

Cabinet

Monday, 1 August 2022

Present: N Redfearn (Elected Mayor) (in the Chair)
Councillors C Johnson, K Clark, S Graham, J Harrison,
A McMullen and M Rankin

In Attendance: Councillor P Oliver (Chair of Council)
D Hodgson (Business Representative)
R Fry (Voluntary Sector Representative)
M Hall (Northumbria Police)
D McNally (Age UK North Tyneside)
R Layton (North Tyneside Joint Trades Union Committee)

Apologies: Councillors C Burdis, H Johnson and S Phillips, and
Max Godfrey (Young Mayor)

CAB20/22 To Receive any Declarations of Interest and Notification of any Dispensations Granted

Councillor K Clark declared a registerable personal interest in agenda Item 5: 2022-23 Financial Management Report to 31 May 2022, (CAB23/22) as she was a Director and Employee at Justice Prince CIC which had contracts with North Tyneside Council funded from the Housing Revenue Account (Working Roots).

CAB21/22 Minutes

Resolved that the Minutes of the previous meeting held on 27 June 2022 be confirmed and signed by the Chair.

CAB22/22 Report of the Young Mayor

In the absence of the Young Mayor who was unable to attend the meeting as he was away on holiday, it was agreed that a full update would be submitted to the September meeting.

CAB23/22 2022/23 Financial Management Report to 31 May 2022

Cabinet considered the first monitoring report outlining the 2022/23 financial position. It provided an early indication of the potential revenue and capital financial position of the Authority as at 31 March 2023.

The report covered the forecast outturn of the Authority's General Fund and Housing Revenue Account (HRA) revenue budget including management mitigations where issues had been identified; the delivery of 2022/23 approved budget savings plans; and an update on the Capital Investment Plan, including details of variations and reprogramming, that was recommended for approval.

The Budget for 2022/23 was approved by full Council on the 17 February 2022. The net General Fund revenue budget was set at £163.512m. This included £7.257m of savings to be achieved, of which £3.113m related to new business cases included in the 2022-2026 Medium-Term Financial Plan, £1.607m of full year effect of prior year business cases and £2.537m of savings previously achieved by one-off mitigations and non-permanent solutions.

Prior to any mitigation, the Authority's approved net budget was forecast to outturn with a pressure

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of £18.456m. Table 1 in the report set out the initial variation summary across the General Fund.

The Authority, as you would expect at this stage of the financial year, was taking a prudent approach to forecasting including in relation to the on-going impact of Covid-19 which currently was forecast to add pressures of £5.551m to the General Fund in 2022/23. These pressures were primarily where fees and charges income had yet to return to pre-pandemic levels, where additional fixed term staff were employed to cover increased demand or to enable front-line service provision to continue unimpacted by employees needing to self-isolate. In addition to Covid-19, global market pressures existed around the Authority's supply chain and current inflation levels, these combined added a further £5.293m to the overall pressure. The remaining £7.612m related primarily to staffing and other income related pressures across the services.

As part of the 2022-2026 Medium-Term Financial Plan (MTFP) agreed by Council in February £2.200m was set aside from the Change Reserve to support additional pressures in Home to School Transport (£1.800m), Special Educational Needs (£0.400m), additional children's social care provision (£1.200m) and for the development of the Customer Relationship Management programme (£0.200m).

In addition to the use of the Change Reserve, £2.000m was also set aside to create a Covid-19 Reserve as part of the 2022-2026 MTFP, this included (£0.650m) to support additional caseloads within Children's Services, (£0.350m) to support Home to School Transport and (£1.000m) to support reduced fees and charges income following the pandemic. Within the 2022-2026 MTFP, £0.150m was identified as planned use of the Insurance Reserve to support additional Repairs and Maintenance costs within the Authority's Commissioning & Asset Management Service Area. The use of this funding has been included in Table 2.

Included within the position for Central Items is (£7.713m) of contingencies; of which (£3.116m) was being used to offset the pressures in Children's Social Care, (£1.301m) was supporting the under achievement of savings targets and (£2.335m) is being used to support the non-energy related inflationary pressures being faced by the Authority. Further to this balance, an additional (£3.050m) was set aside in the 2022-26 MTFP to support anticipated pressures in 2022/23. Of this (£1.300m) was being used to support energy related inflationary pressures, (£0.964m) supporting non-energy related inflationary pressures and (£0.786m) supporting pressures relation to Special Guardianship Orders (SGO) within Children's Services. With the allocation of this support, the Authority had been able to release a provision of (£0.300m) previously held on the balance sheet to support increased SGO costs.

