

EXECUTIVE

Date: Tuesday 5th April, 2022
Time: 1.00 pm
Venue: Council Chamber

AGENDA

1. Apologies for Absence
2. Declarations of Interest
3. Minutes - Executive - 8 March 2022 3 - 8

THE MAYOR

4. Refreshing the Strategic Plan Workplan for the 2022-24 Period 9 - 28

DEPUTY MAYOR AND EXECUTIVE MEMBER FOR CHILDREN'S SERVICES

5. Schools Capital Programme 2022 29 - 42

EXECUTIVE MEMBER FOR REGENERATION

6. Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor Phase 2 43 - 108

EXECUTIVE MEMBER FOR ENVIRONMENT AND FINANCE & GOVERNANCE

7. Tender Pipeline Approval 2022/23 109 - 120
8. Any other urgent items which in the opinion of the Chair, may be considered.

Charlotte Benjamin
Director of Legal and Governance Services

MEMBERSHIP

Mayor A Preston (Chair) and Councillors B Cooper, D Coupe, TA Grainge, S Hill, L Mason, E Polano and M Smiles

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 8 March 2022.

PRESENT: Mayor A Preston (Chair) and Councillors TA Grainge, S Hill, L Mason, E Polano and M Smiles

PRESENT BY INVITATION: Councillor J Platt

OFFICERS: C Benjamin, S Butcher, G Field, R Horniman, D Johnson, A Pain, T Parkinson, S Reynolds, E Scollay and I Wright

APOLOGIES FOR ABSENCE: Councillors B Cooper, D Coupe and M Saunders

21/107 **DECLARATIONS OF INTEREST**

Name of Member	Type of Interest	Item/Nature of Interest
Mayor A Preston	Non-Pecuniary	Agenda Item 4 - Towns Fund - Ward Initiatives, Member of the Town Deal Board
Councillor T Grainge	Non-Pecuniary	Agenda Item 4 - Towns Fund - Ward Initiatives, had submitted a bid for consideration in respect of Ladgate Ward
Councillor L Mason	Non-Pecuniary	Agenda Item 4 - Towns Fund - Ward Initiatives, had submitted a bid for consideration in respect of Coulby Newham Ward
Councillor M Smiles	Non-Pecuniary	Agenda Item 4 - Towns Fund - Ward Initiatives, Member of the Town Deal Board and had submitted a bid for consideration in respect of Nunthorpe Ward.

21/108 **MINUTES - EXECUTIVE - 14 FEBRUARY 2022**

The minutes of the Executive meeting held on 14 February 2022 were submitted and approved as a correct record.

SUSPENSION OF COUNCIL PROCEDURE RULE NO 5 - ORDER OF BUSINESS

ORDERED that, in accordance with Council Procedure Rule No 5, the committee agreed to vary the order of business

ORDERED that the following reports be considered as shown:

21/109 **CHILDREN'S SERVICES IMPROVEMENT PROGRAMME: UPDATE REPORT**

The Deputy Mayor and Executive Member for Children's Services and the Executive Director of Children's Services submitted a report for the Executive's consideration. The purpose of the report was to provide information on the progress made against the Children's Services Improvement Plan, with particular reference to the findings of Middlesbrough's Ofsted Monitoring Visit in December 2021.

Ofsted had carried out a Monitoring Visit to Children's Services on 14 and 15 December 2021. The letter summarises the findings of the monitoring visit (published on 31 January 2022) was

attached to the submitted report (see Background Paper 3). The visit had focused on work with:

- Children in Need
- Children in Need of Protection
- The Public Law outline process - a formal process of work carried out to prevent work with children being escalated into court.

The findings and evaluation of progress were outlined in the submitted report, the Council's strengths were detailed at paragraphs 6 to 15 and areas for development were included at paragraphs 16 to 23.

In terms of next steps, the improvement plan would be revised to reflect the areas for development highlighted by the Monitoring Visit and there would be a determined focus on moving the quality of practice.

At least two more monitoring visits were planned to take place, the first of which would be in March 2022, followed by one in June 2022. The March visit would focus on court work, permanence (which was a significant factor in the Council receiving its inadequate grading in January 2020) and looked after children.

In the autumn, Ofsted planned to consult with the Council in respect of its readiness for a full inspection to determine whether there should be another monitoring visit, with a full inspection likely to be at the end of 2022 or early 2023. Although moving out of intervention as soon as possible seemed positive, the view of the leadership team was that by waiting an additional few months the Council could gain a higher Ofsted grading which would stand the authority in good stead going forward.

The Multi-Agency Improvement Board met on a six weekly basis and would continue to do so, at least up until the full inspection. A board development session, focusing on systems leadership across all agencies working with children, was planned for April/May 2022.

OPTIONS

The other potential decisions that had not been recommended included:

The Executive could have chosen not to formally note the report but that would have meant that the improvements to services for Middlesbrough's most vulnerable children were not formally recognised.

ORDERED

- 1. That the progress made to improve outcomes for Middlesbrough's vulnerable children, as set out in our Children's Services Improvement Plan 2020/2023, be noted.**
- 2. That the effect of the work on showing 'Middlesbrough Children that they Matter' be noted.**

REASON

To ensure that Members were fully briefed.

21/110

2022/23 TRANSPORT AND INFRASTRUCTURE CAPITAL PROGRAMME

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 seek approval to allocate funding to develop and deliver transport and infrastructure improvements.

Middlesbrough Council received Local Transport Plan (LTP) funding from the Department for Transport (DfT) via Tees Valley Combined Authority (TVCA) to undertake maintenance and improvement works on the Council's transport network.

The projects within the proposed programme had been identified from the Council's 'Future Year Scheme' list - a compiled table of all known requirements and suggestions received,

which were ranked for their suitability against a set criteria. That then formed the priority basis and was dependent upon external funding criteria, statutory obligations and other implications.

The maintenance schemes were based on asset condition rating systems and allocation of resources work to address 'worst first' was used. That was rationalised on the basis of public safety and asset longevity priorities (such as ensuring that structures were safe), ensuring the Council was addressing the areas of the network in most need of resolving.

The Council also received specific allocations through competitive grant programmes and awards that were provided to deliver prescribed pieces of work, which were dependent upon national/regional criteria. Any awards for such projects by-passed the scoring criteria, although that may be used to identify the most suitable candidates, and could be awarded throughout the year. The proposals within the submitted report included all known awarded allocations at time of approval, but those could be subject to change.

The full funding allocations used to identify the projects/programmes were detailed in Appendix 2 of the submitted report.

OPTIONS

The other potential decisions that had not been recommended included:

- 1. Do nothing - that was not recommended as it would not have allowed the Council to allocate funding and make the necessary arrangements in advance of receipt of the allocations. The delivery of infrastructure improvements required prudent planning, and co-ordination, so approvals in a timely manner were pivotal to ensuring a successful delivery programme.**
- 2. Re-assessing the project proposals - that was not recommended, as they had been identified using a scoring matrix to ensure best allocation of resources. Any changes would have deviated from the process, and added delays to progressing.**

ORDERED

That the allocation of funding to develop and deliver infrastructure improvements, as outlined within the report, be approved.

REASON

It planned allow prudent allocation of funding to ensure that the Council was not only working toward its ambitions and objectives, but was allocating resources to ensure statutory requirements placed upon the Council as the Highway Authority, 'to ensure the safe and expeditious movement of people and goods on its network' were met.

The allocations that were being proposed were based on ensuring a balance between maintaining existing asset, and making improvements to the accessibility of the current network/alternate modes of transport enhancements. That balance was crucial in order to ensure the safety of the infrastructure, and to assist in encouraging sustainability of the network.

21/111

FOUNTAIN COURT REFURBISHMENT - PHASE TWO WORKS

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 provide an update on the project's progress and seek delegated approval for the phase two contract award.

Following the purchase of Fountain Court in spring 2021, a lot of work had been undertaken to ensure the building would meet the Council's requirements to be a modern, collaborative place to work. The report, which had been submitted to the Executive on 5 October 2021, approved the £7m budget required to refurbish and fit out Fountain Court ahead of its occupation by Council staff.

Following survey and design work, in October 2021, Overbury Plc were appointed by

Middlesbrough Council to carry out the phase one demolition and strip out of Fountain Court. The phase one works commenced in November 2021 and had removed walls, old kitchens, WCs and mechanical and electrical services ready for the phase two refurbishment and fit out works.

The phase one contract also included the creation of larger window openings ready for new windows to be installed, as the current windows were nearing the end of their life. Most of the new windows would be floor to ceiling height, which planned to significantly improve natural light and the building's internal and external appearance. Moreover, they would be opening windows, which planned to improve the building's ventilation. The phase one strip out works was completed on 18 February 2022.

The phase two work was originally intended to be delivered through the phase one contractors, Overbury. Overbury had submitted its phase two tender to the Council at the beginning of December 2021. The tender return was in sections, the first being the installation of all Mechanical and Electrical (M&E) works and the second covering the builders work to refurbish the building pre-furniture install.

The M&E tender return was within the target costs set out in the scope of the work, however, the builders work was significantly over the allocated budget. The Council offered some value engineering in an attempt to bring the cost down, albeit that was not enough to achieve the saving and establish best value for the work.

As such, the Council issued a new set of tender documents to five contractors on 31 January 2022 and their tenders had been returned on 7 March 2022. The contractors had been selected based on their specialism and track records. That was for the builders work only and management of the lowest M&E contractor from the December 2021 tender return.

After completion of the phase one work, a security firm would be on site to safeguard the building until the main contractor started work on site in April.

The completion date for the phase two work would be confirmed through the tender process but was targeted for the end of August 2022, with the furniture install and ICT fit out taking place in early September, ready for occupation.

The timetable for the project was summarised in the table below paragraph 12.

OPTIONS

The other potential decisions that had not been recommended included:

The Council could do nothing - If the Council did not grant delegated approval, the decision to award the contract would have been submitted to the Executive for approval, which would have caused an unnecessary significant delay to the programme and the date for occupation.

ORDERED

- 1. That the progress made on phase one works at Fountain Court be noted.**
- 2. That approval for the award of the phase two refurbishment works contract be delegated to the Director of Regeneration and Culture, Richard Horniman and Director of Finance, Ian Wright.**

REASON

The costs provided by Overbury for phase two were in excess of the available budget and value for money could not be evidenced. In order to maintain programme, it was imperative the Council could award the contract for phase two to an alternative contractor without delay following receipt of a suitable tender for the works on 7 March 2022. Delegating approval for the award of the phase two refurbishment works would ensure the contract could be awarded in an expedient manner.

SERVICE RESPONSE

The Adult Social Care and Services Scrutiny Panel had undertaken a review of The Recruitment and Retention of Staff within Adult Social Care. A copy of the full report was attached.

The scrutiny panel had made 6 recommendations upon which a response was sought from the relevant service area. The Executive Member for Adult Health and Public Protection, ICT and Digital Inclusion and the Director of Adult Social Care and Health Integration submitted a service response to the recommendations of the Adult Social Care and Services Scrutiny Panel. A copy of the Action Plan was attached.

The Chair of the Adult Social Care and Services Scrutiny Panel presented the final report to the Executive. The Mayor (on behalf of the Executive Member for Adult Health and Public Protection, ICT and Digital Inclusion) presented the service response.

ORDERED

1. **That the content of the Adult Social Care and Services Scrutiny Panel's final report, on The Recruitment and Retention of Staff within Adult Social Care, be noted.**
2. **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.

21/113

TOWNS FUND - WARD INITIATIVES

The Mayor and the Director of Regeneration and Culture submitted a report for the Executive's consideration. The purpose of the report was to seek approval to deliver the programme of schemes developed as part of the Towns Fund Ward Initiative Project and for the Council to adopt and maintain the assets.

The Town Deal Board had approved £1m funding for the project. An online survey of residents had been supplemented with a process of seeking expressions of interest from Ward Councillors, to identify local priorities with community support. Parks, green spaces and play areas had been found to be the areas requiring greatest investment, which had been reflected in consultation preferences.

Ten projects had been submitted by Members and those were cross referenced with the Elected Members Small Scheme (EMSS), to avoid duplication. Projects to the value of approximately £420k had been identified by Members with the indicative project costs validated by Environment and Community Services (ECS).

Member, Executive and Mayoral requests had also been identified through discussions with ECS, Cultural Services and Sports and Leisure. Priorities had been recorded by the Strategy, Information and Governance Team. Those priorities had identified a significant list of additional projects/requests, which would meet the objectives of the Town Deal allocation. 29 potential projects had been identified, costing over £1.26m.

The long list of projects submitted had been assessed against programme objectives, eligibility, local impact, deliverability and long-term liabilities. The recommended list included all of the eligible Member submissions and equated to the full £1m available from the Towns Fund. The agreed list was attached at Appendix A1 of the submitted report. Those projects not prioritised, would be held in reserve, should a selected scheme not go ahead. Those not currently supported, but held in reserve, were detailed at Appendix A2.

The proposed programme, for approval, was contained under paragraph 6 of the submitted report.

OPTIONS

The other potential decisions that had not been recommended included:

- Do nothing - That was not recommended, as it would not have met the requirements of the Towns Fund or address local issues.
- Invest the Council's own resources - The Council did not have adequate funding to deliver projects on the scale required.
- Invest less Towns Fund resource - The funding allocated was felt to be a minimum requirement to make a real and lasting change to Middlesbrough's environment. Suggested projects far exceeded the funding available.

ORDERED

1. That it be noted that the business case for the Towns Fund Ward Initiatives Project had been approved by Middlesbrough's Town Deal Board.
2. That the programme of works developed as part of the Towns Fund Ward Initiatives Project, as set out in appendix A1, be approved.
3. That the assets created by the investment be adopted and maintained by Middlesbrough Council, as appropriate.
4. That works commence to deliver the programme as soon as possible, subject to supply chain lead times, local notifications/consultation and any required planning permissions.
5. That the Director of Regeneration and Culture and Director of Environment and Community Services, in consultation with the Mayor, be authorised to determine an alternative project for delivery and form the reserve list, should any project be unable to progress due to any legal or technical reason.

REASON

The proposal planned to deliver projects requested and required by residents and Councillors to address issues and provide improved facilities on a Ward level.

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.

MIDDLESBROUGH COUNCIL

Report of:	The Elected Mayor of Middlesbrough - Andy Preston Chief Executive - Tony Parkinson
Submitted to:	Executive
Date:	5 April 2022
Title:	Refreshing the Strategic Plan workplan for the 2022-24 period
Report for:	Decision
Status:	Public
Strategic priority:	All
Key decision:	No
Why:	Not applicable
Urgent:	No
Why:	Not applicable

Executive summary

On 30 March 2022, Council was advised that an annual refresh for the Strategic Plan 2021-24 would not be brought forward and that as such the current plan would remain in place for the coming financial year.

Whilst work continues to deliver against the current priorities, Executive will consider a revised Strategic Plan workplan which will address issues identified in the recent budget consultation, including infrastructure within the town.

This report seeks Executive approval of the proposed revisions to the Strategic Plan workplan for the 2022-2024 period, to demonstrate progress towards and achievement of Council approved Strategic Plan outcomes.

The Executive is also asked to note Directorate Priorities for 2022/23, which together with the Strategic Plan workplan, comprise an overall strategic delivery plan.

Purpose

1. The Strategic Plan is the Council's overarching business plan for the medium-term, and whilst it is typically refreshed on an annual basis and sets out the priorities of the Elected Mayor of Middlesbrough and other corporate priorities for the Council, its supporting workplan is the mechanism by which those priorities and associated outcomes will be delivered.
2. On 30 March 2022, Council was advised that an annual refresh for the Strategic Plan 2021-24 would not be brought forward and that as such the Strategic Plan would remain in place for the coming financial year, to ensure that the Council has sufficient time to consider implications of national and potential forthcoming local changes on its strategic direction.
3. Council was further advised that the Strategic Plan's supporting workplan would be refreshed to reflect and address issues identified in the recent budget consultation, including infrastructure within the town. This report seeks Executive approval for the refreshed Strategic Plan workplan for the 2022-24 period. Directorate Priorities for 2022/23, which in conjunction with the Strategic Plan workplan, provide a cohesive approach to the delivery of key priority activities across Council services, are provided for information.

Background and relevant information

4. Full Council approved a Strategic Plan for the period 2021-24 on 24 February 2021, setting out nine strategic priorities for this period in the light of COVID-19 and other external factors, following consultation with local communities.
5. At its meeting of 11 May 2021, the Executive agreed an associated set of outcome measures linked to these priorities and a supporting workplan to deliver sustained improvement up to and beyond 2024. This is the first time such a document had been approved by the Executive, which under the Council's Scheme of Delegation has collective responsibility for corporate strategic performance, together with associated action.
6. In December 2021, *People at the Heart of Care*, the adult social care reform white paper, was published, setting out a 10-year vision for adult social care and providing information on funded proposals that the Government will implement in the medium-term.
7. In February 2022, the long-awaited *Levelling Up the United Kingdom* white paper was published, setting out how the Government plans to spread opportunity more equally across the UK.
8. Both white papers will result in fundamental changes to the local government operating environment which need to be considered in detail by Leadership Management Team and then by members.
9. A Community Governance Review is now underway within Middlesbrough and elections for Council and for the Mayor of Middlesbrough will be held in May 2023. Both have the potential to change the strategic direction of the Council and how it operates locally.

10. Given the above factors, and considering the outcome of the recent public consultations, including the Let's Talk 2022/23 budget consultation, the Mayor and the Executive consider that the Strategic Plan remains fit-for-purpose at the present time and do not consider it necessary or prudent to propose significant changes to the plan for 2022/23, as noted at a meeting of full Council on 30 March 2022.
11. Strong progress has been made during 2021/22 in delivering the Strategic Plan Workplan, as set out in quarterly performance update reports to the Executive and Overview and Scrutiny Board; as such, the three interrelated corporate strategic aims of People, Place and Business, and the existing strategic priorities will remain in place for 2022/23:
- Children and young people
 - Vulnerability
 - Crime and anti-social behaviour
 - Climate change
 - COVID-19 recovery
 - Physical environment
 - Town centre
 - Culture
 - Quality of service
12. At the 30 March 2022 meeting of Council, it was noted that whilst work continues to deliver against the nine current Strategic Plan priorities, that Executive will consider a revised Strategic Plan workplan to address issues identified in the recent budget consultation, including infrastructure within the town.
13. Appendix 1 sets out the proposed revised Strategic Plan workplan 2022-24.
14. At the 23 February 2022 meeting of Council an amendment to the proposed budget was put forward, replacing paragraph 54 of the Revenue Budget, Council Tax, Medium Term Financial Plan, and Capital Strategy 2022/23 report. The amendment was in relation to a budget of £495k per annum provided for investment in services provided to residents, proposing and subsequently approving spend on the following priorities:
- £160k per annum to create a tree maintenance squad in order to initially clear the backlog of works, and create an ongoing tree maintenance programme to reduce backlogs potentially re-occurring in the future
 - £90k per annum to enable the Council to offer a subsidised Pest Control service to residents. This would include the recruitment of two additional pest control operatives
 - £150k per annum towards expanding the current youth provision, targeting areas of the town where crime and anti-social behaviour are high
15. It was also agreed at the same meeting of Council, that the remaining £95k per annum would be allocated throughout 2022/23 as other priorities develop. An informal decision was later made by the Mayor and Deputy Mayor to allocate the remaining amount of £95k, as follows:
- £40k to implement and extend locality working
 - £15k to make steps towards every child playing a musical instrument by extending to one other school or year group
 - £40k to increase enforcement against problem properties / streets / gardens in disrepair

16. Each of the above priorities are included within the workplan and will be subject to individual Executive reports, seeking approval on the approach to delivery and are factored in to the forward work programme.
17. Additionally, the Strategic Plan workplan includes several initiatives that may require reprioritisation of existing services / priorities, in order to deliver within the existing budget parameters. As such, individual Executive reports have been factored in to the forward work programme, to allow a decision to be made on the full understanding of any service delivery and / or financial implications.
18. As stated in The Local Code of Corporate Governance, clear and robust planning and control cycles for the Council's strategic and operational plans, priorities and targets and key performance indicators are well-established and demonstrate service and project performance.
19. Progress will continue to be monitored via detailed milestone plans, adhering to the corporate programme and project management framework, where applicable. Progress will continue to be reported to all senior managers and Members as part of the quarterly corporate performance results reports presented to Executive and Overview and Scrutiny Board.
20. In conjunction with the refresh of the Strategic Plan workplan for the 2022-24 period, Directorate Priorities have also been refreshed for the period 2022/23. This demonstrates a whole-Council approach to support delivery of the Council's strategic aims and priorities. As operational matters and for noting, Directorate Priorities for 2022-23 are detailed at Appendix 3.
21. As the Council's interrelated corporate strategic aims of People, Place and Business, and existing strategic priorities will remain in place for 2022/23 and therefore do not require a full Council decision, additional consultation with local communities and other stakeholders on these proposed revisions to strategic plan workplan, is not required.

What decision(s) are being recommended?

That the Executive:

- Approves the proposed Strategic Plan workplan activities to assure achievement of the Council's strategic aims and priorities for the 2022-25 period.
- Agrees the delegation of approval for minor amendments to in-quarter timescales to the Chief Executive. Any significant variation to approach or deliverables, will be reported to and seek approval via the quarterly corporate performance results reports to Executive.
- Notes the Directorate Priorities for 2022/23, which together with the Strategic Plan workplan, comprise an overall strategic delivery plan.

Rationale for the recommended decision(s)

22. To provide the necessary detail to demonstrate robust delivery plans of the Council's strategic priorities and assurance of the associated governance.

Other potential decision(s) and why these have not been recommended

23. It is imperative that the Council effectively articulates and communicates an overarching plan which directs activity across Directorates towards the achievement of its strategic priorities. As such, no other options were considered.

Impact(s) of the recommended decision(s)

Legal

24. Implementation and delivery of the Strategic Plan workplan will enable the Council to operate within the resources available to it, and continue to meet its various statutory duties, including the overarching Duty of Best Value.

Strategic priorities and risks

25. The overarching Strategic Plan sets out a range of activity to address the key risks set out within the Council's Strategic Risk Register to ensure achievement of strategic priorities, which is reported to the Executive on a quarterly basis.

26. An impact assessment of the Strategic Plan was completed when it was adopted and is relevant to this decision. Appendix 2 sets out the impact assessment of this proposed work plan, it finds that there are no concerns the planned activity could have an adverse impact on individuals or groups as a result of holding one or more of the characteristics protected by the Equality Act 2010.

Human Rights, Equality and Data Protection

27. Proposed changes to the Council's Strategic Plan workplan have been subject to a Level 1 screening equality impact assessment at Appendix 2. This identified that no negative differential impacts on diverse groups and communities within Middlesbrough is anticipated from proposed changes to the workplan.

