

EXECUTIVE

Date: Tuesday 19th January, 2021
Time: 1.00 pm
Venue: Virtual Meeting

AGENDA

Please note: this is a virtual meeting.

The meeting will be live-streamed via the Council's [Youtube channel](#) at 1.00 pm on Tuesday 19th January, 2021

1. Apologies for Absence
2. Declarations of Interest
3. Minutes - Executive - 22 December 2020 5 - 16

OVERVIEW AND SCRUTINY BOARD

4. Final Report of the Economic Development, Environment and Infrastructure Scrutiny Panel - Teesside Crematorium - Service Response 17 - 50

EXECUTIVE MEMBER FOR REGENERATION

5. Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor 51 - 72

EXECUTIVE MEMBER FOR FINANCE AND GOVERNANCE

6. Local Council Tax Support 2021/2022 73 - 76
7. Land Adjacent Former Middlesbrough Warehouse Site, South Bank Road/James Street, North Ormesby - Disposal [Part A] 77 - 84
8. Any other urgent items which in the opinion of the Chair, may be considered.

9. Exclusion of the Press and Public

To consider passing a Resolution Pursuant:

- To Section 100A(4) Part 1 of the Local Government Act 1972 excluding the press and public from the meeting during consideration of the following item on the grounds that if present there would be disclosure to them of exempt information falling within paragraph 3 of Part 1 of Schedule 12A of the Act and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.
- To Regulation 21 (1) (A) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000.

10. **EXEMPT - Land Adjacent Former Middlesbrough Warehouse Site, South Bank Road/James Street, North Ormesby - Disposal [Part B]** 85 - 92

DEPUTY MAYOR AND LEAD MEMBER FOR CHILDREN'S SOCIAL CARE

11. **CONFIDENTIAL - Project Funding** 93 - 112

EXECUTIVE MEMBER FOR ADULT SOCIAL CARE AND PUBLIC HEALTH

12. **CONFIDENTIAL - Project Funding** 113 - 132

Charlotte Benjamin
Director of Legal and Governance Services

Town Hall
Middlesbrough
Monday 11 January 2021

MEMBERSHIP

Mayor A Preston (Chair) and Councillors D Davison, A High, C Hobson, D McCabe, M Smiles and A Waters

Assistance in accessing information

Should you have any queries on accessing the Agenda and associated information please contact Chris Lunn / Georgina Moore, 01642 729742 / 01642 729711, chris_lunn@middlesbrough.gov.uk / georgina_moore@middlesbrough.gov.uk

EXECUTIVE

A meeting of the Executive was held on Tuesday 22 December 2020.

PRESENT: Mayor A Preston (Chair) and Councillors D Davison, A High, C Hobson, D McCabe, M Smiles and A Waters

INVITEES: Councillors S Hill, J McTigue and J Thompson

OFFICIALS: V Banks, C Bell, R Brown, S Bonner, G Field, S Gilmore, C Lunn, G Moore, T Parkinson, A Perriman, S Reynolds, E Scollay and I Wright

20/76 **DECLARATIONS OF INTEREST**

Name of Member	Type of Interest	Item/Nature of Interest
Mayor A Preston	Non-Pecuniary	Agenda Item 10, connected to businesses located near the Transporter Bridge.

20/77 **MINUTES - EXECUTIVE - 24 NOVEMBER 2020**

The minutes of the Executive meeting, held on 24 November 2020, were submitted and approved as a correct record.

20/78 **ADULT SOCIAL CARE: COVID-19 WINTER PLAN UPDATE**

The Executive Member for Adult Social Care and Public Health and the Director of Adult Social Care and Health Integration submitted a report for the Executive’s consideration. The purpose of the report was to provide an update on directions received from the Department of Health and Social Care (DHSC).

On 18 September 2020, the DHSC published a policy paper entitled “Adult Social Care: our COVID-19 winter plan 2020 to 2021”. The paper set out the key elements of national support available for the social care sector for winter 2020 to 2021, as well as the main actions to take for local authorities, NHS organisations, and social care providers.

In support of the health and social care sector, the DHSC described their commitment, details of which were included at paragraph 4 of the submitted report.

The DHSC paper outlined the key actions to be taken by local authorities and NHS organisations in support of collaboration and best practice entering into the winter. The key actions were contained at paragraph 5 of the submitted report.

Staff from Adult Social Care, Public Health and Commissioning had worked throughout the pandemic (to date) in order to deliver effective support to users of social care, their carers and the providers that the Council worked alongside. Considerable learning from the “first wave” had been incorporated into preparations for the winter and confirmation had been provided to the DHSC, as required, that the recommendations of the 18 September 2020 paper would be delivered during winter 2020 to 2021.

On 13 October 2020, the DHSC had written to all Directors of Adult Social Services describing the details of the designation scheme, assured by the Care Quality Commission (CQC), of premises for people leaving hospital who had tested positive for COVID-19 and were transferring to a care home. The requirements of the “Designated Settings” scheme were included at paragraph 9 of the submitted report.

The designated settings process would be operated by the CQC providing assurance that each ‘designated accommodation’ had the policies, procedures, equipment and training in place to maintain infection control and support the care needs of residents.

Local authorities were asked to identify sufficient designated accommodation to meet current and future demand over winter and notify the CQC of those facilities by 16 October 2020. Five care homes within Middlesbrough had volunteered to participate in the scheme and the CQC were duly notified. Based on demand for COVID-19 positive discharges, modelled by James Cook University Hospital, that had been reduced to three potential care homes in Middlesbrough with the focus being on sites where a separate stand-alone unit existed or a setting with separate zoned accommodation.

It was important to note that the CQC had a limited capacity to undertake assurance visits and the option was therefore not available to seek to have all residential care homes approved as “designated settings” (nor do all care homes possess the necessary physical infrastructure). In practice that meant that, for individuals who were COVID-19 positive and in need of a care home placement at the time of hospital discharge, they would be required to be placed initially within a “designated settings” care.

Members commended the effective support provided by staff from Adult Social Care throughout the pandemic.

OPTIONS

Not applicable - the Council was required to comply with the DHSC direction.

ORDERED

That the requirements placed on the Local Authority resulting from the DHSC’s “Adult Social Care: our COVID-19 winter plan 2020 to 2021”, and their subsequent letter of 13 October 2020 outlining the arrangements for “Designated Settings”, be noted.

REASONS

The Council was required to comply with the DHSC direction.

20/79

MIDDLESBROUGH LEISURE INDOOR AND BUILT FACILITY STRATEGY

The Executive Member for Adult Social Care and Public Health and the Director of Regeneration and Culture submitted a report for the Executive’s consideration. The purpose of the report was to provide an overview of Middlesbrough’s Leisure Indoor Built Facility Strategy, with a view to its adoption by the Council, for use as a point of reference for decisions pertaining to Middlesbrough’s sport/leisure built facilities.

The Leisure Indoor Built Facilities Strategy (IBFS) was intended to provide clear direction to all partners to enable them to plan and develop programmes of activity within modern, efficient and sustainable community-based sport/leisure facilities. The strategy aimed to ensure that Middlesbrough residents had the opportunity to develop their physical, sporting, health and wellbeing ambitions within their local community. The strategy was included at Appendix 2 of the submitted report.

The Middlesbrough IBFS, undertaken by specialist sport and leisure consultants, Knight Kavanagh and Page (KKP), was for the 15-year period 2019 - 2034. The recommendations made within the IBFS were drawn from the IBFS Needs Assessment, also undertaken by KKP.

Central to the IBFS was Sport England’s directive that local authorities should seek to protect, provide and enhance its indoor/built sport/leisure facilities.

The IBFS Needs Assessment was attached at Appendix 1 of the submitted report. The Needs Assessment had identified key points in relation to Middlesbrough’s sport and leisure indoor built facilities and those were identified at paragraph 8 of the report.

Utilising the evidence gained in the IBFS Needs Assessment, KKP had identified a number of key strategic objectives the Council may have wished to consider. Those objectives were detailed at paragraph 9 of the report.

OPTIONS

The Council could have chosen not to adopt the IBFS, however, that approach had not been recommended for the following reasons:

- a) It would have undermined the strategic rationale for decisions pertaining to sport/leisure built facilities.**
- b) The lack of a strategic rationale, for decisions pertaining sport/leisure built facilities, would have significantly hampered the capability of the Council to work with partners to attract external investment in projects.**

ORDERED

That Middlesbrough Leisure Indoor Built Facility Strategy be adopted for use, as a source of reference, in decisions pertaining to Middlesbrough's sport/leisure indoor built facilities.

REASONS

To provide the Council with a strategic foundation upon which to make decisions relating to the protection, provision and enhancement of Middlesbrough's sport/leisure indoor built facilities. The same strategic basis would also increase the Council's capacity to work with partners to attract investment in projects that protect, provide and enhance the town's sport/leisure built facilities.

The IBFS had been delivered through consultation with all relevant stakeholders, following the guidelines set out by Sport England.

20/80

MIDDLESBROUGH PLAYING PITCH STRATEGY

The Executive Member for Adult Social Care and Public Health and the Director of Regeneration and Culture submitted a report for the Executive's consideration. The purpose of the report was to provide an overview of Middlesbrough's Playing Pitch Strategy, with a view to its adoption by the Council, for use as a point of reference for decisions pertaining to Middlesbrough's playing pitches.

The Playing Pitch Strategy (PPS) was a document that provided an evidence base to enable the Council to maximise the amount of high quality playing pitch surfaces, and playing pitch ancillary facilities, for its residents while understanding the need to meet planning and housing requirements.

Central to the PPS was Sport England's directive that local authorities should seek to protect, provide and enhance its playing pitches.

The aim of the PPS was to deliver against the following drivers:

- a) providing a critical piece of the evidence base required for the preparation of the Middlesbrough Council Local Plan, through the provision of a clear strategy and action plan with owners and defined timescales for completion;
- b) recognition of the importance of outdoor physical activity and sport and the clear demonstration of how those should be prioritised within any development or regeneration project;
- c) provision of an evidenced based approach and the management of a clear sign-off and governance structure for key stakeholders; and,
- d) evidence to support a wider review into sport and physical activity provision, including housing and population growth projected in neighbouring local authorities.

An outline of the issues or opportunities identified by the PPS, and their accompanying strategic recommendations, could be found at Appendix 1 of the submitted report.

To facilitate the development of sport and physical activity across Middlesbrough, the PPS advised that the Steering Group, set up as part of the Playing Pitch Strategy project, continued to work together to deliver the recommendations defined as part of the strategy.

Attached at Appendix 2 of the submitted report was the needs assessment, which provided an up to date analysis of supply and demand for playing pitches (grass and artificial) in a local authority area. Attached at Appendix 3 was the strategy document, which provided the Council with a clear evidence base and set of recommendations for future outdoor sports facility development.

OPTIONS

The Council could have chosen not to adopt the PPS, however, that approach was not recommended for the following reasons:

- a) **It would have undermined the strategic rationale for decisions pertaining to playing pitches and frustrated the Council's development aspirations and priorities. That may have led to decisions taken by the Council being challenged by Sport England, which may have then had further implications for the planning process, the delivery of the Local Plan, and achieving the Council's housing targets; and,**
- b) **The lack of a strategic rationale for decisions pertaining to playing pitches would have significantly hampered the capability of the Council to work with partners to attract external investment in projects.**

ORDERED

That the Middlesbrough Playing Pitch Strategy be adopted for use, as a source of reference, in decisions pertaining to Middlesbrough's playing pitches.

REASONS

To provide the Council with a strategic foundation upon which to make decisions relating to the protection, provision and enhancement of Middlesbrough's playing pitches. The same strategic basis would also increase the Council's capacity to work with partners to attract investment in projects that protect, provide and enhance the town's playing pitches.

The PPS had been delivered through consultation with all relevant stakeholders following the guidelines set out by Sport England.

20/81

VIRTUAL SCHOOL INTERIM ANNUAL REPORT

The Executive Member for Communities and Education and the Director of Education, Prevention and Partnerships submitted a report for the Executive's consideration. The purpose of the report was to provide an update on:

- the progress made by looked after children in school; and
- recent changes to the way those children were supported by the Virtual School.

The Local Authority's Virtual School was expected to publish an Annual Report. The Annual Report was usually made available in April of each year, following the final release of validated examination grades and progress measures by the Department of Education. Middlesbrough's Virtual School published an Interim Annual Report mid-way through the reporting cycle, to provide for greater transparency and to ensure stakeholders could access up to date information.

The Interim Annual Report, which was attached at Appendix A to the submitted report, provided information on the work the Virtual School had undertaken to support children, training that had been delivered, research activities and steps taken during the COVID-19 crisis. The report also provided information on the financing of the service and on how the children had performed in external examinations.

OPTIONS

No other options had been considered. The report set out the strategy which ensured that the Council fulfilled its statutory obligation to prioritise the education of looked after children.

ORDERED

That the content of the report be noted.

REASONS

Middlesbrough Council had a statutory obligation to ensure that the education of looked after children was prioritised. The Interim Annual Report provided assurance that the Council was complying with that duty.

20/82

ADDITIONAL HIGHWAYS CAPITAL

The Executive Member for Environment and the Director of Environment and Community Services submitted a report for the Executive's consideration. The purpose of the report was to seek approval/endorsement for additional capital investment to carry out principal and general inspections and repairs on the Council's bridge and structures assets.

The Council, as a Highway Authority, was responsible for the repair and maintenance of a large number of bridges and structures throughout Middlesbrough including 106 bridges, 65 culverts, 8 subways and underpasses, 3 gantries and 27 retaining walls.

Highways England guidance stated that principal inspections should be carried out every six years and the Council currently had 100 structures that required a principal inspection and a further 98 structures that required a general inspection. In addition to those inspections, critical works were required to 5 bridges and structures and general maintenance required to a further 22 bridges and structures, which needed to be programmed for repairs. The cost estimates to undertake those remediation works were far in excess of the Council's available annual Highway Maintenance Block Funding budgets.

The total estimated cost, for inspections and repair works already identified, was £4.54m in addition to the £400k already committed.

Future years funding requirements, to complete the inspection programme and carry out repairs identified, were included at Table 1 in the submitted report.

