

Question		Answer
Item 12. Delegated Decisions		
1.	Why was the decision to award £19.987m of CRSTS capital funding to STDC for the Teesworks Multi-Modal Transport Hub made under delegated authority rather than by Cabinet?	This project has been approved by Cabinet on several occasions – January 2024 and March 2026. This project is one of four projects in the Teesworks Transport Improvements Programme that were accepted into the City Region Sustainable Transport Settlement (CRSTS) programme as a result of a formal change control request with Government in late 2025. This change, accelerated these projects and helped to mitigate the risks being presented by slower than anticipated progress on other schemes which risked money being lost to Tees Valley as a result of not being able to achieve contractual commitment to projects by March 2027. Once accepted by the Department for Transport into the CRSTS programme, the Teesworks Transport Improvement Projects were subject to the same approvals processes as any other schemes in the Investment Pipeline and in line with the approach taken for all CRSTS funded projects.

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		This involved the production of an Outline Programme Business Case for the four projects and subsequently four individual Full Business Cases, all of which were subject to TVCA's assurance processes as set out in the current Assurance Framework. Following completion of the Assurance Framework processes, the final stage is the formal signing off of the proposal. This is achieved through a "delegated decision" signed by Director of Infrastructure and S73 officer. The delegated authority was given to the Director of Infrastructure on 20 March 2026 by Cabinet in agenda item 15, The Local Transport Delivery Plan.
Item 13. Quarter 1 2026/27 Forecast Revenue & Capital Outturn		
2.	What evidence has led TVCA to conclude that interest due from Goosepool 2019 Ltd is of doubtful recoverability?	This is a prudent assumption based on not having received any of the interest due to date. It is consistent with the position in previous financial year's accounts and with the 2026/27 budget agreed by TVCA Cabinet in March 2026.
3.	What does TVCA mean by "potential financing of these loans by Goosepool 2019 Ltd"?	The wording refers to an assessment of the repayment of the principal of the loans.
4.	What is the total amount currently outstanding to TVCA from Goosepool 2019 Ltd?	£160.409m
5.	Does TVCA currently consider the principal of its loans to Goosepool 2019 Ltd to be fully recoverable?	Yes.

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6.	Is TVCA considering whether the underlying loans to Goosepool 2019 Ltd may be impaired?	TVCA keeps the position under review, but currently considers the underlying loans to Goosepool 2019 do not require impairment.
7.	Which Enterprise Zone site accounts for the £5.233m reduction in forecast business-rate income reported for 2026/27?	MGT Enhanced capital allowance site
8.	What is the total amount of interest that TVCA currently forecasts STDC will pay to TVCA over the remaining lifetime of its loans?	£228,637,598
Item 16. Local Transport Delivery Plan 2026/27-2031/32		
9.	“A number of projects are well advanced, including....South Bank New Station”. In the interim, would the TVCA prioritize the reopening of Platform 2 at the existing railway station, which has been closed since October 2024?	TVCA continues to work with Redcar and Cleveland Borough Council as owner and maintainer of the footbridge and Network Rail / Northern to try to re-open the bridge and station at the earliest opportunity to enable services to recommence at South Bank station. Progress is being made and further details are expected to be announced in coming weeks. However, TVCA also continue to collaborate with partners to develop proposals for a new station at this location which will improve the current access arrangements and provide step free access to both platforms. Further details will be

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		provided as this project progresses.
10.	Darlington Borough Council commissioned the Skertingham Railway Crossing Feasibility Study from Systra in 2022. The study clearly maps multiple overbridge and underpass options featuring roundabouts and alignments designed specifically to divert the link road past, and prevent impact, upon the Skertingham Plantation (Skunny Woods). The documents from the 31 July public consultation on the Darlington Northern Link Road only present a single 'Do Minimum' option that cuts through these woods. Did Jacobs Consulting take Systra's 2022 feasibility study into account when devising route options for the Darlington Northern Link Road Options Assessment Report, and the subsequent public consultation process?	NOTE: This question has been ruled out of scope by the Monitoring Officer as it does not relate directly to the report being considered by the Cabinet and will be dealt with under the live consultation process instead.
11.	Further to the meeting held at Teesside Airport on Wednesday 16 September 2026 between TVCA Director of Infrastructure Jonathan Spruce and local residents regarding Darlington Northern Link Road: The discussion highlighted two significant flaws in the Options Assessment Report prepared by Jacobs, namely: (1) The failure to identify conflicts between the route of the Darlington Northern Link Road and the County Durham and the Tees Valley Strategic Pipeline between Gainford and	NOTE: This question has been ruled out of scope by the Monitoring Officer as it does not relate directly to the report being considered by the Cabinet and will be dealt with under the live consultation process instead.

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	Longnewton (2) The failure to identify and assess the impact of the Variant C road option on the Biodiversity Land at Hall Garth Hotel, including potential loss of wildlife habitat, and a potential negative financial impact on Hall Garth Hotel, due to the failure to sell Biodiversity Net Gain Credits. Given the two oversights listed above, and the failure to take into account the recommendation of the 2022 Skerningham Railway Crossing Feasibility Study by Systra (as noted in Question 1 above): Will the TVCA now suspend the public consultation on the Darlington Northern Link Road until a revised Options Assessment Report can be prepared by Jacobs consultants?	
12.	Further to Tees Valley Mayor Ben Houchen's statement at two public events regarding the Darlington Northern Link Road as listed below: (1)BBC Tees, Mayor's phone in, 6 August 2025 "I think we're beyond that point because Darlington Council, a number of months ago adopted and approved at their full council meeting a masterplan for the north of Darlington development which included many, many houses being built in north Darlington and that Masterplan actually shows and is approved by Darlington Council the Darlington Northern	TVCA is following the scheme development process prescribed by the Department for Transport (DfT) in its Transport Analysis Guidance (TAG) suite and strongly refutes any suggestion that the process is predetermined.

	Link Road that goes through that development (Skerningham Garden Village).” (2) Mowden Hall, Mayor’s questions, 18 March 2026: Ben: “Yes. Darlington Council has a local plan, which is key as to where Skerningham Garden Village should and shouldn’t go. ...if we tell the Department for Transport (DfT) that we want to build this big road (around the outskirts of Darlington), they’ll say no; build the road through the middle, because you’ve already designated that in planning. The council has already approved it.” The above statements could be interpreted as a predetermination of the outcome of the public consultation. Therefore, the consultation documents should have contained a clear disclaimer stating that public comments by the Mayor should be disregarded, and that the route of the Darlington Northern Link Road hadn’t already been determined. As the consultation documents contained no such disclaimer, will the TVCA now consider the termination of the existing consultation process, to be replaced by a new one which makes it clear that the route of the Darlington Northern Link Road has not been predetermined.	
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