28. It is proposed that the strategic priorities relating to vulnerability, crime and COVID-19 will become the Council's equality objectives for the period to 2024, in line with the requirements of the Equality Act 2010.

Financial

29. The Council's annual revenue and capital budgets are developed having due regard to the Council's Strategic Plan. In outlining an achievable programme that delivers performance improvement within reduced resources, the Strategic Plan (and its supporting workplan) demonstrates how the Council will deliver value for money for the taxpayer in the medium-term.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Implementation of the revised Strategic Plan workplan 2022-24, in line with timescales for first Performance Dashboard Review of 2022/23.	Strategy Delivery Manager	30/04/2022

Appendices

1	Proposed revised Strategic Plan workplan 2022-24
2	Equality impact assessment
3	Directorate Priorities 2022-23

Background papers

Body	Report title	Date
Council	Strategic Plan 2021-24	24/02/2021
Executive	Strategic Plan 2021-24: approach to delivery	13/04/2021
Council	Revenue Budget, Council Tax, Medium Term Financial Plan and Capital Strategy 2022/23	23/02/2022
Council	Strategic Plan Update	30/03/2022

Contact: Gemma Cooper, Strategy Delivery Manager

Email: gemma_cooper@middlesbrough.gov.uk

Appendix 1: Strategic Plan workplan 2022–24

Children and young people	We will show Middlesbrough’s children that they matter and work to make our town safe and welcoming and to improve outcomes for all children and young people.		Lead Directorate	Delivered by
	CYP 01	Expand current model for youth provision in areas suffering high deprivation	CC	TBD
	CYP 02	Make steps towards every child playing a musical instrument	REG & CUL	TBD
	CYP 03	Evidence that Middlesbrough Council listens to children's voices	CC	TBD
	CYP 04	Create and deliver a digital inclusion strategy across Middlesbrough	FIN	TBC
	CYP 05	Consolidate and build on Children’s Services progress to improve Ofsted rating	CC	TBC
	CYP 06	Explore potential for the establishment of an Eton Sixth Form in Middlesbrough	CC	TBC
Vulnerability	We will work to address the causes of vulnerability and inequalities in Middlesbrough and safeguard and support the vulnerable.		Lead Directorate	Delivered by
	VUL 01	Deliver and extend the 50 Futures programme	E&P	TBC
	VUL 02	Further develop the Dementia Friendly Middlesbrough programme	ASC&HI	TBC
	VUL 03	Achieve 'Age Friendly Communities' status	ASC&HI	TBC
	VUL 04	Implement and extend locality working	ECS	Oct 22
Crime and anti-social behaviour	We will tackle crime and anti-social behaviour head on, working with our partners to ensure local people feel safer.		Lead Directorate	Delivered by
	ASB 01	Support the police and hold them to account for each neighbourhood	ECS	TBC
	ASB 02	Establish and support Neighbourhood Watch schemes across the whole town	ECS	TBC
	ASB 03	Increase CCTV across the whole town	ECS	TBC
	ASB 04	More environmental action and punishment for fly tipping	ECS	TBC

	ASB 05	Encourage more residents to report crime and ASB	ECS	TBC
	ASB 06	Reward and champion individuals for being good neighbours	ECS	TBC
	ASB 07	Increase enforcement against problem properties / streets / gardens in disrepair	REG & CUL	May 23
Climate change	We will ensure our town acts to tackle climate change, promoting sustainable lifestyles.		Lead Directorate	Delivered by
	CCH 01	Develop an Urban Farm	REG & CUL	TBC
	CCH 02	Develop local wildlife / nature reserve in North Ormesby and one other site	ECS	TBC
	CCH 03	Demonstrate increased recycling rates	ECS	TBC
	CCH 04	Establish six community growing areas	ECS	TBC
	CCH 05	Double the size of our urban meadows / wildflower planting sites	ECS	TBC
	CCH 06	15 new EV charging points across town	REG & CUL	TBC
	CCH 07	Big community tree planting days	ECS	TBC
	CCH 08	Middlesbrough hosts inaugural climate conference	ECS	TBC
COVID-19 recovery	We will ensure the recovery of local communities, businesses and the Council's operations from COVID-19, taking opportunities to build back better.		Lead Directorate	Delivered by
	CVD 01	Delivery of the Council's COVID19 Recovery Plan	ALL	n/a
	CVD 02	Ensure effective Council response to immediate issues / impact of COVID19	ALL	n/a
Physical environment	We will work closely with local communities to protect our green spaces and make sure that our roads, streets and open spaces are well-designed, clean and safe.		Lead Directorate	Delivered by
	PEN 01	Improve Towns Fund recommended play parks and spaces	ECS	Feb 23

	PEN 02	Establish requirement / potential CPO for derelict buildings and problem sites	REG & CUL	TBC
	PEN 03	Improve our Highways	ECS	TBD
	PEN 04	Reclaim, improve and showcase 12 new back alleys	ECS	Feb 23
	PEN 05	Neighbourhood and town wide front garden competitions	ECS	TBC
	PEN 06	Improve Thorntree and Pallister Parks as per Towns Fund recommendation	ECS	Feb 23
	PEN 07	Creation of Tree Maintenance Squad and maintenance work programme	ECS	Aug 22
	PEN 08	Creation of a subsidised Pest Control service	ECS	Jul 22
Town centre	We will transform our town centre, improving accessibility, revitalising unused assets, developing iconic new spaces and building more town centre homes.		Lead Directorate	Delivered by
	TOC 01	Complete town-wide lighting scheme	ECS	Dec 22
	TOC 02	BOHO 11 construction	REG & CUL	Jun 24
	TOC 03	Commencement of St Hilda's housing around Old Town Hall	REG & CUL	TBC
	TOC 04	Protect and celebrate heritage through marketing and communications strategies and planned works on Captain Cook Pub and Old Town Hall	REG & CUL	Mar 25
	TOC 05	Open three entertainment facilities within Captain Cook Square	REG & CUL	TBC
	TOC 06	Commence construction on the south side of the dock	REG & CUL	Mar 25
	TOC 07	Action plan agreed and commenced for House of Fraser building	REG & CUL	Mar 24
	TOC 08	Action plan agreed and commenced for Centre North East	REG & CUL	TBD
	TOC 09	Action plan agreed and commenced for The Crown Pub building	REG & CUL	TBD

	TOC 10	Action plan agreed and commenced for Gurney House	REG & CUL	TBD
Culture	We will invest in our existing cultural assets, create new spaces and events and improve access to culture.		Lead Directorate	Delivered by
	CUL 01	Increased ticket sales and attendances of events through effective marketing	REG & CUL	TBC
	CUL 02	Complete improvements to Teesaurus Park	REG & CUL	TBC
	CUL 03	Create three new annual events in 2022	REG & CUL	TBC
	CUL 04	Aim for all children to get an experience of live theatre	REG & CUL	Mar 23
	CUL 05	Increase attendance at existing Council events like Orange Pip	REG & CUL	TBC
	CUL 06	Increase visitor numbers to museums and attractions	REG & CUL	TBC
	CUL 07	Increase tickets sales at town hall performances	REG & CUL	TBC
Quality of service	We will transform our town centre, improving accessibility, revitalising unused assets, developing iconic new spaces and building more town centre homes.		Lead Directorate	Delivered by
	QOS 01	Encourage the public to help drive decision making	LGS	TBC
	QOS 02	Introduce a marketing campaign to significantly grow Middlesbrough Lottery	CE	TBC
	QOS 03	Work with the voluntary sector to create and promote volunteering opportunities	ECS	TBC
	QOS 04	Introduce volunteer-driven Neighbourhood Action Weeks	ECS	TBC
	QOS 05	Market a small local grant programme	ECS	TBC
	QOS 06	Market a strong buy-local campaign	FIN	TBC
	QOS 07	Commence work on the new Southlands Centre	REG & CUL	Jul 24
	QOS 08	Commence work on Nunthorpe community centre	REG & CUL	Jun 23

	QOS 09	Promote Middlesbrough on the national stage	CE	TBC
	QOS 10	Increase sponsorship income from businesses for various council activities	CE	TBC
	QOS 11	Improve user experience of the council website, increasing online transactions	LGS	TBC

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Appendix 2: Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Strategic Plan workplan 2022-24			
Coverage:	Overarching / crosscutting			
This is a decision relating to:	<input checked="" 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 type="checkbox"/> Other (please state)		
It is a:	New approach:	<input type="checkbox"/>	Revision of an existing approach:	<input checked="" 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</p> <p>The document sets out proposed revisions to the Council’s strategic priorities following a review of performance in the previous year and feedback on the 2022/23 budget consultation. The document also incorporates the Council’s equality objectives for the period to 2024.</p> <p>Statutory drivers</p> <p>Local Government Act 1999; Equality Act 2010.</p> <p>Differences from any previous approach</p> <p>This document amends the strategic priorities set out in the current Strategic Plan, for the 2021-24 period.</p> <p>Key stakeholders and intended beneficiaries (internal and external as appropriate)</p> <p>Elected members, employees of the Council, local communities and businesses, partners.</p> <p>Intended outcomes</p> <p>To ensure that the Council’s strategic objectives are clearly articulated and communicated to all stakeholders, and that the Council continues to comply with the duties of the Equality Act 2010 relating to the publication and pursuit of equality objectives.</p>			

Live date:	Following approval by Executive on 5 April 2022.			
Lifespan:	Reviewed annually.			
Date of next review:	November 2022			
Screening questions	Response			Evidence
	No	Yes	Uncertain	
Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No. Implementation of the proposed Strategic Plan would not contravene Human Rights as identified in national legislation.
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No. The Strategic Plan commits to reducing inequalities within Middlesbrough, for example within experience of crime, incorporating the Council's equality objectives for the period to 2025. It and its supporting Directorate plans respond to increased inequalities locally arising from the COVID-19 pandemic. As a result there are no concerns that the Plan or associated activity could have a disproportionate adverse impact on groups or individuals with characteristics protected in national legislation.
Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No. The Plan commits to improving community engagement within the town, which will result in direct benefits for cohesion. As a result there are no concerns that the proposed plan could have an adverse impact on community cohesion.
Assessment completed by:	Paul Stephens, Head of Strategy, Information and Governance			
Date:	2 February 2022			
LMT approver:	Tony Parkinson, Chief Executive			
Date:	2 February 2022			

Appendix 3: Proposed Directorate Priorities 2022/23

All Directorates

Priority	Due Date
Embed corporate values within the Directorate and make staff feel more valued.	31/03/2023
Improve staff communication within the Directorate so that staff feel more engaged and understand organisational priorities.	31/03/2023
Deliver all budgeted savings initiatives and maintain spend within the limits provided for in the Medium-Term Financial Plan.	31/03/2023

Adult Social Care and Health Integration

Priority	Due Date
Prepare for the implementation of the Liberty Protection Safeguards.	31/03/2023
Develop a Clean Air Strategy for Middlesbrough.	31/10/2022
Review the Gambling Act Policy.	31/06/2022
Review the Licensing Act Statement of Licensing Policies.	31/06/2022
Implement the Newport 2 Selective Landlord Licensing scheme.	31/12/2022
Deliver next phase of integrated model of support for complex needs in Middlesbrough.	31/03/2023
Prepare for the implementation of the <i>People at the Heart of Care</i> White Paper.	31/03/2023
Prepare for the implementation of the two-day reablement standard in April 2023.	31/03/2023
Complete the implementation of the Domestic Abuse Act and evaluate provision.	30/11/2022

Children's Services

Priority	Due Date
Deliver the Participation Strategy to support our service users to develop the services they receive in partnership with the Children and Young People's partnership.	31/12/2022
Deliver the Quality Assurance and Performance Strategy.	31/03/2023

Priority	Due Date
Strengthen the way the Children and Young People partnership work together and challenge the quality of practice through the delivery of the Safeguarding Partnership plan.	31/12/2023
Develop and deliver a workforce strategy to support a stable, skilled and focussed leadership at all levels and stable, permanent, skilled frontline workforce.	31/12/2023
Deliver the multi-agency Early Help and Prevention Strategy to commit to supporting families at the earliest stage possible and increase the offer of youth provision.	31/03/2023
Improve the quality of practice to deliver the Middlesbrough Children's Services Improvement Plan.	31/03/2023
Deliver the placement sufficiency strategy to increase our internal placement capacity (internal residential homes and in-house foster carers).	31/03/2023
Target young people who are NEET and provide support to progress into education, employment and training opportunities.	31/03/2023
Deliver the Inclusion and Specialist Support Strategic Plan to remove barriers to learning and wellbeing for children and young people.	31/03/2023
Deliver the Pupil Place Strategy, to ensure sufficient appropriate, high-quality school place are available for children and young people now in the future.	31/03/2023
Work with partners across Education, Health and Social Care to deliver the priorities within the local area SEND Strategy 2021-24.	31/12/2022
Deliver Middlesbrough Community Learning Strategy to increase learning opportunities across Middlesbrough in line with local, regional and national priorities.	31/03/2023
Deliver the Achievement Plan to help school improvement and support educational outcomes in Middlesbrough.	30/08/2022
Work with school and partners to help improve attainment and attendance levels and reduce exclusions for all children across Middlesbrough.	31/01/2023
Deliver a refreshed Youth Justice Plan aligned to the Youth Justice Board's 'Child First' principle	30/03/2023

Environment and Community Services

Priority	Due Date
Review and deliver the Community Safety Strategy to reduce crime and anti-social behaviour across Middlesbrough	30/06/2022
Increase the levels of Environment Enforcement activities	31/03/2023

Priority	Due Date
Complete works on Column 22b.	30/06/2022
Complete inspections of bridges and structures and implement resulting works where appropriate.	30/06/2022
Develop a five-year highways asset investment plan.	30/06/2022
Determine the future operational status of the Transporter Bridge and secure appropriate investment.	31/07/2022
Explore the potential to designate sites across the town as local wildlife / nature reserves, increasing biodiversity in Middlesbrough.	30/09/2022
Secure additional funding to improve the condition of the Council's operational estate and highways infrastructure.	30/09/2022
Review the Asset Management Framework for Middlesbrough.	30/09/2022
Seek funding to improve the A66 through Middlesbrough.	31/10/2022
Further implement the locality working model to additional wards.	31/03/2023
Increase levels of environment enforcement where appropriate.	31/03/2023
Plant another 10,000 trees across Middlesbrough.	31/03/2023
Implement Year Two actions of the Council's Green Strategy.	31/03/2023

Finance

Priority	Due Date
Analyse impacts of the Fair Funding Review / Comprehensive Spending Review and the provision of information to support the Council's position and representations to Government.	30/09/2022
Implementation of a centralised corporate welfare solution, to support the financial wellbeing of Middlesbrough residents.	31/07/2022
Review procurement policy and practice in preparation for the outcome of the Procurement Green Paper, including the opportunity for transformation and innovation.	30/09/2022
Review Valuation and Estates to ensure that both the development function and commercial management of assets are resourced and have clear strategic plans.	30/09/2022

Priority	Due Date
Renegotiate the Section 75 arrangement with health partners to ensure services delivered are funded and fully accountable.	31/10/2022
Achieve an unqualified set of accounts for the 2021/22 financial year.	31/12/2022
Implement the 'payment to provider' solution, futureproofing with approach to procurement cards, ensuring the Council supports the local economy while delivering sound financial governance.	31/12/2022
Set a balanced budget for the Council and maintain an accurate and timely Medium-Term Financial Plan.	11/03/2023
Implement the new accounting regulations in relation to leasing.	31/03/2023
Implement the insurance service review and tender insurance contract arrangements to commence 1 April 2023.	31/03/2023
Development and implementation of a series of projects to maximise opportunity to improve Council Tax collection.	31/03/2023
Monitor the financial position of the Council, including close working with Directorates ensuring correct allocation / maximising use of grants received (e.g. COVID-19), and the monitoring of the Investment Strategy and the effects on the Council's MTFP.	31/03/2023
Improve working and integration between services provided by Financial Planning & Support and Financial Governance & Revenues to maximise available resources and improve the overall service provided.	31/03/2023
Deliver a ward-based cash collection strategy, supporting vulnerable groups with payment solutions to improve Council Tax collection.	31/03/2023
Prepare and complete the Pension Fund triennial valuation as at 31 March 2023.	31/03/2023
Deliver ongoing training and development to the Pension Fund Committee and Board.	31/03/2023
Deliver sound business management practice through the delivery of the asset disposal policy framework, ensuring best value is achieved and the benefit of disposals are shared with local communities.	31/03/2023
Re-procure pensions administration contract.	30/09/2022

Legal and Governance Services

Priority	Due Date
Commence implementation of revised business intelligence dashboard plan following agreement by LMT.	30/04/2022
Commence implementation of Robotic Process Automation within the Council.	30/06/2022
Develop an Operations Strategy (incl. Customer, ICT, operational estate, etc.) for the Council, to reflect post-COVID changes / new ways of working.	30/06/2022

Priority	Due Date
Develop and implement a strategic planning cycle to inform the Council's approach to budget planning and consultation.	31/05/2022
Carry out Local Government Pension Scheme re-enrolment, in-line with legal obligations and duties.	31/08/2022
Ensure limitation dates are met in-line with the Prosecutors Code when dealing with instances of Crime and Anti-Social Behaviour.	31/03/2023
Further embed the Legal Business Partner approach to ensure Regeneration project deadlines and legal needs of the Council are aligned.	31/03/2023
Ensure effective implementation and transition to the new Liberty Protection Safeguards, through Legal advice and support to Adults Services.	31/03/2023
Continued Legal Services support to Children's Services Improvement Journey.	31/03/2023
Review implementation of revised approach to appraisal framework to ensure employee objectives are aligned to the Council's values and Strategic Priorities.	31/12/2022
Complete the Community Governance Review to establish future parish and community councils for Middlesbrough.	31/03/2023
Oversee delivery of actions within the 2020/21 Annual Governance Statement.	31/03/2023
Oversee delivery of actions with the 2021 Annual Equality and Inclusion Report.	31/03/2023

Public Health

Priority	Due Date
Implementation of a partnership approach to ensure the best start in life for Middlesbrough children, reducing early health inequalities and focusing on the first 1001 days of life.	31/03/2023
Publish a revised Pharmaceutical Needs Assessment for South Tees.	01/10/2022
Publish the Director of Public Health's Annual Report.	30/08/2022
Develop the Public Health workforce plan.	31/08/2022
Recruit to shared Public Health Consultant roles with NHS and Teesside University.	30/06/2022
Develop robust plans to deliver the Holiday Activity Fund, building on the learning from 2021.	30/06/2022
Pilot the use of the health inequalities assessment tool on policies and business cases in at least five key areas across Council.	30/07/2022

Priority	Due Date
Develop the 'Work Well' offer in collaboration with education partners to include the development of a bespoke employer-led programme for Public Health, with routes into long-term health and social care opportunities.	31/08/2022
Complete the action plan for the Health and Happiness strand of the Green Strategy.	31/08/2022
Complete in-depth insight work to understand how the Council can work with local communities to understand better local experiences of poverty and build better relationships.	31/12/2022
Complete the health protection assurance report.	31/03/2023
Develop and deliver an improved offer of support for addiction recovery through employment, housing and social / community re-integration.	31/03/2023

Regeneration and Culture

Priority	Due Date
Commence programme of investment in Middlesbrough Rail Station and the areas around it.	30/04/2022
Complete relocation of Teesside Archives.	31/05/2022
Development of central Middlehaven for commercial space (Boho X), housing units and restoration of the Old Town Hall and Captain Cook Pub.	31/03/2023
Commence programme of site infrastructure at Middlehaven through the Brownfield Housing Fund.	30/06/2022
Complete relocation of Council headquarters to Fountain Court.	30/09/2022
Prepare a new balanced Local Plan for consultation, based on greater community engagement.	31/01/2023
Market the premium housing sites at Nunthorpe Grange and Newham Hall.	28/02/2023
Support Thirteen Group to deliver development at Gresham.	31/03/2023
Deliver 450 new homes across Middlesbrough.	31/03/2023
Deliver Middlesbrough's Future High Streets Fund programme.	31/03/2023
Deliver Middlesbrough's Town Fund programme.	31/03/2023
Deliver transport schemes to improve efficiency and capacity of the network.	31/03/2023

MIDDLESBROUGH COUNCIL	
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Report of:	Deputy Mayor and Executive Member for Children’s Services - Councillor Mieka Smiles Director of Education and Partnerships - Rob Brown
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Submitted to:	Executive
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Date:	5 April 2022
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Title:	Schools Capital Programme 2022
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Report for:	Decision
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Status:	Public
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Strategic priority:	Children and young people
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Key decision:	Yes
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Why:	Decision(s) will incur expenditure or savings above £150,000
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Urgent:	No
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Why:	
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Executive summary

The report sets out Middlesbrough Council’s responsibilities to maintain school buildings and ensure there are sufficient school places to meet demand. It seeks approval of a programme of capital works to address school maintenance priorities and increase provision for pupils with Special Educational Needs and Disabilities and identifies the proposed financing from Department for Education capital grants.

The Executive are recommended to approve the programme in order to fulfil these statutory duties and ensure that the grant funding is spent in a timely manner on improving teaching and learning environments

The Executive could choose not to approve the schemes for inclusion in the Schools Capital Programme. This could lead to elements of school buildings failing, resulting in lost teaching time, poor learning environments, Health and Safety risks, and a shortage of school places for some of the town’s most vulnerable learners.

The implications of the recommendation have been considered by the appropriate officers of the Council and are set out in the main body of the report.

Purpose

1. To seek approval of schemes to be added to the schools capital programme for delivery to commence in the academic years 2021/22 and 2022/23.

Background and relevant information

2. Middlesbrough Council shares responsibility with governing bodies for the maintenance of 12 community and foundation school buildings across the town:
 - a. Responsibility for general maintenance, repairs and minor capital works is devolved to schools;
 - b. The Council is responsible for major capital schemes such as the replacement of substantial parts of buildings, the provision of new buildings and other high-value, strategic schemes that would be unaffordable by schools on their own.
3. The Council is also responsible for ensuring there are sufficient school places across the town to be able to meet demand. Investment can be in both locally maintained schools and Academies.
4. The schools capital programme, maintained and delivered by the Assets Team within Corporate Property, sets out all of the centrally funded school capital works being undertaken to discharge these duties. It is a multi-year, rolling programme of capital improvements to school buildings.
5. Schemes are selected to address maintenance, sufficiency and other strategic priorities. Schemes are prioritised to address those elements of schools with the most urgent need or to secure value for money as part of a larger programme of work.
6. Appendix 1 sets out new schemes proposed to be added to the programme for delivery during the 2021/22 and 2022/23 academic years and beyond. It includes schemes aimed at improving the condition of schools - roof works, improvements to heating systems, and drainage works.

