



North Tyneside Council

# Cabinet

21 July 2022

**Monday, 1 August 2022**, Room 0.02, The Chamber - Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY **commencing at 6.00 pm.**

Agenda Item	Page(s)
1. <b>Apologies for Absence</b>	
To receive apologies for absence from the meeting.	
2. <b>To Receive any Declarations of Interest and Notification of any Dispensations Granted</b>	
You are invited to <b>declare</b> any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest.	
You are also invited to <b>disclose</b> 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. <b>Minutes</b>	<b>5 - 12</b>
To confirm the minutes of the meeting held on 27 June 2022.	
4. <b>Report of the Young Mayor</b>	
To receive a verbal report on the latest activities of the Young Mayor and Young Cabinet.	

Members of the public are welcome to attend this meeting and receive information about it.

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For further information about the meeting please call (0191) 643 5320.

<b>Agenda Item</b>	<b>Page(s)</b>
<p>5.     <b>2022/23 Financial Management Report to 31 May 2022</b></p> <p>To receive the first budget monitoring report for the current financial year which reflects the first indication of the potential revenue and capital position of the Authority at 31 March 2023.</p>	<b>13 - 64</b>
<p>6.     <b>North Tyneside Climate Emergency Action Plan 2022 Update</b></p> <p>To receive an update on performance, and to seek 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'.</p>	<b>65 - 128</b>
<p>7.     <b>North Tyneside Transport Strategy Annual Report</b></p> <p>To receive the North Tyneside Transport Strategy Annual Report.</p>	<b>129 - 182</b>
<p>8.     <b>North Tyneside Parking Strategy</b></p> <p>To seek approval for a revised North Tyneside Parking Strategy.</p>	<b>183 - 218</b>
<p>9.     <b>Cabinet response to Economic Prosperity Sub-Committee's Report on Green Skills for Retrofit Jobs</b></p> <p>To receive Cabinet's response to Economic Prosperity Sub-Committee's Report on Green Skills for Retrofit Jobs.</p>	<b>219 - 236</b>
<p>10.    <b>Date and Time of Next Meeting</b></p> <p>Monday 19 September 2022 at 6.00pm.</p>	

**Circulation overleaf ...**

**Circulated to Members of Cabinet: -**

N Redfearn (Elected Mayor)  
Councillor C Johnson (Deputy Mayor)  
Councillor C Burdis  
Councillor K Clark  
Councillor S Graham  
Councillor J Harrison  
Councillor H Johnson  
Councillor A McMullen  
Councillor S Phillips  
Councillor M Rankin

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

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## Cabinet

**Monday, 27 June 2022**

Present: Councillor C Johnson (in the Chair)  
Councillors C Burdis, K Clark, J Harrison, S Graham,  
A McMullen, S Phillips and M Rankin

In Attendance: M Godfrey (Young Mayor)  
D Bavaird (Business Representative)  
D McNally (Age UK North Tyneside)  
R Layton (North Tyneside Joint Trades Union Committee)

Apologies: N Redfearn – Elected Mayor, Councillors H Johnson and  
A McMullen

### **CAB12/22 Declarations of Interest and Dispensations**

Councillor K Clark declared a registerable personal interest in agenda Item 5: 2021-22 Provisional Finance Outturn Report (CAB15/22) 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).

### **CAB13/22 Minutes**

**Resolved** that the Minutes of the previous meeting held on 23 May 2022 be confirmed and signed by the Chair.

### **CAB14/22 Report of the Young Mayor**

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

- Youth Councillors and the Young Mayor had taken part in a feedback event which involved discussions with Cabinet Members and the Senior Leadership Team that would be used as part of their committee action plans.
- The Young Mayor had met with the Cabinet Member for Environment and Council officers to discuss his aims on encouraging as many secondary schools in the Borough as possible to sign up to the Eco Schools Green Flag Awards.
- The Young Mayor had attended North Tyneside Council's Authority's Carbon net-zero 2030 Board meetings and learned about the many things already in place to help the Authority and Borough to become carbon net-zero by 2030.
- MYP Hannah's pledge to Work on improving PD/PSHE Lessons to prepare students with the necessary skills for the future had involved meetings with senior Council officers and School Improvement leads. She had also met with North Tyneside MPs, the Right Honourable Sir Alan Campbell and the Right Honourable Mary Glendon, who had lent their support to her campaign.
- Youth Councillors and the Young Mayor had attended a Transform Our Region Roadshow in Cramlington earlier in the month, which was organised by the North East Youth Alliance.

