CABINET
5 NOVEMBER 2013

ITEM NO. .....

FEETHAMS DEVELOPMENTS
MULTI-STOREY CAR PARK (MSCP)

Responsible Cabinet Member – Councillor Chris McEwan,
Economy and Regeneration Portfolio
Councillor Nick Wallis, Leisure and Local Environment Portfolio
Councillor David Lyonette, Transport Portfolio

Responsible Director – Richard Alty, Director of Place

SUMMARY REPORT

Purpose of the Report

1. The purposes of this report are:

   (a) To update Members on options for the development of a Multi storey car park (MSCP) accessed from Beaumont Street.

   (b) To seek Cabinet approval for the development of the MSCP to the specification recommended within this report.

   (c) To seek delegated authority for the Director of Place, in consultation with the Director of Resources and the respective portfolio holders, to progress and finalise the design details and specification for the MSCP;

   (d) To seek agreement from Cabinet to use of the National SCAPE Framework as the preferred Procurement Strategy for the development;

   (e) To inform members of the estimated revenue financial consequences of the scheme noting the range of costs is dependant on varying factors in the future;

   (f) To seek the release of £7.0M for the construction of the MSCP.

   (g) To seek approval for a policy change in the operation of four Long Stay car parks (Park Place East, Park Place West, Hird Street and St Hilda's) extending the period for short stay parking to 3 hours.

   (h) The Procurement Plan will be updated to include the procurement of facilitating works for temporary car park required and referred to in the main report options at paragraph 40(c). Under the Contract Procedure Rules one of the responsibilities of Cabinet is to agree the Procurement Plan. This identifies the

route that contracts will take. The procurement of the works for the temporary car park decking has been assessed in accordance with criteria previously agreed by Cabinet, as non strategic.

Summary

2. Recent proposals for the development of offices to be occupied by the Department for Education (DfE) and of plans to develop a Cinema and Leisure complex on the former bus depot site mean that 430 public parking spaces will be lost from existing car parks in the Feethams area, (albeit those on the former bus depot were created temporarily pending development and were not seen as part of the long-term supply).

3. Given the net loss of parking spaces, and expected increases in demand for parking generated by the proposed developments, there is an urgent need to develop options for providing new parking in the Feethams area of the town centre.

4. To minimise land take for parking, the construction of a multi-storey car park on the site of Beaumont Street (North) car park has been identified as the preferred option.

5. Through the 'SCAPE' framework, in August the Council commissioned Willmott Dixon Capital Works Limited to develop initial design options for a multi-storey car park, with a cost plan, taking into consideration.

   (a) Impact on the local urban character

   (b) Quality of customer experience, including:

      (i) Lighting levels
      (ii) Pedestrian routes to Town Centre and to Feethams
      (iii) CCTV coverage
      (iv) Payment method - pay on foot (on exit), the preferred solution
      (v) Size of parking bays and Blue badge parking

   (c) Environmental impacts – with a presumption that design should aim to be as energy efficient as practicable.

   (d) Traffic movements

   (e) Option of providing flexible retail /office space, facing onto Beaumont Street, on the ground floor of the car park.

6. Taking into account the need to maximise the number of available parking spaces within the design constraints of the Beaumont Street site, the desire to develop a building in keeping with the local urban streetscape, the length of construction period and whole life costs, the initial design options look at:

   (a) Frame or construction solutions – e.g. Steel or concrete construction

(b) Layout solutions – footprint of the car park, location of access points, internal design and option of including some commercial retail and/or office space.

7. The main report and Appendix 1 (Multi-storey car park feasibility stage A/B) provide further detail on the construction and layout solutions.

8. Layout solutions include the option of extending the footprint of the car park to include the cobbled back lane immediately East of Beaumont Street North, and options of providing parking only or of including commercial space within the Multi-storey car park. The latter option would have design benefits, introducing active street frontage on Beaumont Street. However there are significant additional costs associated with fitting out the commercial space (estimated at between £600 - £800K, depending upon level of fit out required), with the risk that if not all the space is occupied and let at the expected market rate, then the capital costs will not be fully recovered.