Strategic Schemes - Special Educational Needs Provision

7. Middlesbrough is experiencing sustained pressure on places in specialist settings for pupils with Special Educational Needs and Disabilities (SEND). With insufficient places to accommodate pupils locally, many pupils are educated in expensive independent settings outside of the town.
8. The increase in demand for places in specialist settings is forecast to continue. More recently the COVID-19 pandemic has increased the number of referrals for Education Health and Care Assessments increasing pressure further. A series of investments in providing suitable school places for children with a range of specialist needs is required in the medium to long term.
9. It is proposed to allocate £6.2m from Basic Need capital to provide 70 new places for Pupils with Severe Learning Difficulties (SLD). This amount is an estimate based on national benchmarks of providing SEND places and will change as the scheme develops and the building requirement becomes clearer.
10. The preferred option is to extend the accommodation at Discovery Special Academy, a primary special school catering for pupils with the same need. This would allow the school to extend their offer to secondary age pupils.
11. The school currently operates from temporary accommodation at Brambles Primary Academy and is due to relocate to its permanent location on Sandy Flatts Lane in

September 2022. In the short to medium term it is proposed to utilise the temporary accommodation at Brambles Primary Academy, to allow Discovery Special Academy to admit pupils in the secondary age-range from September 2022.

12. Additional accommodation will be provided on the Sandy Flatts Lane site linking to the new facility and providing a long-term solution to meeting increasing demand.
13. Providing these places will ensure that pupils can continue to receive an education appropriate to their needs in a local school. Avoiding the need to place pupils in expensive places out of the area, and avoid an escalation of costs in paying for these places in expensive independent settings with associated transport costs. Estimated revenue savings from the high needs revenue budget are £4m over the first five years of operation.
14. The school's academy trust, Tees Valley Education (TVED), has already had approval from the Regional Schools Commissioner (RSC) to increase its age-range to include secondary pupils.
15. It is proposed to finance the scheme through Basic Need capital in the first instance. This will require revisiting when the DfE announce further High Needs Provision Capital Allocations (HNPCA) for 2022/23 and 2023/24. HNPCA is a more appropriate source of funding for the scheme, the use of which will allow the Basic Need grant to be spent on other priorities.
16. This scheme is at an early stage of development with an estimated completion date of September 2025.
17. In addition to the schemes at Appendix 1, a number of previously approved schemes, with residual works outstanding, will be completed. Emergency works will also be undertaken if/when they occur and other schemes of moderate value where they are time sensitive e.g. preventative schemes to avoid higher costs later on, or schemes that address Health and Safety concerns and ensure compliance.
18. A change is also proposed to a scheme to fund the relocation of the Cleveland Unit Child Development Centre approved in 2021. The Unit relocated to the Hemlington Initiative Centre having been required to vacate its long-standing accommodation at James Cook University Hospital to free up space during the pandemic. At that point, alternative plans for the use of the Hemlington Initiative Centre meant that this could only be a temporary arrangement. £150k was agreed to refurbish accommodation at Stainsby Nursery to provide a permanent location.
19. Shortly following Executive approval of the 2021 programme, the Hemlington Initiative Centre became available as a long term prospect for the Cleveland Unit and is now being used as a hub to deliver services to children with SEND. It is therefore proposed that this money is used to make adaptations to the Centre to improve access, provide boundary fences to increase site security, and establish an outdoor space suitable for use by young children in order to establish this as the permanent location for the Unit. A mobile classroom will also be installed to provide accommodation for all age ranges for use by the Hub. There is no uplift in the funding required.
20. The capital programme covers schools widely distributed across the town. There are no specific ward implications. Ward members will be consulted on individual building schemes where appropriate as part of the normal process of securing planning permission.

What decision(s) are being recommended?

21. That the Executive approves the new schemes included in Appendix 1 and discussed in the report be added to the schools capital programme for delivery to commence in the 2021/22 and 2022/23 academic years.

Rationale for the recommended decision(s)

22. To ensure that that the grant funding available is spent in a timely manner on improving teaching and learning environments and outcomes for young people.

23. To deliver the Council's statutory obligation to ensure there are sufficient school places to meet demand, in particular for children and young people with Special Educational Needs, and to meet suitability and condition requirements.

24. There is no obligation for the Council to consult over these schemes. Schools named in the programme have been engaged on a tentative basis to ensure that, where a school contribution to the cost of schemes is required, this can be agreed.

25. The Schools Capital Programme has not been examined by the Overview and Scrutiny Board or by a Scrutiny Panel.

Other potential decision(s) and why these have not been recommended

26. The Executive could choose not to approve the schemes for inclusion in the Schools Capital Programme. In the short term this could lead to elements of the buildings identified failing, resulting in lost teaching and learning time, inappropriate learning environments, Health and Safety risks, and a shortage of school places for some of the town's most vulnerable learners.

27. In the longer-term, such an approach would lead to the gradual decline of the condition of the schools, children being out of school unnecessarily and escalating costs for both the schools and the Council.

Impact(s) of the recommended decision(s)

Legal

28. The decision would assist the Council in meeting its statutory duty, under Section 14 of the Education Act 1996, to ensure there are sufficient school places to meet demand.

29. The decision would assist the Council in meeting its statutory duty under Section 22 of the School Standards and Framework Act 1998 as amended by the Education Act 2002 and the Education and Inspections Act 2006 to maintain schools in its area.

Strategic priorities and risks

30. The recommended decision will ensure that all pupils can access an appropriate school place and provide a safe and welcoming environment in which they can learn and achieve, improving outcomes for children and young people.

31. The relevant risks this decision would influence are below, alongside an explanation about why they are relevant and how each risk is affected.

Register No	Description of risk	Explanation as to why they are relevant and how it would affect each risk
O4-012	If the department fails to meet statutory responsibilities , due to lack of resources or staff knowledge, then this will lead to reduced effectiveness and increased costs.	The Schools Capital Programme will ensure that the Council complies with its statutory duty to supply sufficient school places to meet demand.
O4-026	There may be insufficient year 7 school places available to meet demand over the next 5 years which could result in Middlesbrough children not being able to attend school in the town, leading to a failure to fulfil our statutory obligations, and placing a financial burden for funding additional places. It could also damage our reputation and lead to dissatisfied parents.	The proposed expansion of places for secondary pupils with SEND will have a positive impact on mitigating this risk.
O4-010	The lack of sufficient services and placements locally to meet the needs of children and young people with SEND 0-25 will result in significant pressures on the High Needs budget as the Council has to source services from outside the area.	Securing a permanent location for the Cleveland Unit and the establishment of new secondary provision for pupils with Severe Learning Difficulties will have a positive impact on mitigating this risk.
O7-026	If the Council fails to comply with the Health and Safety at Work Act 1974 , other legislation and good practice, then avoidable deaths and accidents may occur, resulting in charges under the Corporate Manslaughter and Corporate Homicide Act 2007; and HSE prosecutions with corresponding financial and reputational loss.	The Schools Capital Programme prioritises schemes to ensure that the schools are structurally sound, ensuring the safety of pupils and staff and having a positive impact on the risk.

Human Rights, Equality and Data Protection

32. A Level 1 (Initial Screening) Impact Assessment (IA) accompanies this report at Appendix 2.
33. 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.
34. The decision being sought aims to positively affect educational outcomes for young people aged 3-16 and particularly those with Special Educational Needs and Disabilities, improving their learning environment, access to educational services and removing the need for these children to travel to schools outside of the town to access appropriate education.

Financial

School Condition Allocation (SCA)

35. Capital maintenance schemes are funded from the Council's annual Schools Condition Allocation (SCA). This is formulaic capital grant funding received from the Department for Education (DfE) to maintain the buildings of schools it has responsibility for.

36. New maintenance schemes with a total value of £691k have been identified to be added to the programme. Schools are required to contribute to capital maintenance schemes from Devolved Formula Capital or revenue budget shares, reducing the Council's commitment to £590k.
37. The DfE have not yet announced local authority SCA allocations for the 2022/23 financial year but, on the basis of the DfE's allocation formula, this is estimated to be in-line with the 2021/22 allocation and at least £600k. Without the 2022/23 allocation there are sufficient funds in the SCA block budget of £592k to cover the cost of the schemes. These schemes have already been added to the Capital Investment Strategy and budgetary approval granted.

SEND Sufficiency Scheme

38. The SEND sufficiency scheme to provide new places for pupils with SLD is being funded from Basic Need capital allocations in the first instance. This is capital grant received from the Department for Education to provide new mainstream school places, allocated on the basis of demonstrated need. The grant is not ring-fence and can therefore be spent on providing special school places.
39. The Capital Investment Strategy will be adjusted at Quarter 4 to reflect the new commitment and approval sought from Council.
40. Together with the 2022/23 allocation which has been confirmed by the DfE there is £7,528k Basic Need capital. This is sufficient to fund the enlargement of Discovery Special Academy leaving a balance of £1,328k. No allocations beyond this have been announced but it is expected that, as allocations are based on demand, these are likely to be of low or zero value.
41. High Needs Provision Capital is provided by the DfE to deliver new places and improve existing provision for pupils with Special Educational Needs and Disabilities or who require alternative provision. The DfE are due to announce allocations for 2022/23 and 2023/24 shortly. Funding for the scheme will be revisited once Middlesbrough's allocations are known to ensure that it is funded from HNPCA wherever possible, thereby freeing up Basic Need funding to be spent on other priorities more in-line with its intended purpose.
42. The costs for all schemes identified in the appendix and main body of the report are indicative until such a time as full feasibility studies can be undertaken and are subject to change until schemes have returned from tender. The schemes in Appendix 1 will be treated as a programme of works, with savings in schemes being used to offset increased costs in others and the programme being managed within the overall funding envelope.
43. Where there is a significant deviation from the estimates in individual schemes these will be revisited and appropriate action taken, which could include reducing the scope of works, re-tendering, or postponing of the scheme. Where there is a significant effect on the cost of the programme, which would result in a key decision being required, this would be brought back to Executive for decision.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Officers in Corporate Property's Assets Team will commence the delivery of the schemes to the specified timescales. This includes the detailed design, commissioning and completion of all works.	Teresa Garret/ Sue Corner	31 August 2022
The Capital Investment Strategy will be adjusted at Quarter 4 to include new schemes identified in the report and approval sought from Council.	Gary Maddison	31 March 2022

Appendices

1	Appendix 1 –Schools Capital Programme – New Schemes 2022/23
2	Appendix 2 – Equality Impact Assessment

Background papers

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

Contact: Gary Maddison, Strategic School Planning Manager
Email: gary_maddison@middlesbrough.gov.uk

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Schools Capital Programme - New Schemes
Delivery Year - FY 2022/2023

Project information			Estimated scheme value		Funding				Notes
School / Establishment	Project	Description	Estimated scheme value (awaiting feasibility)	Estimated total	School funding (agreed amount or minimum 15%)	Childrens Services Capital	Other	Total funding available for the project	Notes
SUFFICIENCY									
New Secondary SLD Provision	Sufficiency	New SEND places	6,200,000.00		0.00	6,200,000.00	0.00	6,200,000.00	
SUITABILITY									
CONDITION									
roof work									
Newport Primary	Condition	roof refurbishment	50,000.00		7,500.00	42,500.00	0.00	50,000.00	
Park End Primary	Condition	roof refurbishment	125,000.00		18,750.00	106,250.00	0.00	125,000.00	
Abingdon Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Acklam Whin Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Holmwood School	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Newham Bridge Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Newport Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Park End Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Whinney Banks Primary	Condition	roof review	2,000.00		0.00	2,000.00	0.00	2,000.00	
mechanical									
Abingdon Primary	Condition	boiler review	2,000.00		0.00	2,000.00	0.00	2,000.00	
Acklam Whin Primary	Condition	boiler replacement	150,000.00		22,500.00	127,500.00	0.00	150,000.00	
Newham Bridge Primary	Condition	boiler replacement	150,000.00		22,500.00	127,500.00	0.00	150,000.00	
external envelope / structure									
Whinney Banks Primary	Condition	structural review	15,000.00		2,250.00	12,750.00	0.00	15,000.00	
fire alarm system									
electrical									
windows / doors									
building drainage									
Abingdon Primary	Condition	drainage review	25,000.00		3,750.00	21,250.00	0.00	25,000.00	
Beech Grove Primary	Condition	drainage review	25,000.00		3,750.00	21,250.00	0.00	25,000.00	
Breckon Hill Primary	Condition	drainage review	25,000.00		3,750.00	21,250.00	0.00	25,000.00	
Holmwood School	Condition	drainage alterations	35,000.00		5,250.00	29,750.00	0.00	35,000.00	
Newport Primary	Condition	drainage review	35,000.00		5,250.00	29,750.00	0.00	35,000.00	
Park End Primary	Condition	drainage review	15,000.00		2,250.00	12,750.00	0.00	15,000.00	
Whinney Banks Primary	Condition	drainage review	25,000.00		3,750.00	21,250.00	0.00	25,000.00	
land drainage									
misc									
			6,891,000.00	0.00	101,250.00	6,789,750.00	0.00	6,891,000.00	

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Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Schools Capital Programme 2022			
Coverage:	Service specific to Children’s Services			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input checked="" type="checkbox"/> Service	<input type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input checked="" 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 checked="" type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input checked="" type="checkbox"/>
Description:	<ul style="list-style-type: none"> • Key aims, objectives and activities – to improve the learning environment in schools maintained by the Council and create additional school places to meet increased pupil demand. • Statutory drivers – the Council has a statutory duty to secure sufficient school places to meet demand, under the Education Act 1996 and a duty to maintain its schools under Section 22 of the School Standards and Framework Act 1998. • Differences from any previous approach – The Schools Capital Programme is a rolling programme of improvement works and investments in schools. New schemes are regularly added. • Key stakeholders and intended beneficiaries – <ul style="list-style-type: none"> • Pupils and Parents of Pupils; • Local schools and Academy trusts; • Intended outcomes – <ul style="list-style-type: none"> • The establishment of additional school places for Middlesbrough pupils with Special Educational Needs and Disabilities (SEND); • Meet the needs and preferences of pupils to receive an education in a Middlesbrough; • Ensure that locally maintained schools continue to be safe and welcoming environments in which to learn; • Compliance with Health and Safety requirements for employers and building owners 			
Live date:	The programme will primarily be delivered over the academic years 2021/22 and 2022/23 with some larger, strategic schemes delivered in 2025/26.			
Lifespan:	The Schools Capital Programme is reviewed annually or more regularly where needs require.			
Date of next review:	March 2023			

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>There is no evidence to suggest that the decision would negatively impact upon any individual's human rights. The decision does facilitate these rights including:</p> <ul style="list-style-type: none"> the right to an education. <p>The programme will positively impact on this right, increasing education provision in the local area.</p> <p>Evidence used to inform this assessment includes analysis of projected demand and the local provision of places, alongside feedback from schools and parents in Middlesbrough.</p>
<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 Public Sector Equality Duty (PSED) requires that when exercising its functions the Council 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>As this proposal relates to school-age children it is relevant to the equality duties and the protected characteristic of age. The proposal would have a positive impact on this group, increasing the availability of school places within the town, ensuring that more appropriate placements can be made and reducing the number of children required to travel greater distances to placements outside the borough, or be without an educational placement.</p> <p>Evidence used to inform this assessment includes analysis of projected demand and the local provision of places, alongside feedback from schools and parents in Middlesbrough.</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?*	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	No negative impact is anticipated. The proposal would impact positively on community cohesion, increasing the availability of school places in the town and removing the need for pupils to have to travel to other schools outside the town, or be without a school place. Evidence used to inform this assessment includes analysis of projected demand and the local provision of places, alongside feedback from schools and parents in Middlesbrough.

Assessment completed by:	Gary Maddison	Head of Service:	Trevor Dunn
Date:	10 March 2022	Date:	10 March 2022

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MIDDLESBROUGH COUNCIL	
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Report of:	Executive Member for Regeneration - Councillor Eric Polano Director of Regeneration and Culture - Richard Horniman
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Submitted to:	Executive
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Date:	5 April 2022
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Title:	Local Cycling and Walking Implementation Plan; Linthorpe Road Corridor phase 2
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Report for:	Decision
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Status:	Public
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Strategic priority:	Physical environment
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Key decision:	Yes
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Why:	Decision(s) will incur expenditure or savings above £150,000
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Urgent:	Not applicable
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Why:	Not applicable
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Executive summary

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

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.

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

Purpose

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 and Ayresome Street and Devonshire/Cumberland Road) to create protected cycle lanes in both directions.

Background and relevant information

2. Linthorpe Road is a busy corridor (nearly 13,000 vehicles per day), 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; 24 accidents in five years. 18 slight /6 serious, with 31 casualties recorded. Of the 31, 8 involved pedestrians, and 6 involve cyclists (32%). This is disproportionate to the current use of the carriageway (only 1.2% of traffic are cycles). 16 of the accidents were at road junctions. (see appendix 1 and 2 for full details).
3. Following the approval to deliver phase 1 infrastructure, the Council has worked closely with TVCA under their approved Local Cycling and Walking Implementation Plan (LCWIP); Gaining further funding from the Department for Transport to deliver proposals. Middlesbrough were looked upon favourably to undertake these proposals due to the commitment and ambition shown as part of phase 1.
4. 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.
5. Proposals will extend the provision created as part of phase 1 (Borough Road to Ayresome Street); connecting Linthorpe Village with 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 travelling via bike, and the proposals will make further improvements to the pedestrian environment.
6. The corridor is lined with car parking spaces. The proposal is to remove some of these spaces to provide sufficient widths to create a mandatory (legally enforceable against misuse by vehicle ingress) segregated on carriage cycle lanes; providing a safe route along the corridor. Removing on-street car parking will assist in reducing the number of conflict opportunities on the carriageway, improve visibility and aid pedestrian crossing safety. There is a free off street car park at Binks Street, which is currently under-utilised, which can assist in housing the displaced demand.
7. Including the Ayresome Street / Park Road North and Devonshire/Cumberland Road junctions; there are currently 15 intersections (of varying sizes and restrictions) on to Linthorpe road over a distance of 600m (average of one every 40m). The majority of accidents occur at junctions (66%). Consequently, in order to improve safety it is proposed that 3 of these intersections (20%) 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
8. 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 (Benson Street and Clive Road - identified in plans) to improve safety for all road users
- Upgrade and re-location of crossing points to be included to aid pedestrian movement
- Consolidation of the bus stops to provide improved facilities at key locations (reduced from 5 stops to 4 – removal of the stop at Park Road South)
- Rationalise Taxi Provision as per plans
- Reduction of the speed limit from 30mph to 20mph

9. The plans in appendix 3 highlight the proposals.

10. Car parking / loading / disabled spaces (all disabled spaces will be retained, albeit at likely different locations) will be retained where possible. However, the provision of off street facilities at Binks Street will assist in any associated displacement. There are currently 47 car parking spaces (including 5 disabled bays) on carriageway. These spaces are limited waiting, with no payments associated. The proposals will reduce the parking provision by approximately 45%. Coupled with the under utilised facility at Binks Street (102 spaces), this will see a net reduction of 19 spaces contained within the 600m area.

11. There are currently 2 bus stops Northbound, and 3 Southbound along the 600m section of the road, which are used for both boarding and alighting. The proposals are to remove the middle Southbound stop (Park Road South); increasing available carriageway space to accommodate the cycleway/pedestrian environment and reducing associated congestion.

12. Consultation has been undertaken on these proposals with all stakeholders, including affected Cllrs, residents, businesses, bus operators and emergency services. The results of the consultation were largely supportive:

- 69% of respondents were supportive of the proposals
- 65% of respondents said that the proposals would protect cycles from vehicles
- 63% said that the proposals would benefit their journey
- 77% were supportive of a reduced speed limit to 20mph
- Only 14% of respondents said that they never experienced problems on Linthorpe Road under the current arrangements
- The most common problems identified by individuals were safety (68%) and Congestion (59%)

13. A full consultation questionnaire summary is in appendix 6.

What decision(s) are being recommended?

That the 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 appendix

Rationale for the recommended decision(s)

14. The proposals will extend the approved provision as part of phase 1 (between Borough Road and Ayresome Street). This will create an increased seamless cycleway link between Linthorpe Village and the Town Centre.

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

15. 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.

16. This extension to phase 1 will maintain the momentum of 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 and recently adopted Green Strategy.

Other potential decision(s) and why these have not been recommended

17. 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, Green 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

Impact(s) of the recommended decision(s)

Legal

18. 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

Strategic priorities and risks

19. People; 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.

20. Place; The proposals will focus upon improving accessibility to the Town Centre, and the businesses along Linthorpe Road. The extents of the proposal are between Ayresome Street and Devonshire/Cumberland Road.

21. Business; By improving accessibility, the Council will be improving business opportunities for further inward investment.

Human Rights, Equality and Data Protection

22. Following the completion of the Impact Assessment (Appendix 7), it was deemed that the proposals would not have a detrimental impact upon any person with protected characteristics.

23. There are no personal data implications associated with the delivery of this proposal.

Financial

24. The proposals have been cost estimated (with contingencies) at a high level between £1.3m and £2.4m. This will be firmed following detailed design (see appendix 4).

25. TVCA have acquired funding from the DfT Active Travel Fund round three, and TVCA's Transforming Cities to cover the costs of the proposals. The full project costs are provided by TVCA. Middlesbrough Council will not proceed until funding from TVCA is confirmed, which requires approval from the Council to proceed.