OPTIONS

Not approve the capital investment in the highway infrastructure - That had not been recommended as not carrying out the necessary inspection or repair works on the strategic route network, and the A66 in particular, would have had a major impact on the local network, with little resilience available for alternative routes through the urban city centre of Middlesbrough. It would have eventually led to severe disruption to the highway network and significant additional cost for additional repair works that may have otherwise been avoided with a programmed maintenance regime in place.

ORDERED

That £2.098m of additional capital funding, for highways infrastructure investment, be approved to enable the immediate inspection and repair works identified to be carried out.

REASONS

The majority of the works required were on structures either on, or over, the Council's strategic route network. When incidents occurred on the strategic network, requiring works that affected the capacity of the routes such as closures of lanes, or whole sections, then the impact on the network was significant. Completion of the principal and general inspections, and carrying out the necessary repair works already identified, would fulfil the Council's statutory duty to maintain its highway infrastructure, would have beneficial effects and improve the overall highway network. In the event of a partial failure of any of the identified structures, the best scenario would require weight limits to be enforced, lanes closed and unplanned works to be

carried out. In the worst case scenario, as an alternative to planned structural repairs, would be structural failure of one or more of structures with consequential sudden closures and chaotic dispersion of traffic, (both private vehicles and HGVs), through the centre of Middlesbrough. There was no available capacity in the local network to accommodate that.

20/83

LOWER ORMESBY BECK NATURE RESERVE

The Executive Member for Environment and the Director of Environment and Community Services submitted a report for the Executive's consideration. The purpose of the report was to consider the approval of a new nature reserve for Middlesbrough and to designate it a new Local Wildlife Site (LWS): The Lower Ormesby Beck Nature Reserve (LOBNR).

The designation of the site supported the Council's emerging Green Strategy in two main areas:

- a) Sustainably manage and develop green spaces - to increase and improve biodiversity by creating rich and diverse habitats.
- b) Land and Nature - to protect and restore land for the benefit of people and wildlife.

The reason for the designation was due to its rich biodiversity with habitat of urban grassland, reed bed and stream margins with 170 plant species recorded, including three species of orchid. 45 bird species had been seen/heard on-site and 13 species of butterfly had been found, including the increasingly rare Dingy Skipper butterfly (a UK Biodiversity Action Plan Priority Species). In addition, the presence of water voles in the beck corridor and two species of bats had been recorded making it a highly diverse site and qualifying it for designation as a Local Wildlife Site.

The site had been proposed as part of a wider application for a Local Wildlife Site (LWS) by the Tees Valley Nature Partnership (TVNP), which had been submitted to the Council's planning section and was awaiting a decision.

An image, identifying the two site options, had been attached to the submitted report. The options available were as follows:

- Option 1: Designate the whole site as a Local Wildlife Site and nature reserve to include both development Site 1 and Site 2, as proposed by the Tees Valley Nature Partnership.
- Option 2: Designate only Site 1 as a Local Wildlife Site and retain Site 2 for commercial development, whilst retaining the beck corridor with the option to designate that separately as a Local Nature Reserve (LNR).

OPTIONS

To not approve the site in whole or in part as a nature reserve, could have potentially led to the site being used for development, which in turn could have resulted in permanent loss of a valuable habitat. In either case, the Council had a duty to protect valuable habitat and put in place appropriate measures to do so. That could be by providing mitigation, compensation or nett gain in improving habitat in another location. The Local Authority did have an obligation to show due regard to protecting biodiversity as part of its duty under the NERC Act. It could accept the proposal as submitted or modify the boundaries as was deemed fit.

There was a current proposal for an electric re-fuelling station on Site 2, which would be not only be a first for Middlesbrough but a valuable asset for the town as a whole.

Any development on either site would have to give due regard for biodiversity and provide a degree of protection for any valuable habitat, and also seek to offset any loss so that it would lead to an overall net gain in biodiversity.

ORDERED

That the designation of Lower Ormesby Beck nature reserve, as shown in Option 2 only, be agreed as a Local Wildlife Site.

REASON

It planned to provide protection to a valuable new nature reserve for the town, which would act as a vibrant and visible area of green space and richly diverse habitat, adjacent to the A66 corridor and Shepherdson way, on the approach to the Riverside stadium.

That would meet the aspirations of the Council's Green Strategy and demonstrate that the Council took its obligations under NERC (Natural Environment and Rural Communities) Act 2006, to protecting biodiversity, seriously. Section 40 of the NERC Act placed a duty to conserve biodiversity on public authorities in England. It required local authorities and government departments to have regard to the purposes of conserving biodiversity in a manner that was consistent with the exercise of their normal functions, such as policy and decision-making. 'Conserving biodiversity' may include enhancing, restoring or protecting a population or a habitat.

There was interest in the site from local individuals and partners, such as the Environment Agency, Tees Valley Nature partnership and Thirteen Group who were all keen to see the site progress and develop as a nature reserve.

20/84

TRANSPORTER BRIDGE - FUTURE OPERATION

The Executive Member for Environment and the Director of Environment and Community Services submitted a report for the Executive's consideration. The purpose of the report was to provide information on the current status of the Transporter Bridge, highlight what works were initially required and to seek approval/endorsement to identify funds and to carry out initial repairs.

A 10 year maintenance plan was required and was included at paragraph 10 of the submitted report.

Future potential options for the future of the Transporter Bridge were detailed in the submitted report in ascending order of structural intervention and depended upon the anticipated use of the bridge. All bridge operating options would still require the implementation of a 10 year maintenance plan, which in addition to the costs identified would require a maintenance/repair and inspection regime. The two options contained in the submitted report were as follows:

- Option 1: leisure and cultural attraction with gondola suspended from the bridge (retaining lift and high level access) - further details and the cost implications of the 10 year maintenance plan were provided at paragraph 14 of the submitted report.
- Option 2: continue to use bridge as an operational Transport Bridge and leisure and cultural attraction - further details and the cost implications for 10 year maintenance plan were provided at paragraphs 15 to 21 of the submitted report

The Mayor advised that a Transporter Bridge Working Group was being established and a founding member was a local historian, Tosh Warwick. Those who were passionate about the bridge were encouraged to engage with the group.

OPTIONS

Not approve the capital investment in the Transporter Bridge - that had not been recommended as the bridge in its current condition could not be used for operational or recreational purposes. Not carrying out the necessary inspection or repair works would have had a detrimental effect on the ongoing structural stability of the bridge. Further temporary mitigations to maintain the bridge in a safe condition were not designed to be more than short term temporary solutions.

ORDERED

1. **That the immediate capital funding, to carry out the essential structural repair works required to ensure the Transporter Bridge remains structurally stable, be approved.**

2. That a consultation on the proposed future operating models of the bridge be undertaken.

REASONS

Completion of the inspections, and carrying out the immediate repair works identified, would fulfil the Council's statutory duty to maintain its infrastructure, and also ensure that the Transporter Bridge could either return to use or remain as a tourist attraction and historic landmark for the foreseeable future.

20/85

CALCULATION OF COUNCIL TAX BASE FOR 2021/2022

The Director of Finance and the Executive Member for Finance and Governance submitted a report for the Executive's consideration. The purpose of the report was to set the Council tax base for the financial year 2021/2022 by the statutory deadline of 31 January 2021.

The starting point for the calculation of the 2021/2022 tax base was the number of dwellings on the Valuation List, provided by the Government's Valuation Office. The figures were also adjusted for exempt dwellings and for dwellings subject to disabled reduction.

The number of chargeable dwellings in each band was further adjusted for discounts, exemptions, premiums and council tax support.

The resultant figure (line 1 of Appendix A) was the total equivalent number of dwellings which were then converted using ratios (in line 2) into the number of Band D equivalents (line 3), specified in the 1992 Act. For 2021/2022, the equivalent number of Band D properties was calculated at 35,697.9.

The council tax base was finally determined by multiplying the sum of the Band D equivalents by the Local Authority's estimated collection rate, which had been assumed at 96.6% for 2021/2022. That was the estimate of the percentage of the 2021/2022 Council Tax set which would be collected in total, not the expected in year collection rate in 2021/2022. The rate used was re-considered each year and the rate of 96.6% used for 2021/2022 was a reduction from the 97.4% that had been used for 2020/2021, to reflect reduced assumed collection rates resulting from the effects of COVID-19. The resulting council tax base for 2021/2022 for the whole of Middlesbrough (Appendix A) was 34,484, rounded to a whole number.

Since 2013/14, the Council's Housing Growth Strategy had delivered an increase in the Council Tax Base of 4,313 Band D Equivalent properties, an increase in Middlesbrough Council's Tax Base of approximately 14.3%. The cumulative effect was approximately £7.6 million and reduced the need to make further annual savings within Council services by that amount.

The regulations also required a council tax base to be calculated for parishes, and similar calculations had been made for the parishes of Nunthorpe (Appendix B) and Stainton & Thornton (Appendix C). The council tax bases for 2021/2022 were 2,157 and 1,088 respectively, rounded to whole numbers.

The billing authority was required to notify the major precepting authorities (Cleveland Police and Crime Commissioner and Cleveland Fire Authority) of its council tax base within seven days of making the calculation, or no later than 31 January 2021.

OPTIONS

Not applicable to the report, as the Council had no option but to calculate a council tax base as it was a statutory requirement.

ORDERED

- a) That the contents of the report be noted.
- b) That the council tax base for 2021/2022 as 34,484 be endorsed.
- c) That 2,157 and 1,088 be endorsed as the council tax bases for the parishes of Nunthorpe and Stainton & Thornton respectively for 2021/2022.

- d) That the report be presented to Council on 13 January 2021, and that following approval the Police and Crime Commissioner, the Cleveland Fire Authority and the Parish Councils be notified of the 2021/2022 council tax base.

REASONS

The recommendations were supported by the following reasons: -

- a) The Local Government Finance Act 1992 required a billing authority to calculate its council tax base for each financial year.
- b) The method of calculation was specified in the Local Authorities (Calculation of Council Tax Base) (England) Regulations 2012, which required the calculation to be approved before 31st January in the year proceeding the relevant financial year.

20/86

STAINSBY COUNTRY PARK (FORMALLY KNOWN AS STAINSBY/STAINSBY DETAILED MASTERPLAN)

The Executive Member for Regeneration and the Director of Regeneration and Culture submitted a report for the Executive's consideration. The purpose of the report was to set out the revised vision for the Stainsby scheme and to seek the approval to conduct consultation with the view of adopting the detailed masterplan as Design Guidance.

The development planned to provide:

- over 40 hectares of additional green public open space with planting of 18,000 to 25,000 native trees and shrubs;
- a commitment to the Council's One Plant Living principles;
- a new Country Park;
- community amenities including play and sports provision; and,
- housing within a landscaped setting.

The Stainsby scheme situated in West Middlesbrough had been allocated for housing in the Local Plan adopted in 2014. The 130 hectare site was designated for a minimum of 1,670 dwellings in a mixed and balanced residential community.

Stainsby North owned by Middlesbrough Council, known locally as Mandale Meadow, formed part of the overall Stainsby scheme and had been originally earmarked for circa 100 dwellings.

As part of the normal process of preparing the Stainsby North site for development, notice of intention to dispose of public space and notice of intention to appropriate open space for planning purposes was required. In response, objections to the development of housing, a spine road and the loss of green space had been received.

Following elections in May, a review of all Greenfield developments, including the Stainsby scheme, was conducted. In respect to the Council owned land at Stainsby North, it was proposed that the area would not be developed for housing.

A final draft of the masterplan was completed in November 2020 and was attached as Appendix 1 of the submitted report.

Taking into account both the public and political views in relation to the scheme, it was proposed that the Stainton Way Western Extension (SWWE) had to proceed but the allocated housing at Stainsby North did not.

The new masterplan aimed to provide a vision of a sustainable, mixed and balanced community set within an outstanding and engaging landscape, which included the creation of a new Green Flag country park with the following features:

- 16ha of new native woodland creation;
- planting c.18,000-25,000 native trees and shrubs;
- 1.6km of new species rich/native hedgerow;
- planting c.16,000-24,000 hedging plants;
- planting 100+ hedgerow trees;
- planting c.800 ornamental street trees and parkland trees; and,

- planting c.300 fruit trees as part of public orchards.

The masterplan enhanced and extended existing habitats, such as Blue Bell Beck, Mandale Meadow and West Plantation, and created a wide range of new habitats. Those would interact and flow throughout the development providing a seamless transition between the built environment and the countryside, facilitating the movement of wildlife and people.

Appendix 2 of the submitted report outlined the essential and desirable criteria that needed to be achieved within the Country Park.

A discussion ensued and Members highlighted the progress that had been made since the original proposals were put forward and agreed in early 2019. Specific reference was made to protecting the vast majority of the Council owned open green space and that Mandale Meadow would no longer be developed for housing.

Members acknowledged public concerns in respect of the proposed access and the spine road and encouraged residents to submit their views and opinions as part of the consultation.

OPTIONS

As the largest single housing allocation in the town, not taking forward the development, especially the SWWE, would have had a catastrophic impact on the town's overall housing growth plans, and economic consequences for both the town and the Council's Medium Term Financial Plan.

Should the site not come forward, the Council would have been at risk at not being able to maintain a 5 year housing land supply, opening the Council up to challenge and it would potentially lose control over where and how housing was delivered.

ORDERED

- a) That the revised vision of the Stainsby scheme, as set out within the detailed masterplan, be approved.**
- b) That the consultation process, required with stakeholders and the public, be approved to allow the Council to adopt the detailed masterplan as Design Guidance.**

REASONS

Design Guidance

Local Plans were prepared by planning authorities, setting out a framework for the future development of an area on a 15-year horizon. They defined the priorities for an area, strategic policies, the framework for neighbourhood plans, land allocations, infrastructure requirements, housing needs, requirements for safeguarding the environment, measures for adapting to climate change and so on. Local Plans were also the starting-point for considering whether planning applications should be approved.

Design Guidance built upon and provided more detailed guidance about policies in the Local Plan. Legally, they did not form part of the Local Plan itself and they were not subject to independent examination, but they were material considerations in determining planning applications.

It was deemed necessary to create and adopt a masterplan as Design Guidance, for the Stainsby scheme, to protect the vision of a landscape led development. A Design Guide planned to set out a number of principles for the scheme, including those in relation to the identified proposed Country Park and green open space, protecting against future developments.

Public Consultation

To adopt the masterplan as Design Guidance, the Council would be required to conduct

public consultation. The consultation would be carried out in line with the Council's Statement of Community Involvement.