9. Options for the construction solution and layout are summarised in table 1 below.

Table 1 – Multi-storey car park options / estimated cost and number of parking spaces

Table1	**Construction type and estimated cost**			
Option	Pre-cast concrete £M	Steel frame £M	Hybrid £M	Number of parking spaces
1. Car park only inc. use of lane	6.476	6.598	6.795	659
2. Car park only not using lane	6.379	6.504	6.684	629
3. Car park & 686 M^2 Commercial space inc. use of lane	7.502	7.626	7.804	625
4. Car park & 575M^2 Commercial space, not using lane.	7.352	7.477	7.641	597
Options with commercial space include fit out costs estimated to be £0.6M-£0.8M				
Client costs also included for Planning application, Building Regulations, Project Management, Quantity Surveying, CDM-C and Client risk. £0.202M for each option				

10. Officers have had early discussions with Shopmobility on the option of Shopmobility moving to a small unit within the multi-storey car park. This could be within the commercial space in options 3 or 4 or an addition to option 1 or 2. Appendix 2 shows a layout plan for option 1 with the addition of premises for Shopmobility. The costs of such relocation have not been included in the table above. Initial estimates for this work are in the region of £200K.

Recommendations

11. Based on an appraisal of the construction and layout options for the multi-storey car park covered within the main report, it is recommended that :-

(a) Members approve and release the allocation of £7.0M for the construction of the MSCP.

(b) Note the estimated revenue financial consequences of the scheme detailed in table 5 noting the range of costs is dependent on varying factors in the future.

(c) Members approve the procurement of the detailed design and construction of the multi-storey car park to include the option of providing premises for Shopmobility.

(d) Cabinet delegate authority to the Director of Place, in consultation with the Director of Resources and the respective portfolio holders, to progress the design details and specification for the MSCP.

(e) Cabinet agree to use the National SCAPE Framework as the preferred procurement route for the development.

(f) Cabinet agree to extend the eligible period of short stay parking at Park Place East, Park Place West, Hird Street and St Hilda's car parks from the current maximum of one hour to three hours.

Reasons

12. The recommendations are supported by the following reasons :-

(a) Based on evidence on demand for parking in the Feethams area, and projected increases in demand associated with new development, 650 parking spaces in the multi-storey car park is considered to be the minimum requirement in order to meet future parking requirements.

(b) Although the provision of commercial space would, if occupied, benefit the urban character of the car park, there is a significant risk that the Council is unable to lease the commercial space at the rate required to recover the additional cost in providing this space.

(c) Stopping up of cobbled lane immediately East of Beaumont Street North car park would have minimal impact on traffic and pedestrian movements. Access to the private parking area to the rear of 12 Houndgate will be retained.

(d) To enable the design to advance in line with the required timetable without the need for further Cabinet resolutions.

(e) The National SCAPE Framework is the preferred Procurement Strategy for the design and build for the proposed MSCP. It delivers value for money and enables the Council to work within the timescale required to develop the MSCP so as to minimise the period of disruption to the availability of parking in the Feethams area of the Town Centre.

(f) To increase the available options for short stay parking by visitors to the Town Centre. This change will also mean that the four car parks will have the same

tariff schedule as already in place in all other council long stay car parks (excluding Park Lane, near Bank Top Station).

Delegations

13. The delegation sought in 11(b) is sought to enable the design formulation and its approval to advance in a timely manner to ensure the necessary project timetable can be adhered to, so as to minimise the period of disruption to the availability of parking in the Feethams area of the Town Centre.