26. 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.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Commence with application for funding to TVCA	CO	April 2022

Appendices

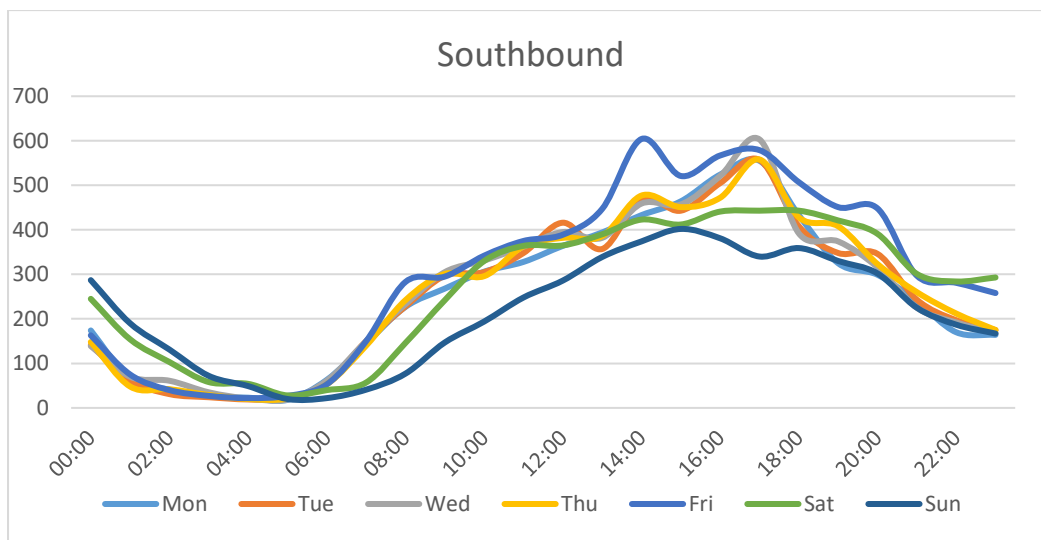
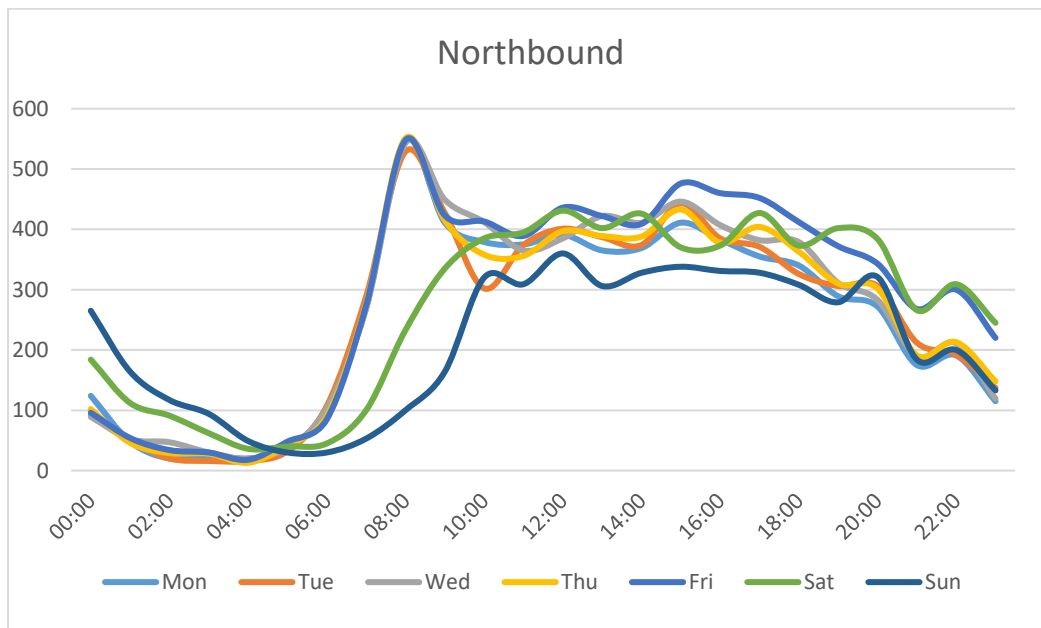
1	The charts in Appendix 1 highlight the Average Annual Daily Traffic Flows for Linthorpe Road 2019
2	Appendix 2 shows accident levels recorded along the scope of the proposals between 2016 and 2020.
3	The plan in Appendix 3 provides full detail of the scheme proposals, along with artist impressions of the final outcome
4	Appendix 4 provides the cost estimates that have been worked up to deliver the scheme as anticipated
5	Appendix 5 summarises the anticipated alterations (current vs proposed)
6	Appendix 6 provides the consultation response information
7	Appendix 7 provides the Equality Impact Assessment undertaken for the proposed scheme

Background papers

Body	Report title	Date
https://teesvalley-ca.gov.uk/wp-content/uploads/2020/02/Tees-Valley-Cycling-Walking-Implementation-Plan-2020.pdf	Tees Valley Combined Authority Local Cycling and Walking Plan	Feb 2022
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf	DfT Cycle and Walking design guide (LTN 1/20)	Feb 2022

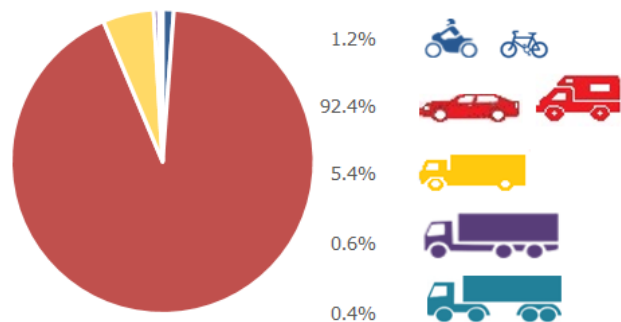
Contact: Chris Orr
Email: chris_orr@middlesbrough.gov.uk

Appendix 1: Average Annual Daily Traffic Flow information 2019 dataset



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	6335	6173	43214
Southbound	6380	6214	43500
Combined	12716	12388	86714

Traffic Composition by Class - Total Surveyed Vehicles



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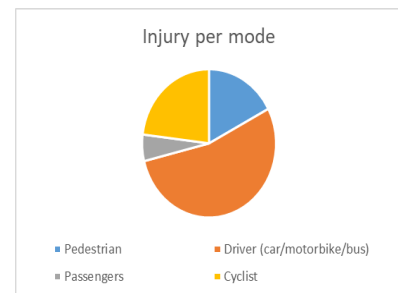
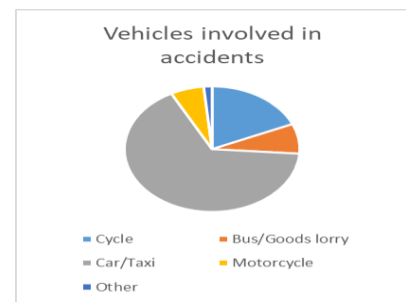
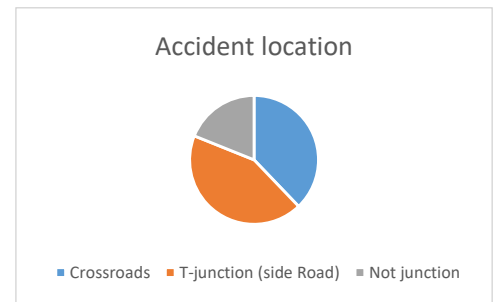
Appendix 2 – Accident statistics for Linthorpe Road between AyresomeStreet/Park Road North and Devonshire/Cumberland Road between 2016 and 2020.

No. accidents	Severity	no.	% of total
24	Slight	18	75
	Serious	6	25

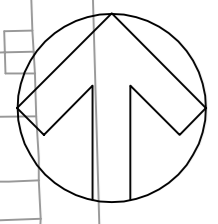
At a Junction?	no.	% of total
Crossroads	8	33
T-junction (side Road)	8	33
Not junction	8	33

Vehicles involved	no.	% of total
Cycle	2	5
Bus/Goods lorry	5	13
Car/Taxi	32	80
Motorcycle	1	3

Injury recorded per mode	no.	% of total
Pedestrian	8	26
Driver (car/motorbike/bus)	10	32
Passengers	11	35
Cyclist	2	6



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DO NOT SCALE

- NOTES
1. THE SCHEME HAS 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 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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PO3	02/12/2021	MH	UPDATED FOLLOWING CLIENT REVIEW	PWW	NM
PO2	29/11/2021	MH	FIRST ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: S0 - WORK IN PROGRESS					

Stephenson House
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wsp

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F+ 44 (0) 1642 356 689
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CLIENT:
TEES VALLEY COMBINED AUTHORITY

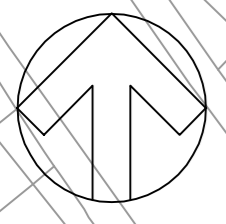
ARCHITECT:

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

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

SCALE @ A1: 1:500	CHECKED: PWW	APPROVED: NM
PROJECT No: 70070414	DESIGNED: MH	DATE: December 2021
DRAWING No: 70414-MBL2-DR-GA-102		REV: P04
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- NOTES**
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 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 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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PO2	29/11/2021	MH	FIRST ISSUE	PWW	NM
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: S0 - WORK IN PROGRESS					

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 F+ 44 (0) 1642 356 689
 wsp.com

CLIENT: **TEES VALLEY COMBINED AUTHORITY**

ARCHITECT:

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

TITLE: **LINTHORPE ROAD (PHASE 2) MIDDLESBROUGH ACTIVE TRAVEL FUND GENERAL ARRANGEMENT (SHEET 1 OF 2)**

SCALE @ A1: 1:500	CHECKED: PWW	APPROVED: NM
PROJECT No: 70070414	DESIGNED: MH	DATE: December 2021
DRAWING No: 70414-MBL2-DR-GA-101		REV: P03
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ACTIVE TRAVEL FUND TRANCHE 3

TO	Fran Manancourt	FROM	Phil Freestone & Michael Dodds
DATE	04 August 2021	CONFIDENTIALITY	Public
SUBJECT	Tees Valley Schemes Economic Appraisal – Linthorpe Road		

This Technical Note outlines the economic appraisal for the three schemes submitted as part of Tees Valley Combined Authority’s (TVCA) application for the Active Travel Fund 3 (ATF3).

SCHEMES

A summary of the proposed interventions for the three schemes is provided below.

Linthorpe Road Phase 2 (Middlesbrough):

- § Reallocation of road space to extend the one-way light segregated cycleways on both sides of Linthorpe Road installed through ATF2 from Ayresome Street to the Devonshire Road / Cumberland Road / The Avenue junction;
- § Signalising the Devonshire Road / Cumberland Road / The Avenue junction;
- § Advanced Stop Lines (ASLs) for cyclists at three signalised junctions;
- § Rationalisation of bus stops and installation of two bus stop islands;
- § Closure of three side roads and provision of continuous footway with cycle stands and planting;
- § Relocation of two Puffin crossings;
- § Introduction of a 20mph speed limit on Linthorpe Road and The Avenue; and
- § Traffic calming measures on The Avenue as far as Lancaster Road.

COST ESTIMATES

Scheme cost estimates were developed using a range of construction rates provided by a qualified WSP Quantity Surveyor to provide a cost range. The costs for the proposed infrastructure on each scheme are presented in the associated spreadsheets.

Uplifts were applied to the construction costs as outlined in the table below.

Element(s)	Growth factor
Provision for Diversion of Existing Services	20%
Prelims, Traffic Management & Overheads & Profit	45%
Design & Contract Management	20%
Risk / Contingency	30%
Assumed construction inflation @ 1Q 2021	0.5%
Optimism Bias	15%

WSP’s Project and Commercial Services team have applied a risk calculator to establish the relevant Optimism Bias for this stage of scheme development. Through an assessment of the risks an Optimism



Bias level of 15% has been applied. This reflects that the schemes will be delivered within the highway boundary, with minimum intrusion or significant works that will impact on utilities. This figure is also in line with the default level for active mode appraisal as specified within the Department for Transport's (DfT) Active Modes Appraisal Tool (AMAT).

The lower, upper and average costs calculated for the schemes shown in the table below.

Scheme	Lower cost estimate	Upper cost estimate	Average cost estimate
Linthorpe Road Phase 2	£1,301,600.00	£2,427,000.00	£1,864,300.00

For the purposes of the funding bid, it has been deemed appropriate to adopt the **upper cost estimates** for the economic appraisal for the proposed schemes given the early stage of scheme development.

BASELINE DEMAND

Linthorpe Road Phase 2 and Woodland Road Phase 2

The Census 2011 layer in the Propensity to Cycle Tool (PCT) was used to approximate the baseline commuter cycling flows for the Linthorpe Road route. Given the variation in the cycling flows along the route, a weighted average was calculated for each. The PCT flows represent the number of commuters and therefore were multiplied by two to reflect two-way trips (i.e. outbound and homeward trips). Furthermore, to convert from commuting to all trip purposes (i.e. leisure / recreational, education, business etc.), the figures were multiplied by three (based on data from the National Travel Survey). This is in line with the specified methodology outlined by the DfT in their ATF Tranche 3 Value for Money Guidance.

Census Journey to Work data was also used to estimate the number of commuters who walk to work along the Linthorpe Road route. This was derived from the Datashine Commute website, which presents the numbers of commuters travelling by each mode between MSOA centroid pairs. Where the most direct walking route between MSOA centroids used a section of the proposed infrastructure improvements, the flows were summed to estimate the level of demand. To convert the commuter pedestrian flows to the total number of trips on foot along the route, they were multiplied by 32. This is based on doubling the numbers to reflect two-way trips (i.e. outbound and homeward trips) and then multiplying by 16 to convert from commuting to all-purpose walking trips. This is again in accordance with the specified methodology outlined by the DfT in their ATF Tranche 3 Value for Money Guidance.

FORECAST DEMAND

The DfT's Uplifts Tool (2021) was used to approximate the number of pedestrian and cycling trips with the scheme. The calculation is based on the locality of the scheme (i.e. Middlesbrough) and the intervention costs by infrastructure category. Within the Uplifts Tool, intrinsic walking and cycling potential levels have been determined for each local authority, based on socio-demographics and geography. The walking and cycling trips derived were used for the initial economic appraisal.

APPRAISAL

The DfT's Active Modes Appraisal Tool (AMAT) (July 2021) has been used for the economic appraisal.

The assessment was undertaken following the methodology proposed in the ATF Tranche 3 Value for Money Guidance for schemes over £2m in cost, using the DfT Uplifts Tool (2021) to calculate the forecast demand.

The following assessments were undertaken:

- § Scenario 1 – The Uplifts Tool has been used to calculate the forecast demand, as per the methodology proposed in the ATF Tranche 3 Value for Money Guidance for schemes over £2m in cost.
- § Scenario 2 – The forecast number of trips in the next highest intrinsic cycling / walking potential category of the Uplifts Tool has been used to reflect that these schemes link to existing infrastructure and therefore could reasonably be expected to benefit from additional demand than a standalone scheme.
- § Scenario 3 – An average of the lower and upper cost estimates has been adopted to reflect the uncertainty in the costs at this early stage of scheme development. The default intrinsic cycling / walking potential categories of the Uplifts Tool have been used based on the scheme location.

Based on appraisals undertaken for similar schemes, the maintenance costs were assumed to be 5% of the total scheme costs every 10 years.

A 30-year appraisal period was selected, reflecting the high standard of the infrastructure to be installed as well as the plan that TVCA and the boroughs have to invest in pedestrian and cycling infrastructure further along the routes to extend the active travel network in the region.

SUMMARY OF RESULTS

The BCRs calculated in each scenario for the three schemes are presented in the table below.

Scheme	Scenario 1 (core)	Scenario 2 (higher uplift)	Scenario 3 (ave. costs)
Linthorpe Road Phase 2	1.79	2.56	1.85

Value for Money Category

The calculated BCRs indicate that the schemes vary between Medium and High Value for Money (VfM) across the scenarios.

Linthorpe Road Phase 2

Within the Uplifts Tool, Middlesbrough is classed as having a low intrinsic walking and cycling potential, although the Linthorpe Road scheme connects a densely populated area of the town to the ATF2 scheme which links to the town centre and the main campus of Teesside University on the route. Therefore it is felt that there is justification for using the moderate intrinsic cycling and walking potential level in line with that for neighbouring authorities (Darlington and Stockton) and thus it is expected that the scheme would deliver a **High** VfM as per Scenario 2.

Additional Benefits

This economic appraisal has not taken into account further potential sources for additional benefits.

These could include benefits associated with improved safety for pedestrians and cyclists as a result of the proposals, wider well-being and health benefits, or wider leisure and tourism benefits that are not included



within the AMAT. Therefore, it is likely that the benefits achieved through the proposed schemes have been underestimated, which would further strengthen the Value for Money case.

The VfM assessment should also consider the results of the multi-criteria assessment framework exercise which has been undertaken to help prioritise TVCA ATF3 schemes. The framework includes the following metrics:

- § Effectiveness
 - Catchment population
 - Propensity to cycle and walk
 - Strava data
 - Safety
- § Strategic fit
 - Support development sites
 - Education
 - Access to healthcare, leisure and retail
 - Project alignment
 - Deprivation
- § Economic
 - Scheme costs
- § Deliverability
 - Planning permission
 - Land ownership
 - Public and political support
 - Timescales for delivery

Appendix 5: Summary of alterations (current vs proposed)

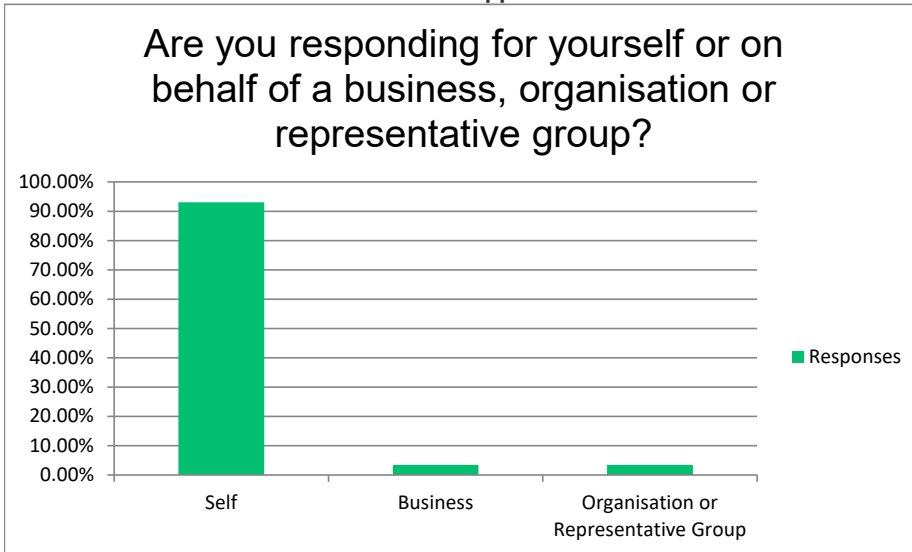
Indicator	Current	Proposed	% change	Comments
Cycle facilities	0	600m each direction	+100%	Full corridor protected facilities proposed
On carriage car parking spaces/limited waiting (linear meters)	42 spaces (254m)	23 spaces (140)	-45%	Car parking spaces to be retained where possible. Plan in appendix 3 highlights locations. Includes shared space with Taxis
Disabled Car parking spaces (linear meters)	5 (33m)	5 (33m)	0	No changes anticipated – locations TBC
Off Carriage car parking spaces (Binks Street)	102	102	0	No changes anticipated
No. bus stops (North/South bound)	2/3	2/2	-20%	Rationalisation will mean fewer stops, but facilities still accessible/within 400m
No. signalised crossing points	4	4	0	1 PUFFIN crossing between Emerson Ave. / Binks Street proposed to be removed, but replaced with a signalised cross roads at Devonshire/Cumberland Road (40m South)
No. junctions	19	16	-16%	Side road closures proposed at Clive Road, Benson Street and Emerson Street, with a one way Westbound restriction on Oliver Street
Taxi Rank provision	2 (3 spaces at each)	2 (3 x spaces at each)	0	Re-aligning of taxi rank locations to allow better use of road space. Southern to remain 24/7, Northern evening rank only

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Linthorpe Road Phase 2 Improvements Questionnaire

Are you responding for yourself or on behalf of a business, organisation or representative group?

Answer Choices	Responses	
Self	93.10%	54
Business	3.45%	2
Organisation or Representative Group	3.45%	2
Answered		58
Skipped		0



Linthorpe Road Phase 2 Improvements Questionnaire

Please provide the name of the **Business, Organisation or Representative Group** you are responding on behalf of: **No personal data will be used to identify individuals. All data will be aggregated for review purposes and all personal data will be destroyed.**

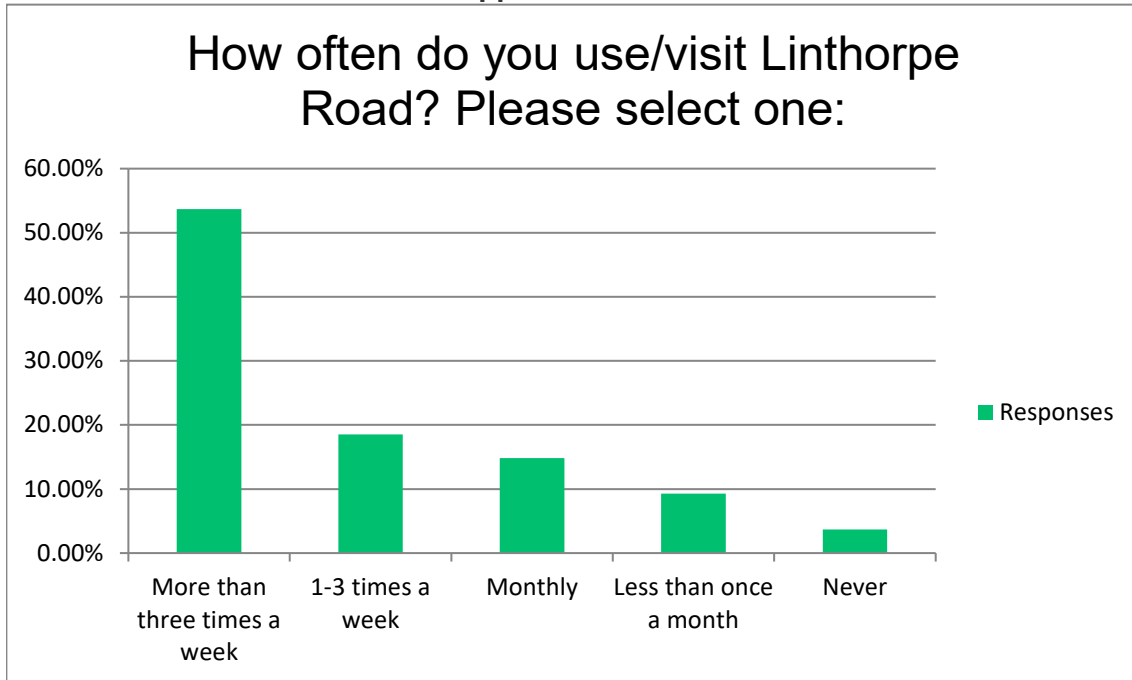
Answered 3
Skipped 55

Respondents	Response Date	Responses	Tags
1	Feb 03 2022 07:58 PM		
2	Jan 13 2022 06:31 PM		
3	Jan 11 2022 08:24 PM		

Linthorpe Road Phase 2 Improvements Questionnaire

How often do you use/visit Linthorpe Road? Please select one:

