bring empty buildings back into use rate highly, particularly among older age groups. Conversely, younger groups are more likely to prioritise the public realm, and transport and connectivity, than older age groups.

How safe do you feel visiting the city centre?	Age Group						All Ages
	18-24	25-34	35-44	45-54	55-64	64+	
Very or Somewhat Safe	21%	26%	24%	25%	27%	32%	28%
Neither Safe nor Unsafe	24%	21%	14%	17%	22%	24%	21%
Very or Somewhat Unsafe	55%	52%	62%	57%	51%	44%	51%

25. In relation to safety and security, of the behaviours asked about, respondents felt that the two most significant issues were, begging and anti-social or intimidating behaviour by adults. This is reinforced by the unprompted comments in the survey.
26. In terms of issues that people said would make them feel safer when they visited the city centre, by far the most common response is an increase in visible patrols and enforcement. This particularly related to effective policing but also other the presence of other security staff/agencies. From a random sample of 500 comments, more than 300 people (60%) gave this response unprompted.
27. The second most prevalent issue raised unprompted is the need to tackle begging/vagrancy and address rough sleeping/homelessness. Around 27% of respondents commented on one of these issues.
28. Other common unprompted issues that people said would make them feel safer relate to:
- Tackling drug and alcohol use in the city centre
 - Increasing footfall, cleanliness and addressing empty/unused spaces; and
 - Addressing the presence/behaviour of large groups/gangs of people
29. To a lesser extent, comments included the value of CCTV, improved lighting. There is some cross-over or amalgamation of the above issues in the comments e.g. drug-use/begging. A small but notable minority of comments related to immigration/foreign nationals (circa 4%), occasionally in the context of large groups/specific areas.
30. Beyond safety and security, the cleanliness and overall look/feel of the city centre are important to respondents but currently rate notably poorly, along with the provision of public toilets.

Built Environment/Amenity	Extremely or Somewhat Important (Respondents)	Rated Good or Very Good (Respondents)	Rated Fair (Respondents)	Rated Poor or Very Poor (Respondents)
General 'look and feel' of the City Centre	98%	5%	25%	68%
Public Toilets	85%	7%	28%	58%
City Centre Cleanliness	99%	9%	34%	56%
Protection/Use of Heritage Buildings	90%	15%	35%	38%
Presence of Trees, Planters & Green Spaces	84%	13%	44%	37%
Benches/Places to Sit Down	61%	16%	45%	28%
Events & Activities	69%	15%	40%	26%

31. The quality and variety of the shopping and retail offer is a very important issue among respondents, but it is rated poorly, while the food and drink offer is viewed much more favourably.
32. Doncaster Market, which acts as both a retail and food/drink outlet is a valued asset among a majority of residents but is not currently rated particularly highly.

City Centre Offer	Extremely or Somewhat Important (Respondents)	Rated Good or Very Good (Respondents)	Rated Fair (Respondents)	Rated Poor or Very Poor (Respondents)
Quality & variety of shopping/retail outlets	92%	10%	33%	57%
Doncaster Market	78%	28%	33%	39%
Quality & variety of arts and culture offer	73%	26%	53%	21%
Quality & variety of food and drink outlets	80%	37%	48%	15%

33. A majority of respondents find it very or quite easy to access the city centre, but less easy to get around within the city centre.

	Very/Quite Easy (Respondents)	Very/Quite Difficult (Respondents)	Net
Travel to the city centre?	78%	10%	+68
Travel within/between areas of the city centre	41%	22%	+19

34. In relation specifically to car parking, the cost of parking is an issue for some people. The location and availability of parking spaces is generally viewed positively, although there are more balanced views over the safety of car parks.

