



North Tyneside Council

Cabinet

Friday, 16 June 2023

Monday, 26 June 2023 0.02 Chamber - Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY commencing at 6.00 pm.

Agenda Item	Page(s)
1. Apologies for Absence	
To receive apologies for absence from the meeting.	
2. To Receive any Declarations of Interest and Notification of any Dispensations Granted	
You are invited to declare any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest.	
You are also invited to disclose any dispensation in relation to any registerable and/or non-registerable interests that have been granted to you in respect of any matters appearing on the agenda.	
Please complete the Declarations of Interests card available at the meeting and return it to the Democratic Services Officer before leaving the meeting.	
3. Minutes	7 - 26

If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact democraticsupport@northtyneside.gov.uk.

To confirm the minutes of the meetings held on 22 May 2023 (Ordinary Meeting) and 1 June 2023 (Extraordinary Meeting).

4. Report of the Young Mayor

To receive a verbal report on the latest activities of the Young Mayor and Young Cabinet.

**5. North East Pathfinder (Foster with North East)
Collaboration**

27 - 34

To receive a report that seeks approval to the Authority being part of a Department for Education pilot project in the North East of England known as the North East Pathfinder (Foster with North East) Collaboration.

6. North Tyneside Air Quality Strategy

35 - 110

To receive a report that seeks approval and adoption of the North Tyneside Air Quality Strategy for 2023-2028.

7. North Tyneside Cycling Strategy

111 - 240

To receive a report that seeks agreement to the publication of the updated North Tyneside Cycling Strategy incorporating the Local Cycling and Walking Infrastructure Plan, and the updated North Tyneside Cycling Design Guide.

8. An Ambition for North Tyneside - Update

241 - 262

To receive a report that provides an update on the delivery of the Authority's 'Ambition for North Tyneside'.

Agenda Item	Page(s)
<p>9. An Ambition for the North West</p> <p>To receive a report that seeks to note the first stage of work undertaken in relation to the Ambition for the North West and agreement to the proposed policy priorities, delivery approach and next steps.</p>	<p>263 – 284</p>
<p>10. Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document</p> <p>To receive a report that seeks approval to the content of the Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document, publication and next steps following public consultation.</p>	<p>285 – 348</p>
<p>11. 2022/23 Finance Outturn Report</p> <p>To consider a report on the provisional 2022/23 outturn for the General Fund, Schools Finance and Housing Revenue Account.</p>	<p>349 – 502</p>
<p>12. Exclusion Resolution</p> <p>This is to give further notice in accordance with paragraphs 5(4) and 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to consider items 14 & 14 below in private.</p> <p>Cabinet is requested to consider passing the following resolution:</p> <p>Resolved that under Section 100A (4) of the Local</p>	

Government Act 1972 (as amended) and having applied a public interest test as defined in Part 3 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 1 & 3 of Part 1 of Schedule 12A to the Act.

Reasons for taking the item in private: the report in Items 13 & 14 contains information to the financial or business affairs of any particular person (including the authority holding the information).

13. Strategic Property, Longbenton 503 - 512

To receive a report to seek approval to the acquisition of derelict property.

14. Chief Officer Structure 513 - 522

To receive a report that seeks approval for adjustment to the Chief Officer Structure.

15. Date and Time of Next Meeting

Monday 31 July 2023 at 6.00pm.

Circulation overleaf ...

Circulated to Members of Cabinet: -

N Redfearn (Elected Mayor)

Councillor C Johnson (Deputy Mayor)

Councillor K Clark

Councillor P Earley

Councillor S Graham

Councillor J Harrison

Councillor Janet Hunter

Councillor H Johnson

Councillor A McMullen

Councillor S Phillips

**Young and Older People's Representatives and Partners of
North Tyneside Council.**

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Cabinet

Monday, 22 May 2023

Present: Dame N Redfearn DBE (Elected Mayor)(in the Chair)
Councillors C Johnson, P Earley, S Graham,
Janet Hunter, H Johnson, A McMullen and S Phillips

In Attendance: C Quinn (Young Mayor)
D Hodgson (Business Sector)
D McNally (Age UK, North Tyneside)
V Smith (Voluntary & Community Sector)

Apologies: Councillors K Clark and J Harrison
S Rennison (Northumbria Police)
R Layton (NT Joint Trade Unions Committee)

CAB1/23 To Receive any Declarations of Interest and Notification of any Dispensations Granted

Councillor S Graham declared a registerable personal interest in agenda Item 12: North Tyneside Trading Company–Strategic Business Plan 2023–2027 (CAB11/23), as she was a Director of North Tyneside Trading Company Limited and its subsidiaries.

Councillor C Johnson declared a registerable personal interest in agenda Item 12: North Tyneside Trading Company–Strategic Business Plan 2023–2027 (CAB11/23), as he was a Director of North Tyneside Trading Company Limited and its subsidiaries.

CAB2/23 Minutes

Resolved that the Minutes of the previous meeting held on 27 March 2023 be confirmed and signed by the Chair.

CAB3/23 Report of the Young Mayor

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The Young Mayor reported on the following activities in which he and Young Cabinet Members and/or Youth Councilors had been involved:

- Many meetings covering a variety of subjects had taken place with Cabinet Members, North Tyneside Council's officers and partners from VODA since the Young Mayor's last update.
- An allotment and small gardens event was being planned for the 27 June at The Quadrant with invitations to leads and caretakers from the secondary schools who were already registered with Eco Schools Award.
- The Young Mayor had attended Carbon Net Zero 2030 board meetings and had been impressed by how much was already being done in the borough.
- The Young Mayor had been invited to the unveiling of the new plastic bottle bin which had been donated by The Green Seas Trust.
- The Young Mayor had visited Shiremoor Adventure Playground, where he met with staff and young volunteers, and enjoyed a tour of the facilities, and he and the new Community Safety Committee planned to visit again.
- In memory of Youth Councillor and SEND Youth Forum Member Daniel Taylor, the Youth Councillors had agreed that they would raise money for a local charity that was connected to Daniel's pledge to have more accessible activities and places in North Tyneside.
- Youth Councillors had chosen to fund raise for the Pathways 4 All charity over this year with funds raised being presented at the end of the Young Mayor and Member Youth Parliament term in March 2024, also working to discover from the young members at the project the sorts of barriers that prevented their participation.
- Young People's Conference had been a great success with over 120 participants from 10 schools across the borough, with games and workshops exploring what barriers young people had in accessing places and activities, feedback planned at The Quadrant on 8 June 2023.

The Elected Mayor thanked the Young Mayor for his update and all the young people for their involvement in the various projects.

CAB4/23 Review of Part of North Tyneside Council's Hackney Carriage and Private Hire Licensing Policy

Cabinet received a report on the proposals for the commencement of a public

consultation exercise of part of the North Tyneside Hackney Carriage and Private Hire Licensing Policy.

This Policy sat as one of the policies under the North Tyneside Transport Strategy. It took into account the five principles of the Transport Strategy as well as the associated objectives in the Authority's North Tyneside Local Plan and importantly all relevant statutory guidance.

The current Policy was updated in May 2022, along with a set of objectives which included the promotion of environmental sustainability through the introduction of age standards for vehicles. To be introduced from 2024, the age standards establish an age requirement for new and renewal petrol and diesel vehicles.

In January 2023, Newcastle City Council and Gateshead Council Clean Air Zone was introduced. This included charges for any vehicle that does not meet the national vehicle emission standards, including any vehicle licensed by this Authority. In addition, approaches had been made from members of the licensed trade requesting that the Authority revisit the age standards and replace them with a similar emission standard to that of the Clean Air Zone. Due to this, it was considered prudent to test that this part of the Policy remained fit for purpose.

The North Tyneside Hackney Carriage and Private Hire Licensing Policy was attached at Appendix 1 to the report.

It was proposed that a period of engagement was undertaken on four options contained within paragraph 1.5.5 of the report. The 4-week consultation would include residents, local businesses, Elected Members, and members of the trade to seek their views on the four options which ranged from retaining current age standards to replacing them with emission standards of Euro 6 for petrol and diesel vehicles. At the conclusion of this engagement a further report would be provided to Cabinet for consideration.

Cabinet considered the following decision options: to either to agree the recommendations as set out in section 1.2 of the report, or alternatively, to not accept the recommendations.

Resolved that (1) the Director of Public Health, be authorised to commence public consultation on the options for the standards of licensed vehicles that could be

included within the North Tyneside Hackney Carriage and Private Hire Licensing Policy at Appendix 1 to this report; and
(2) a further report be received at the conclusion of the public consultation process when Cabinet would be asked to consider and determine any amendments to the existing age standards of licensed vehicles section within the North Tyneside Hackney Carriage and Private Hire Licensing Policy, or for the section to be replaced with different vehicle standards, having regard to the consultation responses.

(Reason for decision: To ensure that the Policy remains transparent, accountable, proportionate and consistent.)

CAB5/23 Approval of the Better Care Fund Plan 2023–25 and Authorisation to Enter Section 75 Partnership Agreement – Better Care Fund

Cabinet considered a report seeking approval for the draft Better Care Fund Plan for 2023–2025; and authorisation to enter into a partnership agreement under Section 75 of the National Health Service Act 2006 (“a section 75 Agreement”), following appropriate consultation.

The Authority was obliged by the “Better Care Fund planning requirements 2023–2025” published by NHS England as part of the Better Care Fund planning process to enter into a section 75 Agreement. All such agreements nationally must be signed and in place by 31 October 2023.

The Authority must submit its Better Care Fund Plan (BCF Plan) to NHS England by the national deadline of 28 June 2023. The BCF Plan required spending on all funding elements of the Plan to be jointly agreed by the Authority and the Integrated Care Board (ICB) and for such funding to be a “pooled fund” and for the fund to be governed by a section 75 Agreement.

The deadlines published for the 2023–2025 planning round required this report to come to this Cabinet meeting, to allow for consideration by the Health and Wellbeing Board on 22 June, prior to submission of the planning documents on 28 June. The documents submitted to Cabinet remained draft at this stage and requests delegation for the Director of Adult Social Care, in consultation with the Lead Member for Adult Social Care, to agree further changes as discussions with the ICB continue.

The planning documentation and s75 agreement would cover a two-year period 2023–2025 however, not all of the financial allocations for 2024/25 had been confirmed. It was anticipated that a further return would be required confirming the schemes and financial values in that year.

The BCF funding that the Authority would receive was dependent on the Authority having submitted an acceptable plan and entered into a Section 75 Agreement.

Cabinet considered the following decision options: either to agree the recommendations as set out in section 1.2 of the report; or alternatively, to not accept the recommendations and propose an alternative approval mechanism to ensure that the BCF Plan can be submitted by 28 June 2023 and an Agreement under section 75 of the National Health Service Act 200 is entered into before 31 October 2023.

Resolved that (1) the draft Better Care Fund Plan 2023–2025 be submitted to the Health and Wellbeing Board for further approval prior to submission to NHS England, be approved;

(2) the Director of Adults Services, in consultation with the Lead Member for Adult Social Care, be authorised to agree further changes to the plans prior to submission to NHS England; and

(3) the Director of Adults Services, in consultation with the Director of Resources, Director of Commissioning and Asset Management, and Head of Law, be authorised to enter into an Agreement under section 75 of the National Health Service Act 2006 and to implement the financial and administrative arrangements for the Better Care Fund.

(Reason for decision: The continuation of the Better Care Fund presents an opportunity to take forward the principles of the Health and Wellbeing Strategy. If the requirement to submit a Better Care Fund Plan by 28 June 2023 and enter into a Section 75 Agreement is not met by 31 October 2023 the release of funds by NHS England could be delayed).

CAB6/23 Public Spaces Protection Orders

Cabinet considered a report seeking approval for the commencement of a 4-week consultation exercise on the proposed extension of the Public Spaces Protection Orders (PSPOs) attached at Appendix 1 to the report.

North Tyneside Council was aware from its engagement work with residents, that they wanted the Authority to address environmental crime and deal with anti-social behaviour.

This was also a key priority for the Elected Mayor who had listened to residents and had supported the introduction of additional resources to tackle anti-social behaviour. This included an increase in the number of officers deployed to tackle anti-social behaviour issues, along with investment into the upgrade and expansion of the Authority's CCTV capability, with over thirty cameras operating across the Borough. This included three vehicles equipped with mobile camera units.

The Elected Mayor had also established an anti-social behaviour task force. The task force met with partners including the police and fire service, to ensure there was a joined-up approach to tackling this important issue.

In relation to Public Spaces Protection Orders, they were legal Orders that regulated the use of our public spaces across the Borough. The Orders, referred to as PSPOs, were introduced in October 2017. They controlled dogs and the consumption of alcohol.

When the PSPOs were made, they were to remain in force for a period of 3 years. The law prevented a longer period unless they were formally extended. In September 2020, Cabinet approved the three-year extension of these Orders, which were now due to expire in October this year.

It was therefore proposed that the Orders were extended by following the available legal process which included the need to undertake statutory consultation. Following completion of the consultation exercise; the intention was to bring a report back to Cabinet so that an informed decision can be taken as to whether or not to extend the PSPOs.

Cabinet considered the following decision options: either to agree the recommendations as set out in section 1.2 of the report; or alternatively, to not accept the recommendations and instruct that an alternative approach was taken.

Resolved that (1) the commencement of a 4-week consultation exercise on the proposed extension of the Public Space Protection Orders attached at Appendix 1 to the report, be approved;

(2) the Director of Environment, in consultation with the Cabinet Member for Environment and the Cabinet Member for Community Safety and Public Protection, be authorised to take all appropriate steps to undertake the consultation exercise and any ancillary matters relating to it; and

(3) a further report be received by Cabinet following the conclusion of the consultation exercise to consider the consultation responses and to determine if there were reasonable grounds for the Public Spaces Protection Orders to be extended for a further period of 3 years.

(Reason for decision: Section 1.5.4 of the report explains that the PSPOs in place within the Borough will expire on 19 October 2023. If the PSPOs are not extended before their expiry they will cease to have effect resulting in the Authority having no controls in place to tackle anti-social behaviour relating to dogs and alcohol across the Borough.)

CAB7/23 Connecting Communities – A Strategy for Community Hubs and Libraries

Cabinet considered a report seeking approval for the Authority's new 'Connecting Communities – A Strategy for Community Hubs and Libraries' as appended to the report .

On 28 May 2019, Cabinet agreed to explore the Authority's approach to Community Hubs as part of its Customer Service Programme. A further report was received on 22 February 2021, on the progress of the Customer Service Programme which had been significantly shaped by the Authority's response to the Covid-19 pandemic. The Authority's Covid-19 Recovery Programme directly informed the Customer Service Programme priorities and approach.

At its meeting of 17 October 2022, Cabinet reviewed progress of the Customer Service Programme, including progress to develop a Community Hubs Strategy for the Borough.

Currently, there were four Customer First Centres located across the Borough, each featuring a library and customer service offer to residents. There were also

two community centres situated in the northwest of the Borough (John Willie Sams and the Oxford Centre). These two centres offered a range of services delivered by the Authority or by partners in the NHS and community and voluntary sector, to support residents to improve their health and wellbeing and access vital support to improve their lives. A further eight branch libraries provided access to the library service in local areas across the whole of North Tyneside. There was also a wealth of additional Authority, voluntary, healthcare and other partner providers already operating services in and around the localities served by Customer First Centres and Libraries.

The Authority appreciated that people and communities were using its buildings differently, impacted in part by the Covid-19 pandemic and increasing digital approaches to accessing services such as government welfare benefits. The Authority had seen a significant increase in people choosing to access information, advice and support online, however, it was not the experience of everyone; residents had told the Authority that buildings and face-to-face services were sometimes still needed and were important to them.

The Connecting Communities Strategy had been developed with the purpose of bringing a range of services together in one location. Essentially, a 'one stop shop' for finding out about or using a wide range of services. These services would focus on promoting good health and wellbeing and strengthening community cohesion.

The Authority over the years, had been building and developing the social infrastructure required for the Connecting Communities Strategy. This included delivering town centre libraries as part of the four Customer First Centres, an extensive network of branch libraries, state of the art sport and leisure facilities, a vibrant cultural offer, investment in excellent parks and an ongoing commitment to the Borough's public realm, which was part of the Ambition for North Tyneside agreed by Cabinet in 2018.

Strong partnerships such as those with the voluntary and community sector and NHS were mature and tested. In particular, working alongside the Northeast and North Cumbria Integrated Care Board, to prioritise prevention and shift funding towards more preventative services, as well as delivering a proportionate universal offer for all residents.

The Connecting Communities Strategy builds upon the great work that had already been achieved and provides a vision and plan for the future of Community Hubs to ensure they continued to meet and respond to resident need on a local level. The Strategy had the following five strategic aims:

- i. Prioritising prevention; helping to reshape existing funding away from acute health and care services and into preventative action, to tackle long-standing health disparities, improve quality of life, sustain independence, and reduce costs.
- ii. Proportionate universalism; being part of a universal offer across all stages of people's lives, with targeted support where inequality gaps are the widest.
- iii. Facilitating digital inclusion; supporting residents to get online and engage with digital services by choice, rather than being forced online or left behind.
- iv. Valuing communities; as active partners, ensuring services are able to respond and be flexible to evolving need.
- v. Making best use of the Borough's social infrastructure, including open spaces, to help people be physically active and connect with others.

The scope of the Connecting Communities Strategy which was summarised in section 1.5.4 of the report, sets out an ambition for six reimagined Community Hubs developed from existing services at; Wallsend Customer First Centre; North Shields Customer First Centre; Whitley Bay Customer First Centre; The White Swan Centre, Killingworth; John Willie Sams Centre, Dudley; and The Oxford Centre, Longbenton. Each Hub would value their local communities as active partners and listen and respond to evolving needs. The Hubs would play a vital role in the delivery of the Our North Tyneside Plan, making the Borough an even greater place to live, work and visit.

An 18-month Delivery Plan would be developed, and progress would be monitored by the North Tyneside Health and Wellbeing Board, as part its monitoring of the Equally Well 2021-2025, action plan. This Strategy was part of the work to create and develop healthy and sustainable places and communities

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and would be monitored by this subgroup of the overall Board. A detailed benefits realisation plan would also be developed as part of the Delivery Plan, to ensure that close attention can be paid to how progress was being delivered against the stated outcomes for the strategy and the Hubs.

Cabinet considered the following decision options: either to agree the recommendation as set out in section 1.2 of the report, to not accept the recommendations, or alternatively, to request officers to make amendments to the Connecting Communities Strategy and bring a further report to Cabinet for it to consider those amendments.

Resolved that the 'Connecting Communities – A Strategy for Community Hubs and Libraries' as appended to the report, be approved.

(Reasons for decision: North Tyneside's Health and Wellbeing Strategy Equally Well 2021-2025, makes clear the challenge of health inequalities in the Borough. The strategy will ensure that the Authority's buildings and services are focussed on meeting local need, continually reviewing and targeting support where its most needed helping to reduce the underlying causes of health inequalities.

The Connecting Communities Strategy also provides a refreshed plan for Libraries.)

CAB8/23 A Cultural Plan for North Tyneside 2023-2030

Cabinet considered a report seeking approval to create a 'A Cultural Plan for North Tyneside 2023-2030' as appended to the report.

Following agreement with the Cabinet Member for Culture, Sport and Leisure in September 2021, the process of initiating consultation on a cultural strategy for North Tyneside began in April 2022. The agreed approach was that, while the Authority should take the initiative in providing a framework for the cultural offer, the active engagement of the wider public sector, private and voluntary sectors would also be vital. The strategy would be one for the Borough, not just the Authority.

Iain Watson OBE (former Tyne & Wear Archives & Museums Director) and Catherine Hearne (formerly CEO Helix Arts and BBC Executive) were

commissioned to undertake a process of consultation which would result in a boroughwide strategy and cultural partnership, consistent with the Arts Council England (ACE) guidance in their ten year plan *Let's Create* (2020-2030), which emphasised the establishment of broad based cultural partnerships, in developing the cultural offer for the benefit of residents and the economy.

In the first phase of consultation a programme was mapped out to target all four quarters of North Tyneside and initially invite those working in, or closely with, the cultural sector to share their views on the way forward for culture in North Tyneside. Four engagement sessions took place in April/May 2022 in North Shields, Longbenton, Wallsend and Whitley Bay and were limited to 20 participants per session. In total 57 people participated in this phase of consultation.

Following the initial consultation, a number of gaps were identified in relation to ethnicity, age, disability and sexual identity, which were addressed through a series of bespoke sessions with representatives from those groups. A bespoke session for library managers was arranged as well as a presentation to the Senior Management team in the Authority, through the Leadership Forum, and the wider Regeneration, Economic Development and Culture management team.

Elected Members were engaged through the Culture and Leisure Sub Committee and briefings with the Elected Mayor and Deputy Mayor, as the relevant Cabinet Member. Wider networks, including the Local Cultural Education Partnership and Culture Health and Wellbeing Network, had commented on emerging themes. Individual conversations were also held with influential cultural leaders, who lived in the borough but were not necessarily active in its cultural networks, in order to generate both interest and engagement in cultural activity in North Tyneside.

Wider public consultation was key to the final phase of engagement around the strategy and a survey was widely disseminated to facilitated this. In total 359 responses were received to the public survey, an analysis of which was provided as part of the report to Cabinet in November 2022. Overall, responses identified a significant degree of engagement in cultural activity; a strong sense of the importance of culture in people's lives; a significant sense that children and young people should have greater access to cultural activity; and a powerful sense that cultural activity makes North Tyneside a better place in which to live, work and visit.

In terms of cultural partnerships, Cabinet's agreed draft Cultural Plan was shared with key partners, Authority Officers and the Cabinet Member for Culture, Tourism and Events. Comments were received up until the 4 April 2023, and incorporated into the draft Plan appended to the report. The Plan reflected the challenges outlined in the report to Cabinet in November; recognised the diversity of the cultural offer in North Tyneside; and set out the necessary steps to meet the strategic objectives for the transformation of culture in the Borough.

Organisations were invited to endorse the Plan and add their logo to the draft by way of signalling their support for the approach outlined. A call out was made for the position of Chair of the Cultural Partnership, to work closely with the Authority's Head of Culture on the monitoring and delivery of the Plan. That call resulted in the endorsement of Chair, Katy Fuller (Pinwheel) and Vice-Chair, Stella Hall (Creative Producer) at the inaugural meeting of the North Tyneside Cultural Partnership on 30 March 2023, which saw over 30 representatives from the wider cultural sector in attendance. The initial meeting worked through the challenges in the Plan with a view to developing initial action points to cover the first two years of the Plan period.

The partners who had signed up to the Plan were committed to working together to meet the challenges outlined, deliver the impacts indicated and improve the cultural life of the residents of North Tyneside.

North Tyneside Creates – A Cultural Plan 2023–2030 would be the starting point of an exciting partnership journey, improving the cultural life of all and boosting the growth of the cultural sector.

Cabinet considered the following decision options: to either to agree the recommendations as set out in section 1.2 of the report and take forward with partners the development of a Cultural Strategy for North Tyneside, or, alternatively, to not accept the recommendations and not progress the development of a Cultural Plan for North Tyneside.

Resolved that (1) the '*North Tyneside Creates* - A Cultural Plan for North Tyneside 2023–2030' appended to the report, be approved;
(2) the Director of Regeneration and Economic Development, be authorised to work with partners to develop the North Tyneside Cultural Partnership, to drive

forward the delivery and monitoring of the Plan; and

(3) Cabinet receive annual updates on progress against the key challenges and strategic objectives of the Plan.

(Reasons for decision: a) the Cultural Plan supports the Authority's objective to develop a thriving economy; b) is consistent with the objectives of the Authority's Equally Well strategy for health and wellbeing; and c) supports the strategic objectives of Arts Council England in promoting place-based strategies for culture.)

CAB9/23 An Ambition for Wallsend

Cabinet received a progress report on delivering the Wallsend Town Centre Masterplan since November 2022 including consultation feedback to the draft plan, and seeking approval for the final Masterplan and progress of individual projects within it.

On 28 March 2022, the Cabinet received a report that set out a set of policy priorities for Wallsend Town Centre as set out in section 1.2 of the report. These priorities were developed with the Deputy Mayor following engagement with the councillors for Battle Hill, Howdon, Northumberland and Wallsend wards to inform a Masterplan for Wallsend which was identified as a priority in Our North Tyneside Plan 2021-2025. Officers then prepared a draft Masterplan which reflected the Authority's ambition for Wallsend, delivered on the three policy priorities and included a series of projects to deliver them. The draft Wallsend Masterplan was attached at Appendix 1 to the report.

This draft Masterplan was approved by Cabinet on 28 November 2022 followed by engagement with residents, businesses and other stakeholders on the plan.

The draft Masterplan proposed fourteen interventions that would deliver the three policy priorities for Wallsend, as identified by Cabinet in section 1.5.3 of the report.

The scope of the Masterplan area was agreed by Cabinet in March 2022. It covered High Street East and West, the Forum shopping centre and Station Road, with their surrounding catchment area of housing. It also included the Segedunum Roman Fort & Museum and Wallsend riverside as far as Davy Bank. To the north it included the Parks, Wallsend Hall, and the former Buddle School

and arts centre.

In addition, since March 2022, the Authority had been working to better understand the issues, challenges and opportunities in Wallsend focussing in particular on the three policy priorities of housing, place and employment. This work included:

- A review of recent reports such as the surveys of town centre businesses and customers in 2021 (the “Understanding the Heart of our Town” report.).
- An assessment of the town centre’s buildings, roads, streets, footpaths and public spaces and development of ideas for improving them.
- A review of the local property market to better understand the supply of and demand for homes, shops and offices.
- Review of opportunities to support residents in securing employment and improving their skills e.g., adult education and a “Working Well” hub.
- Creation of the Tyne Task Force with the NTCA, Port of Tyne, businesses and other local authorities marketing the offshore energy opportunities under the ‘Tyne Powered’ brand and providing a collective voice to talk to Government.
- A review of traffic flows, transport usage and car parking.
- Working with the Academic Health Science Network who ran an arts project examining how towns can nurture positive mental health and wellbeing.

The fourteen projects, summarised in Appendix 2 to the report, were mostly based on a place or building, those covering Business Support, Employment Support and Events & Animation apply throughout the masterplan area.

As a listening Authority, the views of residents, businesses and other interested parties on the draft masterplan had been sought and taken into consideration to help the Authority shape its thinking prior to producing a final version of the plan. Consultation on the masterplan took place between 19 January and 3 March 2023. Opportunities to view the masterplan and comment were available both digitally and face to face. Before this, officers had spoken with some key stakeholders including NewRiver (owners of the Forum), Nexus in relation to the bus/metro station and Tyne & Wear Archives and Museums as operators of Segedunum. A slidedeck in Appendix 3 to the report provided visual analysis of the feedback. This included a summary of comments received on the individual projects. The main findings were summarised in section 1.5.5 of the report.

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The individual projects were at various stages of development, for example the Authority had already secured just under half a million pounds of funding for repairs at Segedunum Museum and in February, submitted an application for lottery funding for its wider transformation.

In the town centre, the Authority had secured almost £2 million of grant funding from the Combined Authority and now delivering a package of measures including business support for new and established businesses, shop front grants, improved walking and cycling routes and for events. On housing, building on the work at Charlotte Street, included working with partners to improve existing housing conditions, refurbish run down homes and develop new housing. The Authority also continued to work with Adavo, the Town Hall owners, to bring forward development of the Buddle and earlier this month went out to the market to seek a new operator for the Civic Hall.

The Authority would continue to investigate funding to help deliver its ambitions and look forward to Government announcing the next call for applications to its Levelling Up Fund grant programme. All of this would be underpinned by the Authority's employment support initiatives such as a Working Well Hub to ensure Wallsend's residents had the support they needed to access job opportunities in Wallsend and beyond.

Subject to Cabinet agreeing to grant authority to officers to produce the final version of the Wallsend Masterplan in consultation with the Elected Mayor and Members, the proposed next steps included: Refining a Delivery Plan for the Masterplan which would set out the timings, delivery partners and potential sources of funding for the projects contained in the Masterplan; Progress and support the delivery of those schemes contained in the Masterplan for which funding had been secured; and Securing external funding for those elements of the Masterplan for which funding was not currently in place.

Cabinet considered the following decision options: either to agree the recommendations as set out in paragraph 1.2 of the report; or alternatively, to not accept the recommendations.

Resolved that (1) the progress made in delivering the Wallsend Town Centre Masterplan since November 2022, be noted;
(2) the proposed amendments to Project 6: of the draft Wallsend Masterplan

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'Housing Streetscape Improvements' set out in section 1.5.5 of the report, be agreed; and

(3) subject to (2) above, the Chief Executive, Director of Resources and Director of Regeneration and Economic Development, in consultation with the Elected Mayor, Deputy Mayor and Cabinet Member for Finance and Resources, be authorised to approve the final version of the Wallsend Town Centre Masterplan and to progress the delivery of the Masterplan.

(Reason for decision: This will enable the Authority to progress the regeneration of Wallsend Town Centre and the individual projects within it.)

CAB10/23 Exclusion Resolution

Resolved that under Section 100A (4) of the Local Government Act 1972 (as amended) and having applied a public interest test as defined in Part 3 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act.

CAB11/23 North Tyneside Trading Company – Strategic Business Plan 2023–2027

(Councillors S Graham and C Johnson declared a registerable personal interest in the following item, left the meeting and took no part in discussions).

Cabinet considered a report seeking approval for the proposed North Tyneside Trading Company – Strategic Business Plan 2023–2027.

In December 2012, the Authority established the North Tyneside Trading Company Limited (the 'Trading Company'), to act as the Authority's vehicle for trading opportunities. The Authority was the sole shareholder of the Trading Company. Cabinet was the shareholder's representative for the Trading Company and the Trading Company presented to Cabinet each year, for approval, its Strategic Business Plan.

A revised shareholder agreement between the Authority and the Trading Company was presented, which sets out how the Company would conduct its affairs on a day-to-day basis and details how the Authority would oversee the

performance of the Company, both financial and otherwise. There were no major changes to the Shareholder Agreement, which had been refreshed to reflect the current operating arrangements in place.

This report also sought approval around the principles for new Loan Finance Agreements between the Authority and the two subsidiary companies of the Trading Company, (North Tyneside Trading (Development) Company Limited and Aurora Properties (Sale) Limited.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report, or alternatively, to not approve the recommendations.

Resolved that (1) The North Tyneside Trading Company – Strategic Business Plan 2023-2027, be approved;
(2) the 2023-24 Shareholder Agreement between North Tyneside Council and the North Tyneside Trading Company, be approved;
(3) the Heads of Terms for a long-term Loan Finance Agreement between North Tyneside Council and the North Tyneside Trading (Development) Company Ltd be approved, and the Director of Resources be authorised to agree the final loan documents in accordance with these principles; and
(4) the Heads of Terms for a Loan Finance Agreement between North Tyneside Council and Aurora Properties (Sale) be approved; and the Director of Resources be authorised to agree the final loan documents in accordance with these principles.

(Reason for decision: It will support the delivery of the Elected Mayor and Cabinet's commitments within the Our North Tyneside Plan to deliver more quality affordable homes, tackle derelict properties and support the ambition for North Tyneside to be carbon neutral by 2030.)

CAB12/23 Corporate Risk Management Summary Report

Cabinet considered a report which detailed the corporate risks that had been identified for monitoring and management by the Authority's Senior Leadership Team and relevant Cabinet members. The report also provided detailed information on each risk and how it was being managed.

Cabinet

Cabinet considered the following decision options: to consider the information provided for each of the corporate risks and endorse the outcome of the latest review by the Authority's Senior Leadership Team; and after consideration of the detailed information provided for the corporate risks, suggest changes to the corporate risks and their controls.

Resolved that the latest review of key corporate risks undertaken by the Senior Leadership Team, be endorsed.

(Reason for decision: Each of the corporate risks has undergone substantial review and challenge as part of the corporate risk management process. This is designed to provide assurance that corporate risks and opportunities are being identified and appropriately managed.)

CAB13/23 Date and Time of Next Meetings

Thursday 1 June 2023 at 6.00pm (Extraordinary Meeting)

Monday 26 June 2023 at 6.00pm (Ordinary Meeting)

Minutes published on 26 May 2023.

The decisions contained within these Minutes may be implemented (unless called in by 3 Non-Executive Members for consideration by the Overview, Scrutiny and Policy Development Committee) immediately following the expiry of the call-in period; i.e. 5.00pm on 5 June 2023.

Cabinet

Thursday, 1 June 2023

Present: N Redfearn (Elected Mayor) (in the Chair)
Councillors C Johnson, S Graham, J Harrison,
A McMullen, S Phillips, Janet Hunter and P Earley

In Attendance: D Hodgson (Business Sector)
S Roe (Age UK, North Tyneside)
S Rennison (Northumbria Police)

Apologies: Councillors K Clark and H Johnson

CAB15/23 To Receive any Declarations of Interest and Notification of any Dispensations Granted

No declarations of interest or dispensations were reported.

CAB16/23 North East Devolution

Cabinet considered a report on the public consultation undertaken by the seven Councils across the North East in respect of HM Government proposals on a “minded to” devolution deal; and sought approval to submit the Consultation Report at Appendix 1 to the Secretary of State as the next step in the process of establishing the new mayoral combined authority.

Cabinet considered recommendations as set out in section 1.2 of the report.

Resolved that (1) the content of the report and the Consultation Report at Appendix 1, be noted;
(2) the consultation that had been undertaken was sufficient for the purposes of the legislation and that the findings set out in the Consultation Report demonstrated that the statutory criteria in paragraph 1.5.6 of the report had been met;
(3) the Consultation Report should be submitted to the Secretary of State be agreed so that the Secretary of State can:

Cabinet

- a. Consider whether they are satisfied that the consultation has been sufficient and that the statutory criteria have been met; and
- b. (if so satisfied) request Parliament to make an Order to abolish the existing combined authorities and establish the North East Mayoral Combined Authority;

(4) the consent to the making of the necessary Statutory Order in principle, be agreed; and

(5) the Chief Executive, in consultation with the Elected Mayor, be authorised to take all steps necessary to implement the above proposals, including (but not limited to) finalising the terms of the Consultation Report which is submitted to the Secretary of State.

(Reason for decision: The submission of the Consultation Report to the Secretary of State is the next step in the process to establish the Mayoral Combined Authority for the region and access to the benefits of devolution.)

CAB17/23 Date and Time of Next Meeting

Monday, 26 June 2023 at 6.00pm.

Minutes published on Tuesday, 6 June 2023.

The decisions contained within these Minutes may be implemented (unless called in by 3 Non-Executive Members for consideration by the Overview, Scrutiny Co-ordination and Finance Committee) immediately following the expiry of the call-in period; i.e. 5.00pm on Tuesday, 13 June 2023.

North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: North East Pathfinder (Foster with North East) Collaboration

Portfolio(s): Children Young People and Learning	Cabinet Member(s): Councillor Peter Earley
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Report from Service

Area: Health, Education, Care and Safeguarding

Responsible Officer: Julie Firth, Director of Children's Services (0191) 643 5943

Wards affected: All Wards

PART 1

1.1 Executive Summary:

The purpose of this report is to seek Cabinet approval to the Authority being part of a Department for Education pilot project in the North East of England known as the North East Pathfinder (Foster with North East) Collaboration. The project is designed at improving the recruitment and retention of foster carers.

In response to the Independent Care Review published February 2021 and the launch of the Children's Social Care Implementation Strategy; 'Stable Homes, Built on love' in February 23, the Department for Education (DfE) has committed to recruiting 9,000 foster carers by 2026. The Department is seeking to deliver a holistic package of intervention on a regional basis to support the greatest sufficiency pressures and put in place end-to-end improvements that support boosting foster carer numbers. Subsequently the DfE have selected the North East as the UK's national pilot / pathfinder region for a fully-funded, 1 year project to improve foster carer recruitment and

retention and have selected Together for Children Sunderland as the regional implementation lead.

1.2 Recommendation(s):

It is recommended that Cabinet:

1) Agree to the Authority becoming a member of the North East Pathfinder (Foster with North East) and the regional collaboration for the duration of the 1 year pilot scheme; and

2) Authorise the Director of Children's Services to take all necessary steps to implement the preceding recommendation.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 19 May 2023.

1.4 Council Plan and Policy Framework

This report relates to the following priority in the 2021/25 Our North Tyneside Plan:

A caring North Tyneside:

- Our People will be cared for, protected and supported if they become vulnerable including if they become homeless.

1.5 Information:

1.5.1 Background

The pathfinder project and regional collaboration is separated into three strands, support hub for a regional recruitment process, communications/marketing campaign and a further roll out of the Mockingbird model of foster care. This model of care has a hub home foster carer who supports a group of carers known as a 'constellation' by building strong relationships with each of them. Carers are supported to feel empowered and support one another with any problems that may arise. The Authority has one Mockingbird constellation and within this regional pilot, plans are underway to develop the second one in the Autumn.

The regional support hub strand of this project will have a number of functions, including receiving initial enquiries in a timely way and obtaining further information from prospective foster carers, but also supporting them through their assessment journey including providing a 'buddy scheme' with local, existing foster carers and providing a regional training offer. There will be telephone conversations or 'check ins' with prospective carers within the hub to ensure that the prospective foster carers are still on track and to maintain positive relationships on their journey to becoming foster carers and to identify any challenges that might derail them from successful approval.

These elements require support hub staff to be able to record their work in a case management system from which detailed reporting can be provided to support analysis of the overall success of the hub in terms of the project's foster carer recruitment goals, as well as day to day operational analysis e.g. an operational dashboard. There is a need to receive external data from other Local Authority areas to update the hub as to the progress of prospective foster carer journeys to aid this analysis. Further work in respect of this element is being developed within a data and performance subgroup.

To offer further detail, the support hub will aim to:

- Increase completed fostering applications from target groups which will broaden the demographic of carers and help those children/young people who may be most difficult to place such as teenagers, those with the greatest needs and Unaccompanied Asylum-Seeking Children (UASC). Information from the support hub will look to address misconceptions about who can foster and different fostering options.
- Increase the number of quality enquiries ensuring those who progress through to application have the skills and appropriate intentions to enter into foster caring.
- Increase the conversion rate from initial enquiry to application, given the increased volume of enquiries, measured by data gathering and evaluation.
- Regional collaboration to set a consistent and coherent narrative and to lay the groundwork for regional care cooperatives in the longer term, should this be taken forward.
- Collaboration in respect of further roll out of the Mockingbird project is also proposed. This funding is to meet additional costs that will arise as a

result of expanding the number of constellations in each Local Authority by 1-2. Further information in respect of the roll out of Mockingbird regionally will be shared in due course.

1.6 Reasons for recommended option:

Foster cares in North Tyneside provide high quality care for some of our most vulnerable children and as such we value, highly, the part they play in making a difference to children's lives. Ideally we would want to be able to offer more children and young people the family based care provided by our foster cares.

The Directors of Children's Services within 12 North East local authorities in scope for this pilot have agreed to work with Sunderland City Council as the lead to develop the project. On a national and regional level, recruiting sufficient numbers of foster carers for the number of children requiring care remains a challenge. Testing out this way of working, alongside North Tyneside now being a Fostering Friendly Employer, may reduce some of these challenges.

Recruiting more foster carers to support children and young people being cared for in fostering families within the Borough, is a priority. This pilot will enable us to consider if this has been of benefit in recruiting more carers to achieve this. The costs associated with using external providers can be high and so it is hoped this will see a reduction.

Extending the Mockingbird model of care within this pilot, ensures we continue to offer robust support to current foster carers in the valuable roles they have in caring for vulnerable children.

1.7 Appendices:

None.

1.8 Contact officers:

Julie Firth, Director Children's Services, Children, Young People and Learning
(0191) 643 5943

Claire Brodie, Interim Senior Manager, Children in Care, Health, Education, Care and Safeguarding

1.9 Background information:

Background documents considered for this proposal;

Independent Review of Childrens Social Care at: [Independent review of children's social care: final report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/428242/independent-review-of-childrens-social-care-final-report-2016.pdf)

Stable Homes, Built on Love: Implementation Strategy and Consultation at [Children's social care stable homes built on love consultation \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/428242/stable-homes-built-on-love-implementation-strategy-and-consultation.pdf)

Integrated Impact Assessment at northtynesideintranet.moderngov.co.uk/ecCatDisplay.aspx?sch=doc&cat=13343

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no costs attached to this pilot and the DfE is fully funding this for 1 year.

2.2 Legal

Under section 22G of the Children Act 1989 the Authority is required to take steps to secure, so far as reasonably practicable, sufficient accommodation within the Authority's area which meets the needs of children that the Authority is looking after and whose circumstances are such that it would be consistent with their welfare for them to be provided with accommodation that is in the Local Authority's area (the so-called 'sufficiency duty'). In order to comply with this duty, the Authority needs sufficient numbers of foster carers who are able to provide safe and suitable accommodation for looked after children.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The Directors of Children's Services within the region have been consulted on at this stage and lead senior officers from each of the North East local authorities are working with Together for Children Sunderland, supporting the development and implementation of the pilot project.

2.3.2 External Consultation/Engagement

A cohort of foster carers have been identified within each local authority area to challenge and support the development of the pilot.

2.4 Human rights

Article 8 of the European Convention of Human Rights states that everyone has the qualified right to respect for their private and family life. The families of some “Looked after” children may claim to have had that right interfered with. However, that right must be balanced against the rights of children to have a safe and stable home life and that right is promoted if there are more foster carers available in the Borough.

2.5 Equalities and diversity

An Equality Impact Assessment (EIA) was undertaken by Sunderland City Council on behalf of the 12 Authorities who are to become part of the pilot scheme and a link to the EIA is provided as a background document IN 1.9. It highlights that an inclusive approach will be adopted to the recruitment of foster carers and how communication will be accessible.

2.6 Risk management

The implementation of the proposed pilot will address some of the risks of not having sufficient Foster Care arrangements to meet the needs of children in the Borough. The lack of resource for children and young people requiring care is a significant corporate risk in terms of our statutory responsibilities towards children and in relation to budget pressures resulting from the purchase of higher cost placements from third party providers.

2.7 Crime and disorder

There are no specific crime and disorder implications arising from this report.

2.8 Environment and sustainability

There are no specific crime and disorder implications arising from this report.

PART 3 – SIGN OFF

- Chief Executive

X

- Director(s) of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

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North Tyneside Council Report to Cabinet Member

Date: 26 June 2023

Title: North Tyneside Air Quality Strategy

Portfolio(s): Public Health and Wellbeing

Cabinet Member(s): Cllr K Clark

Report from Service

Area: Public Health

Responsible Officer: Wendy Burke, Director of Public Health (Tel: (0191) 2104)

Wards affected: All

PART 1

1.1 Executive Summary:

This report seeks Cabinet's approval and adoption of the North Tyneside Air Quality Strategy for 2023-2028 which is attached to this report at Appendix 1.

North Tyneside is considered to have good air quality and monitoring has consistently shown that it meets the UK air quality objectives. Previously, local authority areas that failed to meet the air quality objectives were required to implement an action plan. However, the introduction of the Local Air Quality Management policy guidance 2022 now requires all local authorities to introduce an Air Quality Strategy that will identify aims and actions that regulate or encourage reductions in air pollution.

At its meeting on 23 January 2023 Cabinet agreed to the commencement of a six-week public engagement into the draft Air Quality Strategy. The draft Strategy has been developed following the conclusion of the engagement exercise. The comments and responses to the public engagement exercise are set out in Appendix 2 of this report.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) Agree the adoption of the North Tyneside Council Air Quality Strategy for 2023–2028 attached as Appendix 1 to this report.
- (2) Note the comments and responses to the Air Quality Strategy in the Engagement Outcome document attached as Appendix 2 to this report.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 17 March 2023.

1.4 Council Plan and Policy Framework

This report relates to the following priorities in the 2021 – 2025 Our North Tyneside Plan:

A caring North Tyneside:

- We will work to reduce inequality, eliminate discrimination and ensure the social rights of the people of North Tyneside are key to council decision making.

A secure North Tyneside:

- We will tackle health and socio-economic inequalities across the borough including through our Poverty Intervention Fund to tackle food poverty.

A green North Tyneside

- We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast.
- We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030.

1.5 Information:

1.5.1 Background

Air quality impacts on the environment, human health and global warming. The National Clean Air Strategy indicates that air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. According to the latest data published in the Public Health Outcomes Framework (PHOF) 5% of deaths in England are attributable to long-term exposure to particulate air pollution.

Poor air quality shortens lives and contributes towards chronic illness as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy.

In recognition of the impacts of air quality on health, the Local Air Quality Management (LAQM) policy guidance 2022 (“the guidance”) published by the Department for Environment Food and Rural Affairs requires those local authorities that have not had to designate an area an ‘Air Quality Management Area’ and as a result of doing so been required to produce an ‘Air Quality Action Plan’ to now produce a local Air Quality Strategy for addressing air pollution in their area from 2023. The Air Quality Strategy is intended to bring together all existing policies and strategies into one comprehensive focused document.

As the Authority has not had to declare an Air Quality Management Area within the borough and produce a resulting Air Quality Action Plan, it is now required to produce a local Air Quality Strategy for the first time. There is no set format for the Air Quality Strategy however the Authority has been able to draw on the content of the last Annual Status Report on Air Quality and other relevant plans.

1.5.2 North Tyneside Air Quality Strategy

The guidance encourages local authorities to take early preventative action to improve local air quality, avoid exceedances of the air quality objectives set out in The Air Quality (England) Regulations 2000 and reduce the long-term health impacts associated with air pollution. It is anticipated that this approach will enable local authorities to adopt measures that reduce the need for costly health interventions at a later date.

The Air Quality Strategy is intended to set out the aims of the Authority to maintain and improve air quality and show how collectively the Authority will work with partners to improve air quality.

As well as setting out actions to reduce pollutants which will improve health, the Air Quality Strategy will set out the actions which will be taken help to reduce global warming associated from gases such as carbon dioxide, nitrogen dioxide and particulates. The Air Quality Strategy will provide greater focus on how small improvements in air quality will impact public health outcomes.

The Air Quality Strategy links into existing policies including those related to planning, transport and the Carbon Net Zero 2030 policy adopted by the Authority aimed at improving air quality across the Borough. All policies adopted by the Authority must consider the impact on the environment and the Authority recognises the need to reduce its own carbon footprint, and to consider measures that will promote and support a reduction in greenhouse gases. The Air Quality Strategy links to the policies set out below:

- Transport Strategy – aims to reduce congestion and promote cleaner transport.
- Planning Policy – seeks to maintain and improve air quality with the expectation that developers will assess the impact of any development on air quality and the environment and to provide mitigation measures.
- Joint Health and Wellbeing Strategy – aims to tackle health inequalities including those inequalities in exposure to air pollution.

Development of the draft Strategy involved the establishment of a steering group made up of officers from different areas of the Authority who are currently involved with actions that contribute towards the improvement of air quality of the Borough. This includes officers from Environmental Health, Public Health, Transport, Planning and Sustainability. The aim of the group was to identify aims and actions that regulate or encourage reductions in air quality and ensure appropriate mitigation measures are in place to reduce emissions and air quality exposure.

Progress made on improving the air quality across the Borough after the implementation of Air Quality Strategy, subject to Cabinet's approval, will be reported annually through the Annual Air Quality Status Report which it is proposed will be produced and published by the Director of Public Health.

The aims of the Air Quality Strategy are:

- To maintain and improve air quality and health
- To reduce transport related emissions
- To review air quality in planning policy, development and land use
- To reviewing and promote reductions in emission from industrial processes
- To promote public health and improve health outcomes linked to air quality
- To encourage public participation and informed choices on air quality and health
- To review and promote benefits of the Carbon Net Zero Action Plan on air quality
- To ensure the Authority works collaboratively with partner agencies.

The Annual Air Quality Status Report, in addition to providing a review of the air quality in the Borough, will provide a progress report on the actions set out in the local Air Quality Strategy. The Annual Status Report will consider new or changing sources of emissions and monitoring of the air quality will be focused on any polluting areas.

The Strategy will be reviewed at least every 5 years.

Annual Status Report

Currently, local authorities have a duty under the Environment Act 1995 to monitor and review air quality against short and long-term exposure objectives and to publish an Annual Status Report that is submitted each year to the Secretary of State. This report has consistently established that the pollutants of main concern in the Borough are fine particulates and nitrogen dioxide that arise from the burning of fossil fuels. Traffic is the predominant source of pollution in the Borough. The monitoring of air quality in North Tyneside between 2017 to 2021 has shown that North Tyneside had no exceedances in the UK air quality objectives set out in the Regulations referred to above.

The Environment Act 1995 requires local authorities to declare an Air Quality Management Area if exceedances in the air quality objectives are found in their area and to produce an Air Quality Action Plan. Although the Authority has not needed to declare an Air Quality Management Area within the Borough, it continues to actively monitor air quality through 29 indicative monitoring sites located in the Borough. The locations are chosen based on potential exposure to high levels of pollutants and are predominantly sites located at housing adjacent to roads that have a high traffic flow.

1.5.3 Consultation and public engagement

A consultation and engagement period of six weeks was undertaken between the 30 January 2023 and 2 March 2023 to enable responses to be received from those wishing to comment on the draft Air Quality Strategy.

External engagement involved consultation with the members of the public, businesses and interest groups via the Authority's engagement hub and sent directly to action groups with an interest in air quality. At the end of the consultation, comments were collated and reviewed.

A summary of the responses is attached to the report at Appendix 2.

There were 115 responses in total, 113 were received via the engagement hub and two from groups that identified themselves as action groups. Chart 1 in Appendix 2 shows the number of respondents who agreed or disagreed with the Strategy and its aims. The results of Chart 1 indicate that the majority of respondents were in agreement with the Strategy and with effectiveness of the proposed actions.

Table 1 of Appendix 2 details the comments and the percentage of responses in agreement and disagreement with the aims of the Strategy and the associated actions required to achieve these aims.

A small percentage of the responses disagreed with the Strategy and its aims due to concerns about perceived increased taxation and the cost of living crisis. The majority of responses agreed with the Strategy aims.

The highest agreement was to the following four aims:

- Aim 1; To Maintain and Improve Air Quality and health
- Aim 2; Reducing transport related emissions
- Aim 3; To review air quality in planning and
- Aim 4; Reductions in fixed source

A total of 60% or above from the total responses received were classified as agreeing or strongly agreeing that the actions for the detailed aims included in the Strategy will be effective. Disagreement was linked to public perception that development occurred on green belt and inadequate travel plans and

infrastructure to cope with development. However, the National Planning Policy Framework (NPPF) and Transport Strategy do consider air quality, sustainability and the need for transport plan and infrastructure. The responses and comments made are shown in Table 1 in Appendix 2.

The public were asked if they considered there were any challenges to the delivery of the Strategy. Table 2 in Appendix 2 details a summary of the comments provided. Seventeen participants considered there was no challenge compared to sixty-two who considered that delivery of the Strategy would be a challenge. The challenges considered ranged from "*not tough enough and need to work faster*" to resistance from the public due to "*cost to council tax payers*" and "*denial*" that air quality is an issue that impact on health.

The comments emphasised the need to show the benefits to the public of the aims of the Strategy and to encourage participation and compliance with the actions stipulated in the Strategy that will improve air quality. Promotion and reporting are a key part of the Strategy and its aims. The focus of Aim 5 of the Strategy is to promote and improve health outcomes linked to air quality.

In consideration of the public consultation, minor amendments were made to the draft Strategy, in particular to clarify the definition of the pollutant fine particulates.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet approve the recommendations at paragraph 1.2 of this report.

Option 2

Cabinet does not approve the recommendations at paragraph 1.2 of this report.

Option 3

To instruct officers to make amendments to the Strategy and to bring a further report to Cabinet for it to consider those amendments.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

Option 1 is recommended to ensure that the Authority meets the requirements set out in the Local Air Quality Management Policy guidance and that the subject of air quality is promoted and remains high on the local agendas. The Strategy has been subject to a six week consultation exercise and views expressed during that period have been considered in formulating the final draft document.

1.8 Appendices:

Appendix 1: Draft North Tyneside Air Quality Strategy 2023- 2028

Appendix 2: Summary of consultation responses

1.9 Contact officers:

Joanne Lee, Head of Public Protection, (0191) 643 6901

Frances McClen, Environmental Health Group Leader, (0191) 643 6640

Claire Wilson, Senior Environmental Health Officer Tel. (0191) 6436645

David Dunford, Senior Business Partner, (0191) 643 7027

John Barton, Legal Manager, Governance and Regulatory, Legal Services, (0191) 643 5354

1.10 Background information:

1 Environment Act 1995 as amended by Environment Act 2021

[Environment Act 1995 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1995/24)

2 Local Air Quality Management Policy Guidance (PG22)

<https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-Policy-Guidance-2022.pdf>

3 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-voll-070712.pdf

4 [UK Clean Air Strategy 2019](#)

5 The Air Quality (England) Regulations 2000

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial implications directly arising from the report. The costs of preparing the Air Quality Strategy and the associated consultation arrangements can be met from existing revenue budgets.

2.2 Legal

The Environment Act 1995 places a legal obligation on the Authority to check air quality in the Borough against objectives for seven air pollutants set out in The Air Quality (England) Regulations 2000. Through the Local Air Quality management (LAQM) system the Authority is also required to assess air quality in the Borough.

The Local Air Quality Management Policy Guidance referred to in the report is not law. However, it is statutory guidance and therefore the Authority must have regard to it. If the Authority does not follow the Guidance it will have to give detailed and cogent reasons for not having done so.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has taken place with Cabinet Members, Members and service areas.

2.3.2 External Consultation/Engagement

As outlined in section 1.5.3 of the report, an engagement process has been undertaken to allow comments on the draft Air Quality Strategy to be received. An online response form was available for respondees to make consultation responses as well as written responses via Customer First Contact Centres.

In total 115 responses were received from a wide range of respondents. A summary of the responses received, and amendments made to the Strategy is attached at Appendix 2.

2.4 Human rights

There are no human rights implications directly arising from this Strategy.

2.5 Equalities and diversity

The Strategy has been drafted having regard to the Authority's Public Sector Equality Duty. An Equality Impact Assessment has been undertaken in relation to the formulation of this Strategy and to inform the consultation process. The Assessment has assessed the potential impact of the Strategy. The consultation process ensured that all persons, groups and organisations had an opportunity to participate, including those with protected characteristics.

2.6 Risk management

There are no risk management implications directly arising from this report. Risks associated with delivery of the Authority's Public Protection function are monitored via the Public Health risk arrangements.

2.7 Crime and disorder

The Strategy aims to protect air quality in the Borough and identifies legislation that may be utilised to allow financial penalties to be introduced as an alternative to prosecution when dealing with polluters linked to the Clean Air Act. There is the intention to implement this new enforcement option to enable a quicker resolution to pollution issues.

2.8 Environment and sustainability

The implementation of an Air Quality Strategy referred to in this report directly supports the goals of the Carbon Net-Zero Action Plan, which itself highlights the reduction in local air pollution as a co-benefit of many interventions aimed at

decarbonising different sectors. The proposals set out within the Air Quality Strategy tackle the sources of both local air pollution and climate pollution.

PART 3 – SIGN OFF

- Chief Executive X
- Director(s) of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X

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Air Quality Strategy

2023 – 2028



North
Tyneside
Council

Foreward

Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. That is why North Tyneside Council is implementing this Air Quality Strategy so that steps are taken to further improve our air quality.

It is estimated that in the UK there are between 28,000 and 36,000 deaths a year that has been attributed to long-term exposure¹, where their lives will have been cut short through being exposed to harmful air pollutants. Air pollution has a significant impact on public health with both short and long term exposure increasing health risk.

In North Tyneside the principal pollutants of concern are particulates and nitrogen dioxide (NO₂) and arise predominantly from traffic emissions. Our North Tyneside's Plan, 2021 – 2025, sets out our bold ambitions for making North Tyneside an even greater place to live, work and visit by 2025. One of the key five themes is for a green North Tyneside and as a council we will increase opportunities for safe walking and cycling and implement the North Tyneside carbon net-zero by 2030.

Air quality monitoring in North Tyneside meets the UK air quality objectives and is considered to have good air quality. Air quality objectives are based on expert opinions on how concentrations impact on health. The World Health Organisation however considers that there is no safe limit for particulates. This Strategy seeks to promote reductions in particulates and identifies actions to improve public health from pollution. North Tyneside will work collectively to improve air quality. Work already completed includes the joint transport initiative between Newcastle Gateshead and North Tyneside which enabled the successful bid and execution to retrofit buses to reduce nitrogen dioxide emissions in the Coast Road corridor.

This Air Quality Strategy specifies how we will strive to improve air quality across the borough and how we will monitor the effectiveness of the actions and measures being taken to reduce the pollutant levels.

The actions demonstrate the need for integrated working by everyone to reduce air emissions including local authorities, businesses, industry, and local residents. In 2019 the Council declared a climate emergency and in response published a climate emergency action plan in 2020, delivering strategic actions to drive down carbon emissions. The Council's action plan is to seek to make North Tyneside carbon net zero by 2030. The Air Quality Strategy integrates with the existing measures being taken to reduce carbon emissions. It also complements objectives in the North Tyneside Transport Strategy to encourage a shift to more sustainable modes of transport, including cycling and walking, in preference to car or van use.

North Tyneside Council takes air quality seriously and strives to mitigate impacts through good planning design and improved transport infrastructure. The Air Quality Strategy sets out the council's aims and actions to further improve air quality, public health and the environment to meet the councils theme " A Green North Tyneside".

Contents

Foreword

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i Introduction

The Air Quality Strategy sets out the impact air quality has on health and actions we are taking to ensure good air quality is maintained or improved in the borough. It outlines the policies and legislation currently implemented by the authority which impact on air quality.

Air Pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity.

Air pollution can have a serious effect on people's health. Poor air quality shortens lives and contributes towards chronic illness as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy.

Air pollution has a significant impact upon public health, with both short- and long-term exposure increasing health risks relating to conditions including cardiovascular and respiratory diseases, as well as the risk of death.

Reducing air pollution could have several co-benefits e.g. increasing workers productivity, increasing active travel and consequently physical activity, and helping tackle health inequalities experienced by children, elderly and our more deprived communities and those with chronic conditions such as asthma and other respiratory diseases.

This strategy identifies future actions to reduce air pollution and improve public health by a multi-disciplinary approach across local authority functions involving spatial and transport planners, environmental and public health teams, local political and community leaders and the public.

The Air Quality Strategy's' aims, and actions are set out within the report in bold and are collated within appendix A. These actions will be reviewed each year in the annual air quality progress report and the Strategy reviewed every 5 years to assess progress and benefits on air quality. The aim is to strive for continuous improvements in exposure to pollutants in line with the National Air Quality Strategy.

The Environment Act 1995 places a duty on Local Authorities to monitor air quality within their areas and where the air quality objectives are not being met to declare air quality management areas and implement action plans to target the air quality improvements. The objectives are policies on short- and long-term exposure concentrations of pollutants are set against pollutant standards. The

standards are based on assessment of the effects of each pollutant on human health including the effects on sensitive subgroups or on ecosystems.

The Local Air Quality Management Policy Guidance 2022 places an obligation on all Councils to produce an air quality strategy even if there are no exceedances in air quality objectives. This requirement is in recognition that there are no safe limits for fine particulates. Fine particulates are particles of diameter less than 2.5 microns in size (PM2.5). In 2019, Defra produced England's Clean Air Strategy (CAS) identifying initiatives in England to reduce air pollution. The final CAS sets out proposals to halve the population living in areas with concentration of fine particulate matter above WHO guideline levels ($10\mu\text{g}/\text{m}^3$) by 2025.

North Tyneside has already shown collaborative working to improve air quality. A joint transport initiative between Newcastle Gateshead and North Tyneside enabled a successful bid to retrofit buses to reduce nitrogen dioxide emissions about the Coast Road.

The aims of the strategy are:

- To maintain and improve air quality and health: North Tyneside will strive to continue to meet the UK Air Quality Objectives and reduce pollution and improve health by promoting benefits of air quality, regulating and enforcement of polluters.
- To reduce transport related emissions: Traffic pollution is the dominant source of pollution in the borough and measures to promote sustainable modes of transport will improve air quality and health. National and local transport initiatives will promote use of electric vehicles and travel plans which will result in improved air quality.
- To review air quality in planning policy, development and land use: Air Quality and health is considered within strategic planning, development control, transport planning, public health, and environmental protection policies and guidance and is critical for addressing air quality and public health inequalities.
- Reviewing and promoting reductions in emission from fixed sources: The regulation of polluting industrial processes will be regulated and reviewed, and advice given.

- Promoting public health and improving health outcomes linked to air quality: Improve public awareness and understanding of air quality by showing the links between air quality and health and well-being. To encourage changes in lifestyle choices such as changing to ultra-low emission vehicles, increasing the uptake of public transport, use of cycle and pedestrian routes, that will bring about air quality benefits.
- Encouraging public participation and Informed choices on air quality and health: The publishing of the Air Quality Strategy will raise the profile of air quality and improve awareness of impact air quality has on public health and the environment.
- To review and promote benefits of carbon Net Zero Action Plan on air quality: The plan will promote energy efficient measures and tackle carbon reductions at source with the collaboration and support of businesses
- To ensure the Council work collaboratively: To work in partnership with other Council Departments across a range of policy areas for the achievement of improved local air quality.

1.0 Maintaining and Improving Air Quality

1.1 Background

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. There is often a strong correlation with inequalities issues, because areas with poor air quality are also often the less affluent areas. The annual health cost to society of impacts of particulate matter alone in the UK is estimated to be around £16 billion. Air pollution is estimated to reduce the life expectancy of every person in the UK by an average of 7-8 months.

Particulates and Nitrogen Dioxide (NO₂) are the main pollutants monitored in North Tyneside. The main concern with respect to NO₂ on health is impact from long term exposure of greater than 1 year on lung function, especially in young children as well as its association to global warming.

Long term effects of exposure to particulate matter are strongly correlated to mortality. The UK Health Security Agency estimate particulate air pollution has 'an effect' equivalent to 25,000 deaths. Particulates are considered to affect the lung

function. The smaller fraction of particulates less than 2.5 ug in size can enter the respiratory system and reach the deepest part causing irritation and decreased function. Health effects range from alveolar inflammation in the lungs and respiratory tract infections to acute cardiovascular disorders.

Many air pollutants have some impact upon climate change, by either causing warming or cooling of the atmosphere. Particulate matter can cause both cooling and warming as black particles (soot) absorbs radiation whilst other particles reflect radiation. Some scientists argue that the high levels of Sulphur Dioxide (SO₂) and other aerosols emitted have acted to slow warming by reflecting solar radiation and that as levels are reduced, warming will accelerate. Many of the causes of global climate change are intricately linked to local air quality issues. The use of fossil fuels results in the release of carbon dioxide, a key greenhouse gas, and also oxides of nitrogen, particulates and ground level ozone, which impact on local air quality. Greenhouse gas is any gas that has the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface.

Many policies to reduce greenhouse gas emissions will also improve air quality. For example, the greater use of public transport will not only reduce carbon emissions but also associated pollutants of transport Nitrogen oxides (NO_x) and particulates (PM₁₀). The relationship between greenhouse gas and emissions of air pollution is however complicated by the fact that some measures to reduce carbon emissions can increase air pollution. For example, biomass is considered to be low carbon resource and will reduce carbon emissions if used to replace boilers that use fossil fuels. The Department for Business, Energy & Industrial Strategy Biomass Policy Statement states that the government are "committed to using only sustainable biomass, whether derived from international or domestic sources. The UK has stringent sustainability criteria in place for the power, heat and transport sectors, and supports the use of biomass only where it is demonstrated to be sustainable and deliver genuine greenhouse gas (GHG) savings compared to fossil materials". However, emissions of NO_x and PM₁₀ from biomass boilers are often much greater than for gas boilers and can result in a decrease in air quality. Similarly, small diesel vehicles are more efficient than petrol vehicles of comparable size but emit more NO_x and PM₁₀.

1.2 Sources of Pollution

The air quality within the borough of North Tyneside is influenced by a number of sources of pollutants. The main pollutants of concern are nitrogen dioxide and particulates and are predominantly from road traffic.

Nitrogen dioxide contributions from road transport have decreased annually in the UK and Europe. This reduction in nitrogen dioxide emission is attributed to the stricter emission standards required of new cars which are replacing the older more polluting vehicles with time. There has also been a reduction in use of coal at power generation stations as they are replaced with cleaner systems of power generation including renewable energy. The average annual mean concentration of NO₂ at UK urban background sites has decreased over the time to 15.8 µg/m³ in 2021. Figure 1 at page 8 provides details of the annual mean concentrations from the long term NO₂ diffusion tube sites located about North Tyneside. The graph show that nitrogen dioxide concentrations have decreased between 2017 to 2022. All NO₂ sites are below the annual UK mean objective and standard when health is impacted by the pollutant.

Particulates of concern are the small particulates that can enter into your lung. The Environment Act 1995 have set targets for particulates of less than 10 microns known as PM₁₀ and particulates of less than 2.5 microns (PM_{2.5}). There are many sources of PM₁₀ within North Tyneside. These generally derive from natural sources, for instance, dust blown in from the Sahara Desert and sea-salt. Man-made sources comprising emission from diesel engines, bonfires and biomass boilers are generally below 2.5 microns (PM_{2.5}). The finer particulates can penetrate further into the lungs and therefore are more harmful to health. Larger particles are generated by industrial processes such as concrete batching processes and from demolition and construction activities. Particles that have settled can be re-suspended and decrease air quality. Recent research has identified that brake and tyre wear is a significant source of PM₁₀.

1.3 Monitoring of Air Pollutants

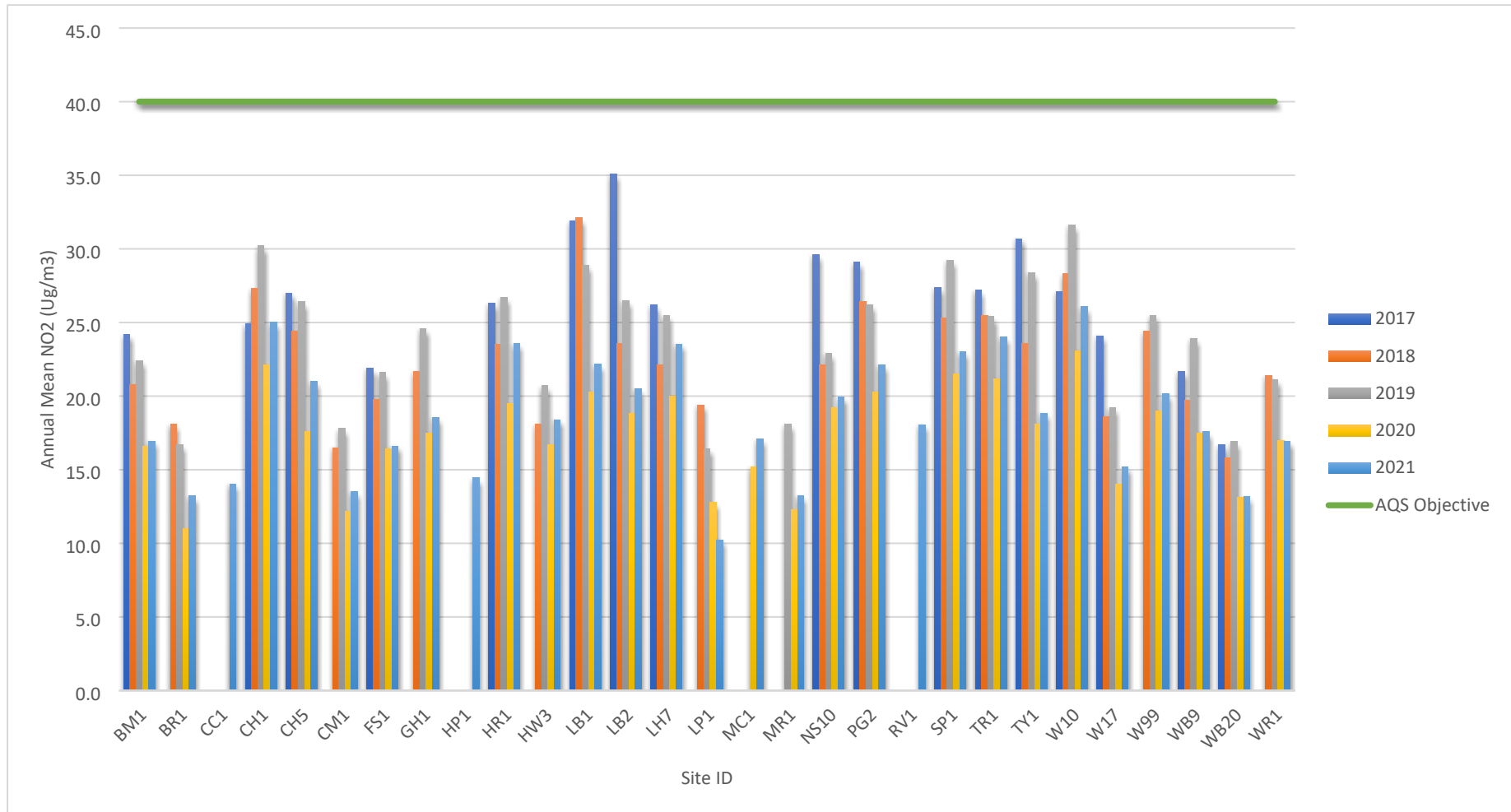
Air quality monitoring carried out in the borough has indicated good air quality when compared with the air quality objectives. The objectives are levels set to consider impact on public health and environment against social economic factors. Monitoring has been carried out for more than 20 years at a variety of locations throughout the area. Historically three real time stations were used to assess air quality in Wideopen, Howdon and Wallsend to obtain background, industrial and roadside emission data respectively. The real time station at Wide Open was decommissioned in 2016 the Wallsend and Howdon site were decommissioned in 2018 but they demonstrated good air quality during their operation. There is one existing real time monitoring station located in 2018 at a roadside location on the Coast Road A1058, owned by the Urban Observatory. This site monitors for traffic related pollutants of most concern, PM₁₀, PM_{2.5} and NO₂. The location of the real time monitoring stations is shown in Figure B1 in Appendix B. Annual monitoring data indicated that the levels had remained

steady year on year, until 2020 when levels reduced by more than 25% due to low traffic levels during the Covid 19 pandemic. Pollutant levels have continued to remain lower than pre-2020 levels.

In 2021, passive diffusion tube monitoring was carried out at 29 sites as indicated in location plan in Figure B.2 in Appendix B. The annual mean values derived from the passive diffusion tube monitoring shows no exceedance of the annual mean objectives. Figure 1 shows Nitrogen Dioxide Levels between 2017 and 2021. The chart shows a general reduction in nitrogen dioxide as a result of decreased vehicle usage, improvements in car manufacturer emissions and road traffic improvement to reduce congestion.

Particulate (PM10) real time monitoring at the roadside A1058 Coast Road location indicates no exceedance of objective, although there were a few poor air quality incidents leading to exceedance of the 24 hour mean standard of 50 mgm³. The objective permits up to 35 occasions per year for an exceedance of the 24 hour mean. The annual mean emissions for PM2.5 for 2021 was 8.06µg/m³ which is well below the annual mean target value of 25µg/m³. The monitoring over the last 3 years at this location have shown very low particulate levels with emissions less than half the annual mean. The WHO indicate that there is no safe limit for particulates on health so the authority will continue to promote and encourage actions to reduce emissions.

Figure 1: Trends in Annual Mean NO2 Concentrations



1.4 Regulations & Smoke Control

The Government have created legislation and guidance on air emissions from industrial, domestic properties and traffic.

Public Protection are responsible for the monitoring and enforcement of polluting industries, reviewing air quality on major planning applications, domestic properties burning fossil fuels and the North Tyneside Hackney Carriage and Private Hire Licensing Policy. The Licensing Policy has set requirements regarding the age of vehicles and the introduction of Zero and Ultra Low Emission Vehicles (ULEVs).

Emissions from industrial processes are controlled under the Environmental Permitting Regulations 2016 (as amended) (EPR). The EPR places controls on industries to reduce the impacts on the environment and human health from emissions. Controls include limits on emissions, reduction schemes and environmental management systems. The level of control is dependent on the activity and throughput with some industrial processes only restricted on air emission known as Part B processes, while larger installations have controls on water and land emissions. The Regulations were derived from EU (European Union) Emission Directives. The purpose of the Regulations to ensure that national and European environmental targets are met through the application of best practice.

Major pollution sources and large housing development will require air quality assessments. The planning process will consider air quality and its impact on human health when determining the facility's suitability. The permit application process will consider the appropriateness of any air quality abatement to ensure the facility can meet emission limits and controls that will be applied to the permit. The emission limits and controls are set to ensure air quality will not be detrimentally impacted on health.

The Clean Air Act 1993 allows the control of air emission from stacks from industrial, commercial, and domestic premises. North Tyneside Council created 61 Smoke Control Orders in the borough to prohibit smoke from chimneys using non-exempt appliances or unauthorized fuels. This legislation also prohibits dark smoke emissions from commercial premises.

The use of Smoke Control Areas helps to prevent localised air quality issues from particulates in a residential area. This legislation has been amended to allow councils to issue financial penalties for breaches to the Act and Environmental

Health will be creating a financial penalty policy to enable fines to be issued and carrying out targeted inspections.

Aim 1: To Maintain and Improve Air Quality and health:

Actions:

1.1 North Tyneside Council will monitor air pollutants to assess compliance with the UK air quality standards to ensure the objective levels are not breached.

1.2 An Annual Air Quality Status Report will be submitted for approval by Public Health and DEFRA, and published on the Councils' website.

1.3 North Tyneside Council will carry out risk-based inspection programme of all Local Authority regulated permitted processes under the Environmental Permitting Regulations 2016 (as amended).

1.4 The smoke control orders will be fully promoted and enforced. The importance of the smoke control areas will be publicised on the Councils website and in local publications to highlight the importance of compliance with the Orders.

1.5 North Tyneside will introduce a policy for the enforcement of financial penalties and initiate targeted inspection based on air quality and public health.

1.6 The North Tyneside Hackney Carriage and Private Hire Licensing Policy will be promoted with regard to the vehicle age policy and reduction in car emissions to accelerate Zero and Ultra Low Emission Vehicles (ULEVs) uptake.

2.0 Reducing Transport Related Emissions

2.1 [Transport Strategy](#)

Good transport is vital for everyone who lives, works or runs a business in North Tyneside. Recognising this, the Authority has adopted the North Tyneside Transport Strategy, updated in 2021, which sets out its vision and principles for the period 2017 to 2032. With a vision of "Moving to a green, healthy, dynamic and thriving North Tyneside", the Strategy sets out the Authority's overall vision for transport for residents, businesses and other stakeholders, as well as shaping future decisions and supporting future funding bids for transport-related projects or initiatives.

The Transport Strategy notes that to reduce carbon emissions from transport, the Authority will implement the actions set out in our Climate Emergency Action Plan to decarbonise transport and work towards carbon net-zero 2030; support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel; and support the substantial shift to zero-emission vehicles (ZEVs), in place of petrol or diesel vehicles, which is necessary to meet national and local climate targets. It includes a further aim to monitor local air quality and seek opportunities to deliver air quality improvements.

This Air Quality Strategy cannot sit in isolation as air quality problems cannot be tackled without considering the transport network management and the scope for modal shift to less polluting modes of transport. This Strategy, therefore, has strong links to the Transport Strategy.

The Transport Strategy also has regard to the priorities of the Our North Tyneside Council Plan 2021 to 2025; the Authority's declaration of a climate emergency; and the regional North East Transport Plan. Effective partnership working with stakeholders, including neighbouring local authorities, Nexus, Transport North East and service providers such as bus operators, is important in seeking to improve transport links and thereby achieve improvements in air quality in the region.

2.2 Freight and delivery management

The North Tyneside Carbon Net-Zero 2030 Action Plan includes an objective to carry out a review of the Authority's fleet and replace all small diesel vehicles (and some medium-sized vehicles) with electric, where options are available and where this can be supported financially. In addition, it notes that the Authority will monitor technology and fuel developments that will support the transition to low carbon HGV's (potentially including electric models and/or hydrogen); and as part of a longer-term plan, seek to replace HGV's, e.g. refuse collection vehicles, as technology develops and where it is financially viable to do so.

The Authority is involved with the work of the regional North East Freight Partnership, which engages with the commercial freight sector and raises awareness of new technologies, including those which can assist in minimising air pollution from freight operations.

2.3 Promotion of public transport measures

The North Tyneside Local Plan and the Transport and Highways Supplementary Planning Document (SPD) provides guidance for developers on the standards which the Authority will seek to apply. The expected housing and business growth in North Tyneside over the next decade, where the borough's population is estimated to reach 219,500 by 2032, as set out in the Local Plan, is likely to be accompanied by increased demand for travel.

Improving the attractiveness of alternatives to the private car or van as a first preference and encouraging the use of zero-emission vehicles (ZEVs) in preference to petrol or diesel vehicles, can both as well as contributing to improved air quality.

New developments over certain thresholds, as set out in the SPD, are required to put in place a Travel Plan, which sets targets for the use of more sustainable modes of transport, puts in place measures to achieve these and monitors the outcomes.

Some major business park sites in the borough also have their own transport programmes which promote more sustainable and healthy travel through offers and initiatives.

2.4 Promotion of alternative transport measures.

Encouraging people to replace car trips with cycling, walking or wheeling, or with public transport trips which generally involve some walking, offers substantial health benefits as well as involving lower carbon emissions and supporting local air quality. Through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan, the Authority will seek to support the greater use of more sustainable modes of transport in preference to motorised journeys.

The Authority continues to expand provision of School Streets schemes in the borough, supporting children and their families to get to school by walking, cycling or 'park and stride'. The Authority also continues to develop its 'Go Smarter' offer for schools, including road safety education and Bikeability cycling training, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance.

North Tyneside Home to School/College Transport Policy gives details of the Authority's approach to travel to school and college, including support for travel provision where necessary.

The North Tyneside Cycling Strategy explains how the local authority will promote cycling and improve cycle paths and networks to support this.

Aim 2: Reducing Transport Related Emissions

Actions:

2.1 North Tyneside will support the greater use of more sustainable modes of transport in preference to motorised journeys, through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan.

2.2 Through 'Go Smarter in North Tyneside' and related initiatives, work with schools and other local stakeholders to encourage modal shift and travel behaviour change for regular journeys.

2.3 Engage with bus operators to progress the objectives of the North East Bus Service Improvement Plan (e.g. targeted improvements to bus priority and traffic signal technology to support bus reliability).

3.0 Air Quality, New Developments & Land Use

Spatial planning is important for improving air quality in the long term and North Tyneside Council has been taking a range of actions through planning policies and in dealing with planning proposals to reduce the impact of new developments on local air quality.

3.1 Planning Policy

The North Tyneside Local Plan, adopted in July 2017, manages developments to be sustainable and therefore considers air quality. There are several aims and policies to seek the maintenance of and improvements to air quality. Following the adoption of the Local Plan, an assessment was made in 2022 that considers the amendments to the National Planning Policy Framework in 2021. The Local Plan remains appropriate and robust in consideration to development and air quality.

The Local Plan opens with a series of objectives for the borough, two of which touch upon air quality, climate change and/or pollution.

Objective 1: Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change.

North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of, climate change including flood risk; promoting the renewable energy sector and developments which seek to minimise energy and resource consumption, whilst improving the borough's resilience to the effects of climate change.

Objective 3: Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education.

Plans will support improvements to the quality of education provision in the borough and cultural wellbeing for all. New health and cultural facilities, provision of open space and all aspects of developments will promote and recognise residents need for a safe environment and an active lifestyle, reducing the risks of crime, disease and poor health and enhancing residents' quality of life.

The objectives of the Local Plan are delivered by a suite of planning policies to encourage the right kind of sustainable development.

Policy S1.2 – Spatial Strategy

This strategy for Health and Well-being seeks to maintain and improve the health and wellbeing of communities by requiring development to prevent negative impacts from air quality.

This is supported by more detail development management policy DM5.19 Pollution which restricts development where pollution levels are unacceptable unless appropriate mitigation can be introduced. The policy reads:

DM5.19 – Pollution

Development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity.

Development proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.

Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting developments will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

Proposals for development should have regard to the noise impacts arising from the Newcastle International Airport flight path as indicated on the Policies Map.

This Policy aims to protect human health and the environment from possible negative effects on air quality caused as a direct result of development. In addition to the direct link with air quality emissions, the Local Plan also contains policies relating to energy efficiency, renewable energy and transport.

Other policies within the North Tyneside Local Plan such as Policy DM5.9 and DM7.4 have indirect benefits for air quality. DM5.9 encourages developers to incorporate landscape and planting schemes as a condition of creating a new development. Landscaping and planting can help to absorb some pollutants and help to screen pollution away from new residential and commercial developments. DM7.4 encourages higher density developments in close proximity to public transport links and encourages new developments to have an attractive transport choice including public transport, footways and cycle routes. By encouraging residents to use alternative modes of transportation than a car can help improve traffic and improve air quality.

The National Planning Policy Framework sets out the requirements for sustainable development. Air Quality is a material planning consideration in the Development Management process. The National Planning Policy Framework sets out in section 186: Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

New developments may result in an increase in the emission of pollutants that are harmful to human health and impact on the quality of life. In contrast, well designed developments can actively help to enhance air quality, manage exposure and reduce overall emissions. The development should consider the impact on the natural environment, ensuring that the development does not have a negative impact on the air quality within the borough and should sustain compliance with the national air quality objective levels.

North Tyneside Council will actively ensure that developers consider the impact their proposal have on existing air quality. Whilst emissions from both industrial and domestic premises cannot be overlooked, emissions from road traffic are now a major source of local air pollution. Development proposals should preserve or improve the existing levels of air quality, as appropriate in line with North Tyneside's Local Plan.

3.2 Planning Applications

Environmental Health is a consultee to the Local Planning Authority when planning applications are received. Consultation includes requests for air quality assessments for large developments and recommending conditions to mitigate against air quality during the construction phase and the operational phase of a development.

Pre-application discussions are encouraged by planning. This enables a developer to acquire clear, impartial professional advice, at an early stage, regarding any key issues that should be addressed prior to submitting a formal development proposal.

North Tyneside Council will use, where appropriate, legal agreements in the form of Section 106 agreements to allow mitigation measures and is often applied to obtain contributions for road improvements or travel improvements or air quality monitoring. These are made between the local authority and the developer and are linked to a development. Section 106 agreements are drawn up when it is thought that negative impacts cannot be dealt with through planning conditions alone or where the local authority feels that planning conditions may have a negative impact on the progress of the development. Measures to improve or offset the negative air quality impacts of a development may also be specified if

the planning application is to be given consent that may include for use of travel plans or the provision of electric vehicle charging points.

North Tyneside Council adopted its Community Infrastructure Levy (CIL) in 2018 and it came into effect in January 2019. At this time the Council has not identified the use of CIL funds to mitigate for air quality. However, projects linked to reducing congestion or promoting cleaner transport will have a direct benefit on air quality. Air quality promotion or monitoring for development of the area will be kept under review and considered for inclusion within the Council's infrastructure list.

3.3 Construction and Demolition

Emissions and dust from the demolition and construction phase of a development can have a significant impact on local air quality, especially for large developments that may take years to complete. Planning conditions will be utilised to ensure that all large developments that are expected to take a year or more to provide an air quality impact assessment for dust and its contribution to PM10 levels. An impact assessment shall also be undertaken for mineral extraction and waste disposal and recycling sites.

North Tyneside Council will refer developers to the following guidance relevant documents that address construction dusts:

- The control of dust and emissions from construction and demolition, Best Practice Guidance, Produced in Partnership by the Greater London Authority and London Councils; July 2014
- Minerals Policy Statement 2: Controlling and mitigating the environmental effects of Minerals Extraction in England, Annex 1 Dust, Office of the Deputy Prime Minister (ODPM). Expands on National Planning Policy Framework, Section 186
- Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites, Steve Moorcroft, IAQM, 2018
- Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance, IAQM, 2012.

Aim 3: To Review Air Quality in Planning Policy, Development and Land Use

Action:

3.1 To encourage pre-planning application discussions between the developer and North Tyneside Council where air quality is indicated as a potential concern.

3.2 Environmental Health will act as consultee on air quality assessment requirements and format dependant on developments and underlying air quality. Environmental Health will review air quality reports in technical and non-technical format in timely manner to the Planning department.

3.3 Environmental Health will ensure website has signposting to good practice guidance for assessment or mitigation of air quality issues particularly with regard to construction phase of the site.

3.4 To ensure effective implementation of policies that effect air quality within the Local Plan provide improvements.

4.0 Reducing Emissions from Fixed Sources

4.1 Industrial Emissions

Emissions from industry are regulated through the Environmental Permitting Regulations 2016 (as amended). Some forms of pollution can be controlled through the regulation of specific industrial processes by the issue of Permits. Local authority Integrated Pollution Prevention and Control (LA-IPPC) covers installations known as A2 installations, which are regulated by local authorities; and, Local authority Pollution Prevention and Control (LAPPC), installations known as Part B installations, also regulated by local authorities. A1 installations are regulated by the Environment Agency. Part B and A2 installations located within North Tyneside are required to be permitted. Once an operator has submitted a permit application, the regulator then decides whether to issue a permit. If one is issued, it will include conditions aimed at reducing and preventing pollution to acceptable levels. A1 installations are generally perceived to have a greater potential to pollute the environment than an A2 installation, and Part B installations would have the least potential to pollute.

There are currently 42 Part B installations within the borough regulated by North Tyneside.

4.2 Council Managed Buildings

North Tyneside Council has a commitment to reduce emissions from all Council managed buildings as part of the Carbon Net Zero 2030 Action Plan. Energy saving measures are reviewed to determine what energy efficiencies can be made. Making the Council buildings more energy efficient is vital for reducing the carbon footprint of the Council. As energy consumption falls the pollution burden associated with fossil fuel combustion also falls, both at the local level due to emissions from the buildings and the regional level from power station emissions. The Air Quality Strategy therefore has links to the Local Authorities Carbon Net Zero 2030 Plan referred to in Section 7.

North Tyneside Council recognise that managing air quality is a cross cutting issue and every opportunity should be exploited to assist an improving situation.

The impacts of energy consumption and associated emissions are well understood by the Authority and as such the Authority has a positive track record of managing its assets and influencing its staff and stakeholders in a coordinated approach to reduce its carbon footprint. Integral to this approach are the associated direct and indirect environmental impacts on air quality.

Additionally, the Authority has statutory environmental sustainability reporting requirements to Central Government in the form of:

- Home Energy Conservation Act Reporting
- Green House Gas Protocol Reporting.

In conjunction with the points above, the Authority is a key stakeholder in the development of a range of regional net zero activity including the Net Zero North East partnership as well as supporting the North of Tyne Combined Authority. Whilst all of this work is predicated on emissions reduction, improvement of air quality aspects is an inherent co-benefit.

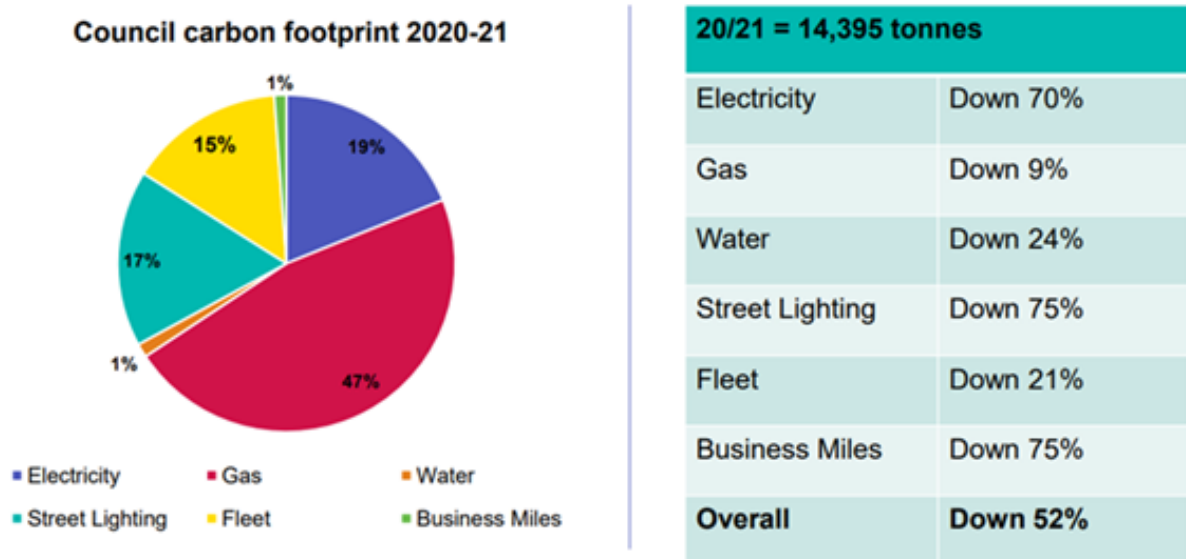
The Authority transition to a low carbon energy future and improved aspects of air quality will require a series of steps to plan and implement better and new solutions. This requires strategic management and a phased approach to practical implementation. The Authority has a number of means to undertake this as outlined above.

Performance

In terms of emissions reduction, overall, North Tyneside Council’s absolute CO2 emissions have decreased by 53% between 2010/11 and 2021/22.

The Council continues to deliver a programme of carbon emission reduction, following the hierarchy of energy reduction, energy efficiency and implementing low carbon/zero carbon technology.

Figure 3. Council carbon footprint 2020–2021



Aim 4.0: Reviewing and Promoting Reductions in Emissions from Fixed Sources

Actions

4.1 To review Local Authority EPR permits on a eight yearly cycle from the date of their issue.

4.2 Implementation of the Carbon Net Zero 2030 Action Plan and monitoring its outputs annually.

4.3 Reporting of greenhouse gas emissions.

4.4 Work with the Combined Authority on a Business Decarbonisation Support Programme.

5.0 Air Quality & Improving Public Health

There is a statutory duty on local authority to improve the health and wellbeing of the population in their area, reduce health inequalities and provide assurance that the local health protection system is delivering effective protection for the population from health treats including poor air quality.