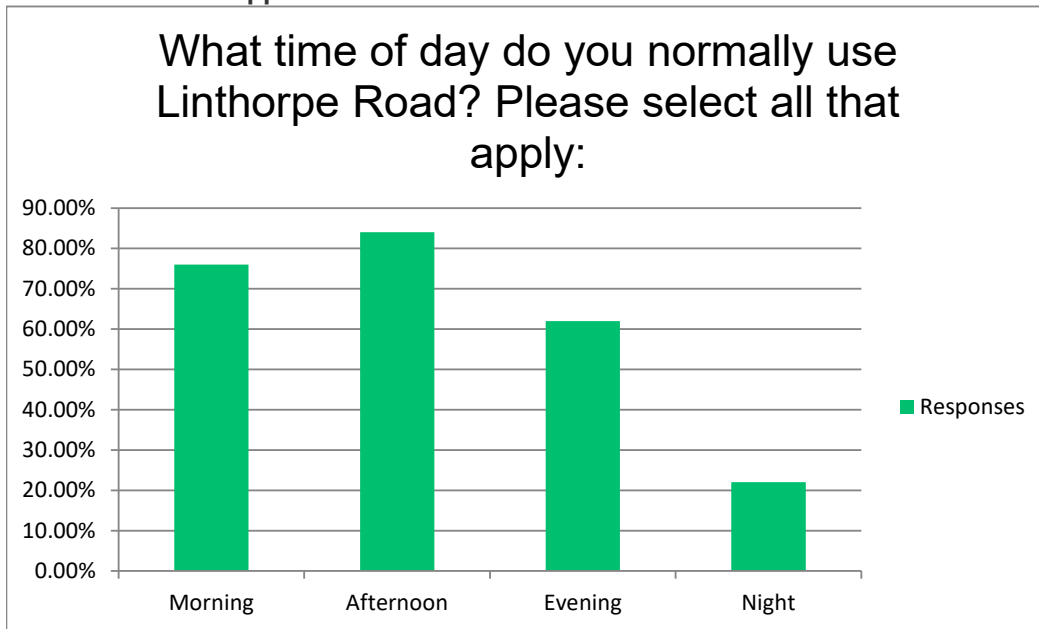
Answer Choices	Responses	
More than three times a week	53.70%	29
1-3 times a week	18.52%	10
Monthly	14.81%	8
Less than once a month	9.26%	5
Never	3.70%	2
Answered		54
Skipped		4



Linthorpe Road Phase 2 Improvements Questionnaire

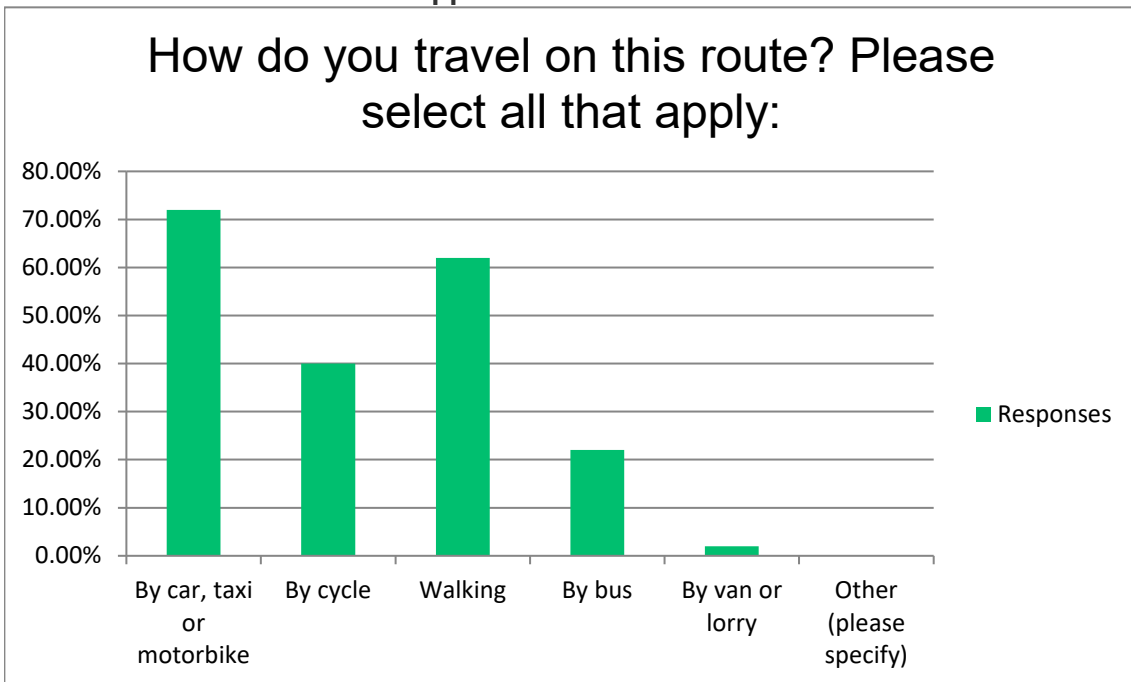
What time of day do you normally use Linthorpe Road? Please select all that apply:

Answer Choices	Responses	
Morning	76.00%	38
Afternoon	84.00%	42
Evening	62.00%	31
Night	22.00%	11
Answered		50
Skipped		8



Linthorpe Road Phase 2 Improvements Questionnaire
How do you travel on this route? Please select all that apply:

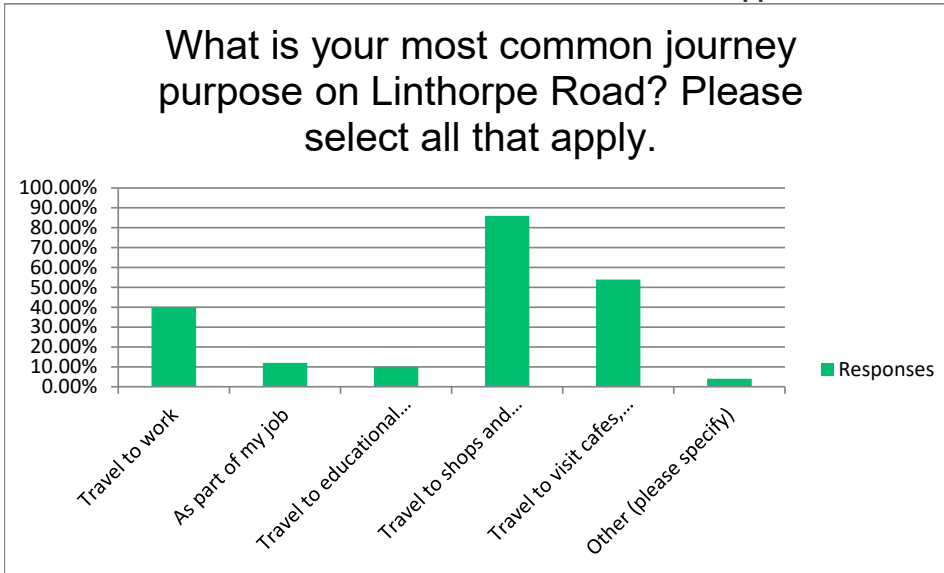
Answer Choices	Responses	
By car, taxi or motorbike	72.00%	36
By cycle	40.00%	20
Walking	62.00%	31
By bus	22.00%	11
By van or lorry	2.00%	1
Other (please specify)	0.00%	0
	Answered	50
	Skipped	8



Linthorpe Road Phase 2 Improvements Questionnaire

What is your most common journey purpose on Linthorpe Road? Please select all that apply.

Answer Choices	Responses	
Travel to work	40.00%	20
As part of my job	12.00%	6
Travel to educational establishment	10.00%	5
Travel to shops and other services	86.00%	43
Travel to visit cafes, pubs or other leisure activities	54.00%	27
Other (please specify)	4.00%	2
	Answered	50
	Skipped	8



Respondents	Response Date	Other (please specify)	Tags
	1 Jan 25 2022 0:	To get to Albert Park	
	2 Jan 11 2022 0:	Providing Public Transport Services	

Linthorpe Road Phase 2 Improvements Questionnaire

Do you use Linthorpe Road for work purposes? If so, which of the following applies to you?

Answer Choices	Responses	
Linthorpe Road Business Owner	11.11%	2
Linthorpe Road Business Worker	0.00%	0
Business Owner elsewhere	5.56%	1
Worker elsewhere	72.22%	13
Taxi Driver	0.00%	0
Bus Driver	0.00%	0
Delivery driver	5.56%	1
Other (please specify)	11.11%	2
Answered		18
Skipped		40



Respondents	Response Date	Other (please specify)	Tags
1	Jan 31 2022	1	Work Teesside University
2	Dec 28 2021	0	Commuting to work by cycle

Linthorpe Road Phase 2 Improvements Questionnaire

Please provide the address of the business that you own or work for. This will help us to link your answers and comments to specific locations and will not be used for any other purpose. No personal data will be used to identify individuals. All data will be aggregated for review purposes and all personal data will be destroyed.

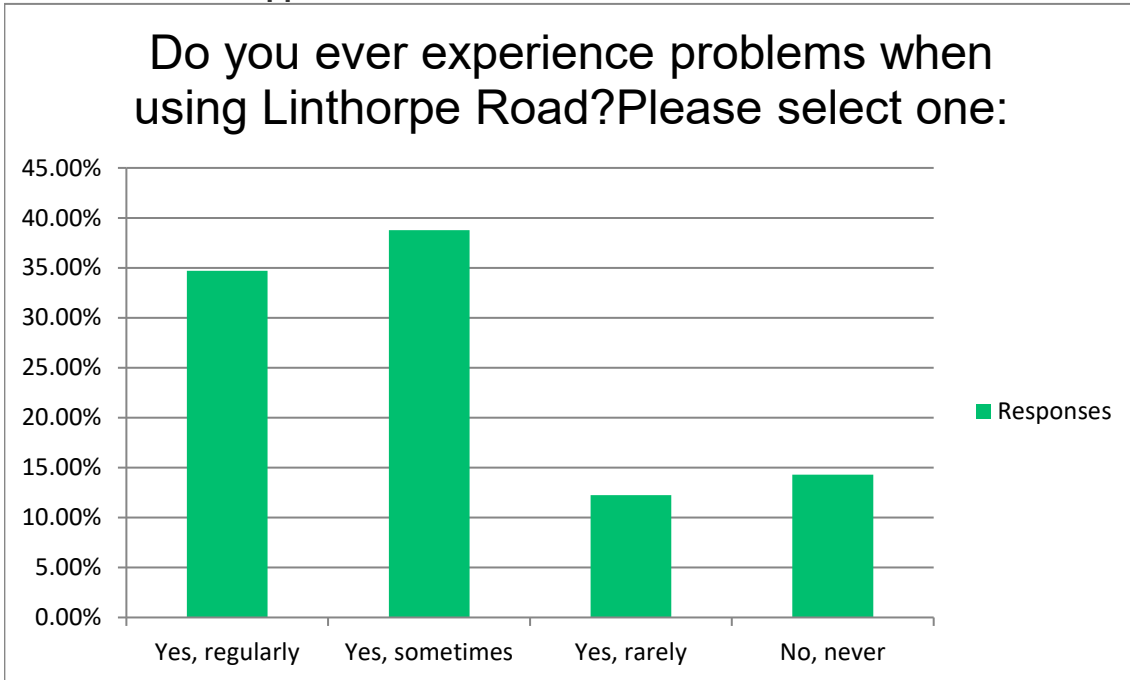
Answer Choices	Responses	
Name:	0.00%	0
Company:	0.00%	0
Building Name/Number:	100.00%	2
Street Name:	100.00%	2
City/Town:	0.00%	0
State/Province:	0.00%	0
Postcode:	100.00%	2
Country:	0.00%	0
Email Address:	0.00%	0
Phone Number:	0.00%	0
	Answered	2
	Skipped	56

Respondents	Response Date	Name:	Tags	Company:	Tags
1	Feb 03 2022 07:59 PM				
2	Jan 21 2022 09:52 PM				

Linthorpe Road Phase 2 Improvements Questionnaire

Do you ever experience problems when using Linthorpe Road? Please select one:

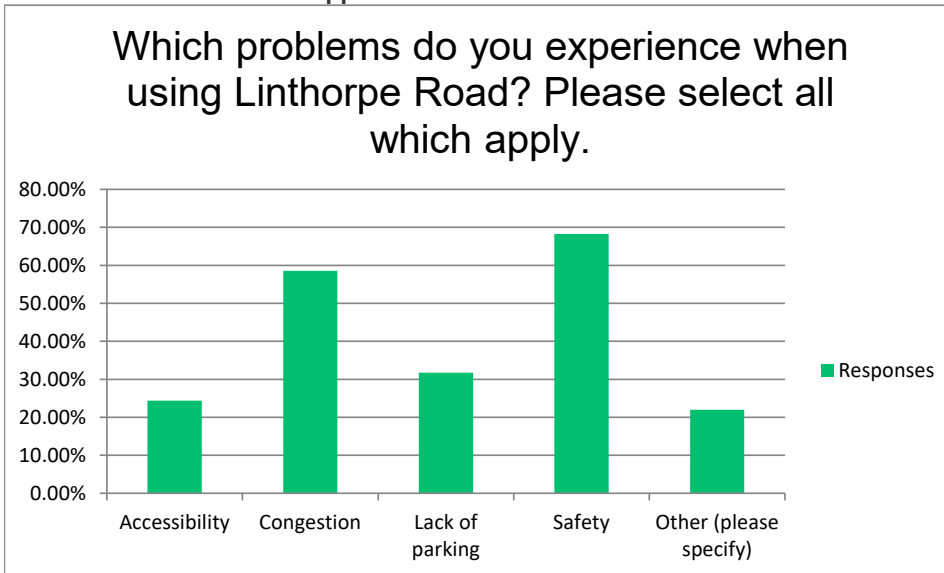
Answer Choices	Responses	
Yes, regularly	34.69%	17
Yes, sometimes	38.78%	19
Yes, rarely	12.24%	6
No, never	14.29%	7
Answered		49
Skipped		9



Linthorpe Road Phase 2 Improvements Questionnaire

Which problems do you experience when using Linthorpe Road? Please select all which apply.

Answer Choices	Responses	
Accessibility	24.39%	10
Congestion	58.54%	24
Lack of parking	31.71%	13
Safety	68.29%	28
Other (please specify)	21.95%	9
Answered		41
Skipped		17

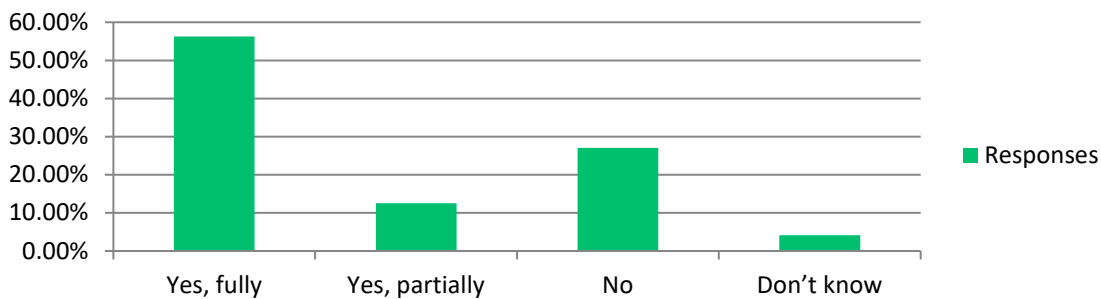


Respondents	Response Date	Other (please specify)	Tags
1	Feb 03 2022 08:00 PM	Cars travelling too fast.	
2	Jan 30 2022 11:27 AM	Congestion is the main issue	
		Traffic lights use a sensor to identify when cars are arriving to change to green. The sensor does not identify cyclists approaching so early morning when there is little traffic can be stuck at lights forcing the cyclist eventually to jump the lights when realise they won't change.	
3	Jan 28 2022 01:07 PM		
4	Jan 25 2022 09:41 PM	Speeding, unsafe parking, drug users and drunks	
5	Jan 25 2022 07:02 PM	Cyclists getting in the way	
6	Jan 21 2022 09:52 PM	Drunks on an evening	
7	Jan 20 2022 09:23 PM	Parking on double yellow lines on chip chase road	
8	Jan 13 2022 06:32 PM	Motorists passing too close to me on my bike	
9	Dec 17 2021 06:00 AM	Noise, dirt, poor air quality	

Linthorpe Road Phase 2 Improvements Questionnaire
Do you support the introduction of measures to improve safety and attractiveness for pedestrians and cyclists on Linthorpe Road between Ayresome Street and Devonshire Road/Cumberland Road? [https://teesvalley-](https://teesvalley-...)

Answer Choices	Responses	
Yes, fully	56.25%	27
Yes, partially	12.50%	6
No	27.08%	13
Don't know	4.17%	2
Answered		48
Skipped		10

Do you support the introduction of measures to improve safety and attractiveness for pedestrians and cyclists on Linthorpe Road between Ayresome Street and Devonshire Road/Cumberland Road? <https://teesvalley-...>

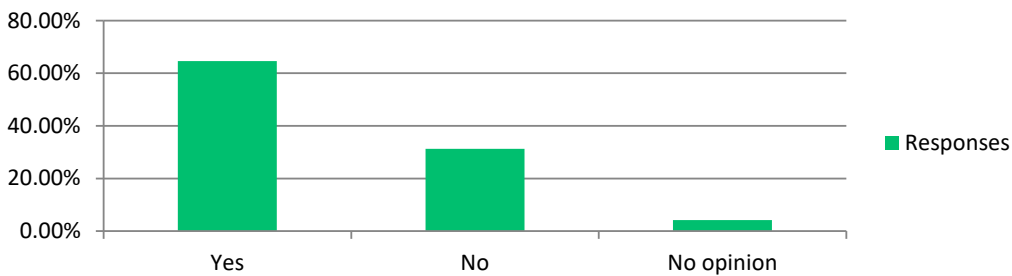


Linthorpe Road Phase 2 Improvements Questionnaire

Do you think that the introduction of segregated cycleways will help to protect cyclists from vehicles? Please select one: Linthorpe Road Phase 2 Visualisation: Visualisation of Phase 2 measures outside of Boots and The Co-Operative Food, showing segregated cycle lanes with wand segregation.

Answer Choices	Responses	
Yes	64.58%	31
No	31.25%	15
No opinion	4.17%	2
Answered		48
Skipped		10

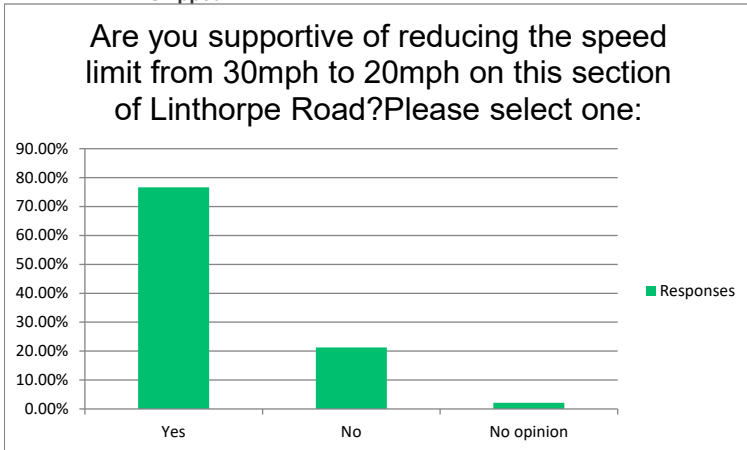
Do you think that the introduction of segregated cycleways will help to protect cyclists from vehicles? Please select one:
Linthorpe Road Phase 2 Visualisation:
Visualisation of Phase 2 measures outside of Boots and The Co-Operative...



Linthorpe Road Phase 2 Improvements Questionnaire

Are you supportive of reducing the speed limit from 30mph to 20mph on this section of Linthorpe Road? Please select one:

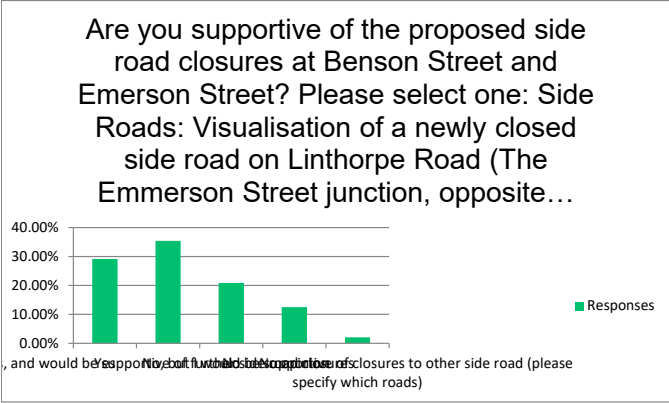
Answer Choices	Responses	
Yes	76.60%	36
No	21.28%	10
No opinion	2.13%	1
Answered		47
Skipped		11



Linthorpe Road Phase 2 Improvements Questionnaire

Are you supportive of the proposed side road closures at Benson Street and Emerson Street? Please select one: Side Roads: Visualisation of a newly closed side road on Linthorpe Road (The Emmerson Street junction, opposite Boots).