The Statement of Community Involvement set out the Council's engagement framework on how and when the community would be consulted on local planning policy documents.

20/87

FINAL REPORT OF THE CHILDREN AND YOUNG PEOPLE'S LEARNING SCRUTINY PANEL - ADDRESSING POVERTY ISSUES AND THE IMPACT ON LEARNING - SERVICE RESPONSE

The Children and Young People's Learning Scrutiny Panel had undertaken a review of Addressing Poverty Issues and the Impact on Learning. A copy of the full report was attached.

The scrutiny panel made nine recommendations upon which a response was sought from the relevant service area. The Executive Member for Communities and Education and the Director of Education, Prevention and Partnerships submitted a service response to the recommendations of the Children and Young People's Learning Scrutiny Panel. A copy of the Action Plan was attached.

The Chair of the Children and Young People's Learning Scrutiny Panel presented the final report to the Executive. The Executive Member for Communities and Education presented the service response.

ORDERED

That the content of the Children and Young People's Learning Scrutiny Panel's Final Report, on Addressing Poverty Issues and the Impact on Learning, be noted.

That the Action Plan, developed in response to the scrutiny panel's recommendations, be approved.

REASON

It was a requirement that Executive formally considered the Scrutiny Panel's report and confirmed the Service Area's response to the Panel's accompanying plan.

20/88

ANY OTHER URGENT ITEMS WHICH IN THE OPINION OF THE CHAIR, MAY BE CONSIDERED.

The Mayor had granted approval for an additional item to be considered by the Executive entitled Residual Waste Collections. The report was an urgent item and, following agreement from the Chair of the Overview and Scrutiny Board, was exempt from call in procedures.

20/89

RESIDUAL WASTE COLLECTIONS

The Executive Member for Environment and the Director of Environment and Community Services submitted a report for the Executive's consideration.

At the previous meeting of the Executive, held on 24 November 2020, the Executive had agreed to introduce fortnightly refuse collections. Following that decision, the Executive had considered further information in respect of the Council's financial position, which had removed the need to introduce alternate week collections in 2021/22.

It was planned that a report would be presented to the Executive in February 2021, which would outline those initiatives aimed at promoting recycling, including:

- an education programme promoting recycling in schools and universities;
- a marketing strategy to increase recycling rates and introduce expanded community roadshows to ensure that participation rates increased;
- the re-labeling of recycling bins so residents were clear on what could be recycled so that residents recycled a wide range of materials; and
- encouraging the use of additional recycling bins by residents where required so that recycling material did not enter the residual waste bin.

A communication exercise around recycling would include:

- refuse vehicle side advertising;
- recycling roadshows (maximising recycling opportunities);
- social media updates - including short videos;
- website updates; and
- leaflets

OPTIONS

To continue with the introduction of alternate weekly collections - That had been discounted and maintaining weekly collections was considered favourable in the present circumstances.

ORDERED

- 1. That alternate weekly collections would not be introduced.**
- 2. That a report be presented in February 2021, outlining a recycling engagement approach.**

REASONS

The Executive have reconsidered their decision around the introduction of fortnightly waste collection.

The decision(s) will come into force after five working days following the day the decision(s) was published unless the decision becomes subject to the call in procedures.

Report of:	Director of Environment and Communities - Geoff Field Executive Member for Environment - Councillor Dennis McCabe
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Submitted to:	Executive - 19 January 2021
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Subject:	Final Report of the Economic Development, Environment and Infrastructure Scrutiny Panel - Teesside Crematorium - Service Response
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Summary

Proposed decision(s)
Approve the services response to Scrutiny - Teesside Crematorium.

Report for:	Key decision:	Confidential:	Is the report urgent? ¹
Information and approval	Yes	No	No

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
People - working with communities and other public services to improve the lives of our residents	Place - securing improvements in Middlesbrough's housing, infrastructure and attractiveness, improving the town's reputation, creating opportunities for local people and improving our finances.	Business - promoting investment in Middlesbrough's economy and making sure we work as effectively as possible to support our ambitions for People and Place.

¹ Remove for non-Executive reports

Ward(s) affected
<i>All Wards</i>

What is the purpose of this report?

The purpose of the report is to inform members of the service response to the final report of the Economic Development, Environment and Infrastructure Scrutiny Panel - Teesside Crematorium.

Why does this report require a Member decision?

Teesside Crematorium serves the whole of Middlesbrough and the wider Tees Valley and therefore affects all wards.

Report Background

1. The Panel began this scrutiny review with a site visit to Stockton Crematorium followed by a presentation from Middlesbrough Council Officers in February 2020. Arrangements were in place for a site visit to Teesside Crematorium on 31 March 2020. However, on 23 March 2020, the Government introduced measures putting the UK in a state of lockdown due to the Coronavirus Pandemic and the site visit was unable to go ahead.
2. The next formal meeting of the Economic Development, Environment and Infrastructure (EDEI) Scrutiny Panel was held on 15 July 2020 and the Panel revised its work plan for completion of the review. It is widely acknowledged that the impact of the Coronavirus Pandemic is unprecedented and ongoing, and bereavement services are operating in circumstances previously un-encountered. Despite these uncertain times, the Panel felt it was worthwhile to produce a final report on their findings, acknowledging the impact of the Coronavirus Pandemic on review of Teesside Crematorium and recommending future updates to ensure that any necessary financial mitigation required is applied.
3. Officers on the 8th of August 2020 provided the Panel with a presentation (see Appendix 1) which set out recent and proposed improvements to Teesside Crematorium, impact of Stockton / Kirkleatham Crematorium together with associated impact on the Councils medium term financial plan (MTFP) and proposed mitigation measures.
4. The four recommendations of the Economic Development, Environment and Infrastructure Scrutiny Panel – Teesside Crematorium are;-
 - A six-monthly update on income and any mitigation required should be provided to the Scrutiny Panel until further notice.
 - The potential for Teesside Crematorium to offer a Direct Cremation Service should be explored.
 - The possibility of voile curtains being installed around the catafalques in St Bede's and St Hilda's Chapels should be explored.

- Car parking arrangements should be reviewed to ascertain whether further spaces could be made available and whether the disabled parking spaces could be re-located nearer to the Chapel entrances.

5. An action plan has been produced by the service to deliver these recommendations (see Appendix 2) setting out the agreed actions, responsible officer, associated costs and proposed timescales for delivery.

What decision(s) are being asked for?

6. Approve the service response to Scrutiny - Teesside Crematorium.

Why is this being recommended?

7. The proposed action plan is in keeping with the recommendations of the Economic Development, Environment and Infrastructure Scrutiny Panel - Teesside Crematorium

Legal

8. There are no legal issues to consider.

Financial

9. The financial costs associated with the action plan are fully set out in Appendix 2.

Policy Framework

10. The action plan is in keeping with recommendations of the Economic Development, Environment and Infrastructure Scrutiny Panel – Teesside Crematorium. Scrutiny undertook the short review in accordance with both the Councils Strategic Plan and its own internal governance framework.

Equality and Diversity

11. The action plan will have a positive impact on both groups with disabilities (parking / traffic plan) and low income groups (direct cremations).

Risk

12. The action plan will assist in monitoring the risks associated with the impact of Stockton /Kirkleatham on Teesside Crematorium and the Councils Medium term Financial Plan (MTFP) as well as considering associated mitigation measures.

07-006	Loss of Crematorium Income Review fees and price structures for 2013/14 onwards - monitor fees charged by new operator. Keep benchmarking.
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Background papers

Body	Report title	Date
Middlesbrough Council	Final Report of The Economic Development, Environment and infrastructure Scrutiny Panel – Teesside Crematorium.	5 th of November 2020

Appendix 1 Scrutiny Presentation 8th of September 2020

Appendix 2 Scrutiny Action Plan

Appendix 3 Impact Assessment Stage 1.

Contact: Martin Shepherd

Email: Martin_Shepherd@middlesbrough.gov.uk

Middlesbrough Crematorium Scrutiny

8th September 2020

Services Offered

- Cremation service 5 days a week
- Two Chapels, St Bede's and St Hilda's
- Chapel of Rest
- Flexible time slots for services
- Cremation on the same day
- Streaming facility for services

Recent Improvements

- Refurbishment of St Bede's (£150k).
- Major refurbishment /remodelling of St Hilda's (£300k)
- External / internal refurbishment of the Chapel of Rest (£160k)
- Installation of Canopy to entrance to both chapels to provide additional shelter for mourners (£72k)
- Extensive re-planting to immediate surrounding the Crematorium
- Extensive drainage scheme to provide up to 10 years additional burial capacity

Proposed Improvements

- Improved streaming offer.
- Increased digital offer in terms of accessing and managing service in line with Councils digitalisation strategy.
- Review and digitalisation of paper records
- Digital mapping / recording of graves
- Offer of Direct Cremations.

Recent Improvements

St Hilda's



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Recent Improvements

New Canopy

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Recent Improvements

Chapel of Rest

Page 25



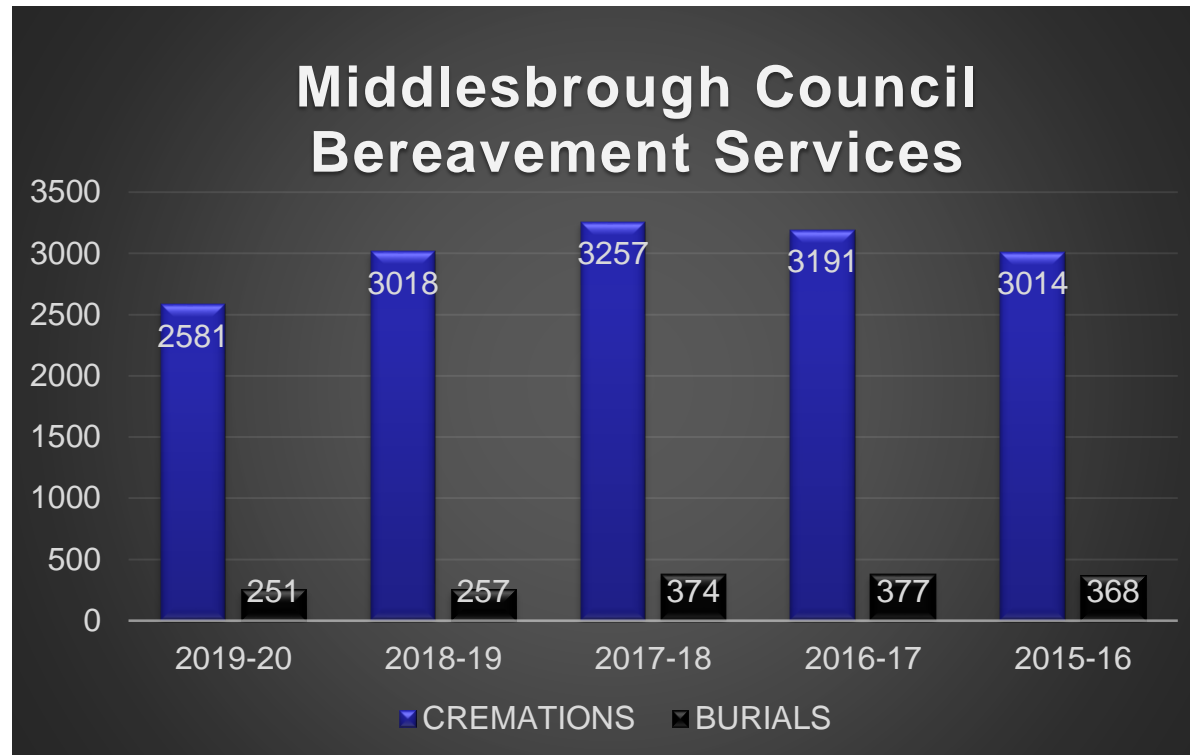
Recent Improvements

Drainage Scheme



Impact of Stockton / Kirkleatham

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Price Comparison (Cremations and Burials)

Area	Cremations £	Burials Purchase of grave	Internment fee £	Non Resident	Direct cremations
Hartlepool	£761	£1332	£919	Purchase of grave £2666 Internment £1728	
Kirkleatham	£875	£730	£525		£500.00
Middlesbrough	£790	£995	£635		
Redcar & Cleveland	No crem	£830	£700	Purchase of grave £1245 Internment £1050	
Stockton	£765	£750	£550		£465.00

Impact of Stockton / Kirkleatham

(Previous Years)

- Cremations

Month	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15	2013-14	2012-13	2011-12	2010-2011	2009-2010	2008-2009
April	240	257	251	295	268	253	360	323	246	278	281	336
May	248	251	244	269	247	259	301	316	297	266	283	298
June	215	230	245	248	247	197	286	305	270	299	297	256
July	227	219	236	267	256	223	265	289	298	296	301	292
August	243	252	229	225	208	217	247	270	301	273	226	253
September	231	205	235	219	245	267	258	273	274	264	227	295
October	210	244	262	243	222	250	343	324	280	275	278	327
November	181	247	245	241	235	200	273	331	299	288	264	304
December	145	233	285	272	250	235	250	308	287	290	333	370
January	265	304	386	326	274	355	314	426	347	328	363	411
February	185	296	347	280	275	320	272	352	294	309	305	319
March	191	280	292	306	287	273	235	340	332	316	318	294
Total	2581	3018	3257	3191	3014	3049	3404	3857	3525	3482	3476	3755

Impact of Stockton / Kirkleatham (Current Year)

Cremations

Estimated income for
20-21 is £1.9 million
(this will be reviewed
monthly)

		Estimate	
Month	2019-20	2020-21	Comments
April	240	295	Actual
May	248	254	Actual
June	215	158	Actual
July	227	159	Actual
August	243	190	Estimates
September	231	190	Estimates
October	210	190	Estimates
November	181	190	Estimates
December	145	190	Estimates
January	265	190	Estimates
February	185	190	Estimates
March	191	190	Estimates
Total	2581	2386	

MTFP / Mitigation

- Currently £490k in MTFP for 20/21 and will be further reviewed at Q4
- Reduced headcount as part of current savings proposals 19/20 £80k, 20/21 £53k
- Currently reviewing operating model to explore further efficiencies and increase income
- Reviewing pricing structure / direct funerals in light of Stockton / Kirkleatham
- Explore opportunities for other services to take place in chapels to utilise spare capacity
- Further develop digitisation to improve efficiency and reduce costs

Any Questions?