The Authority was able to carry forward from 2021/22, £2.962m of Covid-19 related central Government grants. Of this (£1.811m) had been committed and was reflected in the £18.456m position reported in Table 1. The remaining balance of £1.151m was available to support on-going Covid-19 legacy pressures and was reflected in the revised position shown in Table 2.

With the inclusion of the planned support from the 2022-2026 MTFP, the adjusted General Fund position, as shown in Table 2, was a pressure of £9.605m. This reflected the continuing impact of Covid-19 being £2.400m over the support funding allocated. The main areas impacted were within Environment & Leisure where Sports and Leisure income from fees and charges continued to be lower than pre-pandemic levels. Initial projections suggested income would be higher than in 2021/22 but still only 80% of the income levels achieved pre-pandemic in 2019/20. Significant pressures also existed in Children's Services, where the response to the impact of Covid-19 had seen staffing levels increase to manage a significant increase caseloads and demand for services for Children. This was not unique to North Tyneside and was being seen across the region and nationally.

The Inflation Rate had recently reached 9.1% and this was much higher than when the allocations were made in the 2022-2026 MTFP. This was forecast to add a further £3.029m in respect of both

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energy and non-energy related inflationary pressures. The majority of the inflation issues being in Adults Services across the external care market and contractual costs within Commissioning & Asset Management for catering supplies and the cost of Home to School Transport.

The remaining balance of £4.176m was attributable to pressures considered to be 'Business as Usual'. Finance officers were continuing to work with Cabinet, the Senior Leadership Team and other senior officers across the Authority to review Business as Usual activity in a number of key areas: Children's Services – staffing & placements; Children's risks and the likelihood of crystallisation; SEND pressures; Adults Social Care – demand assumptions; Adults Social Care risks and the likelihood of crystallisation; Unachieved savings targets; Commissioning & Asset Management – Impact of SLA reductions; Law & Governance Structure – use of locums; and Revenues & Benefits position – overpayments. The aim of this work will be to ensure actions are in place to bring the outturn forecast for normal activities in on balance and it is anticipated the position will improve over the course of the financial year as planned remedial actions begin to impact on both expenditure and income.

New savings of £4.720m were agreed as part of the Budget approved by Council in February 2022 so the total savings the Authority had had to find in the eleven years following the 2010 Comprehensive Spending Review (CSR) as planned to 2022/23 came to £134.268m.

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 were outlined in the report.

New savings were proposed for 2022/23 of £3.113m combined with £1.607m of savings targets that were agreed in prior years budget setting processes for delivery in 2022/23. Savings targets of £2.373m within Health, Education, Care and Safeguarding (HECS) and £0.164m within Commissioning & Asset Management (C&AM) were met in 2021/22 through Covid grants, alternative management actions or through one-year funding sources. These targets still required permanent achievement increasing the total savings brought forward from prior year business cases to £4.144m. The overall target to achieve in 2022/23 was therefore £7.257m.

Within HECS, Adults Services were projecting to achieve the full £0.350m relating to business cases brought forward from prior years. Within the CYPL pressure of £14.372m, £3.223m related to the achievement of savings targets. In the previous financial year these savings had been significantly impacted by Covid-19 and as such, achievement had been supported by Central Government Covid-19 grants. With these grants not available in 2022/23 and on-going demand-led pressures already impacting the service, current projections were for all CYPL savings to remain unachieved in 2022/23.

Finance Officers continued to attend meetings with senior managers and the Head of Service across adult and children's services and individual managers had assigned responsibilities to pursue deliverability of existing schemes and to identify alternative proposals during 2022/23.

The forecast assumed that LMB would approve the 15p increase in paid school meals commencing September 2022. School meals increases had been delayed for two years so previous income targets for 2020/21 & 2021/22 were also included in these figures. If not approved by LMB the undeliverable element would increase. The schools leaving the SLA were confirmed so £0.025m of the 2022/23 savings target for paid school meals and SLA income would not be delivered. £0.030m of the cleaning savings target was forecast to be met. Of the £0.486m yet to be delivered £0.066m was undeliverable and £0.420m was yet to be identified. All savings in these services were forecasted to be achieved.