5.1 Air Pollution and Health

The Chief Medical Officer's Annual Report (2022) Air Pollution, highlighted that air pollution affects us all. When air pollutants enter the body, they can have effects on various organs and systems, not just the respiratory system.

This includes:

- the eyes, nose and throat
- the lungs and respiratory system
- the heart – heart and blood vessel diseases, including strokes and hardening of the arteries, are one of the main effects of air pollution
- Emerging evidence suggests that air pollution may also affect the brain and is possibly linked to dementia and cognitive decline. There is emerging evidence associating air pollution with early life effects such as low birth weight.

The three main conditions associated with air pollution are:

- respiratory conditions (such as asthma),
- cardiovascular disease (CVD), and
- lung cancer.

These conditions significantly reduce quality of life. They also mean that people are less able to work and need more medical care and social care.

5.2 Air pollution throughout the life course

Air pollution has an impact at each stage of our lives.

- Pregnancy – low birth weight

- Children – asthma, slower development of lung function, development problems, more wheezing and coughs
- Adults – asthma, coronary heart disease, stroke, lung cancer, COPD, diabetes
- Elderly – asthma, lung cancer, diabetes, dementia, heart attack, heart failure and strokes

5.3 Health inequalities

The Chief Medical Officer 's report (2022) highlighted that the focus needed to be on the places where people live, work and study.

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more susceptible to health problems caused by air pollution (i.e. if you already suffer from lung and heart conditions).

The most vulnerable in our communities face all of these disadvantages. Groups that are more affected by air pollution include:

- older people
- children
- individuals with existing CVD or respiratory disease
- pregnant women
- communities in areas of higher pollution, such as close to busy roads
- low-income communities.

There is clear evidence that people with a low income are affected by air pollution in a number of different ways. This is because they are more likely to:

- have existing medical conditions
- live in areas with poorer outdoor and indoor environments, including the quality of air (for example, near to industry or busy roads)
- have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health.

5.4 Health Impacts from pollutants

Air quality is the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness. Health can be affected both by short-term, high-pollution episodes and by long-term exposure to lower levels of pollution. The

table below presents the current evidence base regarding the impact on long-term exposure to PM2.5 and NO2.

Table 1: Harms to health and long-term exposure to PM2.5 and NO2i

	Long term exposure to PM2.5	Long term exposure to NO2
Stronger evidence of association	Coronary heart disease Stroke Lung Cancer Asthma (Children)	Asthma (Children)
Evidence less certain or the evidence is emerging	Chronic Obstructive Pulmonary disease (as chronic bronchitis) Diabetes Low Birth Weight	Asthma (Adults) Diabetes Lung Cancer Low Birth Weight Dementia

Short term exposure to high levels of air pollution can cause a range of adverse effects: exacerbation of asthma, effect on lung function, an increase in hospital admissions for respiratory and cardio-vascular conditions and increases in mortality.

Long-term exposure to air pollution increases mortality risk. The relative risks associated with long-term exposure are higher than short term exposure. UK Health Security Agency (UKHSA) has stated that exposure to PM2.5 is a significant cause of disease in England, and at least as important as road accidents, communicable disease, liver disease and suicide.

It is important to highlight that there is no safe limit to PM2.5 exposure and that the EU Air Quality Directive and WHO annual mean objective for both PM2.5 and NO2 is higher than the UKHSA annual mean exposure threshold at which there is an observed impact on harm to health. These are outlined in the table below.

Table 2: Air Quality Annual Mean Exposure Thresholds

	EU Air Quality Directive - annual mean objective	WHO - annual mean objective
PM _{2.5}	≥25µg/m-3	≥10µg/m-3
NO ₂	≥40µg/m-3	≥40µg/m-3

UKHSA has allocated statistics to each local authority area to demonstrate the impact of long term exposure to PM2.5 on the health of the population. The data shows that 101 of deaths in North Tyneside in a year can be attributed to exposure to PM2.5, with a result of 998 life years lost in any given year ⁱⁱ.

The Public Health Outcomes Framework for England recognises the burden of ill-health resulting from poor air quality as well as other public health concerns.

- The fraction of annual all-cause adult mortality attributable to long-term exposure to current levels of anthropogenic particulate air pollution (measured as fine particulate matter, PM2.5) ⁱⁱ.

This indicator is intended to enable Directors of Public Health to appropriately prioritise action on air quality in their local area. The indicator is calculated for each local authority in England based on modelled concentrations of fine particulate air pollution (PM2.5). Estimates of the percentage of mortality attributable to long term exposure to particulate air pollution in North Tyneside is lower than the England average at 3.7% compared to 5.1% (2017) ^{iv}.

There is no completely safe lower threshold for particulates where there are no adverse impacts. Therefore, further effort to reduce PM2.5 levels, for example by reducing vehicle traffic source particulate emissions, would bring additional benefits in reducing the added burden on ill health and mortality in North Tyneside.

The National Clean Air Strategy highlighted that:

When all diseases are included, air pollution is expected to cause 2.4 million new cases of disease in England between now and 2035. PM2.5 alone could be responsible for around 350,000 cases of coronary heart disease and 44,000 cases of lung cancer in England over that time.

Even small changes can make a big difference, just a 1µg/m³ reduction in PM2.5 concentrations this year could prevent 50,000 new cases of coronary heart disease and 9,000 new cases of asthma by 2035.

Public Health will provide support by the Health and Wellbeing Board in ensuring impact on health on pollutants are considered to reduce inequalities. Public Health will promote information on air quality which ensure the public are aware of air quality particular for at risk individuals. This can be provided by Defra's daily Air Quality Index (DAQI) which gives recommended actions and health advice based on pollutant levels.

Health and Social care professionals can play a key role in discussing with their patients the impact of air pollution. They act as a trusted voice to highlight that air pollution affects everyone, and their own behaviour can both reduce some of their exposure to air pollution and their own contribution to air pollution.

The UK Health Forum and Imperial College London, in collaboration with and funded by UKHSA, developed a modelling framework and estimated that a 1 µg/m³ reduction in fine particulate air pollution in England could prevent around 50,900 cases of coronary heart disease, 16,500 strokes, 9,300 cases of asthma and 4,200 lung cancers over an 18 year period.

Particulate matter (PM) and nitrogen dioxide (NO₂) are both major components of urban air pollution. Currently, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. Therefore, further reduction of PM or NO₂ concentrations below air quality standards is likely to bring additional health benefits.

Aim 5.0 Promoting and Improving Health Outcomes Linked to Air Quality

Actions:

5.1 Analyse and publish data on air quality and PM_{2.5} levels routinely in Joint Strategic Needs Assessments and Health and Wellbeing Strategies.

5.2 Promote key public health campaigns e.g. National Clean Air Day.

5.3 Work with Public Health to allow actions to be measured against health outcomes.

5.4 Ensure that messages regarding poor air quality days are distributed to key stakeholders and the public.

ⁱ <https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

ⁱⁱ Estimating local mortality burdens associated with particulate pollution, Public Health England 2014

ⁱⁱⁱ <http://fingertipsreports.phe.org.uk/public-health-outcomes-framework/e08000022.pdf>

^{iv} <https://fingertips.phe.org.uk/search/air%20quality#page/4/gid/1/pat/6/par/E12000001/ati/102/are/E08000022/iid/30101/age/230/sex/4>

^v Wilkie et al – Presentation NE Regional Directors Workshop on Air Quality (2018)

6.0 Air Quality & Public Consultation

6.1 Public Liaison

Effective risk communication is important to ensure information is relayed in a clear and concise manner. The Council will ensure all information is provided openly and transparently when communicating air quality issues to the public.

Air quality is a complex issue due to the varying factors that affect releases of emission and plume dispersion. There will always exist a difficulty in explaining health, social and environmental impacts of poor air quality. to the layperson.

There is great scope for members of the public, businesses, voluntary organisations and neighbouring authorities to play an important role in dealing with air quality issues within the borough. The Council will encourage participation in the process of improving local air quality, recognising the valuable contribution of these sectors. A collaborative approach to dealing with air quality issues will be developed in partnership with other relevant departments within the Local Authority including Public Health, Strategic Planning, Transport Planners and the Environmental Sustainability Team.

Careful consideration needs to be given to those groups or individuals who are most at risk from the hazards posed by poor local air quality, such as the elderly, the very young and those who already suffer from respiratory ailments, for example, asthma. In addition, with many people, it is assumed that air quality relates primarily to climate change. Whilst this is a major issue that we must tackle, it is also critical to relay the potential impacts on human health and quality of life when dealing with local air quality. The Council will treat any concerns raised by a member of the public seriously and with respect, recognising the importance of the issue to that group or individual.

6.2 Reviewing the Strategy

The Air Quality Strategy will be subject to periodic review as the Strategy is relevant for a 5 year period, 2023 to 2028. Any review of the Strategy will take into account the following:

- Changes to relevant air quality legislation, regulations, Local Air Quality Management guidance or the National Air Quality Strategy,
- Introduction of new legislation or Regulations,

- Changes in local circumstances, such as the introduction of any Air Quality Management Areas or health inequalities,
- Introduction of new sources of industrial emissions ,
- Updates or changes to existing Council policy or guidance impacting upon air quality.

Aim 6: Encouraging Public Participation And Air Quality and Informed Choices on Air Quality and Health Consequences

Actions:

6.1 The Air Quality Strategy is to be implemented and promoted to ensure it is fully effective in meeting its objectives.

6.2 We will investigate ways to improve awareness of air quality within the North Tyneside borough.

6.3 We will investigate ways to engage with local schools to promote air quality.

6.4 We will promote collective working with the Public Health Team to increase awareness of air pollution and promote messages.

7.0 The Net Zero 2030 Plan (2022)

In July 2019 North Tyneside Council declared a Climate Emergency. The Our North Tyneside Council Plan 2021-25 has the stated ambition that:

“We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030.”

North Tyneside Council recognises that the climate emergency challenge must be tackled at a number of different levels, with the combined effort of government, businesses, stakeholders and individuals. As an organisation, the Council’s carbon footprint is less than 2% of the borough, so it is essential to develop a collaborative approach to the challenge. In August, Cabinet approved the Carbon Net-Zero 2030 Action Plan.

The Authority’s NetZero 2030 Plan will assist the development of energy supply options; help achieve efficiencies; reduce costs and help to meet carbon reduction targets.

The Low Carbon Plan builds on the Authority's success in reducing carbon dioxide emissions and places an increased focus on exploring a number of emerging opportunities associated with energy generation and energy services under its direct control. However, to maintain and improve on recent carbon reduction, the Low Carbon Plan also recognises that the energy reduction and energy efficiency stages of the energy hierarchy are essential building blocks and includes actions to further develop these areas.

North Tyneside Council recognises the significant role it can play in helping to accelerate the national transition towards a low carbon economy. The broad themes of this action plan aim to address as part of this transition include the following: -

- Energy efficiency

The authority is clear that to reduce the demand for power and heat in buildings across all sectors, the energy efficiency of existing buildings must continue to improve.

- Decarbonising / generating heat and power

Within the borough, the authority is clear that opportunities may exist to enable the generation of heat and power to support its own demands as well as those of businesses and households.

- Decarbonising travel

Travel contributes to 37% of the borough's carbon footprint. Reducing vehicle emissions and usage by encouraging modal shift and accelerating the transition to low carbon transport is integral to decarbonisation and improving air quality. Decarbonising road transport is a national ambition, with the Government having stated its intention to end the sale of new conventional petrol and diesel cars and vans by 2030 and hybrid cars and vans by 2035.

- Waste and recycling

The Authority has a statutory duty to collect and dispose of household waste arising within the borough. To achieve this, it directly provides a kerbside collection service and contract arrangements are in place to dispose of residual waste and reprocess recyclable material.

- Food

The authority recognises that the potential impact of more sustainable food policies can be a significant factor in carbon emissions reduction.

- Climate Adaptation

The authority is clear that to meet its climate ambitions, adaptation to climate change must also be an inherent and core part of the Action Plan.

- Insetting Carbon Emissions

The authority has identified a range of carbon reduction projects which will impact on reducing its own direct emissions and emissions from the borough. There is however recognition that there are some emissions which will not be addressed by physical technology interventions or cultural behaviour. It is these emissions which the authority will focus its approach on in terms of identifying in setting options.

- Economy and skills

The authority's ambition for a low carbon and clean growth economy means that we will continue to nurture a broad range of low carbon industries, including some sectors which have world leading positions; this success to date is built upon wider strengths in the borough in support for innovation and excellence.

- Behaviour change

The authority has a long history of promoting messages to households to make small and easy changes to reduce the impacts of lifestyle on the environment.

In order to assess the impact of the actions, the Authority has assessed carbon savings and additionally has considered a range of co-benefits that the actions will deliver. The main co-benefits used in this overall assessment are:

- Improved air quality
- Health and well being
- Biodiversity
- Local or regional economic benefits
- Skills development and training opportunities
- Climate adaptation and resilience,
- Just transition.

[Governance of the Carbon Net-Zero 2030 Action Plan](#)

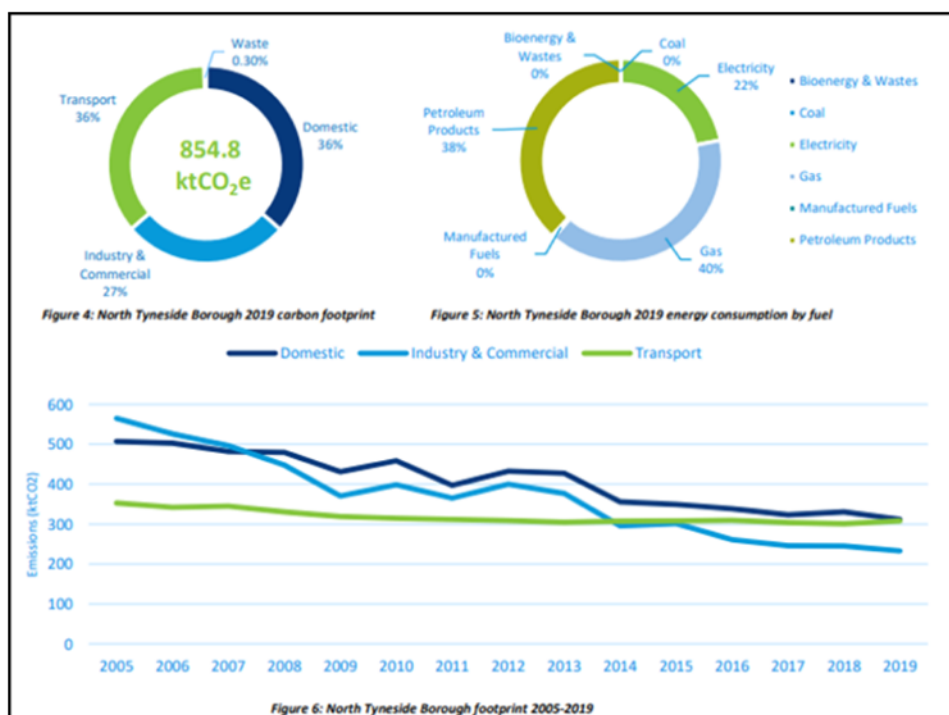
The overall governance of the Climate Emergency is split between the authority's Carbon Net zero 2030 Board (Internal) and the borough wide Climate Emergency Board (External). The authority has a role in managing the continuity between the two Boards and this extends to the reporting of progress. Insofar as monitoring and updating the Climate Emergency Action Plan, this will be done on an annual

basis by the authority with the support of the stakeholders who have been a central supporting factor in its development.

Nationally, a number of greenhouse gases and energy datasets are produced under the National Atmospheric Emissions Inventory (NAEI), which is used by Local Authorities and public users interested in their local areas. These datasets include Local and Regional CO₂ emissions, Road transport fuel consumption and non-gas, non-electricity and non-road transport fuel consumption. The statistics are produced approximately 1.5 years in arrears.

- The statistics are used by North Tyneside Council and other organisations as an important body of information to help identify high emitting sources of CO₂ and energy intensive sectors, to monitor changes in CO₂ emissions over time, and to help design carbon reduction strategies. The borough's carbon footprint is reducing and can be seen in the Figure 6 below.
- North Tyneside's carbon footprint in 2019 was 854.8 ktCO₂e. This is split across 36% domestic, 36% transport and 27% industry & commercial sectors, with waste emissions only a minor portion (0.3%). The emissions of the borough since 2005 have been also assessed, showing how this proportional split in emissions total has changed over time.

Figure 4, 5, 6 Borough of North Tyneside Carbon Emissions 2005 – 2019



Aim 7: To review and promote benefits of carbon Net Zero Action Plan on Air Quality.

Actions:

7.1 The Carbon Net Zero 2030 Plan will continue to be implemented to tackle energy and carbon reductions at source.

7.2 North Tyneside Council will continue to review and promote energy efficiency measures.

7.3 Promote the integration and connection of large industry within the borough to promote retrofitting and deliver decarbonisation through industrial clustering.

7.4 North Tyneside Council will continue to influence and promote the installation of low carbon solutions within private sector homeowners.

7.5 North Tyneside Council will assess options for the development of a borough-wide heat and energy plan.

8.0 Improving Collaborative Working

The Council are committed to improving the borough's air quality by working closely with all relevant parties internally and externally. Air quality requires commitment from the public, industry and the council. This will require ensuring information on air quality and its benefits on health and environment are promoted. This Strategy will provide the impetus for driving forward the aims and actions highlighted by setting up a regular steering group meetings to review. The annual Air Quality Status Report will report on progress and will be overviewed by Public Health to emphasis the link to health.

It is important that information on air quality is provided to the public in a clear and accessible way by the Council. The Council web site <http://www.northtyneside.gov.uk> provides details on air quality within the borough and Local Air Quality Management Review and Assessment Reports are available for viewing. The Strategy will similarly be made accessible via the website and through Council offices and local libraries.

Aim 8: Improving Collaborative Working

Actions:

8.1 North Tyneside Council will collate air quality aims and actions and carry out review on a regular basis via a steering group.

8.2 All air quality information will be available on the website to promote air quality and encourage public to make informed choices.

8.3 We will ensure good links with public health to enhance the understanding of the health implications associated with poor air quality and the extent to which air quality threatens the health of North Tyneside's communities.

Appendices

Appendix A – Table of Air Quality Actions:

Ref.	Action	Responsible	Timescale
Aim 1: Maintain and Improve Air Quality and Health			
1.1	North Tyneside Council will monitor air pollutants to assess compliance with the UK air quality standards to ensure the objective levels are not breached.	Environmental Health	Ongoing
1.2	An Annual Air Quality Status Report will be submitted for approval by Public Health and DEFRA and published on the Councils' website.	Environmental Health	Ongoing
1.3	North Tyneside Council will carry out risk-based inspection programme of all Local Authority regulated permitted processes under the Environmental Permitting Regulations 2016 (as amended).	Environmental Health	Ongoing
1.4	The smoke control orders will be fully promoted and enforced. The importance of the smoke control areas will be publicised on the Councils website and in local publications to highlight the importance of compliance with the Orders.	Environmental Health	Ongoing
1.5	North Tyneside will introduce a policy for the enforcement of financial penalties and initiate targeted inspection based on air quality and Public Health.	Environmental Health	April 2024

Ref.	Action	Responsible	Timescale
1.6	The Hackney Carriage and Private Hire Licensing Policy will be promoted with regard to the vehicle age policy and reduction in car emissions to accelerate Zero and Ultra Low Emission Vehicles (ULEVs) uptake.	Taxi Licensing	2024
Aim 2: Reducing Transport Related Emissions			
2.1	North Tyneside will support the greater use of more sustainable modes of transport in preference to motorised journeys, through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan.	Transport Planners	Ongoing
2.2	Through 'Go Smarter in North Tyneside' and related initiatives, work with schools and other local stakeholders to encourage modal shift and travel behaviour change for regular journeys.	Strategic Transport	
2.3	Engage with bus operators to progress the objectives of the North East Bus Service Improvement Plan (e.g. targeted improvements to bus priority and traffic signal technology to support bus reliability).	Strategic Transport	2024
Aim 3: To Review Air Quality in Planning Policy, Development and Land Use			
3.1	To encourage pre-planning application discussions between the developer and North Tyneside Council where air quality is indicated as a potential concern.	Development Control	Ongoing
3.2	Environmental Health will act as consultee on air quality	Environmental	Ongoing

Ref.	Action	Responsible	Timescale
	assessment requirements and format dependant on developments and underlying air quality. Environmental Health will review air quality reports in technical and non-technical format in timely manner to the Planning department. .	Health	
3.3	Environmental Health will ensure website has signposting to good practice guidance for assessment or mitigation of air quality issues particularly with regard to construction phase of the site.	Environmental Health	Ongoing
3.4	To ensure effective implementation of policies that effect air quality within the Local Plan.	Planning	
Aim 4: Reviewing and Promoting Reductions in Emissions from Fixed Sources			
4.1	To review Local Authority EPR permits on a eight yearly cycle from the date of their issue.	Environmental Health	
4.2	Implementation of the Carbon Net Zero 2030 Action Plan and monitoring its outputs annually.	Sustainability	Annually
4.3	Reporting of greenhouse gas emissions.	Sustainability	Ongoing
4.4	Work with the North of Tyne Combined Authority on a Business Decarbonisation Support Programme.	Sustainability	2024
Aim 5: Air Quality & Improving Public Health			
5.1	Analyse and publish data on air quality and PM _{2.5} levels routinely in Joint Strategic Needs	Environmental Health	Ongoing

Ref.	Action	Responsible	Timescale
	Assessments and Health and Wellbeing Strategies.		
5.2	Promote key public health campaigns e.g. National Clean Air Day.	Environmental Health/Public Health.	Ongoing
5.3	Public Health to allow actions to be measured against health outcomes.	Public Health	Ongoing
5.4	Ensure that messages regarding poor air quality days are distributed to key stakeholders and the public.	Environmental Health	Ongoing
Aim 6: Encouraging Public Participation and Air Quality and Informed Choices on Air Quality and Health Consequences			
6.1	The Air Quality Strategy is to be implemented and promoted to ensure it is fully effective in meeting its objectives.	All- Steering Group	Ongoing
6.2	We will investigate ways to improve awareness of air quality within the North Tyneside borough.	All-Steering Group	Ongoing
6.3	We will investigate ways to engage with local schools to promote air quality.	Environmental Health	December 2024
6.4	We will promote collective working with the Public Health Team to increase awareness of air pollution and promote messages.	Public Health	Ongoing
Aim 7: To review and promote benefits of carbon Net Zero Action Plan on Air Quality.			
7.1	The Carbon Net Zero 2030 Plan will continue to be implemented to tackle energy and carbon reductions at source.	Sustainability	Ongoing

Ref.	Action	Responsible	Timescale
7.2	North Tyneside Council will continue to review and promote energy efficiency measures.	Sustainability	Ongoing
7.3	Promote the integration and connection of large industry within the borough to promote retrofitting and delivery decarbonisation through industrial clustering.	Sustainability	Ongoing
7.4	North Tyneside Council will continue to influence and promote the installation of low carbon solutions within private sector homeowners.	Housing Strategy	Ongoing
7.5	North Tyneside Council will assess options for the development of a borough-wide heat and energy plan.	Housing	Ongoing
Aim 8: Improving Collaborative Working			
8.1	North Tyneside Council will collate air quality aims and actions and carry out review on a regular basis via a steering group.	Environmental Health	Ongoing
8.2	All air quality information will be available on the website to promote air quality and encourage public to make informed choices.	Environmental Health	Ongoing
8.3	We will ensure good links with public health to enhance the understanding of the health implications associated with poor air quality and the extent to which air quality threatens the health of North Tyneside's communities.	Public Health	Ongoing

Appendix B – Air Pollutant Monitoring Sites

Figure B.1 – Map of Non-Automatic Monitoring Sites (North East)

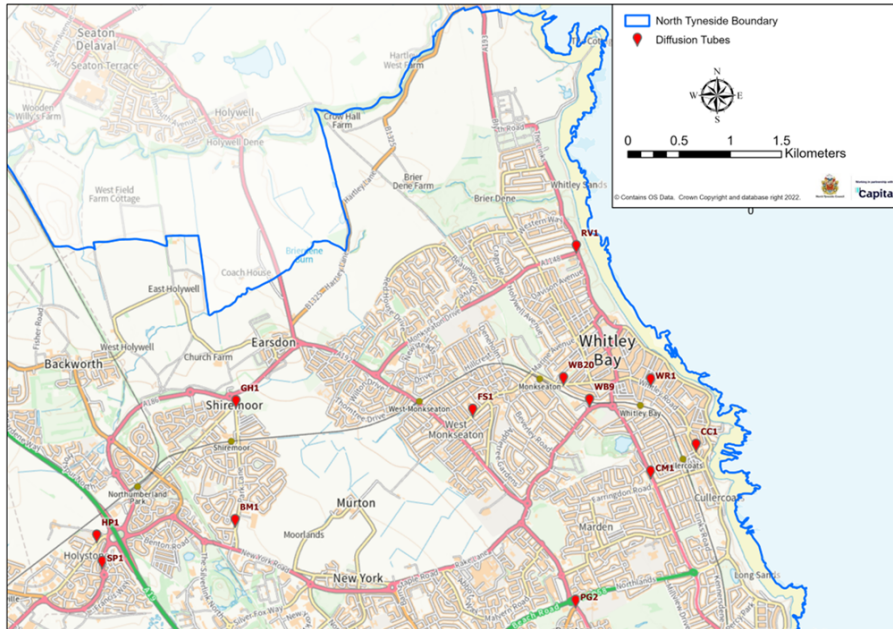


Figure B.2 – Map of Non-Automatic Monitoring Site (North West)

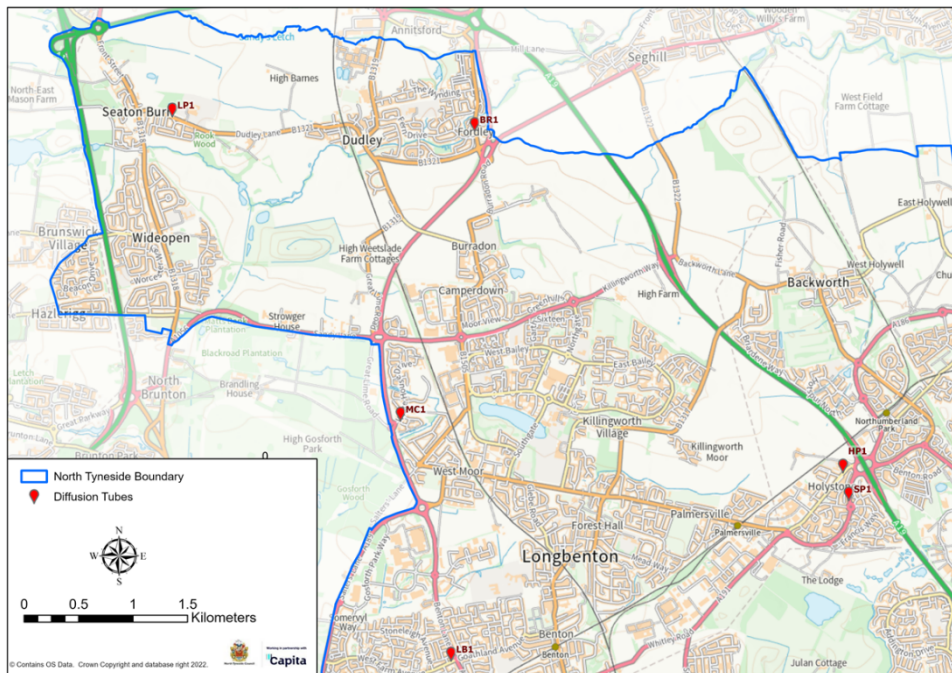


Figure B.3 – Map of Non-Automatic Monitoring Site (South East)

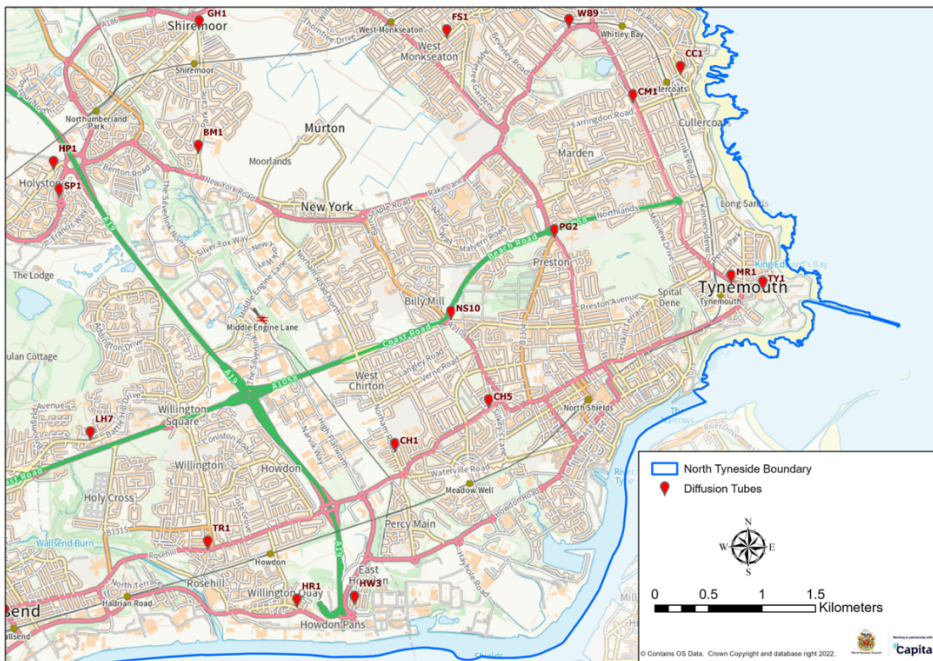
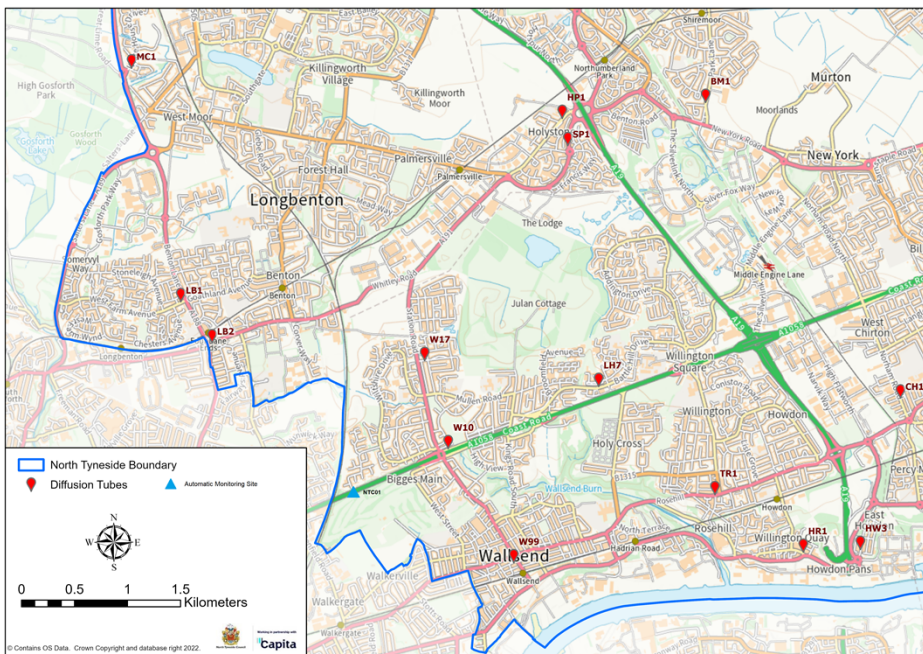


Figure B.4 – Map of Automatic and Non-Automatic Monitoring Site (South West)



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1. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938623/Review_of_interventions_to_improve_air_quality_March-2019-2018572.pdf
2. Biomass Policy Statement, The Department for Business, Energy & Industrial Strategy, November 2021
3. Local Air Quality Management Technical Guidance 2022, Department of Environment, Food & Rural Affairs, August 2022

Appendix 2 Engagement Outcome

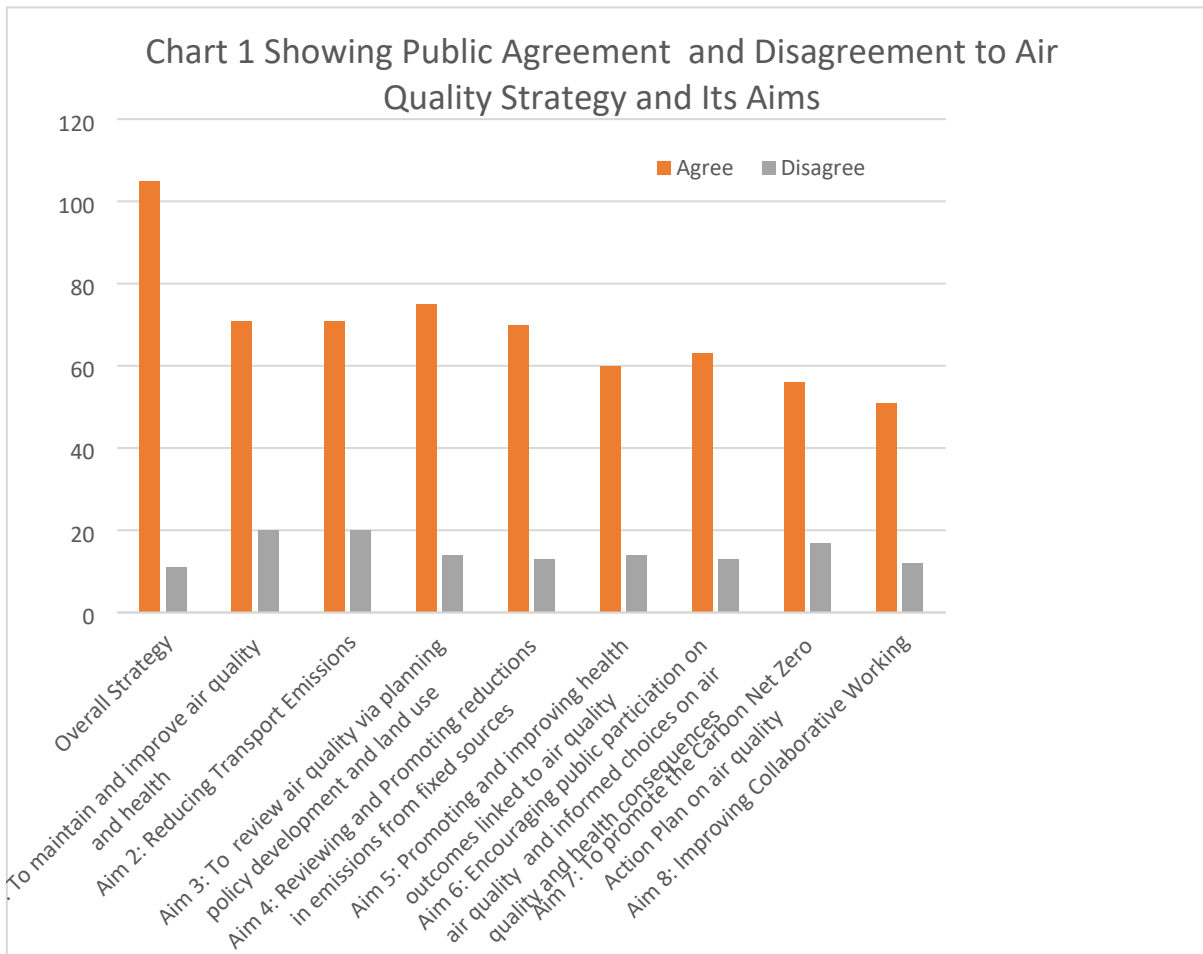


Table 1: Summary of Public Comments on Air Quality Strategy Aims and Local Authority Responses

Agree / Disagree	Comments	Response
Air Quality Strategy Aim 1: To maintain and improve air quality and health Response: 65% Agree, 15% Disagree, 42 Comments		
Agree	Plant trees to improve air quality	North Tyneside Authority works with North East Community Forest who have a 30 year vision to increase tree coverage and is part of zero action plan. The trees planted in 2023 are expected to capture 61,000 tonnes of carbon (tCO ₂ e) over 100 years, helping North Tyneside become more resilient to climate change. The planning regime also requires development to consider landscaping and loss of habitat.
Agree	Critical of building on green sites	Development is determined against government planning policies.
Agree	Reduce car emissions	Central government regulates car emissions and its reductions. Could promote alternative car use /cleaner transport. See transport

Agree*1	clarify level of pollutant concentrations needed to be achieved?	Air Quality Strategy action 1.1 is expanded in full report to advise pollutants monitored against UK air quality standards and to ensure compliance with objectives. The annual report specifies the pollutant concentrations objectives.
Agree	Would like powers to deal with smoke from barbecues and wood burners.	1.4 Enforcement of the use of approved only wood burners is enforced in smoke control areas. Smoke only from barbecues may be considered under statutory nuisance
Disagree	Object to tax on polluters will make people move from area, considers green living wall would be a better solution.	Enforcement of smoke is proportionate with offence and education and awareness of law is initial stance in accordance with North Tyneside enforcement policy
Neither	consider other actions before enforcement	Enforcement policy follows a staged approach with education and awareness of law the initial stance.
Agree	strong action required for offences	
Agree	concern about fuel poverty if we prevent the use of log burners.	Log burners can be used just need to apply correct fuel and use approved log burner
Disagree	Finds strategy difficult to understand and considers house building detrimental to air quality	Chapter 3.0 provides details on how air quality is considered in developments.

	which is not counterbalanced by a bike lane	
Agree	Additional action required such as a creation of clean air zones	This is incorporated in transport strategy
Agree	suggested monitoring location	Monitoring is selected by high traffic/ polluting sources close to receptors exposure and reviewed yearly
Agree	Resident would like more smoke control areas	Smoke control areas (SCA) were created where there was housing and covers majority of North Tyneside. New SCA will be created if it is considered that new areas are required due to new developments.
Agree	taxi change from age to emission	Comments noted and passed to Licensing.
Agree	Clarification on smoke control areas requested.	The Air Quality Strategy in section 1.4 clarifies smoke control areas and the Authority website provides leaflet and details on smoke control areas in the borough.
Air Quality Strategy Aim 2: Reducing Transport Emissions		
Response: 63% Agree, 18% Disagree, 42 Comments		
Agree	Introduce charges for most polluting vehicles	The Authority would consider this option if there were exceedances in air quality. North Tyneside has good air quality.

Agree	<p>Resident wants an integrated transport network</p> <p>Make public transport safe and subsidise or give incentives to use clean modes of transport.</p>	<p>The Authority works with regional partners on improving transport integration as set out in North Tyneside Transport Strategy and North East Transport Plan</p>
Agree	<p>Promote Park and ride schemes.</p> <p>Residents agree to aim 2.1 Support sustainable modes of transport and would like Improvements to junctions and traffic flow, and consider no car zones and charges.</p> <p>Improve traffic flow.</p>	<p>The Authority works with regional partners on public transport including cleaner technologies.</p> <p>Nexus, on behalf of local authorities, support bus services on routes that may not otherwise be commercially provided.</p> <p>Park and ride sites have been created at Four Lane Ends and Northumberland Park metro stations.</p> <p>The North Tyneside Transport Strategy sets out the Authority's approach to transport matters, including infrastructure improvements and traffic flows.</p> <p>North Tyneside's air quality is good. The introduction of car zones would only be considered if there were exceedances of the national air quality thresholds.</p> <p>North Shields Regeneration include the removal of traffic from Howard Street</p>

	Residents would like less cars around schools	Transport are working with schools and have put in place School Street Schemes to reduce car usage and are encouraging further schemes.
Disagree*3	Taxes are too high, stop punishing car users	Tax on motor vehicles is determined by Central Government.
Agree*4	Comment on Action 2.2 Reducing Transport Related Emissions is this should incorporate greater priority to pedestrian by improving public transport, sharing pedestrian cycle paths. Improve pedestrian safety by reducing speed limit on residential streets.	Transport Strategy sets out how the Authority will support cycling and walking. The Authority works with regional partners to encourage use of public transport. 20mph zones are in place in residential areas and around schools in the borough.
Agree *8	Improve public transport: better reliability for public transport and direct routes, bus lanes, car sharing, more charging points. How are we reporting progress.	The Authority works with regional partners on public transport matters including service reliability. Nexus, on behalf of local authorities support bus services on routes including routes that may not be commercially viable at times. The air quality status report will provide annual progress.

<p>Agree</p>	<p>Firstly, the strategy clearly highlights road traffic as primary cause of poor air quality in North Tyneside as well as the negative health impacts, however, lacks the appropriate focus and actions to address this main driver. We propose a range of actions to address this including</p> <ul style="list-style-type: none"> > - building an active travel infrastructure and providing alternatives to car journeys > - implementing school streets across the Borough > - clear sign posting and fines for car idling, particularly around schools, care homes, high streets > - better electric charging points network and information for households > - introducing car free days in popular locations such as seafront and high streets > - planning permissions granted for new housing with clear criteria 	<p>The Air Quality Strategy highlights as aim 2: Reducing Transport Related Emissions and refers as action 2.1 to the need to support sustainable strategy. The details of how this will be carried out are set out in The North Tyneside Transport Strategy and in other relevant policies.</p> <p>Other relevant policies giving details of how transport and sustainability will be addressed are set out in North Tyneside Local Plan, the Transport and Highways Supplementary planning document, North Tyneside Cycling Strategy and Cycling Design Guide, and North Tyneside Zero Emission Vehicle Strategy.</p> <p>The Air Quality Strategy gives an overview of aims to improve air quality and therefore includes not only transport but also highlights the important role planning, sustainability tea and public health have in air quality.</p>
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	<p>for sustainable transport only</p> <ul style="list-style-type: none">>> Secondly, while reducing air pollution drivers and sources should be of course the principle aim, it is surprising that the strategy makes no mention of measures to positively impact air quality. The Borough has a significant lack of tree cover. A greater focus on increasing biodiversity through trees, hedgerows and green walls on buildings would positively impact air quality while providing additional positive health impacts.	
Agree	<p>disappointed by the lack of focus of the strategy which fails to address the main cause of poor air quality: road traffic (as stressed</p>	<p>Please see response above.</p>

on p.5). We strongly advise to reduce the number of aims of the strategy and re-focus them on tackling road traffic / reducing motorised traffic through clear and meaningful interventions such as:

- building active travel infrastructure and providing alternatives to car journeys in particular under 5 miles
- implementing planning decisions which reduce car dependency
- delivering school streets across the Borough
- piloting low traffic neighbourhoods
- launching a programme of car free days in key locations (seafront) and local high streets
- introducing workplace parking levy
- abolishing free parking (except for blue badge holders)

	We look forward to seeing our recommendations adopted in the revised strategy.	
Agree	They would like Electric buses	Central government is in control of the timetable for changes on electric run vehicles.
Air Quality Strategy Aim 3: To review, air quality via planning policy development and land use Response: 66.3% Agree, 12.4% Disagree, 25 Comments		
Agree	Don't build on green areas.	<p>Air quality can be a material consideration in planning policy, particularly if the development would have an adverse effect on air quality where it is known to be poor.</p> <p>When assessing development sites such as green areas, air quality can be an important consideration in habitat assessments, strategic environmental assessments, and sustainability appraisals. This can be used to help shape the development, reducing the impact a proposed development may have to air quality within green areas.</p> <p>Balancing the needs for housing and other types of developments within the boundaries of North Tyneside will mean that though</p>

		<p>brownfield sites are prioritised, green field sites are also needed and have been identified in the Authority's Local Plan.</p> <p>Given the overall planning process, air quality will be considered where deemed necessary and will help to prevent a significant loss to air quality within surrounding green areas.</p>
Agree*3	Take enforcement action for non-compliance, ensure planning place appropriate weight on air quality.	Government guidance for planners on air quality is followed
Disagree	Thinks aims are vague	Noted
Agree	How will strategy be reported	Annual Air quality report will report on progress of actions
Agree	Residents want planning to add more trees and hedgerows, protection of trees and the control of parking during construction. Resident wants more emphasis in local plan on trees.	<p>In accordance with national and local plan policy, the Authority has regard to the protection and planting of trees when considering planning applications for proposed development and is addressed in local plan.</p> <p>The National Planning Policy Framework (NPPF) requires that Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments. Applicants and local planning authorities should work with highways officers and tree officers to</p>

		<p>ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.</p> <p>The NPPF paragraph 174 requires that Planning policies and decisions should contribute to and enhance the natural and local environment. The character of undeveloped coasts should be maintained while improving public access to it where appropriate. Paragraph 180 section d advises when determining planning applications development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design.</p>
<p>Agree</p>	<p>Ensure air quality is considered equally against economically viable areas.</p>	<p>The purpose of National Planning Policy Framework and the planning process is to contribute to the achievement of sustainable development. The planning system seeks to enable developments that support the economic, social, and</p>

		environmental objectives. Air quality is part of environmental considerations and is afforded appropriate weight when considering development.
Agree	make developments provide green space/ planting	The North Tyneside Local Plan Policy DM 5.9 aims to support strategies and proposals that protect and enhance overall conditions and extent of trees, woodland and hedgerow unless other important habitats are not degraded. The policy also includes to Secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.
	Review air quality assessment after development e.g. rake lane	In certain circumstances where potential impacts upon air quality arising from development are identified, the Authority may impose conditions requiring the developer to monitor air quality or seek a planning obligation from the developer to enable the Authority to undertake appropriate monitoring and ensure the effectiveness of any measures that are in place to safeguard air quality in the Borough. Air quality monitoring will be carried out in areas of high traffic flow and congestion near to residential housing.
Air Quality Strategy Aim 4: Reviewing and Promoting reductions in emissions from fixed sources Response: 61.9% agree, 11.5% Disagree, 19 Comments		
Disagree* 4	Comments are that the Authority is not proactive, no investment	Inspection regime of industrial process highlighted as action 4.1 Review polluting industry permits is a proactive action and the

	targets, Net Zero will not work and will hurt residents. Don't believe in climate change. Stop taking green spaces	actions within action 4.2 Implement and monitor Carbon Net Zero 2030 Action Plan and 4.4 Work on Business Decarbonisation support Programme Action gives proactive actions which will improve environment and save money.
Agree	Query why aircraft not included	Annual air quality review considers all polluting sources the airport is not identified as major contributor to pollution
Agree	Recommend time table and links to access air quality information	The Authority's Air quality website page has all air quality reports and will have link to all Carbon Net Zero 2023 plans and business decarbonisation support.
Agree	Less pollution /zero emissions from chimneys/ make sure cost to change to cleaner energy is not a barrier	Action 1.4 Enforce and promote smoke control areas will seek to reduce pollution and enforcement plan for smoke pollution is being developed.
Agree	need to report on actions	Actions will be reported in the annual air quality report and there will be links to the Carbon Net Zero 2023 plan.
Air Quality Strategy Aim 5: Promoting and improving health outcomes linked to air quality.		
Response: 53% agree, 12.3% Disagree, 20 Comments		
Agree	Clarify PM2.5 in action 5.1	Strategy has been amended to clarify PM2.5 as very fine particles of diameter less than 2.5 microns.

Agree	recommend we monitor any campaigns to review impact of strategy on , work with health authority and use social media etc to communicate initiatives, shame polluters	Public Health professionals are part of Air Quality Steering Group and will consider health outcomes from air quality initiatives. The Evaluation of campaigns and air quality will be reviewed against the Joint Strategy Needs Assessments. Aim 5.2 to promote Key Health Campaigns highlights importance to report on initiatives.
Air Quality Strategy Aim 6: Encouraging public participation on air quality and informed choices on air quality and health consequences Response: 56% Agree, 11.5% Disagree, 17 Comments		
Agree	6.2 Improve awareness of air quality- recommend simple statistics to show effect of pollution	simple statistics on pollutants and effects are provided in yearly annual review.
Agree	LA should lead by example and should be an aim	The local authority via aim 7.1 action Carbon Net Zero Action plan incorporates the need to lead and to work with partners on stimulating transition to net zero. The local authority activity create less than 2% of borough emissions and plan has 150 actions to influence others.
Disagree	considered propaganda	
Air Quality Strategy Aim 7: To promote the Carbon Net Zero Action Plan on air quality. Response: 49% agree, 15% Disagree, 21 Comments		

Agree	Resident consider action 7.2 Review and promote energy efficiency measures is the same as 7.4 Promote low carbon solutions to homeowners	It should be noted Aim 7.4 is focused on homeowners while 7.2 is business focused.
Agreed	Would like list of measures for each aim	Air quality review will highlight progress in Carbon Net Action Plan which gives list of actions.
Agree	Industries already engaging in energy efficiencies	It is Agreed that some business engage in energy efficiency, however for those businesses that require support there are self-help information available and 1 to 1 support on carbon reduction via local carbon reduction awareness schemes and adaption to Climate tool kits.
Disagree with 7.1*2	Public concerned Carbon Net Zero 2023 Plan unachievable.	
Agree*5	Action 7.5 Develop options for heat and energy plan- where will this be promoted due to homeowners and businesses struggling, give financial incentives to homeowners as cost a barrier.	The authority is developing a Strategic Local Area Energy Plan which will engage with utility providers and consumers to deliver projects to support net zero target

	Need target date for heat and energy plan.	
Agree*3	7.1 carbon net zero- wants reduced burning, stop felling trees/prevent energy waste (light pollution), does not want to be punitive	Aim 7.2 will promote energy efficiency measures through our existing networks and beyond via our website and relevant social media / press releases. Actions to reduce energy consumption will provide positive financial benefits.
Agree	What purpose for LA if only central government can control	The Authority do have a role in promotion, delivery and regulation or energy efficiency measures
Agree	Suggest anonymous reporting line	All stakeholders may raise concerns and suggest ideas. The email for relevant net zero aspects is - carbon@northtyneside.gov.uk and the Authority have contact us to report environmental issues.
	Add improved efficiency in new homes	This is occurring via building control standards
Disagree	Does not consider the Zero Action Plan is based on empirical evidence	The authority 2030 Net Zero Action Plan is based on evidence provided by the government. Local energy monitoring and verification methods are used on projects.

Air Quality Strategy Aim 8: Improving Collaborative Working

Response: 45% Agree, 10.6% Disagree 17 Comments

<p>Neither / Agree</p>	<p>Resident consider actions do not fit aim and want more emphasis on business and engagement. Want more details on reviews. Too much reliance on websites.</p>	<p>Comments noted. There will be steering group to ensure all stakeholders in the council work collaboratively together and the promotion of air quality will ensure the public are informed on health impact of air. Environmental health or Environment Agency regulate permitted processes with air pollutants and there is business signposting for energy efficient measures in the net zero plan. There will not be a total reliance on websites to generate air quality awareness with engagement projects already occurring in schools and press releases on smoke control areas and its rules.</p>
<p>Disagree</p>	<p>Concern people will not want to engage.</p>	<p>Engagement does take place in schools and via the press releases to improve awareness of pollutants.</p>

Table 2: Summary on Challenges to Air Quality Strategy

Challenges to Air Quality Strategy? Response: 85% Yes, 15% No, 72 responses	
Comments	Response
Not tough enough, go further faster.	Noted
Depends on what is actually included, but you will always get people who disagree. Need to consider the potential disadvantages alongside the more obvious advantages related to reducing pollution.	Agreed. Strategy will involve review of actions with public health outcomes.
Resistance to net zero nonsense	Noted
How much will this cost the council tax payer, more money on council tax payments. I consider this as a tax raising enterprise, and I don't believe the council give a hoot about clean air. Cost. North Tyneside is Not London. Waste of council resources. Increased costs, primarily to business initially but, in time to residents, because of measures required to align with the actions proposed in the strategy. How changes will affect people's income. Financing in conflict with other important investment requirements. Challenge will be the financial state of the economy and funding for expansion of electric public vehicles.	Actions will be proportionate. Taxation is central government for cars. Benefits of actions can lead to long term benefits not on air quality but also cost savings particularly if residents take up advice on energy saving measures.

<p>New traffic management systems appear to add to the pollution of air quality with the introduction of more traffic lights, longer routes to local destinations etc.</p> <p>Public transport is very unreliable resulting in people using vehicles.</p> <p>People will still choose to drive short journeys and public transport can be expensive and unreliable.</p> <p>End greenfield development which is a link in the chain of events affecting climate change with a knock-on effect on air quality.</p> <p>Building more cycle paths is causing increased traffic pollution as road traffic become more slow moving. Highways department blinkered approach will be a challenge.</p>	<p>Transport Strategy considers air quality as does planning system to prevent adverse impact on air quality.</p> <p>Actions in Aim 2 reducing transport emissions considers initiatives to encourage public transport and clean modes of transport.</p>
<p>The key item is to ensure people don't feel their mobility is being taken away by a lack of understanding. To restrict mobility would be feeding into the 3 worse health problems, obesity, cv diseases etc.</p> <p>This will impact residents as no doubt certain roads will be closed to cars or it will get to a point where you will charge a green tax which will impact the ordinary working person as prices will go up.</p> <p>All this will do is restrict people's movements which isn't right! Unless alternative transport is cheaper and cycling and walking is safer then the sims won't be achieved. By allowing so much housing development everywhere and not making sure there are</p>	<p>Transport Strategy supports public transport and clean modes of transport. Actions will consider public health outcomes.</p> <p>Transport plans and infrastructure considered in developments and via the National Planning Policy Framework (NPPF).</p>

<p>sufficient public services within a reasonable distance means new homeowners will use cars.</p> <p>People want to be involved and listened to rather than the council doing what they think people want.</p> <p>The roundabout at rake Lane and Borough Road Bridge are just two examples where the council just aren't listening to public opinion!</p>	
<p>Too many to list, lack of a common-sense approach, your desire to blame the human race for everything and your total lack of awareness of joy nature works being the main issues.</p>	<p>Air quality will be promoted as part of Strategy.</p>
<p>Lack of political will - too scared of Facebook and the car lobby to make meaningful changes.</p> <p>Money, community engagement and lack of clout by the council to drive change.</p> <p>The Council may promote and encourage actions, but you also need buy-in from the residents to implement the changes. More awareness around PM2.5 is needed (I speak to people about it and very few people are aware).</p>	<p>The Authority take air quality, health and climate changes seriously and the Strategy demonstrates this commitment.</p> <p>The Strategy will promote actions to engage with the public.</p>
<p>The challenge is the erosion of democracy through the imposition of agenda driven policies, without any credible evidence base, which directly oppose the best interests of the majority of council tax payers.</p>	<p>Comments noted</p>
<p>7.1 is impossible !!!! It is the emperor's new clothes !!</p>	<p>Comments noted.</p>

<p>Transport: not enough EV charging points here and around the country; more, cheaper and more reliable public transport; cost of replacing fossil fuel vehicles with EVs</p> <p>Housing: who is going to pay for better insulation, heat pumps etc esp in the private rented sector (what incentives do private landlords have to improve the energy efficiency in their houses?)</p> <p>Alternatives: residents need encouragement to walk and cycle more - doing this beside roads full of traffic not attractive. What plans are there for off-road travel for walkers and cyclists?</p>	<p>The Air Quality Strategy refers to Transport Strategy and Carbon Net Zero 2030 Plan.</p>
<p>People will feel it's their right to have bonfires and BBQ's on their land and in gardens. How will the council know where the fires are?</p>	<p>Enforcement policy will ensure a staged approach to enforcement and press releases are used to communicate measures on smoke enforcement.</p>

Summary

Overall the majority of responses were in agreement to the aims contained within the Strategy and the following actions to achieve these aims. The comments supplied showed that residents and other parties understood what the Strategy was aiming to achieve. Several comments made represented actions that were outside of the scope of this Strategy. In addition, some comments represented actions that are in progress either within this Strategy or connected Policies.

Minor amendments were made to the Strategy in consideration of the responses received, in particular to clarify the definition of pollutants and fine particulates.

North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: North Tyneside Cycling Strategy

Portfolio: Environment	Cabinet Member: Councillor Carl Johnson Councillor Hannah Johnson Councillor Sandra Graham
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Report from Service Areas: Regeneration and Economic Development

Responsible Officer: John Sparkes, Director of Regeneration and Economic Development

Tel: (0191) 643 6091

Wards affected: All

PART 1

1.1 Executive Summary:

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its key principles include reducing carbon emissions from transport and improving health outcomes. The Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. One of these is the North Tyneside Cycling Strategy.

Since the current Cycling Strategy was adopted in 2018, cycling in the borough has grown by more than 60%. During this time the Authority has increased its delivery of cycling training, put in place new cycling routes in the borough, and made cycling, walking and wheeling improvements as part of its regeneration activity. It has therefore provided a robust policy framework to promote cycling as a travel mode for both commuting and leisure purposes.

Cabinet in October 2022 approved a process of public engagement on the updated draft North Tyneside Cycling Strategy and an updated version of the North Tyneside Cycling Design Guide, which sets out the design standards for cycling provision. The engagement process was carried out over a six-week period between 28 October and 9 December 2022. Twenty-three responses were received to the consultation exercise and appropriate amendments were made to the documents: for example, to strengthen wording with reference to multi-modal trips in the strategy and continuity of cycling routes in the Design Guide.

The updated strategy and Design Guide set out how the Authority will continue to support cycling as a healthy and sustainable way to travel, both by developing routes and infrastructure suitable for everyday cycling and by seeking to expand cycling training and support. The strategy reflects the objectives of the regional North East Transport Plan developed by Transport North East, and its aims of supporting the decarbonisation of transport and encouraging active travel.

The strategy also includes a detailed assessment of strategic cycle routes across the borough and walking links in town centres, known as the Local Cycling and Walking Infrastructure Plan (LCWIP). In line with Government guidance, this will help to ensure the borough is best placed to secure external funding for further sustainable transport improvements.

1.2 Recommendation:

It is recommended that Cabinet:

1. agree to the publication of the updated North Tyneside Cycling Strategy, attached at Appendix 1 of this report, which incorporates the Local Cycling and Walking Infrastructure Plan, and the updated North Tyneside Cycling Design Guide attached at Appendix 2 of this report; and

2. authorise the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and the Cabinet Member for Environment, to make amendments to the North Tyneside Cycling Strategy and North Tyneside Cycling Design Guide from time to time to reflect national and local circumstances, policy and guidance.

1.3 Forward Plan:

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published on 24 March 2023.

1.4 Council Plan and Policy Framework

The proposals in this report relate to a number of priorities in Our North Tyneside, the Council Plan 2021 to 2025, in particular:

- A thriving North Tyneside
 - We will regenerate the high streets of North Shields and Wallsend, and in addition to the Master Plan for North Shields, we will bring forward Master Plans for Wallsend and Whitley Bay town centre areas. We will also bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity, and benefits for all our residents.
- A family friendly North Tyneside
 - We will support local schools, making sure all children have access to a high-quality education with opportunities to catch up where needed after the pandemic.
 - We will provide outstanding children's services, events and facilities so North Tyneside is a great place for family life.
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements.
- A green North Tyneside:
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast.
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030.

The proposals also support a number of objectives in the Carbon Net Zero 2030 Action Plan, in particular:

- Behaviour Change Campaign
 - Deliver the council's Action on Climate Change behaviour change campaign.
- Travel
 - Creation of fully connected cycling network (LCWIP)
 - Cycling Parking at all key amenities
 - Bikeability, Cycle Training, Access to low-cost bicycles
 - Low Traffic Neighbourhoods and School Streets

1.5 Information:

1.5.1 Background

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its vision is "Moving to a green, healthy, dynamic and thriving North Tyneside". Its key principles include reducing carbon emissions from transport and improving health outcomes. This fits with the Our North Tyneside Plan and its priority to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast, and to the transport objectives set out in the Carbon Net Zero 2030 Action Plan.

It also links to 'Equally Well', the Joint Health and Wellbeing Strategy, and its strategic ambitions of supporting equal life chances for all, thriving places and communities and maintaining independence; and to the North Tyneside Local Plan, which aims to increase the opportunities for, and attractiveness of, cycling and give greater priority to people cycling, walking and wheeling. It reflects the objectives of the regional North East Transport Plan developed by Transport North East, and its aims of supporting the decarbonisation of transport and encouraging active travel.

The North Tyneside Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. One of these is the North Tyneside Cycling Strategy, adopted in 2018.

Everyday cycling is a healthy, sustainable and affordable way to get to work, school or the shops, for people of all ages. Cycling in the borough continues to

show a growing trend and increased by more than 60% between 2018 and 2022.

Over this time the Authority has expanded the delivery of Bikeability cycling training in schools, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance. The Authority has delivered new cycling routes, such as a cycleway alongside A189 Salters Lane in Longbenton and put in place improvements for cycling and walking provision as part of its regeneration activity, such as at Howard Street in North Shields.

Cabinet in October 2022 approved a process of public engagement on the updated draft North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out the design standards for cycling provision.

1.5.2 Public engagement

A process of public engagement was carried out over a six-week period on the North Tyneside Cycling Strategy and the updated version of the North Tyneside Cycling Design Guide, between 28 October and 9 December 2022. Twenty-three consultation responses were received. Of these, sixteen were from individuals, while the remainder included responses from public sector organisations such as National Highways and Nexus; representatives of voluntary sector organisations; and a response on behalf of the consortium of developers for the Killingworth Moor strategic site identified in the Local Plan.

Revisions have been made to specific aspects of the North Tyneside Cycling Strategy and North Tyneside Cycling Design Guide where appropriate to reflect feedback received as part of the engagement process. These have included strengthening wording in the strategy regarding multi-modal trips; making reference to relevant voluntary sector organisations in the appendices of the strategy; adding labels to maps in the LCWIP for additional clarity; and amendments to strengthen wording on the continuity of cycling routes in the Design Guide.

A summary of the responses received, and revisions to the Cycling Strategy and Design Guide proposed as a consequence of those responses, is attached at Appendix 3 to the report.

1.5.3 The updated Cycling Strategy and Design Guide

Cycling Strategy

The updated Cycling Strategy sets out five outcomes which it seeks to achieve, which fit with the aims of the North Tyneside Transport Strategy. Based on those aims, it then specifies the following actions to deliver over the period of the strategy:

- Action 1 – Support a change in culture which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycle training
- Action 2 – Develop a network of routes suitable for everyday cycling, designed in line with good practice
- Action 3 – Make our town centres and destinations accessible for everyone cycling, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes
- Action 4 – Improve connectivity between cycling and other forms of transport, making it easier to cycle as part of a longer journey and multi modal trips
- Action 5 – Design everyday cycling into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

The updated Strategy sets a target for an annual increase in cycling trips of 10%, increased from 7% in the existing Strategy, to reflect progress achieved to date and the scale of the Authority's ambitions. Its other indicators of success include greater participation in cycling training.

Assessment of cycling and walking routes

The National Cycling and Walking Investment Strategy encourages local authorities to carry out an assessment of strategic cycling routes and town centre walking and wheeling routes. Referred to as a Local Cycling and Walking Infrastructure Plan (LCWIP), this demonstrates that a strategic approach has been taken to identifying improvements to cycling, walking and wheeling infrastructure.

North Tyneside's network of strategic cycling routes has already been defined by the Authority, and these are shown in the form of a 'tube map' in the existing

Cycling Strategy. In addition, supporting walking, wheeling and cycling improvements in the borough's town centres already forms part of the aims of the Local Plan and the Authority's regeneration plans set out in the Our North Tyneside Plan and 'An Ambition for North Tyneside', the Regeneration Strategy.

The proposed LCWIP forms an appendix to the Cycling Strategy. In line with Government guidance, it first sets out how the supporting information was gathered. For the cycling routes, it describes how a Government-endorsed software tool was used to assign a prioritisation score and notional cost range to sections of each route. The next section then describes how a similar process was undertaken for walking routes in town centres. The document concludes by briefly setting out how this work will be used to support applications for external funding and the delivery of the Authority's investment plans.

Cycling Design Guide

The North Tyneside Cycling Design Guide sets out the design standards which the Authority will require, both for its own infrastructure works and for those delivered by developers. Adopted in 2018, it has been updated to reflect more recent developments in good practice, including the publication in 2020 of relevant national guidance, Local Transport Note LTN 1/20 'Cycling Infrastructure Design'.

The updated Design Guide sets out detailed standards for the design of cycling provision on the highway network; in areas of residential streets; and on off-road routes away from motor traffic. It then sets standards for various other aspects of design including junctions and crossings, cycle parking, signage, and construction and maintenance.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

Approval for the updated North Tyneside Cycling Strategy which incorporates the Local Cycling and Walking Infrastructure Plan, and the updated North Tyneside Cycling Design Guide will reflect how the national, regional, and local policy context has developed since the strategy and Design Guide were approved in 2018; take account of views expressed during the process of public engagement; and assist in ensuring that the Authority is well placed to make the case for future investment in cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 North Tyneside Cycling Strategy, incorporating the Local Cycling and Walking Infrastructure Plan (draft for approval)

Appendix 2 North Tyneside Cycling Design Guide (draft for approval)

Appendix 3 Summary of responses to consultation

1.9 Contact officers:

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

John Cram, Integrated Transport Officer, 0191 643 6122

Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219

Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) [North Tyneside Transport Strategy](#)
- (2) [Cabinet report 1 August 2022](#) – North Tyneside Transport Strategy Annual Report
- (3) [Cabinet report 17 October 2022](#) – North Tyneside Cycling Strategy

- (4) [Equality Impact Assessment](#) on the North Tyneside Cycling Strategy as appended to the Cabinet report of 17 October 2022
- (5) [North Tyneside Local Plan](#)
- (6) [North East Transport Plan](#)
- (7) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (8) [North Tyneside Joint Health and Wellbeing Strategy 2021-2025](#)
- (9) [North Tyneside Home to School/College Transport Policy](#)
- (10) [Tyneside Walking and Cycling Index](#)
- (11) Department for Transport – [Gear change: a bold vision for cycling and walking](#) (the Cycling and Walking Plan for England)
- (12) Department for Transport – [the second Cycling and Walking Investment Strategy \(CWIS2\)](#)
- (13) Department for Transport – [Local Cycling and Walking Infrastructure Plans: technical guidance](#)
- (14) Department for Transport – Local Transport Note [LTN 1/20 Cycling Infrastructure Design](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and resource implications directly arising from this report. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

The Authority is responsible for undertaking a number of transport-related functions and statutory duties under relevant pieces of legislation and those obligations are discharged via specific policies, plans and programmes which are approved by the relevant decision-making forum.

Some of the Authority's transport functions must be discharged through the North East Joint Transport Committee which is a joint committee established by the Newcastle Upon Tyne, North Tyneside and Northumberland Combined Authority (Establishment and Functions) Order 2018 or the Joint Transport Committee Tyne and Wear Sub-Committee. The Authority works with the Joint Transport Committee and its Tyne and Wear Sub-Committee on a range of transport-related matters.

By virtue of section 9D of the Local Government Act 2000 any function of the Authority is the responsibility of the Executive unless there is a contrary intention expressed in legislation. There is nothing in legislation that indicates that the approval of the Cycling Strategy is not a matter for Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Internal consultation has involved the Cabinet Member for Environment, the Director of Regeneration and Economic Development and officers in service areas including Public Health, Regeneration and Transport, and Sport and Leisure.

2.3.2 External Engagement

A process of public engagement has been undertaken as set out in section 1.5.2.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

The Strategy has been formulated having regard to the public sector equality duty imposed on the Authority by section 149 of the Equality Act 2010. An Equality Impact Assessment was undertaken prior to the process of public engagement as reported to Cabinet on 17 October 2022. Equality Impact Assessments will be undertaken where relevant to inform the delivery of projects and initiatives developed to achieve the aims of the strategy.

2.6 Risk management

There are no risk management implications arising directly from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 Crime and disorder

There are no crime and disorder implications arising directly from this report.

2.8 Environment and sustainability

There are environment and sustainability benefits associated with the updated Cycling Strategy and Cycling Design Guide. The proposals set out in the documents seek to reduce carbon emissions and air pollution by supporting a shift to more sustainable modes of transport in preference to car or van use and support a number of objectives in the Carbon Net Zero 2030 Action Plan as described in section 1.4.

PART 3 - SIGN OFF

- Chief Executive X
- Director of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X

- Monitoring Officer

- Assistant Chief Executive

North Tyneside Cycling Strategy

2018 – 2032 (Final draft for approval)

everyday cycling



North
Tyneside
Council

North Tyneside

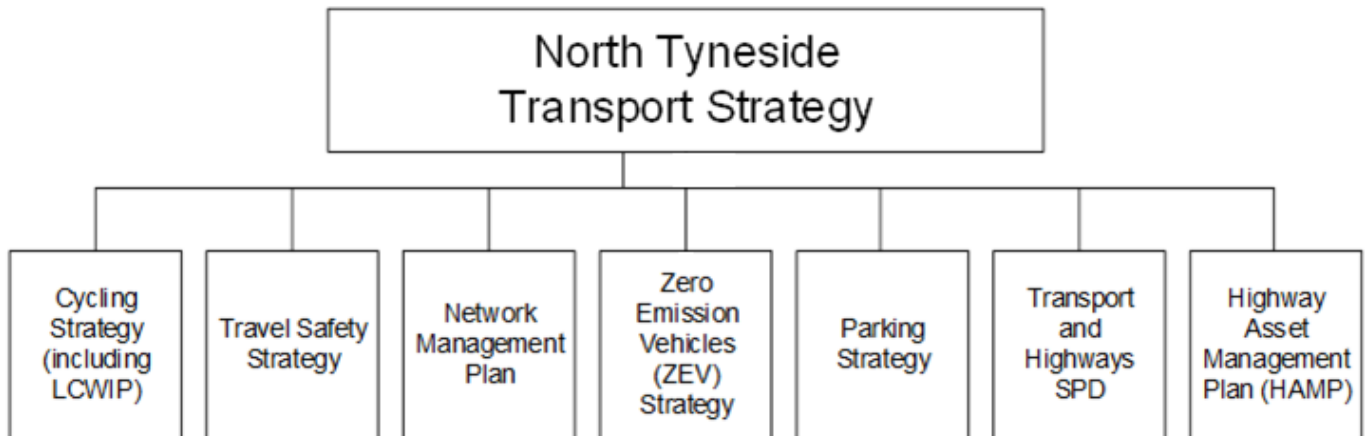
Cycling Strategy 2018–32 (Revised 2023)

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1. Introduction

- 1.1 The North Tyneside Transport Strategy sets out how we will reduce carbon emissions from transport; improve health outcomes; support inclusive economic growth; improve connectivity; and manage demand and enable smart choices for all.
- 1.2 A key aim for both our Transport Strategy and the North Tyneside Local Plan is to encourage a better environment for everyday cycling and to continue the excellent progress being made in North Tyneside in terms of increased participation in cycling. This supports the Our North Tyneside Plan's aims to increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast; and publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030. It also reflects the objectives of the regional North East Transport Plan and its aims of improving the cycling network and supporting active travel.
- 1.3 Cycling is a healthy, affordable and sustainable way of making everyday journeys, which often replace motorised journeys. Cycling is also an inclusive way to travel, open to people of all ages and backgrounds, with a range of adapted cycles available suited to people's mobility needs – while the growing availability of e-bikes and cargo bikes mean cycling can increasingly replace car and van use as a way for businesses to operate more sustainably. Supporting the demand for increased participation in cycling can boost the local economy, people's health and quality of life, helping to make North Tyneside an even greater place to live, work and visit.
- 1.4 In this strategy we set out our strategic approach to supporting cycling in the borough. We have also included our Local Cycling and Walking Infrastructure Plan (LCWIP) in Appendix 4 of the strategy. The diagram below shows how the Cycling Strategy fits within the overall context of the North Tyneside Transport Strategy.



LCWIP – Local Cycling and Walking Infrastructure Plan
 SPD – Supplementary Planning Document

2. Our strategic approach

2.1 To support and encourage the growth of cycling in the borough, we will focus our activity on:

- i. **securing further growth** in everyday cycling, working in partnership to deliver projects which get more people cycling of all ages and in all areas – this means that more people benefit and so does the environment;
- ii. wherever possible, improving the borough’s **infrastructure and information** – delivering a programme of works which makes everyday cycling simple, safe, direct and attractive and supports the growth in everyday cycling; and
- iii. providing **design guidance** to make sure that cycling is considered as part of all highway and regeneration projects and any new infrastructure is in line with best and emerging good practice.

2.2 In summary, we wish to bring about **everyday cycling**.

3. Background

3 (i) Cycling growth

- 3.1 More than two million adults in the UK regularly ride a bike and the 2011 Census showed the number of people cycling to work had increased by 14%. Increasingly, people are choosing to cycle as a practical way to get to and from work, school and shops as well as a popular recreational activity.
- 3.2 Other European countries with a similar climate and landscape but better cycling routes show how widespread cycling could be: in Germany 19% of people cycle every day and in the Netherlands it is 43%.
- 3.3 The Tyneside Cycling and Walking Index¹ showed that 36% of all residents cycle, with 16% of residents cycling at least once a week. In Summer 2021, 36% of all cycling trips consisted of people cycling to work, with 28% being defined as leisure. Cycling tourism on long-distance routes such as the Coast and Castles is also a valuable contributor to the region's economy.
- 3.4 Cycling is growing in North Tyneside: cycling trips in the borough have increased by 61% since 2018, when the Cycling Strategy was adopted, measured by automatic counters on routes throughout the borough.
- 3.5 Physical activity can reduce the risk of major illnesses, such as heart disease, stroke and type 2 diabetes. It can also improve symptoms of some mental health conditions such as depression and anxiety. Currently in North Tyneside 65% of adults are estimated to meet the UK Chief Medical Officers' recommendations for physical activity of 150 minutes of moderate intensity physical activity each week. The easiest way to get more of the population moving is to make activity part of everyday life, like cycling instead of using the car to get around.



¹ In 2021 Sustrans, working with local authorities, released the Walking and Cycling Index for 18 urban areas; one of these covers North Tyneside, Newcastle and Gateshead, referred to as 'Tyneside'. The report includes information on walking and cycling data, modelling and an independent survey of 1,264 residents aged 16 or above in the area.

Getting more people cycling – the benefits

We want to make everyday cycling an aspirational form of transport for all, regardless of age, ability or background. The benefits of getting more people of all ages and backgrounds involved in everyday cycling include:

- **Convenience** – cycling is a physical activity which people can easily fit into their daily routine; it gets you to your destination quickly and in a reliable time; and it is an affordable, easy and fun way to explore and experience the borough
- **Sustainable growth** – Tackling isolation and improving social mobility helps people to access jobs and opportunities regardless of their background.
- **Improved health** – Everyday cycling can help people remain healthier for longer. People who cycle to work lower their risk of cancer and heart disease by more than 40%^[2]. Together with walking, cycling is the easiest way to build activity into daily life and is good for both physical and mental health ^[3].
- **A better environment** – Cycling can contribute to a pleasant urban environment with reduced noise and pollution. Increasing cycling can play a vital part in the continuing improvement in local air quality, and, by replacing motorised journeys, help to reduce carbon emissions in line with the Authority's vision to be carbon net-zero by 2030.

3 (ii) Success so far

3.6 Recognising the increasing levels of cycling in the borough and the wish among many more people to take part in cycling, the Authority has invested to deliver cycling improvements. We have:

- i. encouraged more people to cycle, e.g. by delivering the Go Smarter programme of initiatives to support sustainable and active travel, such as Bikeability cycling training, which we deliver to around 2,500 school pupils per year



² Cycling to work is linked with a 45% lower risk of developing cancer, and a 46% lower risk of cardiovascular disease (CVD), compared with commuting by car or public transport – Cycling UK Briefing 1C

³ Everybody Active, Every Day: An evidence-based approach to physical activity, Public Health England (2014)

- ii. piloted Bikeability projects within local special educational needs schools, with the aim of encouraging children with a range of mobility issues and other disabilities to cycle
- iii. worked in partnership with local organisations to promote cycling; supporting them in the development of community-based cycling projects such as North East Homeless and the Phoenix Detached Youth Project
- iv. made the area around schools safer, by working with schools to introduce 'School Streets' schemes around five primary schools in the borough
- v. promoted cycling through our Summer of Cycling programme which includes cycle training, community guided rides and family fun days
- vi. delivered new high quality cycle links on our Strategic Cycle Routes, including at A189 Salters Lane and A191 New York Bypass-Rake Lane. We have commenced implementation of the North Shields Masterplan, creating space for cycling and walking on Howard Street
- vii. we have also secured funding to deliver local links which make it easier to cycle to four Metro stations in the borough, e.g. an improved route alongside Norham Road in North Shields, linking to Percy Main Metro station

3.7 Since the Cycling Strategy was adopted we have seen a 61% growth in cycling within the borough, and a 5% increase in cycling to schools.

3 (iii) Strategic context for cycling

3.8 Cycling in the borough is considered as part of a broader strategic context, which is made up of:

- i. Our North Tyneside Plan 2021 - 2025;
- ii. the North Tyneside Local Plan 2017 - 2032;
- iii. 'Equally Well', the Joint Health and Wellbeing Strategy 2021 - 2025;
- iv. the North Tyneside Transport Strategy;
- v. the North Tyneside Travel Safety Strategy;
- vi. Transport and Highways Supplementary Planning Document (SPD);
- vii. the North Tyneside Highway Asset Management Plan (HAMP); and
- viii. the North Tyneside Network Management Plan.

3.9 The North Tyneside Transport Strategy sets out aims to increase cycling, promote active forms of travel (which includes cycling, walking and wheeling) and give them greater priority in design. The Local Plan aims to ensure sustainable access throughout the borough and make walking and cycling an attractive and safe choice for all. The Our North Tyneside Plan confirms our aim to increase opportunities for safe walking and cycling, with a commitment to provide a segregated cycleway at the coast. The Cycling Strategy also has strong links to 'Equally Well', the Joint Health and Wellbeing Strategy, and forms part of our systematic approach to reducing health inequalities

3.10 Furthermore, the Cycling Strategy reflects the objectives of the regional North East Transport Plan developed by Transport North East, and its aims of supporting the decarbonisation of transport and encouraging active travel.

4. The outcomes we seek

4.1 This developing interest and growing demand to take part in cycling means we need to focus on securing the following outcomes, which fit with the aims of our Transport Strategy:

- i. helping more people to cycle;
- ii. helping to improve cycling safety;
- iii. designing cycling into our highways, infrastructure and regeneration investment;
- iv. delivering a continuous network of strategic and local cycle routes; and
- v. helping more residents to be physically active, and businesses to adopt sustainable modes of transport such as cargo bikes.

Investing in cycling supports the economy, society and health. The Department for Transport found that every £1 spent on cycling projects brought £5.50 of social benefit: this is classed as 'very high' value for money. [4]

⁴ Department for Transport (2014)- [Value for Money Assessment for Cycling Grants](#)

5. What we plan to do

5.1 Over the period of this strategy we intend to deliver the following actions:

- Action 1 – Support a **change in culture** which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycle training
- Action 2 – Develop a **network of routes** suitable for everyday cycling, designed in line with good practice
- Action 3 – Make our town centres and destinations **accessible for everyone cycling**, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes
- Action 4 – **Improve connectivity** between cycling and other forms of transport, making it easier to cycle as part of a longer journey and multi-modal trips
- Action 5 – **Design everyday cycling** into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

Adults who cycle regularly typically enjoy a level of fitness equivalent to someone **10 years younger**[1].



Action 1 – Support a **change in culture** which prompts a switch to cycling as a healthy and sustainable way to travel, delivering initiatives such as cycle training

- 5.2 We will continue to invest substantially in initiatives which improve cycling, walking, wheeling and public transport.
- 5.3 We will encourage people to take part in everyday cycling. We will build on how we engage with cycling stakeholders and delivery partners, and will develop a collaborative approach to the identification, development and implementation of cycling interventions.
- 5.4 Through the Go Smarter in North Tyneside programme and our general work with schools, we will work with individual schools to raise awareness among pupils, parents and staff of the impacts of short car journeys; set a target for cycling and encourage walking; and consider changes to streets near schools to encourage more sustainable and active travel.
- 5.5 We will build on the existing 'School Streets' schemes we currently have within the borough. The School Streets schemes have been successful in creating an environment that supports children and their parents to get to school by cycling, walking, wheeling, child's scooters, or 'park and stride' from a nearby parking location.
- 5.6 We will deliver cycle training to young people through schools in the borough. The national standard Bikeability training has been extended in scope and, alongside the well-established cycle training at age 9-10, now includes e.g. training for younger children to develop their confidence in riding, using small pedal-free 'balance bikes'. We will explore opportunities to expand cycle training to adults and build people's confidence in cycling independently.
- 5.7 As part of the Go Smarter in North Tyneside programme we will support existing developments and encourage new developments through the planning process to promote sustainable travel.



- 5.8 We will work with partners to promote everyday cycling more widely in the community, e.g. through the Active North Tyneside programme which promotes healthy lifestyles.
- 5.9 Through joint working, we will champion cycling. We will ensure that there is a corporate approach across areas of work, including Public Health, Highways, Planning and Tourism, to the promotion of everyday cycling in North Tyneside

Action 2 – Develop a **network of routes** suitable for everyday cycling, designed in line with good practice

- 5.10 We will design infrastructure, including within our regeneration activity, which makes cycling journeys direct, gives priority to cycling, minimises ‘stop-start’ conditions, and is easily understandable to navigate. On routes which carry motorised through traffic we will seek to provide separate cycling infrastructure, including more recent types of infrastructure which gives priority to cycling ^[5]. We will reallocate road space to provide good quality cycling infrastructure. On quieter residential roads we will seek to ensure that the design supports cycling and walking particularly.
- 5.11 We will develop a network of routes which supports and encourages people of all ages to cycle for everyday trips including work, school, college, local shops, town and district centres and for recreation. This will include:
- i. Strategic Cycle Routes, shown on the ‘tube map’ (see Appendix 1) – corridors where high standard infrastructure gives priority to cycling and supports direct journeys with minimal stopping and starting;
 - ii. a grid of local routes, including traffic-calmed streets and traffic-free routes, with the aim that everyone is within 250m of a cycle route – consideration will be given to opportunities for filtered permeability through the introduction of Low Traffic Neighbourhoods (further information on these can be found within the North Tyneside Cycling Design Guide);
 - iii. links in town centres and district centres, making them welcoming places for residents and visitors arriving by bike – this will include exploring opportunities for communal cycle facilities e.g. a cycle hub with cycle storage and changing facilities; and
 - iv. routes such as the Waggonways, which are away from streets and roads.

⁵ These include cycle tracks which have priority at side roads and accesses; ‘parallel’ crossings (a zebra crossing with adjacent cycling crossing); and bus stop bypasses, where the cycle route runs continuously around the bus stop as a continuous route. On one-way streets we will seek to provide contra-flow cycling provision.

5.12 Our designs will take account of the many variations to a standard two-wheeled bike, such as:

- cycles designed for carrying children;
- cycles for people with disabilities, including hand-operated cycles;
- cycles with trailers – for the family shopping or ‘cargo bikes’ which carry light goods; and
- folding cycles – great for trips which combine cycling with other modes of transport.



Any of these may also be an e-bike, where the rider operates the pedals as normal and an electric motor provides additional power. We will allow for the wider take-up of e-bikes in the design of infrastructure. We will design schemes so as to discourage motor vehicle parking on cycling infrastructure and where appropriate we will consider introducing legal orders allowing enforcement.

5.13 In line with government guidance, we have identified a network of cycling routes (and a similar network for walking routes within town centres) with strong potential for growth and route improvements, which can then be secured as part of new developments, regeneration projects or specific grant-funded schemes. This is known as a Local Cycling and Walking Infrastructure Plan (LCWIP) and is located within Appendix 4 of this document. The LCWIP will complement our Network Management Plan, which sets out how we manage the operation of the highway network.

5.14 Our **planning guidance**, through the Transport and Highways Supplementary Planning Document (SPD), sets out the improvements which developments brought forward through the planning process are required to provide. This requires developers both to provide high quality cycling infrastructure in line with the Department for Transport’s LTNI/20 guidance and secure cycle parking provision, and to adopt travel plans which include measures to promote everyday cycling.

5.15 We have adopted a **Cycling Design Guide** which specifies the design features we will require for streets in North Tyneside to support everyday cycling, and will keep it updated to reflect the latest best practice. This will apply to all transport schemes, whether or not they are specific to cycling; to the design of regeneration projects; and to new developments brought forward through the planning process.

Switching from car to bike for a four-mile commute saves half a tonne of CO₂ in a year – reducing the average person’s carbon footprint by 5% [6]

⁶ Cycling UK Briefing 1B

Action 3 – Make our town centres and destinations **accessible for everyone cycling**, including e.g. visitors to the borough; people using adapted cycles; and businesses using cargo bikes

- 5.16 We will continue to support the attractiveness of the borough’s town centres and district centres as places to spend time for residents and visitors: this includes supporting accessibility by cycling, as well as walking and wheeling, and creating a sense of place. We are implementing the masterplan for North Shields and have committed in the Our North Tyneside Plan to bring forward masterplans for Wallsend and Whitley Bay town centres. We have also committed to bring investment and improvements to the North West area of the borough and ensure that our investment delivers ambition, opportunity and benefits for all residents.
- 5.17 Cycle parking provision will be considered as part of all regeneration activity and cycle route enhancements. We will look to provide cycle parking which is appropriate to the end destination. This provision could include standard ‘Sheffield’ cycle stands where a bike can be parked quickly; or, where appropriate, provision such as lockable cycle ‘hangars’ which are more secure and appropriate to overnight parking.
- 5.18 We will continue to work with businesses to improve the uptake of measures which support cycling and which substitute cycling for motorised trips. This will include promoting the use of cargo bikes and ensuring applications received through the planning processes provide suitable end user facilities such as cycle parking, showers and drying rooms.

Two-thirds of all journeys made in the North East are under 5 miles – the kind of journeys which can easily be made by cycling.

Action 4 – **Improve connectivity** between cycling and other forms of transport, making it easier to cycle as part of a longer journey

- 5.19 We will work with other local authorities in the region, Nexus, Transport North East, public transport operators and wider partners to promote multi-modal travel and on proposals which would integrate cycling with bus, rail and Metro.
- 5.20 Public transport services benefit from more customers if people can easily cycle to a stop or station. We will work with partners to ensure that high-quality cycle parking is provided at new or refurbished public transport stations and interchanges.
- 5.21 Cycle hire is a service already offered by local businesses in the borough. We will consider potential options, where there is market interest, for cycle hire or loan initiatives, which could include options for forms of public cycle hire provision.
- 5.22 Cycles are carried on board the Shields Ferry, which provides a valuable link in the public transport network. The Tyne Pedestrian and Cyclist Tunnels, which have provided a valuable link between destinations on both sides of the Tyne since 1951, reopened in August 2019 following refurbishment work.
- 5.23 The new Metro fleet which will be brought into service by Nexus has been designed to accommodate cycles. On the existing Metro fleet standard bikes can be carried on much of the network, including all stations in North Tyneside, at off-peak times on weekdays and all day at weekends. Northumberland Park will be the first National Rail station in the borough following completion of the Northumberland Line major project.

By providing widespread protected cycle tracks, Seville, in Spain, increased cycling journeys from 0.2% to 6.6% in six years [7].

⁷ Cycling UK Briefing 1B

Action 5 – **Design everyday cycling** into our infrastructure and regeneration plans and use digital information so that the highway network better serves people cycling

- 5.24 We will seek to improve co-ordination of traffic signals and travel time monitoring, with the potential for some improvements to traffic signal phasing, which may include detecting cycles on the approach to a junction.
- 5.25 We will seek additional opportunities to use technology to improve the operation of the highway network and support easier journeys for everyday cycling.
- 5.26 We will explore the opportunities for new ways to communicate and engage with stakeholders on a regular basis.
- 5.27 We will continue, through our maintenance programmes, to ensure that the cycling network surface is maintained to a good standard and support associated measures such as cutting back encroaching vegetation. We will continue to identify improvements which can be implemented alongside our maintenance programme, delivered through our **Highway Asset Management Plan (HAMP)**. We will seek to ensure that temporary road closures and restrictions, e.g. for street works, include exemptions for cycling or specific diversionary routes for cycles.

Young people aged 10–16 who regularly **cycle to school** are 30% more likely (boys) or 7 times more likely (girls) to meet recommended fitness levels [8].

⁸ Cycling UK – [http://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#How healthy is cycling?](http://www.cyclinguk.org/resources/cycling-uk-cycling-statistics#How%20healthy%20is%20cycling?)

6. Indicators of success

- 6.1 We will know we have been successful in supporting everyday cycling when we can demonstrate that:
- i. **more cycling trips** are being made in the borough – we aim for an increase in cycling trips of 10% per year [⁹];
 - ii. there is **greater participation** in cycle training and in the Go Smarter in North Tyneside and Active North Tyneside programmes;
 - iii. more workplaces in the borough have the facilities and initiatives to **encourage cycling to work and as part of their day-to-day operations (e.g. cargo bikes)**; and
 - iv. our cycling infrastructure is improved in line with good practice to **create a continuous network**.
- 6.2 We will report progress on the delivery of this strategy within the **Annual Report** on the North Tyneside Transport Strategy, which is provided to Cabinet each year.