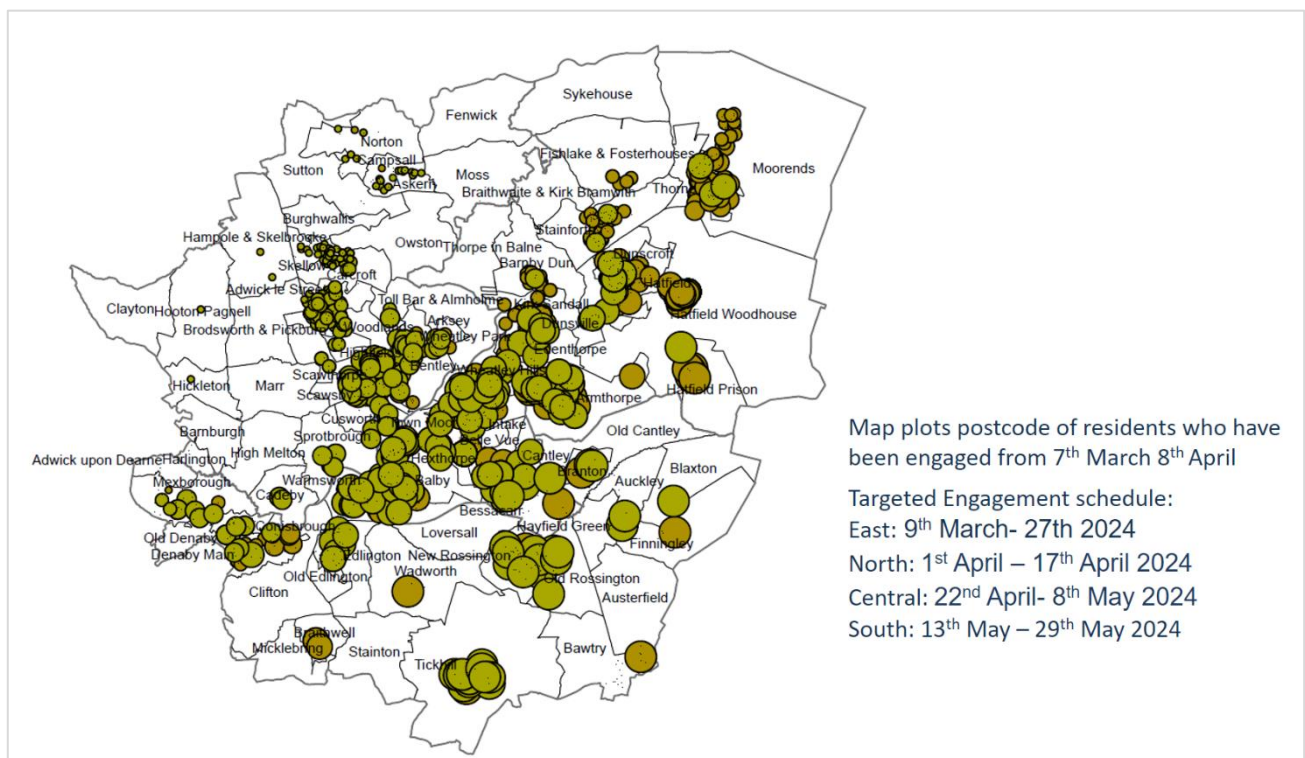
Car Parking	Rated Quite Good or Very Good (Respondents)	Rated Quite Poor or Very Poor (Respondents)	Net
Cost of car parking	13%	50%	-19
Safety of car parks	43%	35%	+8
Availability of parking spaces	55%	29%	+26
Location of parking spaces	58%	27%	+32

Appreciative Inquiry Update (7th March-8th May)

35. The Appreciative Inquiry is engaging with residents across Doncaster about the future aspirations they have for the city. It is a targeted Locality based approach.

- As of 8th May, over 1263 conversations have been conducted across the city of which there have been 575 conversations with under 19s.
- Conversations have taken place at over 120 different community venues
- 3 engagement workshops delivered in each locality

36. Further details of the geographical spread of respondents is shown below:



37. Emerging themes from the work include public safety, cleanliness, the 'offer' to the user – and the need for Doncaster to be a 'welcoming' city.