A table containing details of new Revenue Grants received during April and May 2022 was set out in

section 1.5.4 of the report.

Schools were required to submit their rolling three-year budget plan by 31 May each year. The total planned deficit for 2022/23 is £5.532m. The Authority had been working with schools for a number of years with regard to the long-term strategic issue of surplus secondary places and the associated financial pressures, which continued to be compounded by rising employment costs.

The High Needs Block ended 2021/22 with a pressure of £13.512m. The initial forecast of the Budget position for 2022/23 indicated an anticipated in-year pressure of £3.413m reflecting a further rise in demand for special school places, producing a cumulative deficit balance of £16.924m.

The Housing Revenue Account (HRA) was forecast to have year-end balances at 31 March 2023 of £3.139m. These balances were £0.070m higher than budget which was set at £3.069m.

Universal Credit was fully implemented across North Tyneside on 2 May 2018. As of early June 2022, 3,809 North Tyneside Homes tenants had moved on to Universal Credit and a team was working proactively with tenants to minimise arrears. This position would be closely monitored as the year progresses to identify any adverse impacts on the Budget position.

The approved 2022-2027 Investment Plan totalled £325.029m (£114.280m 2022/23) and was detailed in table 22 of the Annex. The Annex to the report also set out in Section 6 delivery progress to date, planned delivery for 2022/23, reprogramming and other variations identified through the Investment Programme Governance process.

An officer led review of the Investment Plan had resulted in proposals for variations of £0.365m of which more details were set out in Section 6 of the Annex to the report. The revised Investment Plan stood at £114.280m for 2022/23 and to the end of May 2022 spend of £5.287m had been incurred which represented 4.64% of the revised plan.

Significant inflationary pressures were being experienced across the UK, and senior officers within the Authority had undertaken a review of inflationary impact to the Investment Programme. Supply issues and rising costs were being reviewed and to date the Authority anticipated no impact to the cost of the capital. However, there may be an impact on the delivery of some planned activity. The corporate risk register included risks for such inflationary pressures to the investment plan.

The 2021-2025 Our North Tyneside Plan (Council Plan) set out the overall vision and policy context within which the Financial Plan and Budget were set. The Council Plan had five key themes – A thriving North Tyneside; A caring North Tyneside; A secure North Tyneside; A family-friendly North Tyneside; and a green North Tyneside. For each theme there was a set of policy outcomes that the Authority was seeking to deliver, these are detailed in the Council Plan itself. The Authority had plans in place to deliver all elements of the Council Plan and performance against these plans was carefully monitored.

With regards to financial performance against the Plan, the area under most financial pressure was Health Education Care and Safeguarding. In common with most local authorities, and in line with the national picture, North Tyneside had seen costs within adult social care continue to rise. Along with the number of adults supported increasing over the last few financial years, the individual needs of those residents had increased due to people living longer with multiple complex conditions. Supporting those needs required more intensive packages of care which were more expensive to provide. In addition to older people, younger adults with learning disabilities and physical disabilities were also living longer, often with multiple complex issues.

In Children's Services, good progress continued to be made on engaging with children in the early years of life to ensure that they were ready for school. Safeguarding vulnerable children and maximising their educational attainment remained key priorities.

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Over recent years, there had been an increase nationally in demand for children's residential placements but with no corresponding increase in central government funding. As such, the levels of looked after children (LAC) and children who required supervision after leaving care continued to generate a significant financial pressure. Data for LAC levels suggested that, whilst fluctuating, there was a general trend of a steady increase in numbers but there were a wide range of levels of care provided, with more complex cases now being faced.

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

Resolved that (1) the forecast budget monitoring position for the General Fund, Schools' Finance and Housing Revenue Account (HRA) and as at 31 May 2022 (Annex sections 1, 2 and 3), be noted; (2) the receipt of £0.832m new revenue grants (as outlined in section 1.5.3 of the report, be approved; (3) the Authority's Investment Plan spend of £5.287m to 31 May 2022 and the financing of the Plan to the end of the year (Annex Section 4), be noted; and (4) the variations of £0.365m for 2022/23 within the 2022-2027 Investment Plan (Annex Section 4), be approved.

(Reason for decision: It was important that Cabinet continues to monitor performance against the Budget, especially given the current level of financial pressures faced by the public sector.)