7. Summary

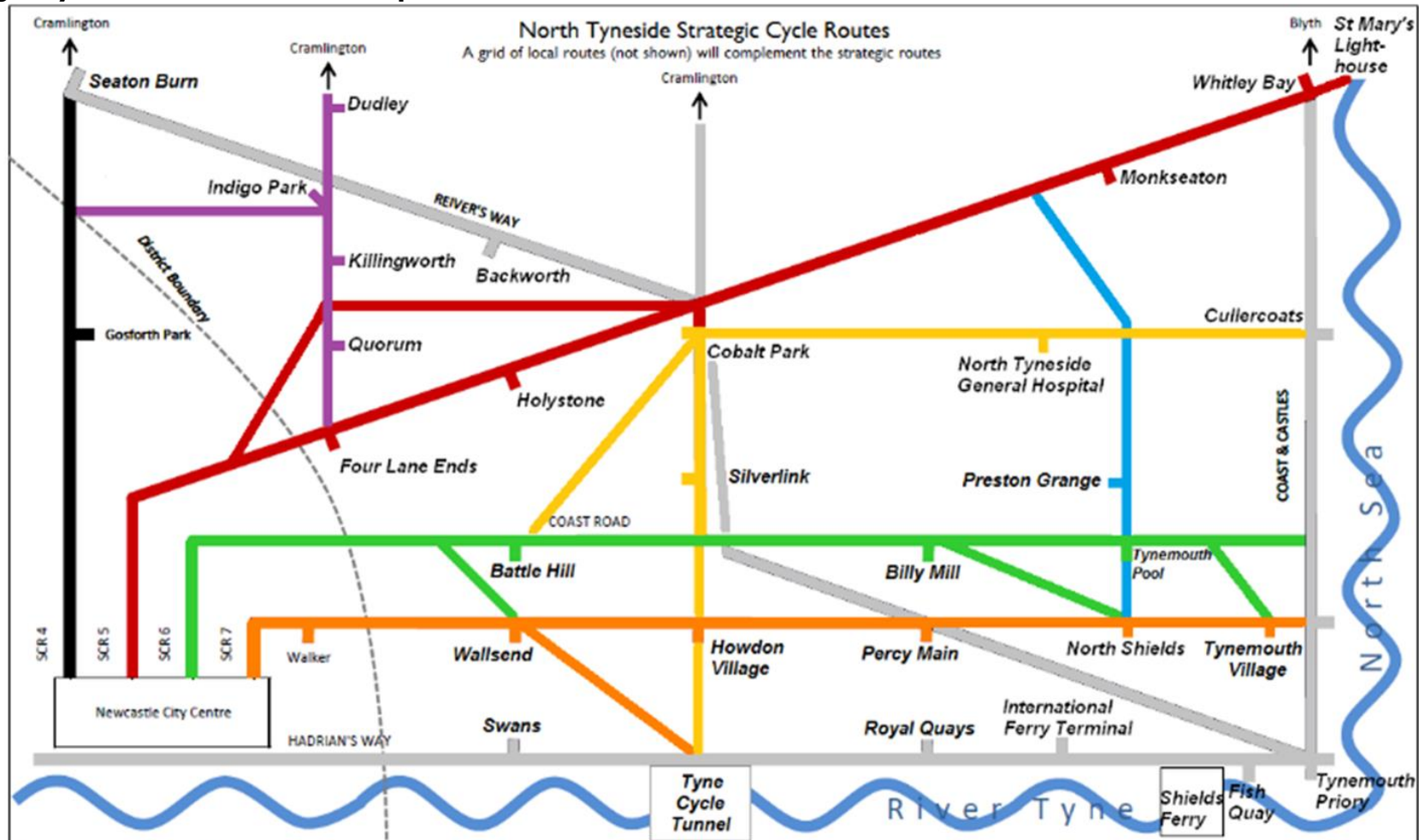
- 7.1 This Cycling Strategy sets out how we will make everyday cycling a viable transport choice for all, regardless of age, ability or background, and build on the encouraging progress being made in relation to cycling participation. Information on links to other relevant strategies are listed in Appendix 2.
- 7.2 Our LCWIP, identifying our prioritised network for walking and cycling improvements, for North Tyneside can be found in Appendix 4.
- 7.3 Technical specifications for infrastructure to support cycling in the Borough can be found in the North Tyneside Cycling Design Guide.
- 7.4 Advice in relation to new developments, including cycle access, cycle parking provision and requirements for travel plans, is provided in Transport and Highways Supplementary Planning Document (SPD). Information of how we will maintain our network in good condition is in our Highway Asset Management Plan (HAMP).
- 7.5 Useful links and details of how to find out more are shown in Appendix 3.

⁹ Measured by electronic counters on routes throughout the borough

Appendix 1 – Strategic Cycling Routes: the ‘tube map’

1. Our **Strategic Cycle Routes**, shown on the ‘tube map’ opposite: these will be the most direct and convenient routes for everyday cycling between destinations.
2. These will be supported by a **grid of local routes** made suitable for cycling, including traffic-calmed streets and traffic-free routes, with the aim that everyone is within 250m of a cycle route. We may link these routes to form Quietways: convenient, direct routes for cycling through residential areas away from motor traffic.
3. **Links in town centres** will make it convenient to cycle into and around our town centres and make them welcoming places for residents and visitors arriving by cycle. This will support the local economy by encouraging everyday cycling to local shops and businesses.
4. We will seek to add some of our Strategic Cycle Routes to the **National Cycling Network** (NCN), working with Sustrans, who manage the network. North Tyneside is served by three existing NCN routes:
 - NCN 1 – North Sea Cycle Route – this international route runs along our coastline from Whitley Bay to North Shields Fish Quay and the Shields Ferry.
 - NCN 10 – Reivers Cycle Route – starting from Tynemouth Priory, this route follows the historic Waggonways network via Cobalt and Killingworth and on into Northumberland.
 - NCN 72 – Hadrian’s Cycle Route – entering North Tyneside via the Shields Ferry, the route heads west, passing the international ferry port, the Tyne Cycle and Pedestrian Tunnel and Segedunum Roman Fort, to Newcastle Quayside.
5. The **Shields Ferry**, which carries bikes on board, and the **Tyne Pedestrian and Cyclist Tunnels** are important cross-river links in our cycling network.

Strategic Cycle Routes – the ‘tube map’



How will we deliver this?

- o Bidding for external funding for sections of route
- o Through the planning process, as new developments are brought forward
- o Through the general programme of highway schemes and regeneration schemes

Appendix 2 – Links with other strategies

This Strategy complements national and regional strategies which relate to cycling, such as:

- i. the national **Cycling and Walking Investment Strategy** (CWIS): this sets out the Government's ambition to increase cycling and walking activity; reduce the number of cyclists killed or seriously injured on England's roads; increase the percentage of school children that walk to school, and includes the aim to double cycling by 2025 (cycling trips or cycling stages within other trips);
- ii. the **North East Transport Plan 2021–2035**, and its vision for 'moving to a green, healthy, dynamic and dynamic North East'
- iii. the **North East 'Making the Right Travel Choice' Strategy**, which aims to make it easier for local people to make more sustainable journeys such as journeys on foot, by bike or using public transport.

In addition, it links with other strategies and plans at North Tyneside level, notably

- i. Cycling Design Guidance;
- ii. Transport and Highways Supplementary Planning Document (SPD);
- iii. the North Tyneside Highway Asset Management Plan (HAMP), which covers maintenance of the highway network including cycleways and footways;
- iv. the North Tyneside Travel Safety Strategy;
- v. the North Tyneside Network Management Plan; and
- vi. the Joint Health and Wellbeing Strategy.

everyday cycling

Keep in touch and get involved in everyday cycling in North Tyneside



North Tyneside Council



North Tyneside Council



Active North Tyneside



@NTCouncilTeam



@active_NT

@GoSmarterNT



www.northtyneside.gov.uk



www.activenorthtyneside.org.uk

Other links

- **Does your workplace have a Cycle to Work scheme yet?** – <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>
- **Find a cycling club** – www.britishcycling.org.uk/clubfinder
- **Tyneside Walking and Cycling Index** – <https://www.sustrans.org.uk/the-walking-and-cycling-index/tyneside-walking-and-cycling-index>
- **Voluntary sector organisations**
 - **Sustrans** – <https://www.sustrans.org.uk>
 - **Cycling UK** – <https://www.cyclinguk.org>



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Appendix 4 – North Tyneside Local Cycling and Walking Infrastructure Plan



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Introduction to North Tyneside's Local Cycling and Walking Infrastructure Plan (LCWIP)

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Department for Transport's (DfT) Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying improvements to cycling and walking routes. LCWIPs will enable a long-term approach to developing local cycling and walking networks, typically over a 10 year period. Developing an LCWIP for North Tyneside will ensure the borough is well placed to make the case for future investment in cycling and walking provision.

Why prepare an LCWIP?

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies prioritised routes that improve connectivity and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Local authorities which have adopted LCWIPs are best placed to make the case for future investment, including external funding, for the cycling and walking network.

The production of an LCWIP offers authorities the chance to strengthen local partnerships with National Highways, Active Travel England, Network Rail and other stakeholders who can be influential in providing infrastructure to enable more walking and cycling. The LCWIP also provides an opportunity for an authority to demonstrate its commitment to related policy issues such as working towards being carbon net-zero; improved public health through active travel; supporting local air quality; and improving access to education and employment.

How to prepare an LCWIP

The Department for Transport (DfT) have produced a guidance document on how to develop a LCWIP; this sets out the LCWIP process as taking six stages as outlined below.

1. Determining Scope
2. Gathering Information
3. Network Planning for Cycling
4. Network Planning for Walking
5. Prioritising Improvements
6. Integration and Application

1. Determining Scope

The LCWIP covers the borough of North Tyneside. North Tyneside is home to 209,000 residents (2020 Mid-Year Population Estimate); many people also travel into the area for work, including at major employment sites such as Cobalt and Quorum business parks, or to visit North Tyneside's town and district centres, while the borough welcomes many visitors including those arriving via the international ferry service to North Shields.

Within the Our North Tyneside Plan, the Authority committed to developing an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030. The LCWIP will play a valuable role in helping the Authority to achieve this target.

The proportion of North Tyneside residents who cycle to work increased by 20% in the ten years to 2011 (Census data). The Authority has adopted the North Tyneside Cycling Strategy which set a target to achieve an annual increase in cycling trips of 7%. In 2021, cycling growth within the borough has increased by 61% when compared with the baseline set in 2018, 40 percentage points higher than the Authority's target growth for the year.

Strategic Cycle Routes, shown in the form of a 'tube map', were identified in the development of North Tyneside's Cycling Strategy: using good quality cycling infrastructure constructed within the street setting, the Strategic Cycle Routes will

be supported by a grid of local routes suitable for cycling, with the aim that these will be separated by no more than 250m.

The borough's four town centres are defined in the Local Plan: North Shields, Whitley Bay, Wallsend and Killingworth. The North Shields masterplan and the emerging Wallsend masterplan consider cycling and walking links in these town centres – as such, in terms of walking zones the LCWIP focuses mainly on Whitley Bay and Killingworth, and will be used to inform the masterplan for Whitley Bay and regeneration plans for the North West of the borough as these are developed.

Many journeys in the borough cross the boundary into the neighbouring local authority areas of Newcastle and Northumberland, and cross-boundary working with these authorities will continue as the LCWIP is further developed. The Tyne Pedestrian and Cyclist Tunnels and the Shields Ferry also provide an important link in cycling and walking journeys to destinations south of the Tyne.



In line with this approach, the focus of the LCWIP will be on cycle routes identified within the 'tube map' and associated 'last mile' connections into town centres. The focus for walking improvements will be Whitley Bay and Killingworth town centres, as set out above.

2. Information Gathering

The LCWIP is an evidence-led document which determines the programme for walking and cycling improvements for the borough. Several tools are used to analyse the existing data and prioritise the identified improvements.

The information considered as part of the LCWIP is set out in the following sections.

2.1 Policy

The LCWIP is prepared in accordance with the following North Tyneside Council documents:

- Our North Tyneside Plan 2021-2025
- the Local Plan 2017-2032
- the Joint Health and Wellbeing Strategy 2021-2025
- the North Tyneside Transport Strategy 2017-2032
- the Cycling Strategy 2018-2032
- the Cycling Design Guide
- Transport and Highways Supplementary Planning Document
- the Highway Asset Management Plan (HAMP) 2017-2032
- the Network Management Plan
- the Travel Safety Strategy.

2.2 North Tyneside Transport Network

In terms of major highways, the A19 strategic road corridor provides north-south connections, facilitating access southwards to South Tyneside, Sunderland and Durham, and northwards to Northumberland. The A19 and A1 are managed by National Highways and are outside the control of the Authority: these north-south major roads create an element of severance for east-west cycling and walking journeys within the borough.

The dual carriageway A1058 Coast Road and A1056 Killingworth Way provide significant east-west connections and a number of other A class roads managed by the Authority serve the borough, including the dual carriageway A189 and east-west connections such as the A191, A193 and A187. Many of these routes also serve journeys between Northumberland and Newcastle upon Tyne and link to the A1 and A19.

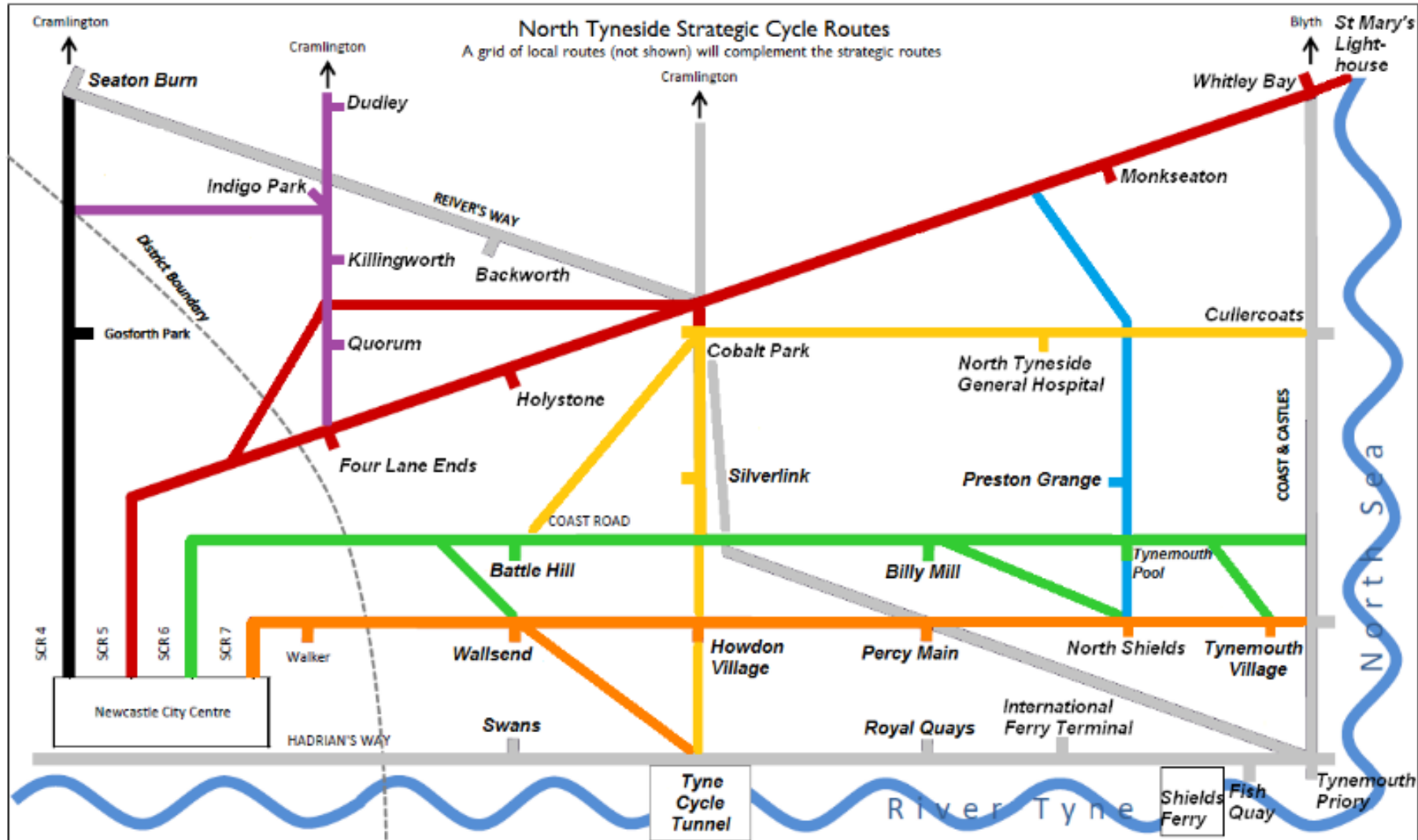
North Tyneside has 17 stations on the Tyne and Wear Metro system, which serves three of the four town centres and acts as a valuable link to employment and housing areas in the borough, as well as connecting to Newcastle Central Station and Newcastle Airport. Folding cycles can be carried on Metro at all times, and standard bicycles can be carried on much of the network, including all stations in North Tyneside, at off-peak times on weekdays and all day at weekends.

Furthermore, the Northumberland Line major project is set to provide the borough's first station on the National Rail network, adjacent to Northumberland Park Metro station, which would enable bicycles to be carried on trains to and from Ashington and Newcastle.

The cross-Tyne Shields Ferry service provides a link between North and South Shields and can carry a number of cycles on board. The Tyne Pedestrian and Cyclist Tunnels, which have provided a valuable link between destinations on both sides of the Tyne since 1951, reopened in August 2019 following refurbishment work.

The 'tube map' network of Strategic Cycling Routes for the borough (see Figure 1) was adopted as part of the North Tyneside Cycling Strategy; it is noted that a grid of local routes will complement the strategic routes. The map includes the National Cycle Network (NCN) routes serving the borough, which make use of parts of North Tyneside's Waggonways network of car-free paths for cycling, walking, wheeling and horse riding. Links can also be made into the Public Rights of Way (PRoW) network, which can be particularly suitable for leisure journeys.

Figure 1 - Strategic Cycle Routes 'Tube Map'



How will we deliver this?

- o Bidding for external funding for sections of route
- o Through the planning process, as new developments are brought forward
- o Through the general programme of highway schemes and regeneration schemes

2.3 Data sets

2.3.1 Travel to work patterns

Cycling and walking journeys are made for a wide variety of purposes: however switching to cycling or walking for the journey to work can be particularly beneficial both for an individual's health, as the work journey is usually travelled frequently and at all times of year, and more widely, as it reduces pressure on the transport network, particularly at the busiest times of day when air pollution from vehicles can be highest. Census data indicates each individual's main mode of travel to work.

Data from the 2011 Census shows that, as in most local authorities, the private car was the largest single mode of travel to work in North Tyneside, with 58% of residents in employment driving a car to work. However, this figure varied across the borough, reflecting a combination of socio-economic and transport access factors.

Quorum and Cobalt Business Parks were identified as key employment sites within the borough, however the largest recorded traffic movements within North Tyneside were classified as cross-boundary trips between the North West of the borough and Newcastle City Centre. This covers all forms of transport such as motor vehicles, walking, cycling and public transport. This includes people from outside of the borough travelling to employment sites such as Quorum Business Park, and residents of the North West travelling towards Newcastle.

2.3.2 Trip generators and attractors

The LCWIP Technical Guidance notes that trip origin points are usually the main residential areas, whereas significant destination points include the following:

- Town and district centres
- Employment areas or large individual employers
- Educational establishments
- Hospitals
- Supermarkets

- Leisure facilities
- Transport interchange facilities, including the Metro network and a rail station on the planned Northumberland Line

The key development sites within the North Tyneside Local Plan, Killingworth Moor and Murton, were also considered to give an understanding of where future demand may be. Understanding the locations and proposals allows the network to be developed in a way that recognises how links in the developments will form part of the ‘tube map’ of Strategic Cycling Routes.

2.3.3 Safety

The North Tyneside Travel Safety Strategy aims, alongside the North Tyneside Local Plan, to provide a safer environment for road users, including people cycling and walking, and to continue to reduce the number of people injured on the transport network. It includes actions around education initiatives, working with public transport organisations, co-ordination with delivery partners, and use of new technology

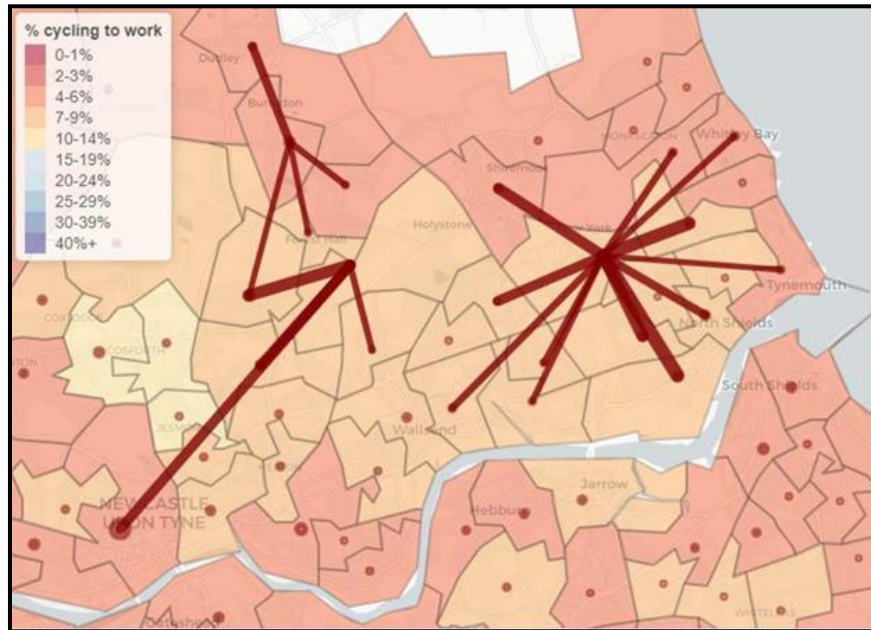
The safety of the network is reviewed annually as part of the North Tyneside Transport Strategy Annual Report. The report analyses the collision data within the borough and looks to understand any common themes between the collisions.

2.3.4 Propensity to Cycle Tool

An analysis of the network has been undertaken using the Department for Transport’s Propensity to Cycle Tool (PCT). The tool uses algorithms to determine local links to destinations which would notionally have strong potential to realise greater uptake of cycling.

Using the Government’s targets of doubling cycling in England between 2013 and 2025, Figure 2 shows what the top 20% forecast areas for cycle commuting might be under the ‘Government Target’ scenario. The areas largely reflect travel to major employment sites within the borough and a high propensity of cross boundary trips into and out of Newcastle.

Figure 2 – Propensity to cycle to work – top 20 areas to have the highest forecast two-way cycle flows for work purposes.



3. Network Planning for Cycling

3.1 Establishing cycling infrastructure improvements

The North Tyneside network of Strategic Cycle Routes, as shown in Appendix A, serves as the 'Primary' desire line network in the LCWIP – these represent routes likely to carry high cycling flows and which link large residential areas to trip attractors such as a town centre or business park. It is intended that these will act as the most direct and convenient routes for everyday cycling between key destinations.

As specified in the North Tyneside Cycling Strategy, these strategic routes will be supported by a grid of local cycling and walking routes with the aim that everyone is within 250m of a cycle route. These would form the 'Secondary' and 'Local' desire line routes when aligned to the LCWIP hierarchy definitions. The work undertaken for the LCWIP focuses on the 'Primary' network of Strategic Cycling Routes shown on the 'tube map'.

As part of the LCWIP process, each of the Strategic Cycling Routes identified in the 'tube map', including the National Cycle Routes, was recorded and examined using the Route Selection Tool (RST), with specific attention to current and proposed:

- directness
- gradient
- safety
- connectivity
- comfort
- critical junctions

Routes were divided into sections and each section had a Route Selection Tool document created for it. These documents were then used to compile an overall, comparable set of information for each route, proposals for infrastructure improvements, and anticipated impact.

This enabled recommendations to be prioritised, as well as ensuring that proposals meet design specifications.

3.2 Last Mile

Once the Strategic Cycle Network had been investigated, the focus turned to the links from those routes into the borough's town centres. This piece of work, referred to as 'Last Mile' analysis, covered Wallsend, Whitley Bay and Killingworth town centres; North Shields was not investigated as part of the last mile exercise as improvements have already been designed and consulted upon for its links to the strategic cycle network as part of the North Shields Masterplan.

Analysis of the routes took the same form as the Strategic Cycle Network and it is anticipated that the last mile routes would be linked to their surrounding routes in terms of prioritisation.

Table 1 – ‘Last mile’ routes

Town centre	Route Code	Road(s)	Route connections	
			From	To
Whitley Bay	WB1	Hillheads Rd (A191)	Blue or Yellow	Red
Wallsend	W1	Station Road (A186)	Green	Orange
	W2	Kings Road South	Green	Orange
	W3	Park Road	NCN72	Orange
Killingworth	K1	Killingworth Way (A1056)	Purple	Town centre (end destination)
	K2	Northgate	Purple NCN10	Town centre (end destination)

Figure 3 – Whitley Bay Last Mile route

The route (WB1) identified for Whitley Bay town centre is A191 Hillheads Road. Potential cycling improvements to this section of the network would see a direct connection to the town centre from Foxhunters roundabout and connect the Blue or Yellow route with the Red route. Figure 3 shows the extents of the route.





Figure 4 - Wallsend Last Mile routes

Wallsend Town centre has three last mile routes. The routes from the town centre to the north would connect the Green route with the Orange route via Station Road (W1) and Kings Road South (W2). Both routes would provide direct connections to the town centre from the Coast Road.

The route to the south would connect the Orange route with the NCN72. The route (W3) is located on Park Road.

The last mile routes for Killingworth look to link the purple route and NCN10 with the town centre. K1 is located on A1056 and looks to connect Weetslade roundabout with Northgate. This will connect to route K2 which will direct users from A1056 to Killingworth town centre.

Figure 5 - Killingworth Last Mile routes



3.3 Cross Boundary Routes

The borough is bordered by two other authorities: Northumberland County Council to the north and Newcastle City Council to the west. The borough is also connected to South Tyneside Council via the Tyne Pedestrian and Cyclist Tunnels as well as the Shields Ferry.

North Tyneside’s strategic cycle network provides opportunities to improve connectivity between the neighbouring Authorities. Table 2 below shows the key cross boundary locations. The Authority will continue to work with neighbouring authorities to deliver the network and ensure route continuity.

Table 2 – Key cross boundary locations

Connecting Authority	Route	NTC Identifier
Newcastle	A191 Front Street and A188 Benton Lane	Purple / Red
	A1056 Sandy Lane	Purple / Black
	A1058 Coast Road	Green
	NCN 72	Pink
Northumberland	Dudley Lane, Dudley	Purple
	NCN 1 – Coastal Route	Pink
South Tyneside	NCN 72	Pink

3.4 Making recommendations

The data from the Route Selection Tool (RST) was utilised to score the individual sections of the routes in a transparent measure. The Authority will treat this as a live document which means any new routes can be considered and incorporated within the plan.

The routes were measured against the metrics shown in Figure 6 to determine a table of prioritisation. Tables 3 and 3a show the list of prioritised routes across the ‘tube map’ and last mile routes.

Figure 6 – Metrics for cycling routes (based on Department for Transport guidance)

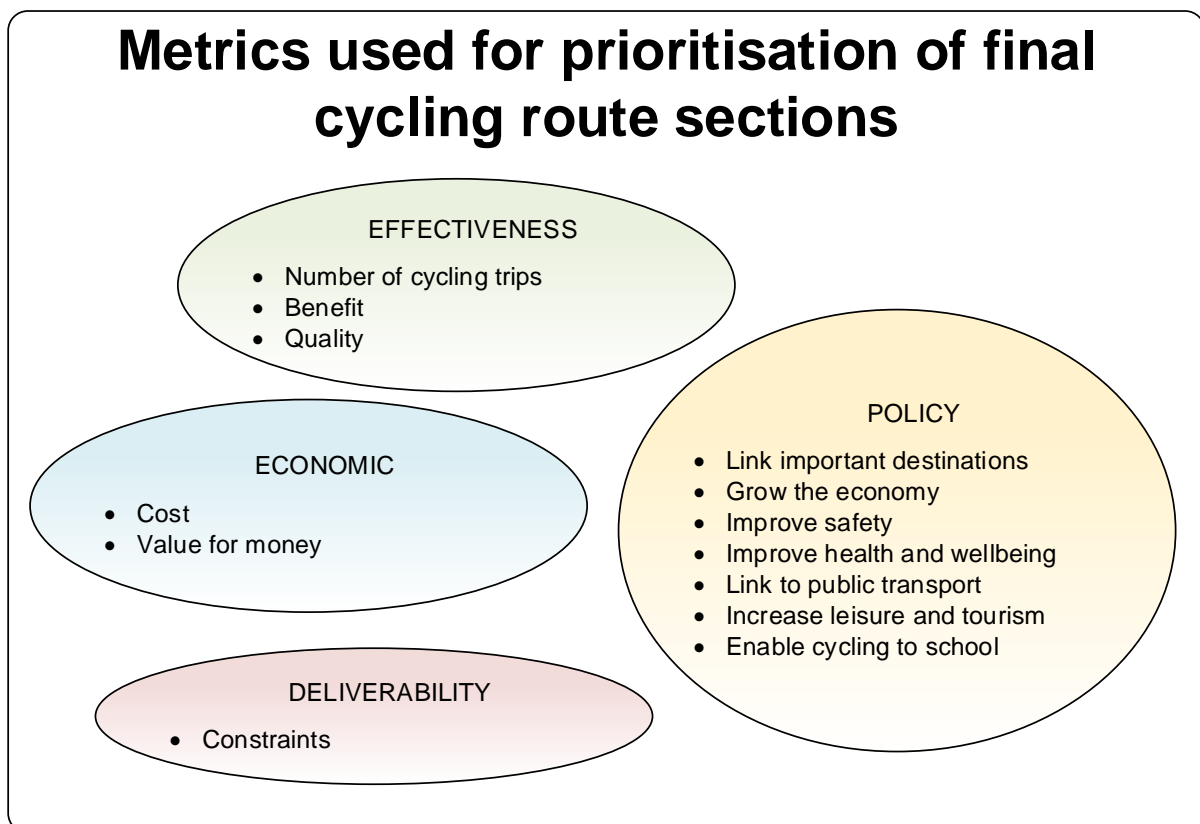


Table 3 shows prioritisation based on DfT process. Other factors will affect the order in which sections of route will be delivered, e.g. new developments and regeneration plans; the availability of developer funding; and successful bids for external funding.

Table 3 - Cycle route section prioritisation

Route code	Prioritised Route Grouped by strategic route (colour) average ranking, then by ranking of individual route.	TOTAL SCORE	Ranking	Estimated Cost
Blue B	Earsdon bypass - Monkseaton - NT Hospital	34.6	3	£5-10m
Blue A	North Shields - Monkseaton	34.4	4	>£20m
NCN72	NCN - Riverside route	34.8	2	£0-5m
NCN10	NCN - Reivers route	30.8	6	>£20m
Black Path	Dust path from A19 to Rising Sun	27.4	15	£10-15m
NCN1	NCN - Coastal route	14.5	43	£5-10m
Purple A	Dudley - Four Lane Ends	29.2	10	>£20m
Purple C	Sandy Lane	25.5	21	£10-15m
Purple B	Salters Lane	21.6	34	£0-5m
Red C	Pavilion - Great Lime Road	31.6	5	£10-15m
Red D	Four Lane Ends - W heatsheaf	30.7	7	£15-20m
Red A	Killingworth Road Bridge - Great Lime Road	30.6	8	£5-10m
Red J	Sainsburys to seafront (Rendezvous café)	27.0	16	>£20m
Red K	Sainsburys to Monkseaton Metro	26.9	17	£10-15m
Red M	Monkseaton Metro - Spanish City (NORTH option)	26.8	18	£0-5m
Red F	W heatsheaf - Holystone Roundabout (SOUTH option)	25.5	22	£5-10m
Red I	Grey Horse roundabout - Sainsburys	25.2	24	£5-10m
Red N	Monkseaton Metro - Spanish City (SOUTH option)	24.2	26	£5-10m
Red B	Great Lime Road	23.4	29	£5-10m
Red E	W heatsheaf - Holystone Roundabout (NORTH option)	23.2	31	£5-10m
Red O	Park View, Park Road	23.1	32	£5-10m
Red H	Toby - Grey Horse Earsdon Road	20.2	37	£5-10m
Red L	Spanish City - St Mary's lighthouse	19.2	39	£15-20m
Red G	Toby - Grey Horse Shiremoor bypass	16.8	42	£5-10m
Yellow E	Billy Mill Lane Roundabout - Foxhunters	28.5	11	£0-5m
Yellow B	Cobalt hospital - New York Norham Rd roundabout	27.7	13	£5-10m
Yellow D	New York Norham Rd roundabout - Billy Mill Lane Roundabout (SOUTH option)	27.4	14	£5-10m
Yellow F	Foxhunters - Coast	26.3	19	£5-10m
Yellow I	Odeon Roundabout - A193 / Ridley Avenue junction (WEST option)	23.5	28	£5-10m
Yellow H	Odeon Roundabout - A193 / Ridley Avenue junction (EAST option)	23.3	30	£0-5m
Yellow J	A193 / Ridley Avenue junction - Pedestrian Tunnel	21.9	33	£5-10m
Yellow G	Cobalt Hospital - Odeon Roundabout	20.3	36	£15-20m
Yellow A	Holystone Roundabout - Cobalt Hospital	19.5	38	£0-5m
Yellow C	New York Norham Rd roundabout - Billy Mill Lane Roundabout (NORTH option)	11.9	46	£0-5m

Table 3 (cont) – Cycle route section prioritisation

Route code	Prioritised Route Grouped by strategic route (colour) average ranking, then by ranking of individual route.	TOTAL SCORE	Ranking	Estimated Cost
Green A	Willis Building - Norham Rd	27.8	12	£10-15m
Green F	Billy Mill Avenue	25.9	20	£5-10m
Green D	Broadway	24.4	25	£0-5m
Green C	Norham Road - The Coast (via Beach Rd)	23.9	27	£5-10m
Green B	Coast Road - West Street	21.2	35	£5-10m
Green E	Billy Mill Roundabout - North Shields (via Queen Alexandra College)	13.2	44	£10-15m
Orange C	North Shields to Tynemouth	38.0	1	£5-10m
Orange D	Ropery Lane / Hadrian Road	29.5	9	£0-5m
Orange F	Bewicke Street	25.4	23	£0-5m
Orange B	Wallsend - North Shields	19.2	40	>£20m
Orange A	Wallsend	13.1	45	£0-5m
Orange E	Bewicke Road	10.5	47	£0-5m
Black A	Seaton Burn - North Gosforth	18.0	41	>£20m

Table 3a – Last mile prioritisation

Route code	Prioritised Route 'Last mile' route from a strategic route to a town centre. Only considered if associated strategic route section is to be constructed.	TOTAL SCORE	Ranking (linking Table 3)	Estimated Cost
WB1	Whitley Bay last mile - Hillheads Road	-	26	£5-10m
W1	Wallsend last mile - Station Road	-	45	£5-10m
W2	Wallsend last mile - Kings Road South	-	45	£5-10m
W3	Wallsend last mile - Park Road	-	40	£0-5m
K1	Killingworth last mile - Killingworth Way	-	48	£5-10m
K2	Killingworth last mile - Northgate	-	48	£0-5m

4. Network Planning for Walking

4.1 Establishing walking infrastructure improvements

North Tyneside has four town centres as defined in the Local Plan: Whitley Bay, Killingworth, Wallsend and North Shields. The Authority has committed in Our North Tyneside Plan to regenerate the high streets of North Shields and Wallsend, develop masterplans for Wallsend and Whitley Bay town centres and bring investment and improvements to the North West area of the borough.

North Shields has a masterplan in place and the Wallsend masterplan is in development. Both masterplans look to incorporate walking improvements, alongside cycling improvements, within their respective areas. Therefore the Core Walking Zones (CWZ) identified as part of the LCWIP are Whitley Bay and Killingworth.

The main routes through each CWZ were identified, and a set of streets established that were to be audited using the Department for Transport's Walking Route Audit Tool (WRAT). Each street / section (as appropriate) had a WRAT document created for it, with specific attention to:

- attractiveness
- comfort
- directness
- safety
- coherence

These documents were then used to compile an overall, comparable set of information for each area, and set of proposals.

All routes were recorded in their entirety via video camera. Each street was recorded by travelling and filming its entire length.



Figure 7 – Whitley Bay Core Walking Zone Streets

The streets assessed within Whitley Bay town centre are as follows:

1. Marine Avenue
2. Park View (north-south section)
3. Park View (east – west section)
4. Whitley Road (western section)
5. Whitley Road (eastern section)
6. Victoria Terrace
7. Station Square
8. Station Road
9. Esplanade
10. Promenade
11. Park Road
12. South Parade
13. Park Avenue (north section)
14. Park Avenue (central section)
15. Park Avenue (south section)



Figure 8 – Killingworth Core Walking Zone Streets



The streets assessed within Killingworth are as follows:

1. Northgate
2. Southgate
3. Citadel East
4. Citadel West
5. East Bailey
6. West Bailey

4.2 Making recommendations

The findings of all WRATs were used to create a table for each Core Walking Zone which highlights issues and proposes infrastructure.

A prioritisation framework was established and the factors used can be seen in Figure 9. It represents the anticipated impact of the proposed infrastructure on each of the streets.

Whilst the Department for Transport’s WRAT primarily focuses on walking improvements it also covers a number of metrics which are critical to wheeling improvements. Key metrics which contribute to a good wheeling environment are footway widths, footway conditions and suitable crossing provision.

Wheeling is defined as an equivalent alternative to pedestrian-based mobility and covers wheelchairs, mobility scooters etc.

The types of measures considered as part of the walking improvements are:

- Crossing improvements
- Road space reallocation – widened footways
- Footway resurfacing
- Decluttering street furniture
- Street lighting improvements

Figure 9 – Metrics for walking routes

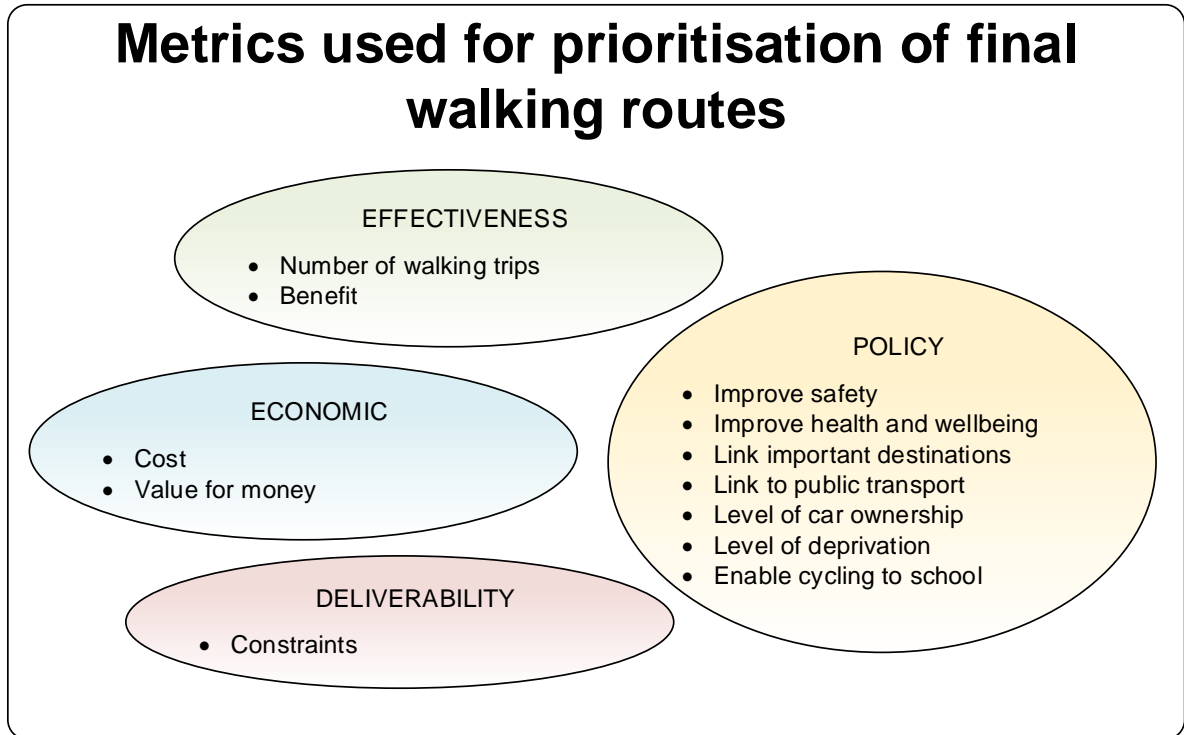


Table 4 - Street Prioritisation (referring to walking only)

Town	Street	TOTAL SCORE	Ranking	Estimated Cost
Whitley Bay	Park Avenue (North Section)	41.37	1	£0-100k
	Park Road	37.25	2	£0-100k
	Park Avenue (South Section)	35.67	3	£0-100k
	Marine Avenue	34.89	4	£100-200k
	Station Square	33.86	5	£0-100k
	Whitley Road (Western section)	33.68	6	£0-100k
	South Parade	32.66	7	200-300k
	Victoria Terrace	31.34	8	£0-100k
	Station Road	31.07	9	£0-100k
	Whitley Road (Eastern section)	30.47	10	£100-200k
	Esplanade	30.35	11	>300k
	Park Avenue (Central Section)	28.95	12	£100-200k
	Park View (North - South section)	27.48	13	>300k
	Promenade	Existing provision is suitable		
	Park View (East - West Section)	Existing provision is suitable		
Killingworth	Southgate	41.94	1	£0-100k
	East Bailey	37.58	2	200-300k
	Citadel East	36.34	3	£0-100k
	West Bailey	33.30	4	>300k
	Northgate	30.41	5	£0-100k
	Citadel West	30.23	6	£0-100k

5. Prioritising Improvements

The list of prioritised routes has been shown in Tables 3, 3a and 4 within the previous sections.

The Authority will seek to invest in these routes as part of long-term plans to create a high quality cycling network throughout the borough and improve walking links. The order of works is not definitive, e.g. the Authority may choose to deliver sections of the network in conjunction with large residential developments identified within the Local Plan.

Other factors such as town centre masterplans may also see one route prioritised over another as the Authority will look to extend the reach of town centre improvements by enhancing cycling and walking infrastructure around the area where possible. The improvement works identified within the LCWIP will help inform the future masterplan for Whitley Bay and regeneration plans for the North West.



6. Integration and Application

6.1 Funding history within North Tyneside

North Tyneside Council has a track record of successful funding applications related to improved walking and cycling schemes.

In 2021/22 the Authority has secured nearly £1.6m from the Government's Active Travel Fund (ATF) Tranche 2 for works which reallocate road space to support cycling and walking and £7.6m from the Transforming Cities Fund (TCF) for infrastructure measures which support cycling, walking and public transport.

In May 2022 the Authority was successful in being awarded £3.5m from ATF Tranche 3 to move ahead with plans for a permanent, segregated, two-way safe space between the North Shields Fish Quay and St Mary's Lighthouse, known as the Sea Front Sustainable Route.

The Authority will apply the prioritisation work described above when determining future investment plans, including seeking external funding to enhance the cycling network and walking routes.

6.2 Developments within North Tyneside

The Authority have successfully worked with developers to ensure sections of the strategic network identified within Table 3 are incorporated within the layout of their development. Contributions have also been sought from new developments to enhance and expand the network. The Authority will continue to build upon its success with housing and commercial developers to ensure active travel infrastructure is included within developments.

Developers will be expected to comply with the Transport and Highways Supplementary Planning Document which sets out the expectation that developments will be required to adhere to LTNI/20 and the North Tyneside Cycling Design Guide. This will include seeking the provision of secondary and local routes for active travel which will connect to North Tyneside's strategic cycle routes.

6.3 Go Smarter in North Tyneside

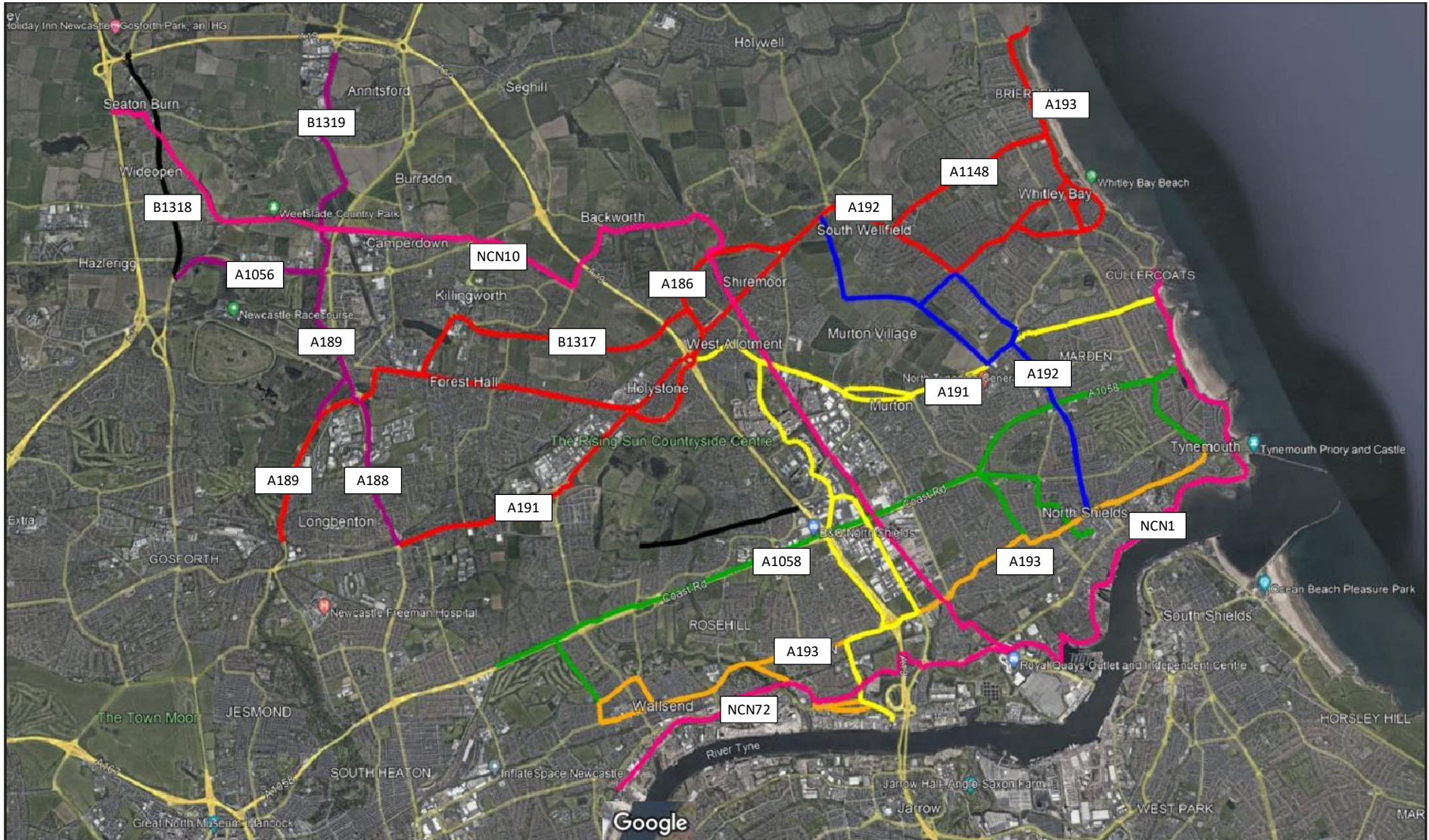
The Go Smarter in North Tyneside initiative encourages behaviour change in everyday travel to schools, businesses and residential areas. This would be used in conjunction with new developments arising from the LCWIP.

Through Go Smarter, the Authority has implemented 'School Streets' at five locations within the borough, which has supported healthy and active travel and safety for children and parents in the vicinity of the school. The Authority will also look to ensure that, for any new housing developments which include schools, the highway layout is suitable for the installation of an effective 'School Street'. The Authority will also work with developers to ensure that street layouts are designed to support convenient and direct journeys by cycling, walking and wheeling, providing an attractive alternative to car use.

Another initiative covered by Go Smarter in North Tyneside is the national standard Bikeability training. The Authority will continue to deliver cycle training to school children through the Department for Transport's (DfT) Bikeability programme. This includes a range of types of training from pedal-free 'balance bikes' for younger children, to standard Level 2 and advanced Level 3 training.



The North Tyneside network of Strategic Cycle Routes



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North Tyneside Cycling Design Guide

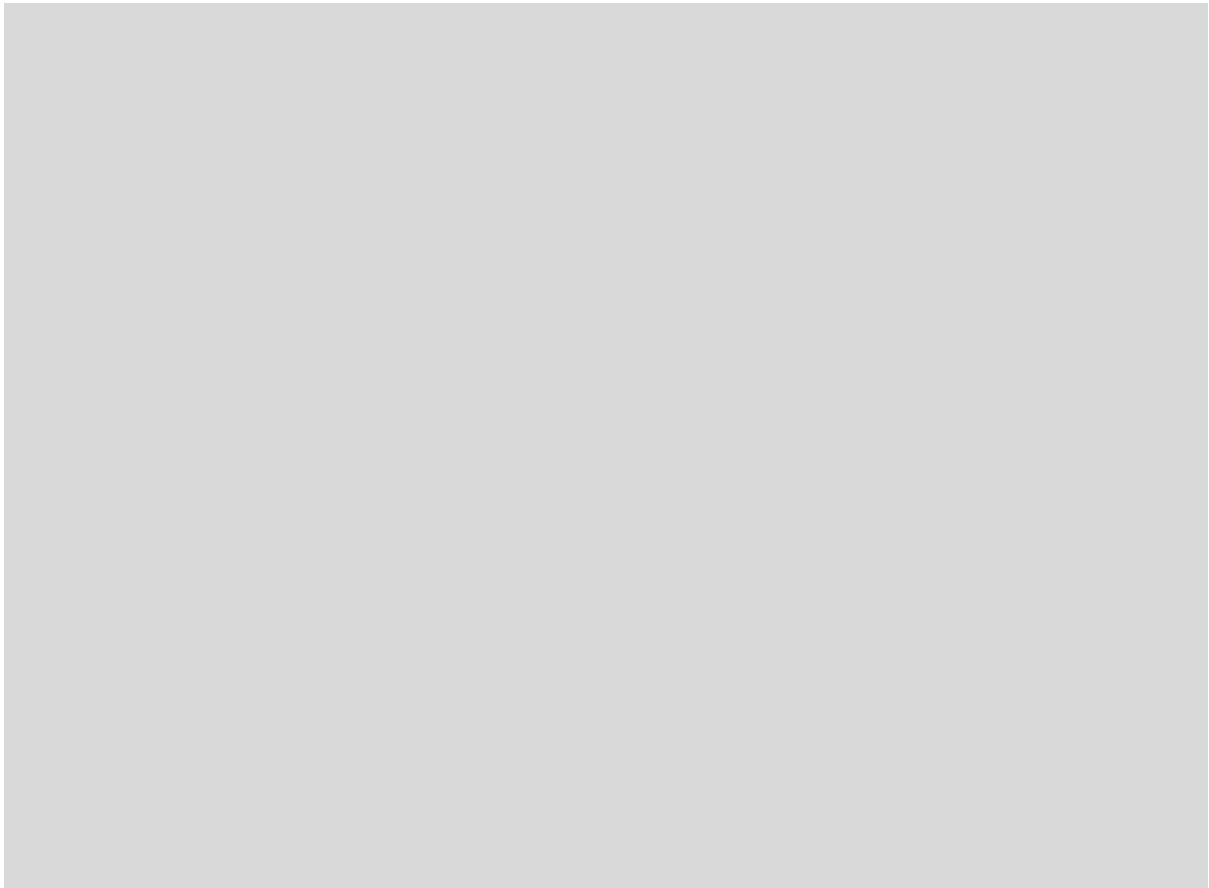
Specification for Designers
(Final draft for approval)



North
Tyneside
Council

North Tyneside Cycling Design Guide

Specification for Designers



Date: June 2023

Version: Final draft for approval



Working in partnership with



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1. Introduction

1.1 Intended audience

This document is intended for use by designers for new developments and designers implementing highway improvement schemes within North Tyneside.

1.2 Overview

This document defines the *minimum* specification for cycling facilities in North Tyneside, as well as potential additional requirements as appropriate by the Developer or the Council.

1.3 Document aims and objectives

This document will provide a basis for ensuring that consistent, high quality design and appropriate cycling infrastructure is included for all new developments and highway improvement schemes. Using this design guide should reduce ambiguity and time spent seeking decisions and modifying designs as most scenarios are presented within the document.

1.4 Definitions

The provision of any facilities should cater for everyday cycling. The term 'cyclist' in this document refers to any person who chooses to use a cycle as a mode of transport. This includes children, elderly and inexperienced cyclists, as much as 'commuter' cyclists who tend to be adults that cycle on a regular basis

The term 'cycle' refers to the range of vehicles shown in Chapter 6, including hand cranked cycles and cycles that conform to the Electric Assisted Pedal Cycle Regulations 1983.

The terms 'pedestrian' and 'walking' include people using mobility aids i.e. wheelchairs on the footway and people with physical, sensory or cognitive impairments who are travelling on foot.

The term 'cycle track' is used in this document in its widest sense to describe routes for cycling that are within the highway boundary that are physically separated from motor vehicles and pedestrians.

2. Policy background

2.1 Transport Strategy

The Transport Strategy for North Tyneside sets out the Council's aspirations for transport in the borough. The vision for the Strategy is; "***Moving to a green, healthy, dynamic and thriving North Tyneside.***" It sets out five principles which are key to achieving this:

- I. **Reduce carbon emissions from transport;** commitment to publish an action plan of the steps it will take and the national investment it will seek to make North Tyneside carbon net-zero by 2030.
- II. **Improve health outcomes;** this relates to people, communities and the local environment.
- III. **Support inclusive economic growth;** through effective movement for people, businesses and goods and to support the regional aim of "more and better jobs"
- IV. **Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world
- V. **Manage demand and enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to on transport networks, assets and address current and future transport challenges.

In July 2019 North Tyneside Council declared a Climate Emergency. The Our North Tyneside Council Plan 2021-25 has the stated ambition that "We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030."

2.2 Key contacts

Email: cycling@northtyneside.gov.uk
Tel: 0191 643 2221

Network Management
North Tyneside Council
Quadrant West 2nd Floor
Cobalt Business Park
The Silverlink North
NE27 0BY

3. Principles of designing for cycling

There are a number of principles for cycling that designers must appreciate when providing cycling infrastructure. LTNI/20 states that the '*Networks and routes should be **Coherent; Direct; Safe; Comfortable and Attractive.***' North Tyneside Council have adopted the principles below, adapted from Making Space for Cycling, which was written by Cambridge Cycling Campaign in 2014:

1. People need protected space for cycling

Mixing with traffic generally puts people off cycling. Appropriate infrastructure, away from traffic, can make cycling convenient and sociable

2. People like simple, direct routes

Simple, direct routes help a cyclist maintain momentum. Direct routes are always shorter and wayfinding is easier.

3. People prefer cycling away from pedestrians

Shared use spaces are rarely a suitable form of cycling infrastructure except where pedestrian flows are very low. Shared spaces are generally considered inconvenient to cyclists as they are slow and can be a poor use of highway space. Shared use routes are also poorly perceived by pedestrians as they can become the vulnerable user in an area they would normally feel safe.

4. People want to maintain momentum

Stop-start cycling is hard work. For this reason, cycling infrastructure provided must allow for continuous movement wherever possible. Cycle tracks must not give way at every side road and driveway. All cycling infrastructure should avoid tight corners and must aim for a smooth movement.

5. People want to be visible

Cycling infrastructure should be designed to allow people to see each other regardless of what type of vehicle they are using.

6. People like level surfaces

A route with constantly varying heights requires more effort to ride and is less comfortable. Ideally, off road cycle tracks should not change height at driveways and junctions.

7. People want unobstructed routes

Street furniture, such as signposts, lamp columns etc. must not be located within the cycle route. These obstructions cause constrictions along the route.

8. People want to cycle away from parked cars

Safely overtaking parked cars can be problematic for cyclists. Car doors, reverse parking and pinch points on the carriageway can all cause problems for cyclists. Car parking off street or offset from the main carriageway helps to avoid blocking a cycle route.

9. People need somewhere to park their cycle

Good quality cycle parking is essential for the start and end of the journey. This means providing secure stands near the entrance to a building, on streets and at interchanges.

10. People want well maintained infrastructure

Cycling infrastructure must be designed to facilitate easy maintenance, to avoid overgrown vegetation and enable winter treatment.

11. People want to commute to work

The UK has seen an increase in the number of people choosing to cycle to their place of work. In England, around 4% of commuting trips are cycled each year (NTS0409).

4. Planning for cycling

4.1 North Tyneside's network

North Tyneside has a well-established network of existing cycling and walking routes. Free plans of these routes can be obtained via North Tyneside Council's website.

In 2017 the Government published its first Cycling and Walking Investment Strategy (CWIS) of which Local Cycling and Walking Infrastructure Plans (LCWIP) are identified as a strategic approach to identifying cycling and walking improvements. Subject to topographical constraints the Authority is aiming to create a densely spaced network with a typical grid of 250m to 400m based on the density of the land use. This should enable easy travel between neighbourhoods and provide connections to the wider cycle network.

North Tyneside Council developed a Cycle Tube Map in 2018 for the borough that identified the strategic routes where the introduction of cycling and walking improvements would be prioritised, subject to funding. These routes have been audited in line with LCWIP and as such, the Authority has an understanding of the level of infrastructure that is achievable on the network.

A copy of the Cycle Tube Map can be found in Appendix A.

North Tyneside Council may request the developer to provide links from their site to existing cycling routes if they are located close to a strategic route shown on the Tube Map. Alternatively, the Authority may request a commuted sum to fund the installation of cycle provision off their site which will help provide infrastructure in line with the 250m to 400m grid as referenced earlier. The Authority's [Transport and Highways Supplementary Planning Document](#) provides further information on the expectation from developers.

5. Integrating cycling within highway improvements and new developments

5.1 Planning the network

Manual for Streets provides guidance on the planning of highway networks within new developments, ensuring they are connected to their surroundings through a choice of routes. LTN1/20 states cycling facilities should be regarded as an essential component of the site access and any off-site improvements that are necessary.

North Tyneside Council would expect the developer to consider cycling facilities in all applications. However, within larger sites it would be important to develop a network of routes that connect all parts of the development, with the aim of a densely spaced network with a distance of around 250m between cycle routes. The cycle networks would be expected to consist of the elements covered in this design guide;

- Route infrastructure (Chapter 8)
- Quiet mixed traffic streets (Chapter 9)
- Motor free traffic routes (Chapter 10)
- Junctions and crossings (Chapter 11)
- Cycle parking (Chapter 12)

The proposed infrastructure would be expected to meet the 5 core principles as set out in LTN1/20 and the 11 principles adapted from Making Space for Cycling as covered in Chapter 3.

5.2 Designing the network

The design of the highway layout within the new development should adhere to the guidance provided in this document. Typically, there are fewer constraints preventing designers from meeting the geometric requirements so North Tyneside Council expect that high quality cycle facilities should be provided in all new developments. The Authority would also be supportive of provision that would promote multi modal journeys, such as direct links from residential areas to Metro stations.

Figure 1 and Figure 2 show the measures North Tyneside Council would expect to see on a typical residential and typical commercial development.

North Tyneside Council would expect any cycling infrastructure installed on its network to include suitable connections to existing routes or appropriate transitions to allow cyclists to continue their journey on carriageway.

Figure 1 - Typical layout of a residential estate

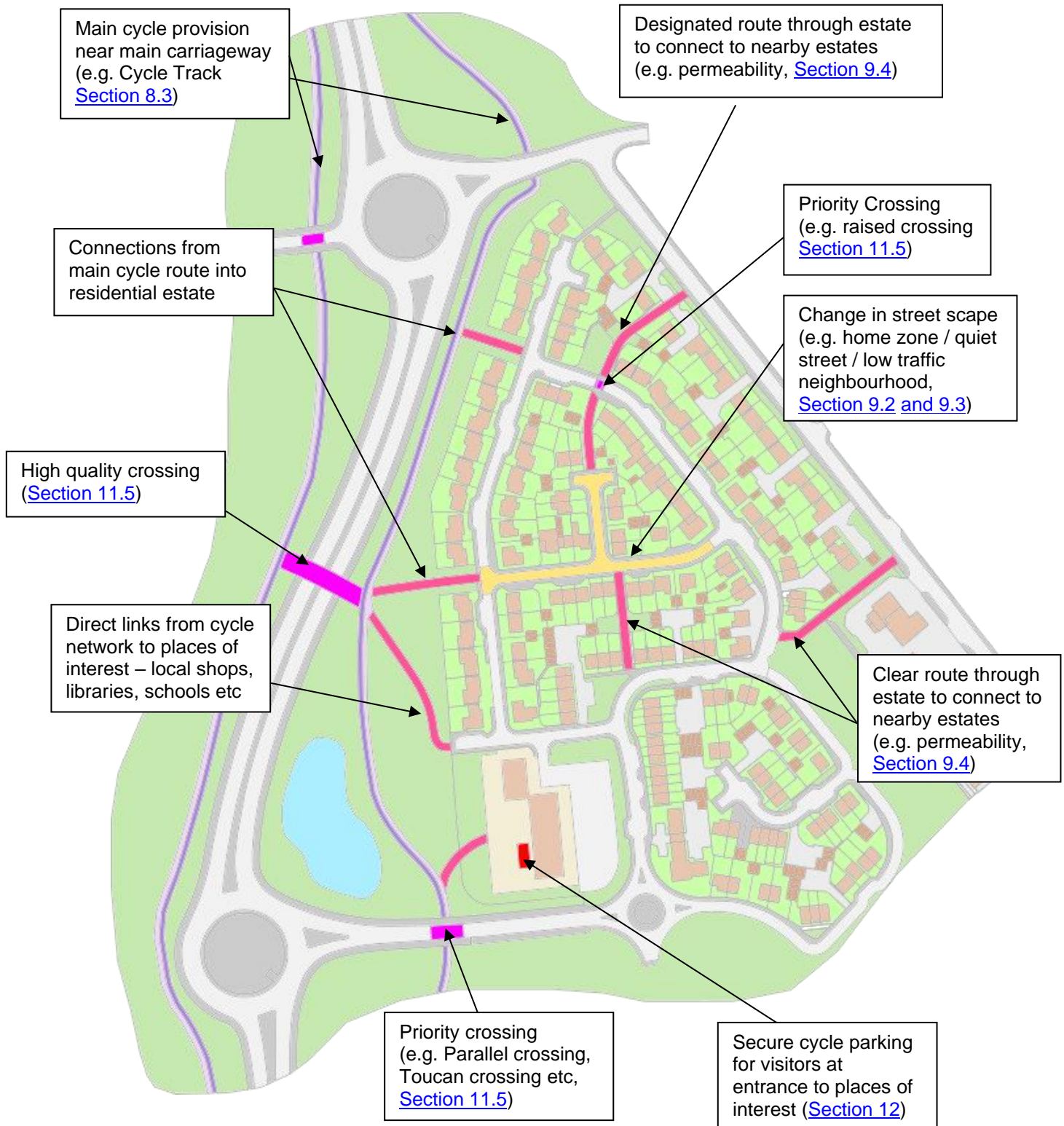
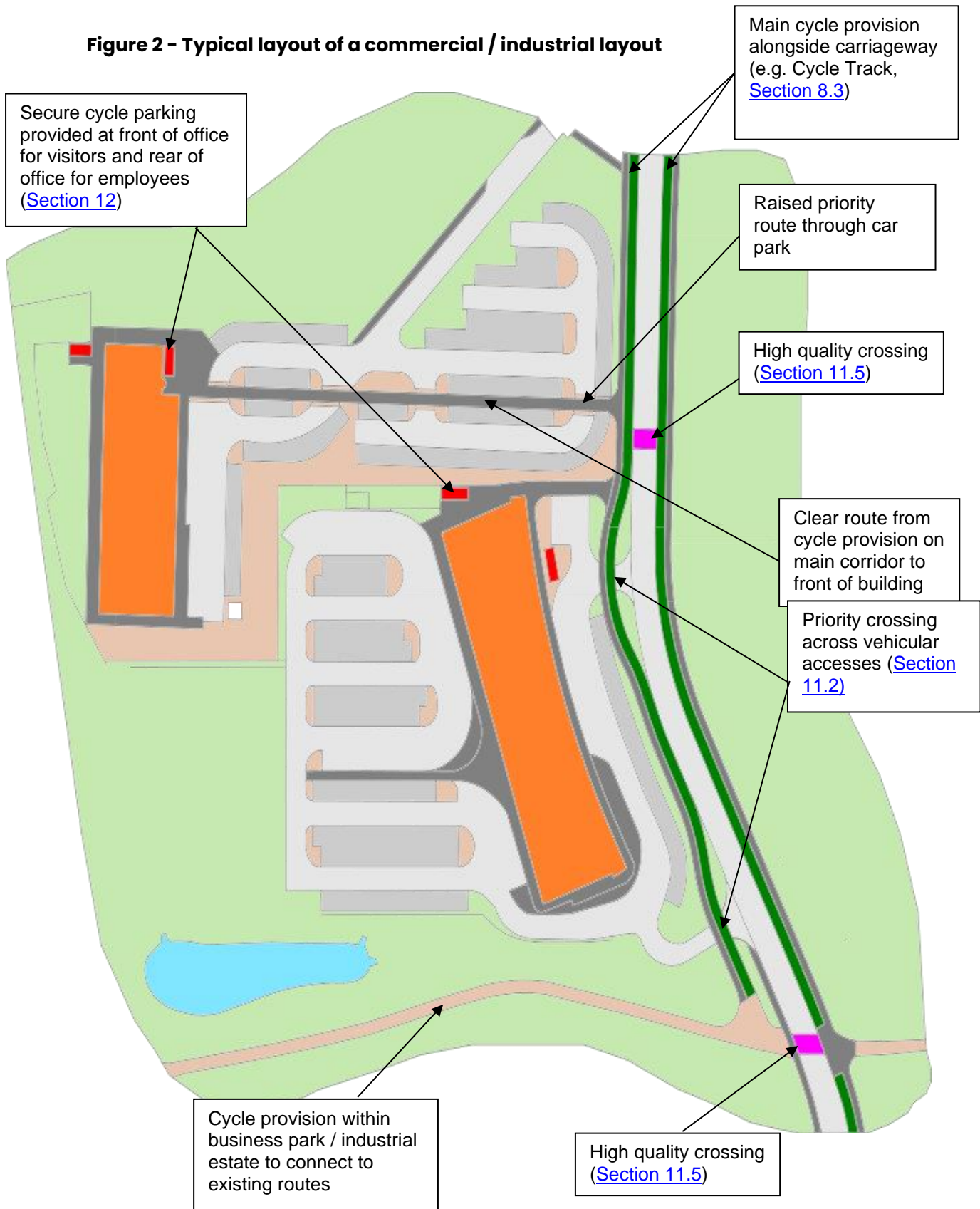


Figure 2 - Typical layout of a commercial / industrial layout



6. Geometric requirements

6.1 Introduction

Developers are encouraged to familiarise themselves with the Department for Transport's LTNI/20 when considering the geometric requirements required for cycling provision. North Tyneside Council would expect all infrastructure to conform to this guidance. However, the sections covered in this document are considered key by North Tyneside.

6.2 Cyclists width requirements

Clear space is essential for cyclists to feel safe when travelling. The space needed for a cyclist to feel safe depends on the cyclist's dynamic envelope, the clearance when passing fixed objects and the distance and speed of other traffic. The topography of the site must be considered when designing cycling infrastructure. For example, when a cyclist is travelling uphill, they will sway more than travelling on flat ground. In these instances, the width of the cycling infrastructure must be increased to provide the safe width. LTNI/20 states that a cyclist will have a minimum typical space profile of around 1m. Cyclists travelling side by side or passing each other will require the minimum 1m each plus an additional 0.5m separation.

6.3 Headroom

Suitable headroom afforded to cyclists is essential when they are expected to travel beneath a sign or structure. At locations where signs overhang a cycle route, the recommended minimum mounting height in the Traffic Signs Manual is 2.3m. Cyclists require a minimum of 2.4m headroom at underbridges / subways. LTNI/20 recommends this is increased to 2.7m in instances where the underbridge is longer than 23m in order to allow more natural light.

6.4 Dimensions and types of cycles

Designers would be expected to consider a range of cycles within their layout to ensure the infrastructure is suitable for all users. The design, width and length of a bike has an impact on its turning circle.

Electric assisted pedal bikes, also known as e-bikes, are becoming increasingly popular in the UK. E-bikes offer users assistance in tackling steeper gradients

through the use of a motor with a maximum output of 15.5mph. Whilst e-bikes are comfortable using infrastructure at speed, they are generally heavier than ordinary cycles and can be difficult to handle at low speeds and when stationary. However, in design terms they are considered to be pedal cycles and can use infrastructure designed for cycling.

Figure 3 shows the typical dimensions of cycles.

Figure 3 - Typical forms of cycles and their dimensions (LTN1/20)



6.5 Cycle lane and track widths

The widths for cycling provision shown in Table 1 is North Tyneside's recommended absolute and desirable minimum widths for its infrastructure. It mirrors the widths as specified in LTNI/20. The table also provides information on widths to accommodate higher cycle flows.

The absolute minimum would only be considered at locations where there are physical constraints on existing roads. North Tyneside Council would not consider anything other than the desirable minimum width on new routes constructed as part of a new development, and would encourage the developer to futureproof their schemes.

In instances where site-specific constraints make it difficult to achieve the desirable design characteristics, the designer is encouraged to explore alternative means of achieving consistent and continuous cycle facilities along the route. Such interventions could include (but are not limited to):

- Remove or relocate parking and loading bays
- Inset bus stops
- Make links one-way
- Alter or narrow footway configurations as appropriate
- Reduce vehicle speeds such that links can be reclassified and require reduced cycling infrastructure
- Consider responding to severe constraints by mixing types of provision along a route, such as using short sections of shared use to connect two sections of a segregated provision rather than leaving a gap in provision.

In retrofit locations it will not always be possible to achieve the minimum widths set out in Table 1 and there will be a necessity to compromise. North Tyneside Council will consider designs on an individual basis where existing constraints restrict the desired widths or prevent types of infrastructure from being installed in line with this guidance.

Table 1 - Required widths for cycle provision

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width (m)	Absolute minimum width at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle Lane	1 way	All – cyclists able to overtake on carriageway	2.0	1.5

Table 1 provides the desired widths of cycle infrastructure where no edge constraints are present, such as boundary walls, barriers. Additional widths in line with Table 2 should be added to the proposed design to ensure the cycle provision is an appropriate effective width for users.

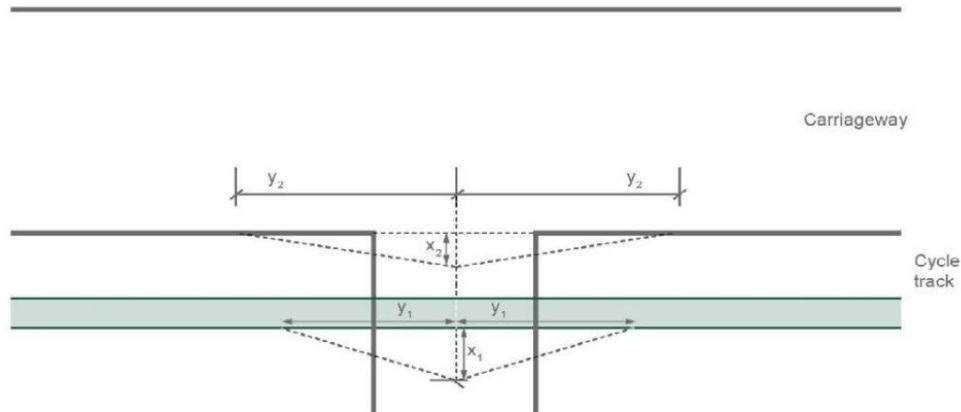
Table 2 - Additional widths required to maintain effective width

Type of edge constraint	Additional width required to maintain effective width of cycle track (mm)
Flush or near flush surface including low and splayed kerbs up to 60mm high	No additional width needed
Kerbs 61mm to 150mm high	200
Vertical feature from 151mm to 600mm high	250
Vertical feature above 600mm high	500

6.6 Visibility splays

Visibility is a key factor which should be considered when designing all types of junctions. Visibility splays are defined by their X and Y distances, Figure 4, taken from LTNI/20 shows the basic layout.

Figure 4 - Visibility splays (LTNI/20)



Manual for Streets recommends an X distance of 2.4m, which allows one car at a time to check along the main alignment before exiting the minor arm. On cycle tracks a longer X distance is preferred as they reduce the stop/start effort and may enhance safety. The desirable minimum 'x' distance according to LTNI/20 is 4.5m.

6.7 Horizontal alignment

High quality horizontal alignment would be expected on cycling provision within new developments. The routes should not be diverted away from the desire line, disjointed or include obstacles. Changes to the alignment should be in simple curves designed to accommodate different types of cycle along with the anticipated design speed. Well designed routes will allow cyclists to maintain momentum.

Appropriate forward visibility in line with Manual for Streets 2 should also be considered when designing the horizontal alignment. Designers should not position fences, walls, trees etc close to bends on cycle routes as this will likely impact the visibility splay.

Table 3 shows the minimum horizontal radii taken from LTNI/20 that would be expected on cycle tracks within North Tyneside.

Table 3 - Horizontal radii for cycle tracks

Design speed (kph)	Minimum horizontal radius (m)
40	40
30	25
20	15
10	4

6.8 Crossfall and camber

Cycle tracks can be created with either a crossfall or camber subject to their surrounding environment to keep them clear of standing surface water. The required gradient for all cycle tracks should not exceed 2.5% as it could have an impact on grip in icy conditions.

7. Level of provision


Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

 Provision suitable for most people

 Provision not suitable for all people and will exclude some potential uses and/or have safety concerns

 Provision not suitable for all people and will exclude most potential uses and/or have safety concerns

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥60 mph	Any	Any					
40 mph and 50 mph	≥10000	Any					
	6000 to 10000	≥2					
	0-6000	2					
	0-10000	1					
≤30 mph	>8000	>2					
	>8000	2					
	4000 - 8000	2					
	0 - 4000	1					
	0 - 4000	1					

 Provision suitable for most people

 Provision not suitable for all people and will exclude some potential uses and/or have safety concerns

 Provision not suitable for all people and will exclude most potential uses and/or have safety concerns

8. Route infrastructure

8.1 Introduction

This section covers the key principles for provision of cycling infrastructure on busy or high-speed routes. The aim of designers should be to design a cycle route which is segregated from both pedestrians and motorists.

8.2 Road space reallocation and lane widths

Creating space for cycling is likely to require reallocation of road space within the highway boundary. This should be achieved by reducing the width for motorists rather than pedestrians. The UK generally adopted a standard practice of 3.65m lanes in line with the Design Manual for Roads and Bridges, but this should not always be considered the preferred width. Lane widths of between 3.2 and 3.9m allow motor vehicles to drive alongside a cyclist without crossing the centre line, but without any safety margins for the comfort or protection of cyclists. This may lead to close overtaking that may endanger the cyclist and result in prosecution for the motorist. Table 4, in line with LTNI/20 shows preferred lane widths in North Tyneside for urban areas carrying mixed traffic.

Table 4 - Carriageway lane widths

Feature	Desirable Minimum	Absolute Minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGV's or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2 and 3.9 are not suitable for cycling in mixed traffic
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles and/or peak hour <500 vehicles with minimal HGV/bus traffic

Designers should refer to Table 7.3 of LTNI/20 for widths of other carriageway features such as bus lanes with cyclists or parking bays.

8.3 Cycle Tracks

A cycle track is a section of highway adjacent to, but not on the carriageway, that has been dedicated for use by cyclists. Key design features of a cycle track include;

- Suitable effective width
- Smooth horizontal alignment
- Raised priority junctions

Cycle tracks are the preferred facility for key cycle links in North Tyneside. The reason for this is they provide a safe route for cyclists of all abilities and confidence levels. They also allow for continuous movement with minimal stop/starting procedures for cyclists.

Cycle tracks may be;

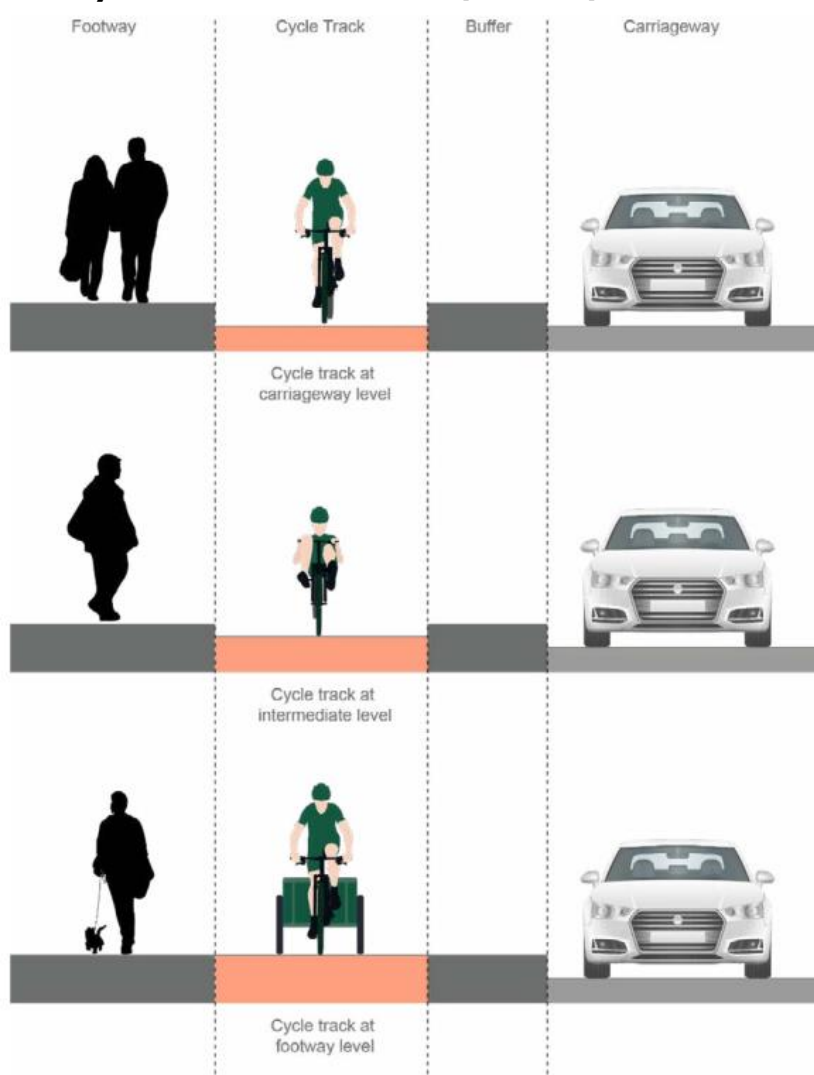
- Fully kerbed cycle tracks – this form of cycle track is protected from motorists through the use of a full height kerb, preferably with a buffer between the cycle track and carriageway; and
- Stepped cycle tracks – this provision is set at an intermediate level between the footway and carriageway, and is protected from motorists through the use of a lower height kerb

8.3.1 Fully kerbed cycle tracks

Fully kerbed cycle tracks may be installed at carriageway level, footway level or at an intermediate height between the two. The choice of the cycle track will depend on the surrounding topography, functionality, and aesthetics.

Figure 5 shows a cross section of the cycle track options with full kerb separation from the carriageway and footway.

Figure 5 – Cycle track cross section (LTN 1/20)



Cycle tracks should generally be provided on both sides of the road, this will prevent the need for the provision of suitable crossing points at numerous locations along the route. The inclusion of a buffer zone adjacent to the cycle track offers safety for cyclists using the provision and can positively contribute to the streetscape. A buffer also allows for other infrastructure to be accommodated such as bus boarders or as a waiting area for pedestrians to cross. Table 5 shows the minimum horizontal separation widths as set out in LTN1/20.

Table 5 – Horizontal separation based on speed limit

Speed Limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

Two-way cycle tracks on one side of a road can be considered an appropriate measure in some locations. For example, where a large number of side streets or high levels of pedestrian activity are present on one side of the road. They also offer the advantage of taking up less space within the highway boundary when compared with one way cycle tracks. However, there are design issues which should be considered, such as crossing facilities, where trip generators are located on both sides of the road.

8.3.2 Stepped cycle tracks

Stepped cycle tracks consist of a terraced approach from the cycle track to the carriageway. They are normally one way in the same direction of flow as the adjacent traffic lane. Key design features of this form of cycle infrastructure include;

- Vertical separation from the footway and main carriageway to provide greater protection than a cycle lane
- Cycle priority at side roads and vehicle accesses
- Bus stop bypasses on bus routes

Parking demands should be considered when implementing a stepped cycle track. Due to lower levels of the cycle track motorists can often use it as a parking area. Therefore, appropriate restrictions or raised buffer zones should be provided to prevent parking and protect cyclists

8.3.3 Pedestrian crossings on cycle tracks

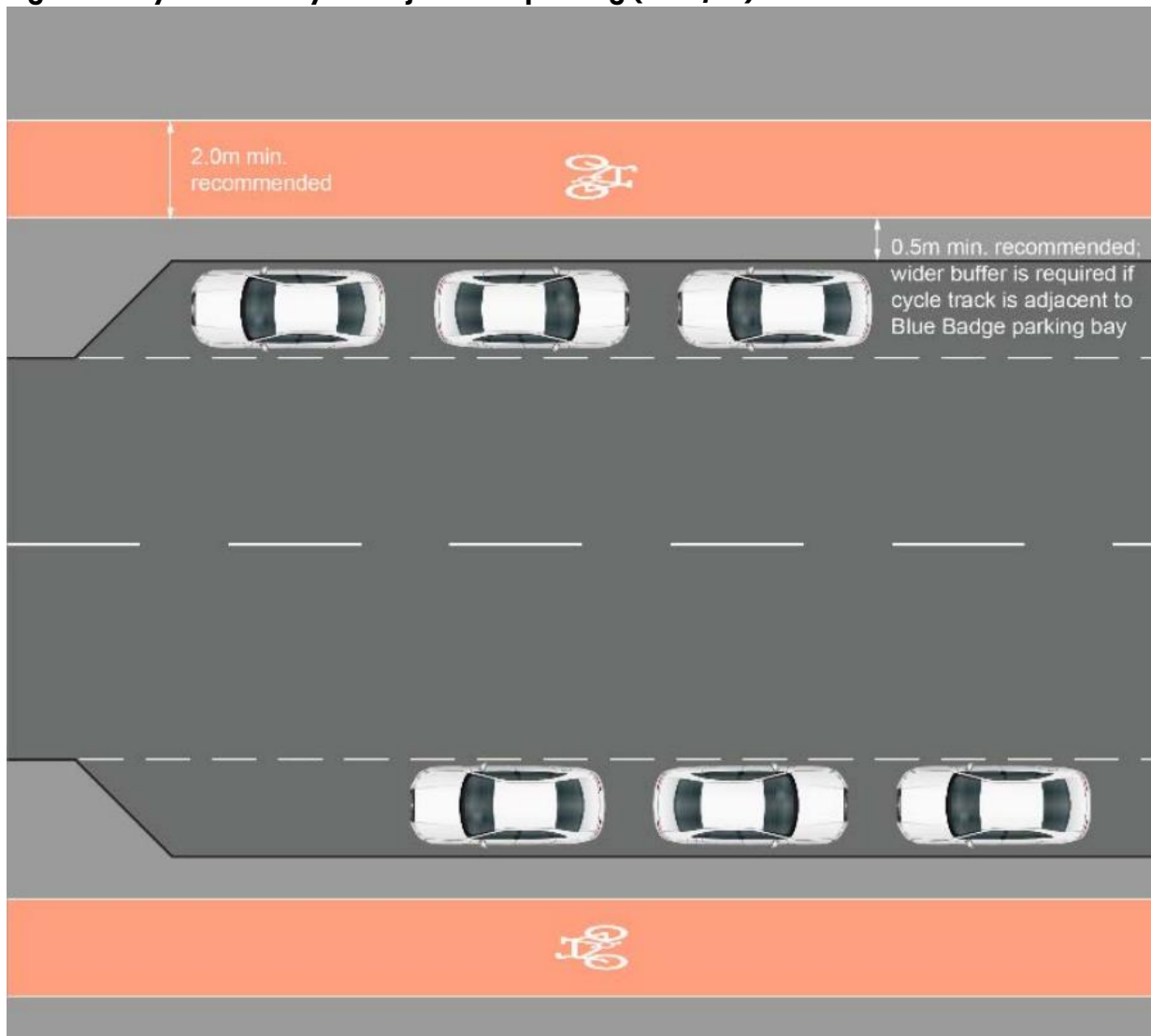
The cycle track design should allow pedestrians the opportunity to cross with priority at busy locations such as junctions or bus stops. Formal crossings are recommended for use on all two way cycle tracks and busy one way cycle tracks. The recommended formal crossing type in North Tyneside is a zebra crossing. If there is a level difference between the footway and cycle track then the cycle track should be raised to the footway level for the extents of the crossing point to slow cyclists on the approach to the crossing. The zig zag markings typically associated with zebra crossings can be omitted on cycle tracks.

8.3.4 Parking adjacent to cycle tracks

Cycle tracks located between parked vehicles and the footway provide a greater level of comfort and safety for cyclists in comparison with cycle lanes on the offside of the parked vehicles.

Kerbed island separation or light segregation that provides a buffer zone of 0.5m between cyclists and parked vehicles is recommended to reduce the risk of collisions between car doors and cyclists. A clear level width of 2.0m is recommended in areas where cycle tracks pass parked vehicles to allow sufficient space for cyclists to negotiate past motorists loading/unloading their vehicles. Figure 6 shows the recommended layout when cycle tracks interact with parked vehicles.

Figure 6 - Cycle track layout adjacent to parking (LTN 1/20)



8.4 Light segregation

Where on-carriageway routes have been identified as the preferred solution, designers are expected to consider options which provide additional protection between the cycle lane and general traffic lane in order to provide better separation. The types of light segregation can include;

- Wands,
- Armadillos,
- Orcas,
- Hatch / chevron markings

Light segregation is generally used to support mandatory cycle lanes for one way cycling but can be used to protect two way cycle facilities. The relatively low cost of light segregation means that it can be considered a beneficial addition to mandatory cycle lanes that offer greater protection to the cyclist.

In accordance with Table 1, it is recommended that cycle lanes with light segregation are a minimum width of 2.0m to provide sufficient effective width to allow overtaking within the confines of the cycle lane.

Low level segregation is not recommended in areas where pedestrians may cross the carriageway as this presents a trip hazard. A run of low level features should begin with a vertical feature to alert road users of their presence. Vertical features should be repeated where a break in provision is required for side road and major junctions.

8.5 Cycle Lanes

Cycle lanes can be either mandatory or advisory. Mandatory cycle lanes exclude other traffic from using them at all times. Advisory cycle lanes signify an area of carriageway that other vehicles should not enter unless it is safe to do so. Where mandatory cycle lanes pass side road junctions, they should be replaced with short sections of advisory cycle lane to achieve continuity. This would also highlight the presence of cyclists on the main route for motorists negotiating the side road junction.

Cycle lanes should be considered only for carriageways where motorised traffic volumes and traffic speeds are low. As covered in Section 6, cycle lanes should be

2.0m wide but may be reduced to 1.5m where constraints are present. Cycle lanes should not be installed less than 1.5m wide as they would not suitably accommodate all ranges of cycles and could encourage close passing by motorists.

Cycle lanes can conflict with nearside kerb activities such as parking, loading and bus stops. Designers would be expected to minimise interactions with these activities through the use of bus stop bypasses and inset parking facilities.

Cycle lanes cannot be used with zig zag markings at controlled crossings but the zig zags can be offset up to 2m to from the kerb to maintain the space for cyclists.

8.6 Shared use

Shared use is the term used to describe a route that is shared between pedestrians and cyclists. Shared use can be either segregated or unsegregated through the use of a continuous white line marking. The use of white line markings is generally not well adhered to and pedestrians crossing the line could encounter a greater conflict by walking or crossing on the cycle side.

North Tyneside Council regard shared use facilities as the lowest form of provision in the hierarchy of cycling infrastructure and would only allow for it to be provided in limited circumstances. If designed well shared use provision may be appropriate in the following situations;

- Alongside interurban and arterial roads where there are few pedestrians
- At and around junctions where cyclists are generally moving at slow speed, including junctions with crossing facilities
- In situations where a length of shared use may be acceptable to achieve continuity of a cycle route and;
- At situations where pedestrian and cycle flows occur at different times

Table 6 shows the expected widths for shared use provision. Where possible greater widths should be used to reduce conflict.

Table 6 – Width for shared use provision

Cycle Flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

8.7 Cycling on bus routes

8.7.1 Bus lanes

Cyclists are usually permitted to use with flow and contraflow bus lanes. Although this is not a cycle specific form of infrastructure, bus lanes can offer some segregation for cyclists as they reduce the amount of interaction that a cyclist would have with general motor traffic. North Tyneside Council would expect bus lanes to accommodate cycling but may also request adjacent off-road provision subject to location. Whilst it is accepted that bus lanes will reduce interactions, they may still not be inclusive for all cyclists as they will still be required to interact with buses.

The minimum accepted width for a bus lane would be 4m, with a preferred width of 4.5m. This will allow buses to pass a cyclist with sufficient room. Bus lanes less than 4m wide will not be authorised within North Tyneside as this will encourage close overtaking or require a bus to leave the lane when overtaking a cyclist.

8.7.2 Bus gates

Bus gates are used to control routes and access to bus only areas. As with all access controls, cyclists would be expected to be exempt from the restriction.