Answer Choices	Responses
Yes	29.17% 14
Yes, and would be supportive of further side road closures	35.42% 17
No	20.83% 10
No opinion	12.50% 6
No, but I would be supportive of closures to other side road (please specify which roads)	2.08% 1
Answered	48
Skipped	10



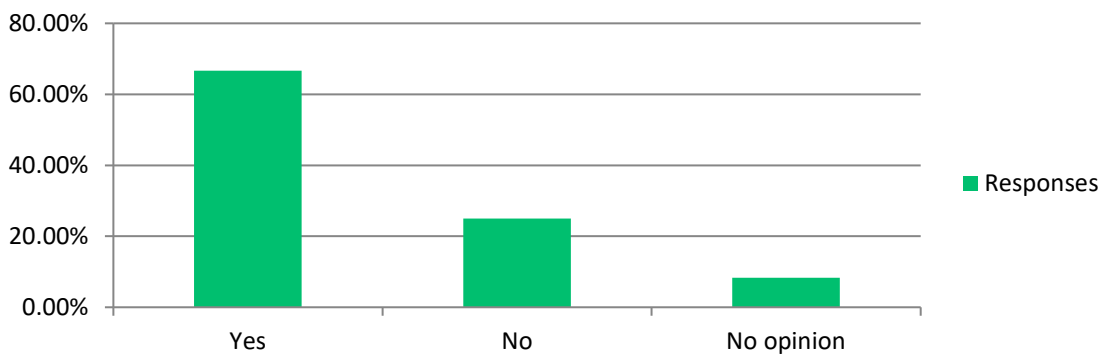
Respondents	Response Date	would be supportive of closures to other side road (please specify whi	Tags
	1 Jan 03 2022 0: Chipchase		

Linthorpe Road Phase 2 Improvements Questionnaire

Do you think that the proposed number and location of pedestrian crossing facilities is sufficient? www.teesvalley-ca.gov.uk/linthorpe-road-plan Please select one:

Answer Choices	Responses	
Yes	66.67%	32
No	25.00%	12
No opinion	8.33%	4
	Answered	48
	Skipped	10

Do you think that the proposed number and location of pedestrian crossing facilities is sufficient? www.teesvalley-ca.gov.uk/linthorpe-road-plan Please select one:



Linthorpe Road Phase 2 Improvements Questionnaire

Please provide specific details about why you feel the pedestrian crossing facility provision is not sufficient:

Answered 9

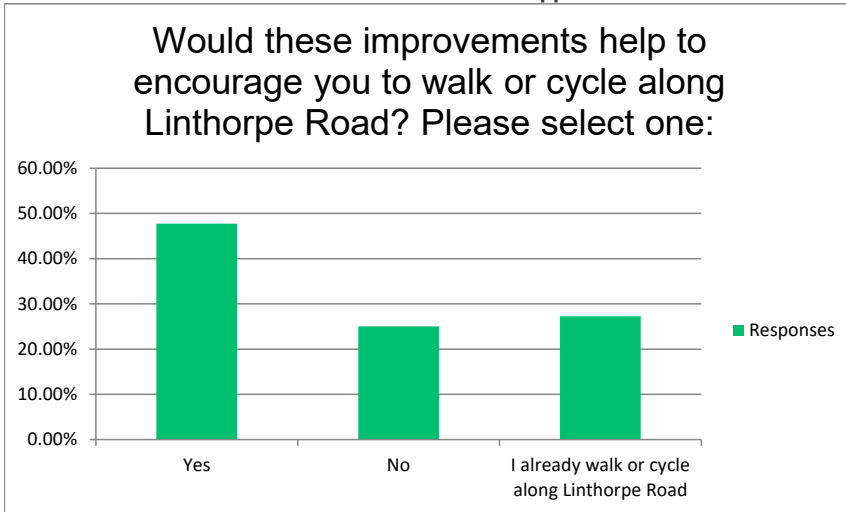
Skipped 49

Respondents	Response Date	Responses	Tags
1	Feb 08 2022	0 Additional pedestrian crossing required to facilitate walking up and down linthorpe road People will always cross where they want. As a driver you have to expect people to be crossing at any point along this road. I think there needs to be a few islands in the centre	
2	Jan 25 2022	0 of the road for these individuals.	
3	Jan 24 2022	0 There is along distance between the crossing fa iritis on this stretch of road Traffic junction on the end of Cumberland/Devonshire Road will cause major congestion within the morning/evening rush hours especially with Linthorpe Primary school on the end of Devonshire Road and how often Devonshire Road only has room for one car to	
4	Jan 21 2022	1 pass due to parking on both sides of the road.	
5	Jan 20 2022	0 We need another crossing	
6	Jan 20 2022	0 Wrong place	
7	Jan 10 2022	0 Think there should be a crossing near Chipchase Road	
8	Dec 30 2021	0 There should be additional pedestrian crossings on Linthorpe at Chipchase and Clive According to the map and legend, the number of controlled crossings looks insufficient. Is the controlled pedestrian crossing in front of the Co-op being eliminated, for instance? I	
9	Dec 28 2021	1 can't see it on the proposed route.	

Linthorpe Road Phase 2 Improvements Questionnaire

Would these improvements help to encourage you to walk or cycle along Linthorpe Road? Please select one:

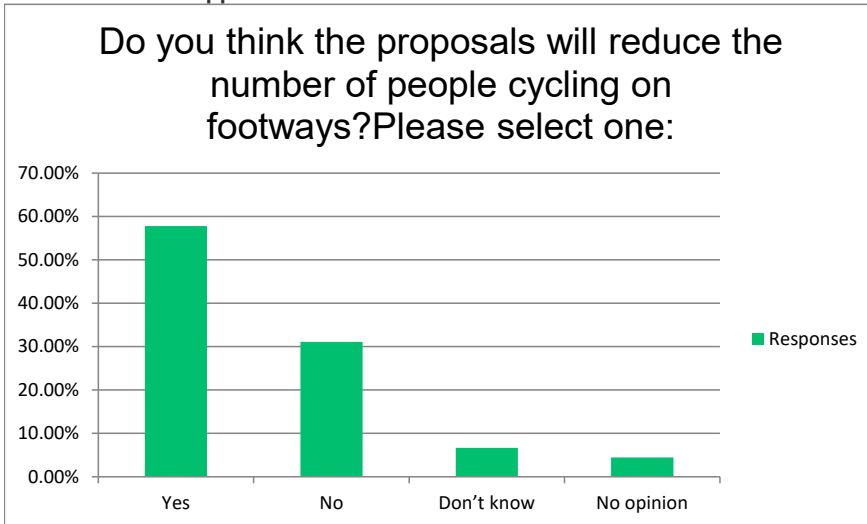
Answer Choices	Responses	
Yes	47.73%	21
No	25.00%	11
I already walk or cycle along Linthorpe Road	27.27%	12
Answered		44
Skipped		14



Linthorpe Road Phase 2 Improvements Questionnaire

Do you think the proposals will reduce the number of people cycling on footways? Please select one:

Answer Choices	Responses	
Yes	57.78%	26
No	31.11%	14
Don't know	6.67%	3
No opinion	4.44%	2
Answered		45
Skipped		13

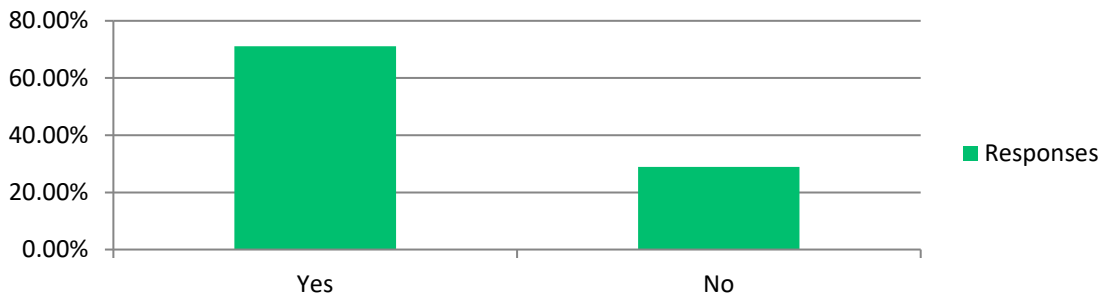


Linthorpe Road Phase 2 Improvements Questionnaire

Were you aware of the Binks Car Park off-street car parking facility? Please select one: Binks Car Park: Map showing the location of the Binks Street car park, found between Binks Street and Emmerson Street.

Answer Choices	Responses	
Yes	71.11%	32
No	28.89%	13
Answered		45
Skipped		13

Were you aware of the Binks Car Park off-street car parking facility? Please select one: Binks Car Park: Map showing the location of the Binks Street car park, found between Binks Street and Emmerson Street.

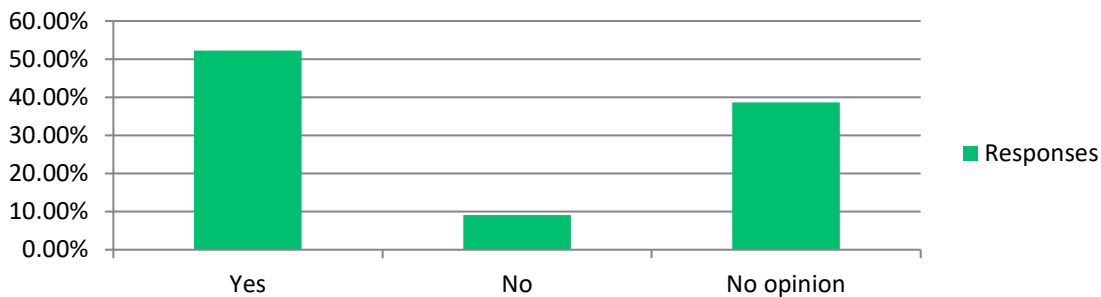


Linthorpe Road Phase 2 Improvements Questionnaire

Do you think the proposed disabled spaces on the carriageway are sufficient?The number of spaces will remain the same as it is currently, however precise locations may change to accommodate the wider improvements.www.teesvalley-ca.gov.uk/linthorpe-road-planPlease select one:

Answer Choices	Responses	
Yes	52.27%	23
No	9.09%	4
No opinion	38.64%	17
	Answered	44
	Skipped	14

Do you think the proposed disabled spaces on the carriageway are sufficient?The number of spaces will remain the same as it is currently, however precise locations may change to accommodate the wider...



Linthorpe Road Phase 2 Improvements Questionnaire

Please provide specific details about why you feel the proposed disabled spaces on the carriageway are not sufficient:

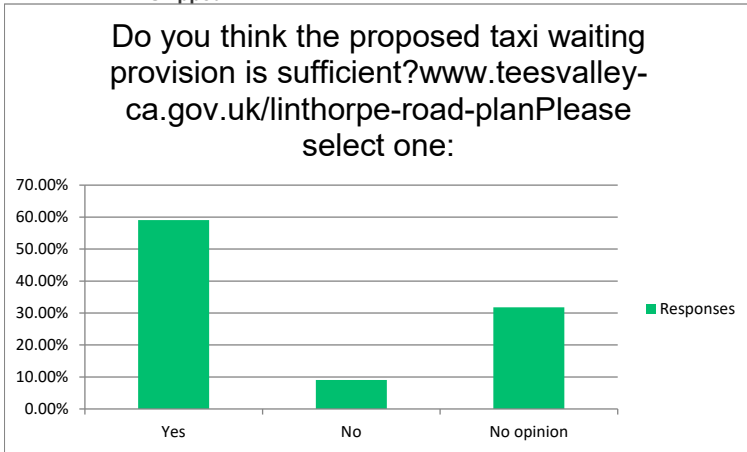
Answered 3
Skipped 55

Respondents	Response Date	Responses	Tags
	1 Jan 26 2022 0:	I have a blue badge and didn't know disabled spaces existed on Linthorpe Road,	
	2 Jan 20 2022 0:	We need them where they are and not moved	
		There is not enough parking as it is and I think the shops will suffer because of it. They'll End up closing down which will not be good for the elderly who use the shops. It won't be good for the area either, there will be a loss of footfall and we need to make it attractive.	
	3 Jan 20 2022 0:	We need to keep shops at the village so we don't have to go into town	

Linthorpe Road Phase 2 Improvements Questionnaire

Do you think the proposed taxi waiting provision is sufficient?www.teesvalley-ca.gov.uk/linthorpe-road-planPlease select one:

Answer Choices	Responses	
Yes	59.09%	26
No	9.09%	4
No opinion	31.82%	14
Answered		44
Skipped		14



Linthorpe Road Phase 2 Improvements Questionnaire

Please provide specific details about why you feel the taxi waiting provision is not sufficient:

Answered 2
Skipped 56

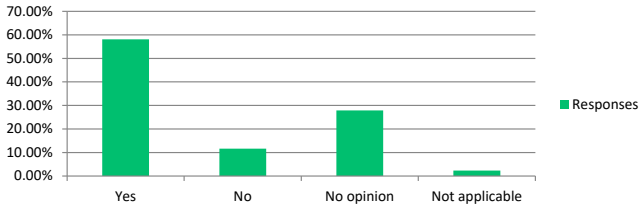
Respondents	Response Date	Responses	Tags
1	Jan 21 2022	1 Too many parked cars in the way	
		Taxis have their own dedicated bays during the morning/day as to not take up parking spaces which are constantly in use at these times at the village. By moving these to a shared space it will	
2	Jan 21 2022	1 leave taxis and motorists fighting over spaces in the village.	

Linthorpe Road Phase 2 Improvements Questionnaire

Do you think that the proposed location and number of bus stops is appropriate?www.teesvalley-ca.gov.uk/linthorpe-road-planPlease select one:

Answer Choices	Responses	
Yes	58.14%	25
No	11.63%	5
No opinion	27.91%	12
Not applicable	2.33%	1
Answered		43
Skipped		15

Do you think that the proposed location and number of bus stops is appropriate?www.teesvalley-ca.gov.uk/linthorpe-road-planPlease select one:



Linthorpe Road Phase 2 Improvements Questionnaire

Please provide specific details about why you feel the bus stop locations are not appropriate:

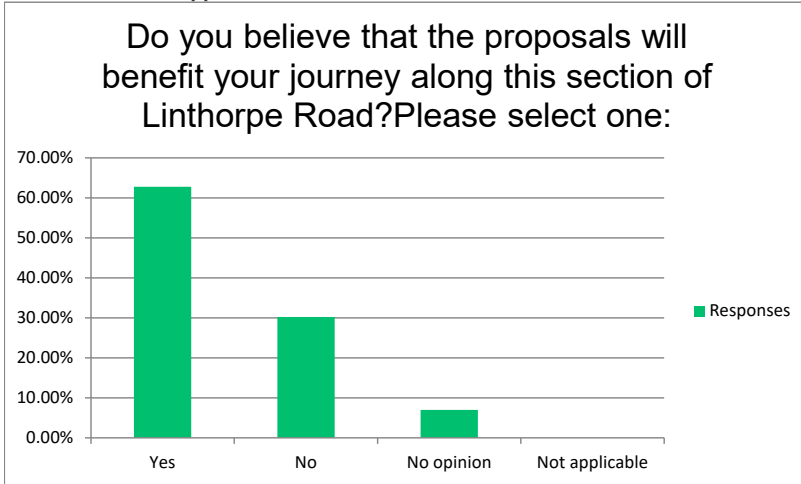
Answered 4
Skipped 54

Respondents	Response Date	Responses	Tags
1	Jan 21 2022	1 more stops more buses The main bus stop in the village for the businesses is not marked out on the plan and has been removed in the illustrations. This bus stop is vital for those elderly and unable to walk long distances as it allows them to access shops on their way home easily. It's also vital for many in the area as it's a stop frequented by most buses that use Linthorpe Road.	
2	Jan 21 2022	1 The proposed location of bus stops is not acceptable. The proposals place stops in the carriageway, where currently, stops are off carriageway or road layout permits overtaking of stopped buses without needing to encroach opposite traffic flow. <input type="checkbox"/> Bus operators utilise these stops in this area as PTPs (Arriva use the pair at Albert Park and Stagecoach use the pair in Linthorpe Village), which regular require vehicles to wait to maintain schedule. There is no way these can be removed, as a legal maximum of 15 minutes between PTPs applies. <input type="checkbox"/> <input type="checkbox"/> Having stops in the live carriage lane will generate more congestion and slow journeys down for all users. Forcing traffic to enter the opposite direction lane in order to overtake will increase the risk of a serious accident. <input type="checkbox"/> <input type="checkbox"/>	
3	Jan 11 2022	0 We urge reconsideration of how bus stops are revised in this phase.	
4	Jan 03 2022	0 Cause of most of the bottlenecks / congestion issues	

Linthorpe Road Phase 2 Improvements Questionnaire

Do you believe that the proposals will benefit your journey along this section of Linthorpe Road?Please select one:

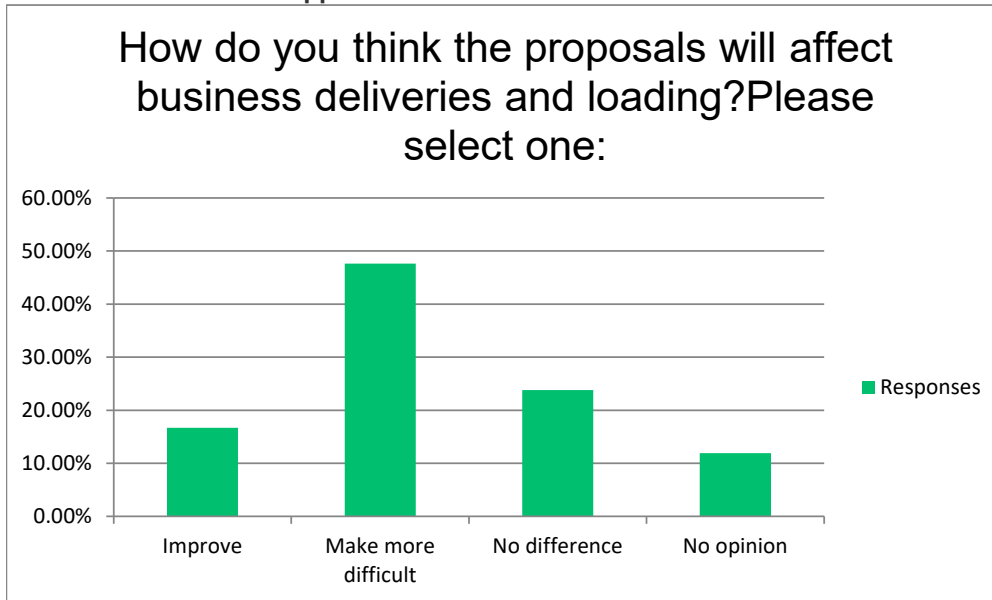
Answer Choices	Responses	
Yes	62.79%	27
No	30.23%	13
No opinion	6.98%	3
Not applicable	0.00%	0
Answered		43
Skipped		15



Linthorpe Road Phase 2 Improvements Questionnaire

How do you think the proposals will affect business deliveries and loading? Please select one:

Answer Choices	Responses	
Improve	16.67%	7
Make more difficult	47.62%	20
No difference	23.81%	10
No opinion	11.90%	5
Answered		42
Skipped		16



Linthorpe Road Phase 2 Improvements Questionnaire

Please explain why you believe it will make business deliveries and loading more difficult.

Answered 17

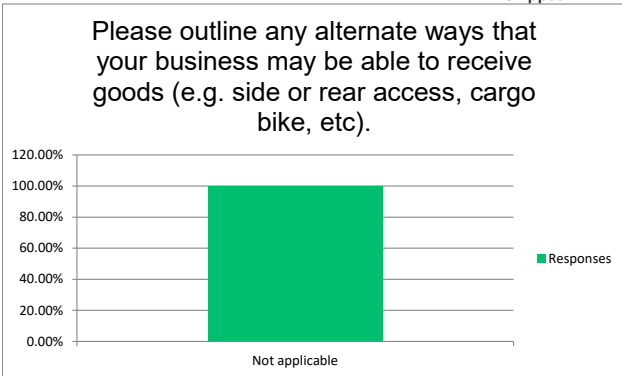
Skipped 41

Respondents	Response Date	Responses	Tags
1	Jan 31 2022	Deliveries will be harder to receive. <input type="checkbox"/> Customers who need to take there vehicle due to poor mobility or too much shopping to carry will strugle.	
2	Jan 26 2022	0 The business deliveries will when the cycle lane is introduced block the cycle lane, therefore causing the cyclists to become very annoyed	
3	Jan 26 2022	0 They struggle at the moment now that the road is narrow and frequency have to block a lane to be able to unload	
4	Jan 25 2022	0 They won't be able to park non front of the business because they would either be on the pavement, in the cycle lane or blocking the highway. Boots take mid day deliveries and the driver often parks on the pavement by Olivellos. If others start to do this it is going to be mayhem.	
5	Jan 24 2022	0 If there is a reduction in the number of on street parking close to businesses this will affect trade. Currently I would park on on street parking on Linthorpe Road in that area to use the local shops due to Binks car park always being full when I go to shops in the village.	
6	Jan 21 2022	1 Fewer parking spaces on the road resulting in fewer customers	
7	Jan 21 2022	1 it would be/is easier for delivery workers to get as close to the shops as possible, health and safety	
8	Jan 21 2022	1 The businesses on Linthorpe Road already struggle with deliveries and loading vehicles - some taking to park on the pavement outside the Cleveland Hotel and often struggle with parking on the side streets such as Chipchase Road and Devonshire Road. If these roads are to become busier as result of closing off other roads and the space for vehicles to park becomes less it will result in deliveries stopping on the main road with hazards on to make 'quick' deliveries which will cause congestion and a hazard for all other drivers.	
9	Jan 21 2022	0 If they have to load/unload down side streets and then walk down the main road to access the shop/work location then it'll increase the time of their delivery drops. It could also create congestion on the side roads and/or main road. Designated loading/unloading zones could be a good option to alleviate this potential issue.	
10	Jan 21 2022	1 Where will they park? <input type="checkbox"/> Closure of side roads will make any proposed maneuvers more difficult - ever tried reversing an HGV?	
11	Jan 20 2022	0 It is already too hard for the larger vehicles this does not make it better but worse	
12	Jan 20 2022	0 More congestion No where to stop <input type="checkbox"/>	
13	Jan 20 2022	0 They'll stop in the road blocking it and cause congestion	
14	Jan 20 2022	0 a lot of businesses use Linthorpe road as loading area	
15	Jan 11 2022	0 The proposal to lower speed limits and place all bus stops in carriageway will increase journey times, which in turn will not attract passengers to sustainable transport options such as the bus and could likely require bus operators to need to utilise more vehicle resource to maintain robust and reliable schedules.	
16	Jan 10 2022	0 They will no longer be able to drive a fully laden lorry onto the pavement scattering pedestrians and paving slabs alike. They'll have to park on the highway and carry stuff across like they should do.	
17	Jan 03 2022	0 Even less access	

Linthorpe Road Phase 2 Improvements Questionnaire

Please outline any alternate ways that your business may be able to receive goods (e.g. side or rear access, cargo bike, etc).