CAB24/22 Elected Mayor's Announcement

The Elected Mayor took this opportunity to thank Janice Gillespie, the Authority's Director of Resources, for all her hard work and support before she embarked on a secondment with the North of Tyne Combined Authority, as their Chief Finance Officer.

In her announcement the Elected Mayor expressed her gratitude to Janice as a valued member of the Senior Leadership Team, well respected by our Chief Executive, Assistant Chief Executive, Directors and Officers. She was also trusted and well respected by all Elected Members across the Council.

The Elected Mayor ended her announcement by thanking Janice for all the wonderful work she had led, and how much she had enjoyed working with her, how much she had valued her expertise, professionalism, and commitment to doing the right thing for North Tyneside Council and its residents. She has also been a key member of the Senior Leadership Team with the North of Tyne Combined Authority and wished her all the very best in her new role.

The Elected Mayor then invited the Chair of Council, Councillor Pat Oliver, to say a few words.

Councillor Oliver thanked the Elected Mayor for the opportunity to speak at Cabinet and was sure that all Councillors would want to join her, as Chair of Council, in thanking Janice for her years of dedication, loyalty and commitment to North Tyneside Council and its residents, and to wish her our very best for the future.

CAB25/22 North Tyneside Climate Emergency Action Plan 2022 Update

A report was received on performance since the previous report to Cabinet in November 2021; which sought approval to an update of the Climate Emergency Plan that was produced in 2020, which included a proposal for the Action Plan to be re-titled the 'Carbon Net-Zero 2030 Action Plan' as appended to the report.

In July 2019, Full Council declared a Climate Emergency, setting a target to reduce the carbon

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footprint of the Authority and the Borough by 50% by 2023 and to become carbon neutral by 2050. Subsequently, in acknowledgement of the gravity and urgency of the climate emergency, the refreshed Our North Tyneside Council Plan 2021-25, approved by full Council in September 2021, included the following ambition;

“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.”

During 2020, the Authority worked with industry experts ‘The Carbon Trust’ and consulted with a wide range of stakeholders in the production of the Climate Emergency Action Plan. This was presented to Cabinet in October 2020. The Authority had been delivering against the strategic actions in that plan to successfully reduce carbon emissions.

The updated Action Plan further refined and updated the initial work carried out by the Authority and representatives from all stakeholder groups in 2020 in accordance with the Plan. This further Action Plan update report was informed by evolving Government policy and strategy implemented since 2020. It also provided a more comprehensive suite of actions which would be undertaken by the Authority as an organisation, or in collaboration with others.

The significant policy shift towards net-zero 2030 necessitated the updating of the Climate Emergency Action Plan. In line with the new policy priority, it was proposed that the Action Plan should now be called the ‘Carbon Net-Zero 2030 Action Plan’.

The Carbon Net-Zero 2030 Action Plan was based on the new Our North Tyneside 2021-25 policy commitment, and addresses areas of significant change, including National policy context; Resident survey and Citizens Assembly data; Performance; Governance arrangements; and the set of actions that the Authority would take.

The Climate Change Act 2008, amended in 2019, commits the UK to a net-zero 2050 target. Throughout 2021 and 2022, and particularly in the run up to COP26 in November 2021, key Government strategies, policies, and plans had been released that set out the Government’s approach to net-zero, building on the Ten Point Plan which was published the Department of Business, Energy, and Industrial Strategy in November 2020.

The Authority had shaped the Carbon Net-Zero 2030 Action Plan around these key Government strategies, policies, and plans. This ensures that the Action Plan can realise the emerging opportunities for decarbonisation and economic growth and reflects where the differing timeline of national government targets will have an impact on the Authority’s carbon net-zero 2030 ambition. As an example, the natural gas used in homes and businesses makes up 45% of the Borough’s carbon footprint. Understanding the current and emerging alternatives to using natural gas for heat, and the key targets and milestones within the Ten Point Plan, the UK Hydrogen Strategy and the Heat and Buildings Strategy has shaped the action plan.

A summary of key Government strategies, policies, and plans was included in the Carbon Net-Zero 2030 Action Plan, which was appended to the report.

The Authority’s carbon footprint was made up of the power, heat and water used to run its buildings (not schools), electricity used to power over 31,000 streetlights, the fuel and power used to operate the Authority’s fleet of vehicles and the business miles staff travel in their own vehicles to carry out their duties. This definition of the Authority’s carbon footprint was in line with central government’s Greenhouse Gas Protocol guidance.