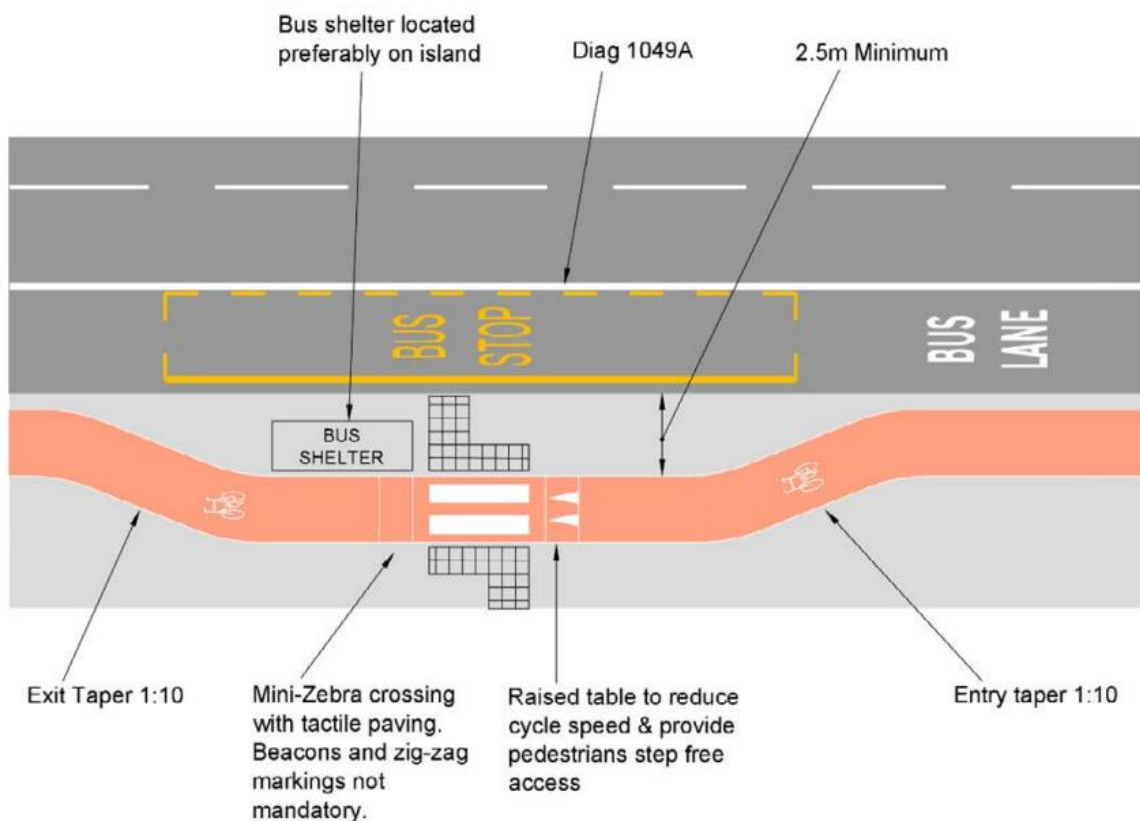
8.7.3 Bus stop bypass

Bus stops will often appear on strategic routes where the provision of cycle tracks are regarded as necessary. At these locations a bus stop bypass must be provided.

A bus stop bypass takes a cycle track which is usually adjacent to a kerb on the approach to a bus stop, and routes it behind the bus stop; removing the need for cyclists to pass a stopped bus on the main carriageway. After the bus stop, the bypass either continues on to a cycle track or merges cyclists back into to the main carriageway.

The island for the bus boarder should be wide enough to accommodate the shelter as well as people waiting for a bus. The minimum recommended width for the island would be 2.5m. In instances where the cycle speeds and or volumes are anticipated to be high then the provision of a controlled crossing point will be required between the bus boarder and footpath.

Figure 7 - Bus stop bypass layout (LTN 1/20)



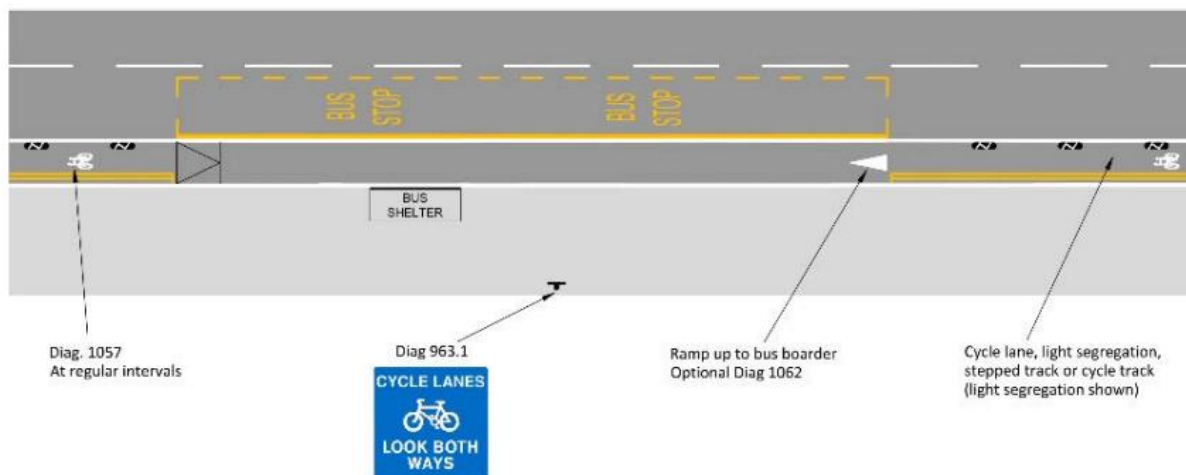
8.7.4 Bus stop boarder

It is also possible to route a cycle track between the bus boarder and the shelter. This is often done to create a smoother route alignment or where site constraints make it difficult to place the bus shelter within the boarder.

In order to implement a bus boarder it is necessary to introduce a shared area in the vicinity of the bus stop. The introduction of a shared area directly at the point people board and alight a bus does increase the potential for conflict. Therefore this layout is best suited to locations where bus services are less frequent and there are lower pedestrian volumes.

Good intervisibility is required between pedestrians waiting for a service and cyclists. It is recommended that an area for pedestrians crossing the track is clearly defined. This could be achieved through the use of paving.

Figure 8 - Bus boarder layout (LTN 1/20)



8.8 Transitions

A transition area is where a cycle track joins or leaves a carriageway. Designs should be carefully considered to minimise the risk of conflict between cyclists and motor vehicles. Where cycle tracks rejoin carriageways, the transition should be designed to minimise the risk of conflict whilst not inconveniencing on-carriageway cyclists.

Tramline (cycle side) and ladder (pedestrian side) tactile paving is essential where a cycle track is flush with the footway. This will reduce the likelihood of pedestrians inadvertently walking into the cycle track.

Cyclists leaving the carriageway can be at risk of losing control if the design of the transition isn't suitable. Dropped crossings are often installed leaving an upstand meaning cyclists have to make a sharp turn to negotiate the transition.

The desired transition style on new carriageway transitions will be through the implementation of a build out perpendicular to the carriageway alignment with a short section of mandatory cycle lane or taper markings. The build out may need a bollard to increase conspicuity. Transitions between cycle tracks and the carriageway should not include a kerb and would be expected to be via a continuous surface course.

It is accepted that there is not always highway space on existing carriageways to implement a buildout. Where the carriageway cannot be widened to create a buildout for a smooth transition, dropped kerbs may be used with an arrow marking on the carriageway. In these instances, it would be expected that the dropped crossing is installed flush with the carriageway, or with a 6mm check at locations where ponding is likely to occur.

Road gullies must not be located within the extents of a dropped crossing. At locations where the transition is near or on an approach to a pedestrian crossing point, a separate dropped crossing must be provided.

9. Quiet mixed traffic streets

9.1 Street Design

Street design is key to making cyclists feel comfortable on roads with no specific cycling infrastructure. Speed reducing measures are a major contributory factor to help achieve the feeling of comfort. Lower vehicle speeds are known to reduce the likelihood of an accident but will also reduce the severity of an accident, should one occur.

Developers would be expected to design their new developments to conform to a 20mph speed limit. The speed limit must be self-enforcing through its design or via the implementation of speed reduction measures. Carefully designed horizontal alignment is the preferred form of self-enforcement. This can be achieved by avoiding long straight sections of carriageway which encourages higher motor vehicle speeds.

Specific information on speed reducing measures can be found in Local Transport Note 1/07 and in the Department for Transport's Traffic Advisory Leaflets on traffic calming. When investigating the use of appropriate traffic calming measures it is important that designers consider cyclists and take particular care so that they are not disadvantaged by their use. Further information on traffic calming design is covered in this section.

9.2 Home zones and quiet streets

A home zone will generally include a combination of the following features:

- gateway features
- a level surface
- indirect routes for traffic
- junction priorities removed
- areas of planting
- seats or play equipment
- appropriate signage

Quiet Streets are residential streets that give priority to people over vehicles. Quiet streets are based on a change in the way that people perceive the street. Motorists should feel that they have left the normal highway and entered an area where they

can expect to find people who are using the whole of the street. It is the only form of street where no dedicated cycling infrastructure may be acceptable.

Quiet streets have similar design principles to Home Zones where the whole space is the same level and vehicular routes are highlighted through a contrast in materials. Gateways should be provided on all entrances to home zones and quiet streets. This can be achieved by the use of signs and road narrowing. Planters are a common feature used at gateway entrances as they both narrow the carriageway whilst providing the change in street scape required for home zones and quiet streets to work.

Home zones and quiet streets would be expected within large new developments, so that they are permeable and accessible to pedestrians, cyclists and local traffic.

9.3 Low Traffic Neighbourhoods

Low Traffic Neighbourhoods are residential areas which have been designed to reduce the volume of motor vehicles and remove through traffic. Well-designed Low Traffic Neighbourhoods still allow motorised access to residential properties but eliminate the ability for 'rat running'.

The implementation of Low Traffic Neighbourhoods offers numerous benefits to residents within the area of the scheme. Through the reduction of motor traffic, the area will likely see a reduction of air pollution which links with the Authority's ambition to make North Tyneside carbon net-zero by 2030. The reduced number of motor vehicles will also lower the risk of road traffic collisions within residential areas.

Sustrans guide¹ on Low Traffic Neighbourhoods highlights the following benefits that can be realised when implemented effectively.

- Increased physical activity through more walking and cycling
- Benefits to local businesses through increased sales and high spend in people who walk or cycle to a high street
- Creation of new public space
- Improved air quality
- Reduced car use for shorter trips
- Increased social interactions between neighbours and strengthened communities

¹ <https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-low-traffic-neighbourhood>

Measures which can be introduced within Low Traffic Neighbourhoods include;

- Road closures
- Pocket parks
- Modal filters
- Diagonal filters
- Banned turns
- One way streets

The measures listed above prevent motor traffic from flowing freely through an estate but still allow cyclists to move continue their journey unhindered by restrictions. Low Traffic Neighbourhoods must be considered where home zones and quiet streets are not feasible to allow cyclists to continue their journey.

9.4 Filtered permeability

Filtered permeability provides an advantage to cycling and walking by exempting them from access restrictions applied to motorised traffic; or through the creation of short connections only available to cyclists and pedestrians

Where home zones, quiet streets or a continuous cycle track through a development have not been provided, link paths would be expected at the end of cul-de-sacs in order to connect residential streets and provide a continuous link through the development for pedestrians and cyclists.

Figure 9 shows the typical detail for a link path connecting streets. The local Authority's preferred connection would be a segregated cycle track with a level difference between the cyclists and pedestrians.

However, at a minimum, it is recommended that the path is 3m wide for shared use with a 1m grass strip between the path and each boundary fence. This will create a feeling of safety for users of the path. The provision of street lighting will further enhance the link.

Figure 9 – Typical detail for 5m wide link path between streets



Entry treatments are another feature which would be expected to be considered within the design of new developments. Entry treatments should encourage slow speeds in the area via the installation of tighter radii or raised tables. These items are covered in more detail in Section 11 of this document.

9.5 Traffic calming

Physical traffic calming measures can sometimes cause a problem for cyclists. Generally, road humps tend to reduce cyclist comfort whereas buildouts and chicanes are more likely to introduce cycling hazards such as directing cyclists into the path of motor vehicles.

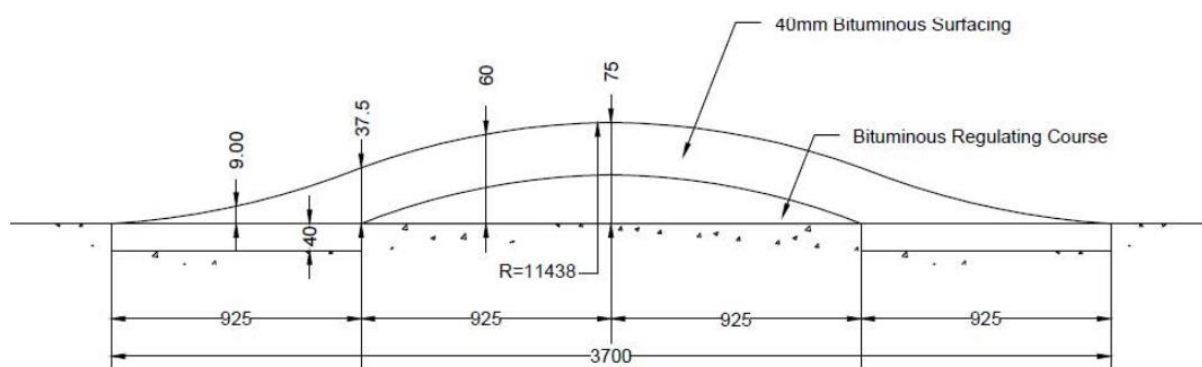
Cycling should always be considered when traffic calming is being installed within a development. North Tyneside Council expect cycle bypasses to be installed at locations where traffic calming is necessary. LTN 1/20 advises that cycle bypasses, should be at least 1.5m wide without any sudden changes in direction. Where debris is likely to collect in the bypass at carriageway level, the alternative solution would be to ramp up the cycle lane across the buildout.

The entry and exit of the bypass should be free from parked cars. Where vehicle parking prevents access, consideration must be given to installing physical measures or waiting restrictions in order to prevent obstruction.

Where cycle bypasses cannot be installed due to existing constraints, a gap of 1m will be provided between the edge of the road hump / speed cushion and kerb. This distance may be reduced to 750mm as an absolute minimum when installing

speed cushions in areas where standard distances are difficult to achieve. It is essential that traffic calming is not placed alongside existing drainage such as gullies as they can be hazardous to cyclists.

North Tyneside Council will also consider the installation of sinusoidal road humps within residential areas. Sinusoidal road humps are similar to round top humps but have a shallower initial rise. They provide a more comfortable ride for cyclists. Sinusoidal road humps would be expected at locations where cycle bypasses have not been provided. The height of the hump should be 75mm and the length should be 3700mm.



9.6 Centre line removal

Consideration should be given to the removal of centrelines as an option where carriageway widths do not permit the introduction of cycle lanes of adequate width (min 1.5m) whilst retaining two general traffic lanes.

In addition to increasing the width available for cyclists, the technique also has a speed reducing effect. This is because, to a certain extent, the layout operates like a single-track road with passing places. Where the need arises for on-coming motor vehicles to pass each other, this is achieved by both vehicles momentarily pulling over into their respective near-side cycle lanes, having first checked to see they are clear of cyclists.

This technique is only suitable for roads wide enough to accommodate two 1.5m to 2.0m cycle lanes and a central 4.0m general traffic lane (7 to 8m). There should not be significant heavy goods vehicle traffic, and general traffic flows need to be low enough to permit single-lane working. If the road widths exceed 8.0m, the additional space should be used to increase the width of the cycle lanes or introduce a buffer strip between the cycle lanes and any on-street parking bays.

10. Motor traffic free routes

10.1 Introduction

This section provides guidance on traffic free routes away from the carriageway. These include routes through parks, off road NCN routes, public rights of way as well as North Tyneside's waggonways. The section will go into detail on each of the key considerations for the design of motor free traffic routes.

10.2 Access controls

Access controls can reduce the useability of a route for most cyclists and sometimes disabled users. North Tyneside has a general presumption that access control measures which require cyclists to dismount should not be implemented on any motor free traffic routes.

Access control measures should not be required to slow cyclists on the approach to crossings. It would typically be sufficient to provide good sightlines and road markings to ensure cyclists understand the requirement to take care and give way to pedestrians or other traffic.

An alternative method to cycle barriers/ pedestrian guardrail would be to place bollards at 1.5m spacings. This would allow cyclists to negotiate the measure in a straight line, whilst still enabling access for mobility scooters. Bollards and signage should be fitted with retroreflective material to ensure they are conspicuous in all conditions.

10.3 Surface materials

The quality of the surface will affect the comfort and effort required when cycling. Loose surfaces such as gravel or mud increase the level of risk of punctures and can lead to loss of control. North Tyneside would prefer smooth, sealed surfaces such as asphalt or macadam as they offer the best conditions for everyday cycling. Cycling routes within the highway should be constructed in line with North Tyneside Council's standards. Routes away from the highway should still be smooth and well maintained to ensure they play a useful role in the cycle network.

Sealed surfaces would be expected in built up urban areas. Crushed stone is considered an acceptable material for the off-highway routes outside of built-up areas. This form of construction is considered a cost effective way to create lengthy off road links.

10.4 Construction Details

Traffic free routes require proper construction of each element to ensure they remain safe and appealing to all users. Information on construction details is covered in Section 14.

11. Junctions and crossings

11.1 Introduction

Junctions are the most common location for road traffic collisions, particularly for cycling related collisions. A well designed junction can reduce the number of decisions to be made by each road user. Providing space for cycling and minimising conflict points can prevent collision blackspots.

There are a variety of types of priority junctions such as T-junctions and cross roads where cyclists will be required to cross as part of their route. The key objective at these locations is to control traffic movements and speed. It would be expected that cyclists have priority over vehicles at junctions and vehicle accesses along a route. Key items to consider in making side roads more understandable for motorists and cyclists are covered below.

In line with North Tyneside Council's Transport and Highways Supplementary Planning Document, the minimum radius that should be used on all priority junctions within residential estates would be 6m. This minimum radius increases to 10m on industrial estates to accommodate HGV movements. This figure may be reduced where appropriate subject to agreement from North Tyneside Council.

11.2 Priority junctions

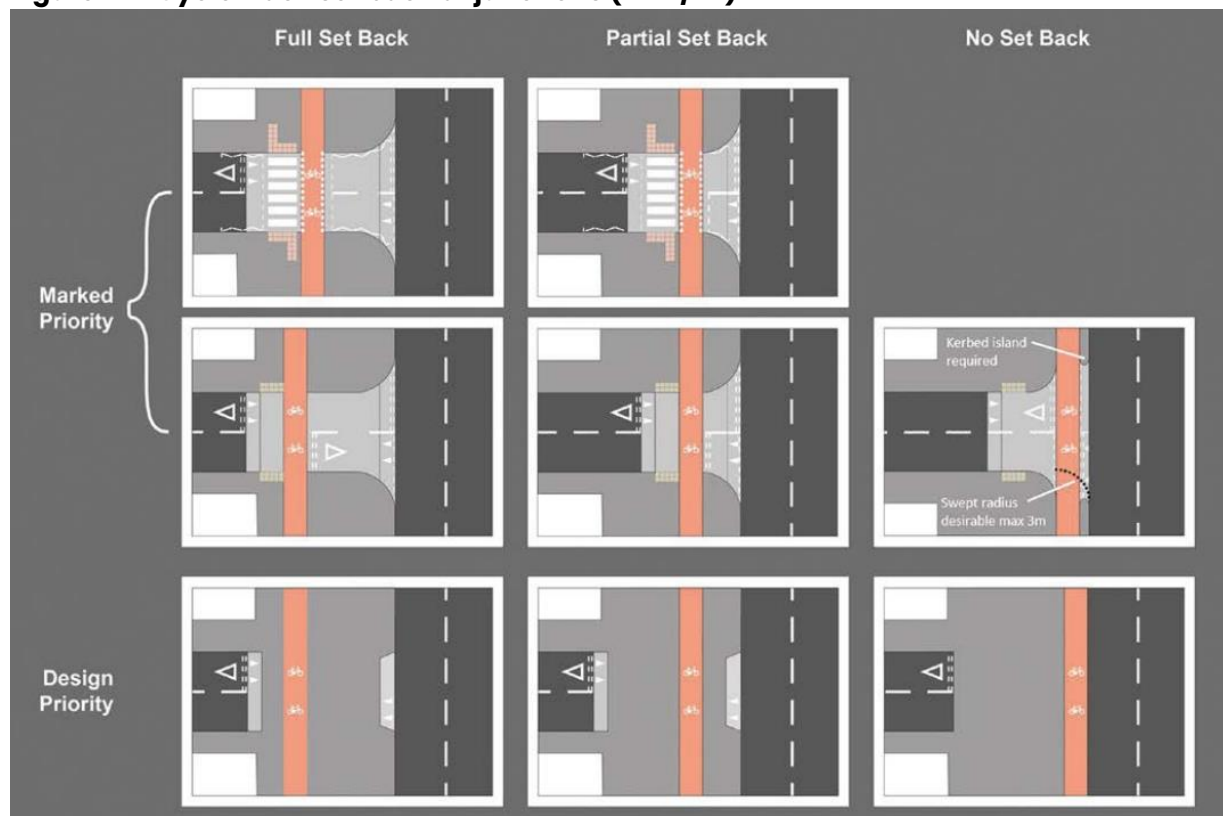
Whenever possible cyclists must have priority over side roads and accesses along a cycle route. This would either be through raised entry treatments or via the use of road markings.

Figure 10 shows the options for providing cycle priority at side roads in urban areas. LTNI/20 has classified the options in relation to their distance from the carriageway kerblines. The options are defined as:

- Full set back – at least one car length (5m) from the kerblines
- Partial set back – less than a car length from the kerblines
- No set back – at the kerblines

The location of the crossing point within a junction can vary subject to the type of infrastructure. Generally, cycle tracks cross a side road further away from the junction mouth than other forms of cycling infrastructure.

Figure 10 – Cycle track set back at junctions (LTN1/20)

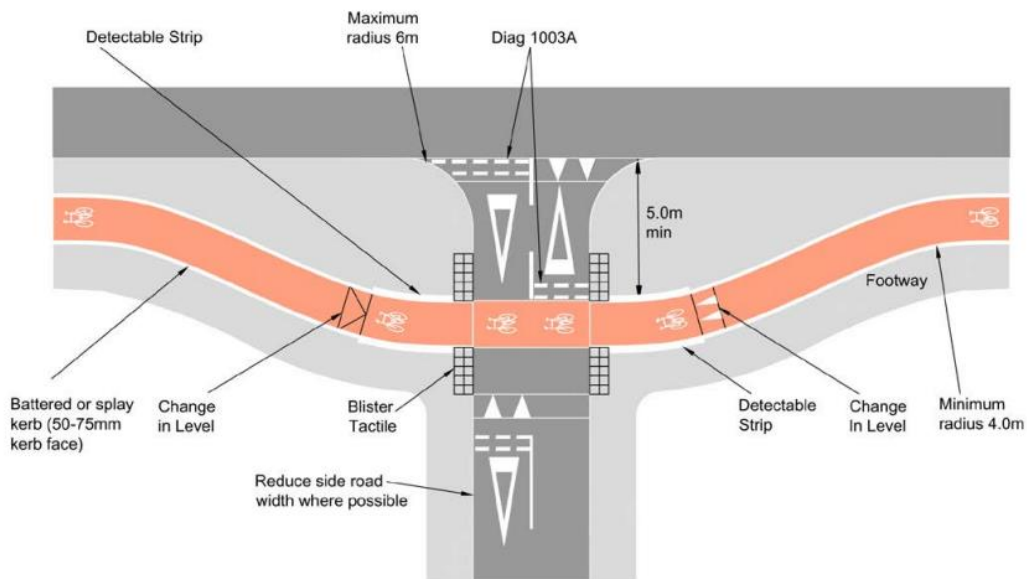


11.2.1 Full set back

LTN1/20 states that the full set back priority arrangement is where traffic flows on the minor arm are up to 2000 PCU/day. The full set back layout retains priority for cyclists at the junction but enables a car to enter the minor road and give way to a cyclist without impacting vehicle flows on the major road.

The give way markings should be set at least 5m back from the carriageway edge. The junction should have a maximum radius of 6m. Give way road markings with an associated give way triangle may be used to reinforce the necessity for cyclists to give way.

Figure 11 – Layout for full set back at junction (LTN 1/20)



11.2.2 Partial set back

This arrangement is used when the set-back is less than 5m to the junction. Clear visibility of the arrangement is required for vehicles traversing the main road. North Tyneside would only recommend this arrangement where traffic volumes and speeds are low.

Vehicles can often block the cycle crossing point when waiting to exit the junction so this arrangement should only be considered at locations where the traffic flows on the minor arm are very light.

11.2.3 No set back

This arrangement allows for cyclists to retain their position at the carriageway edge which results in them being more visible to vehicles turning into the junction. This form of provision also enables the give way markings to be placed at the edge of the cycle crossing and should reduce the likelihood of vehicles blocking the cycle track.

The arrangement would be recommended for cycle lanes with light segregation and cycle tracks which are at carriageway level.

11.3 Signalised junctions

There are numerous permutations of traffic signal controlled junctions, many of which require bespoke design solutions. However, it would be expected that the finalised junction design would provide priority for cyclists in order to minimise waiting times.

Although the design of every signalised junction is bespoke to the junction, it would be expected that developers consider keeping cyclists segregated through the junction for example through the provision of segregated cycle tracks throughout the junction.

Single phase crossings should be provided so that users of the cycle route can clear the junction in one movement.

LTN1/20 states that the types of facilities (in descending order for cyclists) at signalised junctions include;

- Cycle bypasses
- Dedicated cycle phases
- Cycle and pedestrian only stage
- Hold the left
- Two stage right turns
- Cycle gate
- Early release, and
- Advanced stop lines (ASL's)

11.3.1 Cycle bypasses

Cycle bypasses should be considered as an appropriate facility at signalised junctions as they allow a cyclist to continue through the junction without delay. They should especially be considered on the straight-ahead movement at signalised T-junctions and left turn movements where there is no pedestrian conflict.

11.3.2 Dedicated cycle phases

Should a cycle track or cycle only on road provision enter a signalised junction then it is possible to provide cyclists with a dedicated phase. Cycle only phases would be recommended in the following situations:

- Where cyclists undertake a manoeuvre that is not permitted to motorists
- Where cyclists need to be separated for safety reasons
- Where a two way cycle track passes through a junction

11.3.3 Cycle and pedestrian only stage

Where cycle routes interact with signalised junctions, cycle and pedestrian only stages would be expected as a minimum. Separate parallel cyclist and pedestrian crossing facilities would be the preferable form of crossing, however where this cannot be achieved a toucan crossing is acceptable. Should a toucan crossing be implemented then shared use provision with the appropriate tactile paving would need to be provided at each crossing point.

Circulating cycle stage junctions are also acceptable in line with LTN1/20. This layout enables the cyclist to make all movements at the junction in a clockwise direction during a single stage, subject to timings. They would typically be used at locations where cycle tracks are present or proposed on each arm of the junction. Zebra facilities should not be provided where pedestrians cross the cycle track to use the signalised crossing.

Image 1 - Segregated crossing facilities at a signalised junction (LTN 1/20)

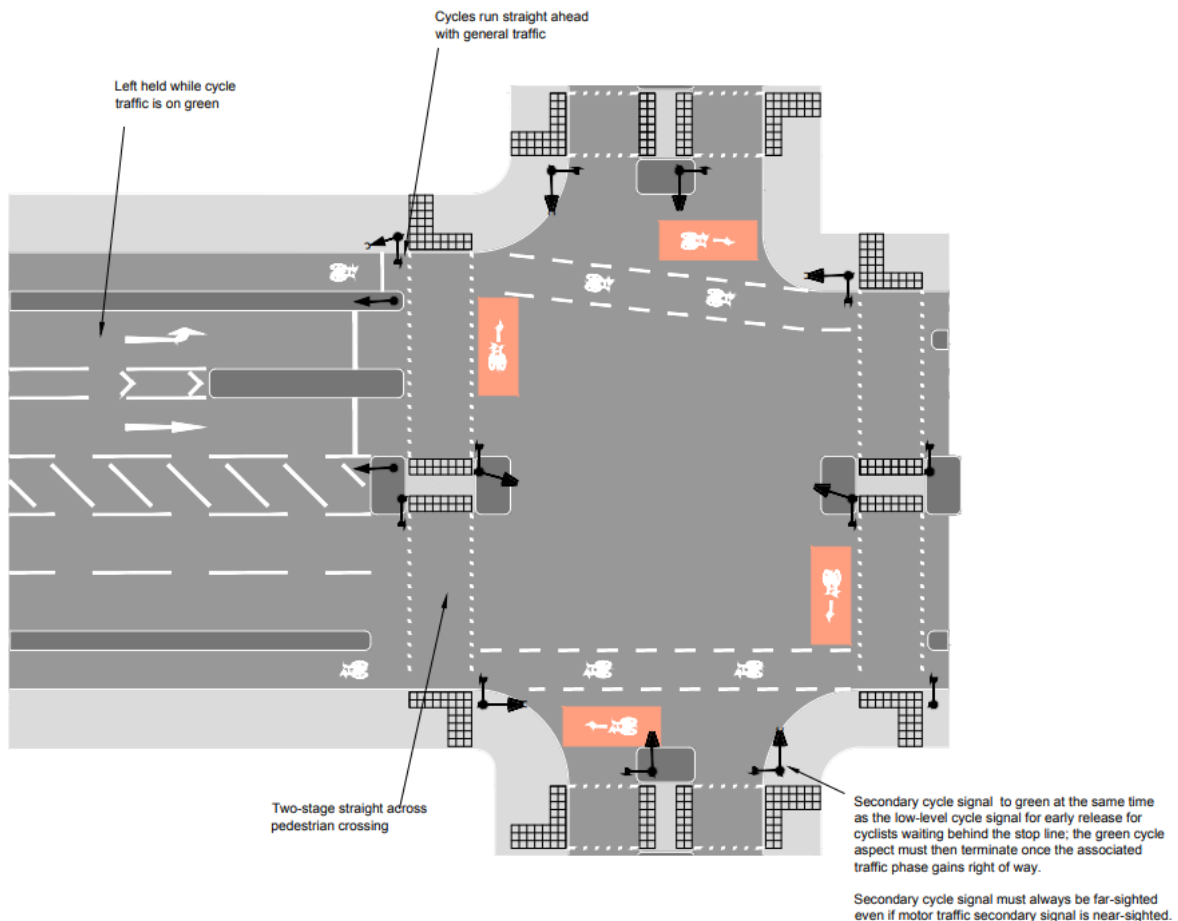


11.3.4 Hold the left and two stage right turns

Hold the left and two stage right turns are measures which reduce the likelihood of conflict between motorists and cyclists at the junction. Hold the left arrangements allow cyclists to continue a straight ahead movement whilst holding any left or right turning motor vehicles. The two stage right turn enables a cyclist to turn right at a

junction without the need to move into the centre of a carriageway and is beneficial at signalised junctions with a multi lane approach.

Figure 12 - Two stage right turn arrangement at a signalised junction (LTN 1/20)



11.3.5 Cycle gates and early release

Cycle gates provide a reservoir area with separately controlled entry points for cyclists and motorists. The implementation of a cycle gate, combined with early release means that cyclists do not have to travel through the junction. This form of arrangement is safer than the provision of an Advanced Stop Line (see Section 11.3.6) as motor traffic will be held for a short time period eliminating the conflict that can occur at ASLs. North Tyneside would consider the provision of cycle gates but accept the substantial carriageway space required to implement such a measure may not always be viable.

11.3.6 Advanced stop lines (ASL's)

Advanced Stop Lines would be expected as a minimum at the majority of signalised junctions to facilitate stacking of higher volumes of straight ahead cycle movements, enhance the presence of left turning cyclists to high-sided vehicle

drivers, and also to accommodate right-turning cycle movements through a junction.

Where ASLs have been provided at junctions, it would be expected that a suitable feeder lane is provided in order to allow cyclists to safely reach the ASL.

11.4 Roundabouts

Suitable cycling provision would be expected on all roundabouts. Conventional roundabout design is not considered suitable for cyclists and is therefore not acceptable unless very convenient alternative crossing facilities are provided to form a continuous route.

Safety, and not capacity, is the over-riding principle for good roundabout design.

The design principles are very similar to those for side roads of T-junctions.

- Approaching traffic should be slowed. This provides better gap acceptance, greater legibility for drivers and a safer cycling environment.
- Traffic speed on the roundabout should also be controlled by means of a narrow gyratory lane.
- Approach arms should be aligned towards the centre point of the island and not deflected to the left.
- Left only lanes are not recommended

There are two main ways to accommodate cyclists more safely at roundabouts;

- Roundabouts with protected space for cycling – This form of provision consists of providing protected spaces for cycling away from the carriageway, preferably with cycle priority at roundabout entries or exits. This layout is recommended where traffic volumes are high where they have a high speed geometry.
- Roundabouts for cycling in mixed traffic conditions – Mixing cyclists with motorists in general motor traffic would be suitable at well designed compact or mini roundabouts where volumes and speeds are low. The lane widths should be narrow so cyclists can safely share single lane entries / exits and the circulatory in the primary position.

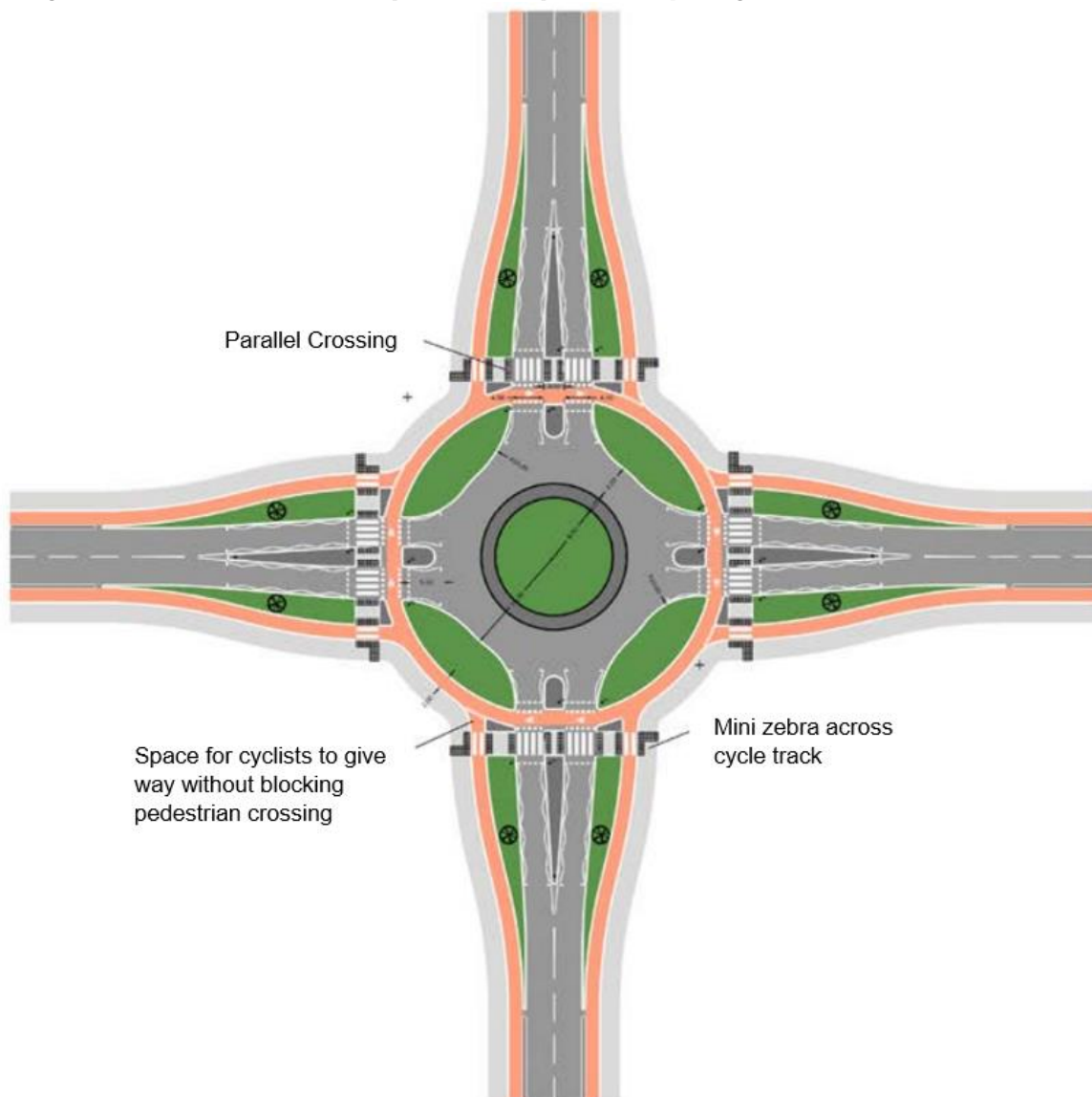
11.4.1 Roundabouts with protected space for cycling

Roundabouts with higher traffic flows and speeds should incorporate protected space for cycling, both around the junction and on all approaches and exits so that cyclists do not mix with traffic. North Tyneside's preference is to provide one way

cycle tracks on the perimeter of the roundabout whilst retaining priority over the side arms. In instances where priority is not retained due to high vehicle flows then a two way cycle track would be expected as it will allow the cyclist to undertake a right turn manoeuvre whilst crossing the minimum number of side arms.

Median islands will be required on the roundabout to achieve appropriate deflection and provide refuges for cycle and pedestrian crossings. The preferred type of crossing on roundabout entries and exits is a parallel crossing as they have the advantage of giving immediate priority to pedestrians and cyclists whilst creating minimal delay for motorists.

Figure 13 - Roundabout with protected space for cycling (LTN 1/20)



The same principles would be expected to be adhered to should the roundabout require traffic signals. LTNI/20 states that at signalised roundabouts there are three suitable approaches to providing for cycle traffic at grade. These are:

- Provide facilities on-carriageway at the signalised nodes so cyclists are separated and protected from conflict with motor traffic;
- Provide a cycle track around the junction with signalled controlled crossings of the roundabout entries and exits as part of the overall junction control; and
- Provide a cycle track across or around the central island, with crossings of the circulatory carriageway and the roundabout entries and exits as necessary, as part of the overall junction.

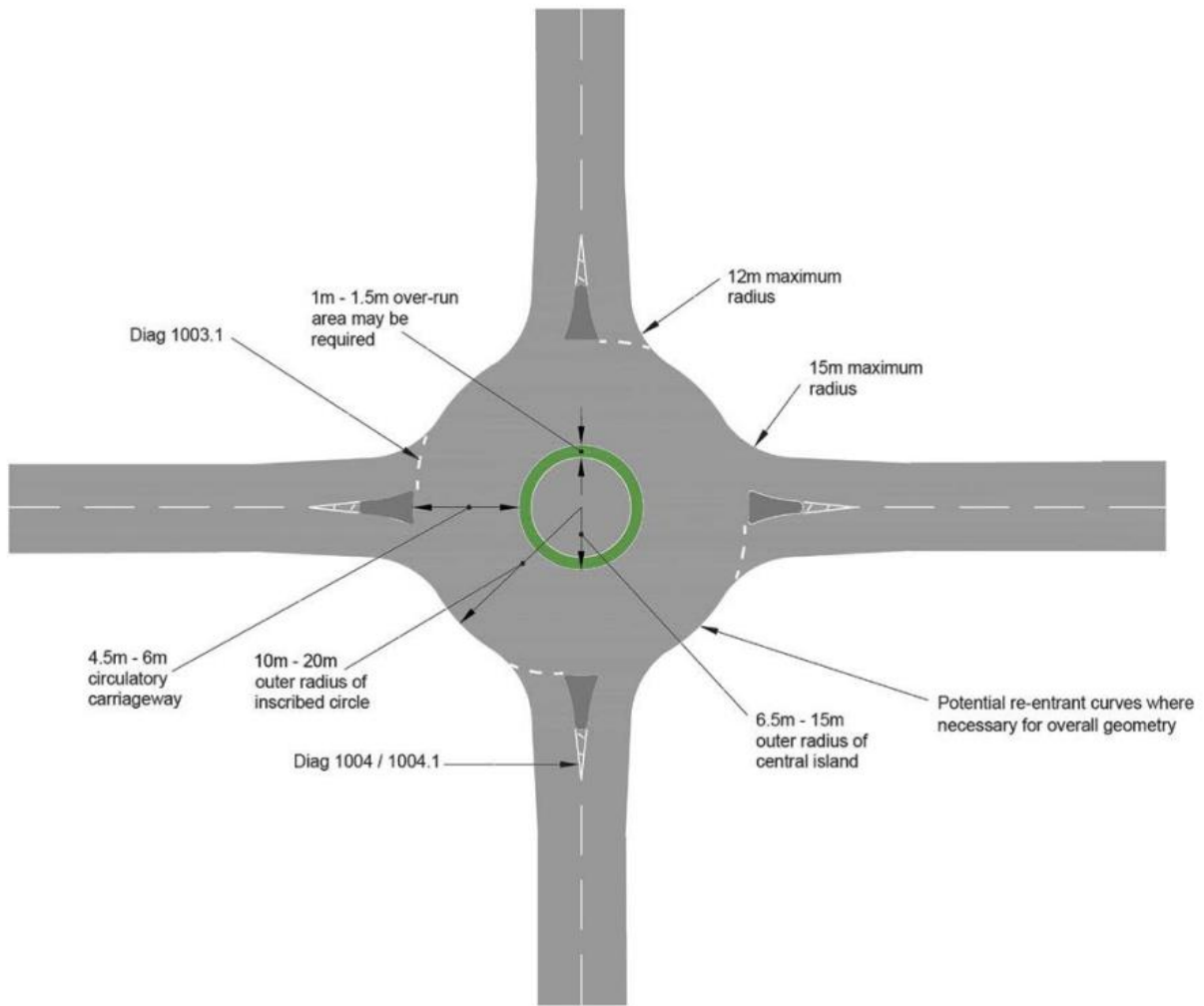
11.4.2 Roundabouts with cycling in mixed traffic

Compact roundabouts have a tight geometry that encourages lower speeds, which in turn enables cyclists to negotiate the junction in the primary position without causing significant delays to motorists.

Compact roundabouts without protected space for cycling should only be used in locations where mixed cycling in the carriageway is appropriate such as within urban areas with a slow speed environment or at junctions within the residential development.

Key design features include unflared single lane entries and exits, a single lane circulatory and an Inscribed Circular Diameter (ICD) of 10-20m.

Figure 14 - Compact roundabout layout (LTN 1/20)



Mini roundabouts are considered an acceptable form of provision at junctions when traffic speeds and volumes are low. Similar to compact roundabouts they should be designed to reduce speed at junctions using tight geometry, with single lane approaches and exits so vehicles pass through the junction in single stream. The ICD of a mini roundabout should be no more than 15m. Mini roundabouts at busy junctions with 4 or more arms would not be authorised by North Tyneside.

11.4.3 Multi lane roundabouts

Multi lane roundabouts, with one or more circulating lanes and / or multiple approach and exit lanes, are not suitable for cyclists. In these circumstances off carriageway segregated cycle routes with suitable crossing points would be expected. Designs for roundabouts will be agreed with the Local Authority on an individual basis.

11.5 Crossings

Cycle crossings are mid link standalone facilities that enable cyclists to cross a carriageway they would typically consider hazardous. LTNI/20 identifies the following forms of crossing:

- Uncontrolled crossings
 - With or without a refuge
- Controlled crossings
 - Cycle priority crossings using give way markings
 - Parallel crossings
 - Signal controlled – Toucan and cycle signal crossings

11.5.1 Uncontrolled crossings

Cyclists travelling on an off-carriageway route will often be required to cross the highway. In some instances it will be acceptable to provide an uncontrolled crossing where cyclists will be required to give way to the motorists. Where cyclists are required to give way to cross the carriageway without priority, then pedestrian refuges would be considered the most appropriate form of uncontrolled crossing as they allow cyclists and pedestrians to cross in two movements.

The minimum island width for straight across movements is 2.5m. The minimum width of a staggered island would be 3m.

11.5.2 Cycle priority crossings

Where a cycle track crosses a lightly trafficked street, the cycle track can be given priority over the road using TSRGD diagram 1003 (give way markings). The crossing should generally be sited on a flat-topped road hump to ensure low vehicle speeds. This treatment can be used at crossings of side roads where they join a larger road, or mid link.

The design in both situations should ensure that it is clear to motorists that they must give way, and that there is sufficient intervisibility between drivers and users approaching the road along the cycle track. This helps cyclists to maintain momentum as well as ensuring safety.

At locations where a cycle route crosses a minor road with low vehicle flows (less than 4000vpd), the cycle track may give way to carriageway. However, it is still recommended that a flat topped road hump is installed at the crossing point to maintain low vehicle speeds.

11.5.3 Parallel crossings

Parallel crossings are the preferred form of crossing in North Tyneside as they minimise the waiting time for cyclists and motorists. They provide legal priority to pedestrians and cyclists. The layout is prescribed in TSRGD as diagram 1001.5.

The pedestrian aspect limits of the crossing vary from a minimum of 2.4m to a maximum of 10m. The width of the cyclists' side of the crossing can vary from a minimum of 1.5m to a maximum of 5m. The width would be determined by the volume of pedestrians and cyclists using the route.

11.5.4 Toucan crossings

A toucan crossing is a signalised crossing shared by both pedestrians and cyclists. They are normally unsegregated, although sometimes a segregated Toucan can be more appropriate. Where a signal controlled crossing is justified in the vicinity of a new development, a toucan crossing will usually be required. Should the crossing be required on an equestrian route, a Pegasus crossing should be provided with its pole positioned accordingly.

The main criterion for introducing a toucan crossing should be to reduce the level of risk associated with conflict between motorised and non-motorised users at pedestrian crossing points. The preferred width of a toucan crossing is 4.5m. This will provide sufficient width for both pedestrians and cyclists to cross at the same time. The crossing should be single stage which will allow for one continuous movement across the carriageway.

Toucan crossings can be installed at a minimum width of 3.6m. However, North Tyneside Council will only consider using the minimum width where site constraints exist.

The provision of advanced detector loops on the cycle track must be considered in order to reduce the waiting time at crossings for cyclists. These loops must be considered on key routes, particularly routes with a high commuter use.

11.5.5 Grade separated crossings

Grade Separated crossings can take the form of Underbridges (Subways) or Overbridges. North Tyneside would typically expect to see such measures over rail lines or strategic high-speed corridors.

The location and alignment of underbridges / overbridges and their accesses should be arranged so that cyclists do not have long diversions from a direct line of travel.

In line with LTNI/20, the minimum widths between the walls or parapets for cycle provision at over and underbridges are as follows:

- 5.5m separate provision (2m footway, 3m cycle track, 0.5m clearance on cycle track side)
- 4m shared use (3m useable width, 0.5m clearance on both sides)

The parapet height at overbridges should be 1.4m where cycling provision is located immediately adjacent to it. This height should be increased to 1.8m where equestrians are expected to use the route. A 1.2m parapet height is only considered acceptable when adjacent to cycle provision on existing structures. The Authority may choose to increase this height should a risk assessment highlight any issues with the existing structure or if there is a likelihood of high crosswind.

The headroom required at any underbridge should meet the desirable minimum clearance of 2.4m. The length of the underbridge should be minimised in order to maximise natural light levels, and the gradient of access ramps should also be minimised. These design characteristics can help maximise forward visibility and levels of natural light as well as the comfort of users travelling through the underbridge.

12. Cycle parking

In order to support journeys by bike, convenient cycle parking must be provided at key destinations, for example local shops or high streets etc. Public transport accessibility can also be greatly increased by providing good quality cycle parking at key bus stops and metro stations. There may be occasions where North Tyneside Council will stipulate the requirement for a financial contribution to a commuted sum of funding to be spent on cycle facilities at a metro station or shopping area near the development site.

If a development has community facilities, such as local shops or libraries etc. then there must be sufficient cycle parking for the likely number of visitors or employees. If the development is a commercial development (offices, supermarkets), cycle parking should be provided next to the main entrance for visitors. The cycle parking should be located closer to the visitor entrance than vehicle parking. Separate cycle parking, in the form of lockable shelters, would be expected for employees and should be located near the employee entrance.

For long stay parking, sheltered and secure provision should be provided: for example, this could be in the form of cycle 'hangars', similar to the one shown in Image 2. Cycle hangars offer increased security over the more traditional Sheffield stands for long stay or even overnight parking. However, the Sheffield stand is still seen as the leading design for short stay parking as it is a simple, robust and effective parking facility.

Image 2 - FalcoPod Cycle hangar (www.falco.co.uk)



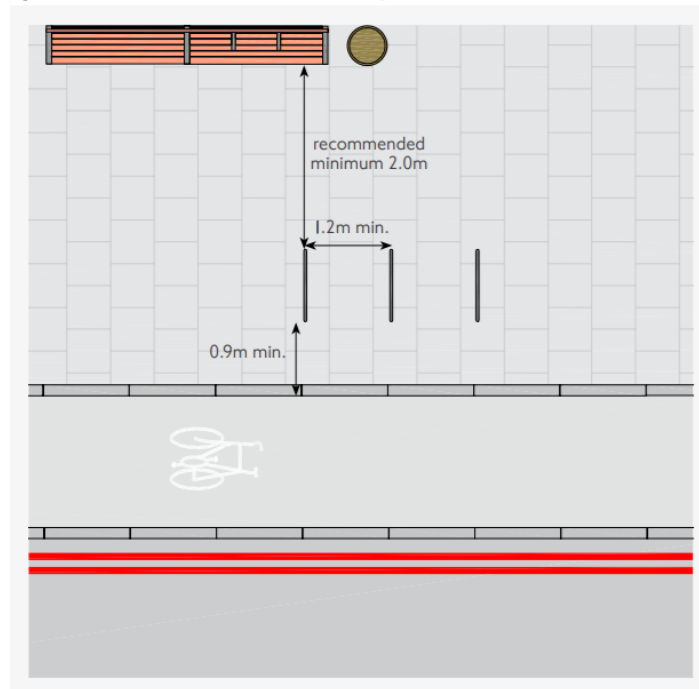
The number of cycle parking spaces required for each type of development is outlined in North Tyneside Council's Transport and Highways Supplementary Planning Document. The quality of provision will be agreed on a case-by-case basis.

Image 3 - Sheffield Cycle Stands at Cambridge Primary School (Cyclestreets)



Image 3 shows an example of cycle parking at a primary school and Figure 15 shows the typical layout of the cycle stands. The positioning of the cycle stands in relation to vertical features is key. The designer should ensure cycle stands are positioned a minimum of 1m away from vertical features to ensure the parking facility is usable. These dimensions would be reviewed on an individual basis as the positioning and spacing of cycle parking may need to be amended based on the likelihood or presence cargo bike or bikes with trailers.

Figure 15 - Sheffield stand layout (LCDS)



13. Traffic signs and Road markings

All cycle routes require appropriate signage. The level of signage will depend on the type of infrastructure as well as the routes strategic importance. Where signage is required, it would be expected that designers utilise existing street furniture where possible to minimise street clutter. The use of traffic signs is prescribed in the Traffic Signs and General Directions (TSRGD) as well as the Traffic Signs Manual (TSM).

Signs must not be situated in the middle of a cycle lane, track, route or shared cycleway / footway. Any sign mounted over a form of cycling infrastructure must maintain a minimum clearance of 2.4m.

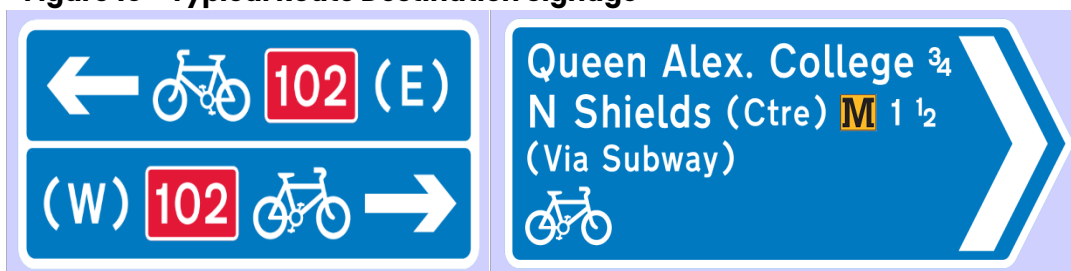
Regulatory and informatory signs would be expected to be provided as required. Most traffic regulation orders associated with regulatory signage apply to motorists. Where necessary, cyclists can be exempt from prohibitions on movements such as no entry, no left or right turn.

All informatory signage associated with cycle provision can be found in TSRGD. Whilst the CYCLIST DISMOUNT sign to TSRGD diagram 966 and the END OF ROUTE sign to TSRGD diagram 1058 is permitted by the Department for Transport, North Tyneside Council would not expect to see it used on the provision of new

infrastructure. In instances where an off road route comes to an end, the CYCLISTS REJOIN CARRIAGEWAY sign to TSRGD diagram 966 is the preferred option.

Route destination signs would be expected at key decision points along a route. There may be occasions where North Tyneside Council will stipulate the requirement for a financial contribution to a commuted sum of funding to be spent on route signage in the vicinity of the development. All route signage will need to be agreed with North Tyneside Council. Figure 16 below shows examples of the route destination signage installed in North Tyneside. All route destination signage must be installed with an X height of 24 and should reflect the destinations highlighted on the Tube Map.

Figure 16 - Typical Route Destination Signage



In order to keep street clutter to a minimum. It would be expected that signage is incorporated into street furniture (e.g. bollards, lighting columns etc.).

14. Construction and maintenance

14.1 Adoption

Designers must consider the practicality of North Tyneside Council adopting new cycling infrastructure provided as part of the development. Designers should be aware of the level of maintenance involved with the infrastructure. North Tyneside Council may choose not to adopt streets which use forms of infrastructure with a high maintenance liability.

Designers should generally look to utilise standard paving materials. If it is proposed to depart from this, then a discussion with the Council would be required to confirm what is acceptable.

14.2 Construction

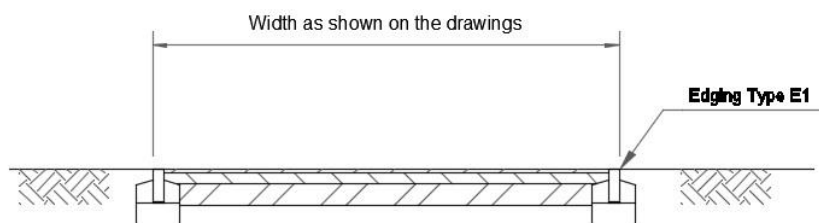
It is important that high quality cycle facilities are consistently implemented across North Tyneside, offering a smooth riding experience to cyclists. A number of general construction requirements are identified below:

- Street furniture, gullies and inspection chambers should be located away from surfaces used by cyclists.
- Finished levels of all surfaces within a cycle route must be machine laid. This will ensure the cycle track is smooth, flat, well-drained and well-maintained.
- A geotextile material must be included within the construction of any routes located away from the highway, such as leisure routes. This is to reduce the chances of any vegetation growing through newly constructed routes.
- Construction joints should be at right angles to the direction of travel.

The construction details should be suitable for everyday cycling. It is envisaged the construction specification shown in Figure 17 will suffice for the majority of off-road links.

14.3 Cycleway / footway construction

Figure 17 – Typical cycleway construction



Cycleway/footway away from carriageway

Table 7 – Construction details

Construction Details	Layer Thickness
AC6 Dense Surface Course	20mm
AC20 Dense Binder Course	50mm
Type 1 GSB to Clause 803	200mm

14.4 Street lighting

Lighting is normally provided on urban routes where cycling can be expected after dark. Lighting helps users detect potential hazards, discourages crime and helps users to feel safe.

Cyclists using two-way cycle tracks alongside unlit carriageways may be blinded or dazzled by the lights of oncoming vehicles, particularly on tracks alongside high-speed rural roads. Drivers may also be confused when seeing cycle lights approaching on their nearside. These hazards can be reduced by, for example, locating the track as far away as possible from the carriageway edge, or by providing with-flow cycle tracks alongside both sides of the carriageway.

Cycle routes across large quiet areas may not be well used outside peak commuting times after dark, even if lighting is provided. In these cases, a suitable streetlit on-road alternative that matches the desire line as closely as possible should be provided. Subways should be lit at all times, using vandal-resistant lighting where necessary. It is not expected that routes outside built-up areas used primarily for recreation would need to be lit except where there are road safety

concerns, such as at crossings or where the track is directly alongside the carriageway.

There may be occasions when North Tyneside Council stipulates the requirement for existing public footpaths and bridleways to be lit in the interests of safety.

Where an off-carriageway track requires lighting, the designer needs to consider the proximity of an electricity supply, energy usage, and light pollution. In these instances, the use of low level (such as bollards) or surface level lighting should be considered.

14.5 Coloured Surfacing

The provision of coloured surfacing is believed to improve cycling infrastructure as it further enhances its presence, making it more conspicuous to motorists. However, blanket application of full coloured surfacing on all cycle facilities would be very expensive and, in many cases, would not contribute to improved compliance. The use of coloured surfacing is therefore recommended in the following circumstances:

- At the beginning and end of cycle lanes

- Full width of a cycle lane through junctions, past parking bays or in other situations where there is likely to be conflict between cycles and other road users

- Along the full route on stepped cycle tracks.

The preferred type of surfacing material consists of the use of coloured aggregate within the surface course. The Council's recommended surfacing material is Tarmac Ulticolour. The recommended colour is classic green.

14.6 Vegetation

All small plants / bushes planted within the vicinity of cycling infrastructure must be set back a minimum distance of 1.0m, then gradually increase in height as the distance from the cycle track increases. This prevents interference with the cycle route should the vegetation become overgrown, meaning less maintenance is required.

All trees should be offset a minimum of 5m from all forms of cycling infrastructure. This is to prevent the canopy from overhanging the route and the tree roots from

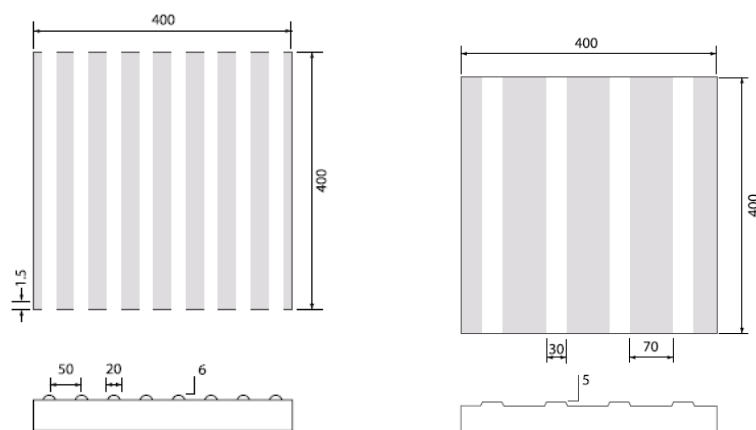
impacting on the integrity of the cycling infrastructure. Tree root protection grids must be provided where trees are located within 5m of cycle tracks.

14.7 Tactile Paving

The purpose of the tactile surface used in conjunction with a segregated shared cycle track/footway is to advise vision impaired people, cyclists and all other users of the correct side to enter. On the footway side, the surface is laid so that the bars are transversely across the main direction of travel for people walking, and it is called the 'ladder' surface in this orientation. On the cycle track side, the surface is laid so that the bars are in line with the main direction of travel for people cycling, and it is called the 'tramline' surface in this orientation. The tactile surface should be laid 2.3m deep at the beginning and end of the shared segregated route and 800mm deep at regular intervals along the route (repeater strips). Corduroy paving should be provided where a footpath or footway joins a segregated route. Care needs to be taken to ensure that the correct tactile is installed.

The Department for Transport has produced [Guidance on the use of Tactile Paving Surfaces](#) document which provides detailed information on all forms of tactile paving. The document also includes several detailed layouts of tactile paving which is useful for designers.

Figure 18 - Corduroy tactile paving (left) and Cycleway tactile paving (right)



14.8 Maintenance

Until adoption takes place, developers have a responsibility to ensure their cycle routes are kept in good condition, making them more useful, attractive and popular

than those allowed to deteriorate. Maintenance can often be an afterthought in comparison to designing and constructing new routes but having invested time and money implementing cycling infrastructure, it is important that it remains attractive to users.

Maintenance should be considered as part of the route development process long before construction starts. A thoughtful design will mean less maintenance in the future.

Regular inspections should be undertaken whilst developing and any repairs or problems should be prioritised and dealt with quickly. Failure to maintain the infrastructure may result in North Tyneside Council refusing to adopt the asset.

14.8.1 On road routes

When cycling on roads, the quality of the surface can make a huge difference to the cyclist's experience. As a minimum, the following maintenance should be undertaken on all on road cycle routes:

- Routes to be kept ice free
- Loose drain covers and potholes to be repaired swiftly
- Drainage channels and gullies to be cleared regularly
- Worn road markings (cycle lanes, cycle logos etc) or coloured surfacing to be refreshed
- Damaged or lost signs to be repaired or replaced
- Maintenance of 2m nearest to kerb to be prioritised. Potholes should be repaired with a smooth level surface patching rather than simple pothole repairs.
- Routes to be swept free of debris
- Cyclists to be accommodated at road works

14.8.2 Off road routes

Cycle routes segregated from traffic can quickly become unattractive and difficult to use if maintenance is not undertaken and the route is not kept clear. As a minimum, the following maintenance should be undertaken on all off road cycle routes:

- Surface damage to be repaired promptly
- Drainage channels and gullies should be cleared regularly
- Routes to be swept free of debris
- Verges to be mowed regularly to prevent encroachment onto cycle route

- Vegetation to be cut back regularly (outside of bird nesting season)
- Damaged or lost signs to be repaired or replaced swiftly
- Lighting, street furniture and structures to be maintained

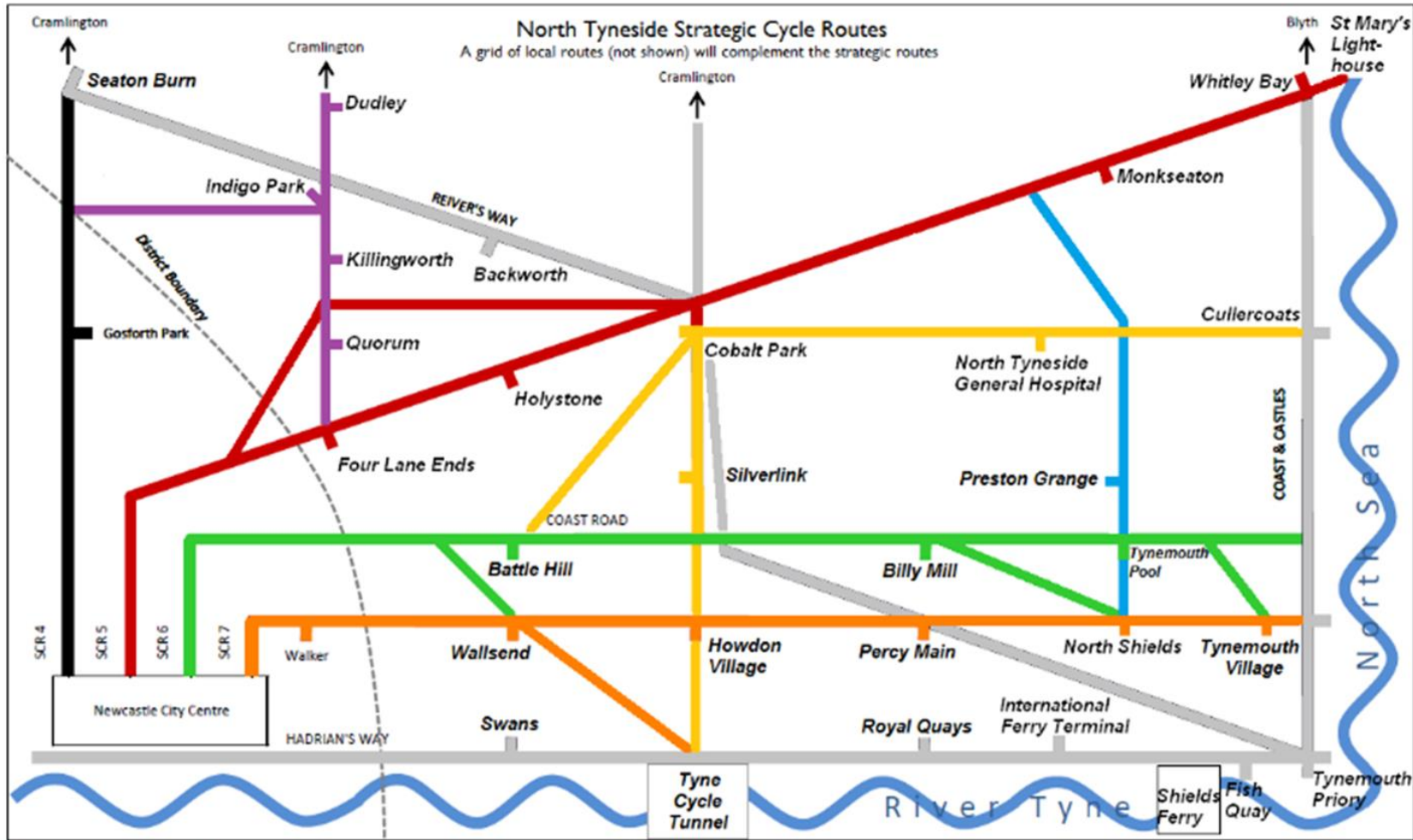
Failure to undertake this maintenance may result in North Tyneside Council refusing to adopt this asset.

14.8.3 Buffer zones

The buffer zones for cycle routes should be installed with a material that is easily maintainable. Grass verges are the preferred buffer zone, although they should only be used where a buffer zone of 1m or wider can be provided.

In instances where buffer zones are less than 1m, block paving will normally be used to reduce maintenance issues. Buffer zones less than 1m should be 50mm higher than the cycle route for safety reasons. The recommended block paving is Marshall's Keyblok concrete block paving. The recommended colour is Brindle.

Appendix A – Strategic Cycling Routes: the ‘tube map’



How will we deliver this?

- o Bidding for external funding for sections of route
- o Through the planning process, as new developments are brought forward
- o Through the general programme of highway schemes and regeneration schemes

Appendix 3 – Summary of responses to consultation

Individual / Organisation	Date	Summary of comments	Response
Individual	31/10/2022	Supportive of Cycling Strategy	The Authority welcomes the support from the respondent.
Individual	31/10/2022	Does not object to Cycling Strategy itself. In the context of the Cycling Design Guide, raises general concerns regarding continuity of the cycling infrastructure network.	The appropriate section of the Cycling Design Guide has been updated to strengthen the wording around route continuity.
Individual	31/10/2022	Supportive of Cycling Strategy	The Authority welcomes the support from the respondent.
Individual	31/10/2022	The respondent would like the Authority to include the legal status of cycling on pavements within the Cycling Strategy, and also suggests that the Authority should monitor the numbers of people cycling on pavements.	Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.
Individual	31/10/2022	The respondent agrees with the Cycling Strategy in general. However, they are not in favour of the use of light segregation (vertical features such as 'wands') to mark out on-carriageway cycle lanes. The respondent would also like crossing points to be made safer through the use of raised or signalised crossing points.	Light segregation is a recognised form of protected cycling infrastructure within national guidance. A separate piece of work is being carried out to review other potential materials which may minimise visual impact while providing a similar level of protection. The Authority will continue to consider the use of raised or signalised crossings at appropriate locations as part of future schemes.
Councillor	31/10/2022	Queries why North Shields and Wallsend were not studied for walking improvements within the draft LCWIP	A masterplan is in place for North Shields and a consultation has taken place on a draft masterplan for Wallsend. These cover walking improvements throughout each town centre. As such, the LCWIP work on Core Walking Zones (CWZ) focussed on Whitley Bay and Killingworth.
Individual	31/10/2022	The respondent is not in favour of the use of light segregation for on-carriageway cycle lanes as they reduce available width of carriageway for motorists, including for allowing the passage of emergency vehicles. The respondent is favourable to the construction of cycle tracks on highway verge areas.	The reallocation of road space using light segregation is a recognised form of cycling infrastructure within national guidance. Schemes are developed based on the individual circumstances of the route concerned. The design may involve cycle tracks on highway verge areas if the conditions are appropriate.
Individual	31/10/2022	The respondent suggests a survey be carried out of cycling usage of the New York Bypass-Rake Lane cycling infrastructure and reconsideration of the Cycling Strategy based on the outcome.	Monitoring is carried out for major schemes implemented in the borough.
Individual	31/10/2022	The respondent would like to see a walking audit of pavements to ensure they meet the same high standard as cycle provision. They would also like to see the Core Walking Zone for Whitley Bay extended to include the Links as far as Briar Dene.	The Authority has invested additional funding over recent years in improved maintenance of footways in the borough, and in the North Shields masterplan, which has improved walking routes in the town centre. The LCWIP identifies potential improvements for walking within the Core Walking Zones (CWZ) in the town centres it covers.

		<p>The respondent would like signage improved on existing routes, particularly related to end of shared use provision, and would like the Authority to include the legal status of cycling on pavements within the Cycle Strategy to ensure a safer walking experience.</p> <p>The respondent feels that cycling training should include an understanding of the Highway Code.</p>	<p>The LCWIP has been developed in accordance with Government guidance. This specifies that a CWZ consists of a number of walking generators that are located close together, such as a town centre.</p> <p>The appropriate section of the Cycling Design Guide has been updated to strengthen the wording around route continuity. Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.</p> <p>The Authority will continue to deliver national standard 'Bikeability' cycling training, road safety education and 'Go Smarter' school travel promotion.</p>
Individual	02/11/2022	<p>The respondent raises concerns around recently introduced infrastructure works in the borough (New York Bypass-Rake Lane) and the messaging around cycling, and suggests that existing cycling provision on parts of the sea front is ignored by people cycling.</p>	<p>The scheme at New York Bypass-Rake Lane has delivered improved cycling provision on part of the Authority's Strategic Cycle Routes network. Monitoring is carried out for major schemes implemented in the borough. The point around messaging is noted and the Authority will continue to adapt its messaging.</p> <p>The Authority has obtained funding for the Sea Front Sustainable Route, which will improve the infrastructure along North Tyneside's coastline.</p>
Nexus	04/11/2022	<p>Nexus is supportive of the Authority's plan to encourage walking and cycling across the borough and makes the following observations:</p> <ol style="list-style-type: none"> 1. Cycling Strategy including LCWIP <p>Recommends that the following subjects should be included in 'Action 4' within section 5 of the strategy:</p> <ul style="list-style-type: none"> • Information on the new Metro fleet • Coverage of multi-modal journeys • Expanded coverage of public transport and cycle storage at Metro stations <ol style="list-style-type: none"> 2. Draft Cycling Design Guide <p>Advises that the following observations should be considered:</p> <ul style="list-style-type: none"> • Section 3 – Include information on public transport for multi-modal journeys • Section 5.2 – Include information on suitable cycling and walking links to public transport infrastructure • Review of Section 11 to ensure cycle infrastructure will not have a detrimental impact on bus movements 	<p>The Authority welcomes Nexus' support. The appropriate sections of the Cycling Strategy and Cycling Design Guide have been updated to strengthen the wording around integration with public transport.</p>

North Tyneside Public Transport Users' Group (PTUG), an independent local group	09/11/2022	Expresses support for the updated Cycling Strategy and associated documents.	The Authority welcomes the group's support.
Individual	09/11/2022	The respondent feels that there is a good range of cycling routes in the borough. However they have concerns around shared use cycling and walking provision in town centres owing to interactions with pedestrians.	The updated Cycling Design Guide considers both walking and cycling needs.
Individual	16/11/2022	The respondent would prefer to see a focus on promoting culture change so that people feel safer either using dedicated cycle infrastructure or cycling on carriageway. The respondent also raised concerns regarding the condition of road surfaces and requests that the Authority develop a specific facility to report poor road surfaces. The respondent asked that the national voluntary sector group Cycling UK should be included in the list of organisations in Appendix 3 of the Cycling Strategy.	The Authority will continue to facilitate culture change which makes it easier to cycle, as set out in Action 1 of the Cycling Strategy. Reporting mechanisms are in place for reporting poor road surfacing within North Tyneside. The public can report any issues here through the Authority's website. Reference to Cycling UK and Sustrans will be included within Appendix 3 of the Cycling Strategy.
Individual	21/11/2022	The respondent would like the Authority to include the legal status of cycling on pavements within the Cycling Strategy.	Cycling on pavements which have not been designated 'shared use' by the Authority is covered by Rule 64 of the Highway Code. Enforcement of the Highway Code is the responsibility of Northumbria Police and the Authority will continue to work with the Police on this matter.
Individual	21/11/2022	The respondent requests the inclusion of timescales for implementation of cycling and walking infrastructure projects identified in the LCWIP.	It is not possible to provide definitive timescales for each of the identified improvement schemes as this is affected by factors such as external funding bids and new developments. The Authority will continue to proactively seek funding where appropriate and provide information on the Authority's website when a scheme is being brought forward for delivery.
A representative of Cycling UK	27/11/2022	A representative of Cycling UK provided a detailed response requesting a number of changes to specific points of detail in the wording. They also request that the Authority look to include information on the minor works along the continuation of the route: for example, dropped crossings, tactile paving and minor footway repairs.	The Authority will include information with the Cycling Design Guide on how any new cycle infrastructure should appropriately connect to the existing network. The amendments to specific aspects of wording identified by the representative of Cycling UK have been incorporated where suitable.
National Highways	30/11/2022	National Highways fully support the Cycling Strategy and LCWIP and in particular the aim to increase the number of people who choose to cycle for everyday journeys. National Highways also feel that the aims of the Cycling Strategy are in line with the Department for Transport's 'Decarbonising Transport: A better, greener Britain'. They suggest that the aims of the strategy may help to reduce single occupancy vehicle trips and therefore reduce highway congestion in North Tyneside.	The Authority welcomes National Highways' support. The Authority will continue to apply the LCWIP to live planning applications and work with National Highways on sites that affect their network. Off site cycle provision associated with strategic allocations such as Murton Gap and Killingworth Moor are currently identified as Community Infrastructure Levy funded infrastructure.

		National Highways also suggest that clearer guidance may need to be provided that explains how new developments may be expected to fund and deliver high quality cycling infrastructure.	<p>The proposed Cycling Strategy does not in itself form a material consideration for planning applications but will inform the application of policy through the Transport and Highways SPD and Local Plan in helping to shape and understand the Borough's cycle infrastructure needs.</p> <p>When preparing planning applications regard should be had to the Council's planning policy position, informed by the range of additional guidance and strategies that are in place. For applicants seeking further information the Council is able to provide additional advice specific to particular proposals as part of the pre-application process.</p>
Individual	08/12/2022	The respondent feels that existing cycling infrastructure is often underused, suggests that the construction of cycling infrastructure represents poor value for money and would like to see funds instead invested in public transport and highway infrastructure. The respondent feels that the provision of cycling and walking infrastructure should be funded through direct charges to users.	<p>The Authority are undertaking improvements to the cycle network in line with 'Our North Tyneside Plan', the North Tyneside Local Plan and the North Tyneside Transport Strategy by providing safer cycling infrastructure which helps to encourage sustainable trips over motor vehicle use.</p> <p>Schemes being delivered within North Tyneside have been achieved through a mixture of internal and external funding, some of which is ringfenced with the objectives of providing improvements for pedestrians and cyclists.</p>
Consultant (on behalf of Killingworth Moor consortium)	09/12/2022	<p>The consortium would like to understand the weight being afforded to the Cycling Strategy and Design Guide and their application within the planning process.</p> <p>Cycling Strategy Comments</p> <p>The consortium is supportive of the document but is requesting flexibility within the strategy to allow for future changes in as the site develops.</p> <p>The consortium would like the Cycling Strategy to form part of a suite of documents which examines all forms of sustainable travel and how they integrate.</p> <p>The consortium believe the Cycling Strategy needs to cover how it aligns with the neighbouring authorities to ensure consistency between the boroughs. They also believe the Strategy needs to explicitly reference the Transport and Highways SPD.</p> <p>LCWIP Comments</p> <p>The consortium is supportive of the LCWIP but believes the LCWIP should be based on the latest 2021 Census data which is due to be released.</p> <p>Design Guide Comments</p> <p>The consortium is supportive of the Design Guide and recommends its updated to include Manual for Streets 3. They are also after some reassurance that the design guide is flexible to allow for departures when schemes cannot meet the requirements due to constraints.</p>	<p>North Tyneside's strategic cycle route tube map identifies links with neighbouring authorities. The Authority have been in dialogue with both Newcastle City Council and Northumberland County Council to understand how our strategic network will link into theirs. The LCWIP identifies the key connections into the strategic cycle network from our neighbouring authorities.</p> <p>Although it is accepted that the 2021 Census is due to be released, government are encouraging to Local Authorities to implement an LCWIP as soon as possible. With this in mind, there are no proposals to delay publishing the Cycling Strategy and LCWIP. The LCWIP will be a living document and can be updated as new data is released.</p> <p>The proposed Cycling Strategy has been prepared to shape the Council's approach to delivering cycle infrastructure – it does not in itself form a material consideration for planning applications but will inform the application of policy through the Transport and Highways SPD and Local Plan in helping to shape and understand the Borough's cycle infrastructure needs.</p> <p>When preparing planning applications regard should be had to the Council's planning policy position, informed by the range of additional guidance and strategies that are in place. For applicants seeking further information the Council is able to provide additional advice specific to particular proposals as part of the pre-application process.</p>

Individual	12/12/2022	<p>The respondent raises a number of specific points and while stating that the North Tyneside Cycling Strategy is ambitious, expresses the view that relatively little has been achieved so far. The respondent would like target dates specified for each ambition.</p> <p>The respondent believes it will not be possible to achieve all the specified outcomes by the Strategy's end date of 2032 and feels the Cycling Strategy should focus on the outcome to improve cycle safety, by highlighting the ambition within council departments and working with partners, such as Police, Sustrans, Community Cycle Groups etc.</p> <p>The respondent asked that the national voluntary sector groups Cycling UK and Sustrans should be included in the list of organisations in Appendix 3 of the Cycling Strategy.</p>	<p>The Authority has successfully delivered a number of infrastructure and training projects since the adoption of the Strategy in 2018. We have seen an increase in cycling growth of 61% since 2018 which is covered within Section 3 of the Cycling Strategy. It is considered that the outcomes are reasonable and will help achieve the Authority's ambition of everyday cycling.</p> <p>The Authority will continue to deliver infrastructure projects and work with a wide range of partners to support safer sustainable travel.</p> <p>Reference to Cycling UK and Sustrans will be included within Appendix 3 of the Cycling Strategy.</p>
Representatives of North Tyneside Public Transport Users' Group, an independent local group	20/12/2022	<p>Representatives of PTUG feel that the Authority should implement a system change and review its approach to consultation on the Cycling Strategy and have suggested the following;</p> <ul style="list-style-type: none"> • Providing a more detailed map, • Bring organisations together to consider the proposed plans, and • Organise joint events to present the plan and explain prioritisation <p>The group feels this approach would offer a genuine opportunity for residents to comment.</p> <p>The group expressed the view that some of the local aspects of Cycling Design Guide conflict with the national guidance document LTNI/20.</p>	<p>No further engagement is proposed as consultation on the Cycling Strategy was consistent with the Authority's engagement process. The Cycling Strategy approved in 2018 incorporated the network of strategic cycling routes which the basis of the cycling proposals for the LCWIP. The CWZ's were selected based on our town centres defined in the North Tyneside Local Plan.</p> <p>The Cycling Design Guide was originally adopted in 2018 prior to the publication of LTNI/20. The updated Cycling Design Guide now aligns with the principles and key information highlighted within LTNI/20 whilst still maintaining the principles set out in the original document.</p>
Street Life, an independent local group	21/12/2022	<p>The group feels that the Authority should implement a system change and review its approach to consultation on the Cycling Strategy and have suggested the following;</p> <ul style="list-style-type: none"> • Providing a more detailed map, • Bring organisations together to consider the proposed plans, and • Organise joint events to present the plan and explain prioritisation <p>The group feels this approach would offer a genuine opportunity for residents to comment.</p> <p>The group expressed the view that some of the local aspects of Cycling Design Guide conflict with the national guidance document LTNI/20.</p>	<p>No further engagement is proposed as consultation on the Cycling Strategy was consistent with the Authority's engagement process. The Cycling Strategy approved in 2018 incorporated the network of strategic cycling routes which the basis of the cycling proposals for the LCWIP. The CWZ's were selected based on our town centres defined in the North Tyneside Local Plan.</p> <p>The Cycling Design Guide was originally adopted in 2018 prior to the publication of LTNI/20. The updated Cycling Design Guide now aligns with the principles and key information highlighted within LTNI/20 whilst still maintaining the principles set out in the original document.</p>

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North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: An Ambition for North Tyneside – Update

Portfolio(s):	Regeneration	Cabinet Member(s):	Councillor Carl Johnson
Report from Service Area:	Regeneration and Economic Development		
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development	(Tel: (0191) 643 6091)	
Wards affected:	All		

PART 1

1.1 Executive Summary:

The purpose of this report is to provide the Cabinet with an update on the delivery of the Authority's 'Ambition for North Tyneside' which was agreed by Cabinet on the 26 November 2018 as a framework for the regeneration of the borough in line with the then 'Our North Tyneside Plan'.

An update was last provided to the Cabinet in February 2022. Since then, the Deputy Mayor and officers have been working closely with a range of partners to unlock potential and opportunity and progress key projects and activity.

1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) Note the progress made in delivering the overall plan since 2018;
- (2) Note the projects to be delivered in 2023 and beyond ; and

(3) Agree that 'An Ambition for North Tyneside' will continue to be monitored by the Investment Programme Board and progress reported regularly to Cabinet.

1.3 Forward Plan:

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published on 30 March 2023.

1.4 Council Plan and Policy Framework

This report relates directly to the delivery of the entire Our North Tyneside Plan with outcomes expected to support a thriving, family friendly, caring, secure and green North Tyneside.

1.5 Information:

1.5.1 Background

An Ambition for North Tyneside considers the borough as four areas namely;

- The South West area around Wallsend, including the communities who live in Howdon, Willington Quay, Hadrian Park, High Farm and Battle Hill
- The North West including Benton and Longbenton, Forest Hall and Killingworth, Dudley, Weetslade, Burradon, Camperdown and Fordley
- The North East area around Whitley Bay, including Monkseaton and Earsdon, Shiremoor, Backworth and West Allotment; and
- The South East area around North Shields, including Cullercoats and Tynemouth, Chirton and Percy Main

1.5.2 Borough-wide ambition

The Elected Mayor and Cabinet's ambitions for the Borough are set out in the 'Our North Tyneside Plan'. Specific commitments have been made and are being met in terms of a thriving, family-friendly, caring, secure and green Borough.

To deliver the ambition and pay for delivery, the Authority has allocated £2m per year for five years (2021-26) through its budget setting process. This has enabled the Authority to use this as 'match funding' and attract external funding

from the North of the Tyne Combined Authority (NTCA), the North East Local Enterprise Partnership, Government and the private sector.

The report explains in more detail progress that has been made on the Elected Mayor and Cabinet's ambitions for each part of the Borough. It sets out what has been achieved over the last 12 months, what is currently planned and what will happen next (subject to funding) and what the Authority will do if it can and when it can.

1.5.3 For the South West

The South West has some fantastic assets, it includes the World Heritage site at Segedunum marking the terminus for the Hadrian's Wall route which celebrated its 1900 anniversary last year. It is at the heart of the industrial North bank of the Tyne – together the Tyne's businesses are powering offshore and energy innovation under the brand Tyne Powered, with world leading business including Smulders and Swans. Hadrian Leisure Centre provides a great leisure offer, the Customer First Centre is well used and home to VODA and other partners, Richardson Dees Park attracts circa 100,000 visitors per month, and, for some parts of the community, strong transport links.

The Authority continues to support business and residents to create more and better jobs. As well as continuing to work with public transport providers and funders to help improve the connections of those parts of the area that lack strong transport links. The Authority also wants to improve the housing offer and improve the sense of place and community and in doing so closing the gap in life chances. These priorities are reflected in the Wallsend Masterplan.

Completed Work:

Hadrian Health Centre: Work is complete on the new Centre, which has transformed healthcare services in the area by bringing together local clinicians and a range of community health services in the heart of Wallsend.

Wallsend Masterplan: on 22 May 2023, Cabinet approved masterplan for Wallsend, providing a framework for targeted interventions, when funding permits, within the town centre to deliver on the Authority's policy objectives. The plan comprises fourteen priority projects that propose improvements to the town centre public realm as well as improvements to the residential offer. It also identifies opportunities for ensuring that residents are able to access high quality jobs and can benefit from inclusive economic growth. The Masterplan

also provides a clear narrative and strong platform from which to launch future funding bids such as Levelling Up Round three.

Current Activity:

Swan Hunter Site: The sale of the site was completed in December 2020 to Shepherd Offshore Ltd (SOL) in line with the Councils objectives for the site. Since the sale, SOL have been working with the Authority and funders to bring the site back into full use. SOL is making excellent progress in constructing a new quay wall employing North Tyneside based contractor, Southbay. Demolition of the former office block has been completed and strengthening of the quay will be completed later this year. Designs are also being developed to infill the 'wet dock' to maximise the development site area. The Authority continues to work with SOL to identify opportunities for inward investment and create new employment opportunities.

Centre for Innovation: The Authority completed the second phase of the Centre for Innovation which opened in the summer of 2020. The building provides 1200m² of high-quality office space and the Authority currently has nine tenants largely working in the offshore energy and subsea sector.

Segedunum: The Authority secured £499k of Museum Estate and Development (MEND) funding from Arts Council England for urgent repair work to the Museum, so far new emergency lighting has been installed. A further Development Phase application has been submitted to the National Lottery Heritage Fund to undertake a programme of transformational works to bring the museum into the 21st century. The Authority will be advised if invited to the next stage in June 2023, it is hoped the Authority will be invited to progress a detailed submission to secure a multi- million-pound investment in the Museum with its Partners, Tyne and Wear Museums. It is hope that the Authority will be advised of the outcome of this bid by June 2023.

Wallsend Town and High Street Innovation Programme: The Authority secured £1.94m funding to deliver activity that contributes to the aims and objectives of the Masterplan through the NTCA Towns and High Streets Innovation Programme. Funding will support events and festivals, business support, shop front grants and capital works to improve walking and cycle routes between the town centre and Segedunum. The Authority has also established a High Street Board with representatives from local businesses, VODA, Wallsend ward councillors, residents and the North Tyneside Business Forum to develop and oversee initiatives and improvements.

Next Steps 2023-2025:

Swan Hunter Site: The Authority will continue to work with Shepherd Offshore Limited and funding partners to bring forward new employment opportunities. Work will also be progressed to ensure there is integration between the Authorities objectives for Swan Hunters and the proposals for investment in Segedunum to ensure they complement each other and maximise the benefits for Wallsend Town Centre and the surrounding area. The Authority will also work with partners within the wider context of Tyne Powered, established by NTCA and four riparian local authorities to promote the river on national / international platforms as a destination for investment.

Segedunum: It is proposed that further investment is brought forward at Segedunum to deliver the Authority's ambition for the site and to grow it as a visitor destination helping to drive footfall into the town centre. Using the work from Hemingway Design, a transformational plan and supporting investment programme the Authority will continue to apply for funds to take forward the agreed programme of works.

Investment will initially be targeted towards the repair and refurbishment of the existing fabric of the buildings and site with a focus on the Bath House which has been closed for some time. Estimated cost of his project is circa £1m with match funding to be sought to maximise the impact of the scheme.

Wallsend Town and High Street Innovation Programme: A revised business case has been submitted to NTCA, seeking a further £500k to extend the project for an additional 12 months, the additional funding will deliver capital public realm improvements on Buddle Street, extend the shop front grant scheme and provide additional business support to support Wallsend businesses to thrive.

Levelling Up Fund: Building on feedback from the unsuccessful Levelling Up Round two Wallsend application, officers will develop a robust and deliverable round three application that is closely aligned to the approved Masterplan priorities. The application window is likely to open in summer 2023.

When funding and timing allows:

Plans for housing renewal will be developed and delivered, as will a long-term plan to redesign traffic and transport flows around the town centre, as well as other plans and projects emanating from the Masterplan work.

1.5.4 For the North West

The North West has many great attributes. It is a great place to live and includes many historic mining settlements as well as Killingworth new town. This popular area has a broad range of housing choice for residents and enjoys strong demand from families who want to live there. It has access to national infrastructure assets at the A1 and Newcastle Airport and includes a significant portion of the Borough's open land, including Weetslade Country Park, which contributes to its leisure offer.

For the North West, the Authority is working to develop a plan that will address some of the challenges that settlements in the North West face such as transport connectivity. The first part of this work will be to agree policy priorities for the North West.

The area also includes Killingworth Moor strategic housing site which has been identified for 2000 new family homes in the 2017 Local Plan and which is subject to planning applications which are pending consideration by the Authority.

From an economic standpoint, the North West includes the Indigo Park Strategic Employment Site which provides the opportunity for significant inward investment. The site is suited to Storage and Distribution / General Industrial type uses (as opposed to office type uses) which will provide more and better jobs and improved transport connections to the local area. The site continues to be promoted by the Council and we are currently working with other landowners to identify development solutions. In addition, the area also includes Quorum Park, a significant business park currently 90% occupied employing c10,000 people. It has a strong make up with Greggs, Verisure, GE Power, AA, Tesco Bank and British Engines as occupiers.