Richard Alty, Director of Place

Background Papers
Draft parking strategy 2014-2026
Town centre parking occupancy data 2012
Darlington Multi-storey car park feasibility Stage A/B

OJW: Extension 6047

S17 Crime and Disorder	Design of the multi storey car park will be to 'National 'Park Mark' secured by design standards.
Health and Well Being	Design of the car park will take account of the access requirements of disabled Town centre Visitors.
Carbon Impact	The design brief specifies that the design of the car park should as a minimum meet BREEAM - 'very good' standard.
Diversity	The Council and its appointed consultants will consider the needs of protected characteristic groups throughout the design process and construction of the car park. This includes meetings with representatives of affected groups as part of the design process.
Wards Affected	Central Ward
Groups Affected	Town centre businesses. All Town Centre visitors arriving by car including disabled visitors.
Budget and Policy Framework	This is an amendment to the budget framework and received Council approval on 28th November.
Key Decision	This is a Key Decision
Urgent Decision	No
One Darlington: Perfectly Placed	Development of the MSCP will help facilitate development in the Feethams area, and By providing good quality parking in the right location helps support the Town Centre Economy.
Efficiency	Design and construction of the MSCP will follow the Councils Capital Projects management framework. Whole life costs of operating and maintaining the car park will be a primary consideration in appraising design options. The car park will be a high quality design,

MAIN REPORT

Information and Analysis

Parking Demand

14. Recent approvals for the development of offices to be occupied by the Department for Education (DfE) and of plans to develop a Cinema and Leisure complex on the former bus depot site mean that 430 public parking spaces will be lost from existing car parks in the Feethams area, (albeit those on the former bus depot were created temporarily pending development and were not seen as part of the long-term supply).

15. Analysis of parking demand within the Feethams area, combined with forecasts on the need for additional parking arising from the development of the Cinema and Leisure complex and Department for Education Offices indicate that there is a requirement to replace all of the spaces lost and, within urban design and cost constraints to maximise the number of additional spaces provided.

16. Based on 2012 occupancy data for the four car parks in the Feethams Area (Town Hall A & B, Beaumont Street East & North) peak parking demand occurs between 12:00 Noon and 3:00PM on a Saturday, averaging 515 vehicles (Jan – Oct) rising to a 660 vehicles in December.

17. It is difficult to accurately forecast the peak parking demand generated from the Cinema and Leisure complex and when this will occur, although Saturday afternoon is likely to be the peak period. Based on evidence from other similar developments, and without accounting for dual purpose trips (e.g. shopping and a cinema visit) the peak parking demand on a Saturday is expected to be in the range 200 – 250 vehicles. Some of these trips will already being made to the town centre, therefore the net increase in demand will be lower.

18. Average peak parking demand at Feethams on a weekday usually occurs between 12:00 Noon and 1:00PM, averaging 409 vehicles (Jan – Oct) rising to a 510 vehicles in December.

19. When open both the Cinema and Leisure complex and Department for Education (DfE) Office will generate additional parking demand on weekdays. An initial assessment of the likely travel choices of DfE staff suggests that around 200 staff will arrive by car, accounting for holidays this will generate a peak demand of around 180 -190 parking spaces.

20. Through pricing policies, DfE, Council staff and other commuters will be encouraged to park on long stay car parks, outside of the Town Centre ring road.
    Based on existing demand there is capacity in these car parks to accommodate the additional commuter parking.

21. On a week day demand for parking associated with the Cinema and Leisure complex is likely to peak in the early evening, thereby avoiding the peak period for parking by people visiting the town centre to shop.

22. **Table 2** summarises the forecast peak parking demand, detailed in points 12-17 above.

Table 2	Usual Saturday peak	December Saturday peak	Usual weekday peak	December weekday peak
Current parking demand	515	660	410	510
Forecast demand from Cinema complex	200[a]	200	100 – 150[b]	100 – 150
Demand from DfE parking	-	-	190[c]	190[c]
Total	715	860	510 – 560	510-560

[a] This assumes at the peak demand 20% of vehicles associated with the Cinema and Leisure complex would already have been parked (for Town centre shopping etc..)
[b] Weekday peak demand from the Cinema and Leisure complex will occur later in the day, than the current peak.
[C] Through pricing policies it is recommended that DfE employees are encouraged to park in long stay car parks. A small number of operational staff and designated permits holders will require parking bays at Feethams.