The Authority submits an annual performance report to the Department for Business, Energy and Industrial Strategy (BEIS) that detailed the year-on-year measurement of the Authority’s carbon

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footprint. This was published on the Authority's website and was included as a background paper. At the end of 2021/22, the Authority's carbon footprint had decreased by 53% since the baseline year of 2010/11, well in advance of the 2023 target.

The Borough's carbon footprint was made up of the power and heat used in the commercial, industrial, and domestic buildings in the Borough, emissions from road and rail transport, and land use and forestation activities.

An annual report was provided to the Authority by BEIS detailing the carbon footprint of the Borough. The most recent report showed that between the baseline year of 2005 and 2020, absolute carbon emissions had decreased by 47% and carbon emissions per head of population have decreased by 51% when accounting for population growth.

The most recent data showed that the respective carbon footprints were: Authority – 14,111 tonnes of CO₂; and Borough – 767,177 tonnes of CO₂.

Whilst developing the Carbon Net-Zero 2030 Action Plan, the Authority had simultaneously been delivering an ambitious programme of work. Key highlights of actions taken by the Authority included, but were not limited to, the following:

- Convened a borough-wide Climate Emergency Board with representatives from public sector organisations and commercial and industrial businesses.
- Commenced a £4.3m programme of work to convert almost 20,000 street lights to energy efficient LED. This will complete the street lighting LED programme.
- Undertaken projects which are financially supported by the Green Homes Grant Local Delivery Scheme to install low carbon heating, energy efficiency measures and renewable energy systems.
- Completed the installation of low carbon heating and energy efficiency measures in four of the Authority's most carbon intensive buildings.
- Planted almost 9,000 trees in the Borough as part of the North East Community Forest.
- Completed an independent review of the Authority's fleet and grey fleet options for decarbonisation.
- Included climate related questions in the resident's survey and used the answers to shape the Carbon Net-Zero 2030 Action Plan.
- Continued to manage the Authority's web based "Climate Hub" which contains useful climate emergency information, press releases, key documents, and grant information.
- Commissioned a heat network feasibility study for the Killingworth township area predicated on using heat from mine-water.
- Progress to the final stages of completing 9 affordable homes utilising a Modern Method of Construction (MMC) called HUSK. These homes will utilise electricity as a form of heat and build on the Authority's fabric first approach with a combination of Air Source Heat Pumps and Solar PV arrays.
- Completed Heat Decarbonisation Plans for 22 public buildings.
- Launched a 'Sustainability Incubator Programme' to support North Tyneside businesses to improve their environmental sustainability.
- Continued working with the young, elected representatives to shape the Authority's plans around climate emergency, waste, recycling and reducing single use plastics usage.
- Commenced the roll-out of Carbon Literacy training.
- Published its 2021/22 Annual Greenhouse Gas Report, detailing performance on reducing the carbon footprint of the Authority and the Borough.
- Developed a scheme to create a continuous segregated cycle lane along the length of the North Tyneside Coast between St Mary's Lighthouse and North Shields Fish Quay/Town Centre.
- Secured almost £9m funding to provide an additional 14 kilometres of cycle routes and improve active travel and public transport.
- Continued to work with the North of Tyne Combined Authority to develop low carbon investment

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opportunities.

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

Resolved that (1) the performance update in relation to the carbon footprint of the Authority and the carbon footprint of the Borough, be noted;
(2) the Authority's Climate Emergency Action Plan being renamed the 'Carbon Net-Zero 2030 Action Plan', be agreed;
(3) the Carbon Net-Zero Action Plan appended to the report, be agreed; and
(4) an annual refresh of the Carbon Net-Zero 2030 Action Plan be received, be agreed.

(Reason for decision: It will support the delivery of the Our North Tyneside Council Plan 2021-25 carbon net-zero 2030 ambition.)

CAB26/22 North Tyneside Transport Strategy Annual Report

Cabinet received the North Tyneside Transport Annual Report outlining activities and trends relating to transport in the Borough over the last year.

The Authority was responsible for managing the borough's network of highways, cycling, wheeling, and walking routes, alongside a range of other transport responsibilities. The North Tyneside Transport Strategy was originally adopted in 2017 and an updated version was approved by Cabinet on 18 October 2021. The document sets out the Authority's vision for transport in the borough.