Completed Work:

Moor Farm Roundabout feasibility funding: Funding was secured for feasibility work to assess transport flow and future works required at the A19 Moor Farm Roundabout. This work supports the development of a major regional highway intervention at the A19 Moor Farm and Seaton Burn Junctions. These junctions represent the only remaining non grade-separated junctions along the A19 corridor and have become a constraint to housing and economic growth in the region. Development work is being continued by National Highways as part of the Road Investment Strategy (RIS) to secure funding for these significant junction upgrades.

Current Activity:

Killingworth Lake: Plans are being progressed to broaden the offer of the park. This will include proposals to improve the footpaths, car parks and gateways into the lake area. A Multi Use Sports Area is being considered as well as options for a café and toilet building.

Killingworth Moor Housing Site: Work continues to deliver on the Authority's plans for new housing in the Borough and officers continue to work with developers and landowners as well as National Highways. Three planning applications for the development of part of the site have been submitted to the Council as Planning Authority which are in line with the policy objectives around affordable housing, and these are currently being considered.

Indigo Park: The Authority continues to work with land agents and partners to market the Indigo Park Strategic Employment Site which provides the opportunity for significant inward investment.

Borough-wide Wagonway Project; the Wagonways are a much-valued resource for the entire Borough. Spreading out from the former mines from Seaton Burn towards Earsdon, the original routes south to the river have been successfully developed into popular walking and cycling routes. Moreover, the network was a particularly valuable asset for residents enabling them to undertake exercise safely during the recent restrictions caused by COVID 19.

It is proposed to develop the network over the next 5 years in three ways namely:

- **Navigation and connectivity.** The creation of the network happened over time and incrementally through various projects and funding bids. There is now a job to be done to bring this all together and ensure the network is easily navigated and connected. Approaching this in the same way as the highways network, the Authority will work with users and communities to ensure there is comprehensive signage that allows the use of the network for leisure and travel to work.

That work will translate into supporting maps available digitally to support residents and visitors to explore and use the network. In some places, the connections through built up areas or across the highways network need improvement to make travel and navigation easier.

- **Surfacing and treatment.** The Authority needs to ensure that the surfacing allows for participation by a wide variety of users and is accessible to everyone. A consistent approach to surfacing and treatment is being agreed to ensure greater consistency across the network and to ensure standards are in place whenever a new project is being delivered. Again, working with users and communities, the Authority will refine a set of common standards.
- **Animating and Enriching the Experience.** The Wagonways are a legacy of the industrial revolution and have a rich history. Work is planned to tell the story of the network and find ways to bring that to life for users thereby enriching the visitor experience. The Authority will work with users and communities to help interpret the heritage of the network. However, the network is also a living resource and there are opportunities to increase engagement and awareness of the flora and fauna that surround the network as well as encouraging greater diversity. There is also an opportunity to provide business opportunities throughout the network serving users and working with the materials that grow along its length. This project is particularly appropriate for external funding, and the National Lottery Heritage Fund has been identified as a potential source. The Authority will continue dialogue with funders to ensure project deliverables and outcomes are in line with funder requirements.

Next Steps 2023–2025:

A vision for the North West: Planning for the settlements in the North West is also a key priority for the Mayor and Cabinet. Looking ahead, this will involve developing a vision and key priorities aligned to the Authority's ambition and policy priorities. Officers will then develop a suite of proposed projects aimed at enhancing the quality of place and improving the settlements in the area. A set of policy priorities will be presented to Cabinet in June 2023.

Killingworth Lake: Officers will continue to develop plans which will be subject to engagement with residents as part of the adoption of the Vision for the North West later this year.

Borough-wide Wagonway Project: Officers undertook some initial engagement work on the draft plans last summer, and the Authority continues to revise plans that will focus on the initial stretch from Wideopen to Camperdown. Delivery is planned for 2023/24 subject to successful funding bids.

Indigo Park: The site remains a strategic employment site and is identified in the adopted Local Plan for employment purposes. The site has been subject of recent interest, and the Authority will continue to work with partners including developers and other landowners to review funding opportunities to secure investment and refine proposals that will see more, and better jobs delivered in the Borough.

When funding and timing allows:

Subject to the agreement by the Mayor and Cabinet of the proposed plans referred to above, the Authority will seek funding to deliver those elements of the plans identified as priorities.

Transport Infrastructure: The Authority will also seek to develop the transport network including continued lobbying for a direct Metro link between North Tyneside and Newcastle Airport negating the need for changing at South Gosforth. The Authority will also continue to work with Northumberland County Council / NTCA for the delivery of the Northumberland Line heavy rail link.

1.5.5 For the North East

This part of North Tyneside has seen significant investment at the coast to create an asset for the Borough and the region, with Whitley Bay recently named in the national press as the best place to live in the North East of England in 2023. The coast continues to see an increase in visitor numbers and remains a popular destination for residents and visitors alike. Furthermore, in addition to providing a first-class food and beverage offer, the coast provides opportunities for exercise and informal leisure helping to support the physical and mental wellbeing of residents. For the North East and the surrounding communities, the Authority has also invested in the environment and infrastructure to encourage visitors to support the local economy.

The Authority continues to build upon the ongoing success of the Spanish City regeneration and to sustain a first-class coastal visitor offer and destination for all North Tyneside, the region and beyond. This includes continued investment in coastal infrastructure following investment in the Northern Promenade.

In addition, the Authority aims to continue to meet housing and transport demand in the North East in a sustainable way that meets the needs of residents and businesses.

Completed Work:

Whitley Bay Northern Promenade: The final section (Stage 3) of regeneration works to the Northern Promenade were completed in August further enhancing the quality of the built environment along the Coast. These works included a widened segregated ramp section that will form part of the Sea Front Sustainable Route between St Mary's and Tynemouth which will connect and enhance all the regeneration interventions along the Coast.

Northumberland Line Economic Corridor: NTCA have approved £135k of funding to develop proposals for Northumberland Park to become an exemplar "Future Mobility Hub" with enhanced interchange options and connectivity across all transport modes. These works include a new underpass link to the Killingworth Moor Strategic Housing Site, and a potential Cobalt rail extension in the future.

Current Activity:

St Mary's Island and Lighthouse: The Authority carried out remedial works to St. Mary's Island Causeway in 2019 as part of initial steps to secure further investment into the island as part of the visitor offer. The Authority is in the process of drafting an expression of interest to submit to the National Lottery Heritage Fund (NLHF) later this year for a revised scheme to repair and consolidate the lighthouse and provide a small educational building on the headland. The funding programme is spread across three stages, and this is likely to take approx. 18-24 months to conclude, resulting in delivery potentially in 2025 should an award of funding be made to the Council.

Murton Housing Site: Identified in the adopted Local Plan as a strategic housing site, the Authority continues to work with the development consortia to deliver the Murton Masterplan which was adopted by the Authority as a framework for the delivery of this major scheme. In addition to bringing forward three thousand new homes the development will include investment in new transport infrastructure including a new link road, Metro Station as well as new schools. Works in the southeast part of the site are underway by Story Homes and this phase will see the delivery of 300 units. Persimmon Homes have submitted a planning application for the remainder of the site. This is a hybrid application for 2,700 homes. The hybrid application will consider a full application for the delivery of 508 residential units and the primary link road and an outline application for 2,192 residential units, a 2-form entry primary school, up to 1000sqm of retail floorspace, new metro station and associated highways, drainage, site wide servicing, landscaping infrastructure and demolition works.

Seafront Sustainable Route: In line with the commitment in Our North Tyneside Plan to provide a permanent coastal cycleway, work is scheduled to provide a permanent, segregated cycleway whilst retaining two-way traffic along the seafront between the North Shields Fish Quay and St Mary's Lighthouse in Whitley Bay. This will build upon the success of the temporary scheme benefitting those residents and visitors using sustainable and active forms of travel.

Next Steps 2023–2025:

Seafront Sustainable Route: Following the public consultation in Autumn 2021, feedback has been assessed and a final draft of the scheme shared with members. It is proposed that further engagement on the final scheme proposals will be carried out in phases, with the Tynemouth section being shared first in May. All scheme funding (£11m) has now been secured from Active Travel England and Sustrans and works are planned to commence on site from Autumn 2023.

Whitley Bay Masterplan: In line with Our North Tyneside Plan, it is proposed to undertake some planning activity in Whitley Bay town centre in 2023. The purpose of the plan will be to improve the pedestrian, cycle, and vehicular movements within the town centre environment. Together with improvements to the public realm, this will help create a better visitor experience and provide opportunities for new investment as well as supporting existing local business. This will form a sound basis to move forward later this year.

Northumberland Line Economic Corridor: Using the funding secured from NTCA the Authority will undertake feasibility work exploring the options to further develop the transport network including for a Metro extension to Cobalt Business Park and the potential for a rail extension from Northumberland Park.

When funding and timing allows:

St Mary's Island: Progression of a revised scheme and funding bid to the NLHF over the next 2 years.

1.5.6 For the South East

The South East has received a wealth of investment in recent years, benefitting North Shields Town Centre, Fish Quay and the assets in surrounding communities, contributing to the overall offer of the Borough. The Fish Quay is

England and Wales largest prawn landing port. The South East is also home to longstanding fishing activity based at Cullercoats Harbour.

The area includes Cobalt Business Park with significant employers such as Accenture, EE, Sage and Newcastle Building Society. As well as the major Port of Tyne site, the North side of the Tyne Tunnels and a major site for Northumbrian Water. The two retail outlets at Silverlink and Royal Quays and the attractions of Tynemouth Village. Northumberland Park, Tynemouth Pool and The Parks are at the core of a significant leisure offer.

The South East also contains some of the highest deprivation in the Borough and the Authority therefore is committed, through its Inclusive Economy Strategy and Equally Well, to tackling working poverty, improve the life chances of residents and address issues of poor quality private rented housing as part of the work to close the gap.

For the South East and its surrounding area, the Authority is working towards raising the quality of the built environment, through the North Shields Town Centre and Fish Quay Masterplan adopted in January 2021. It is making good headway, working in partnership with existing landowners and other stakeholders, in delivering the Masterplan.

For reference, the schemes being delivered as detailed in the Masterplan include:

1. Town Centre Gateway Improvements (underway)
2. Transport Hub and Bus Interchange (underway)
3. New Town Square (underway)
4. Bedford Street / Saville Street Public Realm Improvements (Funding bid submitted)
5. Northumberland Square Improvements (completed)
6. Howard Street Cultural Quarter (underway)
7. Riverside Embankment Walkway (underway)
8. Housing Sites (funding secured)
 - Tyne Brand (remediation underway)
 - Unicorn House (working with developer)
9. Relocation of North Shields Ferry (work to identify funding underway)

Completed Works:

Co-op Building and Transport interchange: We demolished the former Co-op building and work on the new Transport Interchange and Civic Square is well underway and have commenced work on the Embankment Walkway linking the town centre with the Fish Quay.

Howard Street and Northumberland Square: Significant public realm works were completed last summer breathing new life into the historic conservation area.

Fish Quay: The consolidation of the Protection Jetty at the Fish Quay is now complete, having been funded through the North of Tyne Combined Authority (NTCA) and Marine Management Organisation (MMO.)

The Exchange: Building Improvement works are complete, and Stonebanks Investments have been appointed as a result of an open tender process and have re-branded the café/ bar area, staff are in post and are beginning to develop a programme of events. This supports the Authority's ambition to develop the North Shields Cultural Quarter.

Current Activity:

North Shields Masterplan: Work continues to progress in implementing the adopted Masterplan as set out below:

- The Authority secured funding through the Transforming Cities Fund to deliver a new integrated transport facility within North Shields Town Centre, linking bus and Metro services and providing a better customer experience. Work is well underway and an opening event is planned for September 2023.
- Officers secured an additional £1.85m of capital funding to complete the work on the new town square, work is scheduled for completion by March 2024.
- A bid for £3.6m capital funding has been submitted to NTCA to complete the programmed public realm and pedestrianisation works on Bedford and Saville Street.
- Work commenced on the new Riverside Embankment Walkway in November 2022 with phase 1 of the slope stabilisation works completed in February 2023. Phase 2 of the slope stabilisation work is due to commence from June along with some of the bulk excavation. The completed walkway will provide

a step-free route between the town centre and the Fish Quay and works are due to complete by Winter 2024.

- Both 131 Bedford Street and the former Globe Gallery will be brought back into use for cultural purposes in the coming year by the new occupiers, further adding to the vitality of the growing cultural offer.
- 11-12 Northumberland Square: The Authority acquired (11-12 Northumberland Square) which were in private ownership and very poor condition. Work to refurbish and convert these building into residential apartments by Aurora Properties is underway.
- Unicorn House: The building was demolished in 2021 and received planning permission for 29 new family housing units, which will shortly commence on site being delivered through Aurora Properties. The development has been successful in attracting Brownfield Housing Funding from the North of Tyne Combined Authority to help support the scheme. The Authority has also started to acquire third party property interests at the Tyne Brand Site on the Fish Quay which is identified for new housing.
- The Authority also continues to work with the new owners of the Tyne Brand site on the Fish Quay to identify development solutions that will see this prominent site brought forward for residential purposes. A Brownfield Housing grant of £4.5m+ has been awarded by the North of Tyne Combined Authority as part of a suite of sites in North Shields which also includes Smiths Dock and Unicorn House. The redevelopment of the site will address the longstanding issues of dereliction that blight the site and its surrounds. Moreover, it will create new opportunities on Tanners Bank and Brew House Bank which will further improve the quality of place.
- Work is ongoing with Nexus to refine a scheme for the relocation of the Ferry Landing to Western Quay. It is also proposed that the new landing will link in with the proposed Riverside Embankment Walkway, having the ferry link in the heart of the Fish Quay will improve accessibility and drive footfall. Nexus is currently refining its plans and is seeking funding to deliver this proposal. The scheme will also see an extension to the Fish Quay Protection Jetty, enabling more fishing boats to berth in 'The Gut' whilst also providing mooring facilities for tenders servicing cruise ships too large to enter the river.
- The Authority secured £60k from the Local Enterprise Partnership to enhance plans for the Fish Quay through the production of a 'service plan' for the area which built and expanded upon the proposals contained in the adopted Masterplan.

North Shields Heritage Action Zone: The Authority secured £1.4m of Heritage Action Zone (HAZ) funding for improvements to Howard Street Conservation

Area. This significant investment into the fabric of the Conservation Area including both buildings and public realm. This work has improved the character and appearance of the Conservation Area and builds upon the investment in Northumberland Square.

It also provides new commercial opportunities for some of the buildings on Howard Street which could be repurposed towards high quality food and beverage, leisure and cultural use which would take advantage of this unique location. Property grants have been awarded and properties on Howard Street and Northumberland Square have been improved. Several other grant awards have been made to private property owners and work is nearing completion.

HAZ Funding was allocated to undertake an extensive scheme of external repairs to the Exchange building to address the buildings condition issues. This investment in the Exchange was matched with £300k of NTCA Cultural and Creative Zones funding to undertake internal remediation and repair works to bring the building back into full use. Together with other complementary investment at 97 Howard Street this activity helps underpin the development of the North Shields Cultural Quarter identified in the Masterplan.

North Shields Cultural Quarter: A further £1.4m of funding from the NTCA Cultural and Creative Zone fund has been approved to support the development of North Shields Cultural Quarter, located in and around Howard Street and Saville Street, in the heart of North Shields, creating a 'cultural corridor' and stronger connections between the town centre and the Fish Quay.

The heart of the Cultural Quarter is the cluster of buildings at the crossroads of Howard Street and Saville Street including The Exchange, the Globe Gallery, the Business Centre, and the North Shields Customer First Centre. This investment provides the opportunity to stimulate the economy in North Shields town centre and this 'cultural corridor' will play a pivotal role in reinvigorating the place and creating social and economic benefits for the people who live, work and visit there - building social inclusion and helping to create a sense of pride.

Next Steps 2023-2025:

North Shields Town Centre and Fish Quay: Work continues at pace to deliver several schemes within the adopted Masterplan and by 2025 many of these will be completed. Officers are progressing plans to bid for circa £20m through the Levelling Up Fund, round three application process to further enhance the

public realm, accessibility and visitor offer in and around the Fish Quay. As well as looking to secure funding through the early release of devolved Investment Fund through the North East Combined Authority (NEMCA.)

When funding and timing allows:

Port of Tyne Enterprise Zone: The Authority will continue to work with the Port of Tyne and the North East LEP to identify solutions for the Royal Quays Enterprise Zone. The site is currently in a poor condition and requires extensive enabling works to bring it forward for beneficial economic use. The Port's plans for the site have been delayed due to the current economic climate, although they have undertaken soft market testing to see if there is appetite in the development community to work collaboratively to bring the site forward.

Collingwood Monument and Tynemouth Priory: Given the significance and visibility to these iconic structures and their place within the heritage of the North East, it is proposed to celebrate these with new lighting schemes that will redefine their presence and create a striking impression on visitors, especially those arriving via the River Tyne.

1.5.7 The People of North Tyneside

This plan contains a broad range of physical projects which develop North Tyneside as a place. However, North Tyneside is nothing without its people. It's the businesses and shoppers that make the town centres, the visitors, residents, and businesses that bring to life the attractions at the coast and residents and visitors that fill the parks and wagonways with activity.

Just as this programme is designed to be for all of North Tyneside, it is designed for all the people of North Tyneside wherever they live. Many of the projects that have been delivered and will be delivered are shaped with that in mind, and is consistent with the Inclusive Economic Growth Strategy which seeks to ensure that those most marginalised from the mainstream economy have the opportunity to benefit from growth and fulfil their potential.

This plan is ambitious in scope and complex in nature, however, it means nothing without the people served by North Tyneside Council.

1.5.8 Funding breakdown

An initial breakdown of the proposed funding allocation is set out below.

In line with the Authority's priorities, further work will continue be undertaken to refine a delivery programme and to profile the spend for each project across the five-year period.

Progress on the Our Ambition Plan shall be monitored by the Deputy Mayor, who has responsibility for regeneration, and regular reports on progress will be reported to Cabinet. Property related projects will be dealt with via the Strategic Property Group chaired by the Elected Mayor.

Area	Scheme	Authority Funding from Our Ambition / Budget (2021-2025) £m	External Funding (Match) £m
South West	Segedunum	£1.000 (approved)	£0.499 MEND
North West	Killingworth Lake	£0.755 (allocated)	TBC
	Waggonways	£0.515 (allocated)	TBC
North East	Northern Promenade	£1.150 (approved)	No Match
South East	North Shields Heritage Action Zone	£1.133 (approved)	£1.494 HAZ
	North Shields Cultural Quarter	£0.120 (approved)	£1.600 NTCA Cultural and Creative Zones
	Howard Street/Bedford Street	£0.127 (approved)	TBC
	Transport Interchange and Town Square	£2.500 (approved)	£19.125 TCF £1.850 NTCA Capital
Total		£7.300	£24.568

1.5.9 Next Steps

Subject to agreement by Cabinet, the next steps will include:

- Project development including refining delivery plans and funding mix;
- Options on the major projects moving through appropriate governance;
- Finalise the Investment Programme based on a £10m budget over 5 years, developing proposals and priorities for post 2025; and
- Develop an Investment Programme Board (IPB) request for feasibility funding for activities referenced within this report that require some initial investment before works or funding applications can be developed.

In the next 12 months activity will focus on delivering already approved projects and identifying additional funding to deliver the following:

- Secure funding to upgrade the visitor offer at Segedunum

- Work with delivery partners and stakeholders to take forward projects adopted within the Wallsend Masterplan
- Commence the active travel works as part of the Wallsend Town and High Street Programme
- Agree policy priorities and a plan for the North West
- Submit Levelling Up round three bids for North Shields and Wallsend
- Agree policy priorities and a plan for Whitley Bay
- Draft a funding bid for St Marys
- Commence work on the Seafront Sustainable Route

1.6 Decision options:

There is no decision to be made by Cabinet regarding the report which is for information purposes only. All projects identified for delivery within the report will be subject to the Authority's project governance arrangements.

1.7 Reasons for recommended option:

Not applicable as report is for information purposes only.

1.8 Appendices:

None

1.9 Contact officers:

John Sparkes, Director of Regeneration and Economic Development, tel. (0191) 643 6091

Claire Emmerson, Senior Manager Financial Strategy and Planning, tel. (0191) 643 8109

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

1. Our North Tyneside Plan 2021-25
2. Cabinet report 22 May 2023 'An Ambition for Wallsend'
3. Cabinet report 21 February 2022 'An Ambition for North Tyneside - Update
4. Cabinet report 1st April 2019 'An Ambition for North Shields'
5. Cabinet Report November 2019 'An Ambition for North Tyneside' mid-year update
6. Cabinet report 26th November 2018 'An Ambition for North Tyneside'

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The capital and revenue implications relating to those projects currently underway are included within the Authority's current Investment Plan and Financial Plan respectively. Any future proposals will be considered as part of the investment plan gateway process in line with the Authority's Capital Investment Strategy.

The Authority's 5-year Investment Plan budget for 2020/21 identified a £10m investment pot to deliver the projects contained in Our Ambition for North Tyneside to the financial year 2024/25.

A total of £3.447m of the Authority's contribution had been spent by 31 March 2023. The Investment Plan identifies the residual Authority contribution of £6.553m to 2024/25, with indicative commitments already having been made for £3.583m of this allocation as summarised in paragraph 1.5.8.

The Authority's planned contribution will continue to support the delivery of the priority schemes identified in this report but is also available to use as match funding to support applications for emerging external funding opportunities, helping to secure additional investment in the Borough.

As projects are further developed and refined, the Authority will continue to identify sources of match funding from national and regional funding bodies to deliver on the Authority's priorities and to maximise the impact of its schemes and to provide value for money. Since 2020 officers have secured over £40m in external match funding to deliver the projects set out within this report.

2.2 Legal

There are no direct legal implications arising from this report. As projects and plans come forward individual consideration of the legal implications of the plans and projects referred to in the report will be required.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

The report is based on discussions with the Elected Mayor and Cabinet Members as well as detailed technical discussions across the Senior Leadership Team.

2.3.2 External Consultation/Engagement

As the Authority has begun to mobilise on many of the key projects contained in Our Ambition for North Tyneside, the Authority has undertaken numerous consultation events and have engaged with businesses and stakeholders to seek their views. This has included meeting with businesses at specific engagement events as well as meetings with the Chambers of Trade.

As proposals contained in Our Ambition for North Tyneside move towards delivery and where statutory processes are involved, for example Planning Applications, formal consultation will take place.

Future engagement will also build upon earlier consultation that has been undertaken which includes the Big Community Conversation; Budget Engagement and the engagement which supported the production of the North Tyneside Local Plan, Masterplans and Community Infrastructure Levy.

2.4 Human rights

There are no human rights implications arising from this report.

2.5 Equalities and diversity

Equality Impact Assessments (EIAs) will be carried out for each project where appropriate. This has seen the inclusion of a changing places facility within the transport hub, and the design of the walkway on the embankment has been designed to ensure easier access. EIAs are a key part of project planning as they assess the potential impact a project may have on people with protected characteristics and help to ensure the Authority's engagement activities are promoted appropriately and are accessible.

2.6 Risk management

Specific projects will have their own risk management arrangements in line with the agreed corporate approach.

2.7 Crime and disorder

Any crime and disorder implications and mitigation measures will be considered as part of the proposals for the individual schemes and projects set out in this report.

2.8 Environment and sustainability

The contents of the plan aim to support sustainable development and contribute to reducing carbon emissions and responding to the climate change emergency.

PART 3 – SIGN OFF

- Chief Executive X
- Director(s) of Service X
- Mayor/Cabinet Member(s) X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X

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North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: An Ambition for the North West

Portfolio:	Deputy Mayor	Cabinet Member:	Councillor Carl Johnson
Report from Service Area:	Regeneration and Economic Development		
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development		Tel: (0191) 643 6091
Wards affected:	Benton, Longbenton, Killingworth, Weetslade and Camperdown		

PART 1

1.1 Executive Summary:

The Our North Tyneside Plan 2021-25 gives a commitment to bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all residents.

An officer team has been working with the Deputy Mayor to better understand the opportunities and challenges in the North West following the 'Big Community Conversation' held in the Summer of 2022. This has included reviewing the feedback from resident engagement but has also included further engagement with Ward members in May 2023. The officer team also engaged with partners such as Transport North East to help frame the Authority's work and future investment in the North West.

This report seeks Cabinet's agreement to the first stage of this work and a set of policy priorities to inform the next stage.

Subject to agreement of the policy priorities set out below, the Authority's overall aim is to create a series of Village Plans for the North West which will provide a framework for future investment ensuring places are vibrant and attractive places to live, that they are well maintained and are places where residents and communities have good access to services 'on the doorstep'. It is also about ensuring the North West is connected by public transport to the urban core where they can access further education and employment opportunities as well as leisure and comparison retailing.

Therefore, to support the Village Plans, it is also proposed to develop a North West Transport Plan which will identify opportunities for better links to connect people with jobs, education and training as well as leisure opportunities.

To underpin this work, a set of policy priorities have been identified for the North West which will help guide the development of the Village Plans and the Transport Plan.

These policy priorities are:

- **Improve Transport Connectivity:** Ensuring that settlements in the North West are connected and are part of the public transport network (bus, Metro and heavy rail) providing regular and affordable services to residents enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.
- **Access to Local Services:** Ensuring that residents in settlements in the North West have easy access to range of local services including healthcare, education, retail and leisure.
- **Caring for the Environment and a Sense of Belonging;** Ensuring that settlements are looked after and have the appropriate infrastructure to support the communities. That open spaces, highways, footpaths and cycleways are maintained to a high standard to the benefit of all residents, business and visitors.

The report provides background and a summary of the work done so far and suggests a set of policy priorities and next steps for Cabinet agreement.

1.2 Recommendation(s):

It is recommended that Cabinet

(1) notes the work done so far.

(2) agrees the proposed policy priorities and delivery approach as outlined in the report; and

(3) agrees the next steps including wider engagement and to receiving further reports as required.

1.3 Forward Plan:

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published in April 2023

1.4 Council Plan and Policy Framework

This report relates to the following themes in the 2021-25 Our North Tyneside Plan:

A thriving North Tyneside

A secure North Tyneside

A family friendly North Tyneside

A Secure North Tyneside

A green North Tyneside

1.5 Information:

1.5.1 Background

The North West of the Borough is, in many ways, the most diverse part of the Borough as it encompasses both villages as well as areas that are more integrated with the urban core of Tyneside. Framed by the Borough boundaries to the north and west, the eastern boundary is defined by the A19 Trunk Road with the southern boundary defined by the A191 Whitley Road. It includes the wards of Benton, Longbenton, Camperdown, Weetslade and Killingworth

In terms of settlements, the North West includes the villages of:

- Killingworth Village and Township
- Annitsford
- Dudley
- Fordley
- Camperdown
- Burradon
- Wideopen
- Seaton Burn

A Plan of the borough highlighting the North West area is included in Appendix 1 of the report.

Like many similar semi-rural settlements across the north east of England, these villages, for the most part, have a history steeped in coal mining which ceased as an industry in the 1980s. Whilst their original purpose as mining settlements has now passed, they remain popular and attractive places to live for existing residents as well as providing living and lifestyle opportunities for new residents who wish to settle in the urban / rural fringe. Settlement boundaries are often delineated by the Greenbelt (as defined in the North Tyneside Local Plan 2017) which seeks to preserve the integrity of villages and prevent the merger of settlements.

However, the North West also includes Killingworth Township that was a 'new town' built in the 1960's to meet housing need following the clearance programmes that removed the poorest quality housing across the Borough. The township has since seen extensive remodelling with the removal of the deck access flats and the redevelopment of the centre as well the expansion and diversification of the housing offer.

The North West also includes those communities which are more connected with the urban core of Tyneside by virtue of their physical location as well as some having stations on the Tyne and Wear Metro System. These settlements include:

- Forest Hall
- Westmoor
- Benton
- Longbenton
- Palmersville
- Holystone

These are popular housing areas and have seen some investment over recent years. The most notable was the remodelling of the Longbenton Estate in the early noughties which saw extensive clearance and new housing brought forward together with a new remodelled centre. That work was undertaken utilising Single Regeneration Budget (SRB) funding which was secured by the Authority.

Forest Hall centre has also benefitted from investment with a comprehensive public realm scheme delivered in 2019 which improved the appearance of the centre.

As such there is a degree of variation amongst settlements in North West with a split between those which are more 'urban' in nature with the villages being defined by their semi-rural location as well as the township of Killingworth.

Significantly, the North West of the Borough is also an area which will see significant growth over the coming years with the development of the Killingworth Moor Strategic Housing Site, which is allocated in the 2017 North Tyneside Local Plan and will yield some 2000 additional dwellings over the plan period (2032). The site is currently subject to various planning applications for the first phase of new housing which are currently being considered by the Authority.

In addition to the Greenbelt, the area includes some outstanding open spaces such as the Weetslade Country Park which is managed by the Northumbrian Wildlife Trust. A former colliery site, this reserve has been extensively landscaped to create a wildlife haven on the edge of the conurbation benefiting from a number of diverse habitats. The main tracks through the reserve are level and well-surfaced, accessible for wheelchair users and pushchairs. The former Seaton Burn way runs through the park is part of the popular Sustrans Reivers Coast to Coast route is also good for walking and cycling.

In terms of more formal parks, the North West also includes Killingworth Lake which was developed as part of Killingworth Township. This lake element of the park serves as a balancing reservoir for surface water from Killingworth and the park has seen investment in flood defences in the past four years which has resolved flooding issues. This initial infrastructure has provided a solid foundation for further investment into the park.

Linked to green spaces are the green corridors that comprise the wagonways which are a much-valued resource for the entire Borough. Spreading out from the former mines from Seaton Burn towards Earsdon, the original routes south to the River Tyne have been successfully developed into popular walking and cycling routes.

In terms of employment opportunities, the North West also contains the Borough's last major strategic employment site at Sandy Lane. Marketed as 'Indigo Park' the site is an 82-acre development site offering the opportunity for bespoke industrial, distribution and research and Development buildings. The site is one of the largest in the north and can offer units ranging in size from 40,000 sq ft to 1.5 million sq ft. The site is owned by the Authority, Homes England as well as a private owner. All parties are currently working together to identify development solutions for the site.

The North West is also home to Quorum Business Park which provides circa 1,00,000sq.ft of Grade A office space. The park has attracted major occupiers such as Verisure, Tesco Bank and the AA (to name a few) and continues to be a major employment location for residents.

Finally, it is also noted that the North West has strong connections with South East Northumberland and, in particular, Cramlington. These connections include access to education, some healthcare (eg dentists), leisure and employment opportunities. These connections may be further reinforced as ward and constituency boundary changes are implemented in 2024.

1.5.2 What the Authority is trying to achieve

As noted in the Executive Summary, working with the Deputy Mayor, Officers have identified 3 themes as policy priorities for the North West. These policy priorities reflect the feedback from residents, Cabinet Members and Ward Members carried out through consultations and discussions. They seek to address the most pressing issues facing communities in the North West of The Borough and will provide a sound platform for further work which is set out in the 'Next Steps' section of the report.

- **Improve Transport Connectivity:** Ensuring that settlements in the North West are connected and are part of the public transport network (bus, Metro and heavy rail) providing regular and affordable services to residents enabling them to access education, training and employment opportunities as well as maintaining social and leisure networks.

Whilst the North West of the Borough has some great places to live, they remain unconnected with residents often reliant on private cars to access jobs, healthcare, retail and leisure opportunities. If these places are to be attractive and sustainable residential locations, then it is vital that they are connected to the wider public transport network. At the present time, the lack of transport connectivity is a barrier for those residents needing to access further education, training, jobs, healthcare and should be addressed as part of this work.

It is proposed that a Travel Plan for the North West of the Borough is developed which provides a framework for future investment in transport which will improve connectivity for the communities. This would include a raft of proposed interventions that would improve connectivity across a range of travel modes whilst also providing sustainable active travel opportunities which will help promote health and wellbeing whilst reducing reliance on the private motor car.

Specific interventions also include working with transport providers, and in particular Nexus, Transport North East and bus operators to provide better coverage for the North West especially in the evening. The lack of bus provision presents a major barrier for resident seeking to access further education, employment and training opportunities as well as accessing hospital services. In addition, it also impacts upon issues such as visiting family and friends who may live in other settlements as well as those seeking to access leisure and retailing facilities.

This lack of access to bus services is further compounded in the evenings when services are further reduced. Ensuring there is adequate bus provision serving communities in the North West will be a key part of the Authority's future plans and would ideally see routes running to key interchanges at Four Lane Ends (Bus / Metro) and Northumberland Park (Bus / Metro / Heavy Rail) and including key locations such as Cobalt Business Park as well as North Tyneside General Hospital.

Other opportunities for enhanced connectivity could also include a new heavy rail station on the East Coast main Line in the Killingworth area. This would provide the borough, as a whole, with greater heavy rail connectivity complementing investment in the Northumberland Line and creating more opportunities for residents and businesses.

In addition to the above, there is the opportunity to enhance and expand opportunities for cycling and walking within the North West. As noted above, the area benefits from the network of Wagonways and associated Public Rights of Way (PROW) which have the potential to improve how people travel around the North West and beyond. Whilst work is already ongoing in respect of the Wagonways, this will comprise a key element of the emerging North West Travel Plan.

- **Access to Local Services**

A key challenge for many residents living in the settlements across the North West is access to services. A simple example of this is access to waste recycling facilities which are currently located at Howdon in the heart of the borough to which residents of the North West have to travel. As part of the work ahead, the Authority will examine how services can be delivered in a different way in the North West which reduce the need to travel to access these when compared to other places in the Borough. This includes access to core Authority Services, shopping, education, healthcare, leisure and any other amenities a person may need and expect to access easily in their day to day living.

Ideally, a new way of delivering services will enable residents to meet most of their needs within a short walk or bicycle ride from their home. In addition to bringing clear benefits to residents and communities, by reducing the travel distances to access these types of services, further benefits will flow from reduced emissions and improved air quality. As noted above where 'Improved Transport Connectivity' is discussed, the work around the Wagonways will play a key role in enabling residents to access services.

- **Caring for the Environment and a Sense of Belonging**

A consistent theme which has emerged through engagement and consultation with residents and Ward Members is a fierce passion that residents have for their areas and a desire to see them managed and maintained to a high standard – a place they are proud to belong to and to call home. The settlements across the North West all have strong individual identities and are unique places in their own right. However, there are opportunities to enhance the quality of the environment, reinforce identity and create places of distinction.

In terms of day-to-day activities, this will include establishing a set of environmental standards for places which will cover issues such as the maintenance and management of our green assets. Similarly, refining a set

of standards for highway and footpath/cycleway maintenance also plays into this objective. However, the effective management of green spaces and highway infrastructure is only one facet of maintaining places. In terms of how they look and feel, a great deal can be achieved through sensitive urban design within the public realm. By identifying a palette of materials and street furniture that are unique to a location, a sense of belonging can be engendered which can help reinforce the character and identity of a place. In its simplest terms, this would include gateway signs into villages signalling a sense of arrival.

However, the Authority is not new to this approach and Forest Hall District Centre is cited as a successful example where local identity has been expressed through design. There is therefore the opportunity, as part of the Authority's work ahead, to refine design codes for places to help reinforce issues around identity and sense of place. and refining.

Moreover, understanding the heritage and history of places in the Borough is also central to any 'sense of belonging' and that understanding (and celebrating) the Borough's past can assist in navigating its future. Many of the settlements in the North West were forged in the fires of the Industrial Revolution and have histories that are deep rooted in the mining industry. It has shaped the landscape as well as the communities which have had to endure the closure of the pits, weather economic decline as well as dealing with some of the long-term health issues flowing from heavy industry. However, as this industrial heritage drifts from memory to history, there is the opportunity to celebrate the past and recognise this through cultural opportunities as well through the design of places and spaces.

1.5.3 How will the Authority achieve that?

Right now:

The Authority has already been working to unlock opportunity in the North West of the Borough.

Indigo Park: As noted earlier in this report, over recent years officers been working closely with Highbridge Properties to identify solutions for the Indigo Park site that would result in significant employment opportunities for residents. Whilst the Authority no longer has any contractual arrangements with Highbridge, it continues to market the site for employment purposes in line with the site's designation in the North Tyneside Local Plan adopted in 2017. The Authority continues discussions with other landowners namely Homes

England and the private sector owners to see if a comprehensive development solution can be refined which would see the site brought forward for beneficial economic use in such a way that would ensure the 'proper planning of the area'. On the basis of recent discussions there would appear to be a healthy interest from the market in the site both from a developer and occupier perspective.

To help bring forward the Indigo Park and to catalyse the site, the Authority has allowed some enabling development to be brought forward to assist in delivery. Specifically, the disposal of land to Aldi at the eastern extreme of Sandy Lane will provide a capital receipt in excess of £1m which is ringfenced for supporting economic growth.

Wagonways: The Wagonways are a much-valued resource for the entire Borough – spreading out from the former mines from Seaton Burn towards Earsdon, the original routes south to the River Tyne have been successfully developed into popular walking and cycling routes. The network was particularly valuable for safe exercise during the recent restrictions caused by COVID 19.

It is proposed to develop the network over the next 5 years in three ways.

- Navigation and connectivity: The creation of the network happened through various projects and funding bids. Approaching this in the same way as the highways network, the Authority will work with users and communities to ensure there is comprehensive signage that allows the use of the network for leisure and travel to work.
- Surfacing and treatment: The Authority needs to ensure that the surfacing allows for participation by a wide variety of users and is accessible to everyone.
- Animation: Clearly the Wagonways are a legacy of the industrial revolution and have a rich history. Work is planned to tell the story of the network and find ways to bring that to life for users thereby enriching the visitor experience. The Authority will work with users and communities to help interpret the heritage of the network as well as understand the contribution it currently makes to health and wellbeing as well as the ecological and biodiversification benefits.

Killingworth Lake: A review of the existing facilities and offer at Killingworth Lake has been carried out. The lake was part of the new town development serving as a drainage balancing pond and was part of the architectural vision as a moat to the 'Citadel'. The balancing pond has been augmented with the £6million flood alleviation works by Northumbrian Water to the grassland to the south of the lake which also stores storm water. The final phase of this project was completed in 2018.

The lake also now has three new accessible fishing jetties, a new low-level footpath around the western edge of the lake, biomatrix floating rafts (providing additional wildlife habitats) have been launched into the lake, vegetation planted by Westmoor Primary School and existing wetland converted to education wetland.

The vision for the park and its surrounds has been developed which seeks to *'Enhance the existing facilities to become a high-quality local resource but with the added attraction of water, and which unlocks opportunities for biodiversity, recreation. health and wellbeing.'*

The current plans for the site include:

- Increased water based activities
- A new café / hub with WC provision
- Reconfiguration of the Boat House car park
- Feature entrances including bespoke art-work
- Multi Use Games Area
- Footpath rationalisation
- Woodland management
- New street furniture

Killingworth Housing Site: The Authority continues to work with the Development Consortia of Northumberland Estates, who own the northern part of the site, together with Banks / Bellways. Both parties have planning applications pending consideration with the Authority and it is anticipated that these will be determined later this year. In the interim period the Authority is collectively working with National Highways to resolve issues around impact and mitigation on the Strategic Road Network (SRN) as well as addressing issues around scheme viability and the Authority's requirements around 'Section106' contributions including affordable housing contributions and compliance with the masterplan for the site.

Next:

Indigo Park: The Authority is currently working with adjacent land-owners and their (potential) development partners to refine a comprehensive solution for the site. Progress will be reported to the Authority's Strategic Property Group in June where an update will be provided, and next steps agreed prior to any formal recommendations being made on the decisions to be taken on how the site will be developed going forward.

Wagonways: The Authority is currently refining its plans and is reviewing funding opportunities. It is proposed to align funding identified for 'An Ambition for North Tyneside' with Section106 planning contributions which can then be used as 'match' funding which has the potential to lever in additional external funding. Given that the Wagonways will provide sustainable active travel opportunities and aligns with the objectives of Active Travel England, Transport North East and the North East Transport Plan, it is anticipated that the scheme has the potential to successfully attract further external funding.

The Authority also seeks to engage with residents and user groups on its final plans for the Wagonways once there is certainty on funding.

Killingworth Lake: As per the Wagonways project above, the Authority is refining its plans and seeking to align funding identified in An Ambition for North Tyneside with Section106 planning contributions with other public sector funding. Ideally, the Authority will seek to align both the Wagonways project and Killingworth Lake given their synergies and will make a strong case for future Active Travel funding.

Phase 2 Killingworth Moor: Subject to resolving all outstanding issues associated with the planning applications, they will be presented to the Authority's Planning Committee for consideration and determination.

When funding and timing allows:

As funding becomes available through the emerging North East Mayoral Combined Authority as well as other potential sources, the Authority will seek to align with available funding in order to deliver on its agreed policy priorities.

1.5.4 Next steps

Cabinet is asked to note the work done so far and agree the approach to the next stage.

As noted in the section 1.1 (Executive Summary) of this report, it is proposed that a series of plans are prepared for the North West of the borough. These will include an over-arching Transport Plan as well as Village Plans.

The Transport Plan: This will provide an overarching plan for travelling in and around the North West of the borough as well as addressing routes to the urban core and facilities such as healthcare as well as education and employment. The plan will encompass all modes with emphasis non the following:

- Bus provision – how services are provided and do they go to the right places at the right time? This will also include frequency of services and will look at routing options. For example, this could include routes from the North West to Rake Lane / North Tyneside General Hospital via Quorum Business Park, Four Lane Ends Interchange, Northumberland Park (for Metro and Heavy Rail links) and Cobalt Business Park.
- Heavy Rail (East Coast main Line): It will also examine opportunities for improved Heavy Rail connectivity with a long-term aspiration for a new station of the East Coast Main Line (ECML) at Killingworth. Whilst this would require major investment in the ECML infrastructure with additional signalling as well as a new stations, unless this aspiration is identified and embedded in an agreed plan, it is unlikely to attract funding and be delivered.
- Cycling and Walking (Active Travel): A key component of all emerging national, regional and local transport policy, this will be a central element of the Transport Plan. This will include a focus on the Wagonways as well as other routes to ensure that residents can get around the area without reliance on the intermittent public transport provision or private motor cars whilst bringing health and wellbeing benefits to users.

The Village Plans: These will be prepared for each of our settlements namely:

- Killingworth Village and Township
- Annitsford
- Dudley
- Fordley
- Camperdown
- Burradon
- Wideopen
- Seaton Burn

It is also proposed that plans are prepared for those areas in the North West that are closer to the urban core which includes:

- Forest Hall
- Westmoor
- Benton
- Longbenton
- Palmersville
- Holystone

Where there are synergies between places it may be appropriate to group places together within a plan in order to establish a clearer understanding of our places and to set out a more compelling case for funding and investment. However, this would not dilute the Authority's approach to ensuring that a sense of identity and uniqueness is achieved in line with the proposed policy objectives.

It is proposed that each 'plan' would be underpinned by an environmental audit and locality health check which would establish a baseline for each place and identify any gaps as well as opportunities. This would provide the foundation for the Village Plan which would provide a narrative and a set of proposals for each place.

Subject to the policy priorities outlined in this report being agreed, the next steps would be to prepare a programme of activity for the next 12 months which would set out how we will take forward this work.

Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendation set out in paragraph 1.2 above and agree the policy priorities.

Option 2

To approve and/or reject some or all of the recommendations set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.6 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The suggested policy priorities reflect the responses received during consultation and are considered to address the key issues facing the North West and will provide a strong foundation and focus for future planned activities.

1.7 Appendices:

Appendix 1: Outline Masterplan boundary.

1.8 Contact officers:

John Sparkes – Director of Regeneration and Economic Development

1.9 Background information:

The following background papers/information have been used in the compilation of this report:

(1) Our North Tyneside Plan 2021-25

<https://my.northtyneside.gov.uk/category/1241/our-north-tyneside-plan>

- (2) An Ambition for North Tyneside – Update Report of the Director of Regeneration and Economic Development, 21 February 2022:

<https://democracy.northtyneside.gov.uk/documents/s7901/An%20Ambition%20for%20North%20Tyneside%20-%20Update.pdf>

- (3) An Inclusive Economy Strategy for North Tyneside – Cabinet Report May 2021

<https://democracy.northtyneside.gov.uk/documents/s6007/An%20inclusive%20economy%20in%20North%20Tyneside%20Report.v2.pdf>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no direct financial implications arising from this report. Looking ahead as plans are developed and schemes are brought forward there will be a raft of financial implications which will be reported in due course.

2.2 Legal

There are no direct legal implications arising from this report. As plans are developed and schemes brought forward the legal implications will be considered at that time and appropriate steps taken based on any such implications.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

In May 2023, Ward Members for Benton, Longbenton, Killingworth, Weetslade and Camperdown were invited to briefing sessions with the Director for Regeneration and Economic Development to discuss the issues facing their respective wards. During these discussions it became evident that the policy priorities that have been refined and which form the basis for this report all resonated with Ward Members.

The relevant Lead Cabinet Member (Deputy Mayor) has been briefed.

2.3.2 External Consultation/Engagement

Over the summer of 2022 members of the Engagement Team went out and about across the borough to talk to residents about their experience of living in North Tyneside as part of the annual Big Community Conversation. These conversations were shaped by the knowledge that the Authority already has of the various communities' views through the resident's survey.

Feedback from residents was collated into the themes of the Council plan, Our North Tyneside, **Thriving, Family friendly, Secure, Caring and Green.**

Respondents were asked to what extent they feel they live in a *Thriving* area. This looked at perceptions of their local area and town centre, in this case Killingworth, as well sports and cultural activities, and economic prosperity.

In the North West of the borough the average thriving rating was 5.4 out of 10 compared to 8 out of 10 in the resident's survey for the whole of the borough. Residents spoke about there being not much happening or changing, with them wanting more shops and facilities. Mention was made about the need for more variety of shops, that the offer in the North West was restricted particularly in Longbenton and Forest Hall where there was an influx of charity shops, betting shops, vape shops and fast-food outlets. There was a call for more fresh food shops such as fruit and vegetable shops. In the resident's survey, half the respondents were satisfied with Killingworth town centre.

Feedback was given about how the Authority uses the spaces it has both in terms of the buildings and outdoor spaces. The Oxford Centre was highlighted as a big open space, but residents commented that they did not feel it was used effectively enough for the community. In the north of the North West area there were comments about the green space not being maintained properly *"Feel as if it's a village that is forgotten Annitsford, Fordley, Dudley. You can tell the difference going from Dudley to Cramlington."*

Respondents were asked to what extent they feel they live in a *family friendly* area. Residents in the North West rated the area as 6.4 for family friendliness, they were positive about the activities, facilities and play areas for children and families though some commented that this was all aimed at young children. Comments were made about activities and spaces for older children/teenagers which in turn would reduce anti-social behaviour that sometimes took place. The amount of new housing in the area was commented on by some residents meaning that it was seen as a family

friendly area, encouraging families to move into the area but that the infrastructure was needed to support them. In particular, schools, G.P.'s and public transport were highlighted.

Respondents were asked to what extent they feel they live in a *secure* area (0 not at all safe and secure and 10 absolutely safe and secure). In the North West, whilst residents thought the area was safe, they were concerned about anti-social behaviour, rating the area 6.1 for safety and security. The feedback particularly raised issues of youth Anti-Social Behaviour (ASB) and the lack of visible policing on the street. As mentioned previously, this youth related ASB was linked to there not being enough facilities and activities for teenagers in the area. One of the other ways that residents felt they could feel safer in their areas was with the maintenance/thinning out of trees and bushes so that visibility was better on the dark nights.

Respondents were asked to what extent they feel they live in a *caring area*. In the North West residents spoke of a community with good neighbours rating the area 5.9 for caring. The feeling that the community looked out for one another contrasted with how residents felt about the Authority. There was a feeling that the Authority does not care about areas of the north West and that residents were left to sort out the area for themselves such as community planting though there was some acknowledgement of the tough decisions that public services were making in the current climate.

Respondents were asked to what extent they feel they live in an environmentally healthy and sustainable area, making a *Green North Tyneside*. Residents in the North West rated the area 5.6 for environmentally healthy and sustainable. Residents highlighted issues around traffic volume, the pollution and noise it causes, and speeding.

Residents were asked what could make their area better after each themed questions, responses were aggregated, and topics mentioned by five or more residents are included in the summary of feedback below.

Overall, in the North West the priorities for residents were an increased police presence and an increase of activities, particularly low-cost ones. The importance of outdoor spaces was raised, with footpaths, grounds maintenance and litter important. Residents also wanted improvements to roads with traffic calming measures and speeding addressed. There was also some concern around anti-social behaviour.

As mentioned, there is a slightly different dispersal of wards within the residents' survey but in the Western area which includes Camperdown, Longbenton and Weetslade there are no issues which significantly stand out from the priorities of the borough which are health services (49%); clean streets (46%); and low levels of anti-social behaviour (43%).

2.4 Human rights

There are no Human Rights issues arising from this report.

2.5 Equalities and diversity

There are no equalities and diversity issues arising from this report. As the proposed planning work progresses inclusive design principles will be central to the development of any proposals.

2.6 Risk management

A risk register will be developed for any future projects and will be reviewed monthly by the project delivery teams.

2.7 Crime and disorder

There are no crime and disorder issues arising from this report. As the planning work progresses, consideration of crime, fear of crime and anti-social behaviour will be central to the development of the proposals.

2.8 Environment and sustainability

As our plans are developed for the North West, we will take full account of all environmental and sustainability issues in line with policy and best practice.

PART 3 – SIGN OFF

- Chief Executive

- Director(s) of Service

• Mayor/Cabinet Member(s)

• Chief Finance Officer

• Monitoring Officer

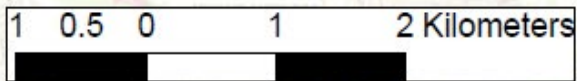
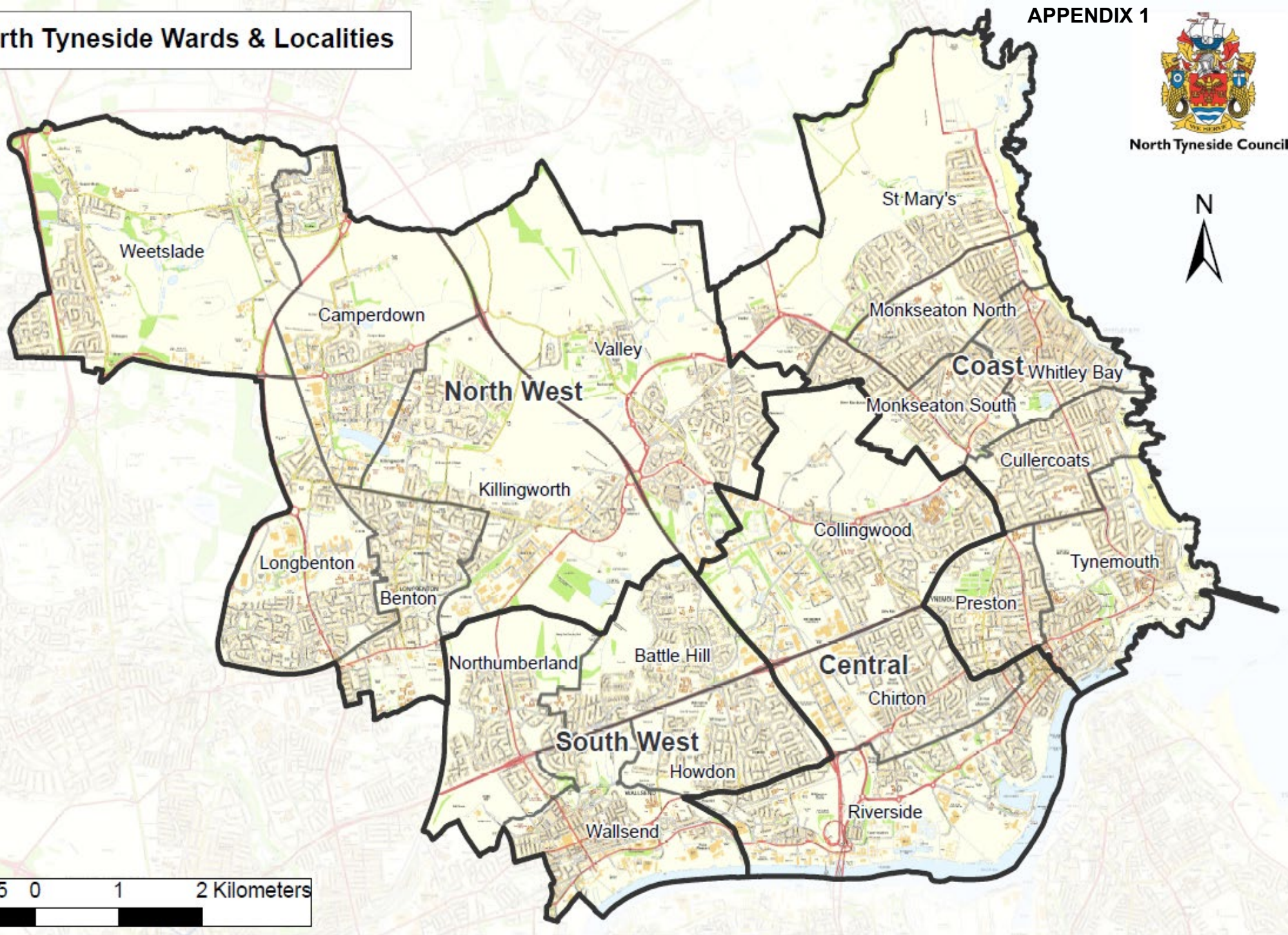
• Assistant Chief Executive

North Tyneside Wards & Localities

APPENDIX 1



North Tyneside Council



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North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document

Portfolio(s): Deputy Mayor

Cabinet Member(s): Cllr Carl Johnson

Report from Service

Area: Planning and Strategic Transport

Responsible Officer: John Sparkes

Tel: (0191) 643 6091

Wards affected: Riverside, Tynemouth

PART 1

1.1 Executive Summary:

The draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document (CAMS) has been prepared to support the delivery of the High Streets Heritage Action Zone (HAZ) scheme for the Northumberland Square conservation area in North Shields town centre. Historic England identified preparation of the CAMS for this area as one of the conditions for funding support.

The draft CAMS recommends how the conservation area can be preserved and enhanced through:

- identifying regeneration and enhancement opportunities,
- advising on the management of public realm, green spaces and trees,
- identifying the area's heritage assets and considering a review of the conservation area boundary,
- setting out design principles,
- advising on good maintenance and repair, and
- advising on monitoring and enforcement

It is proposed that the CAMS would be adopted as a Supplementary Planning Document (SPD), giving it considerable weight in planning decisions affecting the conservation area. Its preparation is in line with the relevant legislation, and national and local planning policy and guidance. As part of this, it must be subject to a six-week public consultation process. The Planning team have worked with the Authority's Engagement team to develop a suitable public consultation exercise.

Following the conclusion of the six-week public consultation process, it is proposed that Cabinet receive a further report setting out any proposed amendments to the CAMS that there may be as a result of the consultation responses received, and to seek Cabinet's approval for its adoption as an SPD.

1.2 Recommendation(s):

It is recommended that Cabinet;

- (1) Approve the content of the Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document included at Appendix 1 of this report; and
- (2) Approve publication of the Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document for public consultation, as outlined under section 2.3 of this report.
- (3) Agree to a further report being received by Cabinet at the conclusion of the public consultation process when Cabinet will be asked to consider any amendments to the Draft Northumberland Square Conservation Area Management Strategy and to approve the adoption of the Draft Northumberland Square Conservation Area Management Strategy.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 18 May 2023.

This report relates to the following priority in the 2021 to 2025 Our North Tyneside Plan:

A thriving North Tyneside – In supporting the strategy for regeneration in North Shields.

1.5 Information:

1.5.1 Background

1.5.2 The draft CAMS has been prepared to support the delivery of the High Streets Heritage Action Zone (HAZ) scheme for the Northumberland Square conservation area in North Shields town centre. Historic England identified preparation of the CAMS for this area as one of the conditions for funding support. The funding forms part of a £2.46million project, which includes an Authority contribution of nearly £1million, to revitalise the Northumberland Square Conservation Area, focused on Howard Street and Northumberland Square. The HAZ scheme has supported many physical improvements to the built environment, including the redevelopment of Northumberland Square, public realm improvements along Howard Street and refurbishment to several properties within the area. A significant number of community-based cultural projects including high-quality workshops, oral history projects and public performances have also been supported.

1.5.3 The Northumberland Square HAZ and preparation of the CAMS consequently form an important contribution to the delivery of the North Shields Masterplan – a key priority for the Authority.

1.5.4 Status of the CAMS

1.5.5 Local planning authorities have a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of their conservation areas¹ and from time to time to formulate and publish proposals for the preservation and enhancement of those areas². Historic England recommends that this could be through the preparation of character appraisals and management strategies. Character appraisals generally describe the significance of conservation areas and act as evidence in planning policy and development management decisions. Management

¹ Planning (Listed Buildings & Conservation Areas) Act 1990, s.72

² Planning (Listed Buildings & Conservation Areas) Act 1990, s.73

strategies build on the information set out in character appraisals and set out how the described significance can be positively managed into the future.

- 1.5.6 It is standard practice to adopt management strategies as SPDs, as defined in the relevant planning regulations³. An SPD provides further detail and guidance on how to apply existing planning policies, specific to a particular topic or geographical area, and has considerable weight in planning processes. The relevant planning policies in this case are within the adopted North Tyneside Local Plan (2017), primarily those relating to the management of heritage assets and North Shields town centre. The SPD would be regarded as a material planning consideration in the determination of relevant planning applications and will be afforded considerable weight.
- 1.5.7 Subject to Cabinet’s agreement to the commencement of a six-week public consultation process as outlined at section 2.3. of this Report, it is proposed that Cabinet receive a further report setting out any proposed amendments to the CAMS as a result of the consultation responses received, and to seek approval for its adoption as an SPD by Cabinet.
- 1.5.8 Production of the draft CAMS is in line with national planning policy, contained in the National Planning Policy Framework (2021), that encourages strategies “for the conservation and enjoyment of the historic environment”.
- 1.5.9 Role of the CAMS
- 1.5.10 The draft CAMS sets out potential projects and objectives for the area that will guide planning, regeneration and other development and management decisions in the conservation area. It will form a basis for any applications for external funding. The Authority adopted similar SPDs for the Fish Quay Conservation Area (2012) and Tynemouth Village Conservation Area (2014) that have proved key documents in guiding positive decisions in those areas.
- 1.5.11 The draft CAMS recommends how the conservation area can be preserved and enhanced through:
- identifying regeneration and enhancement opportunities,
 - advising on the management of public realm, green spaces and trees,
 - identifying the area’s heritage assets and considering a review of the conservation area boundary,
 - setting out design principles,
 - advising on good maintenance and repair, and

³ The Town and Country Planning (Local Planning) (England) Regulations 2012

- advising on monitoring and enforcement.

1.5.12 A full copy of the draft CAMS is attached at Appendix 1. As part of the development of the draft CAMS, and in accordance with the relevant Regulations, the Authority has also undertaken screening exercises to establish whether it would result in likely significant effects to the environment and to habitats and species of European nature conservation importance. The respective Screening Statements are attached at Appendix 2 and 3 of this report.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

Approve the recommendations as set out in section 1.2 of this report.

Option 2

Not to approve the recommendations as set out in section 1.2.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

Production of a CAMS is a condition of the recent Historic England HAZ finding for the area. Its production is in line with the aims of local and national planning policy and guidance, and will assist the Authority pursuing its statutory duty of preserving and enhancing the character and appearance of the conservation area. It will guide planning, regeneration and other development and management decisions in the conservation area, building on recent positive change in the area.

1.8 Appendices:

Appendix 1: Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document, May 2023

Appendix 2: Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document, Strategic Environmental Assessment Screening Statement, May 2023

Appendix 3: Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document, Habitat Regulations Assessment Screening Statement, May 2023

1.9 Contact officers:

John Sparkes, Director of Regeneration & Economic Development, 0191 643 1441
Laura Craddock, Principal Planner, Planning, 0191 643 6310
Martin Craddock, Team Leader Planning Policy, Planning, 0191 643 6329

1.10 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) North Tyneside Local Plan, North Tyneside Council (2017)
<https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/North%20Tyneside%20Local%20Plan%202017-2032.pdf>
- (2) National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2021)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf
- (3) Northumberland Square Conservation Area Character Appraisal, North Tyneside Council (2020)
https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Northumberland%20Square%20Character%20Appraisal%202020_0.pdf
- (4) North Shields Town Centre & Fish Quay Masterplan, North Tyneside Council (2021) <https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/North%20Shields%20Masterplan%2016012021.pdf>
- (5) The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)
<https://www.legislation.gov.uk/uksi/2012/767/contents/made>

- (6) The Planning (Listed Buildings and Conservation Areas) Act 1990
<https://www.legislation.gov.uk/ukpga/1990/9/contents>
- (7) The Environmental Assessment of Plans and Programmes Regulations 2004
<https://www.legislation.gov.uk/uksi/2004/1633/contents/made>
- (8) The Conservation of Habitats and Species Regulations 2017
<https://www.legislation.gov.uk/uksi/2017/1012/contents/made>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

- 2.1.1 The draft CAMS will be available via the Authority's website and will also be available in hard copy by request from the Planning Service. Letters will be sent to addresses within the conservation area boundary to inform of the consultation. Consultation materials will be required. Some printing, postal and graphic support costs will be incurred; these are estimated to be small and would be met from existing budgets.
- 2.1.2 The draft CAMS could be used to support for future external funding bids in order to assist in the implementation of the strategy. Those funding bids would be subject to further reports where they require any element of match funding.

2.2 Legal

- 2.2.1 The report sets out the legal status of the draft Management Strategy Supplementary Planning Document which would become a Supplementary Planning Document on its adoption. If adopted, the SPD would become a material consideration in the determination of planning applications and appeals.
- 2.2.2 As the draft Management Strategy Supplementary Planning Document is not a development plan document, its approval and adoption is a matter for Cabinet and not full Council, as is made clear by the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.

2.3 Consultation/community engagement

- 2.3.1 Internal Consultation – As part of its preparation, the draft CAMS has been subject to consultation with a range of teams within the Council, including Highways, Public Health, Biodiversity, Culture, Environment and Safer Neighbourhoods.
- 2.3.2 External Consultation/Engagement – In accordance with best practice, and the relevant regulations and legislation, the draft SPD must be subject to at least six weeks’ consultation and will involve:
- Consulting via letter all properties within the conservation area (419 addresses),
 - Consulting via email a range of statutory and non-statutory consultees,
 - Making the draft CAMS available for viewing on the Council’s website, at Quadrant and North Shields Customer First Centre and in hard copy on request,
 - Holding a drop-in session at North Shields Customer First Centre, where interested parties could discuss the draft CAMS with Planning and Regeneration team members.
 - Consultation information and response form on the Have Your Say section of the Council’s website.
 - News release.
 - Social media post.
- 2.3.3 Prior to its commencement, the engagement exercise will be subject to an Equalities Impact Assessment.
- 2.3.4 The consultation is being supported by the Authority’s Engagement team. If approved by Cabinet, it is expected that the consultation would begin in July 2023 and end after six weeks in August/September 2023.
- 2.3.5 All consultation responses received will be used to inform the content of a final CAMS that will be presented to Cabinet for adoption as an SPD later in 2023.

2.4 Human rights

- 2.4.1 There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

- 2.5.1 The draft CAMS has been formulated having regard to the public sector equality duty imposed on the Authority by section 149 of the Equality Act 2010.
- 2.5.2 The draft CAMS sets out recommendations on how any physical change proposed within the conservation area could be carried out to preserve or enhance character and appearance. Any such work would be subject to the usual considerations, commitments and standards relating to protected characteristics.
- 2.5.3 The Planning team have worked with the Authority's Engagement team to develop a suitable public consultation exercise.

2.6 Risk management

- 2.6.1 The draft CAMS will form part of the planning framework for the borough. Whilst there is no formal examination process into the adoption of an SPD (as is the case with a Local Plan), it remains that adoption of an SPD can be the subject of legal challenge if it can be demonstrated that there has been a significant failure in terms of process. Whilst legal a challenge to this SPD cannot be discounted, it is considered that the likelihood is low.

2.7 Crime and disorder

- 2.7.1 There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

- 2.8.1 Conservation practice and the objectives of the draft CAMS are consistent with the aims of promoting environmental sustainability as they advocate, for example, the repair and re-use of buildings and materials, good design and protection of open spaces.
- 2.8.2 The draft CAMS has been subject to a screening exercise to establish whether it would result in "significant effects" as defined by the Environmental Assessment of Plans and Programmes Regulations 2004. A Screening Statement has been prepared that recommends that the draft CAMS is unlikely to have significant effects on the environment. Statutory consultees the Environment Agency, Historic England and Natural England will be

consulted on the Statement in conjunction with the draft CAMS. The SEA Screening Statement is available at Appendix 2.

2.8.3 Under the Conservation of Habitats and Species Regulations 2017, a Habitats Regulations Assessment (HRA) screening exercise has been carried out to determine if the draft CAMS would give rise to likely significant effect upon habitats and species of European nature conservation importance. A Screening Statement has been prepared that recommends that the draft CAMS is unlikely to have significant effects. Statutory consultees the Environment Agency, Historic England and Natural England will be consulted on the Statement in conjunction with the draft CAMS. The HRA Screening Statement is available at Appendix 3.

PART 3 – SIGN OFF

- Chief Executive X

- Director(s) of Service X

- Mayor/Cabinet Member(s) X

- Chief Finance Officer X

- Monitoring Officer X

- Assistant Chief Executive X

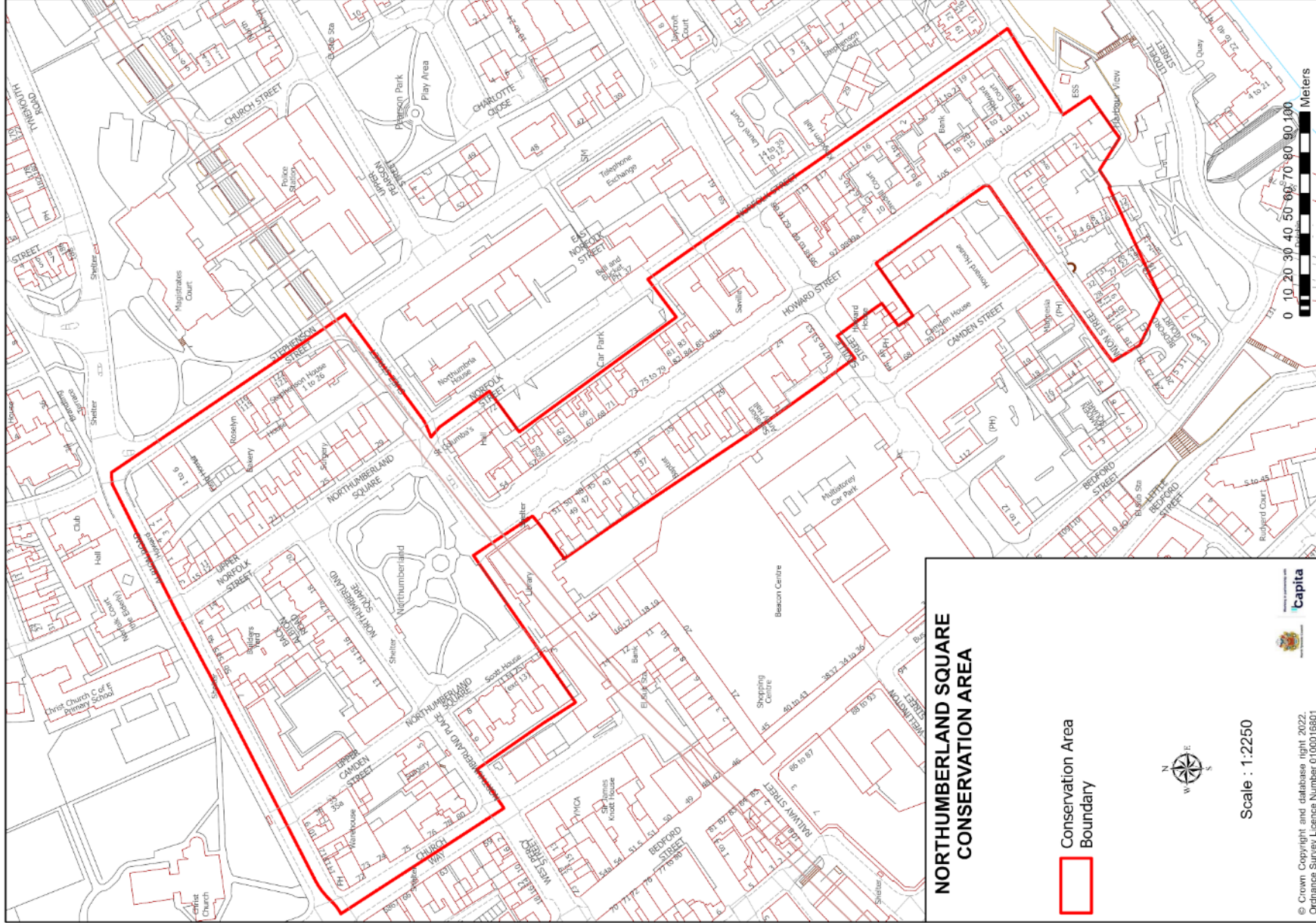
**NORTHUMBERLAND SQUARE
CONSERVATION AREA
DRAFT MANAGEMENT STRATEGY
SUPPLEMENTARY PLANNING DOCUMENT
MAY 2023**

Quality Management

Title	Northumberland Square Conservation Area Draft Management Strategy Supplementary Planning Document
Date	May 2023
Client	North Tyneside Council
Prepared by	Laura Craddock, Capita
Checked by	Martin Craddock, Capita

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1. CONSERVATION AREA CONTEXT

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1. Conservation Area Context

Northumberland Square is a conservation area with major historic and architectural value. It largely developed in late Georgian times and was at the forefront of town planning and architectural fashion.

It has, and continues to, play an important residential, commercial, recreational, cultural and civic role within North Shields. Some development in the area's more recent past has not been to the high standards the place deserves. As we look forward to a sustainable, vibrant future for the area, it is important that any more development and change respect the area's special character and appearance and that there is a positive strategy for management.

1.1 Conservation Areas

Conservation areas are “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”¹. They are designated by the local planning authority on this basis.

Conservation areas are about character and appearance. This can derive from many factors including individual buildings, groups of buildings, streets and spaces, architectural detailing, materials, views, colours, landscaping, street furniture and so on.

Character can also draw on more abstract notions such as sounds, environmental conditions and historical changes. These things combine to create a locally distinctive sense of place worthy of protection.

Conservation areas do not prevent development from taking place. Rather, they are designed to manage change and the way new development and other investment can best reflect the character of its surroundings. Being in a conservation area can increase the standards required for aspects such as alterations or new buildings, but this is often outweighed by the pleasure of living or running a business in a conservation area, and the tendency of well-maintained neighbourhood character to sustain property values.

In terms of the Council's own investment in specific projects, these remain the responsibility of Cabinet and Council as appropriate, where applicable having due regard to relevant planning policies.

The first conservation areas were created in 1967 and now over 10,000 have been designated across England and Wales, varying greatly in character. North Tyneside has 17, as shown below. Of particular relevance are the Camp Terrace conservation area, which immediately adjoins the Northumberland Square conservation area to the north, and the

¹ Planning (Listed Buildings & Conservation Areas) Act 1990, s69(1)(a)

Fish Quay conservation area, which is almost contiguous to the south.

CAs in North Tyneside

- The Green, Wallsend
- Benton
- Sacred Heart Church, Wideopen
- Longbenton Village
- Cullercoats
- St Peter's
- New Quay
- Northumberland Square
- Backworth Village
- Preston Park
- Killingworth Village
- Camp Terrace
- St. Mary's Island
- Monkseaton
- Earsdon Village
- Tynemouth Village
- Fish Quay

Page 301 1.2 Why Manage Conservation Areas?

Change is inevitable in conservation areas. The challenge is to manage change in ways which maintain and, if possible, strengthen the area's special qualities. Character is rarely static and is prone to incremental, as well as dramatic, change. Some areas are in a state of decline and suffer from lack of investment. In others, the qualities that make the area appealing also encourage over-investment and pressure for development in them.

Positive management is essential if such pressure for change, which tends to alter the very character that made the areas attractive in the first place, is to be controlled. Proactively

managing Northumberland Square conservation area will therefore be an essential way of preserving and enhancing its character and appearance for everyone.

1.3 This Management Strategy

This Management Strategy has been prepared by Capita and North Tyneside Council to support the delivery of the High Streets Heritage Action Zone (HAZ) scheme for the Northumberland Square conservation area. The four year HAZ scheme, funded by Historic England², supports physical improvements to the historic and built environment, which in turn will facilitate more varied and vibrant uses for the area, including cultural, leisure and tourism uses. A key focus is for community participation in the implementation of the HAZ scheme and for increased understanding of and involvement in the heritage and culture of the area.

This Management Strategy will, if adopted, also form a basis for day-to-day decision-making and guidance for the management of the area in the future.

A Character Appraisal produced by the Council was adopted in 2006 and was subsequently revised in January 2014 and November 2020. The Character Appraisal defines the special character and appearance of the conservation area, and

² Please see <https://historicengland.org.uk/services-skills/heritage-action-zones/regenerating-historic-high-streets/>

identifies elements that can have a negative impact and could be improved. It lays the foundation for the proposals contained in this Strategy and is a valuable resource, particularly in supporting planning decisions.

This Strategy is intended to be adopted by North Tyneside Council as a Supplementary Planning Document (SPD), as defined in the relevant planning regulations³. An SPD is one that provides further detail and guidance on how to apply existing planning policies, specific to a particular topic or geographical area, and has weight in planning processes.

This Strategy should be reviewed from time to time, depending on the level of change that has affected, or is likely to affect, the significance of the conservation area.

1.4 Legislation

The Council has a statutory duty in exercising its planning powers to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. It also has a duty, from time to time, to draw up and publish proposals for preservation and enhancement, and to consult local people on them⁴.

³ The Town and Country Planning (Local Planning) (England) Regulations 2012

⁴ Planning (Listed Buildings & Conservation Areas) Act 1990, s72 and s71

⁵ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021

The Council has extra powers in conservation areas over demolition, minor developments, and tree protection.

1.5 National Policy and Guidance

Government policy is in the National Planning Policy Framework (NPPF)⁵. The NPPF sets out that conservation areas are heritage assets. It explains that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of existing and future generations.

Guidance on the implementation of the NPPF is published in the Planning Practice Guidance, with the relevant chapter in this case being “Historic environment”⁶.

Historic England’s guidance on conservation area management sets out key good practice⁷.

1.6 Local Policy and Guidance

The development plan for North Tyneside is the Local Plan 2017⁸. The policies within the Local Plan that are most relevant to this Management Strategy are:

⁶ Planning Practice Guidance, Historic environment, Ministry of Housing, Communities and Local Government, 2021

⁷ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

⁸ Local Plan, North Tyneside Council, July 2017

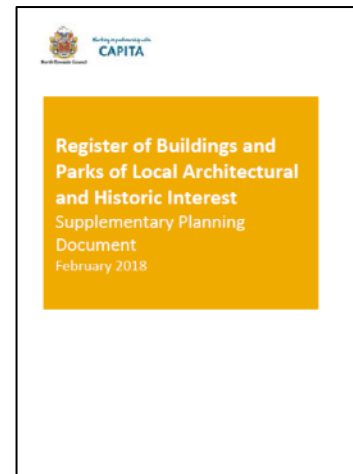
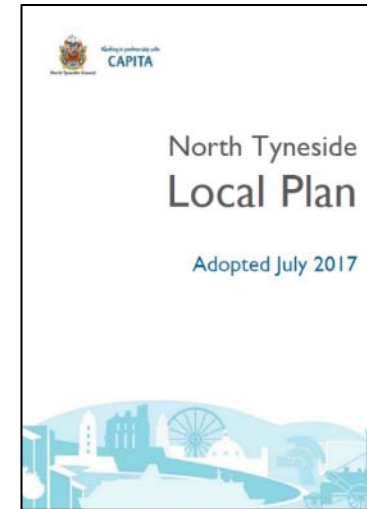
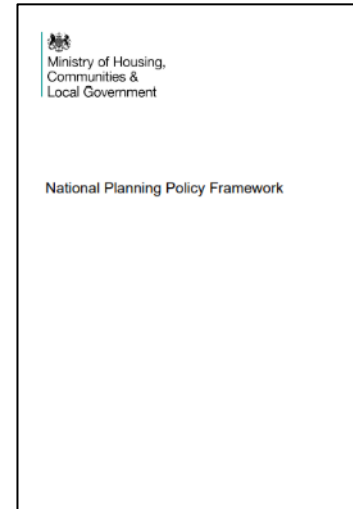
- S2.1 Economic Growth Strategy
- DM6.1 Design of Development
- DM6.2 Extending Existing Buildings
- DM6.3 Advertisements and Signage
- S6.4 Improving Image
- S6.5 Heritage Assets
- DM6.6 Protection, Preservation and Enhancement of Heritage Assets
- AS8.11 The North Shields Sub Area
- AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre
- AS8.14 North Shields Town Centre Public Realm

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The following SPDs are relevant:

- Design Quality SPD⁹
- Register of Buildings and Parks of Local Architectural and Historic Interest SPD¹⁰

Other planning documents produced in the future may also be relevant. Also, non-planning documents from across the Council should be considered relevant to any future management in Northumberland Square, for example, documents relating to environmental sustainability such as North Tyneside Council's Carbon Net Zero 2030 Action Plan¹¹.



Local and national planning documents relevant to the management of this conservation area

⁹ Design Quality Supplementary Planning Document, North Tyneside Council, May 2018

¹⁰ Register of Buildings and Parks of Local Architectural and Historic Interest Supplementary Planning Document, North Tyneside Council, February 2018

¹¹ Carbon Net Zero 2030 Action Plan, North Tyneside Council, 2022

2. VISION AND OBJECTIVES



2. Vision and Objectives

2.1 Vision

Northumberland Square conservation area is widely recognised as a special place, for its history, architecture and character. There is, however, always scope for improvement. Not all development over the last 70 years or so has been beneficial or to a standard of design and materials expected in such a place. The conservation area is inevitably showing signs of wear and tear and is a little tired in places.

Improvements are needed to conserve what we have and enhance it even further. The area has much scope for enhancement, both in terms of physical fabric and use. Change is a sign of continuing life, but it needs to be handled with care and sensitivity to ensure alterations from new development and other investment are of the highest quality.

The long-term vision for the conservation area is:

Through coordinated and sustained management, and the involvement of the local community, Northumberland Square conservation area will be a vibrant, sustainable and well-connected place where people want to live, work, relax, socialise and invest in. Its special character and appearance, derived from its high-quality architecture, public realm, open spaces and distinct history, will continue to be preserved and, where appropriate, enhanced.

2.2 Objectives

To achieve the vision, the objectives of this Management Strategy are:

- to revitalise Northumberland Square conservation area through proactive and coordinated conservation, planning, regeneration and management action;
- to conserve and enhance the character and appearance of the conservation area, with particular focus upon those elements currently identified as having an adverse impact;
- increase understanding and enjoyment of the conservation area's heritage for today and for future generations;
- to secure public funds;
- to encourage private investment in maintenance, repair, restoration and high-quality new work; and
- to work in partnership with local people, groups, businesses and other interested organisations, and seek to integrate their requirements.

2.3 Local Involvement

The Council will foster local community involvement in the conservation area, including, where possible:

- carrying out consultation,
- developing local capacity,
- encouraging projects led by the community, and
- heritage skills training.

The Council has a Statement of Community Involvement (SCI)¹² for planning matters that sets out its commitment to informing the local community of what is going on in their area and encouraging participation in the planning process. A variety of planning processes will affect the conservation area. The main ones are the preparation of planning policy, guidance or evidence documents (such as this Management Strategy) or development management decisions (planning applications). The SCI explains how the community are able to get involved in these processes so that they are able to guide decisions affecting the places important to them.

with separately; to achieve the best outcome, it needs to be dealt with as a whole, with Council departments working together to positively manage the conservation area.

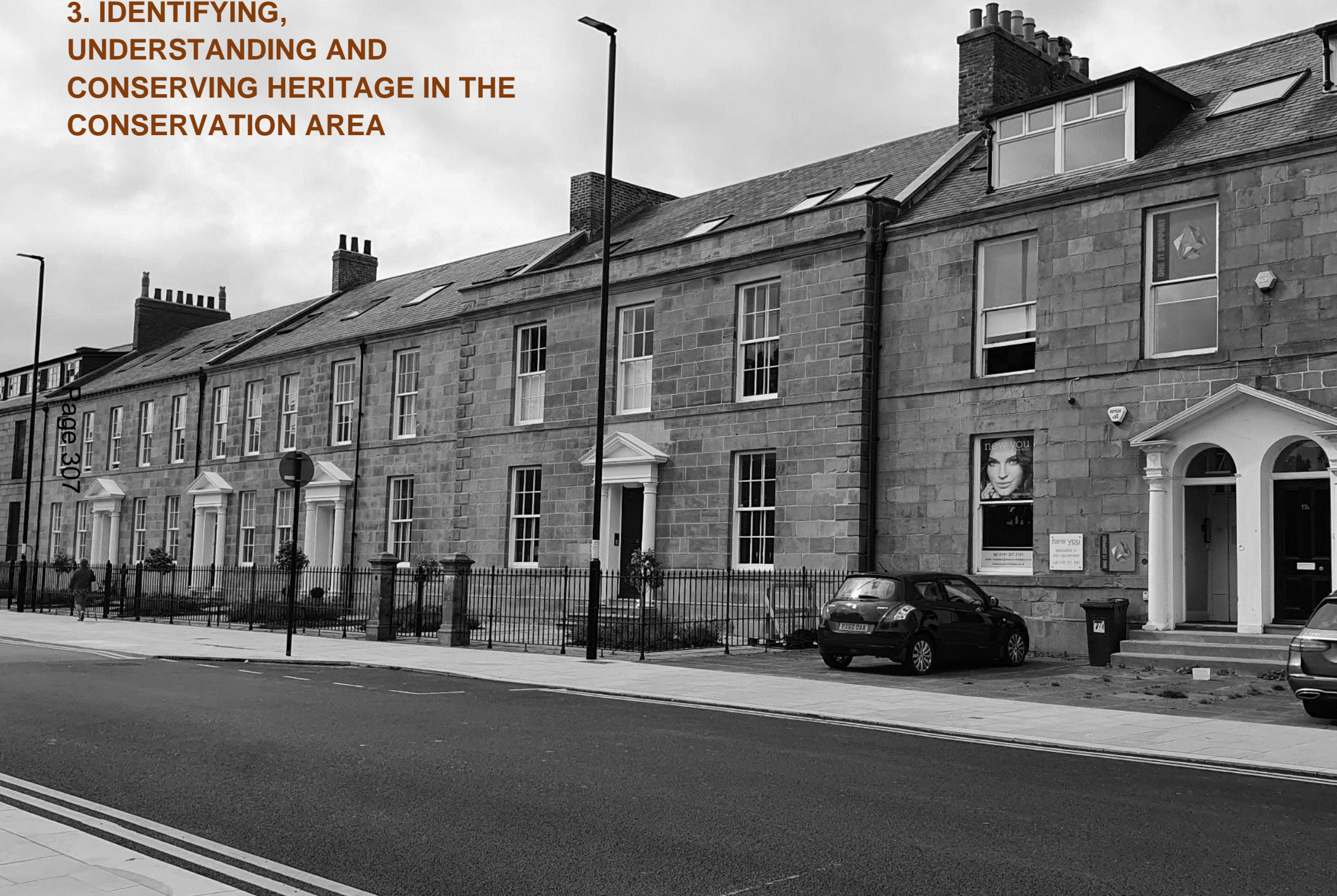
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It is important that the local population's quality of life within Northumberland Square's special surroundings is sustained into the future, which is at the heart of this document. In turn, their continued efforts in conserving this special place and maintaining a strong partnership with the Council will ensure that we all have a place we can be proud of.

2.4 Corporate Approach

As an SPD, this Management Strategy is primarily a tool to be used in planning decision-making processes. However, as the preservation and enhancement of the character and appearance of conservation areas is of corporate-wide concern, it should be taken into consideration by all functions of the local authority. It is also important that the different parts of this Strategy are not dealt

¹² Statement of Community Involvement, North Tyneside Council, June 2020

3. IDENTIFYING, UNDERSTANDING AND CONSERVING HERITAGE IN THE CONSERVATION AREA



3. Identifying, Understanding and Conserving Heritage in the Conservation Area

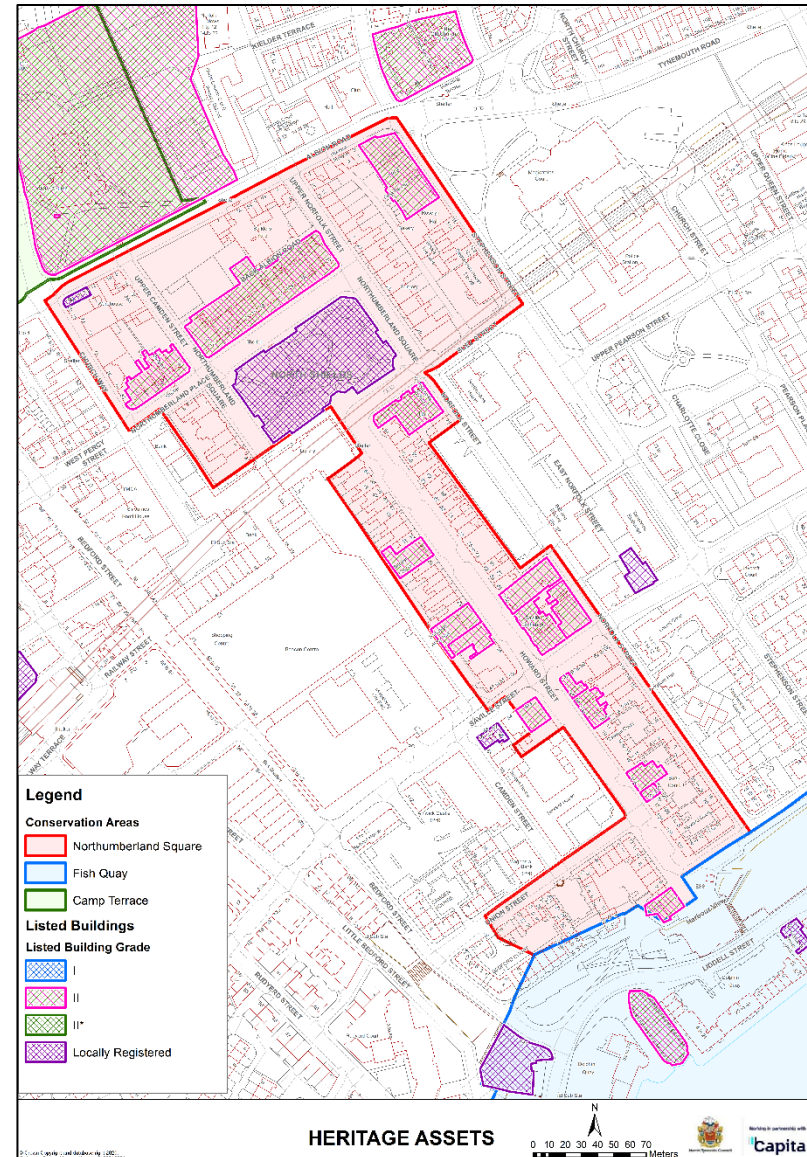
3.1 Introduction

First, we must know what heritage there is in the area. There are many designated and non-designated heritage assets in this area, as shown on the map opposite. This section focuses on those elements of managing the historic environment that local authorities lead on and where it is beneficial for a clear stance to be provided:

- the character appraisal,
- the boundary of the conservation area,
- non-designated heritage assets, such as buildings of local interest that are not listed, and archaeological remains underground that we may not know about,
- research and interpretation.

As well as physical heritage such as this, there will also be other types of heritage in the area that this Management Strategy cannot address but are touched on here. They include:

- artefacts and collections which might be held about the area, such as old photographs or documents,
- local history and stories about the area's people and places, including those written down and those that people have in their memories.



Heritage assets in and around the conservation area

3.2 Character Appraisal

3.2.1 Context

Government policy in the NPPF says councils should have up-to-date evidence about the historic environment to assess the significance of heritage assets¹³.

Historic England advise that character appraisals define the special interest of the conservation area that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance. They can be used to develop a robust framework for planning decisions and management actions in conservation areas. They support and guide new investment and are also useful to engage the local community. It is good practise for conservation area reviews to be carried out around every five years, depending on available resources and development pressure within an area¹⁴.

3.2.2 Position

Northumberland Square conservation area was designated in 1975. A Character Appraisal was adopted by the Council in 2006, with subsequent revisions in 2014 and 2020¹⁵. The most up-to-date version is used to help manage change in the area and was used to inform the contents of this Management Strategy.

¹³ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021, para. 192

¹⁴ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

3.2.3 Implementation

The Council will keep the conservation area's Character Appraisal up-to-date, taking into account changes that have occurred within the area or its setting, and the potential for future change.

The review process will take account of relevant guidance and include public consultation.

The Council will formally adopt future Character Appraisals and use them to inform decisions that have an influence over the conservation area's special interest.

3.3 Conservation Area Boundary

3.3.1 Context

Legislation places a duty on the Council to regularly review the coverage of conservation areas in its boundaries¹⁶. Guidance suggests review should take place every five years or so, depending on available resources and development pressure within an area¹⁷.

3.3.2 Position

The conservation area was designated in 1975 and has not been subject to any boundary review since.