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**ECONOMIC DEVELOPMENT, ENVIRONMENT AND INFRASTRUCTURE SCRUTINY PANEL
TEESSIDE CREMATORIUM – ACTION PLAN**

SCRUTINY RECOMMENDATION	PROPOSED ACTION	POST TITLE	BUDGET COST	TIMESCALE
1. A six-monthly update on income and any mitigation required should be provided to the Scrutiny Panel until further notice.	A bi-annual report will be produced setting out the impact of Stockton / Kirkleatham Crematoriums on the income of Teesside Crematorium together with associated mitigation.	Paul Thwaites	N/A	June / Dec Reporting 2021
2. The potential for Teesside Crematorium to offer a Direct Cremation Service should be explored.	It is proposed that these will be offered from January 2021.	Paul Thwaites	N/A	Jan 2021
3. The possibility of voile curtains being installed around the catafalques in St Bede's and St Hilda's Chapels should be explored.	Voile curtains will be installed by end of Jan 2021.	Paul Thwaites	£15k	Completed 2020
4. Car parking arrangements should be reviewed to ascertain whether further spaces could be made available and whether the disabled parking spaces could be re-located nearer to the Chapel entrances.	Review of car parking arrangements to be undertaken by Q1 of 2021 and traffic management / parking plan produced and implemented by June 2021.	Paul Thwaites	£10k	Completed June 2021

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Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Scrutiny-Teesside Crematorium Action Plan			
Coverage:	Offer of Direct Cremations at Middlesbrough Crematorium serving the town and wider Tees Valley Area			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	<input type="checkbox"/> Function
	<input checked="" type="checkbox"/> Process/procedure	<input type="checkbox"/> Programme	<input type="checkbox"/> Project	<input type="checkbox"/> Review
	<input type="checkbox"/> Organisational change	<input type="checkbox"/> Other (please state)		
It is a:	New approach:	<input type="checkbox"/>	Revision of an existing approach:	<input type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input checked="" type="checkbox"/>
Description:	<p>Insert short description, using the following as sub-headings:</p> <ul style="list-style-type: none"> • Key aims, objectives and activities Proposed Scrutiny Action Plan in response to main competitors, Stockton and Kirkleatham. • Statutory drivers (set out exact reference) Improve ongoing viability of Crematorium to support the MTFP. • Differences from any previous approach Introduction of direct cremations have not previously been available to the public. • Key stakeholders and intended beneficiaries (internal and external as appropriate) The proposal will be available to all residents of Middlesbrough and the wider Tees Valley with the main beneficiaries being low income families (direct cremations) together with people with disabilities (review of parking / traffic management). • Intended outcomes. Provide a broader service offer at Middlesbrough Crematorium in order to capture income lost to competitors as well as provide a low cost alternative for those who cannot afford a traditional funeral /cremation. 			
Live date:	1 st of April 2021			
Lifespan:	N/A			
Date of next review:	N/A			

Screening questions	Response			Evidence
	No	Yes	Uncertain	
Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*	☒	☐	☐	There are no concerns that the proposal could impact negatively on human rights.

* Consult the Impact Assessment further guidance appendix for details on the issues covered by each of these broad questions prior to completion.

Screening questions	Response			Evidence
<p>Equality Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Public Sector Equality Duty (PSED) requires that when exercising its functions the Councils must have due regard to the need to:-</p> <ul style="list-style-type: none"> eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>In having due regard to the need to advance equality of opportunity, the Council must consider, as part of a single equality duty:</p> <ul style="list-style-type: none"> removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it; and encouraging people who share a protected characteristic to participate in public life or in any other activity in which participation is low. <p>The proposal will look to improve existing car parking provision through the review of parking /traffic management which would benefit groups with disability.</p> <p>This proposal does not adversely impact on any groups or individuals with characteristics protected by UK law. The proposal applies as a universal charge regardless of race, gender or religious belief. However those individuals on low incomes will be able to benefit from the reduced cost of a direct cremation.</p>

Screening questions	Response			Evidence
Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*	☒	☐	☐	There are no concerns that the proposal could have an adverse impact on community cohesion.
Next steps: ➡ If the answer to all of the above screening questions is No then the process is completed. ➡ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed.				

Assessment completed by:	M Shepherd	Head of Service:	M Shepherd
Date:	8 th of December 2020	Date:	8 th of December 2020.

MIDDLESBROUGH COUNCIL

FINAL REPORT OF THE ECONOMIC DEVELOPMENT, ENVIRONMENT AND INFRASTRUCTURE SCRUTINY PANEL – TEESSIDE CREMATORIUM

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AIM OF THE INVESTIGATION

1. The aim of the investigation was to examine any potential impacts of bereavement services offered by neighbouring local authorities on those provided by Middlesbrough Council at Teesside Crematorium.

MAYOR'S VISION

2. The scrutiny of this topic fits within the following priorities of the Mayor's Vision:
 - We will make sure that our business management practices, including how we manage finance, performance, projects, risks and assets, compare with those of the best-performing councils, and achieve good outcomes for our communities.

COUNCIL'S THREE CORE OBJECTIVES

3. The scrutiny of this topic aligns with the Council's three core objectives as detailed in the Strategic Plan 2020-2023¹:
 - People - working with communities and other public services to improve the lives of our residents.
 - Place - securing improvements in Middlesbrough's housing, infrastructure and attractiveness, improving the town's reputation, creating opportunities for local people and improving our finances.
 - Business - promoting investment in Middlesbrough's economy and making sure we work as effectively as possible to support our ambitions for People and Place.

TERMS OF REFERENCE

4. The terms of reference for the scrutiny panel's short review were:
 - A) To explore the service offered by Middlesbrough Council and recent improvements at Teesside Crematorium.
 - B) To examine the service offered by Stockton Council at Stockton Crematorium.
 - C) To investigate the potential financial impact of recently opened Crematoria at Kirkleatham and Stockton on Teesside Crematorium and any mitigation required.

¹ Middlesbrough Council's Strategic Plan 2020-2023

BACKGROUND INFORMATION

5. The Panel began this scrutiny review with a site visit to Stockton Crematorium followed by a presentation from Middlesbrough Council Officers in February 2020. Arrangements were in place for a site visit to Teesside Crematorium on 31 March 2020. However, on 23 March 2020, the Government introduced measures putting the UK in a state of lockdown due to the Coronavirus Pandemic and the site visit was unable to go ahead.
6. The next formal meeting of the Economic Development, Environment and Infrastructure (EDEI) Scrutiny Panel was held on 15 July 2020 and the Panel revised its work plan for completion of the review. It is widely acknowledged that the impact of the Coronavirus Pandemic is unprecedented and ongoing, and bereavement services are operating in circumstances previously un-encountered. Despite these uncertain times, the Panel felt it was worthwhile to produce a final report on their findings, acknowledging the impact of the Coronavirus Pandemic on review of Teesside Crematorium and recommending future updates to ensure that any necessary financial mitigation required is applied.

Stockton Crematorium

7. On 4 February 2020, Panel Members undertook a site visit to Stockton Crematorium. Panel Members met with the Ward Councillor and Officers from Stockton Council who showed them around the facility. The Panel is grateful for their assistance and input.
8. Stockton Crematorium is a purpose-built, single storey, state-of-the-art building, set within its own expansive grounds. The facility cost £6.5 million to build, was designed by a local architect, and took ten years from initial planning to opening. The building has two chapels, with the crematory located in the centre of the building. Within the grounds there is also:
 - Memorial Wall and Gardens.
 - Remembrance Garden.
 - Book of Remembrance, set in its own Pavilion.
 - Infant Memorial Garden.
9. Bluebell Chapel is the smaller of the two chapels, with seating for 50 mourners. Maplewood Chapel is the larger of the two chapels, and will comfortably seat 120 mourners, with room for an additional 50 standing. *The chapels are finished with an emphasis on light and space. Furnished to the highest standard, with beautiful bespoke wooden benches and catafalque.*²
10. The benches in the front row incorporate sections that can easily be removed to allow wheelchair users to fit seamlessly into the row. Another innovative feature is the use of a voile curtain which can be drawn around the catafalque while the lights are dimmed at the close of the service.
11. Similar to Teesside, Stockton has one-hour time slots for services as well as dedicated Chapel Attendants. All services can be streamed via a live webcast and music is supplied by the Obitas AV System. The Maplewood Chapel also has a traditional organ.

² <https://www.stocktoncrematorium.co.uk/>

12. The Crematorium has ample on-site car-parking facilities. Outside the Maplewood Chapel there is parking for 93 cars, plus disabled parking for 5 cars, and overflow parking. A smaller car park, serves the Bluebell Chapel, to the left of the Crematorium building, with parking for 35 cars plus disabled parking for 3 cars. To the right of the main Crematorium building is the administration office.
13. *The crematory itself has been designed with consideration for the local environment in mind. It utilises two of the latest and most efficient cremators, equipped with filtration systems which meet current emissions regulations, and thereby ensure that the Crematorium is one of the cleanest facilities of its kind.* ²
14. A viewing room has been incorporated into the crematory, in consultation with members of the Sikh community, to enable final committals to be witnessed.

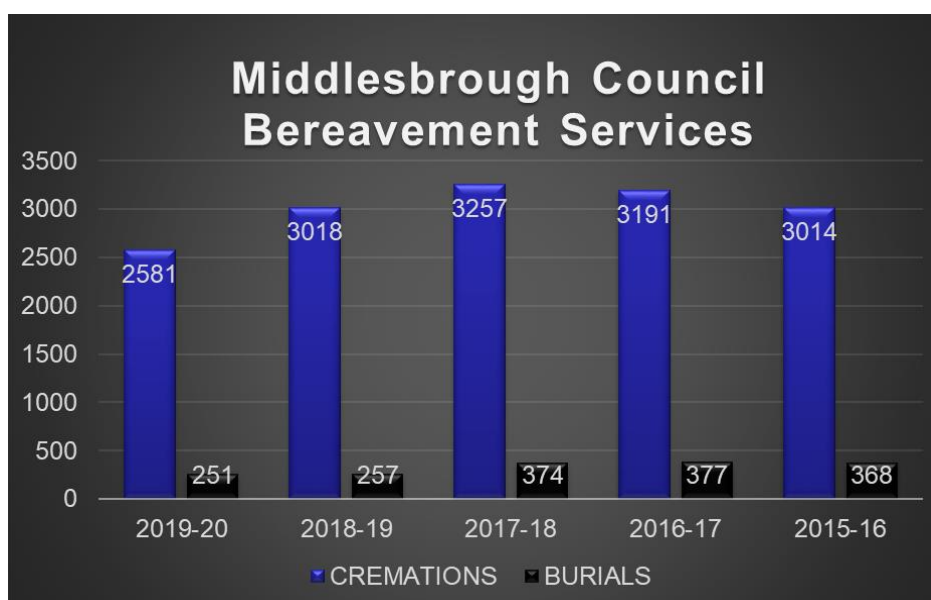
Teesside Crematorium

15. Teesside Crematorium has two chapels: St. Bede's and St. Hilda's and a Chapel of Rest. St Bede's car park has 58 spaces, a coach bay and disabled parking spaces approximately 50 metres from the front doors of the chapel. St Hilda's car park has 40 spaces, a coach bay and disabled parking spaces approximately 25 metres from the front doors of the chapel. Cremation services are offered five days a week with flexible time slots for services, including longer slots as required. All cremations take place on the same day as the services.
16. A streaming service is provided free of charge. This is particularly useful at the current time, since at the time of writing this report, attendance at services is restricted to 30 mourners due to the Government's Covid-19 pandemic restrictions. A copy of the streamed service is available to families. The service is hoping to make further improvements to the streaming service.
17. Over the last few years there had been an extensive refurbishment programme of both Chapels and the Chapel of Rest. St Bede's Chapel has been refurbished at a cost of £150,000. St Hilda's Chapel has been remodelled and refurbished, with the installation of new windows, at a cost of £300,000 in total. The Chapel of Rest has been re-roofed and refurbished internally, for a total cost of £160,000. Installation of a canopy structure at the entrance to both chapels now provides additional shelter for mourners, at a cost of £72,000.
18. The landscape surrounding the Crematorium has also been improved with extensive re-planting. A new land drainage scheme, costing £300,000, has been installed at the back of the site. This significant scheme will improve the land drainage sufficiently to provide an additional 10 years burial capacity.
19. As part of Middlesbrough Council's Digital Strategy, it is planned that information about pricing, services and burial plots will be more accessible to the public. The Council holds a huge amount of paper records and is exploring opportunities to digitise those records for safe, long-term retention. One idea being explored is to map information onto the Council's GIS system, linked to a database, so that records can be retrieved quickly and more efficiently.
20. Direct cremations are currently offered by both Stockton and Kirkleatham Crematoriums and the option to offer this service at Teesside Crematorium is under consideration.

Direct cremation is an alternative to a traditional funeral, and is becoming increasingly popular with families. Direct Cremation is a simple, unattended cremation with all the dignity and care of the more traditional service. Without the funeral directors' fees, service, music, flowers etc, the cost is much reduced.

Financial Impact on Teesside Crematorium

21. Over the period from 2015/2016 through to 2019/2020 there has been a drop in the total number of burials and cremations carried out by Middlesbrough Council's Bereavement Services of 420.³ Over the period from 2008 up to 2019, there has been a reduction of around 1200 cremations.



22. Stockton Crematorium opened in September 2019 and Kirkleatham Memorial Park and Crematorium in 2014. In February 2020, the EDEI Scrutiny Panel was advised that the initial impact on Teesside Crematorium in October 2019 was a year-on-year reduction of 28 cremations, which climbed to 88 in December 2019. However, there had been an underlying reduction in the number of cremations of six per month, in line with national trends for death rates reducing over the last year or so. There was also an impact from Kirkleatham Crematorium, which was offering reduced rates for selected times at that time.
23. In the current financial year, actual numbers for cremations for April to July show a reduction of 64 cremations in comparison to 2019/2020. However, due to the current Covid-19 pandemic it is impossible to provide accurate estimates for the remainder of the year.