The strategy sought to ensure that "North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently", and sets out five principles which were key to achieving this. As transport was a major contributor to carbon emissions, it had a vital part to play in the Authority's response to its declaration of a Climate Emergency.

The report outlined that North Tyneside's transport network was becoming safer, reflecting the Authority's significant and targeted investment over recent years. Cycling was becoming even more prevalent as a way of getting around North Tyneside and the Authority continued to develop the 'Go Smarter' activities delivered through schools, including road safety education and Bikeability cycling training.

The updated North Tyneside Transport Strategy was approved by Cabinet on 18 October 2021 and sets out the Authority's vision for transport in the borough. It seeks to ensure that "North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that worked for residents, businesses and visitors effectively and efficiently". It sets out five principles which were key to achieving this.

In order to provide regular information about transport in North Tyneside, the Transport Strategy contained a commitment to provide an annual information report to Cabinet.

Since the Transport Strategy was originally adopted in 2017, the following policies and strategies relating to transport in North Tyneside had been adopted; work was underway to update certain of these documents to reflect the revised Transport Strategy adopted in 2021:

- Transport and Highways Supplementary Planning Document (SPD) – adopted May 2017; updated version in preparation
- Highway Asset Management Plan (HAMP) – adopted September 2017
- North Tyneside Parking Strategy – adopted February 2018; updated version prepared

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- North Tyneside Cycling Strategy – adopted March 2018
- North Tyneside Travel Safety Strategy – adopted March 2018
- North Tyneside Network Management Plan – adopted October 2018
- North Tyneside Zero Emission Vehicles (ZEV) Strategy – adopted November 2021
- North Tyneside Hackney Carriage and Private Hire Licensing Policy – adopted February 2020
- North Tyneside Home to School/College Transport Policy – refreshed 2020

One of the Transport Strategy's key principles involved reducing carbon emissions, by encouraging modal shift and taking part in regional initiatives to encourage wider adoption of low-carbon technologies in both vehicles and transport infrastructure. The importance of this objective was emphasised when full Council formally declared a Climate Emergency at its meeting on 25 July 2019.

Transport accounted for just over a third (34% in 2019) of the UK's carbon dioxide emissions, and since 2016 transport, rather than energy supply, had been the largest source of carbon dioxide emissions in the UK. In order to deliver the Authority's carbon net-zero aims it was therefore vital that the Authority met its objectives and made transport more sustainable. The Our North Tyneside Plan commits the Authority to publishing an action plan of the steps it would take and the national investment it would seek to make North Tyneside carbon net-zero by 2030.

The annual report attached as Appendix 1, covered the period 1 April 2021 to 31 March 2022 and sets out relevant local transport data. A Transport Strategy Data Factsheet summarising the key performance data for 2021/22 was included as Appendix B to the annual information report. The Network of Strategic Cycle Routes ("Tub Map") was attached at Appendix C, and the 2019-2021 Collision Cluster Locations for the period 2019-21 at Appendix D.

The five principles of the Transport Strategy guide the Authority's actions and acted as a framework for measuring performance. The annual information report summarised the Authority's performance against each of the following principles in section 1.5.3 of the report:

1. Reduce carbon emissions from transport;
2. Improve health outcomes;
3. Support inclusive economic growth;
4. Improve connectivity; and
5. Manage demand and enable smart choices for all.

Resolved that the content of the North Tyneside Transport Strategy Annual Report and associated supporting information contained within Appendix 1 to the report, be noted.

CAB27/22 North Tyneside Parking Strategy

Cabinet considered a report seeking approval for the revised North Tyneside Parking Strategy.

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" and it sets out five key principles to achieve this.

There were a number of specific strategies and plans within the context of the North Tyneside Transport Strategy: these included the existing North Tyneside Parking Strategy, which was adopted by Cabinet in September 2017.

While North Tyneside was served by cycling and walking routes of improving quality and a comprehensive public transport network, the use of the private car or van remained a frequent choice for residents, businesses, and visitors, with growing use of zero-emission vehicles (ZEVs) in preference to petrol or diesel vehicles. Following the adoption of the updated Transport Strategy,

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the Cabinet Member for Environment requested that a review of the Parking Strategy, and its associated processes, should be undertaken. Officers conducted a survey and held workshops with Members to obtain their feedback and seek to identify key areas of improvement. Through this engagement, key issues for residents and Members were highlighted such as timescales, criteria, and communication.