38. An unranked list of priority themes identified so far through the discussions are summarised below:

Central Locality	East Locality	North Locality
Community Cohesion <ul style="list-style-type: none"> • Safety • Welcoming city • More monitoring • Police present • Helping homeless 	Community Cohesion <ul style="list-style-type: none"> • Safety • Welcoming city • More monitoring • Police present • Helping homeless 	Safety <ul style="list-style-type: none"> • ASB • Drug & Alcohol Misuse • Homelessness • Crime
Environment <ul style="list-style-type: none"> • Green space/open spaces/Canal connection • Seating areas • Cleaner streets • Parks/ Bike park • Vibrant city • Greener city 	Environment <ul style="list-style-type: none"> • Green space • Seating areas • Cleaner streets • Parks • Vibrant and welcoming 	Environment <ul style="list-style-type: none"> • Green space • Seating areas • Child-friendly • Appearance
Accessibility for All <ul style="list-style-type: none"> • Transport links • Parking • Accessible for all • Canal connection 	Accessibility <ul style="list-style-type: none"> • Transport links from outer communities • Better and safer parking • Cheaper parking 	Accessibility <ul style="list-style-type: none"> • Transport links • Disabled access • Seating areas • Parking • Walking
Amenities/Infrastructure <ul style="list-style-type: none"> • Thriving marketplace • Quality shops/ Independent • Infrastructure • Empty buildings • History of city Activities and Events <ul style="list-style-type: none"> • Events • Entertainment • More for young people and families • More arts and culture 	Amenities/ groups and activities <ul style="list-style-type: none"> • Thriving marketplace • Quality shops • Infrastructure • Empty buildings • Activities for families 	Entertainment <ul style="list-style-type: none"> • Nightlife • Child/family-friendly • Low-cost/ Free • Heritage Retail <ul style="list-style-type: none"> • Shops • Frenchgate • Market • Lakeside
		Education/Employment <ul style="list-style-type: none"> • Jobs • University
		Health Access <ul style="list-style-type: none"> • Appointments

Doncaster LTPT Principles

39. It is proposed that the Doncaster Long Term Plan is informed by the new City Centre Vision and community consultation and that investment decision are based on some agreed underlying principles.

For Discussion

Below is a draft initial list of underlying principles to inform the development of the Doncaster LTPT. Board Members are asked to help add, shape and amend these starting principles:

1. Doncaster LTPT interventions will be selected and prioritised based on a combination of:

- Local community consultation
- Data and evidence
- Existing delivery and experience
- Research and best practice

2. LTPTP will be used primarily to enable:

- Increased delivery of existing provision to achieve enhanced outcomes *i.e. Extra resources for proven activity to improve outcomes (not to displace existing resource)*
- Targeted additionality i.e. time-limited projects or one-off investments to address specific issues and challenges
- Trialling innovative solutions, new ideas and testing interventions i.e. being open to managed risk.
- Community-led solutions

3. We will seek to maximise impact by:

- Partnership working, contributions, and shared responsibility.
- Complementing existing activity to deliver agglomeration benefits.
- Effective alignment of resources
- Using LTPT funds to leverage other external funding and investments, where possible

4. Where possible, we will explore cross-sector delivery opportunities with the lead role taken by an appropriate partner, including:

- Public sector services
- Voluntary, Community & Faith Sector projects and services
- Private sector delivery and match funding opportunities

5. Sustainability:

- Agreed LTPT investments will have a clear end state and exit strategy including, where required, sustainable funding solutions.

Priority LTPT Interventions

40. Form the list of interventions below, Board Members are asked to:

- **Determine preferred year one priority interventions.** Initial suggestions for the Board to discuss based on early consultation feedback and data are shown in red/bold, below.
- **Consider/shortlist potential year 2 and 3 interventions.**

Pre-Approved Interventions
<p>Safety and security interventions</p> <ul style="list-style-type: none"> • S1: Design and management of the built and landscaped environment to 'design out crime'. • S2: Engage with Police Force and together consider interventions to focus on visible crime prevention in defined areas places. • S3: Measures to prevent anti-social behaviour, crime and reduce reoffending. • S4: Measures to reduce repeat burglary.
<p>High streets, heritage and regeneration interventions</p> <ul style="list-style-type: none"> • H1: Funding for place-based regeneration and town centre and high street improvements • H2: Funding for new or improvements to existing, community and neighbourhood infrastructure projects and assets including those that increase communities' resilience to natural hazards, such as flooding, and support for decarbonisation of facilities, energy efficiency audits, and installation of energy efficiency and renewable measures in community buildings. • H3: Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments. • H4: Enhanced support for arts, cultural, heritage and creative activities, projects and facilities and historic institutions that make up the local cultural heritage offer. • H5: Support for local arts, cultural, heritage and creative activities. • H6: Funding for the development and promotion of wider campaigns which encourage people to visit and explore the local area. • H7: Funding for impactful volunteering and social action projects. • H8: Funding for local sports facilities, tournaments, teams and leagues. • H9: Investment in capacity building, resilience (which could include climate change resilience) and infrastructure support for local civil society and community groups. • H10: Investment and support for digital infrastructure for local community facilities. • H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses. • H12: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally. • H13: Grants to help places bid for and host international business events and conferences that support wider local growth sectors.
<p>Transport and connectivity interventions</p> <ul style="list-style-type: none"> • T1: Support for active travel enhancements in the local area. • T2: Funding for bus infrastructure and connections to speed up journeys. • T3: England and Scotland Only: Additional revenue funding added to the Bus Service Improvement Programme Plus (BSIP+) funding model from June 2024. • T4: Funding for new, or improvements to road networks to improve access within and to the town. • T5: Funding to improve rail connectivity and access. • T6: Reducing vehicle emissions. • T7: Investment and support for digital infrastructure for local community facilities