Answer Choices	Responses
Not applicable	100.00%
	35
If this question is applicable to you, please provide your response in the comment box below:	
Answered	4
Skipped	35
	23



Respondents	Response Date	ion is applicable to you, please provide your response in the commen	Tags
	1 Feb 03 2022 08:03 PM	As a business owner on Linthorpe Road, we at my business feel that this is much less of an issue and less important than the safety and health of cyclists and pedestrians on Linthorpe road The rear streets on one side are housing. The only access would be through alley ways for a lot of the shops. These are cramped, dirty and poor access for the good delivery. As well as people live in these streets, the hours of delivery can be early or late and disruptive to the residents.	
	2 Jan 31 2022 10:45 AM		
	3 Jan 26 2022 09:19 AM	rear property	
	4 Jan 20 2022 09:22 PM	Rear access	

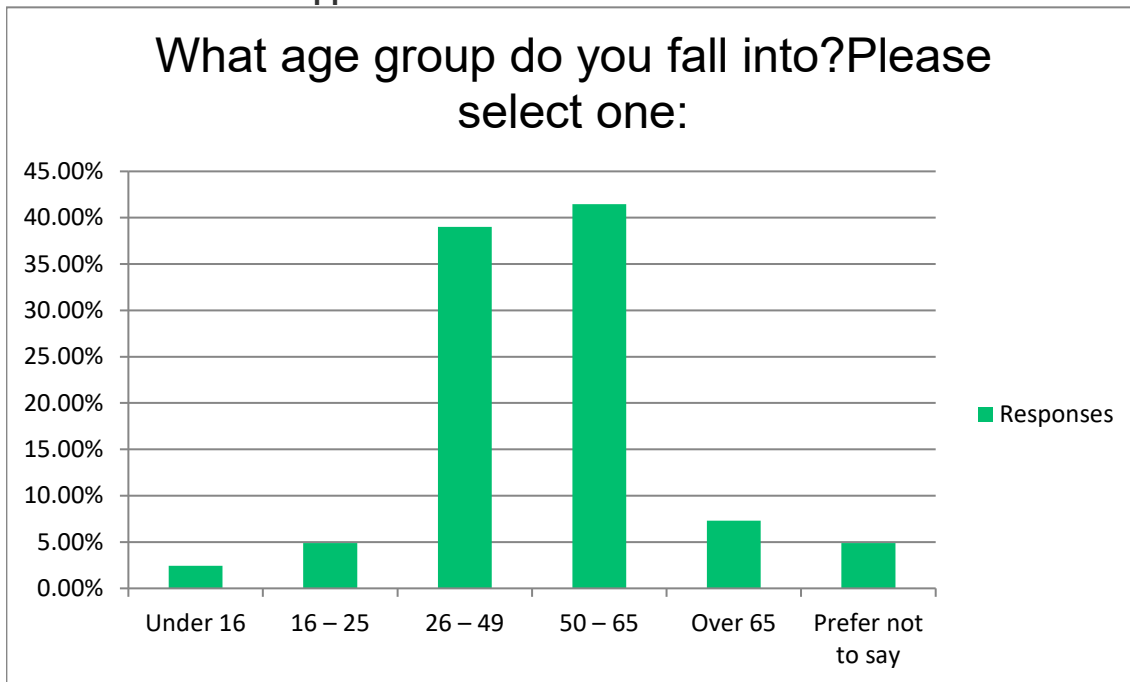
Linthorpe Road Phase 2 Improvements Questionnaire
Please add any additional comments you have on this scheme below:
Answered 27
Skipped 31

Respondents Response Dat	Responses	Tags
1 Feb 08 2022	It would make cycling into Linthorpe and the town centre south Middlesbrough much more appealing than currently	
2 Feb 03 2022	As a health-related business on Linthorpe Road we massively support this proposal and think it would be negligent not to make the changes you propose	
3 Jan 31 2022	There is a large concern from residents and businesses along Linthorpe Road. Residents - deliveries with large vehicles in small side streets, alley ways as access to backs of shops and the congestion and unsuitable hours. Businesses - difficulty for deliveries to be accessed, customers not being able to park in the area and poor access for people with mobility issues.	
4 Jan 28 2022	We need to be doing more to promote cycling and walking. There is too much car traffic and this scheme may well reduce that which would be good for everyone and the environment.	
5 Jan 26 2022	As a disabled person I find it hard enough to park now. Taking more road away for cycles will make it worse. Don't know how the businesses will survive.	
6 Jan 25 2022	I would like to know what the proposals are for parking on Devonshire Road. At the moment the parking situation is very bad between Linthorpe road and Westmorland road. Usually there are cars parked on both sides of the road and cars park on the double yellow lines with impunity. Trying to navigate into the road is difficult from Linthorpe Road. I have frequently turned in coming from the west to be met with a bottle neck, leaving me with the back of the car still out into the traffic coming from behind me. I have had to stay in this position whilst sometimes 4 or more cars come up through the one lane available between the parked cars. The cars drivers held behind me start hitting their horns and often swerve around me stopping the cars causing the bottle neck to have no exit to leave. It is no exaggeration to say I've been stuck like this until the pedestrian crossing lights change. Without tighter parking controls on this stretch I don't see how traffic lights here can work. Both sides of the road here should be no parking until after Westmorland Road. Another concern is that motorists will choose to use the exit on Chipchase Road to 'miss the lights'. Chipchase Road again is a road where drivers ignore the road markings and it is very difficult as a pedestrian to cross this junction safely. I feel a button operated pedestrian crossing should be installed here, around the post office area, as this is a very busy place itself as is Greggs on the other side. Zigzags on either side of the crossing could also prevent illegal parking. Without regular traffic wardens in this area I fear that the illegal parking will continue to endanger all people whether in a car, on a bike or on foot in this particular area. It very serious issue. These changes I feel would not make me want to ride my bike to town as then you have the issue	
7 Jan 24 2022	what do you do with your bike when you are there	
8 Jan 21 2022	FANTASTIC idea - as a doctor who works on Linthorpe Road we must prioritise safety and people's healthy lifestyle. This scheme hasn't taken into consideration those that already use public transport with key bus stops not being considered and taxi bays. Also it hasn't considered the width/use of the connecting roads to Linthorpe road in this area with the space dedicated to residents parking (such as Cumberland Road, Chipchase Road and Devonshire Road). With the growth of electronic scooters and cyclists that use the roads I understand the need for accessible cycle lanes in the area however I think there's more work that needs to be done on widening/flagging the connecting roads before working on Linthorpe Road. The side streets aren't well kept enough for the increase in traffic and the lowered speed in the area will do nothing for those that already speed through the area. It will simply frustrate those that abide by the speed limit especially with how many different sets of lights there are in the area meaning the journeys are already full of stopping and starting. Also the limited amount of cyclists that actually use the road on Linthorpe Road do so in a safe manner. The ones who have ended up in accidents are those who are using the pavements and not paying attention to the road. These will be the ones who will still be doing this despite the cycle lane existing. It seems all it will be doing is frustrating the majority of the road users and causing more congestion in an already very busy area.	
9 Jan 21 2022	We need to reduce the traffic of cars coming in and out of Middlesbrough, demolish the flyover.	
10 Jan 21 2022	Whose stupid idea was that? During lockdown I cycled regularly down the Avenue and Linthorpe Rd to travel to work. The journey was safe and pleasant, and this can purely be attributed to the lack of vehicle traffic on the road. As soon as restrictions were lifted and the vehicle traffic resumed to normal levels I stopped using my pedal bike because it felt unsafe, and the noise and threat from speeding vehicles made the journey by bike very unpleasant. I fully support the introduction of cycle lanes as I think this will encourage people to cycle more as they will have a safe passage along the road. I often visit the Netherlands and these road layouts work very well over there. I would urge, however, that you consider other measures to reduce speeding vehicles and parking on the pavements. Speeding vehicles in Linthorpe and Middlesbrough in general are a very serious threat to public safety, there should be more fixed and mobile speed cameras to enforce the speed limit. Also more fines and tickets should be handed out to those park on the pavements. A combination of enforcement, introduction of improved road layouts, and reduced speed limits will enhance the environment and safety of the route for pedestrians and cyclists. do not do what you did on low lane, call me negative but that's the worst example I have seen. I cycle there and dive there regularly, this is not suitable for cyclists so still use the road. I feel less safe on the road as drivers are peevish not cycling on the path, yet the road is still preferable to the dirt I call it cycle way. what has been created as a cyclist I feel cheated, as a driver I feel cheated as the road is terrible and I feel sorry for the residents as its an eyesore. if the plan there was to upset all users and residents well done you achieved this, ps painted surfaces are not safe to ride on in the wet on a bike with road tyres. Nigel Green longcong@hotmail.com. i would love to have a proper input into this, improvements are to make things better in the real world for the people who use them.	
11 Jan 21 2022	As a frequent cyclist (for commuting) the quality of this scheme is fantastic! It considers all vulnerable road users more fairly and not just those who are privileged enough to own a car - everyone pays tax income for the roads, not just drivers! - I would ride on this road more often if this scheme is approved. I did have concerns about proximity of car doors opening onto the cycle lane but given how clearly marked the cycle lane is, it should not be an issue however. The closure of side streets/making side streets one way is welcoming, but cyclists should be allowed to enter/exit these streets as normal to help feed into the scheme as a cycle network that's easily accessible to residents. This scheme allows those of us that are deprived of car ownership and on low income to get around Middlesbrough more easily. It reduces car dependency. The scheme seems to be future proof by how it has a "plug-in" design at either end so that it can be expanded into a proper cycle network in the future. Cycle parking should be considered for local shops (these should be standard frame hoops and not wheel braces as these can damage cycles)	
12 Jan 21 2022	What's the point - its already a done deal - as soon as any council scheme goes out for "consultation" you know its going to happen anyway. There's never any feedback to those who bother to complete these surveys anyway - im fairly sure that those who do not think this is a wonderful idea will see their completed surveys filed straight into the bin.	
13 Jan 21 2022	What is needed is more parking to help businesses. These proposals are not good for Linthorpe	
14 Jan 20 2022	Can't wait for the improvements	
15 Jan 20 2022	It will have a detrimental affect on the Linthorpe area	
16 Jan 20 2022	I approve of the scheme and think the future of transport is green and pedestrian based	
17 Jan 20 2022	I replied to an image of an artists' impression of the proposed cycle lane on Twitter with this, which I think may be of some help to the consultation and design. "That Middlesbrough bike lane should have some sort of separation to stop bikes straying into the road or the other way round too. This pillars or fence-style, armadillo, or - the most sought after - complete grade separation from both the path and road using different heights [or using curbs at both sides, separating bike from car and bike from pedestrian]". I said this in relation to the Darlington image rendition but it may still be useful. "Such boundaries would not only prevent straying but illegal parking too." "It may also be a smart idea aesthetically to add plant pots or trees between where the bike lane is protected from the small curb in your Darlington image plan there."	
18 Jan 20 2022	Would like to see cycle way fully protected with wands/bollards rather than just mini kerbs to prevent illegal parking.	
19 Jan 20 2022	This is an excellent scheme that will add value to the work already taking place to improve cycling and walking in Middlesbrough. It is a clear demonstration of our commitment locally to tackle the climate crisis, increase physical activity and create a better place to live. As work has shown in other places, such as Waltham Forest, schemes such as this improve life for everyone and have significant economic as well as health and environmental benefits. Unfortunately we do not support this scheme on the basis that it makes all other sustainable transport options less attractive. We feel that the bike lane will be underutilised and in some cases not used at all, spaces which should and could have been used to provide bus priority - benefiting tens of thousands of regular passengers per week who travel into Middlesbrough for work and retail. I believe it is a good extension to the cycle scheme further down Linthorpe road and as someone who uses it on foot and cycle think it is a good well thought out design.	
20 Jan 10 2022	The signalled junctions at Cumberland Road, Park Road South and Ayresome Street are designed in a way to continue conflict points and dissuade non confident cyclists from using the stretch. ASL's without early release builds in conflict points to cyclists turning right with motorists both stopped before and definitely in flow as laid out in point 10.6.43. Traffic flows and road layout contraindicate the specification of ASL's as laid out in 10.6.44 and the width of the lane (<0.9m) provides counterevidence for their use as per 10.6.46.	
21 Jan 10 2022	I would prefer the junctions be designed as per figure 10.33	
22 Dec 30 2021	It's exciting that Middlesbrough Council is embracing healthier modes of transportation! This is a great proposal. Obesity and over-dependence on cars are creating epidemics of sick and injured citizens. Hopefully, we can get people to walk more, cycle often, and maintain their health. This is the way to make a great community.	
23 Dec 28 2021	Linthorpe Road is Middlesbrough's main attraction and busiest Street and is a mess both visually and with dirt and noise. Recently, at certain times of the day it has become a race track for young men in their customised cars. People park their vehicles fully on the pavement and cyclists are using the pavement too, putting pedestrians at risk. If you do decide to ride your bike down Linthorpe Road you have to contend with a lot of hazards making it quite a dangerous thing to do. The pavement is falling to bits and constantly dirty. It's a shame.	
24 Dec 17 2021	Plant some trees down there and fully pedestrianised it	

Linthorpe Road Phase 2 Improvements Questionnaire

What age group do you fall into? Please select one:

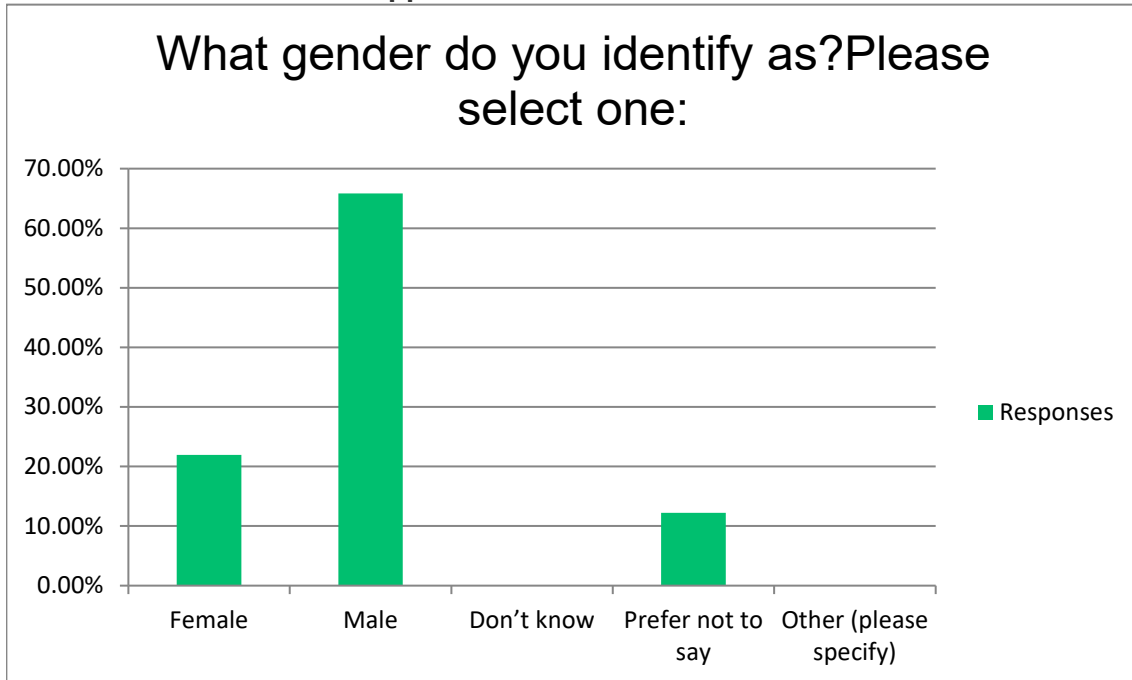
Answer Choices	Responses	
Under 16	2.44%	1
16 – 25	4.88%	2
26 – 49	39.02%	16
50 – 65	41.46%	17
Over 65	7.32%	3
Prefer not to say	4.88%	2
Answered		41
Skipped		17



Linthorpe Road Phase 2 Improvements Questionnaire

What gender do you identify as?Please select one:

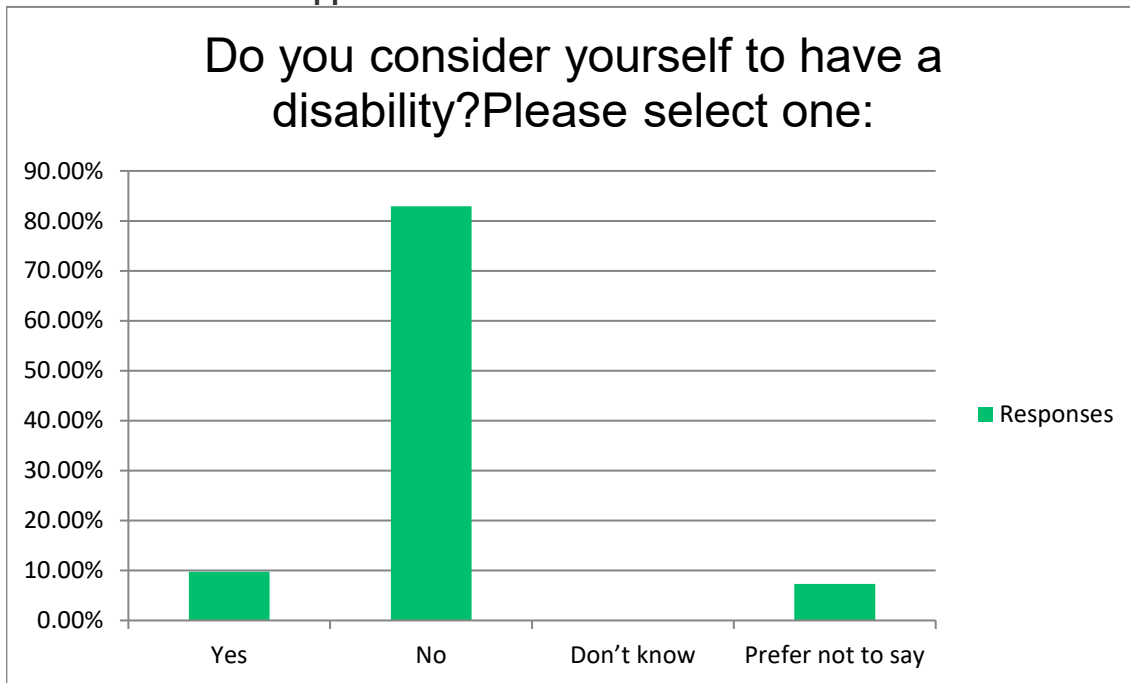
Answer Choices	Responses	
Female	21.95%	9
Male	65.85%	27
Don't know	0.00%	0
Prefer not to say	12.20%	5
Other (please specify)	0.00%	0
Answered		41
Skipped		17



Linthorpe Road Phase 2 Improvements Questionnaire

Do you consider yourself to have a disability? Please select one:

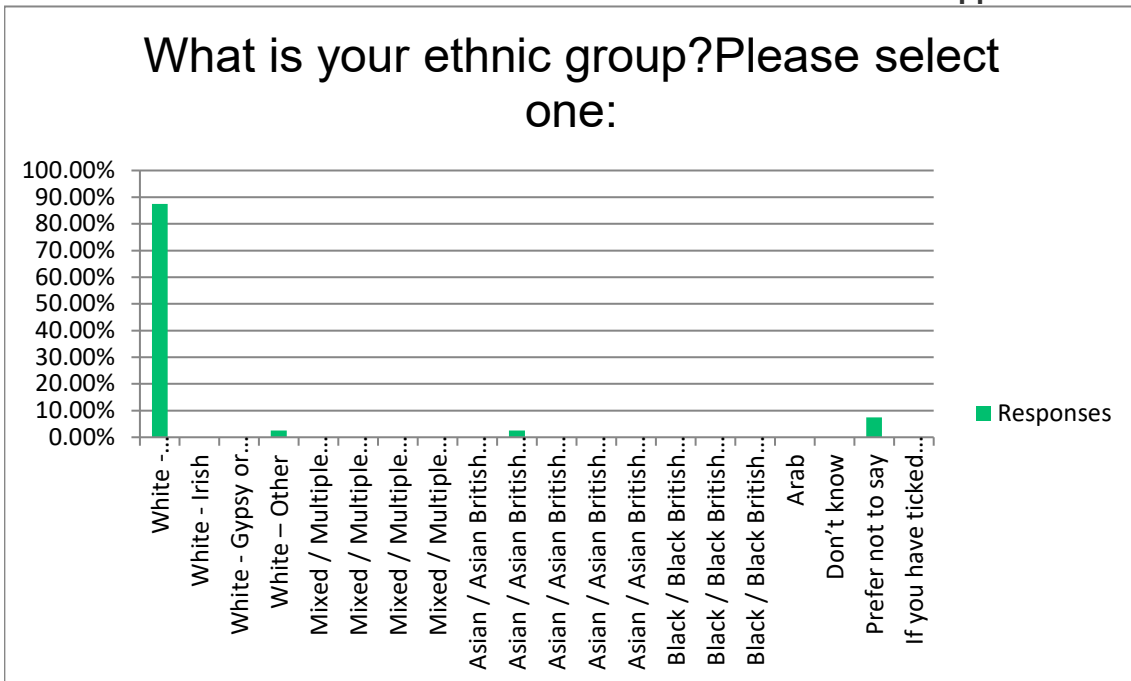
Answer Choices	Responses	
Yes	9.76%	4
No	82.93%	34
Don't know	0.00%	0
Prefer not to say	7.32%	3
Answered		41
Skipped		17



Linthorpe Road Phase 2 Improvements Questionnaire

What is your ethnic group? Please select one:

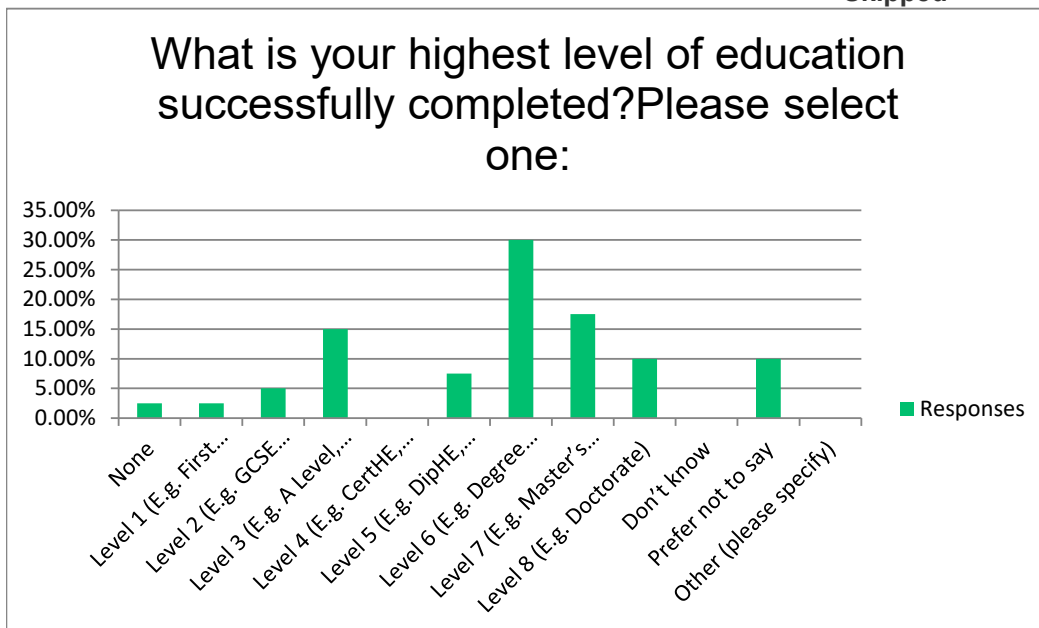
Answer Choices	Responses	
White - English/Welsh/Scottish/Northern Irish/British	87.50%	35
White - Irish	0.00%	0
White - Gypsy or Irish Traveller	0.00%	0
White – Other	2.50%	1
Mixed / Multiple Ethnic Groups - White and Black Caribbean	0.00%	0
Mixed / Multiple Ethnic Groups - White and Black African	0.00%	0
Mixed / Multiple Ethnic Groups - White and Asian	0.00%	0
Mixed / Multiple Ethnic Groups – Other	0.00%	0
Asian / Asian British - Indian	0.00%	0
Asian / Asian British - Pakistani	2.50%	1
Asian / Asian British - Bangladeshi	0.00%	0
Asian / Asian British - Chinese	0.00%	0
Asian / Asian British - Other	0.00%	0
Black / Black British - African	0.00%	0
Black / Black British - Caribbean	0.00%	0
Black / Black British – Other	0.00%	0
Arab	0.00%	0
Don't know	0.00%	0
Prefer not to say	7.50%	3
If you have ticked any of the Other ethnicity categories or you feel yo	0.00%	0
	Answered	40
	Skipped	18



Linthorpe Road Phase 2 Improvements Questionnaire

What is your highest level of education successfully completed?Please select one:

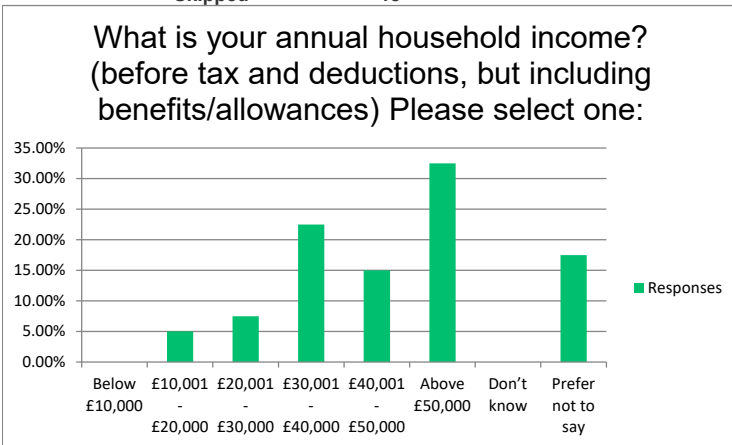
Answer Choices	Responses	
None	2.50%	1
Level 1 (E.g. First certificate, GCSE grades 3,2,1/D,E,F,G)	2.50%	1
Level 2 (E.g. GCSE grades 9, 8, 7, 6, 5, 4 or A*, A, B, C, intermediate)	5.00%	2
Level 3 (E.g. A Level, advanced apprenticeship, access to higher education)	15.00%	6
Level 4 (E.g. CertHE, higher apprenticeship, HNC)	0.00%	0
Level 5 (E.g. DipHE, foundation degree, HND)	7.50%	3
Level 6 (E.g. Degree with honours, graduate certificate, graduate diploma)	30.00%	12
Level 7 (E.g. Master's degree, postgraduate certificate)	17.50%	7
Level 8 (E.g. Doctorate)	10.00%	4
Don't know	0.00%	0
Prefer not to say	10.00%	4
Other (please specify)	0.00%	0
Answered		40
Skipped		18



Linthorpe Road Phase 2 Improvements Questionnaire

What is your annual household income? (before tax and deductions, but including benefits/allowances) Please select one:

Answer Choices	Responses	
Below £10,000	0.00%	0
£10,001 - £20,000	5.00%	2
£20,001 - £30,000	7.50%	3
£30,001 - £40,000	22.50%	9
£40,001 - £50,000	15.00%	6
Above £50,000	32.50%	13
Don't know	0.00%	0
Prefer not to say	17.50%	7
Answered		40
Skipped		18



Linthorpe Road Phase 2 Improvements Questionnaire

What is your home postcode?