23. Points 14-21 and table 2 consider parking demand in the Feethams area only. The Feethams car parks (Town Hall A & B, Beaumont Street East & North) do not operate in isolation from the rest of the parking in the Town centre and Town Centre fringe. Analysis of occupancy levels in other car parks shows that a number of car parks (e.g. East Street, Park Place West & East, and Chestnut Street) are not fully occupied. Even at peak periods there are around 500 spare spaces across these car parks.

24. Considering just the Feethams area alone in order to meet the forecast for peak parking demand on an average Saturday there is a need for a minimum of 715 parking spaces. It is recommended that for car parks to operate effectively they should not normally operate at greater than 85% full, which means planning for around 840 spaces.

25. To meet peak demand in December there would need to be 860 spaces, or to avoid exceeding 85% full, 1010 spaces.

26. Given the cost of operating and maintaining car parks (including business rates charged per space), and that there is sufficient car parking capacity on Saturdays (including December) in other nearby car parks (e.g. Park Place East & West and East Street) it is not reasonable or financially prudent to plan for providing for more than the usual peak demand, and to accept that on occasion occupancy of car parks will exceed 85% full.

27. Therefore it is recommended that we plan to provide a total of around 840 parking spaces within the Feethams Car Parks. That is in the new MSCP, new smaller Town Hall car park and Beaumont Street East.

Parking Supply

28. The brief for the multi-storey car park specifies that the design should aim to provide a minimum of 660 parking spaces. Initial design options, presented in the Feasibility Report Stage A/B (Appendix 1) provide between 597 and 659 spaces. (see table 3, below)

29. Estimated construction costs for the MSCP range from £6.38M to £7.8M, (including fit out of commercial space and client fees).

Table 3 – Multi-storey car park options / estimated cost and number of parking spaces

Table 3	**Construction type and estimated cost**			
Option	Pre-cast concrete £M	Steel frame £M	Hybrid £M	Number of parking spaces
1. Car park only inc. use of lane	6.476	6.598	6.795	659
2. Car park only not using lane	6.379	6.504	6.684	629
3. Car park & 686 M^2 Commercial space inc. use of lane	7.502	7.626	7.804	625
4. Car park & 575M^2 Commercial space, not using lane.	7.352	7.477	7.641	597
Options with commercial space include fit out costs estimated to be £0.6M-£0.8M				
Client costs also included for Planning application, Building Regulations, Project Management, Quantity Surveying, CDM-C and Client risk. £0.202M for each option				

30. The four car parks in the Feethams Area (Town Hall A & B, Beaumont Street East & North) currently provided 705 parking spaces.

31. The DfE office accommodation includes provision of a small number of parking spaces, most or all of which will be designated for use by operational and disabled staff

32. The planning application for the Cinema and Leisure complex, includes provision of 80 parking spaces, these are primarily for the use of guests staying at the budget hotel..

33. Table 4 details the number of public parking spaces which could be provided, based on the design options for the Multi – storey car park, parking adjacent to the new DfE office and on existing parking spaces on Beaumont Street East (122 spaces). Beaumont Street East is not currently part of the development proposals, (though in the long term there is an aspiration to develop this site). Table 4 also details in percentage terms the forecast level of occupancy during periods of peak demand

(excluding the December peak period).

Table 4 – Parking Supply Feethams Area and

MSCP option	Parking supply	% occupancy at Saturday peak
1. Car park only inc. use of lane	831	86%
2. Car park only not using lane	801	89%
3. Car park & 686 M^2 Commercial space inc. use of lane	797	90%
4. Car park & 575M^2 Commercial space, not using lane.	769	93%

34. Table 4 demonstrates that based on forecast levels of demand that, within urban design and cost constraints there is a clear need to maximise the number of available parking spaces in the new multi-storey car park.