Appendix A: Timeline for Submission and Approval

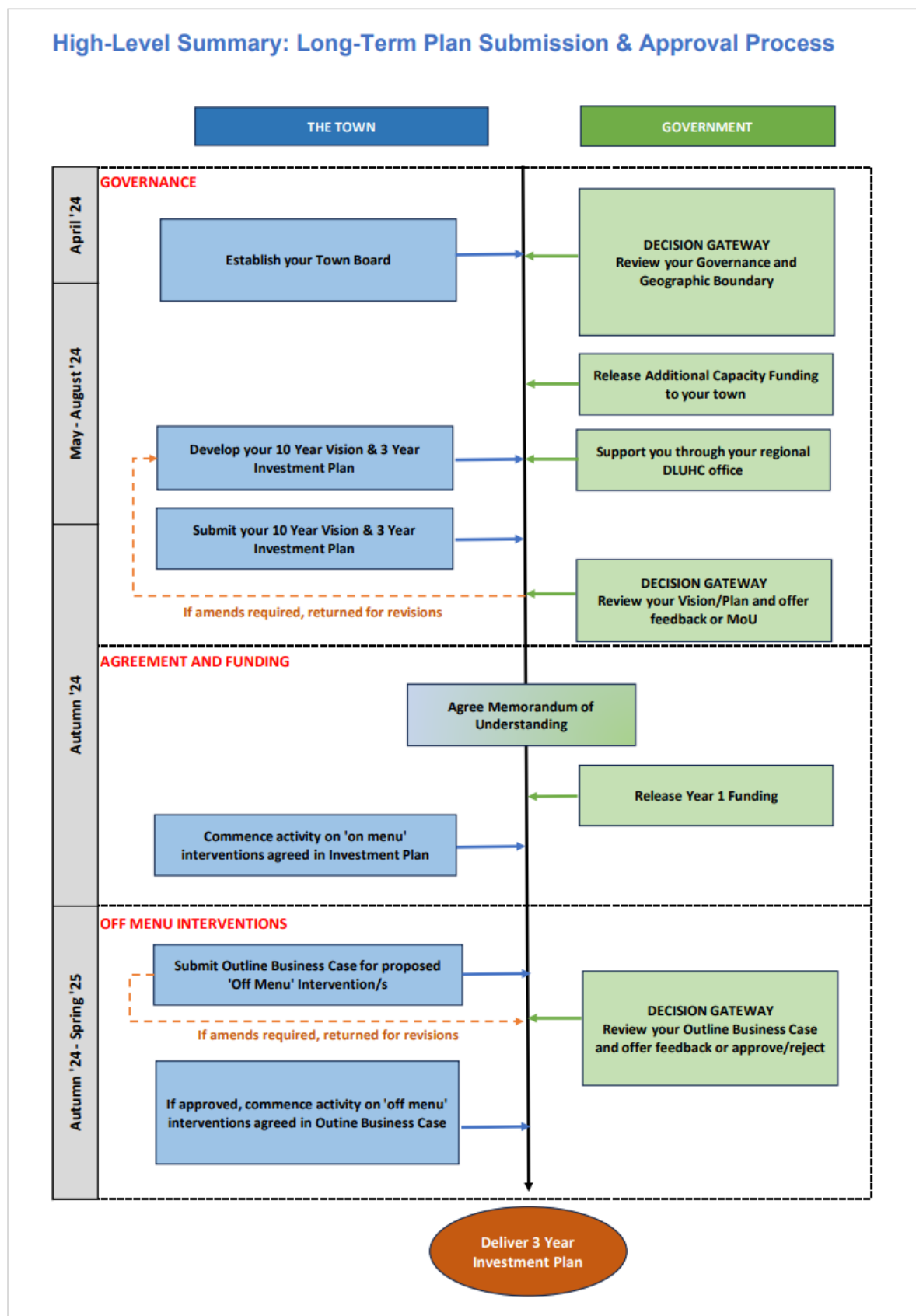


Figure 1. Long-Term Plan for Towns Programme. Long-Term Plan Guidance (May 2024)