¹⁵ Northumberland Square Conservation Area Character Appraisal, North Tyneside Council, November 2020

¹⁶ Planning (Listed Buildings & Conservation Areas) Act 1990, s69(2)

¹⁷ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

The conservation area is the core of the neighbourhood's special interest. The boundary must reflect that part of the neighbourhood that has special architectural or historic interest with a character and appearance which it is desirable to preserve or enhance.

It is important to ensure that the conservation area's boundary, in accordance with best practice:

- is coherent and, wherever possible, follow features on the ground,
- is not drawn too tightly, so excluding integral parts on the periphery but, equally, should not include parts that do not have special interest to avoid devaluing the designation,
- ensures the setting is adequately protected, including landscape features such as open spaces and roads,
- ensures all relevant legislation is used, including in relation to trees,
- considers more recent architecture and history that might now be regarded as having special interest.

On-site survey of the area suggests that there may be some areas in and around the conservation area that do not adhere to this best practice. Certainly, the area around Bedford Court, where the boundary cuts through the centre of the development and even through properties, requires amending.

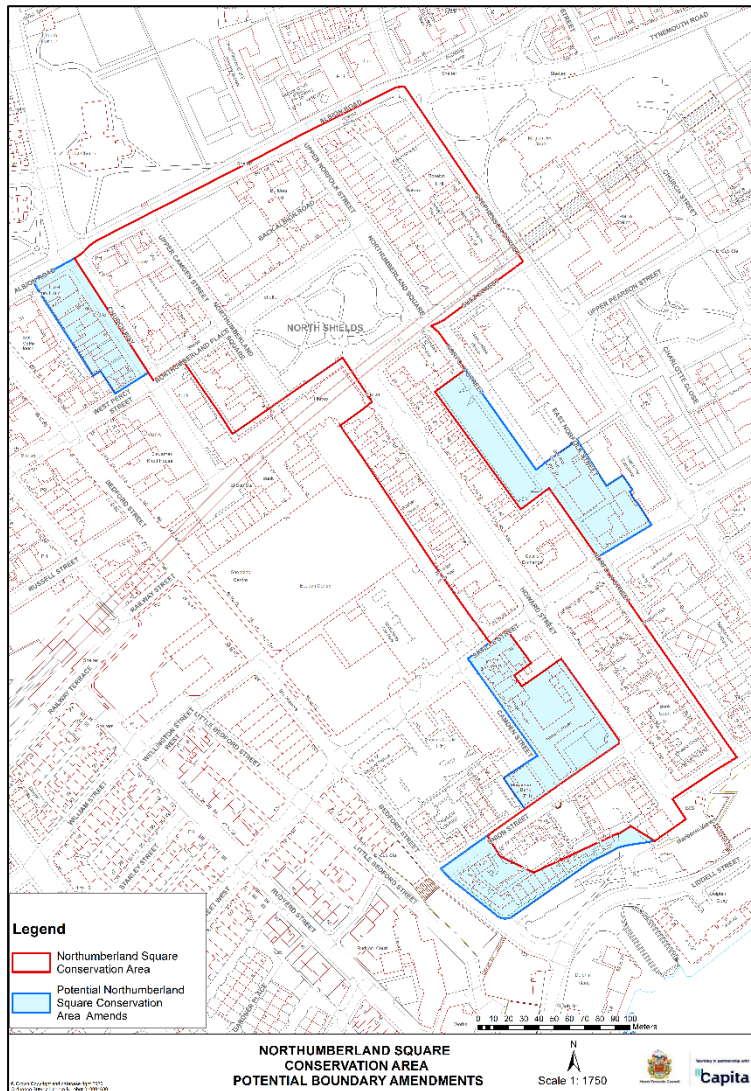
3.3.3 Implementation

The Council will seek to review the conservation area boundary every five years or so using relevant guidance, taking into account changes that have occurred within the area or its setting, and the potential for future change. Any proposed amendments to the boundary will be subject to public consultation and adoption at Cabinet.

At the next review, the Council will consider the following suggested boundary changes:

- Rationalise to take in the whole of Bedford Court; this would also be a way to protect views of the Fish Quay and maintain the existing high standard of design.
- Extend to include Camden Street and the associated part of Saville Street, resulting in a more coherent reflection of the historic development pattern. It would also include some development of a high standard, including the modern Howard House and its public space, the Magnesia Bank and the locally registered Garrick's Head.
- Extend on Norfolk Street to take in and provide additional protection to the former fire station and high quality Victorian buildings on the associated part of Saville Street, including the locally registered former post office at no.63.
- Extend to the west side of Church Way to allow for improved management of the whole street scene.

There may be other potential areas to consider. A boundary change could result in an extension or a reduction in the size of the conservation area.



3.4 Non-designated Heritage Assets

3.4.1 Context

Some parts of the area might be significant but not enough to be designated as listed buildings or scheduled monuments, etc. These are classed as “non-designated heritage assets” and can include buildings of good local character, sites of archaeological interest and features such as street furniture or historical open spaces. Such assets can make an important positive contribution over and above what they bring to the conservation area.

The NPPF advises that the effect proposals have on the significance of non-designated heritage assets should be taken into account in determining planning applications, where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset¹⁸.

Historic England says local people and the Council should identify what in a neighbourhood are valued as distinctive elements of the local historic environment and are worthy of recognition and protection. Assets should be recorded in a Local List (known as the Local Register in North Tyneside). This gives clarity to developers and others working in the neighbourhood, including the Council¹⁹.

3.4.2 Position

¹⁸ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021, para. 203

¹⁹ Historic England Advice Note 7 Local Heritage Listing, Historic England, May 2016

Policies S6.5 and DM6.6 of North Tyneside's Local Plan set out the intention to preserve, promote and enhance all of the Borough's heritage assets, including those that are non-designated²⁰. Further guidance in the application of these policies is provided in the Register Buildings and Parks of Local Architectural and Historic Interest (Local Register) SPD²¹. The following are currently included on the Local Register:

Within the conservation area

- The Pub and Kitchen, 13-14 Albion Road
- Northumberland Square gardens, Northumberland Square

Adjacent to the conservation area

- Garricks Head, 44-52 Saville Street
- Old Post Office, 63 Saville Street

The Tyne and Wear Historic Environment Record (HER) holds records of historical and archaeological sites. This is maintained by the County Archaeologist. Currently included in the HER are:

- North Shields, Metcalf's Ropery (no. 4568)
- North Shields, Scotch Church (no. 4570)
- North Shields, Methodist Chapel (no. 4571)
- North Shields, Secession Church (no. 4572)
- North Shields, Ranter's Chapel (no. 4576)
- North Shields, Baptist Chapel (no. 4578)
- North Shields, Town Hall (no.4584)

- North Shields, Chirton Colliery (Shields Colliery) (no. 6929)

Given its location and the earliest known settlements, the conservation area is not expected to have significant unknown underground archaeological resources; the adjacent bankside and riverfront are likely to have more potential. In 2004, the Council and partners published an archaeological assessment and strategy for North Shields that sets out the archaeologically important parts and what should be done to understand and protect the archaeological resource in the area²².

3.4.3 Implementation

From time to time, the Council will work with local people to identify non-designated heritage assets in the conservation area and its setting. They will be recorded in the Local Register and/or the Tyne & Wear Historic Environment Record.

The significance of the assets will be taken into account when determining proposals that affect them, including those that do not need permission but where other influence is possible (for example, through public funding).

²⁰ Local Plan, North Tyneside Council, July 2017

²¹ Register of Buildings and Parks of Local Architectural and Historic Interest Supplementary Planning Document, North Tyneside Council, February 2018

²² North Shields, An Archaeological Assessment & Strategy, North Tyneside Council / City of Newcastle / Northumberland County Council / English Heritage, 2004

3.5 Research and Interpretation

3.5.1 Context

Research is important to improving our knowledge of the history and evolution of the conservation area. Interpretation helps us to understand what is important about the conservation area and allows us to enjoy it. The Regional Research Framework for the Historic Environment promotes research to help to understand, progress and appreciate the region's historic environment²³ (the project is in the process of being updated²⁴). The North Shields archaeological assessment sets a research framework for the wider area²⁵.

3.5.2 Position

The history of the conservation area is of high interest and is set out in more detail in the adopted character appraisal and the archaeological assessment.

First signs of the Georgian new town atop the banks of the River Tyne first appeared in the mid to late 18th Century and, by the publication of John Rook's 1827 map, around half of the area was developed. John Wright acquired land in 1796 and was able to plan an ambitious townscape that included a grand processional way starting at the dramatic banktop edge (Howard Street) and terminating in the elegant Georgian Northumberland square.

The north side of Northumberland Square was built before 1810, with the other sides following in subsequent decades, although with gaps in the south west and eastern parts in response to the relatively shallow railway tunnel beneath.

Whilst the overall area was governed by a number of landowners and no formal masterplan existed, the area still developed in accordance with shared ideals of layout, scale and appearance. Whilst it cannot compete with Newcastle's Grainger Town for grandeur, drama and imagination, its beginnings do pre-date Richard Grainger's work by over 50 years and is surprisingly successful on the ground considering it was never in a single ownership and was the product of several different minds and budgets, operating over several years.

Several books are devoted to the conservation area and its surrounds: many are primarily photographic with some good local history information. These include:

- North Shields, Eric Hollerton
- Around North Shields The Second Selection, Eric Hollerton
- North Shields The Bombing of a Town, Ron Curran
- North Shields Through Time, Diane Leggett and Joyce Martin

²³ Shared Visions: North-East Regional Research Framework, D Petts & C Gerrard, English Heritage/ Durham University, 2006

²⁴ Please see <http://www.nerrf.net/>

²⁵ North Shields, An Archaeological Assessment & Strategy, North Tyneside Council / City of Newcastle / Northumberland County Council / English Heritage, 2004

- Shields to Shields: The Life Story of a North Tyneside Town, Danny Lawrence

Within the conservation area is a blue plaque on the Stag Line Building, outlining its history as a subscription library for Tynemouth Literary and Philosophical Society, built 1806-7, then as Stag Line Ltd.'s maritime chambers between 1895-1980. The area is also subject to the Northumbria World War One Commemoration Project that saw small blue plaques erected on properties where lives had been lost in the conflict²⁶.

The role of town centres has, and continues to, evolve. The HAZ scheme recognises this and seeks to support arts and cultural uses within North Shields.

3.5.3 Implementation

The Council will:

- Further develop the cultural offer with more capacity for a programme of events that reflect local identity and rich heritage through mediums such as digital experience, significant public art installations and performing arts.
- Work with other parts of the authority and the cultural sector in North Shields to enhance the use of Northumberland Square and Howard Street for events, creating a cultural quarter.
- Prepare and encourage others to prepare interpretation of the area's special local interest, investigating opportunities for relevant on-site printed and digital media.
- Encourage local history groups and others to carry out and publish research into the area's architecture and history, taking into account where relevant the Regional Research Framework for the Historic Environment.
- Pursue with local people opportunities for research and interpretation projects.

²⁶ Please see <http://northumbriaworldwarone.co.uk/>

3.5.4 Possible Research and Interpretation Projects

Collections of Photographs

Whilst there are already such collections, there are always more old and not-so-old photographs being found, and “old and new” pictures are always needed to allow us to appreciate how the Northumberland Square conservation area and its surrounds have changed and continues to change. A new approach could include additional community projects to present family photographs in exhibitions as well as in book form.

History of the House/Shop Investigations

This might include researching for a compendium of house histories in the conservation area, or to the history of commercial and business premises in the area.

Local Heritage Community Projects

This should include local information-gathering from oral, social and local history sources and perhaps have a family focus such that visitors and residents alike can relate to the heritage of the area. Popular projects for some of the key sites could include the Stag Line Building, the Old Town Hall/Borough Treasure’s, the area’s churches and 13-16 Northumberland Square.

Building Conservation Community Projects

This could include Building at Risk surveys, street furniture condition surveys and other audits relating to the character and

appearance of the conservation area. Heritage skills events and workshops could be a useful way to advise on best practice on repairs/new work. Local people could play a role in preparing conservation advice leaflets (such as on Property Maintenance).

Book and/or Website Development

There are already a number of books covering several aspects of North Shields, but there is room for more of these, especially those reflecting recent changes and comparing them to older ones. A website could be a more effective way to have this kind of information made publically available.

As part of the HAZ scheme, several fantastic online resources have been created and compiled that cover the area’s past, present and future²⁷.

On-Site Interpretation and Smart-Phone App Guides

The Council already produces an excellent range of walking tour and trail leaflets for the Borough. However, this could be extended to identify short walking tours specific to this particular area. It could also include development of a smart-phone app. There could be versions reflecting on wildlife, buildings and history, for children as well as for adults.

²⁷Please see <https://voda.org.uk/north-shields-heritage-action-zone-haz/>

Commemorative Plaques

A project to identify where further plaques could be sited, based on past residents or important buildings, would be worthwhile. Care must be taken to ensure plaques would be carefully cited having regard to the area's heritage assets.

Street/Space Use

The Victorian Market is held in Northumberland Square annually in the lead-up to Christmas and is successful in attracting people to the area. The Food Festival held each May is starting to attract as many visitors. Both events should continue to be nurtured along with other appropriate events that could make use of the special environment of the conservation area. Opportunities to link these events to the exploration of the area and use of its facilities (for example, local walking routes, understanding of local history, use of the Local Studies Centre in the North Shields Customer First Centre, visiting a local café) should be explored.

Cultural Uses and Events

The Exchange Theatre on Howard Street provides opportunities for culture/shows/performances to be brought into the conservation area. The North Shields Customer First Centre offers a range of services and opportunities for events. Beyond the conservation area is the Old Lowlights Heritage Centre at the Fish Quay, which is a key venue to engage with the public on the wider area's heritage and offer space for cultural events.

Heritage Open Days

Heritage Open Days is an annual event, typically taking place each September, where free access is available to buildings and sites of heritage significance that are not usually open or charge a fee, or where additional events are held. In previous years St. Columba's Church and the North Shields Customer First Centre have participated; there is scope for further site involvement and increased public attendance with support and publicity.

4. PROTECTING AND ENHANCING THE CONSERVATION AREA



4. Protecting and Enhancing the Conservation Area

4.1 Introduction

Identifying and protecting the heritage will not look after the conservation area or release all of its potential. There are always opportunities for enhancement, whether by property owners or others who are investing in the area. This section deals with:

- conservation-led regeneration,
- public realm, green spaces and trees,
- permitted development rights,
- buildings at risk,
- design,
- maintenance and repair, and
- monitoring and enforcement.

This chapter contains detailed guidance and strategy to help manage the area into the future.

4.2 Regeneration

4.2.1 Context

“Regenerate: bring new and more vigorous life to an area, especially in economic terms; revive.” (Oxford English Dictionary). Conservation-led change plays a vital role in social and economic regeneration across the country and can contribute

to a sense of place, quality of life and sustainable neighbourhoods²⁸.

The NPPF says that, when considering a positive strategy for the historic environment, councils should take into account the wider social, cultural, economic and environmental benefits that conservation can bring. This should include addressing heritage assets that are most at risk through neglect, decay or other threats²⁹.

We could take as a model of regeneration the Grainger Town area of Newcastle, the late Georgian development whose spokes are Grey Street, Clayton Street and Grainger Street. By the 1990s much of it was shabby, crumbling and unattractive to anyone contemplating setting up a shop, restaurant or business or making it their home. The Government-financed Grainger Town Initiative gave it a new lease of life. It is now a place that draws people to shop, dine, work, live and invest in.

Whilst the economic and physical decline are not on the same scale, there are several comparisons between Grainger Town and Northumberland Square. They are similar in their age, in their current and previous uses, and in the opportunities they share in being a vibrant, sustainable area.

²⁸ Please see <https://historicengland.org.uk/advice/planning/heritage-and-growth/>

²⁹ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021, para. 190

With judicious investment and sensitive management, the conservation area's pockets of neglect and aspects that are performing below their potential could become nodes of growth. Some could become flagship developments which, added to existing attractions, could create the critical mass to increase the conservation area's appeal.

4.2.2 Position

Some notable improvements to the fabric and life of the conservation area have been recent. As well as the current HAZ scheme (see section 1.3), there are several other current and recent examples of regeneration work within the area, including:

- North Shields Masterplan – an ambitious masterplan providing broad principles and indicative projects relating to housing, transport, retail and heritage. The conservation area is at the heart of the masterplan and delivery of the HAZ scheme is one of the first key projects that will set the tone for the Council to deliver future projects as part of the borough-wide Ambition for North Tyneside regeneration³⁰.
- North of the Tyne North Shields Business Case – funding has been awarded for business case development work to inform economic opportunities in the area including surveys relating to Council-owned sites within and close to the conservation area, and transport and movement studies such as the implications of removing traffic from Howard Street.

- 13 to 16 Northumberland Square and site to rear - the Council's development company, Aurora Properties, have refurbished the listed buildings, previously identified as at risk, and developed new properties in the site to the rear, which was identified as a site that was harmful to the significance of the conservation area.
- Improvement of the central gardens of Northumberland Square, including restoring their historic layout, is now complete.
- Wooden Dolly – the Wooden Dolly in the centre of Northumberland Square has recently been restored.
- Public realm improvement works are now complete on Howard Street.
- The Exchange Building - originally the Borough Treasurer's offices, the Council made significant investment to bring the grade II listed building back into use and open to the public.

Yet there is always more that can be done to use active conservation as an economic stimulus, making Northumberland Square's good features even better, and making neglected ones excellent. The North Shields HAZ geographically does not cover the whole of Northumberland Square conservation area and the Council will make every effort to explore funding streams that allow for grant schemes that offer similar incentives as North Shields HAZ over the whole conservation area. This could

³⁰ See <https://my.northtyneside.gov.uk/category/214/regeneration>

include grants for the repair, reinstatement and conservation of good quality shop fronts and reinstating original curtilage, particularly where repurposing premises back to domestic use as the retail area of the town centre shrinks.

4.2.3 Implementation

The Council will:

- Put conservation at the heart of regeneration and involve local people in plans and proposals.
- Continue to explore further regeneration opportunities in partnership with others, including seeking funding, to promote the investment in buildings and spaces for the economic benefit of the conservation area and its setting.
- Support development proposals for uses in the conservation area that would add to its vitality and viability without undermining its overall attraction and would not adversely impact on the amenity, appearance, character and function area or surrounding environment.
- Promote the benefits of heritage-led regeneration to local people, owners, developers and decision-makers.
- Ensure the area's special requirements are taken into account in regeneration plans affecting it or its setting.

4.3 Public Realm, Green Spaces and Trees

4.3.1 Context

Conservation areas are designated because of streets and spaces as well as their buildings. Roads, paths, street furniture, trees, open spaces and other features combine to create the public realm.

The character of historic conservation areas like Northumberland Square gains much from street furniture, open spaces, established trees, hedges and greenery, both in the public domain and in people's gardens. The Local Plan contains several policies that work to manage these elements of the environment, including the specific policy AS8.14 North Shields Town Centre Public Realm³¹.

All trees within the conservation area are protected by law³² whereby anyone proposing to cut down, top or lop a tree is required to give six weeks' notice to the Council who can then decide if the tree(s) should be further protected by tree preservation order (TPO)³³ in the interests of amenity. The Council will not usually support any proposal that would lead to the loss of trees that contribute to, or in the future might contribute to, the character of the conservation area. TPOs provide an additional protection for significant trees and groups of trees. The Council will use its enforcement powers to ensure

³¹ Local Plan, North Tyneside Council, July 2017

³² Town and Country Planning Act 1990, s211

³³ Town and Country Planning Act 1990, Part VIII

trees are replaced where appropriate. The Council supports the establishment and maintenance of an appropriate level of tree cover within the conservation area to achieve the goals of sustainability as well as providing numerous ecological benefits.

Historic England are clear that the public realm is a key aspect of the character and appearance of conservation areas and encourage the protection of trees and open spaces³⁴. Streets For All, published jointly with the Department for Transport and supported by the Chartered Institute of Highways and Transportation, urges full integration of highways and traffic issues³⁵. Great emphasis should be placed on connectivity, responding to local distinctiveness, maintenance, and the use of government guidance in Manual for Streets and Manual for Streets 2, which contain detailed guidance on public realm and green space issues³⁶.

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4.3.2 Position

The main areas of public realm, and open and green spaces are discussed in detail within the Character Appraisal.

Generally speaking, there is much to be positive about. It is an urban area, with not much greenery, but what does exist is significant, particularly Northumberland Square's central gardens

that have recently been subject to works to improve their quality, useability and to restore their heritage significance.

Work has recently completed along Howard Street to install a consistent, high quality public realm. This addresses an issue that can be found throughout the conservation area, where an ad-hoc and sometimes lower quality approach has been taken to street and road surfaces. Additionally, there are some problems with mismatching, ill-placed and poorly maintained street furniture.

With regards to private open spaces, many front and rear gardens have lost their boundaries and are covered over with hardstanding and parking. Where green, clearly defined gardens exist, they contribute greatly to the history and grain of area. There are some surviving examples of historic boundary treatments, which is positive.

³⁴ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

³⁵ Streets for All, Historic England, April 2018

³⁶ Manual for Streets, Department for Transport, 2007; Manual for Streets 2, Department for Transport, 2010



Surviving original railings and green garden



Mismatched and poorly maintained street furniture and surfaces

4.3.3 Implementation

This SPD recommends that:

- History and character will be embraced in the public realm, creating and maintaining a locally distinctive scene.
- Good quality street furniture, facilities, and materials are used when installing any replacements.
- The advice in Manual for Streets, Manual for Streets 2, Streets for All and other published guidance is looked to.
- Highways and traffic legislation and guidance is applied sensitively; works are designed in a way that recognises the conservation area's special interest.
- Street furniture, road signage and road markings no longer needed are removed.
- Any public realm and highways works are planned, designed, implemented and maintained in collaboration with historic environment and design specialists, using this Management Strategy.
- Utility works and repairs should aim to use matching materials.
- The current policies and practice regarding protecting and managing trees and green space in the conservation area are continued.
- Any historic street furniture and signage that makes a positive contribution to character and appearance is not unnecessarily lost.
- Using planning powers, and through exploring funding opportunities, traditional boundary treatments and green garden spaces are protected and restored.

4.4 Permitted Development Rights

4.4.1 Context

The General Permitted Development Order (GPDO) automatically grants planning consent for a range of developments to properties³⁷. These are known as permitted development rights (PDRs). PDRs are slightly more restricted in a conservation area for some types of development. However, this still does not prevent various developments being carried out which, over time, can combine to harm the area's special interest.

The GPDO allows the Council to remove harmful PDRs using an Article 4 Direction. This means consent would be needed for certain developments at properties covered by the Direction³⁸. Historic England encourages use of Directions to control harmful cumulative change but cautions against blanket use³⁹. Indeed, the NPPF says Directions should be limited to situations only where necessary to protect local amenity or the well-being of an area⁴⁰.

Removing PDRs cannot lead to automatic reversal of previous harmful alterations. So, removing PDRs on such properties might be considered too late as the harm is already done, making it very hard to justify including them in a Direction.

However, this does not prevent the Council and the community from encouraging the use of traditional designs when new works are carried out without the need for consent in order to help restore architectural character harmed in the past.

4.4.2 Position

There are no Article 4 Directions in place within the conservation area at present.

The majority of PDRs apply to dwelling houses, of which there are very few within this conservation area. Most properties, whilst originally built as dwelling houses, are now in office use, for which there are fewer PDRs relating to appearance. Equally, flats (even those converted from dwelling houses) have very few PDRs. Listed buildings do not benefit from PDRs.

The reality therefore is that most of the inappropriate physical alterations within the conservation area relate not to permitted development but to development that was possibly granted planning permission in less conservation-minded times or were carried out unlawfully and may have become immune from enforcement action with the passing of time.

³⁷ Town and Country Planning (General Permitted Development) Order 2015, Article 3

³⁸ Town and Country Planning (General Permitted Development) Order 2015, Article 4

³⁹ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

⁴⁰ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, February 2019, para. 53

More relevant to this conservation area are PDRs that relate to changes of use⁴¹. These have become increasingly more flexible in recent years and have the potential to continue to. Such PDRs can have a marked effect upon the function and character of an area and may be of particular concern in light of the implementation of the HAZ programme.

4.4.3 Implementation

The Council will

- Continually assess the impact of permitted development rights (PDRs) on character and appearance and the potential for future harm based on the most current GPDO.
- Consider the use of Article 4 Directions to manage the impact of harmful PDRs and, if this is done, prepare further guidance on development likely to receive consent as a result of the Direction.
- Offer advice, guidance and encouragement to developers to reduce or remove the impact of harmful PDRs.

4.5 Design

4.5.1 Context

Both local and central government attach great importance to good design. The NPPF sets out that, whilst not preventing appropriate innovation, design should be sympathetic to local character and history, and be visually attractive as a result of good architecture⁴². The National Design Guide⁴³ provides further guidance on applying this policy.

The North Tyneside Local Plan encourages high design standards and makes clear that addressing the historic environment is integral to good design⁴⁴. The Council's Design Quality SPD⁴⁵ is a key consideration when new developments are proposed; it sets out the principles of good design and best practice that need to be at the forefront of projects.

In addition, there is other relevant national guidance on design from the Design Council, Historic England, the Georgian Group, the Victorian Society and others. Buildings in Context: New developments in historic areas⁴⁶ includes important principles that would serve the conservation area well.

⁴¹ The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

⁴² National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021, para. 130

⁴³ National Design Guide, Ministry of Housing, Communities and Local Government, October 2019

⁴⁴ Local Plan, North Tyneside Council, July 2017

⁴⁵ Design Quality Supplementary Planning Document, North Tyneside Council, May 2018

⁴⁶ Building in Context: New developments in historic areas, English Heritage / CABE, 2001

4.5.2 Position

The conservation area has mix of designs, including many Georgian, many Victorian, and a smaller amount of more recent buildings. The vast majority of the buildings follow recognised architectural styles and are high quality, recognising their place in the area alongside neighbouring buildings. The conservation area's Character Appraisal highlights the importance of a careful and unified approach in the area. This is particularly true since the area has regeneration possibilities to build on existing success, and poor design can only work against this.

The Character Appraisal highlights several issues where past design decisions have not responded well to the character and appearance of the conservation area, including use of inappropriate materials, loss of original features and poor quality commercial signage. There are some potential redevelopment opportunities within the conservation area where a good design is paramount. The quality of shopfronts varies within the conservation area, with some historic retention but also some examples where little regard has been had to local character. With terraced properties being a defining feature of the area, unity is important; however, several alterations have taken place over the years that harm unity and the overall quality of the streetscape.



Stephenson House fails to positively respond to the conservation area's predominant built form



Inappropriate materials on Howard Street

4.5.3 Implementation

The Council will:

- Promote good design in the area by firmly applying relevant policy, guidance and this Management Strategy, and having strong regard to best practice.
- Pay special attention to the way new design responds to the area's traditional character and appearance, taking into account the different character throughout the area.
- Preserve and enhance the area through collaboration with designers and developers, where possible seeking opportunities to remove unsympathetic alterations or additions.
- Pay special attention to addressing breaches using the legislation available.



Insensitive shop front and boxy dormer

DESIGN PRINCIPLES FOR THE CONSERVATION AREA	
General	All alterations, extensions or new developments in the conservation area should have the highest respect for its existing character. They should be in proportion to surrounding buildings and spaces in terms of size and scale and use high quality materials.
Style	The design of new development, whether it be a small extension or a whole new building, will generally be supported if it represents good quality traditional-style design or high quality modern design. However, any new development, whether contemporary or traditional, will require considerable design expertise to relate well to adjoining buildings of earlier periods.
Windows and doors	Windows and doors should match the character and period of the building in both fenestration and materials. The preservation, and where appropriate the restoration, of original windows and doors in all properties is of paramount importance. Where inappropriate modern windows and doors are being replaced, the new replacements must be in the vernacular of the age of the building. Fenestration is a key element in maintaining the character of the conservation area. Traditional windows should be retained and restored wherever they have been changed from this. uPVC is unacceptable in most properties of the age and style in this conservation area.
Dormer windows and roof additions	Terraces define the conservation area and a poorly designed dormer can significantly affect the streetscape. Whatever the age of the property or the property type, any new dormer should be related carefully to the character and materials of the building. Regular verticality is crucial and dormers should relate to the pattern of windows in the rest of the building. It may be the case that no dormer window is acceptable at all in particular buildings, for example where dormers are not traditional features. Existing large box dormers that dominate the roofscape must not set a precedent or be a design cue. Should the removal of these unattractive features not be possible, there is scope for improving those that currently exist such as incorporating colours and materials to blend with the existing roof and subdividing the windows vertically with mullions.
Existing or replacement	Roofs on properties here are traditional natural slate (usually Welsh with some examples of Lakeland) and should continue to be so. The use of natural materials is essential, and the recycling of materials is very much encouraged.

<p>roofs and chimneys</p>	<p>Chimneys and gable ends should be in the vernacular and removal or capping of existing chimneys is not supported. Opportunities to sensitively rebuild lost chimneys are encouraged.</p>
<p>Rainwater goods (pipes, gutters)</p>	<p>If replacement is needed, or as part of any new build, these should reflect the traditional profile and metal of traditional guttering and pipes.</p>
<p>Renewable energy</p>	<p>The incorporation of the means of harnessing renewable energy should be encouraged, provided that due regard is given to the impact on the architectural character of the building and the appearance of the wider conservation area.</p>
<p>Shopfronts</p>	<p>Retail properties in the conservation area should have shop fronts that respect the historic nature of their properties and the street scene. The retention and reinstatement of traditional shop front features and colours is supported. Every encouragement should be given to retail businesses to replace or improve inappropriate shop windows, over-large fascias, or intrusive signs. For example, large plate glass windows should be replaced with sub-divided windows of smaller panes. Some principles of good traditional shopfront design are as follows:</p> <ul style="list-style-type: none"> • Shopfronts are a showcase and must speak well of the owner and trader. • The shopfront is part of the street scene not just the host building. • The shopfront should respect the proportions and scale of the host building. • The shopfront should use materials reflective of the age of the host building. • Bits of old shopfront are rare and valuable, and should be retained. Hidden fabric should be conserved. • Intrusive shopfronts should be seen as temporary features to be replaced. • Brash, bright colours are considered inappropriate in this conservation area. • Illuminated shopfronts are considered inappropriate in this conservation area. • Where no historic shopfront survives, a new traditional design is usually best. • Good design is not necessarily about style, but high quality is crucial.
<p>Commercial signage</p>	<p>Many commercial properties within the conservation area do not have a shop front but use signage on the building to advertise themselves. This is to be expected and supported. Signage must however be appropriately sited and designed, and not contribute to unattractive, cluttered elevations. Some principles of signage appropriate to the conservation area are as follows:</p>

	<ul style="list-style-type: none"> • One sign on the building is usually sufficient to advertise a business. • The signage must be modestly sized. • The signage must be placed in a suitable location on the building with regard had to architectural features. • High quality materials must be used. • Brash, bright colours are considered inappropriate in this conservation area. • Illuminated signage is considered inappropriate in this conservation area.
<p>Gardens</p>	<p>Many gardens have been lost to hardstanding. Although the installation of hardstanding can in some cases be permitted development, in those cases where it does require planning permission it should not be permitted. Where hardstanding has already been installed, we would encourage property owners to soften the effect by introducing some planting round the edges.</p> <p>Protection and reinstatement of traditional boundary treatments and garden division is required. The reinstatement of these features, with a well-informed approach to traditional materials and designs, is encouraged and supported.</p>

4.6 Building Maintenance and Repair

4.6.1 Context

Good conservation is founded on appropriate routine maintenance. This minimises the need for larger repairs and is the cheapest way of looking after an historic building. Regular, modest repairs keep buildings weathertight. Routine maintenance to avoid water getting in can prevent much more expensive work later on.

4.6.2 Position

Historic England maintains a Heritage at Risk Register⁴⁷, which it compiles annually with the input of Local Authority officers. The

Register considers:

- grade I or II* listed buildings
- grade II listed buildings in London
- structural scheduled monuments with upstanding remains
- listed places of worship
- scheduled earthworks and buried archaeology
- listed parks and gardens
- listed battlefields
- listed wreck sites
- conservation areas.

Northumberland Square conservation area is not included on Historic England's Heritage at Risk Register, and it does not contain any known examples of the other categories.

The Council have in the past undertaken a survey grade II listed buildings within the Borough to assess for risk. The assessment is based on Historic England's approach and considers physical condition and, where relevant, vacancy. This was last undertaken in 2008 and revealed that 12-20 Northumberland Square was considered at risk due to poor physical condition of nos.13-16. The restoration and reuse of the building is now complete and this building is no longer at risk.

When considering the other listed and non-listed buildings within the conservation area, some could benefit from some localised repair or maintenance, and there may be grounds for them being considered as vulnerable or at risk. Vacancy is not recognised as a widespread issue in the conservation area but there are some empty properties, with associated grounds and building maintenance issues that negatively impact upon character and appearance.

Encouragement is the best way to deal with matters of building condition, but in extreme cases the Council would consider using its statutory powers to rescue a building at risk from its condition or vacancy (see 4.7, "Monitoring and Enforcement"). Priority

⁴⁷ Please see <https://historicengland.org.uk/advice/heritage-at-risk/buildings/>

should be given to resolving the long-standing vacancy sites alongside tackling listed buildings at risk.

4.6.3 Implementation

The Council will:

- Encourage property owners to carry out maintenance and repairs to buildings and land in the conservation area, through for example, preparing and distributing guidance.
- Provide further information and guidance on the best approach.
- Encourage training and demonstrations for owners, building contractors and officers to encourage best practice.
- Review the local Heritage at Risk Register regularly and use it to target efforts to bring about maintenance and repair. Look to include locally registered buildings in the Heritage at Risk Register in the future.
- Consider preparing a full strategy to deal with heritage at risk should long term vacancy and/or lack of maintenance become widespread.

4.6.4 Guidance for Property Owners

Maintenance should be carried out little and often and buildings inspected regularly. All that is needed is enough to keep the building wind and water-tight and free from structural problems. Small problems such as blocked gutters or slipped slates can, if left, quickly lead to big problems that are very costly to sort out.

Well-intentioned but ill-advised or unnecessary repairs can unwittingly harm a property, too. For example, money can be wasted on repointing sound mortar, or replacing windows that only need minor repairs. Misleading advice from unskilled builders, salespeople and the media can pressurise owners in to building works that can damage the appearance of an historic building and even reduce its value. Not all experienced professionals understand the needs of historic buildings and can do more harm than good if methods and materials are not suitable. For example, rather than keeping moisture out, cement-based mortars, renders and pebbledash usually cause long term harm by trapping damp in a building.

More advice on building maintenance can be found in the Institute of Historic Building Conservation/ Society for the Protection of Ancient Buildings' *Stitch in Time*⁴⁸. Historic England also provide information on the maintenance of older buildings⁴⁹.

⁴⁸ downloadable for free from:
<https://www.ihbc.org.uk/stitch/Stitch%20in%20Time.pdf>

⁴⁹ including this webpage on Looking After Your Home:
<https://historicengland.org.uk/advice/your-home/looking-after-your-home/>

4.7 Monitoring and Enforcement

4.7.1 Context

Planning controls are the main way of ensuring that the special character and appearance of the conservation area is protected. Non-compliance with planning requirements must be dealt with quickly and fairly if public confidence in and support for planning and conservation are to be maintained.

Enforcement against unauthorised works must be started within four years of the date of substantial completion of the development. Historic England suggests using a comprehensive dated photographic record to aid enforcement in the historic environment⁵⁰.

4.7.2 Position

Keeping an eye on the way the area changes is important to ensuring character and appearance are protected. This includes monitoring for the effect of permitted development rights (see 4.4 above) and compliance with consents.

The Council has a Planning Enforcement service that handles complaints received on suspected breaches of planning control. The Enforcement service relies upon the local community and Council representatives to notify them of suspected breaches.

When breaches are identified, the Council considers whether and how to take action in a timely and cost-effective way.

The following unauthorised works will be given a high priority:

- demolition or threat of demolition of a listed building, or alterations to or removal of features that contribute to the special architectural or historic interest of a listed building,
- the demolition or threat of demolition of a non-listed building that makes a positive contribution to the character and appearance of the conservation area,
- the topping, lopping or cutting down trees, or the threat of this.

The following unauthorised works will be given a medium priority:

- works that have a moderate impact on the special architectural or historic interest of a listed building,
- works that may cause harm to character and appearance,
- the display of advertisements that detract from the character and appearance of the conservation area.

The Council will work with property owners to prevent or regularise the works. If negotiations fail, the Council will consider serving a relevant notice in accordance with good practice⁵¹:

⁵⁰ Historic England Advice Note 1 Conservation Area Appraisal, Designation and Management, Historic England, February 2019

⁵¹ As set out in Stopping the Rot A Guide to Enforcement Action to Save Historic Buildings, Historic England, April 2016

- Section 215 Notice: Can be served on any land or building to remedy the adverse effects to amenity from their condition or unsightly nature⁵².
- Listed Building Enforcement Notice: Served when works are being carried out to a listed building without the benefit of consent. Allows the Council to specify what works should be carried out to remedy the situation and in what time period⁵³. The Council can also have an injunction put in place or issue a Stop Notice to prevent unauthorised works being carried out to a listed building⁵⁴.
- Urgent Works Notice: For vacant listed buildings or non-listed buildings contributing positively to the conservation area. Allows the Council to carry out urgent works needed for preservation and for recovery of costs from the owner⁵⁵.
- Repairs Notice: To secure more extensive works for the long term preservation of a listed building (only). Should it fail in a specified time, the Council can consider compulsory purchase⁵⁶.
- Compulsory Purchase Order: If all else fails, the Council can acquire the building compulsorily to ensure its preservation⁵⁷.

necessary. Failure to respond to enforcement action can result in prosecution.

4.7.3 Implementation

The Council will:

- Respond to complaints related to planning requirements and highway advertisement requirements and consider any necessary follow-up action in a timely and cost-effective manner.
- Prepare and keep up to date a dated photographic record of the conservation area for use in monitoring.
- Seek to resolve planning breaches through negotiation but, where necessary, consider using statutory powers to deal with the effects of poor condition or vacancy.

Successful enforcement may depend on acting quickly.
Delegated powers are in place to ensure a swift response where

⁵² Town and Country Planning Act 1990, s215

⁵³ Planning (Listed Buildings and Conservation Areas) Act 1990, s38

⁵⁴ Planning (Listed Buildings and Conservation Areas) Act 1990, s44

⁵⁵ Planning (Listed Buildings and Conservation Areas) Act 1990, s54

⁵⁶ Planning (Listed Buildings and Conservation Areas) Act 1990, s47

⁵⁷ Planning (Listed Buildings & Conservation Areas) Act 1990, s48

5. ENHANCEMENT OPPORTUNITIES



5. Enhancement Opportunities

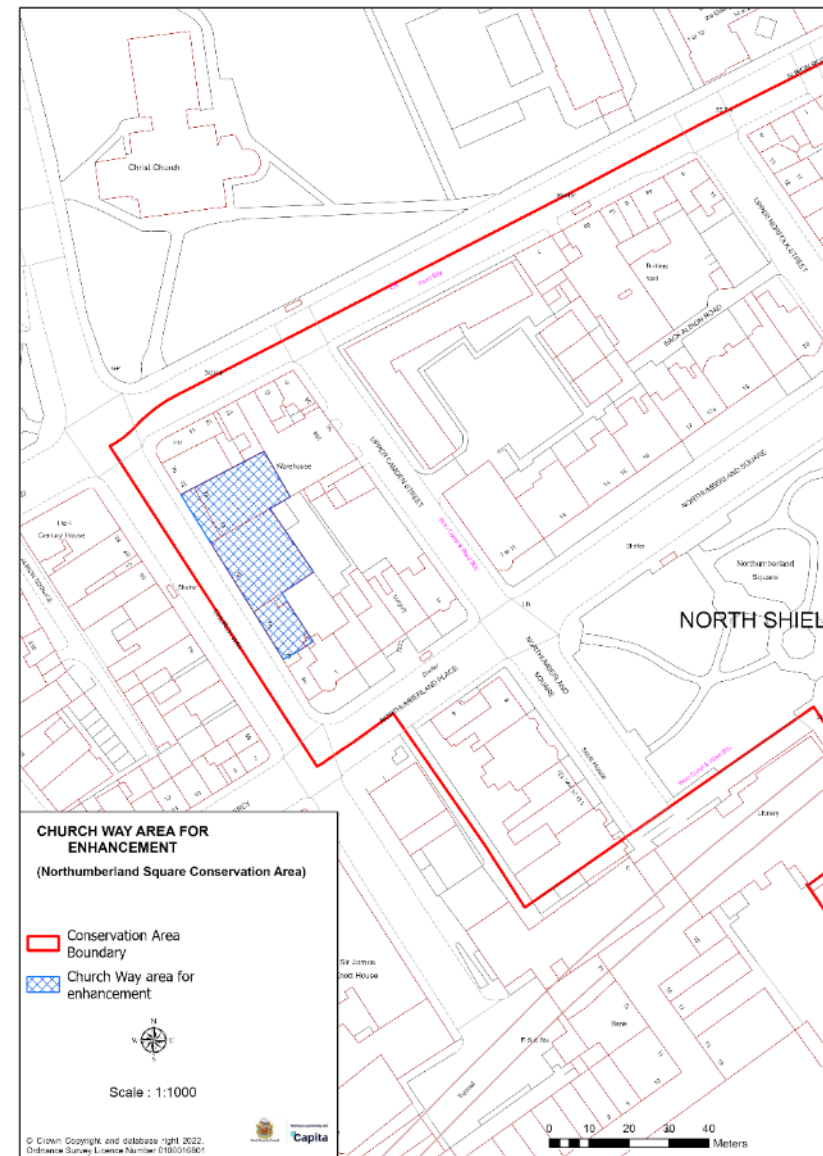
5.1 Introduction

Based upon the discussion in section 4, the information within the adopted Character Appraisal and the potential opportunities that exist in the conservation area, the Council propose the following for future enhancement.

5.1.1 Church Way

There are parts of Church Way where the development does not reflect the established character and appearance of the conservation area. Historic maps show that this part of the conservation area never featured a uniform terrace but appeared to contain service and functional buildings, including a smithy. Over time the amount of development and its appearance has changed (see historic maps below). Whilst the current varied appearance does reflect this, the scale, style and finish of some properties do represent harm to significance. The scope of the potential for change here ranges from relatively small-scale cosmetic work (such as removal of bright paint and replacement of plastic fascias), to addition of pitched roofs, or redevelopment that would introduce buildings of a scale and appearance that would sit more comfortably within the conservation area.

It is noted that there are several operational businesses here. Any proposals for enhancement would be carried out in partnership with business and land owners.



5.1.2 Albion Road

Albion Road forms the northern boundary of the conservation area and is important in views towards the conservation area and as a gateway into it. The part of Albion Road within the boundary is made up of commercial premises and some residential use, often in the units above.

There are many good quality shopfronts and properties that are of interest due to their history or architecture. However, the appearance and condition of several of the properties are suffering due to a lack of maintenance or poor design choices.



Left: OS Map surveyed 1894, showing the service and functional uses on Church Way.
Right: OS Map surveyed 1937/8, showing more infill of varying scales.
Used with permission of the National Library of Scotland



East side of Church Way



Recessed shopfront doorways with tiled and terrazzo entries on Albion Road

Albion Road is a main traffic route in this part of North Shields, and the street can feel car dominated. The buildings are located up to the edge of the pavement and, with the lower environmental quality of the properties and public realm, the experience in this part of the conservation area is not as positive as elsewhere.

Significant environmental and social improvements could be achieved through the following potential enhancement opportunities:

- **Shop front improvements.** There are several good quality features in place which, with some relatively small modifications, could be greatly enhanced. Production and dissemination of guidance that outlined the importance of appropriate materials, architectural detailing, rhythm and proportion could be beneficial⁵⁸. The main part of Albion Road that could benefit from such an approach would be the stretch between nos.4 and 7.
- **Building improvements.** Some properties would benefit from repair to improve condition and works to reinstate traditional appearance. This would include removal of modern render/paint, replacement of plastic windows and doors, and repair/reinstatement of traditional roof coverings.
- **Facilitate sustainable uses on the upper floors.** Working with property owners to remove any vacancy and support new uses, including residential use, could assist in ongoing maintenance and vibrancy.
- **Paving improvements.** The current pavement treatment is made up of modern concrete square flags with mismatched infill repair. Good quality, matching materials along the pavement would greatly enhance the appearance.
- Subject to highway feasibility, **pavement widening** could be explored that could reduce the feeling of road dominance, allow for greater appreciation of the buildings,

and make the pedestrian experience more inviting. There could be scope to introduce street trees to soften the atmosphere.



Example of pavement widening with street trees
Source: Barnet Residents Association

⁵⁸ Gateshead Borough Council's Coatsworth Conservation Area Shopfront Design Guide Supplementary Planning Document is an excellent example to take guidance from

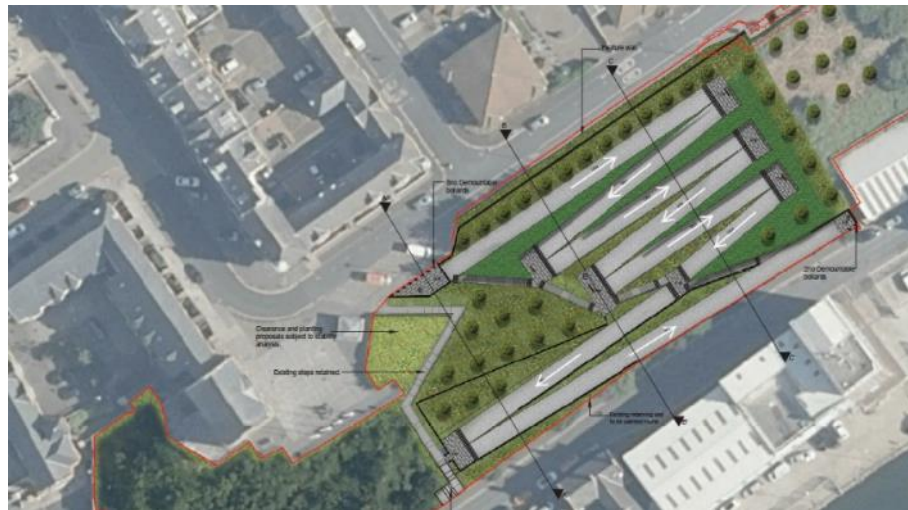
<https://www.gateshead.gov.uk/media/1771/Coatsworth-Road-Design-Guide/pdf/Coatsworth-Road-Design-Guide.pdf?m=63666906315600000>

5.1.3 Connectivity to the Riverside

As part of the Council's regeneration plans for North Shields, an embankment walkway is proposed between Tyne Street at the southern end of the conservation area, down the bank to Bell Street. It will feature routes that are step-free and steps with handrails, along with planting and artwork.

The walkway will support Howard Street's role as the main town centre pedestrian link to the riverside, aiming to increase the attraction and vibrancy of the Fish Quay, New Quay and the Northumberland Square conservation areas.

The walkway was granted planning permission in August 2022 and it is hoped the project will be complete in 2024.



Proposed walkway linking the town centre and the riverside

5.1.4 Re-ordering Tiled Façade of 54 to 67 Howard Street

Numbers 54 to 67 at the northern end of Howard Street, forming the gateway to Northumberland Square, have heavily altered façades with the addition of ceramic tiles. The poor quality and prominence are highlighted by directly abutting the grade II listed St. Columba's Church. This run of properties has a negative impact on the townscape, and indeed was highlighted in the public consultation responses with PlaceCheck as an opportunity for improvement. A scheme for authentic façade reinstatement associated with railing installation is to be actively encouraged.



Tiled properties at the northern end of Howard Street



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Strategic Environmental Assessment Screening Statement

Draft Northumberland Square
Conservation Area Management
Strategy Supplementary Planning
Document

North Tyneside Council
May 2023



Introduction

A Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document (SPD) has been prepared by North Tyneside Council, with the intention of being approved by North Tyneside Council's Cabinet.

The Council has a statutory duty in exercising its planning powers to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. It also has a duty, from time to time, to draw up and publish proposals for preservation and enhancement, and to consult local people on them¹. The SPD would help to fulfil this duty.

The SPD would support the delivery of the High Streets Heritage Action Zone (HAZ) scheme for the Northumberland Square conservation area. The HAZ scheme, funded by Historic England, aims to support physical improvements to the historic and built environment, which in turn would facilitate more varied and vibrant uses for the area, including cultural, leisure and tourism uses. A key focus is for community participation and for increased understanding of and involvement in the heritage and culture of the area.

The SPD would also form a basis for day-to-day decision-making and guidance for the management of the area in the future.

The SPD would supplement and provide further guidance on the implementation of North Tyneside Local Plan 2017 policies. The policies within the Local Plan that are most relevant are:

- S2.1 Economic Growth Strategy
- DM6.1 Design of Development
- DM6.2 Extending Existing Buildings
- DM6.3 Advertisements and Signage
- S6.4 Improving Image
- S6.5 Heritage Assets
- DM6.6 Protection, Preservation and Enhancement of Heritage Assets
- AS8.11 The North Shields Sub Area
- AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre
- AS8.14 North Shields Town Centre Public Realm

Purpose of this document

The purpose of this document is to outline North Tyneside Council's consideration of whether the SPD should be subject to a Strategic Environment Assessment (SEA) in accordance with the regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004 ("the regulations").

¹ Planning (Listed Buildings & Conservation Areas) Act 1990, s72 and s71



Strategic Environmental Assessment Screening Determination

The requirement for a SEA is set out in the government's practical guidance on applying European Directive 2001/42/EC ("the SEA Directive") and the regulations. These documents place an obligation on responsible authorities to undertake an SEA on any land use plan or programme that sets the framework for future development consent of projects.

North Tyneside Council's Local Plan was adopted in July 2017. The Local Plan was prepared in accordance with national guidance and the requirements of the SEA Directive and the regulations. The Local Plan was subject to an integrated Sustainability Assessment (SA) and SEA and an Equality Impact Assessment (EIA).

The regulations exempt plans and programmes from assessment "when they determine the use of small areas at local level or are minor modifications to the above [existing] plans or programmes..." (Regulation 5(6)). This screening report assesses if the SPD would have significant environmental effects that have not already have been assessed during the preparation of the Local Plan.

The Screening Process

To assess whether an SEA is required the Responsible Authority (North Tyneside Council) must undertake a screening process based on a standard set of criteria. Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full SEA, it must prepare a statement showing the reasons for this determination.

This must be subject to consultation with Historic England, the Environment Agency and Natural England. Following consultation, the results of the screening process must be detailed in a Screening Statement, which will be made available to the public.

Key to the screening decision is the determination of whether the SPD would be likely to have significant environmental effects, using the criteria set out in Annex II of the SEA Directive. These criteria can be used to determine the likely significance of effects and are set out in the following Figure 1, alongside North Tyneside Council's response in relation to the SPD.



Figure 1

SEA Directive Criteria	Would there be a significant effect?	Justification
<i>1) Characteristics of the Draft Northumberland Square Conservation Area SPD</i>		
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	No	The SPD would provide more detail to the policies established within the Local Plan, which has itself been subject to SA incorporating SEA and HRA. The SPD would set a framework for the preparation and determination of planning applications in the context of the adopted policies within the Local Plan. It sets out a potential range of relatively small-scale regeneration projects, all of which are in line with those already assessed as part of the Local Plan.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	No	The SPD would be at the lower tier of the development plan hierarchy, as it sits below the Local Plan. The purpose of the SPD is to supplement the policies in the Local Plan.
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	No	The SPD would provide further detail to the policies within the Local Plan. Conservation principles of retain, repair and recycle, which are supported in the SPD, are consistent with environmental sustainability.
(d) environmental problems relevant to the plan or programme.	No	The SPD would not create or exacerbate any environmental problems. The effect would not differ significantly from that assessed as part of the SA/SEA of the Local Plan.
(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	No	The SPD would not be directly relevant to implementation of Community (EC) legislation. The SPD would provide more detail to the policies established within the Local Plan, which complies with the legislation.



<i>2) Characteristics of the effects and of the area likely to be affected</i>		
(a) the probability, duration, frequency and reversibility of the effects.	No	The SPD would provide more detail to the policies established within the Local Plan, which has itself been subject to SA incorporating SEA and HRA. The anticipated effects would be the delivery of positive changes to the local environment. The SPD advocates good maintenance, management and partnership working, and so it is anticipated that the positive effects would be permanent.
(b) the cumulative nature of the effects.	No	The impact of this SPD is likely to be positive, affecting a small area at local level, therefore it is anticipated that any cumulative impacts will tend to be positive.
(c) the trans-boundary nature of the effects.	No	This SPD will cover a relatively small area at local level therefore it is unlikely to have any significant trans-boundary effects.
(d) the risks to human health or the environment (for example, due to accidents).	No	There are no perceived risks to human health or the environment arising from the SPD.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).	No	This SPD covers a small area and would only have local geographic impacts. The area has a residential population and a number of people either work in the area or visit it daily.
(f) the value and vulnerability of the area likely to be affected due to: (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	No	This SPD applies to the Northumberland Square conservation area and aims to preserve or enhance its historic and cultural characteristics. The SPD would provide more detail to the policies established within the Local Plan.
(g) the effects on areas or landscapes which have a recognised national,	No	The SPD would not apply to landscapes of recognised national, community or international protection status.



Community or international protection status.		
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Statement of Reasons for Determination

On the basis of the screening process, it is North Tyneside Council's opinion that the impact of the SPD, through responses to the SEA Directive Criteria, would not result in any significant environmental effects beyond those already assessed as part of the preparation of the Local Plan.

The SPD would not be setting new policy; it would provide further guidance on policies contained within the Local Plan. Therefore, the SPD would not require a SEA.



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North Tyneside Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document

Habitat Regulations Assessment Screening Statement

North Tyneside Council
May 2023



Draft Northumberland Square Conservation Area Management Strategy Supplementary Planning Document

The Northumberland Square Conservation Area Management Strategy Supplementary Planning Document (SPD) would assist North Tyneside Council (the Council) in fulfilling its statutory duties in respect of conservation areas, principally the duties to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, and to draw up, consult upon and publish proposals for their preservation and enhancement¹.

The SPD would support the delivery of the High Streets Heritage Action Zone (HAZ) scheme for the Northumberland Square conservation area. The HAZ scheme, funded by Historic England, aims to support physical improvements to the historic and built environment, which in turn would facilitate more varied and vibrant uses for the area, including cultural, leisure and tourism uses. A key focus is for community participation and for increased understanding of and involvement in the heritage and culture of the area.

The SPD would also form a basis for day-to-day decision-making and guidance for the management of the area in the future.

The SPD would supplement and provide further guidance on the implementation of North Tyneside Local Plan 2017 policies. The policies within the Local Plan that are most relevant are:

- S2.1 Economic Growth Strategy
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- AS8.11 The North Shields Sub Area
- AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre
- AS8.14 North Shields Town Centre Public Realm

European Sites

It is necessary to avoid adverse impacts upon habitats and species of European nature conservation importance (“European Sites”). European Sites are protected under the European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (the “Habitats Directive”). The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These comprise of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Additionally, it is a matter of policy throughout the UK that Ramsar sites identified through the Ramsar Convention (1971) should receive the same protection. The Conservation of Habitats and Species Regulations 2017 (the “Habitats Regulations”) transpose the Habitats Directive in England and Wales.

¹ Planning (Listed Buildings & Conservation Areas) Act 1987 s72 and s71



The Habitats Directive requires Habitats Regulations Assessment (HRA) screening and, if necessary, Appropriate Assessment (AA) to be undertaken on proposed plans or projects that are likely to have a significant effect on one or more European Sites either individually, or in combination with other plans and projects.

The AA carried out for the Local Plan² advised that the Northumbria Coast SPA/Ramsar and Durham Coast SAC are the sites where likely significant effects as a result of increased recreational disturbance may occur. The AA concluded that implementation of the Local Plan could cause adverse impacts to the Durham Coast SAC and particularly to the Northumbria Coast SPA /Ramsar through residential pressure within a local catchment and visitor pressure from a wider catchment. This would arise from development particularly within a 6km buffer zone of the coast, but also with some impacts from a wider catchment. The AA therefore identified that appropriate mitigation would be required for development to take place without leading to adverse impact.

Local Plan policy DM5.6 *Management of International Sites* recommends a range of actions and mitigation that would be appropriate to avoid or reduce adverse impacts upon European Sites. To be most effective over the longer term, a strategic approach to manage impacts at the coast has been established in the Coastal Mitigation SPD.

Habitat Regulations Assessment Screening and Appropriate Assessment

Section 63 of the Habitats Regulations sets out that a competent authority, before deciding to undertake, or give any consent for a plan or project must make an AA of the implications of the plan or project if it is likely to have a significant effect on a European site, unless it is not directly connected with or necessary to the management of that site.

The SPD would provide a basis for decision-making and sets out some regeneration projects that would be implemented at a local level. Nothing within the SPD would extend beyond the scope of the policy framework set out within the Local Plan, which has been subject to full assessment of its likely effects.

A Strategic Environmental Assessment screening has been carried out alongside this HRA screening that concludes that there are unlikely to be significant environmental effects arising from the proposed SPD beyond those already assessed as part of the preparation of the Local Plan.

For these reasons, North Tyneside Council has screened out the SPD from further stages of the HRA process.

² North Tyneside Council Local Plan Habitat Regulations Assessment - Appropriate Assessment, March 2017, Capita <https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/Habitat%20Regulations%20Assessment%20March%202017.pdf>

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North Tyneside Council

Report to Cabinet

Date: 26 June 2023

Title: 2022/23 Finance Outturn Report

Portfolios: Elected Mayor Finance and Resources	Cabinet Member: Dame Norma Redfearn DBE Councillor Anthony McMullen
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Report from Service

Area: Finance

Responsible Officer: Jon Ritchie, Director of Resources Tel: 643 5701

Wards affected: All

PART 1

1.1 Executive Summary

- 1.1.1 This report summarises the financial outturn position for the Authority for the financial year ending 31 March 2023. It also deals with a number of procedural matters as the Authority moves into the new financial year.
- 1.1.2 The Authority's draft Statement of Accounts (the Accounts) for 2022/23 was due to be presented to the Audit Committee for approval on 31 May 2023. However, as reported to the Audit Committee, there have been a number of national accounting matters that have delayed the audit of the 2021/22 Statement of Accounts and consequently the production of the 2022/23 Statement of Accounts. Therefore, the outturn figures contained in this report are provisional until the completion of the Accounts over the summer.
- 1.1.3 The Accounts are a statutory document which set out the Authority's financial position and performance for the year in a series of formal

statements prepared according to a specific statutory and regulatory framework, which makes it a very technical document. As in previous years, this report sets out the Authority's financial performance in an outturn report which reflects the Authority's structure and the reports presented to Cabinet throughout the year.

- 1.1.4 The Authority continues to see areas of pressure across Adult and Children's Social Care, but there are also significant impacts on income particularly across Sport and Leisure Services, Home to School Transport and Catering Services.
- 1.1.5 In addition to pressures seen in previous financial years, a number of global issues emerged during the financial year, which added significant financial strain to the Authority's budgets.
- 1.1.6 In recognition of these pressures, the Authority planned to apply contingencies and central funding to support the position. These balances have now been applied to the Service outturn positions.
- 1.1.7 In January, the Authority reported the gross pressure faced as £22.872m, mitigated to £8.086m with the application of contingencies and central support funding. The provisional outturn position for 2022/23 is an overspend of £6.081m, an improvement from January of £2.005m.
- 1.1.8 As communicated in previous reports to Cabinet and full Council, it is proposed to deal with the £6.081m overspend via a drawdown from the Strategic Reserve. After the final transfers, the General Fund Revenue Account shows spend on Budget for 2022/23, with a reduced closing balance on the Strategic Reserve of £6.345m and unchanged General Fund balances of £7.000m.
- 1.1.9 The 2023-2027 Medium Term Financial Plan and the 2023/24 Budget included a higher than usual level of contingency budgets due to the timing of the Local Government Finance Settlement. The report sets out the proposed allocation of these contingencies, which supports areas of the budget that face significant financial pressure, such as Adult and Children's social care. The Authority are now in receipt of the Social Care grant conditions and have applied the funding in line with the national guidance that has been received. Further details of the planned allocation can be found in section 6 of the Annex to this report.
- 1.1.10 School balances have decreased from a surplus of £3.398m at the start of the financial year to a deficit of £0.382m as at 31 March 2023. Within

this, 16 schools were in a deficit position. Whilst most of these are marginal deficits, four schools had a deficit totalling £12.459m. This continues to be monitored closely and the majority of schools in a deficit position during the year had additional support by way of peer-to-peer advice through the Department for Education's School Resource Management Advisers (SRMA). Further details are contained in Section 2 of the Annex.

1.1.11 The Housing Revenue Account (HRA) has year-end balances of £3.315m. The HRA shows an underspend of £0.185m against the in-year 2022/23 Budget, together with a £0.061m improvement in the budgeted brought forward balances, which cumulatively brings the HRA to £0.246m better than the budgeted position for 2022/23. Further details are given in Section 3 of the Annex.

1.1.12 The initial approved Investment Plan for 2022/23 was £64.431m. Net variations and reprogramming of £22.885m were approved by Cabinet during 2022/23 to give a revised Investment Plan of £87.316m. Capital expenditure for the year was £77.442m (88.69% of the revised plan). This outturn includes further reprogramming of £9.781m and variations relating to gateway approvals and grant determinations of £1.698m for the 2022-2027 investment plan as shown in Section 4.

1.2 Recommendations:

It is recommended that Cabinet:

- a) Notes the provisional 2022/23 outturn for the General Fund, Schools Finance and Housing Revenue Account (Annex 1, Sections 1, 2 and 3) together with a financial overview of the year;
- b) Notes the decisions made under the Reserves and Balances Policy (Paragraph 1.5.8, and Appendix A);
- c) Notes the Authority's Investment Plan spend during 2022/23, and the associated capital financing (Annex 1, Section 4);
- d) Approves the permanent allocation of centrally held contingencies (Annex 1, Section 6);
- e) Approves the receipt of £0.649m new revenue grants;
- f) Approves reprogramming of £9.781m within the 2022/23 Investment Plan (Annex 1, Section 4, Paragraph 4.22 and Appendix C);

- g) Approves variations of £1.698m to the Investment Plan (Annex 1, Section 4, Paragraph 4.22);
- h) Notes the Authority's Treasury Management performance (Annex 1, Section 5); and,
- i) Notes the Authority's performance against the Capital and Treasury prudential indicators (Annex 1, Section 5 and Appendix D).

1.3 Forward Plan

Twenty-eight days' notice of this report has been given and it first appeared on the Forward Plan that was published on 12 May 2023.

1.4 Council plan and policy framework.

The budget is part of the Authority's Budget and Policy Framework.

1.5 Strategic Management of the Authority's Budget

- 1.5.1 Whilst statutorily the Authority's Budget and Statement of Accounts must be prepared annually, the pressures and opportunities that the Authority faces often extend across several accounting years. Decisions taken in one year may be felt in subsequent periods. One of the benefits of the Authority's regular Budget monitoring process is that issues can be identified early in the year and action taken to address them. The outcomes of these actions can then inform both Budget-setting and preparation of the Financial Statements. Budget-setting, Budget management and the Financial Statements can therefore be seen as related parts of a continuous process of financial management by the Authority. This part of the report sets out some of the key strategic issues managed by the Authority during 2022/23.

1.5.2 General Fund

- 1.5.2.1 The Budget for 2022/23 was approved by full Council at its meeting of 17 February 2022. The net General Fund Budget was set at £163.512m including efficiency savings of £7.257m to be achieved in year.
- 1.5.2.2 The Budget Monitoring report up to 31 January 2023, considered by Cabinet on 27 March 2023, projected a pressure of £8.086m. Following further work by Cabinet Members and officers, the final outturn position is an overspend of £6.081m, an improvement of £2.005m.
- 1.5.2.3 Table 1 below shows the budget monitoring variances by Directorate.

- 1.5.2.4 As set out in the 2023/24 Budget report to Council in February 2023, it is proposed to fund the 2022/23 overspend from the Strategic Reserve, with plans included over the 4-year period of the MTFP to replenish these reserves. When this final transfer is included, the General Fund will breakeven for 2022/23.
- 1.5.2.5 As part of the statutory reporting regulations there is a requirement to ensure that there is a clear audit trail between the figures reported to Cabinet and those published in the Statement of Accounts. The outturn therefore includes a series of year-end accounting adjustments which, whilst having no impact on the final overall position against the Budget, provide a link from the outturn reported to Cabinet to the published accounts. These adjustments include:
- Adjusting both budget and actual positions for support services. This has no impact on variances;
 - Adjusting the service positions for actual (rather than budgeted) capital expenditure items; and,
 - Adjusting the service positions for the impact of Private Finance Initiatives (PFI) which has reduced the reported costs of the services by £7.032m and has had the opposite impact on the corporate budget lines.

As in previous years, these accounting adjustments were not included in the previously reported forecasts presented to Cabinet.

- 1.5.2.6 Table 1 below shows the variance between the outturn to be published in the Statement of Accounts and the Budget and shows the adjustments required to allow comparison of the provisional outturn for Cabinet to the last reported position:

1.5.2.7 Table: 1 2022/23 General Fund Revenue Forecast Outturn as at 31 March 2023

Services	Budget	Actual Outturn	Variance	Accounting Adjustments	Adjusted Variance	Jan Variance	Variance Change since Jan
	£m	£m	£m	£m	£m	£m	£m
Adult Social Care	56.809	57.939	1.130	0.000	1.130	3.792	(2.662)
Children, Young People & Learning	25.753	35.072	9.319	(0.453)	8.866	14.635	(5.769)
Public Health	1.799	3.675	1.876	(1.876)	0.000	0.000	0.000
Commissioning and Asset Management	8.255	21.708	13.453	(8.504)	4.949	5.924	(0.975)
Environment	40.048	35.979	(4.069)	3.871	(0.198)	1.498	(1.696)
Regeneration and Economic Development	11.053	11.719	0.665	(0.416)	0.249	0.193	0.056
Corporate Strategy	1.530	2.357	0.827	(0.320)	0.507	0.524	(0.017)
Chief Executive's Office	(0.069)	(0.158)	(0.089)	0.000	(0.089)	(0.074)	(0.015)
Resources	5.233	6.670	1.437	0.020	1.457	1.656	(0.199)
General Fund Housing	2.144	2.661	0.517	0.000	0.517	0.373	0.144
Central Items	(9.224)	(28.210)	(18.985)	7.678	(11.307)	(13.407)	2.100
Support Services	20.181	20.181	0.000	0.000	0.000	0.000	0.000
Table 2 Offsets	0.000	0.000	0.000	0.000	0.000	(7.028)	7.028
Total Authority	163.512	169.593	6.081	0.000	6.081	8.086	(2.005)

Main Movements from Previous Reported Forecast Variance (January Report)

1.5.2.8 Comparing the adjusted outturn variance to the previously reported January forecast outturn shows an overall improvement of £2.005m, with two key elements within this movement. Firstly, the previously reported figure of additional central support of £7.028m has been distributed over the various services as shown in Table 2 below. Secondly, there have been operational movements between January and March and explanations for these movements are itemised in Table 2 with additional narrative provided below for the material changes. More detailed explanations of the outturns are contained in Section 1 of the annex to this report.

1.5.2.9 **Table: 2 Summary of movements between January position and March outturn as at 31 March 2023**

Services	Central Funding	Operational Movement	Total Movement
	£m	£m	£m
Adult Social Care	0.000	(2.662)	(2.662)
Children, Young People & Learning	(5.235)	(0.534)	(5.769)
Public Health	0.000	0.000	0.000
Commissioning and Asset Management	(1.000)	0.025	(0.975)
Environment	(1.553)	(0.143)	(1.696)
Regeneration and Economic Development	(0.013)	0.069	0.056
Corporate Strategy	0.000	(0.017)	(0.017)
Chief Executive's Office	0.000	(0.015)	(0.015)
Resources	0.000	(0.199)	(0.199)
General Fund Housing	0.000	0.144	0.144
Central Items	0.773	1.327	2.100
Table 2 Offsets	7.028	0.000	7.028
Total	0.000	(2.005)	(2.005)

Adult Social Care (ASC)

1.5.2.10 The provisional outturn position for ASC has seen an improvement of £2.662m. The improvement is primarily a result of additional income being received, namely:

- £0.650m additional Integrated Care Board (ICB) income for mental health resettlement, agreed in March 2023;
- £0.400m due to increased focus on the recovery of unspent Direct Payments and Individual Service Funds;
- £0.365m income adjustment for Deferred Payment accounts; and
- £1.120m increased client contributions due to increased focus on income collection, full year effect of minimum funding guarantee changes and the gradual return to business as usual for charging clients following the end of Covid funding.

Children, Young People and Learning (CYPL)

1.5.2.11 The provisional outturn for CYPL is an improvement of £5.769m since the January report, however £0.534m relates to operational movements. The service continued to see increased pressure in supported accommodation, but this was mitigated with underspends in other areas, namely;

- £0.175m reduction in spend on short break care and associated activities due to lack of suitable provision;
- £0.133m reduction in spend on School Improvement due to reduced staffing and energy forecasts;
- £0.286m reduction in spend on staffing within Early Help & Vulnerable Families team due to the level of vacancies and additional staff leaving the service.

Environment

1.5.2.12 The provisional outturn position for Environment improved by £1.696m of which £0.143m relates to operational movements from the January. The main changes being an improvement in reduced charges from the Recycling Disposal Contract offsetting some higher than forecast pressures in Fleet and Sport & Leisure.

Regeneration & Economic Development (R&ED)

- 1.5.2.13 The provisional outturn position for R&ED is a worsening of £0.056m, with an adverse operational movement of £0.069m relating primarily to income pressures to Swans Centre for Innovation (CFI).

Resources

- 1.5.2.14 The provisional outturn for Resources improved by £0.199m from January as a result of the allocation of the 2022/23 Pension Cap & Collar payment relating to the Equans Partnership partially offset by increased coroners' costs and increased expenditure on locums in Legal Services.

General Fund Housing

- 1.5.2.15 The provisional outturn position for General Fund Housing worsened by £0.144m from January due to additional expenditure linked to public building repairs, which has seen an overall overspend against budget of £0.597m. This has been offset by a one-off £0.150m contribution from Reserves as agreed during the 2022/23 Budget-setting process.

Central Items

- 1.5.2.16 The provisional outturn position for Central Items has worsened by £2.100m with £1.327m being attributable to operational movements. The main movements are a £2.269m worsening in contingent rents linked to the Authority's Private Finance Initiative (PFI) schemes offset by £0.942m of improvements from additional new burdens funding, savings from the salary sacrifice schemes and improvements to the bad debt provision.
- 1.5.2.17 Contingent rent is an annual accounting adjustment as required by the CIPFA Code of Practice which allocates a proportion of any inflationary increases to the elements of the Unitary Charge linked to capital financing. It is calculated at year-end as part of the Unitary Charge reconciliation and transfers costs incurred and budgeted for by the relevant service to the Authority's central budget for capital financing expenditure. The level of contingent rent in 2022/23 is driven by the high inflationary environment and increases to the contractual RPI (Retail Price Index) adjustment which is present in each of the Authority's PFI contracts.

1.5.3 Delivery of Budget Savings Proposals

- 1.5.3.1 New savings of £4.720m were agreed as part of the Budget approved by full Council in February 2022 taking the total savings the Authority has had to find in the eleven years following the 2010 Comprehensive Spending Review (CSR) to £134.268m.
- 1.5.3.2 The governance structure of the Efficiency Savings Programme included a monthly review of progress by the Senior Leadership Team (SLT). In addition, in-year budget and performance progress meetings were held between officers and Cabinet Members to consider progress and actions being taken to deliver savings. The variations in relation to the savings are outlined in the paragraphs below and more detail was included in regular reports on this topic to Overview Scrutiny and Policy Development Committee.
- 1.5.3.3 The new savings of £4.720m are combined with £2.537m of brought forward targets that still required a permanent solution from previous years, meaning the overall target to achieve in 2022/23 was £7.257m. These savings are factored into Table 1 above but are shown separately in this section for transparency.

1.5.3.4 Table 3 – Efficiency Savings Programme 2022/23

Service	B/F Balances £m	2022/23 Business Cases £m	2022/23 Target £m	Projected Delivery £m	In Year Actions £m	Yet to be achieved £m
Adults	0.000	0.950	0.950	0.950	0.000	0.000
Children's	2.373	0.850	3.223	0.471	0.393	2.359
Environment	0.000	0.520	0.520	0.520	0.000	0.000
C&AM	0.164	0.582	0.746	0.232	0.218	0.296
Resources	0.000	1.563	1.563	1.563	0.000	0.000
Central	0.000	0.255	0.255	0.255	0.000	0.000
TOTAL	2.537	4.720	7.257	3.991	0.611	2.655

- 1.5.3.5 Adult Services achieved the full £0.950m target. Within the Children, Young People and Learning (CYPL) pressure of £8.866m reported earlier, £2.359m relates to the non-achievement of savings targets. In the previous financial year these savings have been significantly impacted by Covid-19 and as such, achievement has been supported by Central Government Covid-19 grants. With these grants no longer available in

2022/23 and on-going demand-led pressures already impacting the service, these CYPL savings remained unachieved in 2022/23.

- 1.5.3.6 Within Commissioning & Asset Management, £0.400m of cross-cutting 2022/23 savings are held, of which £0.100m relating to Energy Management and £0.032m relating to Supply Chain have not been achieved in-year. A further £0.168m of savings related to school catering has also not been achieved in-year. The unachieved savings are included in the forecast pressure in Table 1.
- 1.5.3.7 All savings in the other service areas are achieved.

1.5.4 Schools Finance

- 1.5.4.1 Schools have concluded their 2022/23 accounts closure in line with the Local Scheme for Financing Schools and the Authority's revised year-end timetable. Collective school balances in North Tyneside maintained schools decreased from a surplus of £3.398m at the start of the year to a closing deficit of £0.382m. This position is significantly better, by £5.151m, than the forecast at the start of the year when the outturn was expected to be an overall deficit of £5.533m. The most recent monitoring performed with schools during the year and completed in Spring 2023 showed an overall forecast deficit balance of £4.419m.
- 1.5.4.2 Cabinet will be aware that under legislation, schools retain a high degree of autonomy when setting budgets unless they are in a deficit position. Therefore, whilst the Authority can advise schools on the adequacy of balances, it cannot intervene. Schools have been reminded of the need to forecast as accurately as possible so that decisions are taken in the light of accurate budget projections.
- 1.5.4.3 Cabinet will recall from the previous finance updates that some individual schools expected to face significant financial challenges. During the year, the Authority and Schools Forum paid particular attention to those schools with approved deficits. For 2022/23 and in a change to the usual deficit challenge process the Education and Skills Funding Agency (ESFA) offered support to schools in the form of School Resource Management Advisors (SRMAs). For the four schools new to deficit, along with Beacon Hill and Monkseaton High School, the SRMAs worked through the schools' finances and management structures and provided feedback sessions to those schools with an overall report for both the Authority and each individual school.

1.5.4.4 Maintained schools are expected to submit their 2023/24 3 year budget plans to the Authority no later than 31 May. Building on the work that has been undertaken in 2022/23 with the SRMAs the Authority will continue to work with those schools facing financial difficulty to ensure that they have robust recover plans in place for improvement. This will continue to be monitored closely and regular updates will be given to both Cabinet and Schools Forum during 2023/24.

1.5.5 Housing Revenue Account

1.5.5.1 The provisional Outturn position for the HRA is materially unchanged from that reported to Cabinet in January 2023, with an in-year betterment against budget of £0.185m, down from £0.187m. When added to the brought forward balances improvement of £0.061m, results in an overall underspend against budget of £0.246m compared to £0.248m in January 2023. The overall position masks some significant additional pressures relating to repairs costs, pay awards and utility costs across Sheltered schemes, which were compensated for in-year by improvements in rent and service charge income, reduced call on Bad Debt Provision and savings in vacancies and pension strain on the fund costs.

1.5.6 Investment Plan

1.5.6.1 During 2022/23 the Authority has invested £77.442m in improving assets within the Borough as part of the continued delivery of the approved Investment Plan.

1.5.6.2 The Outturn has resulted in proposed re-profiling to future years of £9.781m, reflecting the latest delivery programmes on a number of committed schemes, along with variations of a further £1.698m, primarily through the anticipated receipt of additional external resources.

1.5.6.3 Financing the 2022/23 Investment Plan has required Authority borrowing of £10.793m (14% of the overall capital investment) which will result in charges to the revenue budget in future years relating to making Minimum Revenue Provision and external interest payments.

1.5.7 Treasury Management

1.5.7.1 There has been an increase in the level of actual external borrowing (excluding PFI) from £397.443m at 31 March 2022 to £427,443 at 31 March 2023. The level of internal funding remains high at £68.532m at 31 March 2023 (£102.013m at 31 March 2022), in line with the Authority's Treasury

Management Strategy as this subsequently avoids external interest charges wherever possible.

- 1.5.7.2 As at 31 March 2023 the Authority had Treasury investments of £39.531m. During 2022/23, £0.891m was generated through interest earned on investments, of which £0.286m relates to income earned on HRA balances. The Authority invests in line with Chartered Institute of Public Finance Accountancy (CIPFA) guidance, maintaining a low-risk approach to investments.

1.5.8 Reserves and Outlook

- 1.5.8.1 It has been highlighted previously by the Chief Finance Officer that, whilst the Authority has a sustainable financial outlook, it has a relatively low level of reserves. The level of uncertainty for funding Local Government Finance beyond 2022/23 alongside the uncertain short-term implications of national and global issues is of concern when considering the financial sustainability of the Authority, particularly when taken in the context of funding reductions the Authority has managed since 2007/08.
- 1.5.8.2 Another area of significant risk is around inflation and the impact that will have on key expenditure around utilities and waste disposal, as well as the impact it will have on the supply chain and costs of materials for Capital projects, HRA projects and general goods and services within revenue. The Consumer Price Index (CPI) rate in April 2022 was 9%, by March 2023 this had risen to 10.1%. Whilst CPI has fallen back to 8.7% (for the 12 months to April 2023), current forecasts are for high inflation rates to continue into at least the early periods of 2023/24.
- 1.5.8.3 The ringfenced Dedicated Schools Grant (DSG) is received from the Government and administered by the Authority and is the main source of income for the schools budget. The DSG first fell into deficit during 2017/18 and it is an important element of the financial management of the Authority that the DSG is not in a deficit position. As a result, there has been action to address the deficit working collaboratively with Schools Forum, especially to address the increasing numbers of children with special needs entering the education system.
- 1.5.8.4 As previously reported to Cabinet, these deficits have come under increasing scrutiny from the Department for Education (DfE) and in July 2022, the Authority was invited to take part in the Safety Valve Intervention Programme.

- 1.5.8.5 The Authority's DSG Management Plan, agreed in advance with parents and carers, children and young people, and partners from across education, health, and care, was submitted in February 2023. Without further action, the High Needs block cumulative deficit was forecast to be in the region of £19.500m by 2027/28. The Authority's submission was successful, the DfE agreed financial support to the Authority of £19.500m over a 5 year period, with the first payment of £7.800m paid at the end of the financial year 2022/23. In subsequent financial years, subject to compliance with the conditions set in the agreement, the DfE will release the remainder of the £19.500m.
- 1.5.8.6 To support the implementation of the DSG Management Plan, the Authority also submitted a capital build proposal. The Authority has been notified that it will receive £4.600m in June 2023, to support its capital investment programme. The Authority is required to submit a report three times per year, describing the progress that the Authority has made on delivery of the DGS Management Plan
- 1.5.8.7 Many of the current key risks that will impact on future HRA Business Planning, are unchanged from last year, most of which are linked to the current economic climate and high rates of inflation. At the year end, inflation continued to trend around 10%, although indications are that it may start to fall through the year. The rate by which inflation reduces by September will influence next year's rent increase, as they will be based on the September 2023 CPI rate of inflation. This may again lead to Government intervention to cap the size of the rent increase, which Cabinet will recall was capped at 7% for this year.
- 1.5.8.8 The HRA also faces inflationary pressures on the cost of the goods and materials needed to maintain the housing stock, and to meet Cabinet's aspirations to build new homes. HRA planning will consider the affordability of budgets in light of these inflationary pressures and expected rental income.
- 1.5.8.9 The potential impact of the 'cost of living' crisis on our most vulnerable tenants continues to be monitored closely to assess what the full impact of this will be on the rate of increase in the levels of arrears, which have doubled since 2015.
- 1.5.8.10 One other key factor in terms of HRA Business Planning is the number of homes that are managed and the impact of Right to Buy (RTB). Cabinet will know that Government significantly increased the discount rates

attached to RTB back in 2012 to incentivise more sales, but this appeared to have steadied at between 100–120 sales per annum over the last three years. 2021/22 saw the largest number of sales since the changes were introduced at 167, however, 2022/23 saw a return to the previous trend albeit at the upper end at 120 sales. These trends continue to be monitored to assess the potential impact on the resource base and further pressure on our ability to tackle tenant waiting lists. This makes it more important to add to the stock, but as set out above in a much more difficult cost environment.

1.5.8.11 When self-financing was introduced in 2012 the Government effectively fixed the amount of capital receipts that had to be handed over, based on the previous pooling arrangements (75:25 or £1.873m to Government per annum). Around the same time the Government changed the rules on RTB and significantly increased the maximum discounts that could be applied, which led to a surge in RTB sales. The authority signed an agreement back in 2013 with Government that allowed it to keep any surplus receipts above the pooled assumptions, as long as these were used to fund new build within 3 years and funding no more than 30% of the build cost, these rules have subsequently been amended to 5 years and 40%. The Government has just announced that if the authority signs a revised agreement, then for 2022/23 and 2023/24 it can keep the "pooled" amount of £1.873m per annum, as long as we meet the same criteria as for existing "retained" receipts (use within 5 years at a 40% rate to fund new build). The Authority has expressed its intention to sign this agreement and ensure that the additional resources are utilised locally to support Cabinet's Affordable Homes ambitions.

1.5.8.12 Inflation and interest rate risk remain a key component of the capital investment plan and treasury management. The May 2023 Bank of England Monetary Policy Committee (MPC) report projection anticipate inflation has possibly peaked with the expectation of inflation likely to fall sharply from Q2 of 2023. The May MPC report forecasts Bank of England base rate to peak at 4.75% in Q4 of 2023, before falling to 3.5% by 2026. The high inflation and interest environment continues to impact on the capital investment plan from the perspective of increasing costs in goods supply and labour costs. As well as maintaining pressure on interest rates which have a bearing on the cost of borrowing for the Authority going forward.

- 1.5.8.13 Appendix A sets out in detail the movement on Reserves and Balances and despite some increases, the general level of Reserves available to support the Authority's Budget remains relatively low.
- 1.5.8.14 The Strategic Reserve (£6.345m) represents 1.73% of the General Fund 2022/23 gross Budget and 3.88% of the 2022/23 net Budget, with the General Fund balances (£7.000m) added, these represent 3.65% of the 2022/23 gross Budget and 8.16% of the 2022/23 net General Fund Budget. There is no prescribed level of reserves advice by finance bodies with the level being considered in light of risks the Authority faces not just in the current year but looking ahead.
- 1.5.8.15 In recognition of the required use of the Strategic Reserve to balance the 2022/23 financial year, the MTFP includes the planned replenishment of the Strategic Reserve by £9m over the next 4 years.
- 1.5.8.16 The other general fund earmarked reserves total £44.602m, which is a decrease of £15.449m from the 2020/23 position of £60.051m. Of this decrease £9.322m relates to Covid-19 grants where balances held have either been spent as planned or returned to Central Government in line with grant conditions.
- 1.5.8.17 The net movement in HRA reserves and balances is an increase of £2.845m. The HRA reserves have increased by £2.845m to £24.147m in 2022/23 and the HRA balances have remained at a total of £3.501m. Within the HRA reserve total, £21.661m relates to PFI reserves.
- 1.5.8.18 School Balances show a decrease of £3.780m, as set out in section 2 of the Annex to this report, to leave a closing deficit of £0.382m. As at 31 March 2023, the DSG account is showing a net deficit balance of £8.340m. This compares to a deficit balance of £12.851m in 2021/22. The Authority will address the deficit position via the DSG Management Plan as described in 1.5.8.3.
- 1.5.8.19 Cabinet will recall a report titled 'Strategic Partnership Update' was agreed on 23 January 2023. This report agreed to delegate authority to the Director of Resources in consultation with the Cabinet Member for Finance and Resources and the Director of Commissioning and Asset Management to finalise commercial arrangements for the remaining Equans employees within Finance, Human Resources and ICT to return to the control of the Authority. The services wholly return to the Authority on 1 May 2023. Part of the commercial arrangements related to a Termination Fee payable by the Authority. The fee was agreed to be

£3,559,677 and will be payable in 2023/24. This will be funded using part of the earmarked reserve that was created from the minimum revenue provision surplus at the end of 2021/22.

- 1.5.8.20 Continuing risks for 2023/24 include the impact of inflation across a number of areas of expenditure for the Authority. The 2023/24 pay award is expected to be higher than the average of 5.6% seen in 2022/23 and, despite being covered for 2023/24, only 2% per annum is set aside for future years.
- 1.5.8.21 For 2023/24, current projections are that around £3.8m will be needed from contingencies set aside in the 2023–2027 Medium Term Financial Plan (MTFP) for increases in energy costs for Electricity and Gas, what the future direction of travel for this element of expenditure will need to be closely monitored in 2023/24.
- 1.5.8.22 Services such as Catering will be impacted by increases in food prices and energy costs. Due to the increase in fuel costs, transport budgets will need to be closely monitored and home to school transport contracts will need to be negotiated. The cost of waste disposal is also set to increase and new government requirements in relation to food waste will also have to be planned for which has the potential to increase the current contract costs. These risks specifically referred to form part of seventeen workstreams that Finance will support the wider Authority in completing, to help resolve existing pressures, mitigate emerging pressures and identify opportunities for efficiencies. These workstreams will feed into the 2024–2028 MTFP.

1.5.9 New Revenue Grants: The following revenue grants have been received during February and March 2023:

Service	Grant Provider	Grant	Purpose	2022/23 value £m
Childrens, Young People and Learning	Northumbria Police & Crime Commissioner	Violence Reduction Unit Funded Interventions DIVERT	To deliver remote and socially distanced interventions to reduce the risk of vulnerability and violence in communities.	0.020

Service	Grant Provider	Grant	Purpose	2022/23 value £m
Environment	BEIS – Heat Network Delivery Unit	Killingworth Heat Network Detailed Project Development Study	Funding for the Killingworth Heat Network Detailed Project Development Study	0.134
Environment	DEFRA	Biodiversity Net Gain Grant	To further support local planning authorities in their preparations for the introduction of mandatory BNG. Any further funding for this purpose, beyond this period, would be confirmed in due course.	0.027
Public Health	Northumbria Police & Crime Commissioner	Seasonal Violence Funding	To deliver interventions to reduce the risk of seasonal violence in communities.	0.020
Public Health	The Minister of State for the Department of Environment	Air Quality New Burdens Grant	To provide support to local authorities by contributing to reductions in air pollutant emissions and/or concentrations in areas throughout England.	0.012
Public Health	Geoplace	Public Sector Geospatial Agreement (PSGA) payments 2022/23	Funding to focus on a number of data improvement criteria put forward from PSGA users via the Geospatial Commission.	0.005
General Fund Housing	Department for Levelling Up, Housing and Communities	Homelessness LA/North Tyneside Council	Support to deliver services to prevent and tackle homelessness.	0.404

Service	Grant Provider	Grant	Purpose	2022/23 value £m
General Fund Housing	Department for Levelling Up, Housing and Communities	Rough Sleeping LA Grant/North Tyneside Council	Funding to support those sleeping rough or at risk of rough sleeping.	0.012
Regeneration and Economic Development	North East Combined Authority	LEVI Capability Grant	Local Electric Vehicle Infrastructure funding to plan and deliver charge point infrastructure.	0.015
Total				0.649

1.6 Decision options:

Option 1

Cabinet can agree the recommendations as set out in Section 1.2 of this report.

Option 2

Cabinet can disagree with all or some of the individual recommendations set out in section 1.2 of the report.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

It is recommended that Cabinet agree the proposals set out in section 1.2 of this report as it forms part of the 2022/23 Final Accounts process.

Reprogramming of the Investment Plan will ensure successful delivery of projects included within the Investment Plan.

1.8 Appendices:

Annex 1	2022/23 Provisional Finance Outturn Report
Appendix A	Reserves & Balances
Appendix B	Investment Plan Financing Summary
Appendix C	Investment Plan Summary of Variations
Appendix D	Prudential & Treasury Indicators
Appendix E	Investment Programme Board – End of year report 2022/23

1.9 Contact officers:

Jon Ritchie – Corporate Finance matters – Tel. (0191) 643 5701

Claire Emmerson – Corporate Finance and Schools matters – Tel. (0191) 643 8109

David Dunford – Corporate Finance and General Fund matters – Tel. (0191) 643 7027

Jane Cross – Corporate Finance and General Fund matters – (0191) 643 3166

David Mason – Investment Plan and Corporate Finance matters – Tel. (0191) 643 5747

Darrell Campbell – Housing Revenue Account matters – Tel. (0191) 643 7052

1.10 Background information:

The following background papers and research reports have been used in the compilation of this report and are available at the offices of the author:

(a) Revenue Budget 2022/23 (P).

https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/NTC%20Revenue%20Budget%202022_23.pdf

(b) Approved Investment Plan 2022-27 (P).