35. Construction of the MSCP as described in option 1 or 3 will require the 'stopping up' of the cobbled lane immediately East of Beaumont Street North car park. The recommended approach is to apply for a Section 247 Order, under the Town and Country Planning Act 1990.

36. The process of 'stopping up the cobbled lane' has been built into the project plan and risk log for the MSCP.

Proposed Timetable for Construction of the MSCP

37. Timing of the award and signing of the contract for construction of the MSCP shall be dependent upon final contractual agreement for the development of the Leisure and Cinema complex.

38. From site mobilisation to completion of the MSCP will take around 12 months, based on the current timetable for the Leisure and Cinema complex, and the requirement for planning approval, Spring 2014 is the earliest that construction work on the MSCP could commence, with completion of the car park in Spring 2015.

Business Case

39. In assessing the strategic need (how does it help achieve our objectives for Darlington as a Place, including supporting the Town Centre Economy) the Business case for the MSCP can be usefully split into the following options:

    (a) Do nothing to replace parking spaces lost to the development.
    (b) Look at other solutions for providing additional parking, for example Park & Ride.
    (c) Construct a multi-storey car park in the Feethams area, one of the four sub-options detailed in table 4.

40. In considering the strategic case:

(a) **Do nothing** - As demonstrated by the evidence of parking demand, the do nothing option would result in a substantial under supply of parking in the Feethams area, reducing the number of spaces from 705 to 370, when the recommended number of spaces is more than 800. Although there is spare capacity in some other car parks, these are not currently where shoppers want to park meaning that not replacing the parking lost to development would have significant negative impacts on the Town Centre Economy.

(b) **Provide additional parking elsewhere e.g Park & Ride** - In 2006 the Council commissioned consultants to assess the potential for Park and Ride in Darlington, the report which looked in detail at traffic flows and data on the number of vehicles with a town centre destination, concluded that 'demand assessments have shown that the potential usage of a Park-and-Ride facility for Darlington is likely to be limited due mainly to the relatively small number of trips that are destined for the town centre and the difficulty in providing bus services that produce time-savings compared to the private car'.
Recent research undertaken in 2012 to support preparation of the Parking Strategy shows that based on survey responses from users of Town Centre car parks, 'convenient location' is by far the most important factor in choosing a car park[1].

(c) **Construct a MSCP in the Feethams area** - As evidenced in points 14-21, Feethams is an area of the Town Centre with a high demand for parking, with significant additional parking requirements arising from new development. Given constraints on the availability of land, and the economic benefits in developing the existing surface car parks, a MSCP provides the best opportunity to supply sufficient parking spaces to meet demand.

(i) Reviewing the four options for the MSCP set out in Table 3, design option 1 provides the most parking spaces and based on the pre-cast concrete frame solution is the most cost effective in terms of capital cost per space at £9,826;
(ii) Option 2 provides 30 less spaces and the pre-cast concrete frame solution costs £10,141 per space.
(iii) Options 3 & 4, though potentially more attractive in urban design terms provide considerably less parking spaces, have a additional cost estimated to be up to £0.8M for fitting out commercial space, and have the added risk that tenants would need to be found to occupy this space. Capital build cost and operational and maintenance costs will evaluated in more detail as the work on the design is progressed. At this stage accounting for capital cost the pre-cast frame solution is the most cost efficient.

[1] In a 2012 survey of 524 drivers 84.5% of respondents stated that they had chosen the parking space their car was situated in due to its 'convenient location'. Small minorities of respondents had done so due to 'price' (2.9%), it being the 'first parking space' respondents found (2.3%), 'habit/always park there' (1.7%), 'safety/security' (1.1%) and 'ease of parking' (1.1%).

Financial Implications

41. Table 5 summarises the financial appraisal of the revenue implications of the Council constructing the MSCP, this includes a forecast of impacts on revenue from parking, on business rate payments, operational management and planned maintenance costs and projected borrowing repayments. Figures shown cover a 40 year period starting in April 2014 and ending March 2054.