³ Presentation to EDEI Scrutiny Panel by Head of Property and Commercial Services, Middlesbrough Council – 8 September 2020

		Estimate	
Month	2019-20	2020-21	Comments
April	240	295	Actual
May	248	254	Actual
June	215	158	Actual
July	227	159	Actual
August	243	190	Estimates
September	231	190	Estimates
October	210	190	Estimates
November	181	190	Estimates
December	145	190	Estimates
January	265	190	Estimates
February	185	190	Estimates
March	191	190	Estimates
Total	2581	2386	

Actual/Estimated cremations at Teesside Crematorium 2019-2021⁴

24. In terms of mitigation, £490,000 has been allocated in the Council's Medium Term Financial Plan for 2020/2021 and this figure will be reviewed at Quarter 4. As part of current savings, a reduced headcount in the service has provided £80,000 savings in 2019/2020 and £53,000 in the current financial year. The estimated income for 2020/2021 is £1.9 million. The operating model is under review to explore further efficiencies and consider how income can be increased. The pricing structure is being reviewed and it is envisaged that further digitisation will improve efficiency and reduce costs.
25. Any expansion at Kirkleatham or Stockton Crematoria, seems unlikely at the current time.

Fees and Charges

26. The fees and charges at Teesside, Stockton and Kirkleatham Crematoria are published on their respective websites. It is difficult to make a direct comparison since the service types offered vary. The service for an adult over 18 years of age at Teesside and Stockton appears broadly similar with the fees being £790 and £765 respectively. Kirkleatham offers its premium service for £875 or £775 for timeslots from 8.00 am to 10.00 am. Burial prices vary slightly more and this is mainly due to the availability of land. Kirkleatham and Stockton also offer direct cremations at a cost of £500 or £465 respectively.⁵

⁴ Presentation to EDEI Scrutiny Panel by Head of Property and Commercial Services, Middlesbrough Council – 8 September 2020

⁵ Presentation to EDEI Scrutiny Panel by Head of Property and Commercial Services, Middlesbrough Council – 8 September 2020

Area	Cremations £	Burials Purchase of grave	Internment fee £	Non Resident	Direct cremations
Hartlepool	£761	£1332	£919	Purchase of grave£2666 Internment £1728	
Kirkleatham	£875	£730	£525		£500.00
Middlesbrough	£790	£995	£635		
Redcar & Cleveland	No crem	£830	£700	Purchase of grave £1245 Internment £1050	
Stockton	£765	£750	£550		£465.00

27. Middlesbrough Council does not apply any increased fees for non-residents.

CONCLUSIONS

28. The scrutiny panel reached the following conclusions in respect of its investigation:

TERM OF REFERENCE A – To explore the service offered by Middlesbrough Council and recent improvements at Teesside Crematorium.

Services offered at Teesside Crematorium are broadly comparable with those offered at Stockton and Kirkleatham Memorial Park and Crematorium. The Panel did note however, that one service not currently offered by Teesside is Direct Cremation.

An extensive refurbishment programme has been carried out at Teesside Crematorium over the past few years which includes internal and external improvements to St Bede's and St Hilda's Chapels, the Chapel of Rest, the landscape around the Crematorium and also the drainage at the back of the site. These improvements have greatly enhanced Teesside Crematorium and the setting and services it provides for residents and non-residents of Middlesbrough.

Ninety car parking spaces are available on site and there are disabled parking spaces approximately 25 metres from St Hilda's Chapel and 50 metres from St Bede's Chapel. From

their own experiences, Panel Members noted that, on occasion, the parking provided is insufficient to meet demand.

TERM OF REFERENCE B - To examine the service offered by Stockton Council at Stockton Crematorium.

Stockton Crematorium is a brand new state-of-the-art building furnished to a high standard offering similar services to other local crematoria. Additional features include a viewing room into the crematory, removable benches to allow space for wheelchair users, and a voile curtain which is drawn around the catafalque at the close of the service.

The provision of dedicated Chapel Attendants, live webcast and music are all included in Stockton's offer and are also available at Teesside and Kirkleatham.

TERM OF REFERENCE C - To investigate the potential financial impact of recently opened Crematoria at Kirkleatham and Stockton on Teesside Crematorium and any mitigation required.

Between 2008 and 2019 there has been a reduction of approximately 1200 cremations at Teesside Crematorium. There was a year-on-year reduction of 28 cremations in October 2019, and 88 in December 2019. £490,000 has been allocated in the Council's Medium Term Financial Plan for 2020/2021 by way of mitigation for potential loss of income. However, due to the current and ongoing Coronavirus Pandemic, it is not possible to make an accurate conclusion in relation to this term of reference.

RECOMMENDATIONS

29. Following the submitted evidence, and based on the conclusions above, the Economic Development, Environment and Infrastructure Scrutiny Panel's recommendations for consideration by the Executive are as follows:
1. A six-monthly update on income and any mitigation required should be provided to the Scrutiny Panel until further notice.
 2. The potential for Teesside Crematorium to offer a Direct Cremation Service should be explored.
 3. The possibility of voile curtains being installed around the catafalques in St Bede's and St Hilda's Chapels should be explored.
 4. Car parking arrangements should be reviewed to ascertain whether further spaces could be made available and whether the disabled parking spaces could be re-located nearer to the Chapel entrances.

ACKNOWLEDGEMENTS

30. The Economic Development, Environment and Infrastructure Scrutiny Panel would like to thank the following for their assistance with its work:

Councillor J Beall, Stockton Council
A Buckton, Bereavement Services Manager, Stockton Council
G Field, Director of Environment and Community Services, Middlesbrough Council
P Thwaites, Operational Manager, Middlesbrough Council
M Shepherd, Head of Property and Community Services, Middlesbrough Council
C Willows, Community Services Manager, Stockton Council

BACKGROUND PAPERS

31. The following sources were consulted or referred to in preparing this report:

Kirkleatham Memorial Park and Crematorium website:

<https://www.kirkleathammemorial.co.uk/services-and-facilities/cremation-and-burial-prices/>

Stockton On Tees Crematorium website: <https://www.stocktoncrematorium.co.uk/our-services/scale-of-fees/>

Teesside Crematorium website:

<https://www.middlesbrough.gov.uk/births-deaths-and-marriages/cemeteries-and-crematorium/cremation-charges>

Minutes of the meetings of the EDEI Scrutiny Panel held on 5 February, 15 July and 8 September 2020.

Presentation to EDEI Scrutiny Panel by Head of Property and Commercial Services, Middlesbrough Council – 8 September 2020.

**COUNCILLOR M SAUNDERS
- CHAIR OF ECONOMIC DEVELOPMENT, ENVIRONMENT AND INFRASTRUCTURE
SCRUTINY PANEL**

The membership of the scrutiny panel is as follows:

Economic Development, Environment and Infrastructure Scrutiny Panel 2019-2020

Councillors M Saunders (Chair), B Hubbard, (Vice-Chair), R Arundale, D Branson, D Coupe, T Furness, L Garvey, M Storey, S Walker

Economic Development, Environment and Infrastructure Scrutiny Panel 2020-2021

Councillors M Saunders (Chair), B Hubbard, (Vice-Chair), R Arundale, D Branson, D Coupe, T Furness, L Garvey, L Lewis, M Storey

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Report of:	<i>Richard Horniman - Director of Regeneration and Culture Councillor Ashley Waters - Executive Member for Regeneration</i>
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Submitted to:	<i>Executive - 19 January 2021</i>
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Subject:	<i>Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor</i>
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Proposed decision(s)
<i>That Executive approves the proposals to deliver cycle infrastructure along the Linthorpe Road corridor as per plans in the appendices, in line with Town Centre ambitions.</i>

Report for:	Key decision:	Confidential:	Is the report urgent?¹
<i>Information and approval</i>	<i>Yes</i>	<i>n/a</i>	<i>n/a</i>

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
<i>The proposals will assist by increasing cycle infrastructure along a major Town Centre corridor, supporting people to access key goods and services in a sustainable manner.</i>	<i>The proposals will focus upon improving accessibility to the Town Centre, and the businesses along Linthorpe Road. The extents of the proposal are between Borough Road and Ayresome Street.</i>	<i>By improving accessibility, the Council will be improving business opportunities for further inward investment.</i>

Ward(s) affected
<i>The Wards directly affected by the proposals are Central and Newport.</i>

What is the purpose of this report?

- 1) The purpose of this report is to gain approval to commence the proposals to re-allocate road space along the Linthorpe Road corridor (between Borough Road and Ayresome Street) to create protected cycle lanes in both directions.

¹ Remove for non-Executive reports

Why does this report require a Member decision?

- 2) This requires a member decision as the re-allocation of the road space will impact upon the community along the aforementioned corridor. This will predominantly result in a transformational statement of ambition to increase cycling in Middlesbrough and improve the 'last mile' journey into the Town Centre.
- 3) The proposals see reduced on-street car parking; potentially impacting upon businesses and adjacent residential areas. There are also proposed side road closures, which could be perceived to reduce direct accessibility to parking, loading and bus stop consolidation proposals

Report Background

What decision(s) are being asked for?

- 4) That Executive approves the ambitious, re-allocation of road space to deliver cycle infrastructure improvements along the Linthorpe Road corridor as per plans contained in the appendices.

Why is this being recommended?

- 5) This is being recommended as it is aligned with a number of Council objectives, namely:
 - Improve safety along the corridor for all road users, and reduce accidents
 - Making the corridor more pedestrian friendly, particularly for those with mobility issues.
 - Supporting the local economy; improving accessibility to local retail, leisure and services by improving facilities for short journeys to be made.
 - Reducing congestion along a busy corridor will improve air quality, reduce noise and help to improve the local environment
 - Better use of the available space will improve the public realm; giving the space back to people as opposed to vehicles. This will help the area to look and feel amazing.
 - Improving public health by reducing pollution, and creating an environment where people can travel actively, and be more likely to want to spend time in the area.
 - Ensure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) on Middlesbrough Councils Highway Network
 - Act as a statement of intent to echo Governments ambitions to significantly increase cycle levels and adopt LTN 1/20 cycle infrastructure guidance
- 6) The Council has identified a problem with localised congestion. Building roads and making improvements for cars will simply induce further demand for vehicles, and further compound this issue. By developing a suite of alternate mode infrastructure, the Council will be assisting in reducing this issue.
- 7) This transformational proposal will help to set the tone as to what is achievable, providing a platform for further improvements and connectivity across the town. This is in line with the Councils ambitious proposals to mitigate the impact of economic

and housing regeneration and growth, and supports the Middlesbrough Town Centre strategy.

Background Information

- 8) Linthorpe Road is a busy corridor, with a range of purposes and a 24 hour economy. This complexity means that there are a lot of people travelling and accessing services, which results in the corridor witnessing a relatively high number of accidents; 37 accidents in 5 years. 31 slight / 6 serious, of which 9 involved pedestrians, and 12 involve cyclists. This is disproportionate to the current use of the carriageway. 24 of the accidents were at road junctions. (see appendix 1 and 2 for full details).
- 9) Following TVCA's Local Cycling and Walking Implementation Plan (LCWIP), Active Travel Funding has been secured from the DfT to deliver transformational infrastructure across the region.
- 10) Linthorpe Road is identified as a key corridor due to the direct connections to the Town Centre, the number of destinations along the route, and the density of population surrounding it.
- 11) Proposals focus initially on the 'last mile' in to the Town Centre. The corridor is physically limited due to being lined with buildings on either side, resulting in space being at a premium. Consequently, proposals to re-allocate existing space are to make improvements for the more vulnerable road user – Cyclists. There are currently no facilities to assist commuting via bike and make further improvements to the pedestrian environment. The information in appendix 2, highlights these vulnerable road users are disproportionately more at risk.
- 12) The corridor is lined with car parking spaces and given the creation of additional car parking at Amber Street, the proposal is to remove some of these spaces to provide sufficient widths to create segregated on carriage cycle lanes; providing a safe route in to the Town Centre. Removing on-street car parking will assist in reducing the number of conflict opportunities on the carriageway, improve visibility and aid pedestrian crossing safety
- 13) Including the Borough Road and Ayresome / Park Road North junctions; there are currently 14 intersections on to Linthorpe road over a distance of 900m. The majority of accidents occur at junctions. Consequently, in order to improve safety it is proposed that 4 of these intersections are closed, which will reduce conflict and streamline the corridor. All businesses, residential areas and other off-street car parking will remain accessible via existing alternate routes
- 14) The corridor will work on the principles of re-allocation of road space (removal of car parking spaces) to accommodate the following:
 - Segregated cycle lanes along the entire corridor in each direction
 - One lane of traffic in each direction (except at main junctions where right turn filters will be accommodated to improve junction queuing/stacking)
 - Side road closures at key junctions (identified in plans) to improve safety for all road users
 - Upgrade, re-location and additional crossing points to be included to aid pedestrian movement

- Consolidation of the bus stops to provide improved facilities at key locations (reduced from 3 to 1 location in both North and South directions – close to Victoria Road junction – equidistant between Borough Road and Parliament Road)
- Rationalise Taxi Provision as per plans

The plans in appendix 3 highlight the proposals.

- 15) Car parking / loading / disabled spaces will be retained where possible. However, the provision of off street facilities at Amber Street will assist in any associated displacement. There are currently 101 car parking and 40 limited waiting spaces on carriageway. The proposals will reduce the paid for parking provision by approximately 50%. Coupled with the under utilised facility at Amber Street (86 spaces), this will see a net reduction of 50 spaces contained within the area.
- 16) There are currently 3 bus stops in each direction, along the 900m section of the road. North bound stops are predominantly associated with alighting, whereas South bound are for boarding. The proposals consolidate the bus stops to a central location along the corridor; increasing available space and reducing associated congestion. The proposal to centralise these facilities is around the Victoria Road junction (which is proposed to close) as this maintains accessibility along the corridor (all within 400m).
- 17) Consultation will be undertaken on these proposals with all stakeholders, including affected Cllrs, residents, businesses, bus operators and emergency services.