Answered 37
Skipped 21

Respondents	Response Date	Responses	Tags
1	Feb 08 2022 02:17 PM		
2	Feb 03 2022 08:05 PM		
3	Jan 31 2022 10:50 AM		
4	Jan 30 2022 11:31 AM		
5	Jan 28 2022 09:56 PM		
6	Jan 28 2022 03:38 PM		
7	Jan 26 2022 05:12 PM		
8	Jan 26 2022 03:12 PM		
9	Jan 26 2022 09:21 AM		
10	Jan 25 2022 10:10 PM		
11	Jan 25 2022 12:57 PM		
12	Jan 24 2022 07:40 AM		
13	Jan 21 2022 09:56 PM		
14	Jan 21 2022 12:02 PM		
15	Jan 21 2022 11:29 AM		
16	Jan 21 2022 11:25 AM		
17	Jan 21 2022 08:22 AM		
18	Jan 21 2022 05:58 AM		
19	Jan 21 2022 02:05 AM		
20	Jan 21 2022 01:25 AM		
21	Jan 20 2022 09:43 PM		
22	Jan 20 2022 09:27 PM		
23	Jan 20 2022 09:23 PM		
24	Jan 20 2022 09:13 PM		
25	Jan 20 2022 08:29 PM		
26	Jan 20 2022 06:45 PM		
27	Jan 20 2022 05:09 PM		
28	Jan 20 2022 11:48 AM		
29	Jan 13 2022 06:41 PM		
30	Jan 10 2022 07:15 PM		
31	Jan 10 2022 09:35 AM		
32	Jan 03 2022 06:03 PM		
33	Dec 30 2021 02:12 PM		
34	Dec 28 2021 10:37 PM		
35	Dec 20 2021 08:07 PM		
36	Dec 17 2021 06:09 AM		
37	Dec 10 2021 08:26 AM		

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Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Linthorpe Road Local Cycling and Walking Implementation Plan (phase 2)			
Coverage:	To cover the proposed Cycle lane introduction on Linthorpe Road between Ayresome Street and Devonshire/Cumberland Road			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	<input checked="" type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input checked="" type="checkbox"/> Programme	<input checked="" 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 checked="" type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input type="checkbox"/>

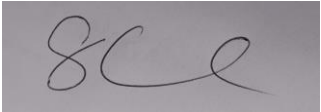
<p>Description:</p>	<p><u>Key aims, objectives and activities</u></p> <p>The Local Cycling and Walking Implementation Plan (LCWIP) phase 2 aims to install segregated cycle lanes along Linthorpe Road Ayresome Street and Devonshire Road/Cumberland Road. This will create a safe environment for people to cycle, and help to encourage the uptake of more active travel, whilst improving the local streetscape and environment quality; continuing the provision for the to be installed phase 1 section between Borough Road and Ayresome Street. The reliance upon private cars for transport is unsustainable, and something other than making more provision for cars must be done in order to address this imbalance to make the network safer, and more accessible.</p> <p><u>Statutory drivers (set out exact reference)</u></p> <p>As a Highway Authority, the Council has statutory duties, as set out within the Traffic Management Act 2004. “It is the duty of a Local Traffic Authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives;</p> <p>(a) Securing the expeditious movement of traffic on the Authority’s road network; and</p> <p>(b) Facilitating the expeditious movement of traffic on road networks for which another Authority is the Traffic Authority.”</p> <p>The introduction of cycle facilities will allow the Council to provide safe, attractive facilities to encourage uptake of active, sustainable transport. The proposals follow Department for Transport (DfT) guidance in the form of LTN 1/20, which sets out the requirements to install quality infrastructure to enable more people to cycle safely and more often.</p> <p><u>Differences from any previous approach</u></p> <p>Due to limited highway land available on the corridor, removal of car parking spaces will be required in order to install the cycle facilities. This will afford the capability to install physical, on carriageway segregation between cycles and vehicles. This has been adopted in Middlesbrough previously as part of the phase 1 to be implemented approach, which has been showcased successful around the country, and fits with DfT LTN 1/20 guidance.</p> <p><u>Key stakeholders and intended beneficiaries (internal and external as appropriate)</u></p> <p>Residents, Businesses, Politicians, Council Officers, Public Transport operators, disability groups, taxis, Emergency services, Tees Valley Combined Authority and visitors to the area.</p> <p><u>Intended outcomes.</u></p> <p>The Council intends to increase the number of people cycling, and reducing the number of accidents on the network. This will ensure that the Council meets with statutory requirements of the Traffic Management Act 2004, and to the benefit of the Council and its stakeholders.</p>
<p>Live date:</p>	<p>November 2021</p>
<p>Lifespan:</p>	<p>N/A</p>
<p>Date of next review:</p>	<p>N/A</p>

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights 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>The project aims to improve access to sustainable transport for all residents. This will assist in improving accessibility to education, employment, training, retail and leisure facilities by making reasonable adjustments to services provided to new proposals, and retrofitting existing infrastructure, and therefore not impact negatively upon human rights.</p> <p>Evidence used to inform this assessment includes analysis of the Human Rights Act 1998.</p>
<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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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.

* 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>The project aims to improve transport access to all residents. The Council is bound by legislation, which includes ensuring that those with physical and learning disabilities, and inhibited mobility are not detrimentally impacted upon.</p> <p>Consultation on the proposals will be undertaken in advance of detailed design.</p> <p>The removal of car parking spaces will impact on the available number of spaces in the vicinity along the circa 600m stretch of highway, exact numbers to be determined. This proposal will be particularly relevant to those with the disability protected characteristic, in particular upon those with mobility issues and visual impairments.</p> <p>The stretch of highway currently hosts 5 designated disabled on-carriage bays. This level of provision will be maintained, albeit, the final design may require the current locations to be adjusted. There are also a number of off-street car parks available to vehicles wishing to access the facilities on Linthorpe Road within a short distance. Disabled persons can access these facilities, and blue badge holders will still be able to make benefit of the provision/access disabled spaces within these alternate locations.</p> <p>As there are no proposed alterations to the provision, it is believed that there will not be an impact upon this group of people.</p> <p>From a visual impairment/accessibility perspective, the cycle lane will be physically segregated (via a kerb) from the footway, and physically segregated from the carriageway with bollards. This will ensure that there is no mixing of pedestrians/cyclists/vehicles on a busy retail lined transport corridor, which will minimise potential conflict, and make the corridor safer.</p> <p>The Council will follow LTN 1/20 guidance (which has been consulted upon with national disability groups), and will comply with Access for All legislation throughout the design and construction process.</p> <p>Evidence used to inform this assessment includes analysis of statutory guidance in relation to accessibility, including the Access for All legislation.</p> <p>The Council will re-visit this position following consultation conclusion, however at this point in time, it is believed that there are no detrimental impacts associated with the proposals.</p>
<p>Community cohesion</p> <p>Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Although the first phase received significant criticism (removal of car parking spaces outside businesses) there is no guarantee that this will occur as part of phase 2, or there is any evidence to suggest that if raised, this will impact negatively upon relationships between different community groups. The Council has a duty to consult proposals with the community, and will do so in order to gauge community opinions.</p> <p>The consultation responses will be assessed, and responses re-visited should this be required. It is not considered that this will have a negative impact upon community cohesion. This project will help to maintain sustainable access routes to communities and safe road networks.</p>

Screening questions	Response	Evidence
<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:	Chris Orr	Head of Service:	Sam Gilmore
Date:	11/11/2021	Date: / December/ 2021	

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MIDDLESBROUGH COUNCIL



Report of:	Executive Member for Environment and Finance & Governance - Councillor Barrie Cooper Director of Finance - Ian Wright
Submitted to:	Executive
Date:	5 April 2022
Title:	Tender Pipeline Approval 2022/23
Report for:	Decision
Status:	Public
Strategic priority:	Quality of service
Key decision:	Yes
Why:	Decision(s) will incur expenditure or savings above £150,000 and have a significant impact in two or more wards
Urgent:	No
Why:	

Executive summary

To seek Executives approval of the Middlesbrough Council tender pipeline for 2022/23 including the delegation of responsibility for award to the relevant Director in consultation with their Executive Member.

This decision is being sought to enhance governance arrangements for tenders undertaken by the Council.

The implications of the decision has been considered by the appropriate officers of the Council and are set out in the main body of this report.

Purpose

1. To approve Middlesbrough Council's tender pipeline for 2022/23 and agree delegation of award to the relevant Director in consultation with their Executive Member.

Background and relevant information

2. A tender pipeline for April 2022 to 31st March 2023 has been developed as part of our work programme. In order to strengthen governance around procurement we propose Executive agree the planned procurement activity and delegate authority for contract award to the relevant Director in consultation with their Executive Member.
3. The Tender Pipeline 2021/22 was the first of these reports to be produced last year and has worked well in evidencing clear governance approval for procurements completed.
4. There were 17 tenders approved as part of that report and below is an update on them all:
 - 5 – Tenders have been awarded
 - 3 – Tenders are currently ongoing
 - 1 – Tender did not progress and now delivered in-house
 - 1 – Tender did not progress as no longer required
 - 5 – Tenders publications dates were delayed and will now be published in 2022/23
 - 2 – Tender has not progressed as alternative delivery options are being considered
5. Please note that the 5 tenders delayed for publication have been included in the Tender Pipeline 2022/23 for auditable purposes.
6. The tender pipeline will be a live record which will be maintained by the Commissioning and Procurement Team and available for the supplier market to view on the Council's website.
7. In the event that new tenders are required during the year then individual Executive reports will be presented. Please note that this should be minimal because this should only occur where new funding is available.

What decision(s) are being recommended?

8. That the Executive approves:
 - the tender pipeline for 2022/23 including the delegation of responsibility for award to the relevant Director in consultation with their Executive Member

Rationale for the recommended decision(s)

9. To continue to have strong governance arrangement for procurement activity undertaken by the Council.

Other potential decision(s) and why these have not been recommended

10. There are no other decisions.

Impact(s) of the recommended decision(s)

Legal

11. This decision will enhance governance of procurement.

Strategic priorities and risks

12. The procuring of high quality services to meet the needs of our residents.

13. Potential to stimulate local market and create employment opportunity especially for high value contracts.

14. Ability to encourage and engage local supply chains especially for high value contracts.

Human Rights, Equality and Data Protection

15. An Impact Assessment has been completed and found no concerns that the Tender Pipeline and delegation of responsibility could have any adverse effects and the assessment is attached as Appendix B.

Financial

16. The decision will enhance Finance services knowledge of tender activity of the Council.

Actions to be taken to implement the recommended decision(s)

Action	Responsible Officer	Deadline
Publish the Tender Pipeline	Specialist Commissioning & Procurement Manager	30 th April 2022

Appendices

1	Appendix A – Tender Pipeline 2022/23
2	Appendix B – Impact Assessment

Background papers

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

Contact: Claire Walker
Email: Claire_walker@middlesbrough.gov.uk

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APPENDIX A

TENDER TITLE	DESCRIPTION OF SERVICE	ANTICIPATE PUBLISH DATE *	ANTICIPATED TENDER ROUTE	DIRECTOR (DELEGATED FOR AWARD)
Approved Supplier Contract - Aids to Daily Living	To procure a range of equipment for the TCES service in order to support the service delivery and meet the needs of people using the service.	Feb – Apr 22	Tender	Director of Adult Service and Health Integration
Short Breaks Framework	To create a framework of providers that can offer a range of short break provision to meet the needs of children and young people with a Disability and their families.	Apr – Jun 22	Tender	Director of Children’s Care
Alcohol Framework - TUCO	To procure a provider who can provide the Town Hall and other identified Council venues with a range of drinks as part of their service delivery.	Feb – Apr 22	Framework	Director of Regeneration
Soft Drinks Framework – TUCO	To procure a provider who can provide the Town Hall and other identified Council venues with a range of drinks as part of their service delivery.	Feb – Apr 22	Framework	Director of Regeneration
Stewarding -Orange Pip Market	To procure a provider to deliver event Stewarding for the Orange Pip Market	Feb – Apr 22	Tender	Director of Regeneration
Parking Ticket Machines	Supply and Maintain the parking ticket machines in Middlesbrough Car Parks	Feb – Apr 22	Tender	Director of Regeneration
Traffic Signal Loops and Detection - TRAFFIC DIRECT	Installation of traffic signal loops and detection	Apr – Jun 22	Tender	Director of Environment and Community Services
Street Lighting	To provide street lighting equipment	Apr – Jun 22	Framework	Director of Environment and Community Services

APPENDIX A

TENDER TITLE	DESCRIPTION OF SERVICE	ANTICIPATE PUBLISH DATE *	ANTICIPATED TENDER ROUTE	DIRECTOR (DELEGATED FOR AWARD)
Regional NEPO603 - Tyne Tees Independent Fostering Agency (IFA)	To procurement a regional framework of IFA providers for the North East Local Authorities in order to provide foster care placement for our Children Looked After.	April 2022	Tender	Director of Children's Services
Tees Sexual Health Prevention Services	To procure a range of preventative Sexual Health Services for the people of Middlesbrough. This could be 4 different services each tendered individually or collaboratively with other Tees Valley Local Authorities which is currently being determined.	Apr – Jun 22	Tender	Director of Public Health
Security Services	Provision of security services	Jul – Sep 22	Tender	Director of Environment and Community Services
Regulation 44 Visits	To secure a provider with the skills and ability to undertake the Regulation 44 visits to our in-house children's home provision.	Jul – Sep 22	Quotation	Director of Children's Services
Supply, Installation Maintenance of CCTV (carry over from 2021/22)	The supply, installation and maintenance of all CCTV cameras in Middlesbrough	Oct – Dec 22	Tender	Director of Environment and Community Services
Specialist Prescribing Service (carry over from 2021/22)	This Specialist Clinical Support Service offers support and interventions including prescribing, testing and detoxification for the treatment of alcohol or other drug dependence to adults and young people in Middlesbrough.	Oct – Dec 22	Tender	Director of Public Health

APPENDIX A

TENDER TITLE	DESCRIPTION OF SERVICE	ANTICIPATE PUBLISH DATE *	ANTICIPATED TENDER ROUTE	DIRECTOR (DELEGATED FOR AWARD)
Tees Positive Behavioural Support Framework	A framework of providers offering care and support for adults. This will likely be a collaborative procurement across the TV Local Authorities.	Oct – Dec 22	Tender	Director of Adult Social Care and Health Integration
Tees Advocacy Framework	A framework of providers offering a range of advocacy services for adults. This will likely be a collaborative procurement across the TV Local Authorities.	Oct – Dec 22	Tender	Director of Adult Social Care and Health Integration
Estate Management (Commercial)	To procure an Estate Management provider who will be responsible for the management of a range of commercial properties owned and ran by the Council	Oct – Dec 22	TBC	Director of Finance
Transport Services Contract	Provision of transport to convey Children to and from Schools, Special Schools, Colleges and Adults to Adult Day Centres and Other Sites	Jan – Mar 23	Tender	Director of Environment and Community Services
Highway Resurfacing	Highway resurfacing work in line with Middlesbrough's programmed carriageway works for 2022/23	TBC	NEPO Framework Call off	Director of Environment and Community Services
Tracking Devices (carry over from 2021/22)	Provision of tracking devices for Council owned vehicles	TBC	Framework	Director of Environment and Community Services
Structural Works on A66 Columns	A66 Column 20b AIP - NEPO211 Civil Engineering and Infrastructure Framework - Lot 1	TBC	TBC	Director of Environment and Community Services
Insurance Services (carry over from 2021/22)	Provision of insurance cover for the Council in relation to all events	TBC	TBC	Director of Finance

APPENDIX A

TENDER TITLE	DESCRIPTION OF SERVICE	ANTICIPATE PUBLISH DATE *	ANTICIPATED TENDER ROUTE	DIRECTOR (DELEGATED FOR AWARD)
Teesside Pension Fund Administration (carry over from 2021/22)	Provision of services to deliver the Teesside Pension Fund Administration	TBC	TBC	Director of Finance
Library Management System	Provision of a library management system	TBC	TBC	Director of Environment and Community Services
Oral Health and Tooth brushing Services	Collaborative procurement across the TV Local Authorities to provide services which deliver and support oral health and tooth brushing.	TBC	TBC	Director of Public Health
PAUSE	Service working with women who have had multiple children removed from their care in order to support them in order to avoid any further removals. This will likely be a collaboration procurement with other NE Local Authorities.	TBC	TBC	Director of Children's Services
Healthwatch	Healthwatch is an independent service commissioned in order to monitoring Health and Social Care delivery and act as advocates to raise any issues or concerns that the community may have. This will be a collaborative procurement with Redcar & Cleveland Borough Council	TBC	TBC	Director of Adult Social Care and Health Integration
Safe Haven	Provision of a safe late night space and physical and medical support to people who are vulnerable in the night time economy.	TBC	TBC	Director of Adult Social Care and Health Integration

* Please note that dates are not fixed and could be changed dependent upon circumstances.

TBC - procurement routes are still being considered to ensure the right route to market is identified.

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Tender Pipeline 2022/23			
Coverage:	Crosscutting			
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 checked="" type="checkbox"/>	Revision of an existing approach:	<input type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input type="checkbox"/>
Description:	<ul style="list-style-type: none"> • Key aims, objectives and activities Annual Executive approval of the Tendering Pipeline for the forthcoming financial year and seeking delegated authority to the relevant Director and Executive Member for contract award. • Statutory drivers (set out exact reference) There are no statutory drivers for this service, however, procurement must comply with a range of legislation and instruments, including but not exclusive, Public Contract Regulations 2015. The annual Tender Pipeline approval strengthens our internal governance arrangements. • Differences from any previous approach This is a new annual process introduced from April 2021. • Key stakeholders and intended beneficiaries (internal and external as appropriate) The Council, residents of Middlesbrough, local suppliers and supply chains • Intended outcomes To strengthen our internal governance in respect of the award of high value contracts. Increase the markets understanding of tender opportunities for the coming financial year. 			
Live date:	April 2022			
Lifespan:	April 2022 – March 2023			
Date of next review:	January 2023			

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*</p>	X	<input type="checkbox"/>	<input type="checkbox"/>	<p>The approval from Executive of the tender pipeline for 2022/23 and delegated responsibility to the relevant Director for contract award will ensure that the Council is being fair, open and transparent in all its formal tendering activity. It is not envisioned that this Tender Pipeline approval would negatively impact on individual Human Rights as enshrined in UK Legislation. Evidence includes analysis of performance against legislative requirements. E-tendering portal used to publish tenders and all suppliers are directed and encouraged to register on the portal which provides (this is free of charge)</p>

* 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>	<p style="text-align: center;">x</p>	<p style="text-align: center;"><input type="checkbox"/></p>	<p style="text-align: center;"><input type="checkbox"/></p>	<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 Tender Pipeline 2022/23 is in place to ensure that the Council is fair, open and transparent in all its tendering activity. The Tender Pipeline will ensure fair access to procurement opportunities for all. There are no concerns that these changes could result in adverse differential impacts on groups or individuals. Evidence includes analysis of performance against legislative requirements. E-tendering portal used to publish tenders and all suppliers are directed and encouraged to register on the portal which provides (this is free of charge).</p>

Screening questions	Response			Evidence
<p>Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	X	<input type="checkbox"/>	<input type="checkbox"/>	The Tender Pipeline 2022/23 is in place to ensure that the Council is fair, open and transparent in all its tendering activity. There are no concerns that the proposal could have an adverse impact on community cohesion. Evidence includes analysis of performance against legislative requirements. E-tendering portal used to publish tenders and all suppliers are directed and encouraged to register on the portal which provides (this is free of charge).
<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:	Claire Walker		Head of Service:	Louise Grabham
Date:	4 th January 2022		Date:	4 th January 2022