42. The changes to the Feethams area will have a short term impact on the Council finances in a number of ways.

    (a) In the short term, when accounting for, the new office, Cinema and Leisure complex there will be a net increase in business rates collected, 49% of which the Council will keep up until March 2020, when the government resets the baseline for growth in rateable businesses. Initial estimates are that there will be a net benefit of around £240K per year.

    (b) During the construction period, when numbers of parking spaces will severely reduce, there is likely to be some loss of revenue from car parks. Based on the proposed timetable of works and taking into account any mitigating actions the net loss of revenue, (accounting for VAT) has been estimated at £150K in 2014/15. This assumes that we provide alternative parking using other town centre car parks and through other temporary arrangements.

    (c) Contingency Plans are being developed to mitigate against the loss of parking during the Feethams construction works, these include signposting people to alternative car parks through a range of communication channels, changes to on street signage and provision of additional temporary parking spaces. The cost of implementing these schemes is estimated at £350K in 2014/15.

43. Following construction of the MSCP additional parking income is expected to be £160K per year and the net increase in the cost of NNDR in the region of £25K prior to the rates baseline reset. Running costs of the MSCP are estimated to be around £100k per year rising with inflation.

44. Planned maintenance costs over the 40 year period is expected to be in the region of £1.4M

45. The cost of the scheme, up to **£7.0M** will be financed through either prudential or internal borrowing until 2019/20. There is also the possibility of an interest free loan of up to £2.8m from the HCA, which would be repayable in 2017. Repayment of debt is included in the business case for the first three years after the MSCP is completed. It is expected that Capital receipts from the sale of land will be used to repay the outstanding debt in 2019/20 after that date no further payments will be necessary.

46. Another funding option for the MSCP would be for the Council to procure a private sector provider to build and operate the car park. This would avoid the Council having to find the capital to construct the car park, but would have the disadvantage that the Council could potentially lose up to £650K per annum in parking revenue

and would impact on the ability to influence the management of parking in the Town Centre as well as potentially reduce the level of control over the provision of Town Centre Parking. Officers have concluded that this alternative is less attractive to the Council in the medium to long term.

Table 5 – Revenue implications for the Council; of building a 659 space MSCP, cost £7.0M

Build a 659 space MSCP	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**Sub-total**	**2019-2054**	**Total**
	£000	£000	£000	£000	£000	£000	£000	£000
Car parking income lost – Net of VAT	150	0	0	0	0	150	0	150
Additional parking income (Post construction) – Net of VAT	0	-120	-160	-160	-164	-604	-9,233	-9,837
Change in Business Rates payment for car parks	-43	24	25	26	27	59	2,953	3,012
Additional operational costs of MSCP	0	96	99	101	104	400	5,851	6,251
Planned maintenance costs	0	0	10	0	10	20	1,335	1,355
Parking Contingency Works	350	0	0	0	0	350	0	350
Additional Business Rates from new development (cinema)	0	-18	-232	-243	-249	-742	-256	-998
Borrowing costs with 100% early repayment of debt through capital receipts by 2019/20	0	0	69	72	75	216	0	216
Net Impact	**457**	**-18**	**-189**	**-204**	**-197**	**-151**	**650**	**499**

Key assumptions

- Income from car parks is based on 2012/13 revenue
- The Government re-base the level of business rates in 2020, meaning that after that the Council will only benefit from an increase in Business Rate payments up to 2020.
- Borrowing costs are based on £7.0M prudential borrowing at a rate of 4.3%.
- NNDR payable for 659 MSCP is £139K at 2013/14 (Current NNDR on TH & Beaumont St North is £96K)
- Assumes inflationary increases on income, NNDR & running costs of 2.5% from 2018/19 onwards

Risks

47. Objectives of the MSCP project are to provide sufficient Town Centre parking in the right location to support the Town Centre Economy. To construct a MSCP which is easily accessible and attractive to park in, which is in keeping with surrounding buildings, is cost - efficient to operate and is constructed as cost effectively as possible within an agreed budget.
    Also, during the construction phase to minimise disruption, so that the Town Centre continues to attract the same number of visitors.