<https://democracy.northtyneside.gov.uk/documents/s7914/Appendix%20D%20iv%20-%202022-2027%20Capital%20Investment%20Strategy.pdf>

(c) Council Reserves and Balances Policy (P) – Appendix G

<https://democracy.northtyneside.gov.uk/documents/s7671/Appendix%20G%20-%202022-23%20Reserves%20and%20Balances%20Policy.pdf>

(d) Investment Programme Board – End of year report 2022/23 – Appendix E

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

As this is a financial report, implications are covered in the body of the report and Annex 1.

2.2 Legal

The Authority has a duty to ensure it can deliver a balanced budget. The Local Government Act 2003 imposes a duty on an authority to monitor its budgets during the year and consider what action to take if a potential deterioration is identified.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has taken place with the Cabinet Member for Finance and Resources, the Elected Mayor, the Senior Leadership Team and Senior Finance Officers. This report will also be presented to the Authority's Overview & Scrutiny Co-ordination & Finance Committee at its meeting on 17 July 2023.

2.3.2 Community engagement

The 2022/23 budget was agreed after widespread consultation in line with the Authority's approved Budget Engagement Strategy. Appendix F of the 2022/23 Financial Planning and Budget Process report to full Council on 17 February 2022 provides details of the consultation.

2.4 Human rights

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

2.5 Equalities and diversity

There are no direct equalities and diversity implications arising from this report.

2.6 Risk management

Potential future financial pressures against the Authority are covered in this report and registered through the Authority's risk management process.

2.7 Crime and disorder

There are no direct crime and disorder implications arising from this report.

2.8 Environment and sustainability

There are no direct environmental and sustainability implications arising from this report.

PART 3 – SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

2022/23

Provisional

Finance Outturn

Report Annex

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SECTION 1 – SERVICE COMMENTARIES

1.1 Meetings have been held between finance officers and budget managers to review the provisional outturn position for 2022/23, this was prepared on a prudent basis to give sight of the overall challenges at this stage in the financial year. In addition, challenge sessions were held to review the quarterly financial position and service performance with the Elected Mayor, the Deputy Mayor, the Cabinet Member for Finance and Resources, and other relevant Cabinet Members. Service Directors and their senior teams also attend these challenge sessions to discuss plans in progress to mitigate any pressures.

1.2 Adults Services

1.2.1 Adults Services is reporting an outturn position of £1.130m overspent against its £56.809m net controllable expenditure budget.

1.2.2 Adults Services continues to have residual impact from the aftereffects of the Covid-19 pandemic and has put in place a range of responses to support existing clients and other residents directly affected. Support includes new packages required to be put in place on discharge from hospital as well as those to prevent hospital admission. This has been supported by additional Adult Social Care Discharge funding distributed via the Integrated Care Board (ICB).

1.2.3 Adults Services continues to manage a complex budget and is required to deal with a combination of funding arrangements, pressures, and national policy changes. Work is ongoing to support social care providers to maintain their vital services. There are continuing upward pressures on care providers' fees partially resulting from the National Living Wage increases but also from the 'cost-of-living' pressures currently being experienced across the country. The 2022/23 provider fee included an additional in-year temporary uplift agreed with providers of £0.280m (additional 1.2%). 2023/24 inflationary pressures continue to increase with fee uplifts ranging from 9.8%-12.5%.

1.2.4 **Table 1: Provisional Outturn Position for Adults Services as at 31 March 2023**

	Budget	Provisional Outturn March	Variance March	Variance Jan	Change since Jan
	£m	£m	£m	£m	£m
Central, Strategy and Transformation	1.127	1.095	(0.032)	(0.136)	0.104
Social Work and Associated Activity	7.820	7.377	(0.443)	(0.395)	(0.048)
Integrated Services	2.667	1.143	(1.524)	(1.441)	(0.083)
Business Assurance	0.316	0.326	0.010	0.020	(0.010)
Sub-total Operations	11.930	9.941	(1.989)	(1.952)	(0.037)
Commissioned Services – Wellbeing and Assessment	13.047	14.552	1.505	2.919	(1.414)
Commissioned Services – Learning Disability	26.885	28.052	1.167	1.374	(0.207)
Commissioned Services – Mental Health	3.607	4.582	0.975	1.979	(1.004)
Commissioned Services – Other	1.340	0.812	(0.528)	(0.528)	0.000
Sub-total – Commissioned Services	44.879	47.998	3.119	5.744	(2.625)
Total Adult Services	56.809	57.939	1.130	3.792	(2.662)

Main budget pressures across Adults Services

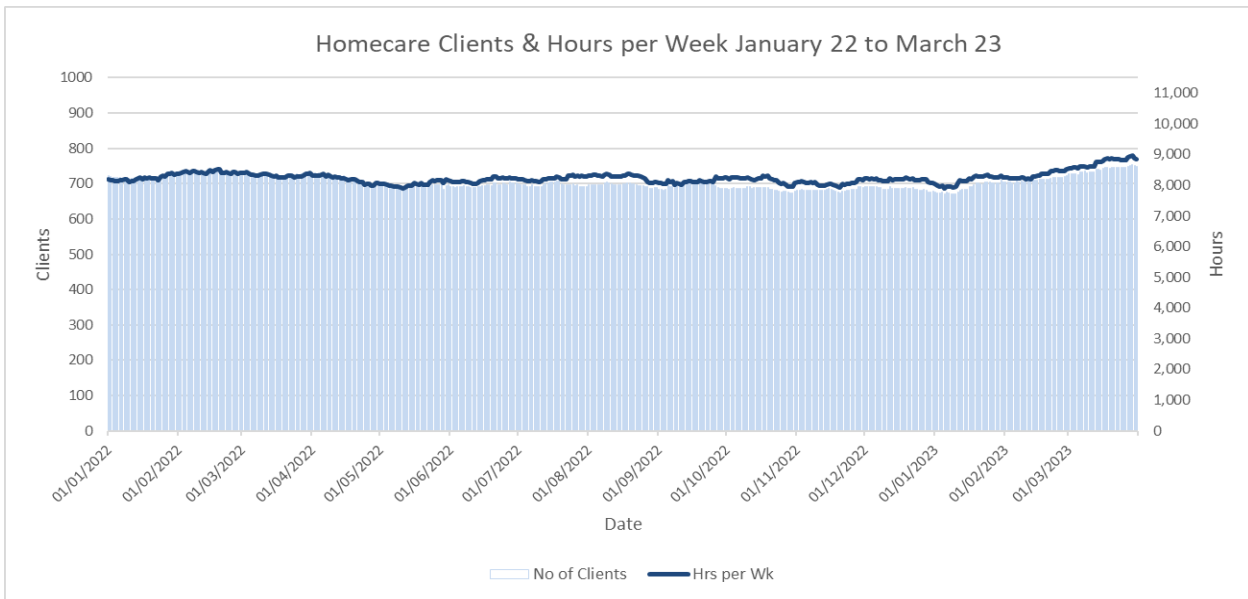
- 1.2.5 The analysis of sub service areas is reported to show the split between the operational aspects of the service and the externally commissioned care costs.
- 1.2.6 The operational costs of the service are reporting an underspend of £1.989m. This position represents a slight improvement of £0.037m from the previously reported position and continues to reflect a large number

of vacant posts because of the ongoing difficulty in recruitment and retention of staff. The in-house home care service has been effectively utilised in response to winter and hospital discharge pressures. This has been supported by additional Adult Social Care Discharge funding distributed via the Integrated Care Board (ICB) and there are proposals for this to continue in 2023/24.

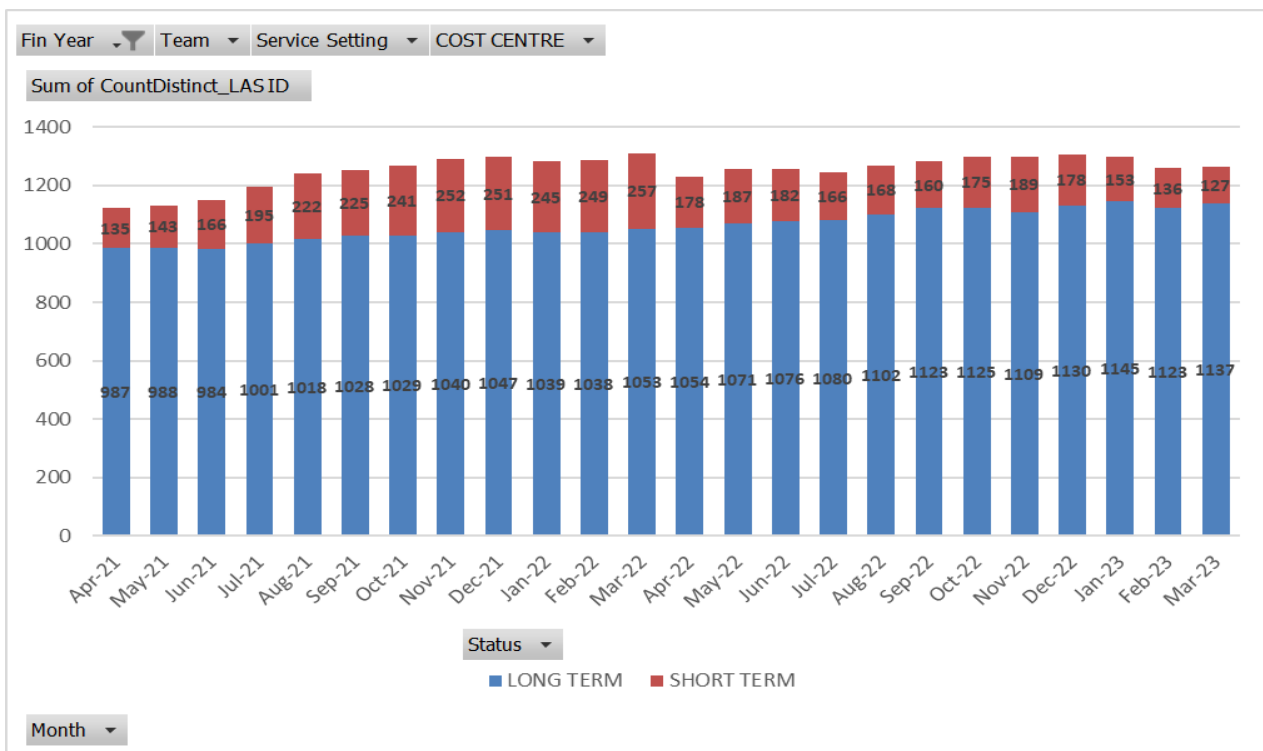
- 1.2.7 Commissioned Services are reporting an over spend of £3.119m, a decrease of £2.625m on the previous reported pressure. This pressure still reflects the ongoing legacy of Covid-19 as well as significant levels of inflationary pressures being experienced by external providers. However this has been helped by increased income from client contributions and deferred charges (£1.484m) as the full year effect of the amendment to the minimum income guarantee is seen and the return to business as usual in terms of charging and income recovery following the end of Covid-19 funding.
- 1.2.8 There has also been investment in the Adult Social Care Finance Team to improve the income & debt collection processes which is now starting to impact positively on income levels. The reclaim of balances from Independent Living fund's (ILF) was prioritised resulting in an increase in reclaims of £0.400m.
- 1.2.9 While there continues to be pressure around funding from the NHS for clients with shared care and to support mental health infrastructure, additional income in relation to clients resettled from long stay NHS hospitals was received (£0.640m) in 22/23. The Authority continues to work closely with the ICB to ensure funding contributions for clients with these health needs continue on an equitable basis.
- 1.2.10 Whilst the pressure within Adult Services continues, there has been on-going work around maximising resources and reducing costs. 2022/23 savings targets were achieved with additional Extra Care placements being utilised and reablement flats helping with the transition from hospital, allowing more clients to receive community-based care. These initiatives have worked extremely well across the winter to help maintain hospital flow and prevent delayed discharges and have helped reduced reliance on short term residential care placements whilst partially mitigating capacity issues within the home care market. However,

reliance on residential care to meet the needs of a higher number of clients with increasingly complexity, particularly within our older residents, continues to contribute to the pressures seen within Wellbeing and Assessment and Mental Health. The trends within demand for services can be seen in the two charts below.

1.2.11 Chart 1: Number of Clients and Total Hours purchased for Homecare



1.2.12 Chart 2: Overall Numbers of Clients in Residential and Nursing Care



1.3 Children's Services

1.3.1 Children's Services is reporting a provisional outturn position of £8.866m overspent against its £25.753m net controllable expenditure budget. This position now includes the contingency budget £3.116m, previously set aside in Central Items for pressures in Children's Services.

1.3.2 Table 2: Forecast Variation for Children's Services as at 31 January 2023

	Budget £m	Provisional Outturn March £m	Variance March £m	Variance Jan £m	Change since Jan £m
Corporate Parenting & Placements	19.801	27.326	7.525	12.343	(4.818)
RHELAC Service	0.014	(0.027)	(0.041)	0.000	(0.041)
Child Protection, Independent Assurance and Review	0.620	0.628	0.008	(0.001)	0.009
Early Help & Vulnerable Families	1.905	1.339	(0.566)	(0.206)	(0.360)
Employment & Skills	0.686	0.576	(0.110)	(0.011)	(0.099)
Integrated Disability & Additional Needs Service	2.411	4.809	2.398	2.577	(0.179)
School Improvement	0.484	0.136	(0.348)	(0.067)	(0.281)
Regional Adoption Agency	(0.168)	(0.168)	0.000	0.000	0.000
Total Children's Services	25.753	34.619	8.866	14.635	(5.769)
Contingency Budget	0.000	0.000	0.000	(3.116)	3.116
Total Children's Services after contingency budget applied	25.753	34.619	8.866	11.519	(2.653)

Main budget pressures across Children's Services

1.3.3 Within Children's Services there is a continuing high level of activity resulting from a combination of Covid related and household finance pressures impacting on family stability. Work has been ongoing for several months to rebase the Children's Services 2023/24 budget, based on a "core" number of children in need, the staffing structure and placement mix to support those children. This exercise will help to allocate the additional 2023/24 social care budget, identified in the Local

Government Finance Settlement and address this key area of financial pressure.

- 1.3.4 Children's Services continues to manage a complex budget and is required to deal with a combination of funding arrangements, pressures, and national policy changes. The £8.866m forecast pressure relates mainly to pressures meeting increasing need of £7.525m in Corporate Parenting and Placements and £2.398m in Integrated Disability and Additional Needs.
- 1.3.5 Some of the pressures were foreseen by Cabinet and backed by £3.116m of centrally held contingencies. Other central allocations, Covid-19 funding, central reserves and energy funding have been allocated at year-end, totalling £2.135m. The on-going impact of rising need impacted by Covid-19 and the 'cost-of-living crisis' has led to additional challenges in delivering savings targets and there are £2.359m of savings targets yet to be delivered. As part of the final 2023/24 budget allocation these efficiency targets will be reviewed.
- 1.3.6 The main factor behind the overall forecast position is still the significant pressure within Corporate Parenting and Placements in relation to care provision for children in care and care leavers. There is also a pressure relating to services for children with additional needs. In addition to care provision pressures, there are also on-going pressures in the workforce arising from staff retention and recruitment costs and a pressure resulting from savings targets not yet achieved.
- 1.3.7 The reduction in the overall pressure since the January position, that relates to operational movement is £0.522m. This is a result of a reduction in short break care and associated activities (£0.175m) which is due to a lack of suitable provision. There is a reduction in spend on School Improvement (£0.133m) due to reduced staffing and energy forecasts and a reduction in spend on staffing within Early Help & Vulnerable Families (£0.286m) due to the level of vacancies and additional staff leaving the service.
- 1.3.8 Table 3 below shows the Children's Services position split between operational and commissioning pressures. This further illustrates the pressure the service is facing with the increased need for externally

commissioned services, reflecting the services on-going work to bring more capacity to in-house provision.

1.3.9 Table 3: Forecast Variation for Children’s Services Split between Operational & Commissioned Care Costs

	Budget £m	Provisional Outturn March £m	Variance March £m	Variance Jan £m	Change since Jan £m
Externally Commissioned Services	5.066	9.850	4.784	7.607	(2.823)
In-house Service Provision	9.842	12.914	3.072	3.291	(0.219)
Staffing & Operations	11.013	12.023	1.010	3.737	(2.727)
Regional Adoption Agency	(0.168)	(0.168)	0.000	0.000	0.000
Total Children’s Services	25.753	34.619	8.866	14.635	(5.769)
Contingency Budget	0.000	0.000	0.000	(3.116)	3.116
Total Children’s Services after contingency budget applied	25.753	34.619	8.866	11.519	(2.653)

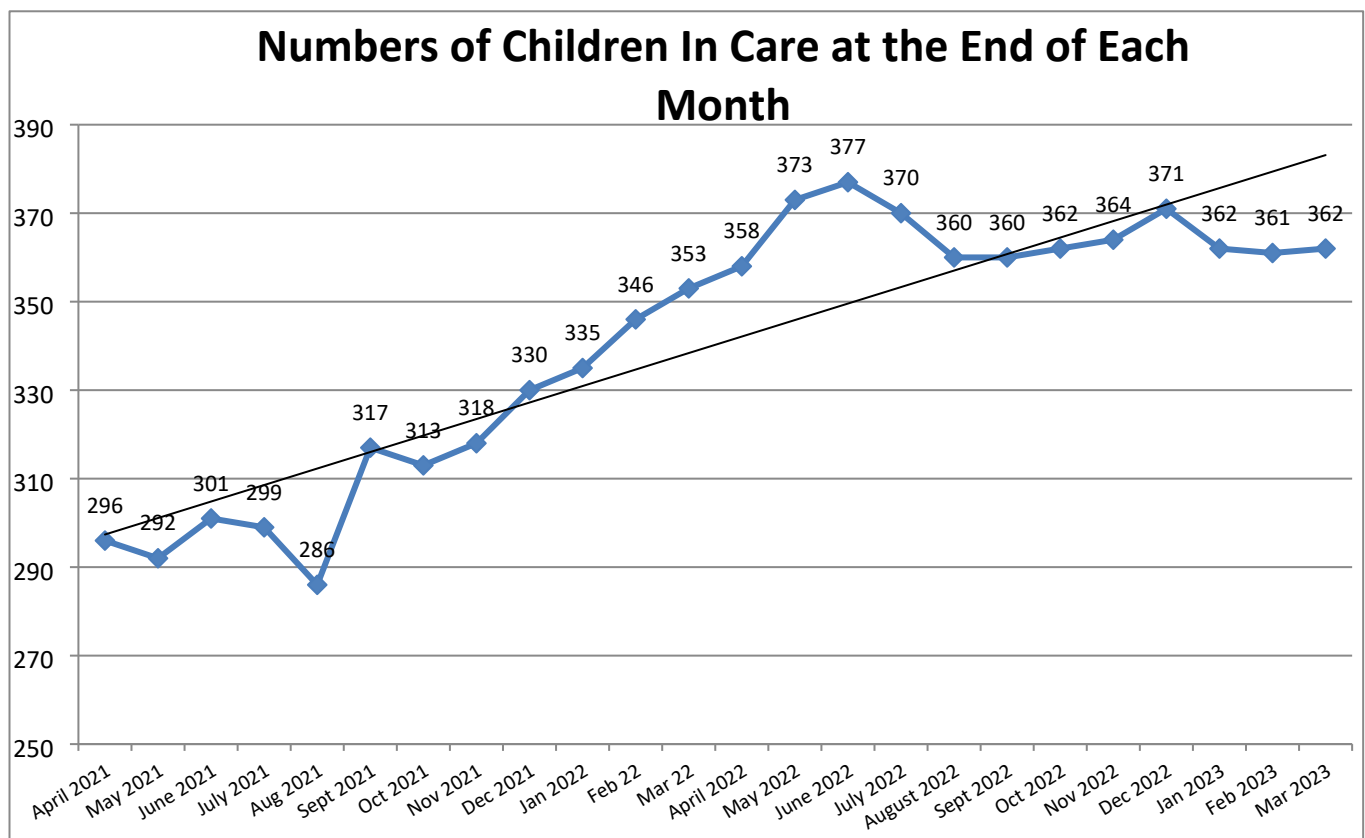
1.3.10 The current Children’s Services system was resourced to meet the statutory needs of approximately 1,400 children in need. However, the service has recently been dealing with more than 1,700 children who reach the threshold for support. This level of activity is leading to a requirement for additional staff and contributes to significant pressure on budgets. The Authority has started to see a slight reduction in the numbers of children being supported and the new model for 2023/24 looks to establish a system of care for a “core” of 1,600 children, which it is felt is a more realistic model.

1.3.11 The intensity and complexity of packages required to support children is increasing, as well as the increased inflationary and market pressures from the external residential care market.

1.3.12 In March 2023, the children in care numbers have remained constant at 362, from a peak of 377. Numbers are still significantly above the levels seen in previous financial years and slightly above the “core” number of 330 that the 2023/24 budget will be set-up to support. The increase in need is largely due to the impact of additional stress on family relationships. The continued aftereffects of Covid-19 has led to increases in parental mental health issues and domestic abuse, which is exacerbated when combined with financial stressors caused by the ‘cost-of-living’ crisis.

1.3.13 Current numbers include 26 unaccompanied asylum-seeking children (UASC), which the Authority is mandated to take. The net cost to the Authority for the placements and allowances, after applying the UASC grant funding, is a pressure of £0.268m. This does not include the cost of staff time to support these children.

1.3.14 Chart 3: Children in Care at the End of Each Month



Corporate Parenting and Placements

1.3.15 Table 4: Analysis of Pressures in Corporate Parenting and Placements

Type of Service	Budget £m	Provisional Outturn March £m	Variance March £m	Variance Jan £m	Change since Jan £m
Care provision – children in care	10.798	16.476	5.678	8.376	(2.698)
Care provision – other children	4.027	4.606	0.579	0.685	(0.106)
Management & Legal Fees	0.159	0.531	0.372	1.782	(1.410)
Social Work	4.768	5.659	0.891	1.495	(0.604)
Safeguarding Operations	0.049	0.054	0.005	0.005	0.000
Total	19.801	27.326	7.525	12.343	(4.818)

1.3.16 The overspend is based on the children in care at the end of March 2023, the significant improvement since January is due to the allocation of the contingency budget (£3.116m) and other funding previously held centrally.

1.3.17 The number of Children in Care can be volatile and costs for individual children can be very high. There is a potential risk that future forecasts could increase if numbers of care nights delivered on complex cases starts to rise above current levels.

1.3.18 Table 5: Forecast cost, forecast variance, average placement cost and placement mix

Placement Type	2022/23 March Variance £m	Average Annual Placement cost £m	Place- ment Mix	No. of children Mar 22
External Residential Care	0.834	0.265	7.5%	27
External Fostering	0.392	0.042	6.4%	23
In-House Fostering Service	1.007	0.027	56.9%	206
External Supported Accommodation	1.887	0.107	12.1%	44
In-House Residential Care	1.557	0.206	5.8%	21
Other*	0.000	-	11.3%	41
Total	5.677		100%	362

*Other includes Placed for Adoption, Placed with Parents/Parental Responsibility.

Care Provision – Children in Care

- 1.3.19 There continues to be an increasing trend nationally in need for children’s residential placements. The trend in North Tyneside is that the overall number of children in care has mirrored the increases being felt nationally. Unit costs for external residential care have also increased significantly. Children’s Services have developed a small number of in-house services for children with very complex needs as a way of mitigating against high costs for external provision.
- 1.3.20 Cabinet will recall the review and refresh of the Fostering Strategy, which was approved in November, this allowed allowances to follow national uplifts and keep the Authority competitive in the local market. An increased pressure of £0.124m within in-house fostering reflects the increase to allowances however the longer-term aim is to increase the number of foster carers to allow less reliance on other types of care provision.

Care Provision – Children not in care

- 1.3.21 The overspend of £0.579m relating to care provision for children not in the care system relates predominantly to children under a Special Guardianship Order (SGO). Cabinet will recall that the Authority’s policy for supporting children in SGOs was amended in 2018 and that this brought about additional costs. SGO’s are also impacted by the agreed increases to foster care allowances.

Management and Legal Fees

- 1.3.22 This area has a provisional overspend of £0.372m. The position improved within this area due to the allocation of the contingency budget against unachieved savings targets of £1.468m.
- 1.3.23 A managed team of social workers, which was introduced in response to the high numbers of children being supported within the borough, was extended until just after the end of the financial year. This arrangement has now ended.

Social Work

- 1.3.24 Within the overall overspend of £7.525m for Corporate Parenting and Placements, there are social work-related pressures of £0.891m. There is an additional team in place of six posts costing circa £0.265m and the '14 Plus Team' adds a further £0.243m to the pressure. The Social Worker regrading exercise contributes £0.191m to the position. Cabinet is aware of the challenges faced across the children's social care sector nationally. There are also a number of vacant posts which are currently being offset by agency staff.

Other Service Areas

- 1.3.25 Integrated Disability & Additional Needs Service (IDANS) is forecasting a pressure of £2.398m, net of an over achievement of £0.370m Children's Health Income. Pressures within IDANS should be seen within the national and local context of increasing numbers of children with Education Health and Care Plans (EHCPs). Within North Tyneside, the number of children with an EHCP has risen from 1,102 in January 2018 to 2,133 in January 2023.
- 1.3.26 Within IDANS, the main pressures relate to operational staffing costs within in-house residential services and in Educational Psychology relating to an increase in non-chargeable statutory work associated with increased levels of EHCPs for children with additional needs.
- 1.3.27 The IDANS service is continuing to carefully review planned provision to identify any areas of spend which can be reduced without adverse impacts on the children and families receiving support. At the end of the financial year there was a reduction in the projected pressure due to a reduction in short break care and associated activities (£0.175m) which was due to a lack of suitable provision.
- 1.3.28 The School Improvement Service saw a further reduction in projected spend and the provisional outturn position is reported as an underspend (£0.348m). This was due to an increase in SLA income and a reduction in staffing costs which both contributed to the improved position.
- 1.3.29 Early Help also saw an increase in vacant posts and staff leaving the service which resulted in an increased underspend of £0.566m.

1.4 Public Health

1.4.1 Public Health is forecasted to outturn on budget, which is the same as the last Cabinet report in January.

1.4.2 Table 6: Public Health Forecast Variation

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
0-19 Children's Public Health Service	0.273	0.273	0.000	0.000	0.000
Public Health Ring Fenced Grant	(0.032)	(0.032)	0.000	0.000	0.000
Public Protection	1.111	1.111	0.000	0.000	0.000
Community Safety & Resilience	0.447	0.447	0.000	0.000	0.000
Obsolete Codes – Public Health	0.000	0.000	0.000	0.000	0.000
GRAND TOTAL	1.799	1.799	0.000	0.000	0.000

* the 0-19 Children's Public Health Service forms part of the Public Health Ring Fenced Grant

1.4.3 0-19 Children's Public Health Services are funded by the Public Health Ring-Fenced Grant and any balances are carried forward and have no impact on the General Fund.

1.5 Commissioning and Asset Management

1.5.1 Commissioning & Asset Management (C&AM) is reporting an outturn overspend of £4.949m compared to a forecast pressure of £5.924m in the January Cabinet report.

1.5.2 Table 7: Commissioning and Asset Management (C&AM) Forecast Variation

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
School Funding & Statutory Staff Costs	5.561	5.404	(0.157)	(0.141)	(0.016)
Commissioning Service	0.493	0.452	(0.041)	(0.016)	(0.025)
Facilities & Fair Access	0.913	5.942	5.029	5.663	(0.634)
Strategic Property & Investment	1.096	1.178	0.082	0.289	(0.207)
High Needs Special Educational Needs	0.000	0.000	0.000	0.000	0.000
Property	(0.231)	(0.231)	0.000	0.000	0.000
Commissioning & Asset Management & Support	0.313	0.310	(0.003)	0.003	(0.006)
Procurement	0.110	0.149	0.039	0.126	(0.087)
GRAND TOTAL	8.255	13.204	4.949	5.924	(0.975)

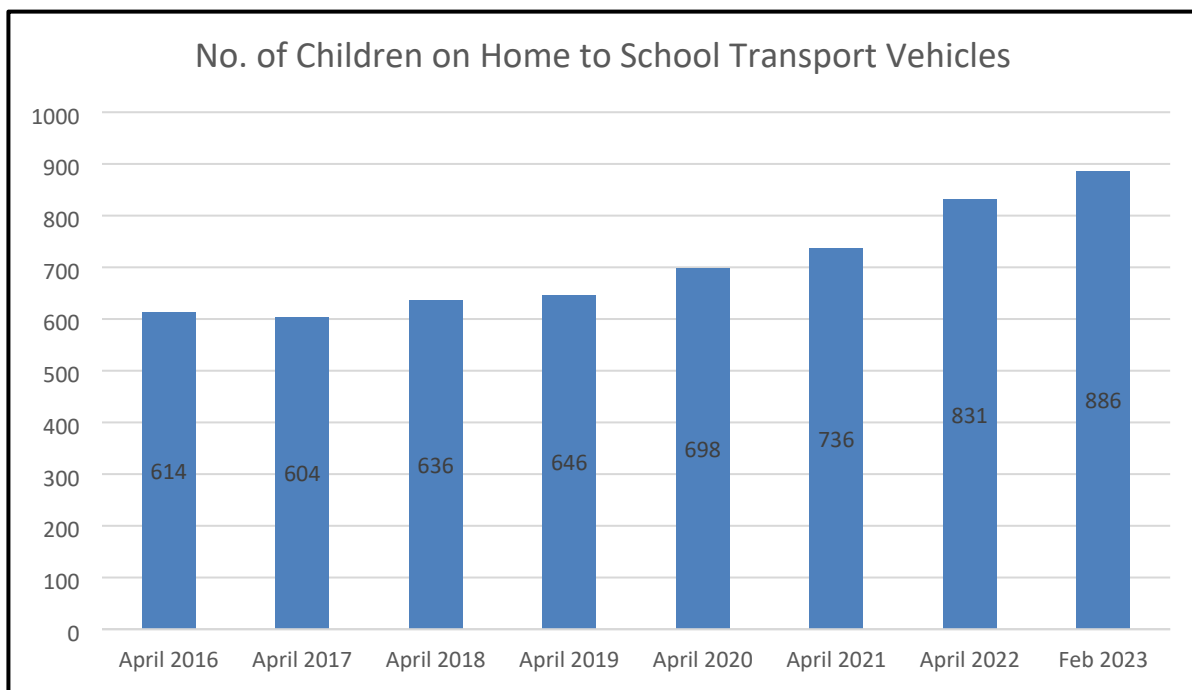
1.5.3 The main overspend is within Facilities and Fair Access, which is showing an overspend of £5.029m (January forecast pressure of £5.663m). The Home to School Transport position shows an overspend of £2.161m and relates to the sustained increase in children with complex needs attending special schools of £0.761m and inflationary pressures of £1.400m. Demand pressures in High Needs is a known issue nationally and is also impacting on the High Needs budget within the Dedicated Schools Grant. As a result of the increase in demand for home to school transport for children with additional needs, the number of children in vehicles has risen from 614 in April 2016 to 886 in February 2023 as shown in the performance data and 57.57% of the reported pressure relates to Special Schools. Work is continuing on route rationalisation using the new QRoute system as well as looking at new options about transport delivery.

1.5.4 There is an overspend on the Catering service (£2.789m) due to inflationary pressures of £1.936m. There are pressures on wages (£0.370m) from the additional hours worked to cover sickness, maternity

leave and deep cleaning days and the cumulative effect of no annual pay rise being allocated in the budget for additional hours worked. Current and previous years paid school meals and SLA income target savings of £0.164m are not achieved due to the number of schools that have left the SLA. The service is currently reviewing all costs associated with SLA provision to mitigate the loss of income into future years. The management & central establishment element of the catering SLA of £0.319m has also not been recovered from the schools that have left the SLA.

1.5.5 Cleaning is overspent by £0.130m which results from inflationary pressures of £0.067m and sickness/maternity cover of £0.063m. There are salary savings and additional income on Access services of £0.051m.

1.5.6 **Chart 4: Increase in Numbers of Children Accessing Home to School Transport**



1.6 **Environment**

1.6.1 Environment is reporting an outturn saving of £0.198m compared to a pressure of £1.498m in the January Cabinet report.

1.6.2 **Table 8: Forecast Variation in Environment**

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
Bereavement	(0.610)	(0.558)	0.052	0.100	(0.048)
Fleet Management	0.998	1.155	0.157	(0.040)	0.197
Libraries and Community Centres	5.795	5.679	(0.116)	0.261	(0.377)
Sport and Leisure	4.599	4.988	0.389	1.455	(1.066)
Street Environment	9.139	9.283	0.144	0.458	(0.314)
Waste and Recycling Disposal Contracts	10.577	9.801	(0.776)	(0.546)	(0.230)
Waste and Refuse Management	4.280	4.263	(0.017)	(0.152)	0.135
Head of Service Environment and Leisure	0.148	0.117	(0.031)	(0.038)	0.007
Street Lighting PFI Contract	5.122	5.122	0.000	0.000	0.000
GRAND TOTAL	40.048	39.850	(0.198)	1.498	(1.696)

1.6.3 Sport & Leisure is reporting a significantly reduced overspend of £0.389m (£1.455m at January Cabinet). This is mainly due to the allocation of central support for Gas and Electricity and central support linked to Covid-19 legacy income for loss of Sales Fees and Charges.

1.6.4 Within Waste Management, the combined underspend is £0.793m (previously £0.698m). Across Waste & Recycling Disposal Contracts, there are significant expenditure underspends (savings of £0.776m) linked to Kerbside/Home Recycling Disposal costs forecast which reflects the current market rate for recycled materials and subsequent lower disposal gate fee per tonne. Within Waste & Refuse Management, an overachievement on income of £0.187m across Commercial Waste & Special Collections mitigates the higher than expected operational cost around Refuse Collection staff and the purchase of bins. The impact of the higher costs has resulted in the overall underspend across Waste & Refuse Management reducing by £0.135m since the previous reported variance.

1.6.5 Within Environmental Services, a combined overspend of £0.196m is reported which is a significant improvement of £0.366m since the last

Cabinet position. There is a £0.145m movement following the allocation of central support for Gas & Electricity, a £0.090m improvement in Employee/Pay costs, a £0.043m improvement in income generation and a £0.088m improvement in operational expenditure across this sub-service. A large element of the overall Environmental Services variance can be attributed to some income shortfalls together with higher than budgeted Employee & Operational costs amounting to a £0.158m overspend being reported.

- 1.6.6 Within Fleet Management a £0.157m overspend is being reported due to the allocation of revenue financing repayments linked to the Capital Vehicle Replacement Programme. The actual amount charged to the service is £0.218m higher than the budget which has resulted in the variance position changing adversely by £0.197m since the January Cabinet report.

1.7 **Regeneration and Economic Development**

- 1.7.1 Regeneration and Economic Development (R&ED) is showing an overspend of £0.249m, which is an increase of £0.056m since the January Cabinet report.

- 1.7.2 **Table 9: Forecast Variation for Regeneration and Economic Development**

Service Areas	Budget	Outturn Mar	Variance Mar	Variance Jan	Change since Jan
	£m	£m	£m	£m	£m
Resources & Performance	0.306	0.416	0.110	0.000	0.110
Business & Enterprise	0.779	0.592	(0.187)	(0.050)	(0.137)
Regeneration	0.443	0.713	0.270	0.275	(0.005)
Technical Package – Transport & Highways	7.604	7.604	0.000	(0.055)	0.055
Technical Package – Planning	0.307	0.307	0.000	(0.039)	0.039
Culture	1.614	1.670	0.056	0.062	(0.006)
Section 106 Agreements	0.000	0.000	0.000	0.000	0.000
Grand Total	11.053	11.302	0.249	0.193	0.056

1.7.3 The main budget pressure is within Regeneration and is mainly due to an ongoing issue at the former Swans site in relation to costs and income shortfalls relating to the Centre for Innovation (CFI) building. Despite the shortfall, the service is still actively marketing vacant units and looking to attract tenants.

1.7.4 The reallocation of central funding across Resources & Performance and Business & Enterprise has resulted in a worsening position in Resources and Performance of £0.110m and an improved position in Business and Enterprise (£0.137m). This has resulted in an overall (£0.027m) improvement across these services.

1.8 Corporate Strategy

1.8.1 Corporate Strategy is reporting an outturn overspend of £0.507m which is an improved £0.017m variance change from the previous reported position to Cabinet.

1.8.2 **Table 10: Forecast Variation Corporate Strategy**

Service Areas	Budget	Outturn Mar	Variance Mar	Variance Jan	Change since Jan
	£m	£m	£m	£m	£m
Children's Participation & Advocacy	0.369	0.500	0.131	0.147	(0.016)
Community & Voluntary Sector Liaison	0.369	0.367	(0.002)	0.000	(0.002)
Corporate Strategy Management	0.231	0.478	0.247	0.225	0.022
Elected Mayor & Executive Support	0.029	0.046	0.017	0.010	0.007
Marketing	0.326	0.389	0.063	0.058	0.005
Policy Performance and Research	0.206	0.257	0.051	0.084	(0.033)
Grand Total	1.530	2.037	0.507	0.524	(0.017)

1.8.3 The main overspend of £0.247m is against Corporate Strategy Management which reflects a £0.157m underachievement against a cross service income target, a £0.015m shortfall in the funding of the Customer Service and Digital Strategy post and other Customer Service Programme employee cost pressures.

1.8.4 There is an overspend of £0.131m against Children's Participation and Advocacy which is due to the net impact of new and unfunded posts linked to Social Inclusion activities and demands which has resulted in a £0.100m staffing pressure, with partial mitigation income from external and internal sources.

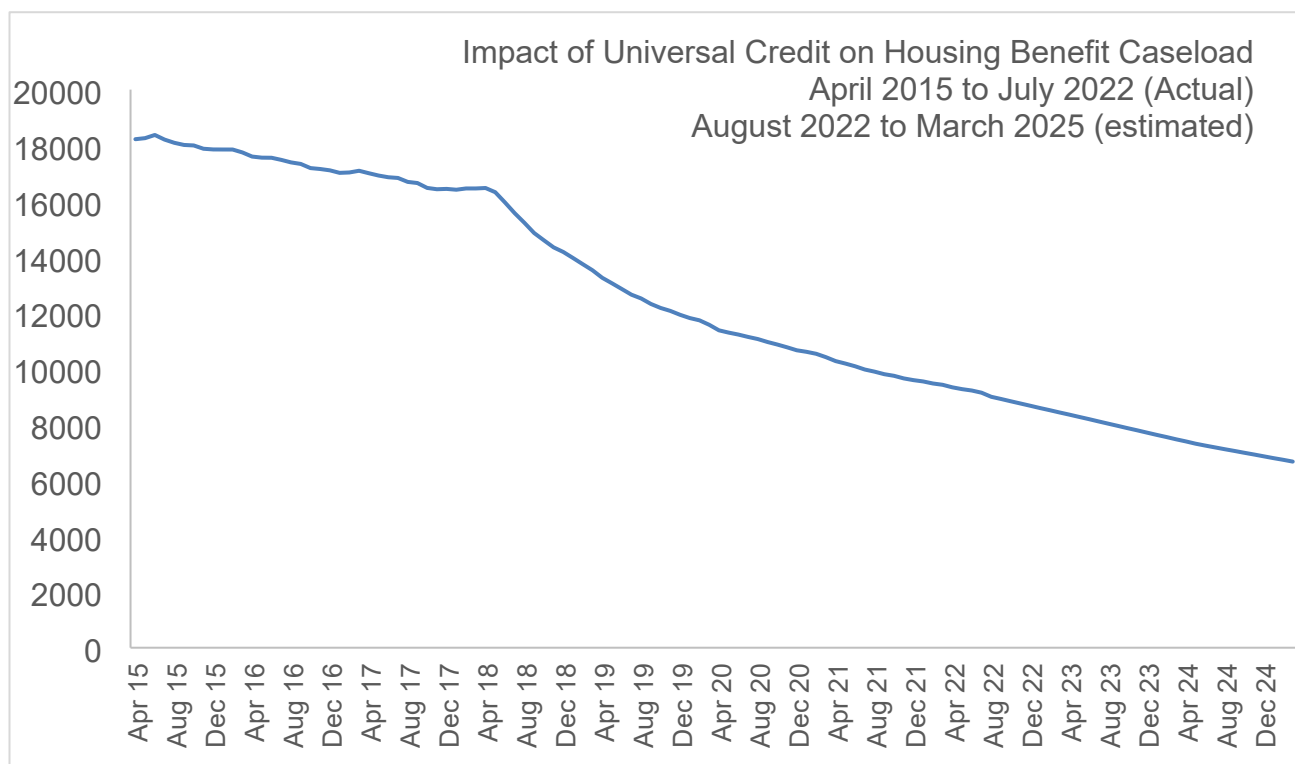
1.9 Resources and Chief Executive Office

1.9.1 The outturn position for the Resources directorate and the Chief Executive Office is an overspend of £1.368m, which is an decrease of £0.214m since the last Cabinet report in January.

1.9.2 **Table II: Forecast Variation Resources and Chief Executive**

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
HR & Organisational Development	1.506	1.506	0.000	0.018	(0.018)
ICT	3.285	3.285	0.000	0.000	0.000
Finance	(0.593)	(0.612)	(0.019)	(0.222)	0.203
Internal Audit and Risk Management	0.050	0.021	(0.029)	(0.003)	(0.026)
Revenues & Benefits	0.356	0.356	0.000	0.510	(0.510)
Chief Executive	(0.069)	(0.158)	(0.089)	(0.074)	(0.015)
Director of Resources	0.166	0.177	0.011	0.011	0.000
Governance	0.107	0.213	0.106	0.106	0.000
Legal Services	0.362	1.750	1.388	1.236	0.152
Business Package Holding Codes	(0.006)	(0.006)	0.000	0.000	0.000
Grand Total	5.164	6.532	1.368	1.582	(0.214)

1.9.3 Chart 5: Impact of Universal Credit on Housing Benefit Claims



- 1.9.4 Benefits processing has seen a reduction of 50% in caseloads since universal credit (UC) was introduced. By 2024/25 this is expected to drop to a third of original cases. This has a large impact on subsidy grants from the department for Work and Pensions (DWP) in four key areas:
- Benefits subsidy grants for claims paid out has dropped in line with the value of the claims. This has nil impact on the Authority's finances;
 - The number and value of overpayment income recovery cases has dropped with caseload, reducing both the grant on eligible overpayment and the amount of overpayments that can be recovered via enforcement activities. This drop in income recovery has a detrimental impact on the forecast position;
 - Contrary to this, the drop in overpayment cases reduces the Authority's bad debt liability in relation to housing benefits overpayments. However, any reviews of overpayments requested by the DWP now have a larger proportional impact on the value of bad debts; and
 - There is a knock-on impact connected to enforcement of bad debt collection. Whilst bad debt enforcement targets have remained static, the drop in caseload and relaxed recovery on specific case types to chase bad debt reduce the ability to hit these targets.

- 1.9.5 The impact on the outturn position is as follows:
- Within enforcement the outturn position is showing an overspend of £0.556m, which is £0.056m worse than reported at the last cabinet report. This is a result of reduced court caseloads whilst the Authority supported vulnerable residents in difficult times by not adding to debt in the Borough. The service will continue to work with our partners to review the impact of the service returning to normal protocols;
 - Overpayment income recovery is underrecovered by £0.388m (an increase from £0.378m at the previous Cabinet report) against targets due the reduction in Housing Benefit claimants caused by the move to Universal Credit (UC). The service is continuing to review and refresh the profile of change that is anticipated as the roll out of UC continues;
 - The overpayment income pressure is partially offset (£0.274m, which is a worse position (£0.051m) than the reported position at the last

cabinet report) by an in-year reduction in the Bad Debt Provision requirement, due to the reduction of overpayment income debt; and

- The Benefits subsidy grant is showing a net saving of £0.627m, which is an improvement on the position (£0.019m) since the last report. However, the good performance overall for subsidy is masking a situation regarding lost subsidy for Housing Benefit on Bed & Breakfast Accommodation for Homeless Persons. This area is forecast to have a pressure of £0.123m for the year due to the increased demand and also the increased cost of bed and breakfast accommodation, which is above the limit subsidy can be claimed on, therefore, the Local Authority has to fund the balance. Discussions are ongoing with Housing regarding more sustainable solutions in the future, such as increased General Needs stock being available where possible.

1.9.6 Across the service areas that are impacted by the Equans contract (Revenues and Benefits, Finance, HR, IT), there was additional income received from New Burdens Funding, Pension Cap & Collar and Central Funding which was not previously forecast which has resulted in the outturn position across these services to be balanced. This offset the pressures in the Revenue & Benefits service related to Enforcement, Subsidy, Overpayment Income and Bad Debt Provision.

1.9.7 Within Legal Services there are overspends relating to Legal Services staffing, with the variance reflecting cost pressures of £0.922m relating to the employment of Locums/staff costs in response to staffing pressures and reduced income for legal fees. Within the North Tyneside Coroner Service there is a £0.408m overspend to deliver the Service, due to increased costs from all areas of the service (NHS, Partner Local Authority, Funeral Directors, Doctors) arising from increased activity levels which are outside of the control of the Authority.

1.10 General Fund Housing

1.10.1 General Fund Housing is reporting a pressure of £0.517m which is an increase of £0.144m since the January Cabinet report.

1.10.2 Table 12: Forecast Variation for General Fund Housing

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
Building Control	(0.023)	(0.021)	0.002	0.000	0.002
Housing Strategy	0.529	0.454	(0.075)	0.000	(0.075)
Housing Options – General Fund	0.454	0.447	(0.007)	(0.005)	(0.002)
Housing Operations – General Fund	0.015	0.015	0.000	0.000	0.000
Housing Property – General Fund	1.169	1.766	0.597	0.378	0.219
Grand Total	2.144	2.661	0.517	0.373	0.144

1.10.3 The main overspend is in Housing Property – General Fund and is due to ongoing cost pressures and large jobs that are coming through the Public Buildings Repairs team. This overspend amounted to £0.597m in 2022/23 and was partly mitigated by a “one-off” contribution of £0.150m from the Insurance Reserve, and over £0.250m of costs being absorbed within other Housing and Property Services budgets.

1.11 Central Items

1.11.1 Central Items has outttuned with a surplus of £11.307m which is an decrease of £2.100m since the January Cabinet report, with £1.327m being attributable to operational movements.

1.11.2 Included in the position is a £0.166m improvement from the forecasted pressure of £0.500m relating to an increase in the bad debt provision. There is a worsening (£2.269m) in contingent rents linked to the Authority’s PFI schemes, which is partially offset by (£0.282m) additional new burdens funding and a £0.064m saving from the salary sacrifice schemes.

1.11.3 Contingent rent is an annual accounting adjustment as required by the CIPFA Code of Practice which allocates a proportion of any inflationary increases to the elements of the Unitary Charge linked to capital financing. It is calculated at year-end as part of the Unitary Charge

reconciliation and transfers costs incurred and budgeted for by the relevant service to the Authority's central budget for capital financing expenditure. The level of contingent rent in 22/23 is driven by the high inflationary environment and increases to the contractual RPI (Retail Price Index) adjustment which is present in each of the Authority's PFI contracts.

1.11.4 Table 13: Forecast Variation Central Budgets and Contingencies

Service Areas	Budget £m	Outturn Mar £m	Variance Mar £m	Variance Jan £m	Change since Jan £m
Corporate and Democratic Core	1.482	1.276	(0.206)	(0.019)	(0.187)
Other Central Items	(10.706)	(21.807)	(11.101)	(13.388)	2.287
Grand Total	(9.224)	(20.531)	(11.307)	(13.407)	2.100

SECTION 2 – SCHOOLS FINANCE

2.1 Schools Balances in 2022/23

2.1.1 The final outturn position for schools is reported in the Authority's statutory accounts and is before any commitments are taken into account, which are in a normal year around £4.500m (the full value of commitments for 2022/23 is still to be quantified). The reported position across 2022/23 is analysed below in Table 14 by phase.

2.1.2 **Table 14: Maintained School balance position against plan (Surplus) / Deficit – committed and uncommitted**

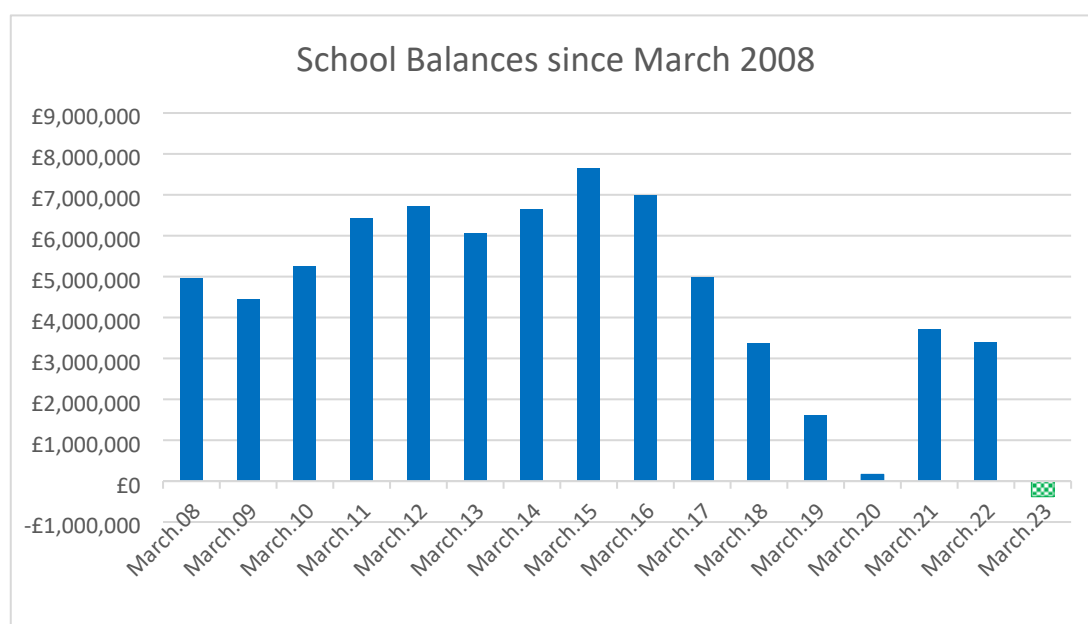
Phase	Outturn 2021/22	Budget Plan 2022/23	Monitoring 1 2022/23	Monitoring 2 2022/23	Provisional Outturn 2022/23	Actual Movement from 2021/22
	£m	£m	£m	£m	£m	£m
Nursery, First & Primary	(7.312)	(4.957)	(3.382)	(4.459)	(5.529)	1.783
Middle	(1.408)	(0.716)	(0.685)	(1.422)	(1.655)	(0.247)
Secondary	5.943	9.907	10.041	9.109	6.822	0.879
Special / PRU	(0.621)	1.299	1.479	1.191	0.744	1.365
Total	(3.398)	5.533	7.453	4.419	0.382	3.780

2.1.3 Cabinet will be aware that, under legislation, schools retain a high degree of autonomy when setting budgets unless they are in a deficit position. Therefore, whilst Elected Members and officers are able to advise schools on the adequacy of balances, they cannot intervene. Schools have been reminded of the need to forecast as accurately as possible so that decisions are taken in the light of accurate budget projections.

2.1.4 The outturn position for 2022/23 is significantly better than predicted during the year although a worsening position from the 2 previous years. In 2020/21 and 2021/22 the main reason for improved balances was due to reduced investment and operational costs with schools being partially shut and attributable costs being funded by Covid

grants. Throughout 2022/23 schools have now been addressing investment needs in their infrastructure and this coupled with a significant pressure relating to Pay Award and NI (totalling £3.065m) has led to the closing deficit position of £0.382m. Chart 6 below sets out the long term trend of balances at March 2023.

2.1.5 Chart 6: Long Term Trend in School Balances within North Tyneside



2.2 Schools in Deficit

2.2.1 At the end of financial year 2022/23, 16 of the 66 maintained schools were in deficit positions pre commitments and most of these are marginal with the other 50 all in surplus. Table 15 below shows all schools in deficit position totalling £13.329m.

2.2.2 Table 15 – Provisional Outturn Schools in Deficit

School	Budget Plan 22/23 £m	Outturn £m	22/23 Deficit Comments
Fordley Primary	(0.108)	0.133	Emerging
Forest Hall Primary	0.002	0.013	Emerging
Greenfields Primary	(0.016)	0.077	Emerging
Silverdale	(0.008)	0.044	Emerging
Whitehouse Primary	(0.111)	0.044	Emerging
Waterville Primary	(0.111)	0.017	Emerging
St Bartholomews Primary	(0.016)	0.020	Emerging
Balliol Primary	0.025	0.097	New 22/23
Coquet Park First	0.020	0.051	New 22/23
Holystone Primary	0.069	0.133	New 22/23
Wallsend St Peters Primary	0.107	0.092	New 22/23
Beacon Hill	1.794	1.232	Existing
Ivy Road Primary	0.162	0.149	Existing
Longbenton High	1.863	1.697	Existing
Norham High	4.130	3.984	Existing
Monkseaton High	5.799	5.546	Structural
Total	13.601	13.329	

2.2.3 However there are 4 schools in significant deficit position totalling £12.459m and these are:

Monkseaton High School	£5.546m
Norham	£3.984m
Longbenton High School	£1.697m
Beacon Hill	£1.232m
Total	£12.459m

2.2.4 The balances on these 4 schools offsets 96% of the £12.947m total surplus position of the 50 schools in surplus.

2.3 2022/23 Dedicated Schools Grant (DSG) Provisional Outturn

2.3.1 After allowing for school allocations, the 2022/23 DSG account of £159.242m (after removing academy funding) is showing a net deficit balance of £8.340m. This compares to a deficit of £12.851m in 2021/22. Cabinet will recall that in 2019/20 the DfE issued guidance that any shortfall in dedicated schools grant should not be supported using funds from the General Fund.

2.3.2 Table 16: 2022/23 DSG Provisional Outturn

FUNDING BLOCK	21/22 B/FWD £m	22/23 IN-YR VARIANCE £m	EARLY YEARS PREVIOUS YR ADJ. £m	SAFETY VALVE FIRST PAYMENT £m	22/23 PROVISIONAL OUT-TURN £m
Schools Block	(0.754)	(0.160)			(0.914)
High Needs Block	13.511	3.880		(7.800)	9.591
Early Years Block	0.094	(0.262)	(0.169)		(0.337)
22/23 CUMULATIVE PROVISIONAL OUT- TURN	12.851	3.458	(0.169)	(7.800)	8.340

2.3.3 The Schools block (de-delegated) underspend of £0.914m mainly relates to the headroom, growth funding and falling roles funding. As the DSG is a ringfenced account, any balance is carried forward into the next financial year.

2.3.4 Cabinet will recall that the High Needs block outturn in 2021/22 was an adjusted overspend of £13.511m. This pressure has continued in 2022/23 with the provisional in-year outturn of £3.880m.

2.3.5 The overall pressure in the High Needs block is in line with the national and regional picture and results from additional places required in special schools, out of borough placements and in relation to top up payments as outlined in Table 17 below.

2.3.6 Table 17: Breakdown of High Needs Pressures at March 2023

HIGH NEEDS	BUDGET £m	OUT-TURN £m	VARIANCE £m
Special Schools and PRU	17.788	19.591	1.803
ARPS/Mainstream Top-ups/Alternative Provision	4.706	5.631	0.925
NMSS/ISP	3.316	4.459	1.143
Commissioned Services	3.974	3.983	0.009
	29.784	33.665	3.880
Balance B/fwd from 21/22			13.511
Safety Valve First Payment			(7.800)
22/23 CUMULATIVE PROVISIONAL OUTTURN			9.591

2.3.7 The Authority's DSG Management Plan will address the deficit and the Department for Education (DfE) have agreed pay to the Authority £19.500m over a 5 year period, with the first payment of £7.800m received at the end of the financial year 2022/23. In subsequent financial years, subject to compliance with the conditions set in the Safety Valve agreement, the DfE will pay DSG the amounts shown in Table 18.

2.3.8 Table 18: Scheduled Safety Valve Payments

Year	Additional DfE payments
2022-23	£7.800m
2023-24	£1.950m
2024-25	£1.950m
2025-26	£1.950m
2026-27	£1.950m
2027-28	£3.900m

2.3.9 The Early Years block has ended the year with a cumulative surplus of (£0.338m). This included a brought forward deficit of £0.094m which was then adjusted in-year by £0.169m. An adjustment to funding takes place in July when the DfE reviews initial funding estimates in relation to the numbers of pupils actually taking place compared to the initial funding estimates based on the January pupil census prior to the financial year.

SECTION 3 – HOUSING REVENUE ACCOUNT (HRA)

Outturn in 2022/23

- 3.1 The HRA shows a surplus of £0.185m against the in-year 2022/23 Budget, plus a £0.061m improvement in the budgeted brought forward balances, which cumulatively brings the HRA to £0.246m better than the budgeted position for 2022/23. The overall position is shown in Table 19 below and shows a position that has improved overall during the course of the year, albeit with some significant movements across different areas of expenditure. Particular pressures were faced in relation to Repair costs, with difficulties experienced in recruiting skilled staff, which in turn led to increased reliance on sub-contractor spend, along with significantly increased material costs and difficulties sourcing certain materials at all.

3.2 Table 19: Outturn Variance Housing Revenue Account

	FULL YEAR – 2022/23			Jan 2023 Variance £m	Movemen t from Jan £m
	Full Year Budget	Outturn			
		Actual	Variance		
	£m	£m	£m	£m	£m
INCOME					
Rental Income	(62.891)	(63.003)	(0.112)	(0.172)	0.060
Other Rental Income – Shops & Offices etc.	(0.356)	(0.438)	(0.082)	(0.066)	(0.016)
Interest on Balances	(0.050)	(0.286)	(0.236)	(0.025)	(0.211)
PFI Credits	(7.693)	(7.693)	0.000	0.000	0.000
TOTAL INCOME	(70.990)	(71.420)	(0.430)	(0.263)	(0.167)
EXPENDITURE					
Capital Charges – Net Effect	12.483	12.482	(0.001)	0.000	(0.001)
HRA Management Costs	11.250	10.974	(0.276)	(0.270)	(0.006)
PFI Contract Costs	9.787	9.787	0.000	0.000	0.000
Repairs	12.799	13.681	0.882	0.580	0.302
Revenue Support to Capital Programme	10.311	9.420	(0.891)	(0.010)	(0.881)
Contribution to Major Repairs Reserve – Depreciation	13.741	14.621	0.880	0.001	0.879
Contingencies, Bad debt Provision & Transitional Protection Payments	0.990	0.641	(0.349)	(0.225)	(0.124)
Pension Fund Deficit Funding	0.000	0.000	0.000	0.000	0.000
TOTAL EXPENDITURE	71.361	71.606	0.245	0.076	0.169
NET POSITION 2022/23	0.371	0.186	(0.185)	(0.187)	0.002
BALANCES BROUGHT FORWARD	(3.440)	(3.501)	(0.061)	(0.061)	0.000
BALANCES TO CARRY FORWARD	(3.069)	(3.315)	(0.246)	(0.248)	0.002

Outturn Variance Analysis

3.3 Rental income saw a budget over-recovery of £0.112m overall, but this was subject to some under- and overspends across different sources of income: there was a drop-off in general needs dwellings income (£0.149m below budget). However, this was offset by improvements elsewhere with Service charge income continuing to perform strongly and coming in £0.129m better than budget, as did temporary and dispersed income (£0.093m better), whilst Garage rents came in £0.040m better than budget. Income from commercial properties and

properties rented to HECS for various client groups continued to remain stable, coming in £0.082m above budget.

3.4 The HRA received a boost at year-end as the cumulative impact of the significant number of increases made to the Bank of England base rate, meant that the Authority increased the level of interest earned on cash balances held across the year, from which the HRA saw a betterment against budget in-year of £0.236m in interest earned which had not originally been anticipated.

3.5 There are three elements of expenditure in Table 19 that together relate to the HRA's servicing of its' share of the Council's debt portfolio and the capital financing strategy for the HRA Capital Investment Plan, namely:

- Capital Charges – consists of external interest charges on debt, Debt Management Expenses, and the Minimum Revenue Provision (MRP) equivalent set aside to repay debt. Overall, the net position for Capital charges shows as being within £0.001m of the budget for 2022/23;
- Revenue contribution to the funding of Capital outlay – there was a reduced call of £0.891m on this element of direct revenue financing of capital spend for 2022/23 which is a directly related to the increased depreciation charge discussed below, and purely compensates for the reduction against budget of that charge; and,
- Thirdly there is the annual charge for depreciation, which has to be transferred to the Major Repairs Reserve (MRR) and can only be used to finance capital spend or repay debt, this is based on the calculation of a “true” charge at year-end, which was £0.880m above the budget provided. However, the budgeted contribution forms a critical part of the financing of the HRA Investment Plan, and hence the reduced revenue contribution to capital mentioned above was made to compensate for the difference in Capital Financing required, with no detriment overall to either the bottom line for the HRA, or the financing of the Capital Investment Plan.

Taking these three elements together it can be seen that the overall impact on the bottom line for the HRA is virtually cost neutral against

the budgets provided and is just a reflection of the reconciliation of the final capital financing requirements.

3.6 The outturn position for management costs has improved significantly over the course of the year, and particularly over the last quarter to result in a £0.276m under-spend against budget. A range of factors resulted in a significant movement in outturn figures for management costs, with the main changes being:

- Pension Strain on the Fund – reduced pension costs this year for housing management staff departures (£0.053m);
- Vacancy & Pay Award contingency savings (£0.575m);
- Postage Costs – (£0.031m);
- Windfall on water rates reconciliation & miscellaneous income (£0.133m);
- Reduced ICT costs and costs linked to Unified Systems Project (£0.022m);
- Reduced Housing Management training costs (£0.062m);
- Reduced costs for Temporary & Dispersed Units (£0.025m); and
- Reduced Council Tax Empty Homes payments (£0.027m).

These reductions have been offset in some areas by overspends in the following areas:

- Increased energy costs across Sheltered Schemes and Communal Blocks (£0.617m); and
- Increased Housing Ombudsman subscription costs (£0.034m).

3.7 For the third year in a row following a trend started at the outset of the pandemic, the HRA Repairs Budget has ended the year with a significant overspend against budget (£0.882m). Although no longer directly dealing with the pandemic, the Service is still having to manage the legacy of that period and the subsequent global economic issues caused by commencement of the war in Ukraine. Previous years suffered from the impact of the damage caused by a number of storms, which thankfully wasn't an issue faced in 2022/23. The issues in 2022/23 of £0.882m were again partially linked to the conflict in Ukraine as the HRA continues to face large inflationary pressures, material shortages and increased fuel costs, all of which have increased pressures on budgets and led to reduced returns for the resources available. This will continue to be a challenge for some time to come, as the markets heads towards a period of potential

stagflation and economic uncertainty continues. In addition, the Service has experienced significant difficulties in recruiting skilled tradespeople which has led to an increased reliance on sub-contractors, and the need to introduce market supplement payments as an interim measure pending final agreement and implementation of a new craft agreement pay structure.

3.8 Rent Arrears again flattened out in the last few months of the year and further reduced the call on the in-year Bad Debt Provision (£0.242m); the call on contingency was below budget (£0.101m), and helped to cover pressures elsewhere across the budget, and transitional protection came in slightly under budget (£0.006m). So overall the significant swings across different service areas during the last quarter of the year saw an overall improvement in the bottom line of £0.185m in-year and £0.246m including brought forward balances.

Rent Arrears and Bad Debt Provision

3.9 Arrears are made up of two elements:

- Current Tenant Arrears and,
- Former Tenant Arrears

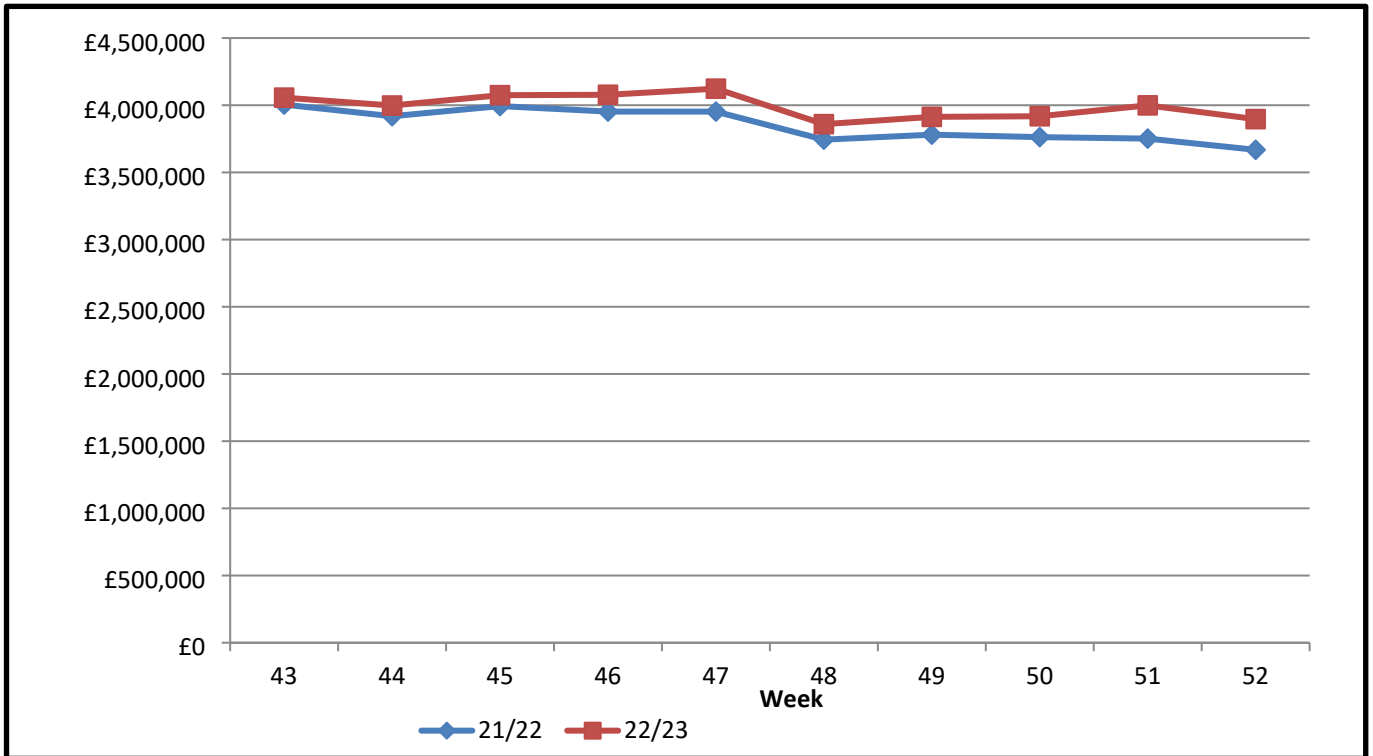
3.10 Table 20: Rent Arrears

Date	Current Arrears	Former Arrears	Total Arrears	Change Year on Year
	£	£	£	£
31/03/2019	2,649,474	1,726,269	4,375,743	627,000
31/03/2020	3,162,030	2,137,477	5,299,507	923,764
31/03/2021	3,498,391	2,311,655	5,810,046	510,539
31/03/2022	3,694,219	2,461,646	6,155,865	345,819
31/03/2023	3,929,813	2,370,591	6,300,404	144,539

3.11 Arrears continue to rise each year but significantly the pace at which they have increased over the last three years has slowed significantly, which is encouraging, particularly given the difficulties created during the pandemic. However, the overall level of arrears is still significant at over £6.300m and has more than doubled in the last eight years.

3.12 Chart 7 below shows the value of current rent arrears in 2022/23 compared to the same period in 2021/22. The Housing team is continually working proactively with tenants to minimise arrears.

3.13 Chart 7: Current Arrears - Feb-Mar 2022/23 compared to 2021/22



3.14 The main mechanism for helping to manage arrears is the Bad Debt Provision (BDP), which at the start of 2022/23 stood at £5.085m on the HRA Balance Sheet with the budget for the 2022/23 contribution at £0.750m. Because of the slowdown in the rate of increase in the level of arrears, the outturn in-year BDP requirement reduced significantly to £0.507m, this was £0.242m under budget for 2022/23 and included writing-off £0.386m of bad debt during the year, all of which resulted in a carry forward Bad Debt Provision at year-end of £5.207m.

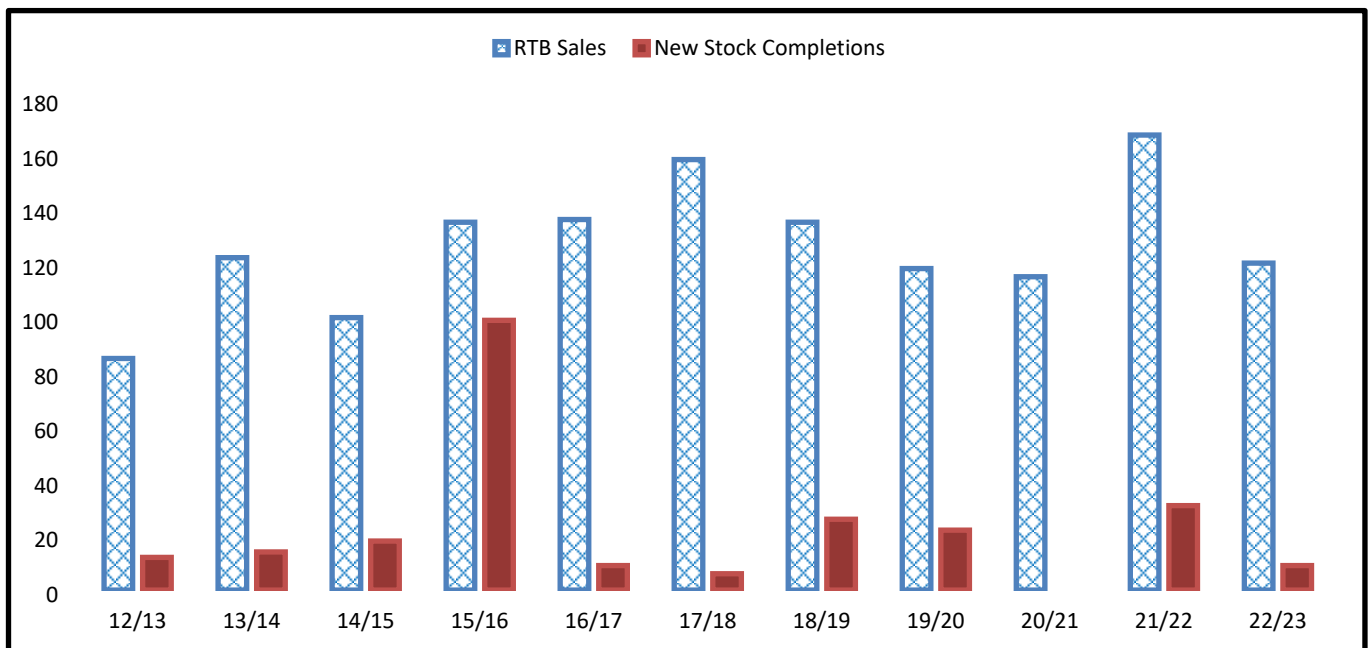
3.15 Universal Credit was fully implemented across North Tyneside on 2 May 2018. The Authority continues to work with residents to provide ICT support to help them make applications and to provide personal budget support to help residents manage their household finances. On 31 March 2023, there were 3,949 tenants of North Tyneside Homes on Universal Credit with current arrears totalling £3.897m. This is up by

237 tenants and £0.231m of arrears from the beginning of the year when there were 3,712 tenants on UC with arrears of £3.668m.

Right to Buy (RTB) Trends

3.16 The impact of RTB is critical to long-term planning for the HRA. Prior to the introduction of self-financing in 2012, average RTB sales had dropped to around 25 per annum, mainly due to the capped discount (£0.022m) which had remained static as property values had increased, making RTB less attractive financially to tenants. Shortly after self-financing began, Central Government announced a change to RTB significantly increasing the maximum discount, initially to £0.075m and then subsequently annual inflation was added to the maximum. Chart 8 below shows the trend in RTB sales since that time which shows that sales although not as high as last year's high of 167, were still significant in 2022/23 with 120 RTB sales.

3.17 Chart 8: Trend in Right to Buy Sales



SECTION 4 – INVESTMENT PLAN

- 4.1 The Investment Plan represents the Authority’s planned capital investment programme in projects across all service areas, including General Fund and HRA.
- 4.2 All capital investment follows a structured gateway process, and is challenged by Members and senior officers, from the initial ideas stage, through the delivery stage and finally to post implementation. Delivery of the Investment Plan year by year, through both physical on-site development and capital spend, is key to the successful attainment of the Authority’s Our North Tyneside Plan and results in significant improvements to assets within the Borough.

2022/23 Capital Expenditure

- 4.3 The initial 2022/23 Investment Plan Budget was £64.431m (£36.617m General Fund and £27.814m Housing). Further variations to the Plan and reprogramming were agreed by Cabinet during the year as part of the Financial Monitoring process to give an approved Plan at the year-end of £87.316m (£60.702m General Fund and £26.614m Housing). Table 21 below summarises these changes:

Table 21: 2022/23 Investment Plan – Summary of changes to Budget

	£m
Investment Plan approved by full Council – 17 February 2022	64.431
Reprogramming from 2021/22	24.723
Reprogramming to 2023/24	(33.264)
Other variations (net)	31.426
Revised Investment Plan	87.316

- 4.4 Actual capital expenditure in 2022/23 totalled £77.442 (£63.045m in 2021/22), comprising General Fund expenditure of £50.814m and £26.628m on Housing Schemes.
- 4.5 The 2022/23 Investment Plan delivered planned investment in the following areas:

- £24m Decent homes improvements
- £13m Transport and Highway works including the local transport plan and sustainable transport improvements.
- £11m Regeneration Initiatives, including significant investment in North Shields
- £8m Improvements to the Council's Operational Assets, including buildings, vehicles and ICT infrastructure
- £7m Energy Efficiency and Sustainability Works, including Green Homes works and Street Lighting LED upgrades
- £7m School Improvement Works

4.6 The appendices to this report include further information on the Investment Plan and planned capital works delivered during the year. Appendix B shows the final expenditure, and how that expenditure was financed, with Appendix C showing a comparison of expenditure against agreed budgets for each individual project. In addition, further details can also be found in the Investment Programme Board end of year report at Appendix E.

4.7 Table 22 below compares the actual capital expenditure for 2022/23 with the revised Budget for the year, as well as the actual spend for 2021/22 for comparison:

Table 22: Comparison of Capital Expenditure to Revised Budget for 2022/23

Actual Capital Expenditure 2021/22 £m		Revised Capital Budget 2022/23 £m	Actual Capital Expenditure 2022/23 £m	Variation from Budget over / (under) £m
36.287	General Fund	60.702	50.814	(9.888)
26.758	Housing	26.614	26.628	0.014
63.045	Total	87.316	77.442	(9.874)

4.8 Across all capital projects, further reprogramming of £9.781m has been identified and it is requested that Cabinet approve the carry forward of this amount into the 2023/24 Investment Plan. A detailed

breakdown of this amount is included in Appendix C, and the significant variations include the re-profiling of the following:

- **BS034 Parks Sports Centre – Security Measures:** (£0.250m) to reflect a May start on site date following the conclusion of the procurement exercise
- **CO083 Whitley Bay Crematoria:** (£0.276m) relating to the delivery of resurfacing works which will take place in June 2023
- **GEN03 Contingencies:** (£0.708m) given there were no further calls on the contingency during 2022/23. It is proposed to retain the unspent contingency sum in the Investment Plan given the ongoing inflationary risks
- **DV064 Council Property Investment:** (£0.320m) primarily to reflect the revised delivery plans for the Council led redevelopment of 11/12 Northumberland Square
- **DV066 Investment in North Tyneside Trading Co:** (£0.279m) to reflect the completed property acquisitions during 2022/23, with the remaining balance of S106 contributions being used to acquire additional homes in 2023/24
- **ED075 Devolved Formula Capital:** (£0.454m) to align with the School's ongoing investment plans and deliver schemes within the allowable three year timescales. This funding is spent at discretion of individual schools.
- **ED132 School Capital Allocation:** (£0.881m) due to a number of projects being delivered for less than the Guaranteed Maximum Price (GMP) and the re-prioritisation of some projects to be delivered during the summer period to minimise disruption to schools.
- **ED190 High Needs Provision Capital Allocation:** (£0.683m) to support the delivery of works to Beacon Hill school site following planning approval which was granted in March 2023. All carry forward balance will be committed within 23/24.
- **EV034 Local Transport Plan:** (£0.758m) primarily relating to works at Harrow Street bridge which are programmed to commence in late July 2023 under a planned Nexus rail closure.
- **EV055 Surface Water Improvements:** (£0.309m) to align with the staged delivery programme agreed with external funders.
- **EV094 Transforming Cities Fund – NT02 North Shields Transport Hub:** £0.818m of resources have been brought forward from future years to reflect the good progress being made on delivering the works to the Transport Hub.

- **EV096 Highway Maintenance Challenge Fund – Tanners Bank:** (£0.284m) to co-ordinate with the delivery of the Embankment Walkway.
- **EV097 Weetslade & Westmoor Roundabouts, Great Lime Road:** (£0.896m) with the scheme now expected to complete during Q2 2023/24
- **EV098 Transforming Cities Fund – NT08 Four Lane Ends Bus Priority:** (£0.385m) to align with the delivery programme and completion of the scheme during Q2 2023/24
- **EV099 Transforming Cities Fund – NT10 Links to Metro:** (£0.348m) to align with the delivery programme and completion of the scheme by end of Q3 2023/24
- **HS004 Disabled Facilities Grant:** (£0.709m) as a result of pressures within the supply chain which have impacted upon the delivery capacity.
- **HS015 Refurbishment / Decent Homes Improvements:** £0.595m reversal of re-profiling reported previously, reflecting the progress made in delivering ongoing decent home improvement works.
- **HS039 ICT Infrastructure Works:** (£0.350m) following the outcome of contractual negotiations which impacted upon payment timescales
- **HS053 Green Homes Local Authority Delivery:** (£0.882m) to reflect the delivery of energy efficiency improvement measures
- **IT020 ICT Strategy:** (0.517m) to align with the revised delivery plans associated with the investment in ICT infrastructure.

Capital Financing

- 4.9 Local authorities can finance capital expenditure from a variety of sources: grants; external contributions; capital receipts; borrowing; and contributions from revenue. This section of the report considers how the Investment Plan has been financed.
- 4.10 Under the Prudential System for capital financing, the Authority can decide to borrow to fund capital expenditure, known as prudential (or unsupported) borrowing. There are associated revenue costs (interest and Minimum Revenue Provision (MRP)) which must be met from the Authority's own resources, i.e. funded by Council Taxpayers. MRP is a charge included in the Authority's accounts that effectively spreads the cost of capital expenditure over a period that generally equates to the period in which the asset is used. When deciding whether to take out additional borrowing, the Authority must ensure the Investment Plan is affordable, sustainable, and prudent.
- 4.11 The MRP charge for 2022/23 was calculated in accordance with the Authority's agreed MRP Policy as follows:

£m	General Fund	HRA	Total
Supported Borrowing	3.103		3.103
Unsupported Borrowing	4.640		4.640
PFI Schemes	6.058	(0.182)	5.876
HRA Receipts Set Aside		3.031	3.031
Voluntary Provision		3.500	3.500
Total	13.801	6.349	20.150

- 4.12 The total capital expenditure of £77.442m has been financed as shown in table 23 below:

Table 23: 2022/23 Capital Financing

	2022/23 Capital Financing £m
<u>Council Contribution</u>	
Prudential (Unsupported) Borrowing – General Fund	10.793
Capital Receipts – HRA	0.443
Direct Revenue Funding – HRA	9.400
Major Repairs Reserve	15.663
Contribution from Reserves – General Fund	0.877
Contribution from Reserves – HRA	0.370
	37.546
<u>External funding</u>	
Specific Government Grants	38.122
ERDF	1.022
Capital Grants and Contributions	0.752
	39.896
	77.442

- 4.13 Total Prudential borrowing for the General Fund was £10.793m. During the year £0.163m of General Fund capital receipts were generated, which adding the balance carried forward (£3.073m) gave an available balance of £3.236m. No capital receipts were used to finance General Fund capital investment in 2022/23.
- 4.14 For Housing, capital receipts of £6.335m were received during 2022/23, no capital receipts were used for pooling or paid across to central government. This balance plus the brought forward receipts of £10.094m gave an available balance of £16.429m. Of this £0.443m was used to finance 2022/23 capital spend and £3.031m was set aside to repay debt leaving a balance of £12.955m to be carried forward into 2023/24.
- 4.15 Table 24 below shows the movement in capital receipts during 2022/23 including receipts received during 2022/23 (identified in paragraphs 4.13 and 4.14 above), receipts brought forward at 1 April 2022, receipts used to finance the 2022/23 Investment Plan, receipts set aside to repay debt and loans, and receipts carried forward at 31 March 2023.

Table 24: Movement in Capital Receipts during 2022/23

	Receipts brought forward 1 April 2022 £m	Net Useable Receipts received £m	Receipts used for financing £m	Receipts set aside for repayment of debt £m	Receipts carried forward 31 March 2023 £m
General Fund	(3.073)	(0.163)	0.000	0.000	(3.236)
Housing	(10.094)	(6.335)	0.443	3.031	(12.955)
Total	(13.167)	(6.545)	0.443	3.031	(16.191)

4.16 The Authority utilised £38.122m of external Government grants to finance investment made during the year. These grants included:

- £10.018m Transforming Cities fund
- £6.692m Education and Schools Capital funding;
- £4.621m Green Homes Grants (Local Authority Delivery)
- £5.914m Department for Transport funding
- £1.869m Better Care Fund (including Disabled Facilities Grant)

4.17 Other capital Grants and Contributions used in the year included:

- £5.167m Section 106 contributions;
- £0.882m Getting Building Fund
- £0.116m Heritage Action Zone

4.18 As required, under self-financing for Housing, resources are transferred to the Major Repairs Reserve which are then used to finance ongoing works to Council dwellings. This contribution is financed from within the HRA (i.e. it is self-financed) and so appears as part of the Authority's contribution shown in Table 24 above.

4.19 An analysis of the overall capital financing is also shown in Appendix B.

International Financial Reporting Standards (IFRS) adjustments to Capital Expenditure in 2022/23

4.20 Under IFRS any expenditure incurred relating to PFI schemes and finance leases is classed as capital expenditure and the resulting assets are added to the Authority's balance sheet.

4.21 During 2022/23 spend of £2.669m was incurred as part of the PFI Contracts.

Variations to the Investment Plan

4.22 Reprogramming and variations relating to March 2022/23 and 2022/23 Outturn reporting of £17.148m have been identified and are included within the Investment Plan as detailed in table 25.

4.22.1 Table 25: 2023 – 2028 Investment Plan changes identified

	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	Total £m
Approved Investment Plan – Council 16 February 2023	95.762	58.864	50.055	53.775	53.884	312.340
Reprogramming/Variations						
2023 March Cabinet	6.273	-0.697	0.000	0.000	0.000	5.576
2022/23 Outturn	11.572	0.000	0.000	0.000	0.000	11.572
Total Variations	17.842	-0.697	0.000	0.000	0.000	17.148
Revised Investment Plan	113.607	58.167	50.055	53.775	53.884	329.488

4.23 The 2023 – 2028 Investment Plan includes the continuation of investment in a number of key areas including:

- Increasing Affordable Housing Provision within the Borough, including HRA new build schemes;
- Regeneration Schemes, including the continued delivery of Our Ambition;
- Transport Improvements, including the Seafront Cycleway;
- Sports and play facilities, including the development of a Regional Sports Hub;
- Continued investment in Schools, including expanding high needs provision.

SECTION 5 – ANNUAL TREASURY MANAGEMENT REVIEW AND PRUDENTIAL INDICATORS

5.1 Regulatory Environment

- 5.1.1 The Authority is required by regulations issued under the Local Government Act 2003 to produce an annual treasury management review of activities and the actual prudential and treasury indicators for 2020/21. This section of the report meets the requirements of both the CIPFA Code of Practice on Treasury Management, (the Code), and the CIPFA Prudential Code for Capital Finance in Local Authorities, (the Prudential Code).
- 5.1.2 During 2022/23 the minimum reporting requirements were that the full Council or Cabinet should receive the following reports:
- an annual treasury strategy in advance of the year (Council 17 February 2022);
 - a mid-year (minimum) treasury update report (Cabinet 28 November 2022); and
 - an annual review following the end of the year describing the activity compared to the strategy (this report).
- 5.1.3 The regulatory environment places responsibility on members for the review and scrutiny of treasury management policy and activities. This report is, therefore, important in that respect, as it provides details of the outturn position for treasury activities and highlights compliance with the Authority's policies previously approved by members.
- 5.1.4 The Authority confirms that it has complied with the requirement under the Code to give prior scrutiny to all of the above treasury management reports. Reports are reviewed by Lead Member Briefing before they are reported to Cabinet. Member training on treasury management issues is scheduled to be delivered by Link, the Authority's advisors within 2023.

5.2 Capital Expenditure and Financing

5.2.1 The Authority undertakes capital expenditure on long-term assets. These activities may either be:

- Financed immediately through the application of capital or revenue resources (capital receipts, capital grants, revenue contributions etc.), which has no resultant impact on the Authority's borrowing need; or
- If insufficient financing is available, or a decision is taken not to apply resources, the capital expenditure will give rise to a borrowing need.

5.2.2 The actual capital expenditure forms one of the required prudential indicators. Table 26 below shows the actual capital expenditure and how this was financed.

Table 26: Actual Capital Expenditure and its Financing

	2021/22 Actual £m	2022/23 Estimate £m	2022/23 Actual £m
General Fund	36.287	60.702	50.814
HRA	26.758	26.614	26.628
Total Capital Expenditure	63.045	87.316	77.442
Financed in-year (grants, contributions, and capital receipts)	56.078	72.922	66.649
Unfinanced Capital Expenditure (Prudential borrowing)	6.967	14.394	10.793

5.3 The Authority's Overall Borrowing Need

5.3.1 The Authority's underlying need to borrow to finance capital expenditure is termed the Capital Financing Requirement (CFR). This figure is a gauge of the Council's indebtedness. The CFR results from the capital activity of the Council and resources used to pay for the capital spend. It represents the 2022/23 unfinanced capital

expenditure (see above table), and prior years' net or unfinanced capital expenditure which has not yet been paid for by revenue or other resources.

5.3.2 **Gross borrowing and the CFR** - in order to ensure that borrowing levels are prudent over the medium term and only for a capital purpose, the Authority should ensure that its gross external borrowing does not, except in the short-term, exceed the total of the capital financing requirement in the preceding year (2021/21) plus the estimates of any additional capital financing requirement for the current (2022/23) and next two financial years. This essentially means that the Authority is not borrowing to support revenue expenditure. Table 27 below highlights the Authority's gross borrowing position against the CFR. The Authority has complied with this prudential indicator.

Table27: Gross Borrowing against the CFR

	2021/22 Actual £m	2022/23 Estimate £m	2022/23 Actual £m
CFR General Fund	301.139	377.046	301.934
CFR HRA	303.279	302.493	296.930
Total CFR	604.418	679.539	598.864
Gross borrowing position	504.728	626.902	530.332
Under/over funding	99.690	52.637	68.532

5.3.3 **The authorised limit** - the authorised limit is the "affordable borrowing limit" required by s3 of the Local Government Act 2003. Once this has been set, the Authority does not have the power to borrow above this level. The table below demonstrates that during 2020/21 the Authority has maintained gross borrowing within its authorised limit.

5.3.4 **The operational boundary** - the operational boundary is the expected borrowing position of the Authority during the year. Periods where the actual position is either below or over the boundary are acceptable subject to the authorised limit not being breached.

5.3.5 Actual financing costs as a proportion of net revenue stream - this indicator identifies the trend in the cost of capital, (borrowing and other long-term obligation costs net of investment income), against the net revenue stream.

Table 28: Actual financing costs as a proportion of net revenue stream

	2022/23 £m
Authorised limit	1,235.000
Maximum gross borrowing position during the year (Inc PFI)	534.720
Operational boundary	735.000
Average gross borrowing position (Inc PFI)	515.604
Financing costs as a proportion of General Fund net revenue stream	10.14%
Financing costs as a proportion of HRA net revenue stream	33.21%

5.4 Treasury Position as at 31 March 2023

5.4.1 The Authority's treasury position (excluding borrowing by PFI and finance leases) at 31 March 2022 and 31 March 2023 is shown in table 40 below:

Table 29: Treasury Position as at 31 March

Borrowing Position	31 March 2023 Principal £m	Rate/Return %	31 March 2022 Principal £m	Rate/Return %
Fixed Rate Funding:				
-*PWLB long - term	254,250	3.52	249.250	3.62
(HRA-Self Financing)	128.193	3.49	128.193	3.49
-Market ** (LOBO's)	20.000	4.35	20.000	4.35
-Temporary	25.000	4.15	0.000	0.00
Total External Debt	427.443	3.88	397.443	3.61
CFR (Exc PFI)	495.975		497.133	
Over (Under) borrowing	(68.532)		(99.690)	

*Public Works Loan Board **Lender Option Borrower Option

Table 30: The maturity structure of the external debt portfolio was as follows:

	31 March 2023 Actual £m	31 March 2022 Actual £m
Within 12 months	29.000	5.000
12 months and within 24 months	15.000	14.000
24 months and within 5 years	16.575	23.575
5 years and within 10 years	51.900	44.900
10 years and within 20 years	82.200	82.200
20 years and within 30 years	63.575	53.575
30 years and within 40 years	98.193	113.193
40 years and within 50 years	71.000	61.000
Greater than 50 years	0.000	0.000

*note, LOBOs are recorded above on their next call date.