Other potential decisions and why these have not been recommended

18) The other potential decisions that have not been recommended include:

- a) Doing nothing - this is not recommended, as it will not allow the Council to realise the benefits outlined within the report. This will have an impact upon the Councils Town Centre Strategy, and other strategic objectives such as the recently approved *Cycling in Middlesbrough; Investment and Future Infrastructure Opportunities* report.
- b) Re-assessing the corridor proposals – this is not recommended, as the proposals have been designed using internal and external expertise, identifying the most economic and safe utilisation of space. Any changes to the provision would have significant implications for delivery, as each element is symbiotically balanced against one another. Any alterations would deviate away from the DfT's cycle standards and not achieve the goals.
- c) Accept the proposals and deliver as anticipated. Following consultation, there may be scope to accommodate minor alterations to the proposals, however it is recommended that the proposals are approved as presented in order to realise the benefits of:
 - Improved safety/reduced accidents
 - Improved environment quality
 - Reduce congestion
 - Improve public realm
 - Improved access to key facilities

Impact(s) of recommended decision(s)

Legal

- 19) Legal implications surrounding this proposal are based on Traffic Regulation Orders, which will be required to alter road speed, parking, bus stop and taxi alterations. This can be accommodated internally, and the associated budget has been made available within the project

Financial

- 20) The proposals have been fully-costed (with contingencies), and estimated between £0.941m and £1.5m (high level assessment). This will be firmed following consultation and detailed design.
- 21) TVCA have funding to cover the costs of the proposals, and have verbally agreed that anything beyond the secured £1.37m from DfT Active Travel Fund Tranche 2 could be sourced from their allotted £3.9m LCWIP allocation (for the whole region) from TCF. Middlesbrough Council won't proceed until funding from TVCA is confirmed.
- 22) There are no other anticipated costs to Middlesbrough Council associated with delivery of this scheme other than officer time, which is currently identified within its Capital Programme. Should there be any unforeseen requirements, they will be able to be accommodated within the Councils Local Transport Plan allocations. This is not anticipated.
- 23) The removal of on street car parking spaces could potentially have an impact upon income. The final number of spaces to be removed will be determined following consultation/detailed design. However, the car parking facilities available in Amber Street are currently under-utilised, and have the capacity to off-set displaced vehicles/income. The report in appendix 5 highlights the current capacity vs demand.
- 24) During construction phase, the car parking along Linthorpe Road will be required to be suspended. The average income per month is £9,026.25, with an estimated 3 month construction period. Amber Street and other surrounding car parks will remain open throughout. The under-utilisation of car parks will be able to accommodate the extra demand, which will negate lost income.

Policy Framework

- 25) The decisions within this report align with the Councils policy framework, and will not require alterations to this.

Equality and Diversity

- 26) The proposals within this report will make cycling a more viable option to the residents of the town. Proposals have been designed on the basis of Access For All; ensuring that residents with disabilities are not disproportionately / negatively impacted upon. The creation of additional signalised crossing points and reduced congestion will improve the environment for vulnerable road users; with blue badge holders retaining parking options within close proximity to facilities.

27) The Council will follow all guidelines and consult proposals with the relevant disability groups in order to ensure that it is fulfilling its statutory and moral obligations.

28) It is not anticipated that any other protected groups will be impacted upon negatively as a result of progressing with proposals.

Risk

29) The key risks associated with not approving this report surround not being in a prepared position to progress with the delivery of the scheme. This would impact upon external funding providers, and potentially jeopardise the secured external funding.

30) Other key risks surround stakeholder engagement, and potential reputational risk. It is imperative that stakeholders fully understand the detail and wider context of the proposals. This will be realised via the consultation process and community engagement, to fully understand views and opinions

31) As part of the consultation process, any comments received will be identified with a view to accommodate where practicable.

Actions to be taken to implement the decision(s)

32) If approved, the Council will be able to proceed with the necessary alterations to the corridor, and progress the legal requirements in order to deliver the scheme.

Appendices

33) The charts in Appendix 1 highlight the Average Annual Daily Traffic Flows for Linthorpe Road

34) Appendix 2 shows accident levels recorded along the scope of the proposals between 2015 and 2019.

35) The plan in Appendix 3 provides full detail of the scheme proposals, along with artist impressions of the final outcome.

36) Appendix 4 provides the cost estimates that have been worked up to deliver the scheme as anticipated.

37) Appendix 5 summarises the parking revenue implications associated during construction phase, and future operation.

38) Appendix 6 summarises the anticipated alterations (current vs proposed).

Background papers

39) The following documents have been consulted in compiling this report:

TVCA LCWIP –

- <https://teesvalley-ca.gov.uk/wp-content/uploads/2020/02/Tees-Valley-Cycling-Walking-Implementation-Plan-2020.pdf>

- <https://teesvalley-ca.gov.uk/wp-content/uploads/2020/08/Local-Cycling-and-Walking-Infrastructure-Plan.pdf>

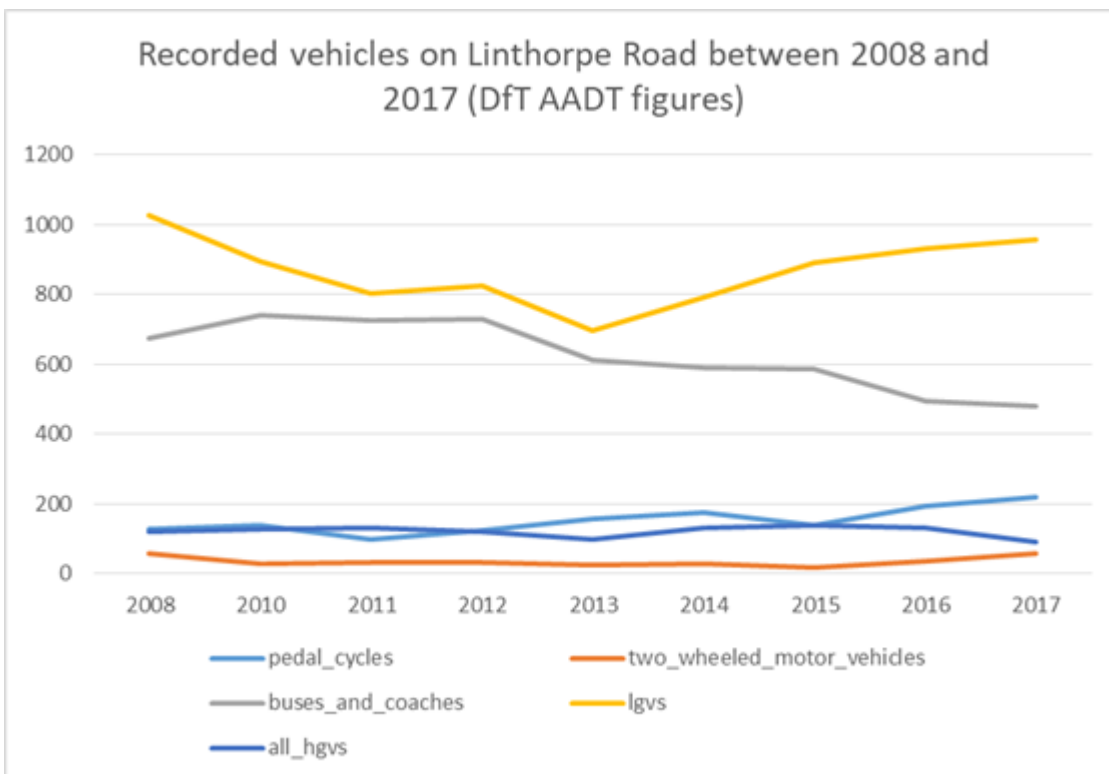
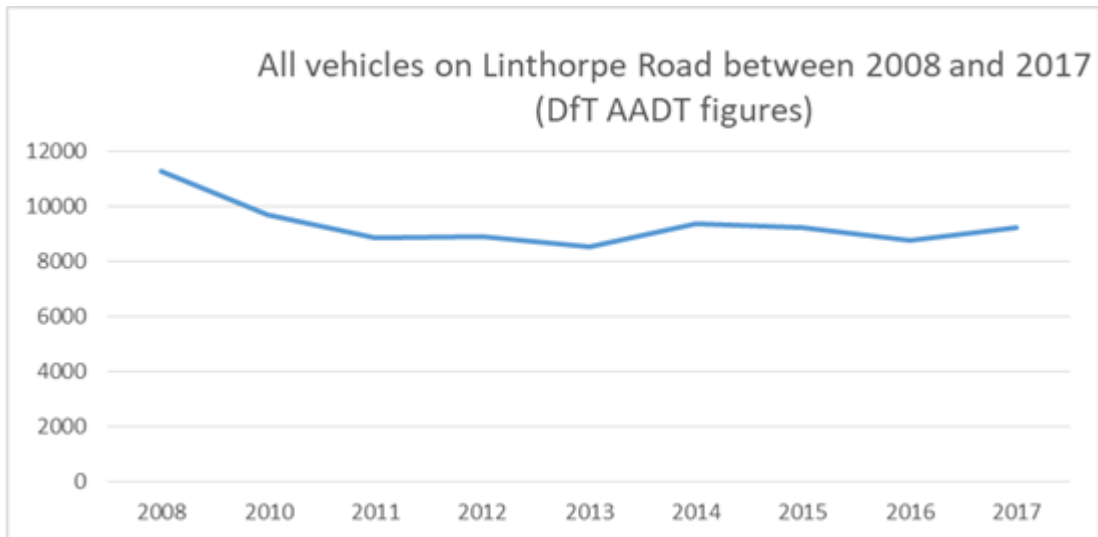
DfT Cycle and Walking design guide (LTN 1/20)

- https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Contact: Chris Orr

Email: chris_orr@middlesbrough.gov.uk

Appendix 1: Average Annual Daily Traffic Flow information



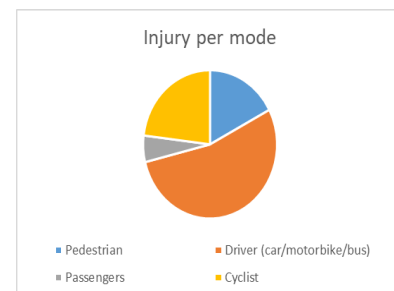
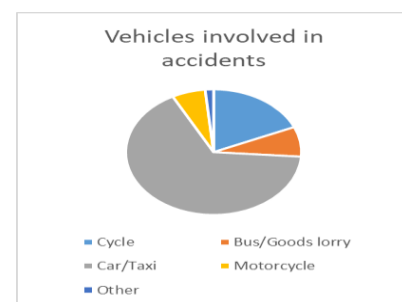
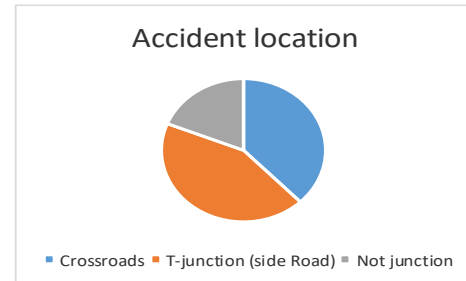
Appendix 2 – Accident statistics for Linthorpe Road between Borough Road and Ayresome Street, 2015 to 2019.

No. accidents	Severity	no.	% of total
37	Slight	31	84
	Serious	6	16

At a Junction?	no.	% of total
Crossroads	14	38
T-junction (side Road)	16	43
Not junction	7	19

Vehicles involved	no.	% of total
Cycle	12	18
Bus/Goods lorry	5	8
Car/Taxi	43	66
Motorcycle	4	6
Other	1	2

Injury recorded per mode	no.	% of total
Pedestrian	9	17
Driver (car/motorbike/bus)	28	54
Passengers	3	6
Cyclist	12	23



Appendix 3: Plan of proposals / scheme visuals

Separate attachment

Appendix 4: Cost estimate

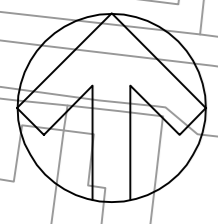
Separate attachment

Appendix 5: Car parking revenue assessment

Separate attachment

Appendix 6: Summary of alterations (current vs proposed)

Indicator	Current	Proposed	% change	Comments
On carriage car parking spaces/limited waiting	101/40	50 (+86 retained short stay spaces at Amber Street	-50% / -100% / -5%	Car parking spaces to be retained where possible. %change will depend upon final designations. Plan in appendix 2 highlights locations. Amber street is currently significantly under-utilised, so can accommodate a significant % of the loss.
No. bus stops (each direction)	3	1	-67%	Rationalisation will mean fewer stops, but facilities still accessible/within 400m
No. signalised crossing points	5	6	+20%	Additional crossing proposed between Borough Road and Southfield Road
No. junctions	14	10	-30%	Side road closures proposed at King Edwards Road, Southfield Lane, Victoria Road and Albert Terrace
Taxi rank provision	3	2	-33%	Location to be removed is South of junction of Southfield Road/Princes Street. This facility acts as a feeder to the provision North of the junction, and is typically under used.



DO NOT SCALE

- NOTES**
1. THE FOLLOWING DESIGN ELEMENTS HAVE BEEN DESIGNED IN ACCORDANCE LTN 1/20 CYCLE INFRASTRUCTURE DESIGN
 2. RESIDUAL HEALTH & SAFETY RISK ARE RECORDED ON THE PROJECT HEALTH & SAFETY RISK REGISTER AND WILL BE INCLUDED IN ALL TECHNICAL DESIGN DRAWINGS

- KEY**
- NEW ROAD KERB
 - LIGHTLY SEGREGATED CYCLEWAY
 - FOOTWAY
 - SHARED USE CYCLEWAY / FOOTWAY
 - CARRIAGEWAY
 - CONTROLLED PEDESTRIAN & CYCLE CROSSING
 - UNCONTROLLED PEDESTRIAN & CYCLE CROSSING
 - CAR PARKING

COLOURS ARE NOT INDICATIVE OF SURFACE FINISHES. EXISTING SURFACE MATERIALES ARE TO BE RETAINED AND EXTENDED WHERE FEASIBLE.