48. Risks to meeting these objectives are:

    (a) **Disruption to parking and to the Town Centre Economy during the construction period.** These are being addressed by a separate contingency plan to re-direct drivers to alternative car parks, to spread some of the demand further across the day and during the busiest periods of peak demand, to provide on a temporary basis additional parking capacity.

    (b) **Total project costs of the MSCP higher than anticipated.**
    The Council will employ an independent cost consultant to check quotes and provide assurances that the costs presented are realistic. The Project Team are satisfied that for Option 1 it is unlikely that the capital cost of the MSCP will ever exceed £7.0M (includes client cost).

    (c) **Demand for, and therefore income from parking is not as high as forecast.**
    Evidence presented in points 14-21, is based on actual levels of parking demand in 2012, and forecast demand from the new developments. Overall parking demand has grown by close to 10% over the period since 2010/11, and when further new development occurs, (for example at Central Park and within the Town Centre Fringe) demand for parking will increase further.

Corporate Landlord Advice

49. The Corporate Landlord is supportive of the proposed MSCP and on the assumption that Cabinet approval is granted, thought needs to be given to whether the operation of the MSCP is to be retained by the Council or the opportunity offered to the market. If the latter then the Corporate Landlord will need to take this forward in readiness. Likewise a decision on the ongoing maintenance of the structure and the revenue consequences also requires the involvement of the Corporate Landlord.

Procurement Advice

50. There are two suggested procurement routes for the design and build of the MSCP:

    (a) **Full 'OJEU':**

    A Full OJEU procurement of a design and build contract would be likely to add between 4 and 6 months to the timetable for completing the MSCP.

    (b) **SCAPE National Framework – for developments over £2million:**

    SCAPE (Scape System Build Limited) is a Local Authority controlled company which acts as a Contracting Authority and Central Purchasing Body as defined in the European Procurement Directives.

    The nature of the SCAPE Framework means that it has undergone the OJEU process, enabling approximately 4-6 months being shaved off the traditional OJEU timescale.

51. Both options are considered to deliver value for money as both go through rigorous market testing. With a traditional OJEU compliant design and build contract the submitted tender prices reflect the current construction market conditions but with differing percentages applied for individual contractor's overhead and profit. The SCAPE framework works with a Contractor procuring quotes during the development phase which are then presented to the Client.

52. The SCAPE framework is priced on an 'open book' basis with a minimum of three quotes provided for each work package at contract stage, and with a fixed percentage added for the contractor's overhead and profit. The current framework provider for projects in excess of £2million in value is Willmott Dixon.

53. In addition to the contractor's cost there is also a cost to utilise the framework, which is payable directly to SCAPE and based on a fixed 0.5% of the total project value.

54. To further ensure value for money is achieved by whichever route followed, the Council would employ an independent cost consultant to sense check the quotes and provide further assurance that the costs presented are realistic in relation to the current market conditions.

55. To ensure the project is delivered to the necessary timescales and ensuring sufficient measures to protect the Council's interests are in place and to ensure value for money is achieved as described above it is recommended that the SCAPE Framework is the preferred procurement route.

56. For the MSCP the Council would use the SCAPE3 framework contract, with a fee level applied by Willmott Dixon for overheads and profit of 1.75%.

Equalities Considerations

57. Individuals and groups with a protected characteristic have been consulted and their views considered in developing the Parking Strategy and proposed actions within

the strategy, including construction of a MSCP at Feethams.

58. Equalities implications will be considered during the formulation of the design to ensure the MSCP is compliant with the Equalities Act 2010.

Consultation

59. To inform the development of the Darlington Parking Strategy 2014 -2026, the Council has carried out detailed surveys and public consultation on parking in Darlington. Actions within the Parking Strategy include provision of multi-storey car parks, including the proposed site at Feethams.

Outcome of Consultation

60. Agreement that there is a requirement to provide sufficient parking spaces in the Town centre to meet existing and forecast demand for parking.