At its June meeting, the Overview, Scrutiny and Policy Development Committee gave consideration to the Parking Strategy and noted the proposed changes to it following the review of the existing Parking Strategy.

The proposed revisions to the Parking Strategy, following the review exercise and reflecting the updated North Tyneside Transport Strategy, are set out in section 1.5.3 of the report. Following the review of the strategy, specific changes were also proposed to the internal processes relating to requests for parking restrictions and disabled parking bays, as described in section 1.5.4 of the report. These changes aimed to deliver better outcomes for the Authority's customers and give greater visibility to Members.

The proposed revised Parking Strategy, attached as Appendix 1, incorporated the following specific changes to reflect the updated North Tyneside Transport Strategy and the recent Member engagement described above:

- i. The text had been revised to reflect the updated North Tyneside Transport Strategy and the Authority's Carbon Net Zero objectives, and to make a specific link between the Parking Strategy and the recently adopted North Tyneside Zero Emission Vehicles (ZEV) Strategy.
- ii. The list of types of parking permit had been updated to reflect the current position.
- iii. Regarding requests for disabled parking bays – the relevant section (Annex 5 in the draft strategy) had been amended to support residents to use equivalent proof of disability, rather than solely requiring proof of receipt of the 'Higher Rate' mobility component of the Government's Disability Living Allowance. This is in relation to requests for disabled bays. It has also been amended to introduce greater flexibility in the case of an objection from another resident to a request for a disabled bay. Additionally, the specific needs of people with disabilities and their carers are to be carefully considered when developing a parking solution.
- iv. Regarding requests to introduce residential permit parking schemes – in the relevant section (Annex 2 in the draft strategy), the order of the criteria had been amended, so that 'at least 51% of residents in favour' becomes the first criterion which must be satisfied before others were considered.

The following specific changes were to be made to the internal processes relating to requests for parking restrictions and disabled bays:

- i. An improved interactive restriction request form that will provide a user-friendly means to submit requests. It will include a number of frequently asked questions (FAQs), tips and information on the request process for requesters to read before they progress with the submission of the form. Provision is also available for residents to attend Customer First Centres for help filling in the form, and a hard copy can also be provided.
- ii. Subject to the revised Parking Strategy being approved by Cabinet, it will need to be demonstrated that at least 51% of residents are in favour of a parking scheme before the restriction request can be considered further. This will help to make it possible to notify residents promptly if a scheme will not progress, minimising the wait for updates.
- iii. A record of parking restriction requests has been created which will include all requests received via the new online form as well as existing requests. This will be updated monthly and uploaded onto the Members' area, supporting Members to check schemes in their wards every month, receive regular updates and ultimately keep residents well informed of progress.
- iv. Previously, assessments and surveys have been completed once per year. It is intended to increase the frequency of assessments and surveys, to reduce the time taken to implement

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- parking schemes and reduce wait times for residents.
- v. Subject to the revised Parking Strategy being approved by Cabinet, when residents request the provision of disabled bays, equivalent proof will now be accepted by officers as described in section 1.5.3.
 - vi. Subject to the revised Parking Strategy being approved by Cabinet, greater flexibility will be introduced in the case of an objection from another resident to a request for a disabled bay.

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

Resolved that (1) the revised North Tyneside Parking Strategy attached as Appendix 1 to the report, be approved; and
(2) the Director of Regeneration and Economic Development, in consultation with the Cabinet Member for Environment, be authorised to make amendments to the strategy as and when required.

(Reason for decision: to support the effective management of parking in North Tyneside.)

CAB28/22 Cabinet response to Economic Prosperity Sub-Committee's Report on Green Skills for Retrofit Jobs

A report was received which sought approval to Cabinet's response to the recommendations identified in the Green Skills for Retrofit Jobs report, produced by the Green Skills Sub-Group which was appointed by the Economic Prosperity Sub-Committee of the Overview, Scrutiny and Policy Development Committee and presented to Cabinet on 23 May 2022 (Previous Minute CAB5/22).

In determining its work programme for 2021/22 the Economic Prosperity Sub-Committee agreed to appoint a Sub-Group to examine the Authority's approach to adapting to a green industrial revolution and ensuring people had the right skills for the future green jobs.