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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	07/12/2020	PWW	SECOND ISSUE - UPDATED FOLLOWING CLIENT REVIEW	MD	PF
P01	03/12/2020	PWW	FIRST ISSUE	MD	PF

DRAWING STATUS: **S2 - FOR INFORMATION**

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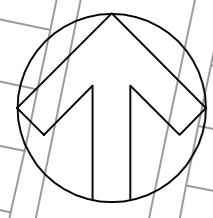
CLIENT: **TEES VALLEY COMBINED AUTHORITY**

ARCHITECT:

PROJECT: **TEES VALLEY LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

TITLE: **LINTHORPE ROAD MIDDLESBROUGH ACTIVE TRAVEL FUND GENERAL ARRANGEMENT (SHEET 1 OF 3)**

SCALE @ A1: 1:500	CHECKED: MD	APPROVED: PF
PROJECT No: 70070414	DESIGNED: PWW	DRAWN: PWW
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CLIENT: TEES VALLEY COMBINED AUTHORITY

ARCHITECT:

PROJECT: TEES VALLEY LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

TITLE: LINTHORPE ROAD MIDDLESBROUGH ACTIVE TRAVEL FUND GENERAL ARRANGEMENT (SHEET 2 OF 3)

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P01	03/12/2020	PWW	FIRST ISSUE	MD	PF

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CLIENT: **TEES VALLEY COMBINED AUTHORITY**

ARCHITECT:

PROJECT: **TEES VALLEY LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

TITLE: **LINTHORPE ROAD MIDDLESBROUGH ACTIVE TRAVEL FUND GENERAL ARRANGEMENT (SHEET 3 OF 3)**

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Ref	Scheme proposals	Intervention	Qty	Unit	Cost Estimate Ranges		Total cost		QS Assumptions		
					Lower cost range	Upper cost range	Lower cost (£)	Upper cost (£)			
1	Two planters used to create modal filter. Four modal filters - King Edward's Street, Southfield Lane, Victoria Road, St Aidan's St, Albert Tce	Modal filter: wooden planter + signs	10	nr	£2,000.00	£2,500.00	£20,000.00	£25,000.00	2 x 2 planter with soil, planting & one sign		
2	2m wide light segregated cycle tracks on both sides of Linthorpe Road between Borough Road and Park Road (820m x2).	Light segregation (wands / orcas)	1640	m	£30.00	£40.00	£49,200.00	£65,600.00	linear metre rate includes supply and installation		
3	Removal of footway build outs and accompanying realignment of kerbs to facilitate continuous cycle track.	Removal of footway build outs	100	m	£50.00	£150.00	£5,000.00	£15,000.00	Cost assumes build outs are 2.5m wide and 200mm depth for excavation		
4	Change to signals to facilitate early release for cyclists (north-south cycle movements at three junctions as well as east-west movements at two junctions, giving a total of 10 cycle movements).	Changes to signal head	10	nr	£10,000.00	£20,000.00	£100,000.00	£200,000.00	Cost to move signal head, includes ducts and electrics		
5	Advanced stop lines at three signal junction to facilitate early release for cyclists (4m from front to back x width of traffic lanes).	Extend ASL (lining / masking)	168	m	£20.00	£30.00	£3,360.00	£5,040.00	lining works		
6	Bus stop islands where these are offset on each side of Linthorpe Road (x2) created by building out between parking / loading.	Island Bus Stop	2	nr	£20,000.00	£20,000.00	£40,000.00	£40,000.00	Cost assumes creating a floating bus stop with shelter (assumed shelter comes with RTPi)		
7	Bus boarder where bus stops are opposite each other (near to Princes Road). We are using the lower cost rate because the works are on existing carriageway.	Bus boarder (asphalt) - 2m width	40	m	£335.00		£13,400.00	£13,400.00	Lower Range assumes construction of bus lane on existing carriageway and up to 1.5m widening on verge. Includes surfacing for bus lane, widening up to 1.5m on verge, kerb and drainage realignments, road markings and earthworks. Upper Range assumes construction of bus lane on verge. Cost includes surfacing for bus lane, widening up to 3.75m on verge, kerb and drainage realignments, road markings and earthworks.		
8	Additional puffin crossing along the route to accommodate pedestrian crossings.	Puffin crossin	1	nr	£67,000.00	£67,000.00	£67,000.00	£67,000.00			
9	Cycle parking at each point closure	Cycle parking unit	20	per stand	£55.00	£65.00	£1,100.00	£1,300.00	Galvanised steel cycle stands		
10	Monitoring equipment	Monitoring units					£10,000.00	£10,000.00	Pedestrian/Cycle counts at either end of scheme, plus emission monitoring		
11	Secure cycle storage	Cycle store						£50,000.00			
							Sub total	£309,060.00	£492,340.00		
							Prelims, TM & OH & P	45%	£139,077.00	£221,553.00	
							Approximate basic construction cost		£448,000.00	£714,000.00	
							Survey/Investigate/Design/Procure/Supervise/manage & liase	20%	£89,600.00	£142,800.00	
							Work by Statutory undertakers and others	20%	£89,600.00	£142,800.00	
									£627,000.00	£1,000,000.00	
							Risk/Contingency	30%	£188,100.00	£300,000.00	
							Approximate Indicative Total Budget Estimate excl Inflation		£815,000.00	£1,300,000.00	
							Assumed construction inflation @ 1Q 2021	0.50%	£4,075.00	£6,500.00	
							Approximate Indicative Total Budget Estimate incl Inflation (FINANCIAL CASE - I.E FUNDED AMOUNT)		£819,000.00	£1,307,000.00	
							OB assumed at SOBC level	15%	£122,250.00	£195,000.00	
							Approximate Indicative Total Budget Estimate (ECONOMIC CASE - BCR CALC)		£941,000.00	£1,502,000.00	

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Linthorpe Road Local Cycling and Walking Implementation Plan – Active Travel Fund and Transforming Cities Fund.

In conjunction with Tees Valley Combined Authority (TVCA), Middlesbrough Council (MC) has worked to develop a proposal to transform a transport corridor to support the uptake of cycling. This is in line with Government and local ambitions to:

- Improve safety
- Reduce congestion
- Improve environmental quality
- Support economic and housing growth proposals
- Improve the health of the population by increasing physical activity

Building more roads to accommodate additional demand is neither sustainable (financially or environmentally) nor achievable, therefore increasing uptake of alternate modes of travel is required to ensure that the town is capable of achieving its economic goals without transport acting as a barrier.

In Middlesbrough, the Linthorpe Road corridor was identified through a propensity to cycle study, which highlighted the potential that the route had due to:

- Direct nature and connection to Town Centre
- Numerous residential areas and businesses along the corridor, connecting origin and destinations
- Opportunity to provide facilities where there are currently none, and transform the corridor

TVCA identified an allocation of funding from the Transforming Cities Fund (TCF) to deliver improvements across the region, and was developing a suite of measures to be implemented. The Active Travel Fund (ATF) (following the Emergency Active Travel Fund allocations) was made available to authorities to bid for to make permanent alterations to infrastructure to encourage transformational changes to encourage active travel.

The Linthorpe Road scheme in Middlesbrough, and a scheme in Darlington were prioritised to proceed to funding bid stage, resulting in TVCA submitting an application as follows:

Scheme	Bid to ATF	Successful bid amount	TCF top up requirement
Linthorpe Road	£1.37m	£1.722m	£0.39m
DBC scheme	£0.75m		
Total	£2.12m		

The exact costs of the scheme will be determined following consultation and final detailed design. This will then highlight any shortfall from the funding ATF allocation, and the requirements from the TCF allocation to provide sufficient budgets. The TCF budget is sufficient to accommodate the requirements, however should there be any unforeseen issues, the Councils Local Transport Plan can be allocated toward this project.

Officer time associated with the delivery of the scheme will make up a proportion of the final costs, as will the costs of support services. It is intended that the Council has sufficient resources within the department to deliver the scheme in the 21/22 financial year.

There are no financial costs associated with non-delivery of the scheme; should the proposals not be approved, or not require as much funding as has been allocated by the DfT, then this will be returned accordingly.

The scheme proposals involve the re-allocation of carriageway space to accommodate protected cycle lanes. Space along the corridor is at a premium, therefore the proposals involve removal of on carriage car parking spaces. The exact number of spaces is to be determined, however the following analysis has been undertaken using average income per space for the 19/20 financial year.

	Linthorpe Rd (On carriage)	Amber street (off carriage)	Total/average
No. spaces	101	86	187
19/20 income (£)	108315	59871	168186
No. customers/average cost/average stay	71,453 / £1.52 / 1.2 hours	29,938 / £2 / 1.5 hours	101391
Max Annual income (100% efficiency of spaces used based on average use/income) (£)	£327,724.8	£286,759.2	£614,484
% of actual vs maximum income	33%	21%	27%
% spaces lost as per proposals	50%	0%	25%
Short term loss in revenue (monthly) during construction period	£9026.25	Not closed, likely to increase income due to displacement	Other car parks likely increase revenue - displacement

Based on the above, there will still be more than enough theoretical capacity within the car parking spaces to accommodate demand with the proposed reduction in provision, as only 33% of the maximum income is achieved on Linthorpe road, and 21% in Amber street. This highlights that there is theoretically 67% un-used capacity on Linthorpe Road / 79% in Amber street. The only variable that cannot be considered is geographical and spatial demand, such as at peak periods where there may be more demand than space currently.

It is however envisaged that displacement will occur, and that Amber Street will be seen as a convenient car parking location to use due to the proximity and ease of access/use. Customers will also find other locations to park in the surrounding area, so although there may be a reduction in income from Linthorpe Road location, other areas may see a slight increase as a result. Of displacement.

During the construction period, the on-street parking facilities will be required to be suspended. The monthly average income from the on-carriage service is £9,026.25. On the assumption of a 3 month construction phase (at this point this is not known, but this is likely a worst case scenario), this would see a short term reduction in income of £27,078.75. Not all of the spaces will be required to be suspended at all times throughout construction phase, and this is a worst case scenario. Amber Street car park will remain open throughout construction, and will be advertised as such. This will raise awareness of the facility, and off-set some of the temporary loss in provision and income. This will assist in altering people's behaviours, and go some way to change habits as alternatives are presented.

MIDDLESBROUGH COUNCIL

Report of:	<i>Director of Finance - Ian Wright Executive Member for Finance & Governance - Councillor Chris Hobson</i>
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Submitted to:	<i>Executive - 19 January 2021</i>
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Subject:	<i>Local Council Tax Support 2021/2022</i>
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Summary

Proposed decision(s)
<i>That Executive approves the Council Tax Support (CTS) scheme for 2021/2022 and authorises the report to be considered at the full Council meeting of 24 February 2021.</i>

Report for:	Key decision:	Confidential:	Is the report urgent?¹
<i>Decision</i>	<i>Yes</i>	<i>No</i>	<i>No</i>

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
<i>The CTS scheme will enable residents to pay their required Council Tax instalments which, in turn, will mean that the Council has funding to allow physical regeneration.</i>	<i>Support to Middlesbrough's local economy. When residents are billed for the correct amount of Council Tax, this will give them certainty of their remaining income which will in turn support the local economy.</i>	<i>The CTS scheme is important in ensuring residents who need support in paying their required Council Tax are billed for the correct amount based on their financial circumstances. This will ensure the right amount is collected from the correct residents.</i>

Ward(s) affected
<i>All wards are affected by the proposals put forward in the CTS scheme.</i>

What is the purpose of this report?

1. This report seeks approval for the CTS scheme for 2021/2022.

Why does this report require a Member decision?

2. The Local Government Finance Act Section 67 (2012 Act) inserted into LGFA 1992 (Functions to be discharged by the Authority) making or revising a Council Tax Reduction Scheme – Section 13 (2) confirms that each billing Authority in England must make a Council Tax Reduction scheme by no later than 11 March each year. Any scheme cannot be made by officers, with the above legislation confirming that authorisation of the full scheme is subject to member approval.

Report Background

3. From 1 April 2013, the Government replaced the national Council Tax Benefit scheme with a new CTS scheme to be designed and administered by Local Authorities. The Government passed this responsibility to Councils with a 10% cut in the grant funding and prescribed that pensioners must be no worse off under any local scheme. This translated into an effective reduction in funding for working age claimants of 20% and meant that some residents, many of whom had previously been required to pay nothing, now had to pay at least 20% of their Council Tax. Middlesbrough's scheme was approved by full Council on 9 January 2013 and remained unaltered (apart from some minor legislative changes) until 2018/2019 when the scheme was amended to bring regulations in line with the current Housing Benefit scheme, whilst also increasing the amount of support provided to 85% for working age residents. This therefore meant residents claiming CTS had a minimum of 15% of their Council Tax to pay as opposed to the previous 20% charge.
4. The current CTS scheme is working well with no challenges to the regulations. Central Government made some slight changes to the prescribed regulations between late December and early February each year which will be incorporated into the new scheme. Apart from these minor changes, it is not recommended to alter any other elements.

What decision(s) are being asked for?

5. That Executive approves the Council Tax Support (CTS) scheme for 2021/2022 and authorises the report to be considered at the full Council meeting of 24 February 2021.

Why is this being recommended?

6. The Council recognised the financial challenges faced by some residents due to the Government's welfare reforms when increasing the amount of support provided through the CTS scheme in 2018/2019. The roll out of Universal Credit (UC) in Middlesbrough which commenced in October 2018 has been a challenge for some residents to claim CTS although the Revenues and Benefits service has amended its procedures so that UC claimants can be smoothly transitioned on to CTS.
7. As the only changes to the scheme are minor legislative changes set by Central Government, no stakeholder consultation has been carried out. Similarly, these proposals have not been examined by the Overview and Scrutiny Board or by a Scrutiny Panel due to the scheme remaining the same.

Other potential decisions and why these have not been recommended

8. The Council could reduce or increase the amount of support awarded. However, as indicated earlier in this report, the Council recognised the financial challenges placed on residents through the Government's welfare reforms when increasing the CTS support for 2018/2019, therefore this is not considered a viable option.
9. In addition, the Council is not in a financial position to consider awarding additional support without affecting other Council services. If this were to be considered, a full consultation exercise would also need to be carried out which has not taken place during the current financial year.

Impact(s) of recommended decision(s)

Legal

10. There are no legal implications regarding this report, apart for the need to adopt the 2021/22 scheme by 11th March 2021.

Financial

11. There are no additional costs to the Council under the proposals for the 2021/2022 CTS scheme.
12. Although the Council Tax collection figures are lower for those receiving CTS than the overall in-year collection figures, the Revenue Services section will continue to actively pursue the debt which is owed to the Council.
13. The option of absorbing more of the cost of the CTS scheme, or amending the percentage working age claimants have to pay remains an option for future years.
14. The impact of the full Universal Credit roll out and other welfare reforms continues to be closely monitored to confirm the effect this has on resident's ability to pay their Council Tax and will be taken into account with any future proposals around the CTS scheme

Policy Framework

15. The CTS scheme does not change the Policy Framework.

Equality and Diversity

16. There are no disproportionate adverse impacts on any group or individuals with characteristics protected in UK equity law. The previous impact assessment carried out when the scheme was revised for 2018/2019 is still relevant.