5.5 Investment Portfolio

Table 31: Treasury and Non-Treasury Investments

Treasury investments	Actual 31 March 2023 £m	Actual 31 March 2022 £m
DMADF (H M Treasury)	17.500	22.000
Other Local Authorities	15.000	25.000
Deposit Accounts	5.000	10.000
Other Bank Balances	2.031	3.794

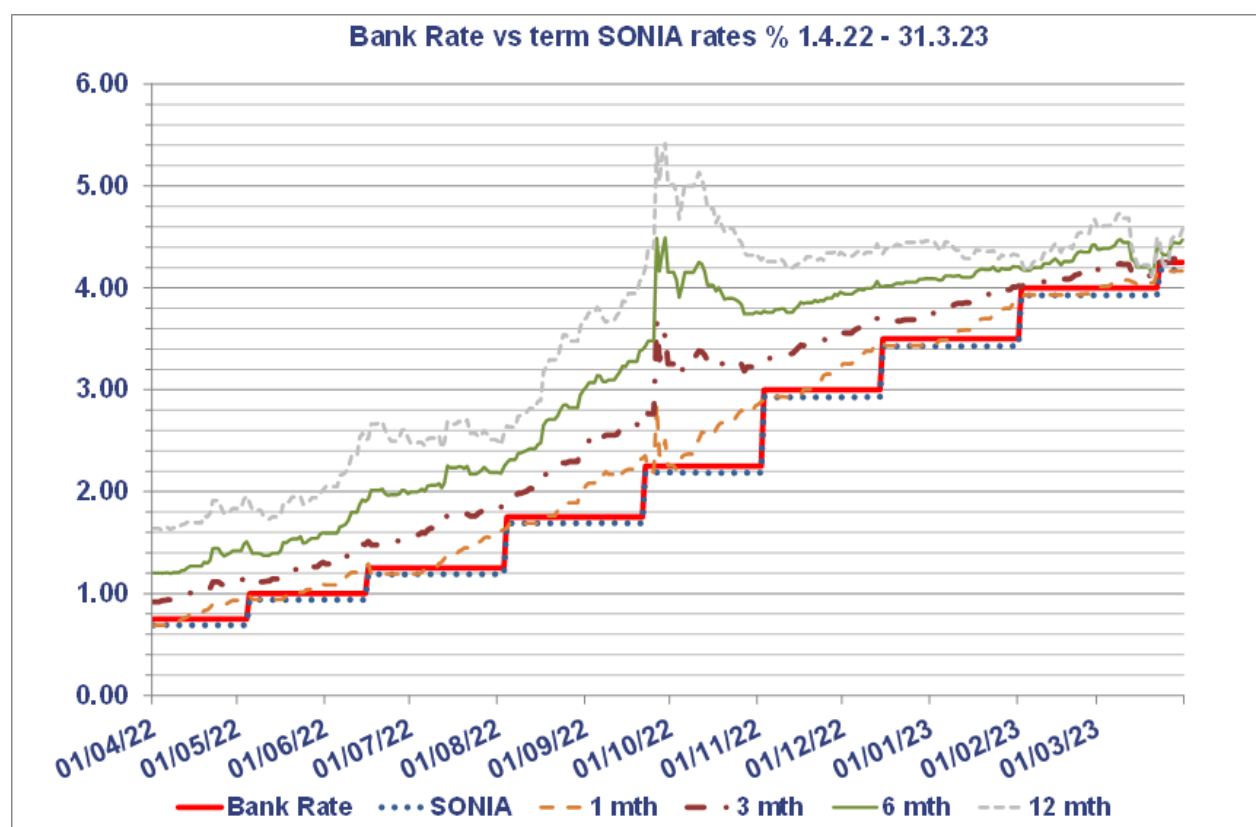
Non-Treasury investments	Actual 31 March 2023 £m	Actual 31 March 2022 £m
Joint venture	0.000	0.000
Companies	0.000	0.000
TOTAL NON-TREASURY INVESTMENTS	0.000	0.000

5.5.1 Return on investments have been at their best during 2022/23. Most local authorities managed surplus funds by undertaking inter local authority lending at a slightly cheaper rate than the PWLB, making it a very competitive market for those who seek short term cash .The expectation for interest rates within the treasury management strategy for 2022/23 was that Bank Rate would rise to combat inflation, with the base rate rising to its highest rate since 2008. Currently at 4.25% as of the last MPC meeting on the 22nd of March. The rate is likely to keep rising, until CPI shows consistent decrease.

5.5.2 The impact on the Bank’s operations from Covid and associated restrictions on activity have begun to lessen. The Bank has considered the economic and financial implications for its remits. In particular, the rises in a range of energy and commodity prices have added further inflationary pressure and also increased the squeeze on people’s real

incomes, sharpening the trade-off that the MPC faces. Twelve-month CPI inflation fell from 10.5% in December to 10.1% in January but then rose to 10.4% in February, 0.6 percentage points higher than expected in the February Report. If there were to be evidence of more persistent pressures, then further tightening in monetary policy would be required causing a further increase to base rate at the next meeting on the 11th of May.

Chart 9: Investment strategy and control of interest rate risk



5.6 Borrowing strategy and control of interest rate risk

5.6.1 During 2022/23, the Council maintained an under-borrowed position. This meant that the capital borrowing need, (the Capital Financing Requirement), was not fully funded with loan debt as cash supporting the Council’s reserves, balances and cash flow was used as an interim measure. This strategy was prudent as investment returns were initially low and minimising counterparty risk on placing investments also needed to be considered.

- 5.6.2 A cost of carry generally remained in place during the year on any new long-term borrowing that was not immediately used to finance capital expenditure, as it would have caused a temporary increase in cash balances; this would have incurred a revenue cost – the difference between (higher) borrowing costs and (lower) investment returns. As the cost of carry dissipated, the Council sought to avoid taking on long-term borrowing at elevated levels (>4%) and has focused on a policy of internal and temporary borrowing, supplemented by short-dated borrowing (<3 years) as appropriate.
- 5.6.3 The policy of avoiding new borrowing by running down spare cash balances has served well over the last few years. However, this has been kept under review to avoid incurring higher borrowing costs in the future when this Authority may not be able to avoid new borrowing to finance capital expenditure and/or the refinancing of maturing debt.
- 5.6.4 Against this background and the risks within the economic forecast, caution was adopted with the treasury operations. The Director of Resources monitored interest rates in financial markets and adopted a pragmatic strategy based upon the following principles to manage interest rate risks:
- If it had been felt that there was a significant risk of a sharp FALL in long and short-term rates, (e.g., due to a marked increase of risks around relapse into recession or of risks of deflation), then long term borrowings would have been postponed, and potential rescheduling from fixed rate funding into short term borrowing would have been considered.
 - If it had been felt that there was a significant risk of a much sharper RISE in long and short-term rates than initially expected, perhaps arising from an acceleration in the start date and in the rate of increase in central rates in the USA and UK, an increase in world economic activity or a sudden increase in inflation risks, then the portfolio position would have been re-appraised. Most likely, fixed rate funding would have been drawn whilst interest rates were lower than they were projected to be in the next few years
- 5.6.5 Interest rate forecasts were initially suggesting only gradual rises in short, medium and longer-term fixed borrowing rates during 2022/23

but by August it had become clear that inflation was moving up towards 40-year highs, and the Bank of England engaged in monetary policy tightening at every Monetary Policy Committee meeting during 2022, and into 2023, either by increasing Bank Rate by 0.25% or 0.5% each time. Currently the CPI measure of inflation is still above 10% in the UK but is expected to fall back towards 4% by year end. Nonetheless, there remain significant risks to that central forecast.

Chart 10: Interest Rate View

Link Group Interest Rate View	27.03.23											
	Jun-23	Sep-23	Dec-23	Mar-24	Jun-24	Sep-24	Dec-24	Mar-25	Jun-25	Sep-25	Dec-25	Mar-26
BANK RATE	4.50	4.50	4.25	4.00	3.50	3.25	3.00	2.75	2.75	2.50	2.50	2.50
3 month ave earnings	4.50	4.50	4.30	4.00	3.50	3.30	3.00	2.80	2.80	2.50	2.50	2.50
6 month ave earnings	4.50	4.40	4.20	3.90	3.40	3.20	2.90	2.80	2.80	2.60	2.60	2.60
12 month ave earnings	4.50	4.40	4.20	3.80	3.30	3.10	2.70	2.70	2.70	2.70	2.70	2.70
5 yr PWLB	4.10	4.10	3.90	3.80	3.70	3.60	3.50	3.40	3.30	3.20	3.20	3.10
10 yr PWLB	4.20	4.20	4.00	3.90	3.80	3.70	3.50	3.50	3.40	3.30	3.30	3.20
25 yr PWLB	4.60	4.50	4.40	4.20	4.10	4.00	3.80	3.70	3.60	3.50	3.50	3.40
50 yr PWLB	4.30	4.20	4.10	3.90	3.80	3.70	3.50	3.50	3.30	3.20	3.20	3.10

5.6.6 Gilt yields have been on a continual rise since the start of 2021, peaking in the autumn of 2022. Currently, yields are broadly range bound between 3% and 4.25%. At the close of the day on 31 March 2023, all gilt yields from 1 to 50 years were between 3.64% and 4.18%, with the 1 year being the highest and 6–7.5 years being the lowest yield.

5.6.7 There is likely to be a fall in gilt yields and PWLB rates across the whole curve over the next one to two years as Bank Rate first rises to dampen inflationary pressures and a tight labour market, and is then cut as the economy slows, unemployment rises, and inflation (on the Consumer Price Index measure) moves closer to the Bank of England’s 2% target. As a general rule, short dated gilt yields will reflect movements in the bank rate, whilst medium to long term yields are determined by the inflation outlook.

The margins over gilt yields are as follows: -

- **PWLB Standard Rate** is gilt plus 100 basis points (G+100bps)
- **PWLB Certainty Rate** is gilt plus 80 basis points (G+80bps)
- **Local Infrastructure Rate** is gilt plus 60bps (G+60bps)

5.6.8 The Bank of England is also embarking on a process of Quantitative Tightening, but the scale and pace of this has already been affected by the change in Prime Minister in the autumn of 2022 and more recently by the financial market unease with some US (e.g., Silicon Valley Bank) and European banks (e.g., Credit Suisse). The gradual reduction of the Bank's original £895bn stock of gilt and corporate bonds will be sold back into the market over several years. The impact this policy will have on the market pricing of gilts, while issuance is markedly increasing, is an unknown at the time of writing

5.7 Borrowing Outturn for 2022/23

5.7.1 PWLB Interest rates remain heightened in 2022/23 with rates of 4.78% for 1 year borrowing at 31.03.2023. This has led to an increase rate in the LA Temporary Market due increased demand with Authorities holding off on PWLB borrowing, as forecasts show that rates are expected to reduce in 2023/24. Alongside increased borrowing demand in the short-term market, the consistent rise of the BoE base rate by the MPC has caused rates to soar. Our borrowing strategy for 2022/23 has been if borrowing is required to take this from the temporary market as opposed to locking into long term debt at heightened rates, in anticipation of rates reducing in the near future.

5.7.2 At the end of 2022/23, £25.000m of short-term borrowing was taken by the Authority to manage cashflow into 31 March 2023.

5.7.3 Maturing long-term loans of £5.000m were repaid in 2022/23 as detailed in Table 32 below:

Table 32 - Maturing Long-Term Loans repaid during 2022/23

Principal £m	Interest Rate %	Date Repaid
5.000	7.00	12 September 2022

5.7.4 Short-term savings were achieved during the year by internally financing new capital expenditure by running down existing cash balances.

5.7.5 Borrowing in advance of need

The Authority has not borrowed more than, or in advance of its needs, purely to profit from the investment of the extra sums borrowed.

5.7.6 Rescheduling

No rescheduling was done during the year as the average 1% differential between PWLB new borrowing rates and premature repayment rates made rescheduling unviable.

5.8 Investment Outturn

5.8.1 **Investment Policy** – the Authority’s investment policy is governed by DLUHC investment guidance, which has been implemented in the annual investment strategy approved by full Council. This policy sets out the approach for choosing investment counterparties and is based on credit ratings provided by the three main credit rating agencies, supplemented by additional market data, (such as rating outlooks, credit default swaps, bank share prices etc.).

5.8.2 The investment activity during the year conformed to the approved strategy.

5.8.3 **Resources** – the Authority’s cash balances comprise revenue and capital resources and cash flow monies. The Authority’s core cash resources comprised as follows:

Table 33: Core Cash Balances

Balance Sheet Resources	31 March 2023 £m	31 March 2022 £m
Balances	9.933	13.899
Earmarked reserves	77.222	98.514
Insurance Provisions	3.150	3.698
Usable capital receipts	16.192	13.167
Total	106.497	117.622

5.8.4 **Investments held by the Authority** – The Authority maintained an average balance of £24.000 of internally managed funds invested with

the Debt Management Office (DMO). An average balance of £5.000m was held in Lloyds Bank on an on-call basis to meet any unforeseen cashflow requirements whilst managing credit exposures. As at 31 March the Authority had £15.000m outstanding with other local authorities. This balance generated a weighted average return for the Authority of 3.90%.

- 5.8.5 Internally managed investments generated £0.891m compared to a budget of £0.023m. The high interest rate environment from Q2 of 2022/23 driven by Bank of England rate rises provided higher return on short term investments.

- 5.9 A full list of the Prudential and Treasury Indicators is shown in **Appendix D**.

SECTION 6 – USE OF 2023/24 CONTINGENCIES

6.1 As part of the 2023–2027 Medium Term Financial Plan, approved by full Council on 16 February 2023, a higher than normal balance was allocated to contingencies. This was set aside to help address some of the main pressures the Authority faces in 2023/24 and beyond.

6.2 The Authority proposes to allocate £16.702m from Contingencies and £1.779m from Corporate Growth balances within Central Items into the base Budgets of various service areas via Budget virements. Table 34 below shows the allocations:

6.3 **Table 34 Allocation of Contingencies and Corporate Growth**

Allocation to	Contingencies £m	Corporate Growth £m	Total £m
Childrens, Young People & Learning	9.430	0.376	9.806
Adults Social Care	5.528	0.000	5.528
Resources	1.270	1.362	2.632
Regeneration & Economic Development	0.150	0.000	0.150
Corporate Strategy	0.124	0.041	0.165
Commissioning & Asset Management	0.200	0.000	0.200
Total	16.702	1.779	18.481

6.4 In addition to the balances shown in the table above, the Authority is still holding contingencies related to energy pressures and any 2023/24 Pay Award that is agreed. These will be allocated throughout the 2023/24 Financial Year, as required and will be reported in the 2023/24 Financial Management Reports to Cabinet.

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
			£m	
<u>General</u>				
Insurance Reserve	Risks covered by the reserve include fire, employer and third party liability, contract guarantee bonds, motor cars, personal accident and other general risks	(8.328)	0.930	(7.398)
Planning Functions 20% Fee	Reserve set aside to account for the 20% uplift in planning application fees. The reserve to be invested into the planning service	(0.436)	(0.129)	(0.564)
Private Landlord Lease to Let Scheme	Reserve set aside to modernise private landlord properties for future lettings	(0.273)	(0.039)	(0.312)
Street Lighting	Set up to equalise cash flows relating to the Council's street lighting PFI scheme	(4.466)	2.859	(1.607)
Lettings Agents Transparency & Redress Scheme	Grant to support the monitoring of lettings agents in the Lettings Agents Transparency & Redress Scheme	(0.005)	0.000	(0.005)
Music Service	Development of music education hub	(0.140)	(0.002)	(0.141)
North Shields Christmas Market	The Xmas Market runs annually at a 'cost neutral' basis. The balance handed over & now retained in NTC's accounts acts as a contingency for the market (given that the market event is run for the community). If the event makes a loss, the balance/funding held is used to meet the expense. Similarly, if the event makes a profit, the balance will increase. It is expected that the annual event runs on a 'cost neutral' basis for some time to come	(0.006)	0.004	(0.002)
Wallsend Festival	The Wallsend Festival runs annually at a 'cost neutral' basis. The balance handed over & now retained in NTC's accounts acts as a contingency for the festival (given that the festival is run for the community). If the event makes a loss, the balance/funding held is used to meet the expense. Similarly, if the event makes a profit, the balance will increase. It is expected that the annual event runs on a 'cost neutral' basis for some time to come	(0.004)	0.002	(0.002)
Tynemouth Pool Restoration	A grant from Ministry of Housing, Communities and Local Government to provide planning application support for Tynemouth Pool Restoration	(0.047)	0.000	(0.047)
Reinvestment in Leisure Service	Reinvestment in Leisure Service	(0.112)	0.000	(0.112)
Alternate Weekly Waste Collection Reserve	Alternate Weekly Waste Collection Reserve	(0.170)	0.000	(0.170)
Redundancy & Remuneration Reserve	Reserve to meet the expected cost of redundancies arising from the Change Programme	(1.524)	0.040	(1.485)
Support for Change Programme	Reserve to support the implementation of the Change Programme	(4.498)	2.050	(2.447)
Community Infrastructure Levy	To be used on the costs associated with the Community Infrastructure Levy	(0.318)	(0.141)	(0.459)
Housing Growth	Carry forward of budget to continue to develop initiatives and create the requisite delivery mechanisms to help achieve Cabinet's ambition to enable delivery of 3,000 affordable homes in the Borough over the next 10 years	(0.090)	(0.081)	(0.171)
Lead Local Flood Authority	Funding to support the Council's programme of flooding work in its role as Lead Local Flooding Authority	(0.012)	0.000	(0.012)
MHCLG - Self Build	Works associated with the self build and custom build register	(0.082)	0.000	(0.082)
Capita Managed Budget Reserve	Surplus/loss relating to the Capita NTC Partnership Managed Budget	(0.657)	0.314	(0.343)
New Burdens UC Funding	To support welfare in future years as a result of the impact of Covid-19	(0.019)	0.000	(0.019)
Training Reserve	This reserve will be available to supplement and support the delivery of the Corporate Training Plan	(0.160)	0.000	(0.160)
Welfare Reform	Grant funding from central government to meet the on-going cost of implementing welfare reform and to support welfare in future years as a result of the impact of Covid-19	(0.194)	0.000	(0.194)

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
Education PFI Reserve	Established to provide a mechanism which takes account of project cashflows over a 30-year period to enable the yearly equalisation of the additional costs of the PFI schools	(3.747)	3.212	(0.535)
Education Change Reserve	Reserve to reflect potential future risks associated with change to our schools	(1.094)	0.000	(1.094)
Assessed & Supported Year in Employment (ASYE) & Student Placements (Children's)	To help newly qualified social workers develop their skills, knowledge and capability, and strengthen their professional confidence. It provides them with access to regular and focused support during their first year of employment in social work.	(0.063)	(0.017)	(0.080)
Hackney Carriage Unmet Demand Survey Reserve	A ring fenced reserve set up at the request of the Hackney Carriages and Private Hire Trade representatives whereby any surplus from fees is reinvested in the service	(0.021)	0.000	(0.021)
Practical support for Self-Isolation	Covid-19 grant to support individuals self-isolating	(0.003)	0.003	0.000
Mental Health in Schools	To support the Wellbeing for Education Return project which seeks to better equip education settings to support pupils and students' wellbeing and psychosocial recovery as they return to full-time education this autumn.	(0.024)	0.024	0.000
Building Control Reserve	The reserve has been set up to assist in complying with the accounting requirements of the Building (Local Authority Charges) regulations 2010	(0.212)	(0.167)	(0.379)
Feasibility Study Reserve	Set up to fund feasibility studies of potential capital schemes	(0.841)	0.111	(0.730)
ASC Covid Reserve	Covid-19 grants linked to Adult Social Care	(0.296)	0.281	(0.015)
Strategic Reserve	Established to address future potential significant external pressures on the Council's budget	(14.426)	8.081	(6.345)
Poverty & Intervention Fund	Established to support our residents in financial hardship	(0.732)	0.167	(0.566)
Dudley/Shiremoor Joint Service Centre PFI Reserve	Established to provide a mechanism which takes account of project cashflows over a 25-year period to enable the yearly equalisation of the additional costs of the Joint Service Centre	(1.965)	0.129	(1.836)
Schools PFI Lifecycle Costs	Established to provide a mechanism to reflect the costs of replacing items of equipment over the life of the PFI contract	(2.233)	0.581	(1.652)
MHCLG Bond Bank	This reserve is used to underwrite the deposit required when renting a property and therefore enabling people (over 18) who are homeless or have a housing need to access private lettings	(0.040)	0.000	(0.040)
Dudley PFI Lifecycle Costs	Established to provide a mechanism to reflect the costs of replacing items of equipment over the life of the PFI contract	(0.289)	0.037	(0.252)
Business Rates Volatility Fund	Established to support potential volatility in business rates income as the market changes post pandemic	(1.113)	0.000	(1.113)
Minimum Revenue Provision Reserve	As part of the 2021-2025 Medium-Term Financial Plan the Authority stated an intention to undertake an MRP review encompassing the methodology for charge as well as the underlying calculations. During the year, the Authority engaged with its Treasury advisors Link to carry out a review of the Authority's MRP methodology. This work was completed in March 2022 and the change in methodology has resulted in a reduced MRP charge delivering a £5.893m surplus in 2021/22. This will be used as an earmarked reserve to strengthen the Authority's financial resilience in a time of continued cost pressures as well as rising inflation and interest rates.	(5.893)	0.000	(5.893)
Customer Services Call Recoding VODA Contribution	Contribution towards a new system in customer services for call recording.	0.000	(0.020)	(0.020)
High Borans Operational Reserve	To purchase a mini bus.	0.000	(0.047)	(0.047)

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
Ringfenced Property Reserve	A reserve holding the surplus balances generated by the Ringfenced properties within the Capita NTC Managed Budget. Reserves used to ensure an nil impact on the managed budget	0.000	(0.580)	(0.580)
Salisbury House N Shields Ringfence	Salisbury House Reserve	(0.043)	0.043	0.000
131 Bedford Street	North Shields Reserve - 131 Bedford Street.	(0.087)	0.087	0.000
Smokehouses Reserve	Fish Quay Reserve - Smokehouses	(0.087)	0.087	(0.000)
Service Improvement Fund	Support fund established to facilitate the delivery of the major change programme that is required to ensure we continue to provide the services that our people need. The fund also provides Cabinet with the flexibility to make service improvement choices based on feedback from the residents and other key stakeholders	(0.630)	0.122	(0.508)
Waste Procurement Reserve	A reserve established to manage the future costs of waste provision	(0.987)	0.000	(0.987)
Pow Dene Reserve	Fish Quay Reserve - Pow Dene	(0.215)	0.215	(0.000)
Dockmasters Reserve	Fish Quay Reserve - Dockmasters	(0.009)	0.009	0.000
Working Above The Shops	Fish Quay Reserve - Union Quay Reserve	(0.049)	0.049	0.000
Local Safeguarding Board	To hold the balance of contributions from various partners and income generated from the LSCB charging policy (in relation to training) on behalf of the LSCB	(0.139)	(0.006)	(0.145)
Vita House Reserve	Fish Quay Reserve - Vita House reserve	(0.063)	0.063	(0.000)
Ballards Smoke House Reserve	Fish Quay Reserve - Ballards Smoke House	(0.000)	0.000	0.000
Barracks Building Reserve	Fish Quay Reserve - Barracks Building	(0.045)	0.045	0.000
Whitley Bay CFC PFI Reserve	Established to provide a mechanism which takes account of project cashflows over a 25-year period to enable the yearly equalisation of the additional costs of the Customer First Centre	(1.432)	0.101	(1.330)
Whitley Bay CFC PFI Lifecycle Costs	Established to provide a mechanism to reflect the costs of replacing items of equipment over the life of the PFI contract	(0.213)	(0.012)	(0.225)
Apprenticeships	To support the further development of the Council's apprenticeship and training programme, with a particular focus on working with the business partners EQUANS and Capita Symonds	(0.195)	0.195	0.000
Major Repairs Reserve (MRR)	Reserve that is used for new capital investment in Housing Revenue Account assets	(8.227)	0.000	(8.227)
Internal Refurbishment Reserve	A furniture reserve to fund a rolling programme of refurbishments to the Direct Access Units and Dispersed Units	(0.099)	0.032	(0.067)
HRA Solar PV Green Fund	To support the provision of energy efficiency measures on council dwellings	(0.788)	(0.084)	(0.872)
Older Peoples Homes for the Future PFI Reserve	Set up to equalise cash flows relating to the Council's North Tyneside Living PFI scheme	(13.118)	(2.024)	(15.142)
Housing PFI Lifecycle Costs	Established to provide a mechanism to reflect the costs of replacing items of equipment over the life of the PFI contract	(5.888)	(0.631)	(6.520)
Surplus on RTB Admin Costs	Reserve created to recognise additional administration payments over and above those required to fund RTB administration costs over the previous two years, have been set aside to supplement financing available for the Housing Investment Plan.	(0.697)	0.164	(0.533)
HRA Solar PV Maintenance	Maintenance of solar PV systems on new build council dwellings	(0.016)	(0.016)	(0.032)
Repairs Options Post 2019	To assist with Repairs Offer Options post 2019	(0.145)	0.145	0.000

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
HPC Vehicle Replacement Reserve	A delegated decision on Use of Reserves was taken as part of the project to create the Housing Property and Construction Group which released up to £3m from the North Tyneside Living PFI reserve to fund the purchase of the new fleet. As part of this decision it was agreed that the money recovered to cover the purchase costs over time from the financing element of hire rates, would initially be put into a VRR in order to build resource to replace the fleet as appropriate over the longer term. However, the one stipulation was that the PFI Reserve would have first call on the money to restore its position should that be required. For 2019-20 this resulted in the total applicable sum of £365,394 being split evenly between the Reserve and the VRR with each receiving a contribution of £182,697	(0.552)	(0.349)	(0.900)
Plant Replacement Reserve	Housing Property Services has undertaken a major replacement of core Plant and Equipment required by the frontline Operational staff during 2022-23. This replenishment of around £250k was met from the HRA Capital Investment Plan, the purpose of the Plant Reserve is to build up a fund to enable future such replacements to be accrued from Plant Hire charges levied on the use of the purchased plant.	0.000	(0.052)	(0.052)
Tenancy Satisfaction Measures Funding	Funding for new Government initiatives that will be undertaken from 2023-24 onwards	0.000	(0.030)	(0.030)
Sub Total - General Reserves		(88.258)	15.758	(72.500)
Grants				
Air Quality Monitoring Grant	Grant to fund support on measures to improve air quality in the local authority area	(0.042)	0.000	(0.042)
Step up to Social Work Grant	A programme to provide accelerated entry route into social work for high achieving graduates and career changers	(0.093)	0.000	(0.093)
Rogue Landlords Grant Reserve	To provide improved reporting systems to assist in tackling rogue landlords in North Tyneside	(0.002)	0.000	(0.002)
Tobacco Burdens Grant	To cover any additional costs incurred as a direct result of the implementation new tobacco legislation	(0.006)	0.000	(0.006)
Public Health Grant	Department of Health ring-fenced grant made available to local authorities to allow them to discharge their new public health responsibilities	(0.957)	(0.507)	(1.464)
Education Funding Agency	The 16-19 Bursary Fund aims to ensure that every young person participates and benefits from a place in 16-19 training. The SEN element of the reserve is intended to develop special educational needs and disability implementation and services	(1.095)	0.927	(0.168)
Syrian Refugee Grant	The reserve is for the Syrian Refugee Relocation Programme and will be used for spend in-line with this programme. The grant will be spent over the 5 years of the programme, but will be added to/ reduced as the next wave of refugees enter our Borough, with their 5 years of funding starting from this point	(0.434)	(0.096)	(0.531)
Assessed & Supported Year in Employment Programme	The Assessed and Supported Year in Employment (ASYE) is designed to help newly qualified social workers develop their skills, knowledge and capability, and strengthen their professional confidence. It provides them with access to regular and focused support during their first year of employment in social work	(0.013)	0.007	(0.007)
Test & Trace Service Support	Covid-19 grant relating to the Test and Trace Service	(0.031)	0.031	(0.000)
Flexible Homelessness Support Grant	Grant to allow councils greater flexibility to prioritise homelessness prevention through new ways of working	(0.282)	0.008	(0.274)
RRP Tenancy Support	Tenancy Support for Rapid Rehousing Pathway Scheme for Homelessness	(0.032)	0.000	(0.032)
Hardship Fund	Established from the unused balance of the Hardship funding provided during 20/21 for support to the covid-19 pandemic.	(0.286)	0.025	(0.261)
Covid 19 LA Support Grant Reserve	Covid 19 LA Support Grant Reserve	(1.384)	1.384	0.000

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
Local Authority EU Exit Preparation Reserve	As Central Government is committed to ensuring councils have the support and the funding they need to prepare for an orderly exit from the EU and do appropriate contingency planning, this funding will help councils to adapt to changes caused by Brexit, while still protecting vital local services	(0.337)	0.000	(0.337)
Business Rates Support Top Up	Covid-19 grant to support businesses during the pandemic	(3.118)	3.118	0.000
Local Restriction Support Grant	Covid-19 grant to support businesses during the pandemic	(2.684)	2.684	0.000
Additional Restrictions Grant	Covid-19 grant to support businesses during the pandemic	(0.201)	0.201	0.000
Test and Trace Support Payments	Covid-19 grant to support residents that are required to self-isolate	(0.117)	0.117	0.000
Contain Outbreak Management	Covid-19 grant to assist local authorities in containing outbreaks	(1.578)	1.451	(0.127)
Clinically Extremely Vulnerable	Covid-19 grant to support CEV residents in the borough	(0.160)	0.160	0.000
Homeless Reduction Act Grant	Grant to support the introduction of the Homeless Reduction Act from 1st April 2018	(0.061)	0.061	0.000
Rough Sleepers Grant	This grant supports the delivery of the government's rough sleeping strategy. It allows local authorities to employ one or more specialist personal advisers to support a small caseload of 5 to 10 care leavers	(0.226)	0.059	(0.167)
Business Rates; NoTCA Growth	Business Rates Growth income; result of the authority's membership in the 2019-20 NOTCA Pool	(1.841)	0.000	(1.841)
LRSO Open	Covid-19 grant to support businesses during the pandemic	(0.001)	0.001	0.000
Apprentice Incentive Payments	The incentive payment is in addition to the £1,000 employers already receive for hiring an apprentice.	(0.062)	0.062	0.000
Homeless Veterans	The homeless veteran's daily allowance and grant program is designed to help non-profit and government organizations set up and run supportive service centres and housing to cater for the needs of homeless veterans.	(0.024)	0.000	(0.024)
Brownfield Land Register	The Brownfield Land Register is a register of brownfield land which is suitable, available and achievable for housing development. The register has been introduced to help ensure that 90% of suitable brownfield sites have planning permission for housing by 2021.	(0.001)	0.001	0.000
Tyne Port Health – Export Health Certificates	Reserve is for costs to Tyne Port Health for the implementation of the new Export health Certificates following Brexit.	(0.011)	0.000	(0.011)
Grant Reserves under £100k	£83,794.05 English for speakers of other languages. £7,928.30 Working Well.	(0.476)	0.384	(0.092)
Revenues and Benefits New Burdens Admin Funding'	The Admin Subsidy is used to part fund the Unitary Charge that is paid to EQUANS for them to deliver the Housing Benefit Administration	(0.092)	(0.092)	(0.185)
Omicron Hospitality and Leisure Grant	Covid-19 grant linked to business rates and the pandemic	(0.233)	0.233	0.000
Business Restart Grant 21/22	Covid-19 grant supporting businesses to recover	(0.026)	0.026	0.000
Rough Sleeping Accommodation Programme (Revenue)	Funding for external service provider to provide support to residents as part of the Rough Sleepers Accommodation programme	(0.028)	0.028	0.000
Capability Fund – Sustainable Transport	Funding to provide sustainable transport solutions	(0.181)	(0.046)	(0.227)
Bio-Diversity Net Gain Grant	To help Local Planning Authorities and other local authorities with planning oversight prepare for Biodiversity Net Gain which will become mandatory two years after Royal Assent of the Environment Act	(0.010)	0.000	(0.010)
Food Allergen Labelling – Grant	Grant to assist the authority in the monitoring of the New Food Allergen labelling laws	(0.006)	(0.003)	(0.009)
Botulinum Toxin & Cosmetic Fillers Grant	Grant to assist the authority in the monitoring of underage practice	(0.003)	(0.006)	(0.008)

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
Covid 19 Pavement licenses – New Burdens'	Covid-19 grant linked to admin of more businesses looking for outside space	(0.002)	0.000	(0.002)
S31 – Covid-19 Business Rates Relief Additional Grant	Covid-19 business rates relief linked grant	(1.074)	(2.898)	(3.972)
Step up to Social Work Grant – Cohort 7	Cohort 7 Step up to Social Work grant	(0.067)	0.018	(0.049)
Cyber Security Grant	Cyber Security Grant	(0.150)	0.150	0.000
Local Audit Fees Grant	Local Audit Fees Grant	(0.069)	0.069	0.000
Organisational and Workforce Development	Established to support the authority's training programme in 2022-2023, which is expected to see pressure from the back log created as a result of the pandemic.	(0.064)	0.021	(0.043)
ASC Household Grant	ASC Household Grant	(0.103)	0.103	0.000
Air Quality – New Burdens – Smoke Emissions	Air Quality – New Burdens – Smoke Emissions	0.000	(0.012)	(0.012)
COVID-19 Reserve	COVID-19 Reserve	0.000	0.000	0.000
Brownfield Housing Grant Fund Reserve	Brownfield Housing Grant Fund Reserve	0.000	(0.003)	(0.003)
Public Health – Health Inequalities Grant	Development and introduction of Health and Care Connector posts to support individuals to address healthcare needs through a social care lens. Funding will support a menu of interventions from TyneHealth, offering access to a range of interventions, clinical and practice nurse support. An annual fund to support individuals to access healthcare where there may be barriers linked to financial hardship	0.000	(0.190)	(0.190)
Public Health – Vaccine Inequalities Grant	Established local VCS. To understand barriers to accessing current vaccines (PPV). Long established programme with large variation across the LA area. Also include primary care perspective.	0.000	(0.020)	(0.020)
Public Health – Cardiovascular Disease Prevention Grant	Targeting and monitoring unwarranted variation in care and outcomes. System leadership to co-ordinate action to drive CVD recovery. Supporting general practice to recover the management of key risk factors in atrial fibrillation, hypertension, and hypercholesteremia. Accelerating making every contact count (MECC) interventions such as commissioning non-NHS providers, high street pharmacies and vaccination centres to undertake BP checks.	0.000	(0.178)	(0.178)
ASYE Social Work Training & Development Grant	The Assessed and Supported Year in Employment (ASYE) is designed to help newly qualified social workers develop their skills, knowledge and capability, and strengthen their professional confidence. It provides them with access to regular and focused support during their first year of employment in social work	0.000	(0.021)	(0.021)
Public Health – Community Reading Contribution	Part year (carry forward) funding of a post linked to delivering Community Reading within Libraries & Community Centres.	0.000	(0.007)	(0.007)
Training & Development	School-centred initial teacher training (SCITT) – Networks of schools that have been approved to run school-centred courses are known as SCITTs. They provide practical, hands-on teacher training, delivered by experienced, practising teachers based in their own school or a school in their network. SCITT courses generally last one year, and many include a postgraduate certificate in education (PGCE) and/or Master's-level credits. Training as part of a SCITT gives you the opportunity to learn 'on the job'. You will benefit from working and learning every day in a school and getting an immediate insight into what teaching involves.	(0.010)	0.010	0.000
Parks – Heritage Lottery Fund Grant	Ring-fenced grant for the future maintenance and managements costs associated with Wallsend Parks and Northumberland Parks	(0.783)	0.265	(0.518)
ICT – Local Digital Fund Round 6	The Local Digital Fund aims to help councils transform their digital services in line with the Local Digital Declaration	0.000	(0.094)	(0.094)
Household Support – Private Sector Heating	Funding towards the installation of energy efficient measures in private sector housing.	0.000	(0.009)	(0.009)

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
Capacity & Productivity Grant	To help streamline adult social care assessments, simplify processes and reduce bureaucracy	0.000	(0.130)	(0.130)
Household Grant	Support households in the most need with food, energy & water bills. It can be used to support households with essential costs related to those items and with wider essential costs	0.000	(0.137)	(0.137)
Trees For Cities / Forest Commission / Newcastle CC Grant Income	Working with local communities to cultivate lasting change in their neighbourhoods – whether it's revitalising forgotten spaces, creating healthier environments or getting people excited about growing, foraging and eating healthy food.	0.000	(0.041)	(0.041)
Wallsend Towns and High Streets Innovation Programme	Wallsend Masterplan Regeneration support funding for delivery of proposals for the plan.	0.000	(0.129)	(0.129)
Support for those in Domestic Abuse	Funding for initiatives and support for those fleeing domestic abuse.	0.000	(0.078)	(0.078)
PCC – Safer Underpasses	To provide wardens to patrol underpasses in the borough to improve safety.	0.000	(0.010)	(0.010)
Chairs Charity Lottery	Reserve of balance of monthly lottery money linked to charity distribution.	0.000	(0.008)	(0.008)
Youth Employability Project	A partnership to help improve employment outcomes or prospects of future employment outcomes for long-term unemployed individuals and groups facing the most complex and intractable barriers to work.	0.000	(0.286)	(0.286)
Multiply Project	A partnership to help improve employment outcomes or prospects of future employment outcomes for long-term unemployed individuals and groups facing the most complex and intractable barriers to work.	0.000	(0.136)	(0.136)
Digital Inclusion Outreach Project	Targeted support to residents who, due to the impacts of Covid-19, have found themselves to be now digitally excluded, unable to afford internet connectivity and/or access to the devices needed to get online.	0.000	(0.111)	(0.111)
Elections Act 2022 New Burdens Funding	The purpose of the reserve is to provide support to local authorities in England and Wales towards expenditure lawfully incurred or to be incurred by them through implementation of the Elections Act 2022.	0.000	(0.034)	(0.034)
Improvement & Development Grant	The Improvement and Development Grant is to support implementation of the Redmond review recommendations for internal audit fees	0.000	(0.005)	(0.005)
Dedicated Schools Grant	This Grant is a ring-fenced specific grant and must be used in support of the Schools Budget as financed in the School Finance (England) Regulations 2008	12.851	(4.511)	8.340
Schools Recovery Premium	Recovery premium is part of the government's package of funding to support pupils whose education has been impacted by COVID-19. It is an Academic Year funding stream focused on pupils who are eligible for pupil premium and pupils in specialist settings because of the additional impact of the pandemic on these students.	0.000	(0.409)	(0.409)
Schools National Tutoring Premium	As part of the Department for Education's (DfE)'s education recovery plan, the Secretary of State for Education is providing financial assistance to eligible local authorities, for their maintained schools, and academy trusts. This is in accordance with section 14 of the Education Act 2002, in the form of the school-led tutoring grant. It is an Academic Year funding stream which will give schools and academy trusts the flexibility in determining how best to provide tutoring intervention to support catch-up for lost education due to the coronavirus (COVID-19) pandemic.	0.000	(0.359)	(0.359)
NE One Public Estate Grant	Grant as part of a national programme (NT are part of North East Scheme) to transform local communities and public services	(0.026)	0.000	(0.026)
Transparency Code New Burdens Funding	Funding for local authorities under the new burdens scheme for carrying out specific activities associated with its Local Land Charges Programme	0.000	(0.013)	(0.013)
LAA Performance Grant	To support local authorities in England towards expenditure lawfully incurred	(0.002)	0.000	(0.002)

Reserve	Purpose of Reserve	Opening Balance	Net Movement In Reserves (Cont. to) / Cont. from	Closing Balance
	Sub Total of Grant Reserves	(5.633)	1.023	(4.610)
	Total all Reserves	(93.891)	16.780	(77.110)

2022/23	Actual Gross Expenditure £000	Financing						Total Financing £000
		Unsupported Borrowing £000	Capital Receipts £000	Government Grants £000	ERDF £000	Grants & Contributions £000	Revenue Funding £000	
General Fund	50.814	(10.793)	0.000	(38.122)	(1.022)	(0.877)	0.000	(50.814)
Housing (HRA)	26.628	0.000	(0.443)	(0.752)	0.000	(16.033)	(9.400)	(26.628)
Total	77.442	(10.793)	(0.443)	(38.874)	(1.022)	(16.910)	(9.400)	(77.442)

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Investment Plan provisional outturn 2022/23

GENERAL FUND		Budget	Gross Expenditure	Variance	Funding Adjustment	Re-programming
		£M	£M	£M	£M	£M
BS026	Asset Planned Maintenance	2.909	2.836	0.073	(0.114)	0.041
BS029	Wallsend Customer First Centre	0.314	0.315	(0.001)	0.001	0.000
BS030	Public Sector Decarbonisation Scheme	0.761	0.707	0.054	0.000	(0.054)
BS031	Childrens Home Capital Programme	0.201	0.166	0.035	0.000	(0.035)
BS032	Spirit of NT Commemoration Project	0.200	0.190	0.010	(0.010)	(0.000)
BS033	Changing Places Facilities	0.100	0.007	0.093	0.000	(0.093)
BS034	Parks Sports Centre - Security Measures	0.350	0.005	0.345	0.000	(0.345)
CO079	Playsites	0.050	0.042	0.008	0.000	(0.008)
CO080	Burradon Recreation Ground	0.006	0.006	0.000	0.000	0.000
CO081	Gosforth Nature Reserve Grey Squirrel Control and Enhancements	0.002	0.000	0.002	0.000	(0.002)
CO082	Sport and Leisure Facility Improvements	0.018	0.006	0.012	0.000	(0.012)
CO083	Whitley Bay Crematoria	0.613	0.337	0.276	0.000	(0.276)
CO085	Northumberland Park Labyrinth	0.005	0.005	0.000	0.000	0.000
CO086	North West Library Improvements	0.129	0.060	0.069	0.000	(0.069)
CO087	Contours Gym Improvements	0.177	0.176	0.001	(0.001)	(0.000)
CO088	Gateways to the Boroughs	0.100	0.066	0.034	0.000	(0.034)
CO089	S106 Raleigh Drive Allotment Extension	0.030	0.005	0.025	0.000	(0.025)
CO090	Wallsend Park Machinery	0.095	0.091	0.004	(0.004)	(0.000)
CO091	Neighbourhood Parks	0.065	0.048	0.017	0.000	(0.017)
CO092	Wallsend Park Bothy Toilet	0.060	0.001	0.059	0.000	(0.059)

		Budget	Gross Expenditure	Variance	Funding Adjustment	Re-programming
		£M	£M	£M	£M	£M
CO093	Rising Sun Country Park S106 Ecology	0.000	0.000	0.000	0.000	0.000
CO094	Lawn Tennis - Improvements to Tennis Courts	0.175	0.042	0.133	0.000	(0.133)
CO095	S106 Willington Quay Community Garden	0.000	0.000	0.000	0.000	0.000
CO096	St Peters Sports Pavilion and AGP Pitches	0.000	0.054	(0.054)	0.000	0.054
DV064	Council Property Investment	0.897	0.577	0.320	0.000	(0.320)
DV066	Investment in North Tyneside Trading Co	2.195	1.916	0.279	0.000	(0.279)
DV067	Northern Promenade	0.452	0.452	0.000	0.000	0.000
DV071	Section 106 Contributions to Set Up Health Facilities	0.262	0.262	0.000	0.000	0.000
DV073	Ambition for North Tyneside	0.000	0.000	0.000	0.048	(0.048)
DV074	North Shields Heritage Action Zone (Ambition)	0.423	0.339	0.084	(0.084)	0.000
DV076	Getting Building Fund (North Shields Public Realm)	0.882	0.882	0.000	0.000	0.000
DV077	Tyne Brand Development Site	0.099	0.003	0.096	0.000	(0.096)
DV078	Bedford Street / Saville Street	0.073	0.000	0.073	(0.073)	0.000
DV079	Howard Street The Exchange	0.557	0.595	(0.038)	0.038	(0.000)
DV080	Segedunum Roman Museum MEND	0.075	0.080	(0.005)	0.000	0.005
DV081	North Shields Cultural Quarter	0.239	0.000	0.239	0.000	(0.239)
DV082	Wallsend Town & High Street Programme	0.130	0.000	0.130	0.000	(0.130)
ED075	Devolved Formula Capital	1.138	0.684	0.454	0.000	(0.454)
ED120	Basic Need	0.037	0.001	0.036	0.000	(0.036)
ED132	School Capital Allocation	5.231	4.372	0.859	0.022	(0.881)
ED190	High Needs Provision Capital Allocation	2.360	1.677	0.683	0.000	(0.683)
EV034	Local Transport Plan	3.222	2.124	1.098	(0.104)	(0.994)
EV055	Surface Water Improvements	0.723	0.389	0.334	(0.025)	(0.309)
EV056	Additional Highways Maintenance	3.635	3.739	(0.104)	0.104	0.000

	Budget	Gross Expenditure	Variance	Funding Adjustment	Re-programming
	£M	£M	£M	£M	£M
EV069 Vehicle Replacement	0.779	0.772	0.007	0.000	(0.007)
EV076 Operational Depot Accommodation Review	2.631	2.582	0.049	0.000	(0.049)
EV083 Street Lighting LED	1.200	1.218	(0.018)	0.000	0.018
EV084 A189 Improvements Haddricks Mill to West Moor	0.000	0.000	0.000	0.000	0.000
EV086 Clean Bus Technology Fund	0.000	0.022	(0.022)	0.022	0.000
EV091 Other Initiatives Climate Change	0.274	0.160	0.114	0.000	(0.114)
EV094 Transforming Cities Fund - NT02 North Shields Transport Hub	8.000	8.818	(0.818)	0.000	0.818
EV095 Active Travel Fund 1 & 2 Rake Lane	1.137	1.078	0.059	0.000	(0.059)
EV096 Highway Maintenance Challenge Fund - Tanners Bank	0.625	0.341	0.284	0.000	(0.284)
EV097 Weetslade & Westmoor Roundabouts, Great Lime Road (S106 Bellway Homes)	3.250	2.354	0.896	0.000	(0.896)
EV098 Transforming Cities Fund - NT08 Four Lane Ends Bus Priority	1.893	1.508	0.385	0.000	(0.385)
EV099 Transforming Cities Fund - NT10 Links to Metro	0.748	0.400	0.348	0.000	(0.348)
EV100 Active Travel 3 - Permenant Seafront Scheme	0.000	0.057	(0.057)	0.000	0.057
EV101 Transforming Cities Fund - Intelligent Transport Systems	0.179	0.082	0.097	0.000	(0.097)
GEN12 Local Infrastructure	0.127	0.080	0.047	0.000	(0.047)
GEN13 Project Management	0.075	0.000	0.075	(0.075)	0.000
HS004 Disabled Facilities Grant	2.578	1.869	0.709	0.000	(0.709)
HS051 Private Sector Empty Homes	0.270	0.215	0.055	0.000	(0.055)
HS053 Green Homes Local Authority Delivery	5.426	4.621	0.805	0.077	(0.882)
IT020 ICT Strategy	1.897	1.380	0.517	0.000	(0.517)
Sub Total	60.079	50.814	9.265	(0.178)	(9.087)
GEN03 Contingency Provision	0.623	0.000	0.623	0.085	(0.708)
TOTAL GENERAL FUND	60.702	50.814	9.888	(0.093)	(9.795)

		Budget	Gross Expenditure	Variance	Funding Adjustment	Re-programming
		£M	£M	£M	£M	£M
HRA						
HS015	Refurbishment / Decent Homes Improvements	22.954	23.530	(0.576)	(0.019)	0.595
HS017	Disabled Adaptations	1.220	1.190	0.030	0.020	(0.050)
HS039	ICT Infrastructure Works	0.444	0.093	0.351	(0.001)	(0.350)
HS044	HRA New Build	1.996	1.815	0.181	0.000	(0.181)
HS054	HRA Vehicle Replacement Programme	0.000	0.000	0.000	0.000	0.000
TOTAL HRA		26.614	26.628	(0.014)	0.000	0.014
TOTAL		87.316	77.442	9.874	(0.093)	(9.781)

Prudential and treasury indicators

1. PRUDENTIAL INDICATORS	2021/22	2022/23	2022/23
	actual	revised	actual
	£m	£m	£m
Capital Expenditure			
Non – HRA (General Fund)	£36.287	£66.119	£50.814
HRA	£26.758	£26.614	£26.628
TOTAL	£63.045	£92.733	£77.442
Ratio of financing costs to net revenue stream			
Non – HRA (General Fund)	17.14%	11.75%	10.14%
HRA	28.02%	31.23%	33.19%
Ratio of financing costs for Prudential Borrowing to net revenue stream			
Non – HRA (General Fund)	8.20%	6.26%	5.98%
HRA	11.70%	17.44%	17.43%
Gross borrowing requirement General Fund (CFR excluding PFI)			
brought forward 1 April	£269.975	£262.496	£262.496
carried forward 31 March	£262.496	£271.853	£267.869
in year borrowing requirement	(£7.479)	(£9.357)	(£5.373)
Gross borrowing requirement HRA (CFR excluding PFI)			
brought forward 1 April	£242.634	£234.637	£234.637
carried forward 31 March	£234.637	£231.137	£228.106
in year borrowing requirement	(£7.997)	(£3.500)	(£6.531)
Gross debt (excluding PFI)			
CFR			
Non – HRA	£397.443	£427.587	£427.443
HRA	£301.139	£305.028	£301.934
TOTAL	£603.279	£732.615	£729.377
	£604.418	£605.206	£598.864

Annual change in Capital Financing Requirement			
Non – HRA	(£3.890)	£3.890	(£3.090)
HRA	(£4.383)	(£3.100)	(£3.250)
TOTAL	(£8.273)	£0.079	(£6.340)
2. TREASURY MANAGEMENT INDICATORS	2021/22	2022/23	2022/23
	actual	revised	actual
	£m	£m	£m
Authorised Limit for external debt –			
borrowing	£1,080.000	£1,000.000	£1,000.000
other long-term liabilities	£150.000	£235.000	£235.000
TOTAL	£1,230.000	£1,235.000	£1,235.000
Operational Boundary for external debt –			
borrowing	£540.000	£550.000	£550.000
other long term liabilities	£130.000	£185.000	£185.000
TOTAL	£670.000	£735.000	£735.000
Actual external debt (including PFI)	£504.728	£529.803	£530.332

Maturity structure limits of fixed rate borrowing during 2021/22	upper limit	lower limit
under 12 months	50%	0%
12 months and within 24 months	50%	0%
24 months and within 5 years	50%	0%
5 years and within 10 years	75%	0%
10 years and within 20 years	100%	25%
20 years and within 30 years	100%	25%
30 years and within 40 years	100%	25%
40 years and within 50 years	100%	25%



North
Tyneside
Council

Investment Programme Board

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End of Year Report 2022 – 2023



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Terms of Reference

Purpose

- To provide strategic leadership for all of the Council's capital project activity
- Oversee the entire programme
- Provide a gateway to inclusion on the programme ensuring funding and resources are in place
- Line of sight on the delivery of the programme ensuring programme and project managers are accountable for the delivery of their work.

Scope

The Group will consider the entirety of the Council's capital investment.

This means:

- The Housing capital programme
- The Education capital programme
- The Council's Buildings and Regeneration capital programme
- The Highways and Infrastructure programme
- Other infrastructure projects.

Membership

Investment Programme Board Membership

- The Mayor
- The Deputy Mayor
- The Cabinet Member for Finance and Resources
- The Director of Housing and Property Services
- The Director of Regeneration and Economic Development
- The Director of Commissioning and Asset Management
- The Director of Resources
- Capita Business Director – North Tyneside Partnership
- Head of Property Services
- Head of Estates

2022/23 Investment Plan

Ref	Project	Budget £m
BS026	Asset Planned Maintenance Programme	2.909
BS029	Wallsend CFC	0.314
BS030	Public Sector Decarbonisation	0.761
BS031	Children's Home Capital Fund	0.201
BS032	Spirit of NT Commemoration	0.200
BS033	Changing Places	0.100
BS034	The Parks Sports Centre – Security	0.350
CO079	Playsite	0.050
CO080	Burradon Recreation Ground	0.006
CO081	Gosforth Nature Reserve Improvements	0.002
CO082	Sport & Leisure Facility Improvements	0.018
CO083	Whitley Bay Crematorium	0.613
CO085	Northumberland Park Labyrinth	0.005
CO086	S106 North West Library Improvements	0.129
CO087	Contours Gym Improvements	0.177
CO088	Gateways to the Borough	0.100
CO089	S106 Raleigh Drive Allotment	0.030
CO090	Wallsend Park Machinery	0.095

Ref	Project	Budget £m
CO091	Neighbourhood Parks Improvements	0.065
CO092	Wallsend Park Bothy Toilet Improvements	0.060
CO093	Rising Sun Country Park – Ecology Impr	0.000
CO094	Lawn Tennis, Improvements to Tennis Courts	0.175
CO095	S106 Willington Quay Community Garden	0.000
CO096	St Peter's Sports Hub	0.000
CO097	Forest Hall Library Improvements	0.000
CO098	S106 Killingworth Lakeside Centre Impr	0.000
DV064	Council Property Investment	0.897
DV066	Investment in NT Trading Company	2.195
DV067	Northern Promenade	0.452
DV071	S106 Contribution set up Health Facilities	0.262
DV073	Ambition for North Tyneside	0.000
DV074	North Shields HAZ	0.423
DV076	Getting Building Fund	0.882
DV077	Tyne Brand Site Development	0.099
DV078	Saville/Bedford Street Public Realm	0.073
DV079	Howard Street / The Exchange	0.557

2022/23 Investment Plan

Ref	Project	Budget £m
DV080	Segedunum MEND	0.075
DV081	North Shields Cultural Quarter	0.239
DV082	Wallsend Town & High Street Fund	0.130
ED075	Devolved Formula Capital	1.138
ED120	Basic Need	0.037
ED132	School Capital Allocation	5.231
ED190	High Needs Provision Capital	2.360
EV034	Local Transport Plan	3.222
EV055	Surface Water Improvements	0.723
EV056	Additional Highways Maintenance	3.635
EV059	Vehicle Replacement	0.779
EV076	Operational Depot	2.631
EV083	Streetlighting LED	1.200
EV091	Climate Change	0.274
EV094	TCF – NT02 North Shields Transport Hub	8.000
EV095	Active Travel Fund Tranche 2 (Rake Lane)	1.137
EV096	Highways Maintenance Challenge Fund	0.625
EV097	Weetslade / Westmoor Improvements	3.250

Ref	Project	Budget £m
EV098	TCF NT08 A188/A189 Four Lane Ends	1.893
EV099	TCF – NT10 Impr Cycling/Walking to Metro	0.748
EV100	Active Travel Fund Tranche 3 (Seafront)	0.000
EV101	TCF – Intelligent Transport Systems	0.179
GEN03	Contingency Provision	0.623
GEN12	Local Infrastructure Projects	0.127
GEN13	Project Management	0.075
HS004	Disabled Facility Grant	2.578
HS051	Private Sector Empty Homes Programme	0.270
HS053	Green Homes	5.426
IT020	ICT Strategy	1.897
HS015	Refurbishment / Decent Home Improvement	22.954
HS017	Disabled Adaptations	1.220
HS039	ICT Infrastructure Works	0.444
HS044	HRA New Build	1.996
HS054	HRA Vehicle Replacement	0.000
EV089	Ultra-Low Emission Taxi Infrastructure	
	2022/23 Investment Programme Total	87.316

2022/23 Investment Plan Actual Spend

➤ Housing Improvements & New Build	32.043
➤ ICT Improvements	1.379
➤ Vehicle Transport Review	0.863
➤ Highways and Infrastructure	13.290
➤ Disabled Facilities Grant	1.869
➤ Education/Schools	6.899
➤ Public Buildings	4.369
➤ Regeneration	11.233
➤ Operational Depot Accommodation Review	2.582
➤ Sport and Leisure facilities	0.339
➤ Trading Company Activities	1.916
➤ Whitley Bay Crematoria	0.337
➤ Climate Change Initiatives	0.181
➤ Minor projects (under £0.100m)	<u>0.142</u>
Total	<u>£77.442m</u>

2022/23 Financing Summary

<u>General Fund</u>	<u>£m</u>
Borrowing	10.793
Grants and Contributions	38.122
ERDF	1.022
Contribution from Reserves	0.877
Total General Fund	50.814
<u>Housing</u>	
Capital Receipts	0.443
Revenue Contribution	9.400
Major Repairs Reserve	15.663
HRA Grants and Contributions	0.752
Contribution from Reserves	0.370
Total Housing	26.628
Total General Fund & Housing	77.442

Summary of Gateway Decisions

IPB – 15 April 2022 (approved via email outside of IPB meeting cycle)

Gateway 0 – EV076 Operational Depot (feasibility fund)
Gateway 0 & 1 – DV082 Wallsend Town and High Street Fund
Gateway 1 – EV100 Active Travel Fund Tranche 3 (Seafront)
Gateway 1 & 2 – CO090 Wallsend Park Machinery
Gateway 2 – EV055 Surface Water Additional Grant Funding
Gateway 2 – EV094 Transforming Cities Fund (TCF) NT02 North Shields Transport Hub
Gateway 2 – EV098 TCF NT08 Four Lane Ends
Gateway 2 – CO089 Rayleigh Drive Allotment (S106)

IPB – 18 May 2022

Gateway 0 – Wallsend Levelling Up
Gateway 0 – North Shields Fish Quay Levelling Up
Gateway 1 & 2 – BS033 Changing Places Fund
Gateway 2 – EV100 Active Travel Fund Tranche 3 (Seafront)

IPB – 22 June 2022

Gateway 0 – Swans Mooring Dolphin
Gateway 0 – Salix Public Sector Decarbonisation Fund (Round 2)
Gateway 1 – North Shields Fish Quay Levelling Up
Gateway 1 – Wallsend Levelling Up
Gateway 2 – ED132 School Capital Allocation (Backworth Park Primary Class Refurbishment) (S106)
Gateway 3 – BS026 Asset Planned Maintenance Programme & EV056 Additional Highways Maintenance (capital costs associated with Storm Arwen)
Gateway 3 – DV067 Northern Promenade

IPB – 4 July 2022 (approved via email outside of IPB meeting cycle)

Gateway 3 – DV078 Saville / Bedford Street Public Realm

Summary of Gateway Decisions

IPB – 20 July 2022
Gateway 0 – Cultural Development Fund
Gateway 3 – EV056 Additional Highways Maintenance (DfT Pothole Funding)
Gateway 3 – EV094 TCF NT02 North Shields Transport Hub
Gateway 3 – ED132 School Capital Allocation (Backworth Park Primary Class Refurbishment) (S106)
Gateway 4 – BS026 Asset Planned Maintenance Programme
Gateway 4 – DV058 Swan Hunters Redevelopment
Gateway 4 – DV075 ERDF Town Centre Business Recovery
Gateway 4 – ED07 Devolved Formula Capital
Gateway 4 – ED132 School Capital Allocation
Gateway 4 – EV034 Local Transport Plan
Gateway 4 – EV055 Surface Water Management Improvements
Gateway 4 – EV056 Additional Highways Maintenance
Gateway 4 – EV069 Vehicle Replacement
Gateway 4 – EV084 Haddricks Mill
Gateway 4 – HS015 Refurbishment / Decent Home Improvements
Gateway 4 – HS017 Disabled Adaptations
Gateway 4 – HS039 ICT Infrastructure Works

IPB – 20 July 2022
Gateway 4 – HS044 HRA New Build
Gateway 4 – CO079 Playsites (Merlin Place Playsite) (Phase 1 & 2) (S106)
Gateway 4 – CO079 Playsites (Killingworth Lakeside Park) (S106)
Gateway 4 – CO079 Playsites (Westmoor Playsite) (S106)
IPB – 29 July 2022 (approved via email outside of the IPB meeting cycle)
Gateway 2 – EV034 Local Transport Plan (S106)
IPB – 17 August 2022
Gateway 0 – CO097 Forest Hall Library Improvements
Gateway 0 & 1 – Brownfield Housing fund – Howdon Tip
Gateway 0 & 1 – CO094 Lawn Tennis – Improvements to Tennis Courts
Gateway 0, 1 & 2 – EV101 TCF Intelligent Transport Systems
Gateway 2 – EV099 TCF NT10 Improvements Cycling / Walking to Metro
IPB – 7 September 2022 (approved via email outside of the IPB meeting cycle)
Gateway 0, 1 & 2 – BS034 The Parks Sports Centre – Security Measures

Summary of Gateway Decisions

IPB – 21 September 2022

Gateway 0 – BS033 Changing Places Fund (Second Phase)

Gateway 0 & 1 – Social Housing Decarbonisation Fund

Gateway 2 – DV082 Wallsend Town and High Steet Fund

Gateway 2 – CO079 Playsites (Earsdon Playsite (S106)

Gateway 2 – CO091 Neighbourhood Parks Improvements (S106)

IPB – 19 October 2022

Gateway 0 – Investment Zones

Gateway 0 – Killingworth Heat Network

Gateway 0 & 1 – HS044 HRA New Build (HUSK Project Battle Hill)

Gateway 3 – IT020 ICT Strategy (Cyber Security Section 31 Grant)

IPB – 16 November 2022

Gateway 0 – Northumberland Line

Gateway 0, 1 & 2 – CO092 Wallsend Park Bothy Toilet Improvements

Gateway 0, 1 & 2 – GEN13 Project Management

Gateway 2 – CO079 Playsites (Richardson Dees Playsite) (S106)

IPB – 16 November 2022 (continued)

Gateway 2 – CO079 Playsites (Moorside Playsite) (S106)

Gateway 2 – CO079 Playsites (Hill Top Playsite) (S106)

Gateway 2 – CO093 Rising Sun Countryside Park (Ecology Improvements) (S106)

Gateway 2 – DV071 S106 Contributions to set up health facilities (Bewicke Medical Centre) (S106)

IPB – 5 December 2022 (approved via email outside of IPB meeting cycle)

Gateway 3 – BS026 Asset Planned Maintenance Programme

IPB – 14 December 2022

Gateway 0 – Additional High Needs Capital Funding

Gateway 1 – EV055 Surface Water Additional grant Funding

Gateway 2 – CO094 Lawn Tennis – Improvements to Tennis Courts

Gateway 2 – CO079 Playsites (Rising Sun Countryside Park) (S106)

Gateway 2 – CO079 Playsites (Mullen Road Playsite) (S106)

Gateway 2 – ED132 School Capital Allocation (Backworth Park Primary Class Refurbishment – Phase 2) (S106)

Summary of Gateway Decisions

IPB – 18 January 2023

Gateway 0 – North of Tyne in Year Capital Funding

Gateway 0 – Affordable Homes Delivery

Gateway 1 – CO096 St Peter’s Sports Hub

Gateway 2 – HS044 HRA New Build (HUSK Project Battle Hill)

IPB – 15 February 2023

Gateway 1 – BS033 Changing Places Fund (Second Phase)

Gateway 1 – Segedunum Development

Gateway 2 – CO096 St Peter’s Sports Hub

Gateway 2 – CO095 Willington Quay Community Gardens (S106)

Gateway 3 – EV094 TCF NT02 North Shields Transport Hub

Gateway 3 – CO094 Lawn Tennis – Improvements to Tennis Courts

IPB – 22 March 2023

Gateway 0 & 1 – On Street Residential Charging Scheme EV Charging Point (approved in principle and updated Gateway forms approved 12 April 2023)

Gateway 1 & 2 – CO097 Forest Hall Library Improvements

Gateway 2 – CO098 Killingworth Lakeside Centre Improvements (S106)

Gateway 3 – DV064 Council Property Investment

Gateway 3 – DV066 Investment in North Tyneside Trading Company

Gateway 3 – CO081 Gosforth Nature Reserve

Gateway 4 – BS032 Spirit of north Tyneside Commemoration Project

Section 1

Projects Completed

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Commissioning and Asset Management

BS026 Asset Planned Maintenance Programme £2.836m

Circa 30 schemes were delivered, including examples such as:

- Refurbishment of the Wooden Doll in Northumberland Square
- Converting the Spa into a dance studio at Waves
- Refurbishment / relocation of the Book of Remembrance at Tynemouth Cemetery
- Tynemouth Pool roof replacement
- Window replacements at High Borran.

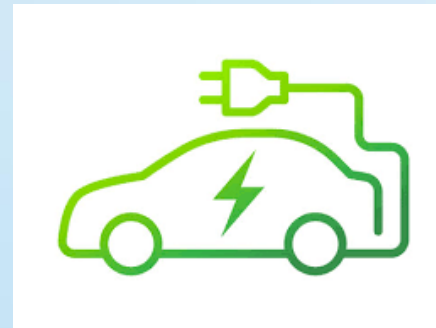


Commissioning and Asset Management

BS031 Children's Home Capital Fund £0.166m

Refurbishment works to 1-3 Heatherfield Mews

- Renew bathrooms & kitchens
- Replacement flooring and decorating throughout
- New white goods
- New furniture, fixtures and fittings
- Externals works to the garden and new garden furniture
- New electric vehicle and charging point.



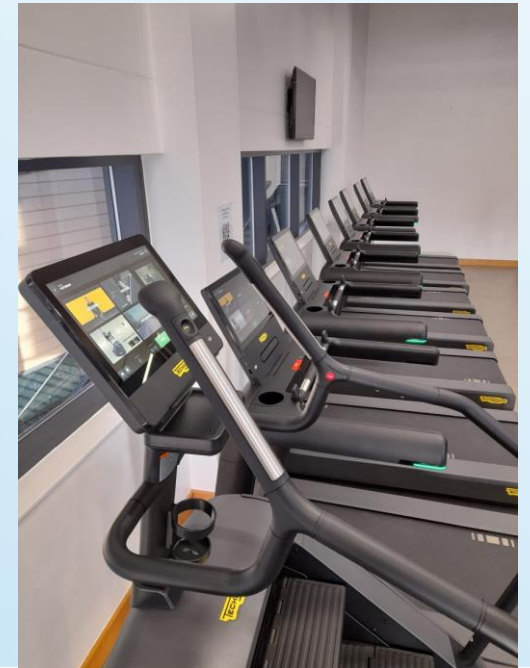
Environment

CO087 Contours Gym Improvements £0.176m

Replacement of the flooring and new Technogym kit, with improved functionality, at the Lakeside Centre:

- 7 x Treadmills
- 5 x Cross trainers
- 3 Skill rowers
- 2 x Stair climbers
- A Ski- erg

Investing in our Contours membership package, providing value for money for our residents.



Environment

CO088 Gateways to the Borough £0.066m

Improvements carried out to 12 strategic gateways into North Tyneside helping to build a sense of place, identity and civic pride for residents and visitors across the Borough.

Schemes included:

- The introduction of new signage in line with the Council's corporate branding
- Landscaping appropriate to each location's individual design and location, made up of a mixture of herbaceous planting, bulb planting and rockeries.



Investment in North Tyneside Trading Company

DV066 Investment in North Tyneside Trading Company £1.916m

- The Council has received £0.359m from the Company in the last 12 months
- Aurora Affordable Homes has invested £2.344m and increased their stock to 94 homes with a further four homes under offer
- Aurora Affordable Homes has successfully secured loan finance of up to £12.5m to further increase their asset base, support regeneration within the borough and tackle derelict properties
- The Company is now providing homes for independent supported living that is reducing costs for the Authority
- The Company is continuing work to secure a contractor for the housing regeneration scheme at Unicorn House.



Commissioning and Asset Management

DV067 Northern Promenade £0.452m



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- Final phase of the Whitley Bay Northern Prom public realm improvement works in line with the Whitley Bay seafront master plan
- Included the demolition of old concrete plinths and shelters and installation of new railings, prom surface, pebble seating, shelters and bins to match previous phases
- Wild flower planting was integrated into the new re-graded banksides and sea defence repairs carried out to future proof the promenade
- Scheme also included the first phase of the sustainable coastal route, creating a shared cyclist / pedestrian surface, to align with the Authorities net zero targets and green agenda.

Regeneration and Economic Development

DV076 Getting Building Fund £0.882m



Get building Fund, for Northumberland Square and Howard Street, enabled the first of the North Shields Masterplan projects to be completed.

The project included:

- Significant high quality public realm improvements that complemented the work of North Shields Heritage action zone
- The restoration of the original Georgian layout to Northumberland Square
- A more commodious route to Fish Quay from North Shields Town centre
- Additional space for events to be held on Howard Street. Allowing the North Shields Christmas market to expand.

Commissioning and Asset Management

DV079 Howard Street / The Exchange £0.595m

External restoration works to allow for an improved overall experience at The Exchange building in North Shields including:

- New slate roofing
- Stonework replacement
- Repointing and rendering
- Window repairs
- Painting to woodwork
- New rainwater goods.



Commissioning and Asset Management

ED132 School Capital Allocation £4.372m

Circa 25 condition related schemes delivered, including examples such as:

- Replacement windows, lifts, and Fire Risk Assessment works at George Stephenson High School
- Roof placement at Amberley Primary School
- Electrical works at Spring Gardens Primary School.

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Regeneration and Economic Development

EV034 Local Transport Plan £2.124m

EV056 Additional Highways Maintenance £3.739m

EV034 Local Transport Plan – EV056 Additional Highway Maintenance – The Local Transport Plan is the Authority’s ongoing programme of transport works and includes road resurfacing; maintenance of bridges and infrastructure; and road safety, network management and parking schemes. In 2022/23 this has included:

- Full delivery of the annual resurfacing programme. Combined with project EV056 (Additional Highway Maintenance), this involved:
 - 43,000 m² of micro-asphalt, enough to surface 4 miles of road
 - 70,000 m² of full resurfacing schemes, enough to surface 5 miles of road
 - Completion of a programme of additional footway improvements in line with a Mayoral priority: around 19 full footway refurbishment schemes have been delivered
- Development of Harrow Street bridge repair scheme ready for construction in 23/24
- Completion of 13 traffic safety schemes
- Delivery of 3 sustainable travel schemes.



Environment

EV069 Vehicle Replacement £0.772m

- 4 refuse collection vehicles delivered
- 3 recycling vehicles delivered

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Regeneration and Economic Development

EV095 Active Travel Fund Tranche 2 (Rake Lane) £1.078m

A project to improve cycling provision along the A191 corridor was successfully completed in late 2022.

This included the redesign of the Rake Lane roundabout, to give priority to cyclists and protected cycle lanes along the length of the corridor, with other works to reduce traffic speeds.

Further cycling improvements were also introduced along the Middle Engine Lane corridor.



A191 Rake Lane-New York Bypass Roundabout

Regeneration and Economic Development

EV097 Weetslade / Westmoor Improvements £2.354m

This project involved the signalisation of two roundabouts along with remodelling of the highway to improve capacity. New pedestrian and cycle crossing facilities were also provided.

The works were carried out on behalf of a housing developer via a bespoke Section 106 agreement.

The works link into and complement previous improvement works undertaken by the Authority along the A189 corridor.



New crossing provision and signalisation

Regeneration and Economic Development

EV101 Transforming Cities Fund – Intelligent Transport Systems £0.082m

A scheme to upgrade traffic signals as part of a regional improvement programme has been carried out.

The project was funded through the regional Transforming Cities Fund.

The funding allocated to North Tyneside was for the civils works associated with upgrading the signal equipment.

Commissioning and Asset Management

GEN12 Local Infrastructure Projects £0.80m

- Delivery of small community led (Ward) projects carried out to improve assets for local communities across the borough
- 9 projects were identified for delivery in 2022/23 across 9 Wards (7 projects across 6 Wards in 2021/22)
- Traditionally projects include footpath improvements, road/path resurfacing, improvements to playsites and fencing.



Housing and Property Services

HS004 Disabled Facility Grant £1.869m

- A total of 164 Disabled Facilities Grants were approved in 2022/23
 - 145 Discretionary Grants
 - 19 Mandatory Grants
- A range of adaptation work delivered includes:
 - Level access showers
 - Extensions
 - Through floor lifts
 - Level access ramps



ICT

IT020 ICT Strategy £1.380m

- Installation of a new 10Gb line from Killingworth to improve internet connectivity speeds and reliability, and facilitate vastly improved Disaster Recovery resilience via increased back-up and re-routing options
- Implementation of further Office 365 improvements – such as Bring Your Own Mobile Device, Multi-Factor Authentication and One Drive – across the entire workforce
- Installation of video conferencing equipment and new room booking system across Quadrant East (including the Chamber) to facilitate hybrid meetings
- Replacement of 25 network switches in quadrant, and 42 across the estate, to improve reliability, speed, security and resilience
- Reduction of Citrix licences from 2000+ to under 400 via the removal of applications using the platform
- Mitigation of multiple security vulnerabilities, including the removal of SOPHOS from the mail-flow exchange.

Housing and Property Services

HS015 Refurbished / Decent Homes Improvements £23.530m

The Housing Capital delivery programme has seen the following works delivered across the borough during 2022/23:

- Replacement kitchens and bathrooms to 686 homes
- High efficiency condensing boilers to 823 homes
- Boundary improvements to 958 homes
- External decoration to 1,659 homes
- Roof replacements to 295 homes
- Solar PV arrays to 215 homes
- External brickwork repairs to 131 homes
- Internal wall insulation and DPC works to 101 homes.



Housing and Property Services

HS017 Disabled Adaptations £1.190m

A total of 2,947 adaptations have been completed to our housing stock during 2022/23

- 376 urgent adaptations
- 2,495 minor adaptations
- 76 major adaptations
- A range of adaptation work delivered includes:
 - Grab rails
 - Level access showers
 - Showers over baths
 - Level access ramps.

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Housing and Property Services

HS044 HRA New Build £1.815m

Completed the conversion of a brownfield garage site at Falmouth Road, North Shields into 9 new affordable homes using the HUSK Modern Method of Construction (MMC):

- Off Gas
- Air Source Heat Pump installed
- Solar PV arrays installed
- Highly insulated structure.

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Section 2

Work in Progress

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Commissioning and Asset Management

BS033 Changing Places £0.007m

- Designs approved by Muscular Dystrophy UK
- Preferred supplier appointed, units in manufacture
- Groundworks due to commence late May 2023
- Units to be installed late July 2023 at Whitley Park and Low Lights Car Park, North Shields.



Environment

CO079 Playsites £0.042m

Installation of new play equipment and safer surfaces

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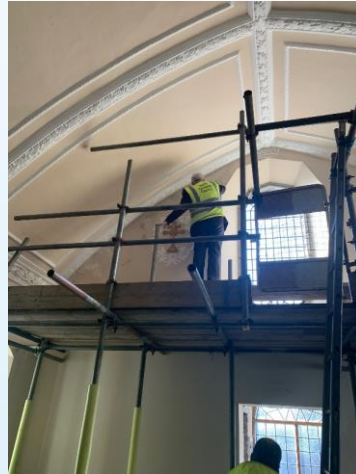


Commissioning and Asset Management

CO083 Whitley Bay Crematorium £0.337m

Completed works

- Replacement of the two cremators with one larger fully mercury abated cremator
- External canopy outside book of remembrance room.



Work in progress

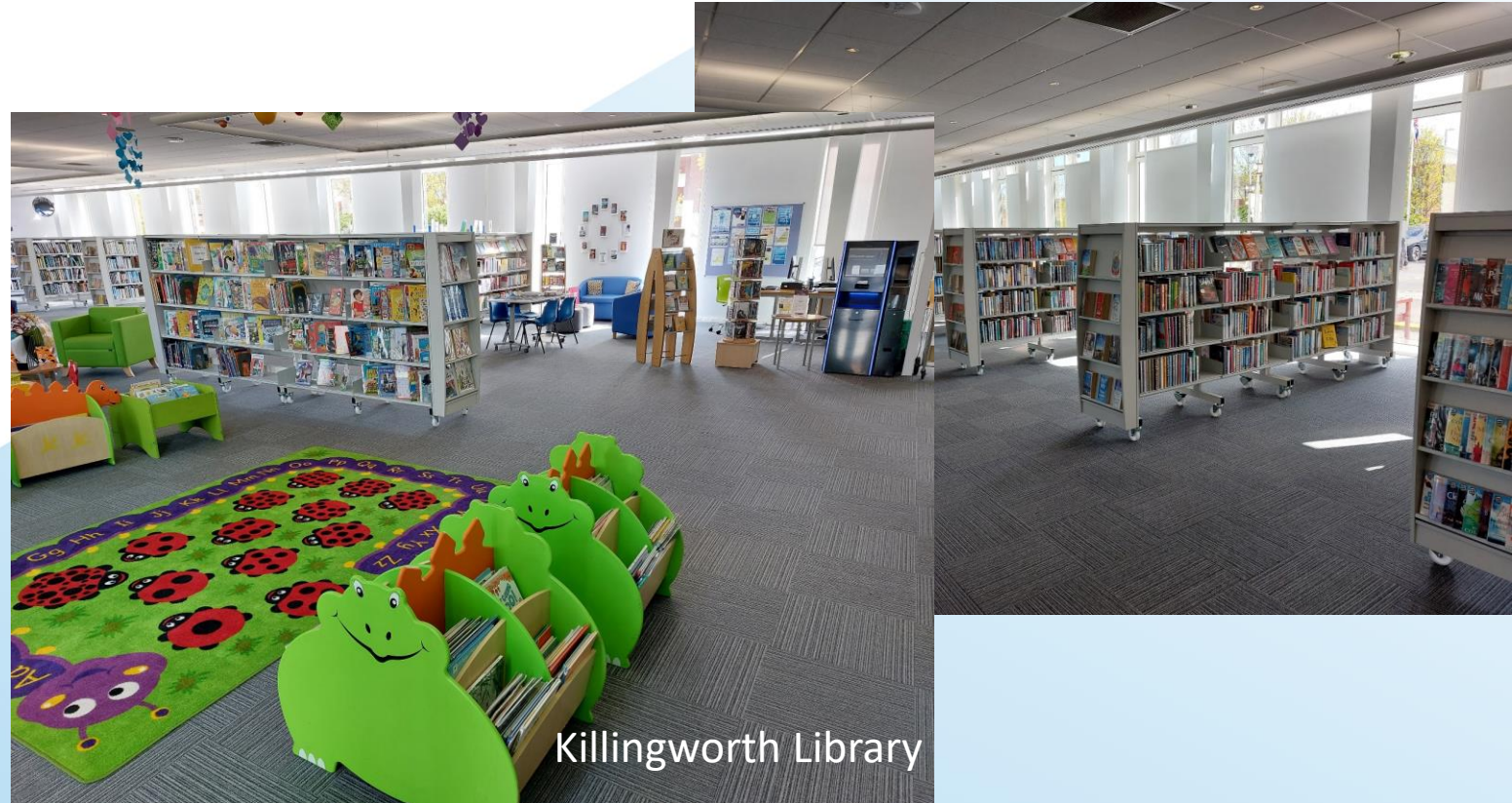
- Re-surfacing within the grounds.



Regeneration and Economic Development

CO086 S106 North West Library Improvements £0.060m

- Various improvements to North West public buildings, including ICT improvements, new printers, scanners and audio book stock and new flooring to both the White Swan and Oxford Centres
- New CCTV system at White Swan Centre.



Environment

CO094 Lawn Tennis – Improvements to Tennis Courts £0.042m

Site	Scheme of works
Richardson Dees Park (4 courts)	Full resurface and repaint Weed and growth removal 15 linear metres of fencing Smart gate access system installation
Crawford Park (2 courts)	Wash and repaint Smart Access gate installation
Souter Park (5 courts)	Full resurface and repaint Weed and growth removal 55 linear metres of sectional repair fencing Smart gate access systems (x2) installation



Environment

CO096 St Peter's Sports Hub £0.054m

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- Aspirational sports hub development for the region, which includes a new super sized artificial grass pitch, multi-use pavilion and associated site improvement works
- Significant external funding levered in to deliver the project, as well as the use of ring fenced section 106 monies to improve the Boroughs sport offer
- Project commenced in April 2023 and due for completion February 2024
- Will become the headquarters of the Northumberland Football Association and will be utilised for football and rugby.

Investment in North Tyneside Trading Company

DV066 Investment in North Tyneside Trading Company £1.916m

- Site enabling works at former Unicorn House to support the regeneration of North Shields
- Further investment of S106 commuted sums that will see Aurora Affordable Homes increase their stock to 100 homes
- Aurora Affordable Homes will begin to draw down loan finance to increase their asset base
- The Company will support the Council's Ambitions within the Our North Tyneside Plan by providing housing-led regeneration including tackling derelict properties, specialist homes and investigate options to provide low-cost home ownership.

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Regeneration and Economic Development

DV074 North Shields Heritage Action Zone (HAZ) £0.339m

- Third party grant funded work nearing completion at:
 - 25 Northumberland Square
 - 41-42 Howard Street
 - 43-44 Howard Street
 - 47 Howard Street
 - 66-67 Howard Street
 - 8 Northumberland Place
- Curtilage/Railing Scheme design prepared.



Commissioning and Asset Management

DV080 Segedunum MEND £0.080m

- Phase 1 – Emergency Lighting scheme completed in March 2023
- Phase 2 – Emergency Light and lift replacement to commence 2023/24.



Regeneration and Economic Development

DV082 Wallsend Town & High Street Fund £0.000m

- Shop Front Grant launched in April 2023
- Walking / Cycling link between High Street & Segedunum in development with cultural artworks to be installed along the route.

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Commissioning and Asset Management

ED190 High Needs Provision Capital £1.677m

Investment at Beacon Hill School – pupils 2-19 with Severe, Profound and Multiple, and Autistic Spectrum disorders.

- 10 classroom extension
- Removal of Modular Accommodation
- External alterations
- Work Commenced March 2023
- Completion scheduled April 2024.



Regeneration and Economic Development

EV055 Surface Water Improvements £0.389m

This project involves an ongoing programme of work to reduce the risk of flooding from both land and sea. Current projects include:

- Repairs to the sea wall below Sea Banks at King Edward's Bay
- Catchment modelling studies at Wallsend and Briardene to better understand the risk of flooding
- Development of various business cases to support future funding bids to the Environment Agency.



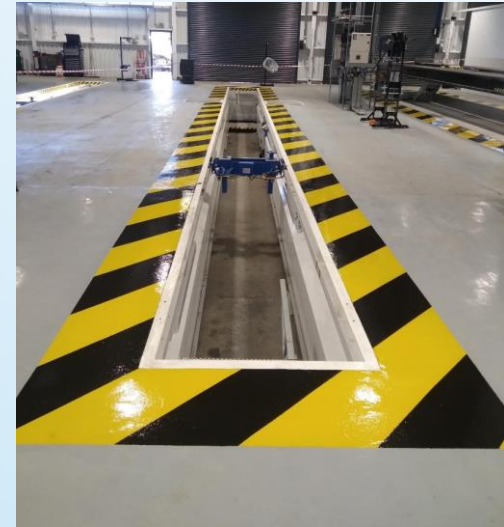
Repairs to Sea Banks sea wall

Commissioning and Asset Management

EV076 Operational Depot Accommodation Review £2.582m



1542No 450W Solar PV panels installed to Block A, Block F and car park canopies



Block F Fleet Workshop Refurbishment - including new MOT Lane, Pits, Ramp Lifts, Oil Gantries, Welfare and Office Facilities.

Environment

EV083 Streetlighting LED £1.218m

This project is the final phase of LED retrofitting works to almost 20,000 street lights.

6,250 installs completed to the end of March 2023

The project will:

- Reduce spend on electricity across the lighting portfolio by £1.5m
- Take CO2 reduction to 90% across the portfolio.



Environment

EV091 Climate Change £0.160m

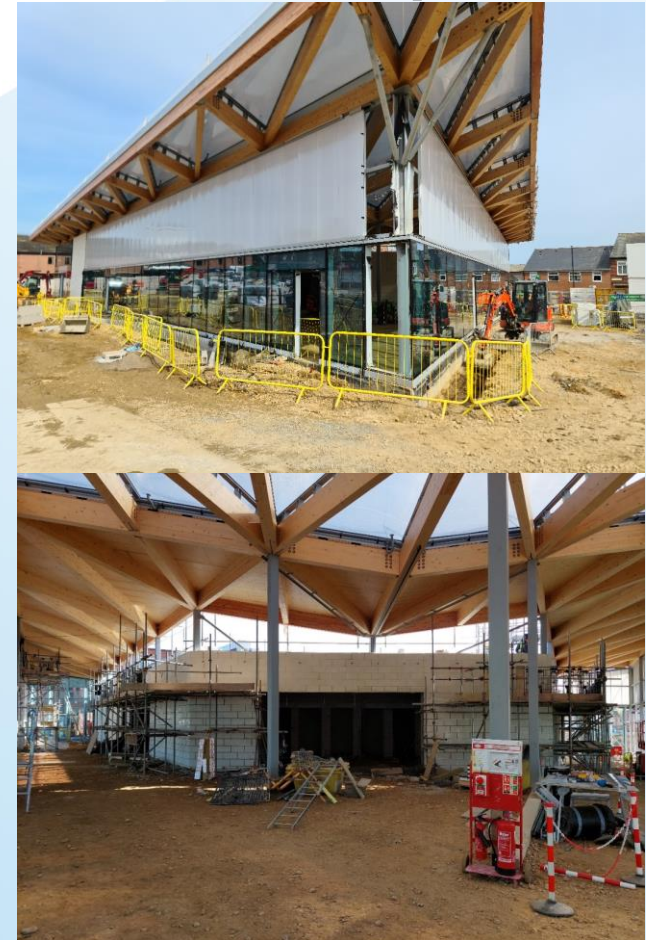
- LED lighting scheme commenced on site March 2023 at The Riverside Centre, North Shields
- Projected carbon savings of 24 tonnes per year.



Regeneration and Economic Development

EV094 Transforming Cities Tranche 2 – North Shields Transport Hub £8.818m

- Transport Hub building structure complete and being glazed
- Solar PV installation complete to support Net Zero in operation
- Work on adjacent New Town Square commenced
- Riverside Embankment Walkway – Piling works solution currently under review.



Regeneration and Economic Development

EV096 Highways Maintenance Challenge Fund £0.341m

A project to improve highway junctions in the North Shields area is ongoing

The work supports and complements the wider regeneration work being undertaken in the town

Refurbishment of the 5-arm roundabout at Prudhoe Street / Coach Lane was recently completed

The next elements of work will involve upgrading Tanners Bank (including new cycling provision) and the resurfacing of Christ Church junction.



Housing and Property Services

HS051 Private Sector Empty Homes Programme £0.215m

- Long-term private sector empty properties continue to reduce, from 926 in 2022 to 850 in 2023
- 4 problematic long-term empty homes back into use through the lease and repair programme
- Works to 3 properties underway
- Assisted 52 owners to return their properties to use through advice and assistance
- 13 properties targeted for lease and repair scheme in 2023/24
- Planning approval for demolition and rebuild of derelict property in North Shields.



Housing and Property Services

HS053 Green Homes Local Authority Delivery £4.621m

- Completion of LAD1 Scheme:
 - ✓ 486 measures installed in 400 homes, taking 319 homes to EPC C
- Completion of LAD2 Scheme:
 - ✓ 120 measures installed in 102 homes, bringing 67 homes up to EPC C
- Ongoing delivery of LAD3 Scheme:
 - ✓ 230 measures delivered to date.



Section 3

Off Balance Sheet Project

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Commissioning and Asset Management

Whitley Bay High School

- Part of the National Schools Rebuilding Programme
- New school building providing both general teaching and specialist accommodation
- External improvements including outdoor sports provision
- Construction commenced May 2022
- New school to be operational September 2023
- External works July 2024 to December 2024
- Demolition of existing buildings commencing September 2023.

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Section 4

2023/2024 Priorities

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2023/24 Investment Plan

Schedule of Projects – total investment £95.737m (as approved at February 2023 Budget)

Ref	Project	Budget £m
BS026	Asset Planned Maintenance Programme	2.800
CO079	Playsite	0.091
CO091	Neighbourhood Parks Improvements	0.075
CO093	Rising Sun Country Park – Ecology Impr	0.013
DV064	Council Property Investment	0.300
DV066	Investment in NT Trading Company	4.508
DV071	SI06 Contribution set up Health Facilities	0.013
DV073	Ambition for North Tyneside	1.669
DV074	North Shields HAZ	0.173
DV077	Tyne Brand Site Development	3.950
DV080	Segedunum Roman Museum MEND	0.455
DV081	North Shields Cultural Quarter	0.450
DV082	Wallsend Town & High Street Programme	1.360
ED075	Devolved Formula Capital	1.110
ED120	Basic Need	2.000
ED132	School Capital Allocation	4.034
ED190	High Needs Provision Capital Allocation	2.060

Ref	Project	Budget £m
EV034	Local Transport Plan	2.552
EV056	Additional Highways Maintenance	3.253
EV069	Vehicle Replacement	1.248
EV076	Operational Depot Accommodation Review	0.225
EV083	Street Lighting LED	1.860
EV091	Other Initiatives Climate Change	1.000
EV094	TCF – NT02 – North Shields Transport Hub	9.110
EV096	Highways maintenance – Tanners Bank	0.300
EV098	TCF – NT08 Four Lane Ends Bus Priority	1.190
EV099	TCF – NT10 Links to Metro	3.418
EV100	Active Travel Fund 3 – Seafront Scheme	3.231
GEN03	Contingencies	2.000
GEN12	Local Infrastructure Projects	0.100
GEN13	Project Management	0.100
HS004	Disabled Facilities Grant	1.869
HS051	Private Sector Empty Homes	0.205

2023/24 Investment Plan

Schedule of Projects – total investment £95.737m (as approved at February 2023 Budget)

Ref	Project	Budget £m
IT020	ICT Strategy	1.000
CO096	St Peter's Sports Hub	4.062
	General Fund Total	61.784
HS015	Refurbishment / Decent Homes Improvements	23.766
HS017	Disabled Adaptations	1.583
HS019	ICT Infrastructure Works	0.761
HS044	HRA New Build	6.130
HS054	HRA Vehicle Replacement	0.000
	HRA Total	33.953
	2023/24 Investment Plan Total	95.737