The Sub-Committee subsequently appointed the Green Skills Sub-Group, drawn from members of the Economic Prosperity Sub-Committee, Environment Sub-Committee and Children, Education and Skills Sub-Committee, to:

- a) consider the steps required to ensure residential, public, commercial, and industrial buildings in the Borough have the lowest possible carbon emissions to support the Authority's 2030 net-zero ambition.
- b) analyse the skills, qualifications, and accreditations that will need to be gained by the local workforce so that:
 - i. they are equipped to deliver energy efficient buildings;
 - ii. the need for imported skills is avoided; and
 - iii. the Borough benefits from the low carbon economic growth;
- c) identify sources of funding that could be accessed for skills and training from a variety of sources to support the local economy; and
- d) make recommendations to the Elected Mayor and Cabinet on how the Authority and its partners might stimulate the local training market so that the required skills, qualifications, and accreditations can be taught to our residents by North Tyneside based providers.

The Green Skills Sub-Group held a series of evidence gathering meetings with officers and key stakeholders during January and February 2022 and, also had regard to a wealth of policy documents and research papers which have been published in relation to decarbonising the built environment and the skills and jobs that will be required to deliver it.

Cabinet received the report of the Economic Prosperity Sub-Committee's Green Skills Sub-Group on Green Skills for Retrofit Jobs on 23 May 2022 which set out a series of recommendations for Cabinet to consider.

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The ten recommendations in the report were extensive and complex. At its meeting on 27 June 2022 (Previous Minute CAB18/22), Cabinet agreed to receive a further report and to provide a response to the recommendations on 1 August 2022, thus allowing additional time for the recommendations to be fully considered by Cabinet and appropriate officers.

In introducing the report, the Deputy Mayor thanked the members of the Green Skills Sub-Group who produced their detailed report and recommendations, and the officers and organisations who supported them in the development of the report.

He stated that the Elected Mayor and Cabinet recognised the importance that retrofitting of buildings had to the Authority's Carbon Net-Zero 2030 journey, including improving energy efficiency, generating renewable energy and providing low carbon heat. That was why we have supported a range of retrofitting projects to the Authority's operational buildings and housing stock, both Council and private houses. The significant investment the Authority had made in the build environment had helped to reduce the carbon footprint of the Authority by 53% and the carbon footprint of the Borough by 47%. However, more would need to be done to move us towards our Carbon Net-Zero 2030 target.

The electricity and gas that was used in homes and businesses across the Borough accounted for 62% of the Borough's carbon footprint. Gas in particular, making up 45% of the Borough's carbon footprint, was a major concern and continued to be a challenge to reduce.

The recommendations in this report had been carefully considered and where possible were proposed to be accepted by Cabinet and had been built into the Authority's Carbon Net-Zero 2030 Action Plan, which was also considered by Cabinet tonight. The recommendations were proposed to be delivered through an ambitious programme of work as set out in the Carbon Net-Zero 2030 Action Plan and, also through a significant piece of work currently being undertaken with the North of Tyne Combined Authority, which was detailed in Cabinet's response to the recommendations.

As we continued to decarbonise our homes and economy, there was a growing demand for new skills, sectors and jobs and the recommendations addressed this. It was imperative that the Authority worked collaboratively with key partners, stakeholders, and sectors to deliver on the Authority's 2030 commitments and to make sure people had the right skills and that the Authority bring more good quality jobs to North Tyneside. Decarbonising the Borough was a great challenge, but it also brought with it opportunities and the Authority was determined to be well positioned to capitalise on those opportunities.

It was proposed that all but one of the Green Skills Sub-Group recommendations be recommended for approval; on the recommendation suggesting Cabinet reject, the Authority's support for the general policy thrust of the recommendation and simply made it clear for Cabinet and the Study Group that this was something beyond the power of North Tyneside Council but well within the influence, and already in the thinking of the Mayor and Cabinet of the North of Tyneside Combined Authority.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report; or, to not accept the recommendations and provide an alternative response to the report at the meeting.

Resolved that the response to the recommendations of the Economic Prosperity Sub-Committee's Green Skills Sub-Group report on Green Skills for Retrofit Jobs, as set out in the Appendix to the report, be agreed.

(Reason for decision: The proposed response is a proportionate and considered response to the

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recommendations made in the Economic Prosperity Sub-Committee's Green Skills Sub-Group report.)

CAB29/22 Date and Time of Next Meeting

6.00pm on Monday 19 September 2022.

Minutes published on Thursday 4 August 2022.

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 Thursday 11 August 2022.