Risk

17. The Council Tax Support scheme is a statutory requirement, agreed annually by full Council. By implementing a local scheme, this ensures that there is adequate governance in place to comply with all relevant legalisation and ensures the Council does not breach governance requirements or fail to deliver organisational priorities. In addition, by reviewing the scheme annually, the Council continues to effectively review and amend the scheme to comply with legislative changes.

Actions to be taken to implement the decision(s)

18. The CTS scheme will be updated in line with the Government's prescribed regulations. Subject to Council giving approval for this scheme, the scheme for 2021/2022 will be published on the Council's website by 31 March 2021.

Appendices

19. No appendices attached to this report.

Background papers

20. No background papers were used in the preparation of this report.

Contact: Janette Savage, Head of Revenues and Benefits.

Email: Janette_savage@middlesbrough.gov.uk.

MIDDLESBROUGH COUNCIL



Report of:	Ian Wright, Director of Finance Councillor Chris Hobson, Executive Member for Finance and Governance
Submitted to:	Executive Committee - 19 January 2021
Subject:	Land Adjacent Former Middlesbrough Warehouse Site, South Bank Road/James Street, North Ormesby - Disposal [Part A]

Summary

Proposed decision(s)
The following is asked of the Executive: a) that the information contained in Part A of the report be noted; and b) that the decision be taken once all the financial or exempt information contained in Part B of the report has been considered.

Report for:	Key decision:	Confidential:	Is the report urgent?¹
Decision to dispose of land	Yes – exceeds the £150,000 threshold.	No	No.

Contribution to delivery of the 2020-23 Strategic Plan		
People	Place	Business
The proposal to dispose of the property will aid the creation of employment opportunities within the Borough.	The repurposing of the subject property will generate significant inward investment and bring a vacant and underused Council asset into far more positive future use.	The proposal to dispose of the subject property will generate a significant capital receipt for the Council and help underpin its Medium Term Financial Plan.

Ward(s) affected
North Ormesby

What is the purpose of this report?

1. The purpose of the report is to consider the proposal to dispose of the Council's freehold interest in land adjacent the former Middlesbrough Warehouse Site.

Why does this report require a Member decision?

2. The proposal relates to the disposal of an asset deemed to be surplus at a value in excess of the £150,000 threshold.

Report Background

3. Shown edged red on plan VAL 6048, attached at Appendix A of this report, the subject property is situated on James Street occupying an irregular shaped site measuring @ 3.21 Acres [1.55 Ha], in a visually prominent position adjacent the A66 at North Ormesby.
4. An Asset Disposal Business Case (ADBC) confirming the status of the subject property as surplus to operational Council requirements is attached as Appendix C to Part B of this report.
5. In accordance with the ADBC, Align Property Partners were instructed to market the site for sale on behalf of the Council and to invite unconditional offers for the Council's freehold interest by 20th November 2020.
6. Marketing commenced in early September. Align reported a very healthy interest in the site which resulted in nine offers being submitted by the closing date and these are outlined in Part B of the report.

What decision(s) are being asked for?

7. The following is asked of the Executive:
 - a) that the information contained in Part A of the report be noted; and
 - b) that the decision be taken once all the financial or exempt information contained in Part B of the report has been considered.

Why is this being recommended?

8. In order to meet the Council's requirements to generate capital receipts, increase annually recurring revenue streams and to bring the subject property into a far more beneficial use in the future.
9. The disposal of the subject parcel of land as proposed supports delivery of the Council's Medium Term Financial Plan.

Other potential decisions and why these have not been recommended

Re-use for operational purposes

10. No Council operational service requirement has been identified.

Other uses

11. Although the property is capable of being used for other purposes, future use of the site for industrial/commercial purposes as proposed by the Buyer, is preferred.

Do nothing

12. The Council would not receive a significant capital receipt and the property would remain in its present state.
13. Whilst the subject property would be retained for potential Council use in the future, the liability and responsibility for maintaining and holding the property would remain with the Council in the interim.

Impact(s) of recommended decision(s)

Legal

14. No specific legal issues have been created as a result of the proposal.
15. The property would be disposed of freehold with vacant possession in accordance with standing disposal protocol.

Financial

16. The Council would receive a capital receipt plus fees without the need to incur any further marketing costs.
17. The disposal of the site would remove the Council's liability for any future maintenance costs while it remains unused.
18. The disposal would result in 3% of the capital receipt being used for the benefit of the North Ormesby Ward.

The Mayor's Vision For Middlesbrough

19. The decision aligns to the Mayor's priorities around people, place & business by working in conjunction with third party organisations and individuals, such as the Buyer, to deliver both physical and social regeneration.

Policy Framework

20. The proposals do not require any change to the Council's existing policy framework.

Ward

21. The property is situated in the North Ormesby Ward and the respective Ward Member has been consulted.
22. Members will be further consulted on any subsequent proposal made as part of the normal planning process.

Equality and Diversity

23. A Level 1 (Initial Screening) Impact Assessment (IA) accompanies this report attached at Appendix B.
24. The impact assessment identified that the proposal would have a positive impact on the local community and would not represent a concern to equal rights, disability discrimination or the impingement of human rights.
25. The Council's development control planning process would also serve to ensure that any future use proposed would be appropriate for the local area.

Risk

26. Due to the impact of the ongoing health crisis on the local property market, the likelihood of the Council being able to identify an alternate buyer prepared to proceed on similar terms, exchange contracts and complete the matter legally during the current financial year is questionable.

Actions to be taken to implement the decision(s)

27. Subject to Executive Committee approval, the Council moves to proceed with the disposal of the subject property as detailed in Part B of this report.

Appendices

Appendix A - Site Plan

Appendix B - Impact Assessment Level 1 - Initial Screening Assessment

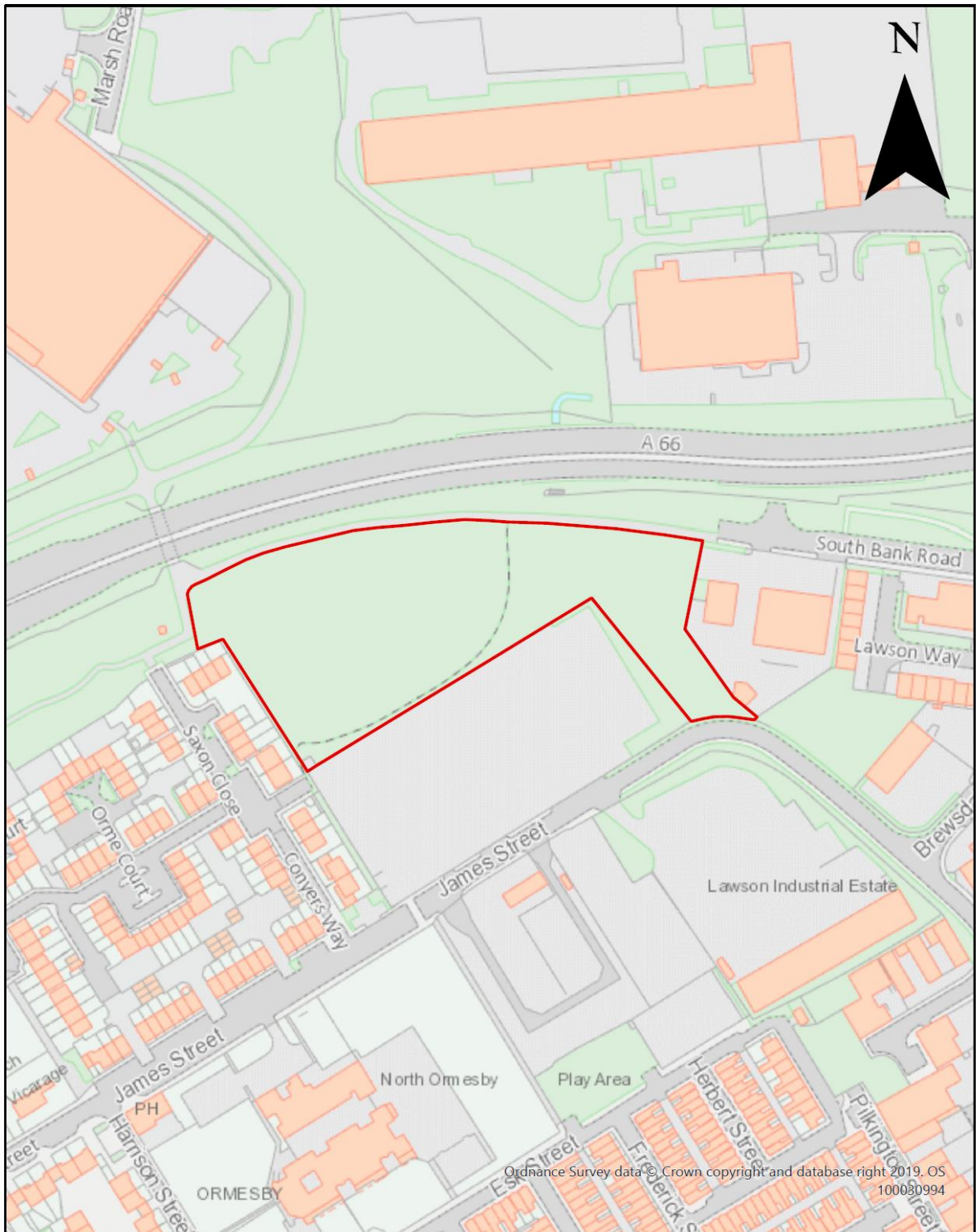
Background papers


No further reports were used in the preparation of this report:

Body	Report title	Date
N/A	N/A	N/A

Contact: Ian Roberts, Principal Valuer
Email: ian_roberts@middlesbrough.gov.uk

Site Plan



 <p>©Crown Copyright and database rights 2019 Ordnance Survey LA10023413</p>	<p>LAND TO THE REAR OF MIDDLESBROUGH WAREHOUSE NORTH ORMESBY MIDDLESBROUGH</p>	Scale : 1:1250
		Date : 26 - 02 - 20
		Drawn : JMS
		Drg No : VAL 6048

Impact Assessment Level 1 – Initial Screening Assessment

Subject of assessment:	Disposal of the Council’s freehold interest in land adjacent the former Middlesbrough Warehouse Site, James Street, Middlesbrough TS3 6LD			
Coverage:	Service specific			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	<input type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input type="checkbox"/> Programme	<input type="checkbox"/> Project	<input type="checkbox"/> Review
	<input type="checkbox"/> Organisational change	<input checked="" type="checkbox"/> Other (please state) Asset management		
It is a:	New approach:	<input checked="" type="checkbox"/>	Revision of an existing approach:	<input type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input checked="" type="checkbox"/>
Description:	<p>Key aims, objectives and activities To assess the impact of the proposal to dispose of Council property deemed to be surplus to operational requirements.</p> <p>Statutory drivers (set out exact reference) The Local Government Act 1972 Section 123, as amended by the Local Government Planning and Land Act 1980 Section 118 Schedule 23 Part V.</p> <p>Differences from any previous approach The subject property is a cleared development site and has sat unused for a number of years. There are no Council staff, or services that will be affected by the disposal proposed. Future use will be for the purposes of industrial/commercial use.</p> <p>Key stakeholders and intended beneficiaries (internal and external as appropriate) The Council, buyer and the local community.</p> <p>Intended outcomes The proposed disposal of the subject property would:</p> <ul style="list-style-type: none"> • generate a significant capital receipt for the Council; • create new jobs within the borough; • remove the Council’s liability for future holding costs, responsibility for, and maintenance of the property, and • help stimulate further economic activity in the local area, and bring the subject property back into a more positive future use. 			
Live date:	Tuesday 19 th January 2021			
Lifespan:	Not applicable.			
Date of next review:	Not applicable.			

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights</p> <p>Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>It is considered that the disposal of the subject property will not impact negatively on individual human rights. The proposal represents a significant and positive enhancement for both the locality and the wider area, far outweighing the transfer of the property from the Council's Estate holding. This assessment has been made taking into account:</p> <ul style="list-style-type: none"> the fact that the property is vacant, and that no Council staff or services will be affected by the disposal as proposed; the new jobs that future re-use of the property will create, and the potential for this proposal to stimulate further economic development within the borough.
<p>Equality</p> <p>Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Council has a duty to consider the impact of the proposed decision on relevant protected characteristics, to ensure it has due regard to the public sector equality duty. Therefore, in the process of taking decisions, the duty requires the Council to have due regard to the need to:</p> <ol style="list-style-type: none"> eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>Consideration of this duty has shaped the proposals.</p> <p>The property is vacant and fulfils no specific function, purpose or service. In accordance with this position, access to and delivery of Council services will not be affected by the proposed disposal.</p> <p>It is considered that the proposal will not have a disproportionate adverse impact on a group, or individuals, because they hold a protected characteristic.</p> <p>Evidence used to inform this assessment includes engagement to date with relevant Council departmental teams and the proposed purchaser, together with analysis of the terms and conditions that will be incorporated within the proposed sale.</p>

*Consult the Impact Assessment further guidance appendix for details on the issues covered by each of these broad questions prior to completion.

<p>Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	☒	☐	☐	<p>There are no concerns that the proposal could have an adverse impact on community cohesion.</p> <p>Evidence used to inform this impact assessment includes the potential for bringing this property back into a far more beneficial future use than that being provided under the current ownership and management arrangement.</p>
<p>Middlesbrough 2025 – Our Vision Could the decision impact negatively on the achievement of the vision for Middlesbrough?*</p>	☒	☐	☐	<p>The disposal will facilitate regeneration and contribute <i>positively</i> towards the Middlesbrough 2025 Vision – specifically in respect of Aim 2 (‘a learning town, in which families and communities thrive), where one of the priorities is for more people to be working. This assessment has been made taking into account the new jobs that will be created in the Borough by bringing this property back into a far more beneficial future use.</p>
<p>Organisational management / Change Programme Could the decision impact negatively on organisational management or the transformation of the Council’s services as set out in its Change Programme?*</p>	☒	☐	☐	<p>No tangible relationship between the disposal of the property and the organisational management of the Council, or the transformation of its services (as set out in its Change programme), have been identified.</p>
<p>Next steps:</p> <ul style="list-style-type: none"> ➡ If the answer to all of the above screening questions is No then the process is completed. ➡ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed. 				

Assessment completed by:	Ian Roberts	Head of Service:	Louise Grabham
Date:	07/12/2020	Date:	07/12/2020

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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