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- The Children in Care Council had focused on Life Story work.
- Youth Councillor, Daniel McTiernan, had represented young people as part of a group of 6 young people from the UK to attend a Youth Exchange Event in Belgium with Youth Focus North East.
- Youth Councillors had taken part in wreath laying at the Jigsaw Memorial in Killingworth, on behalf of the young people of North Tyneside at the Falklands service to commemorate the 40<sup>th</sup> anniversary.
- Youth Councillors had attended a Youth Convention in Durham bringing together Youth Forums from around the North East in sharing campaigns.

The Deputy Mayor thanked the Young Mayor for the update and the Young People for their excellent work in sharing the Authority's values on environmental issues including the Eco Schools Green Flag Awards.

### **CAB15/22 2021/22 Provisional Finance Outturn Report**

Cabinet received a report which set out details of the provisional outturn for 2021/22 for the General Fund, Schools Finance, Housing Revenue Account, the financial and delivery aspects of the Investment Plan and the delivery of the Treasury Management Strategy together with the associated Prudential Indicators for capital and treasury.

The end of the financial year 2019/20 saw the beginning of the Covid-19 Pandemic and the impact continued throughout 2020/21 and 2021/22. Cabinet and all Members had been kept up to date in terms of the response and approach to recovery the Authority had implemented throughout the various stages of the pandemic and what that meant for essential services being maintained for the most vulnerable residents of the borough. The Authority had been required to provide a sustained and varied response to the pandemic, with all services impacted one way or another. There had been periods when restrictions meant a range of services had to be suspended or limited, such as the leisure and culture offer and as a result there had been a significant financial impact on the Authority arising from additional costs and lost income during 2021/22. There had been sustained support to the Social Care Sector for both Adults and Children's in 2021/22. The Authority had been responsible for acting as agent for a number of grants to support the businesses in the borough and again this continued throughout 2021/22.

There had been a range of financial interventions introduced by the Government, these were set out in section 5 of the Annex. The Authority had received its share of the Government's Local Support Grant of £5.576m to support council services in 2021/22. £1.476m from the 2020/21 award was still available to support 2021/22 so the total funding available was £7.052m. Of this, £5.668m was allocated to support revenue activities with the remaining £1.384m being carried forward to support the identified on-going impact on Covid-19 into 2022/23.

Local Authorities were also compensated for losses incurred against their sales, fees and charges budgets in quarter 1 of 2021/22. North Tyneside Council received £1.335m from this grant to support services and this was fully allocated. This represented 71.25% of the fees lost, the balance being born by the Authority.

In addition to receiving support for council services, the Authority received grants to support the businesses in the borough. £12.773m was received and £11.731m was

brought forward from 2020/21. A total of £18.240m was paid across to businesses. The remaining balance of £6.264m was transferred to reserve and £6.262m was being held in anticipation of repayment to Central Government. This related to the Business Support Top-up, Local Restrictions Grants, Additional Restrictions Grant, Restart Grant and Omicron Hospitality & Leisure Grant, where the schemes had ended and the authority was awarded more funding than was required.

£4.258m was allocated to the Authority to support its residents, including financial support for the most vulnerable and also to allow the Authority to put in place measures to allow residents to continue to enjoy the coastline, town centers and the many attractions throughout the borough, when restrictions allowed. A balance of £6.908m was brought forward from 2020/21 and £9.277m was spent during 2021/22. £1.889m was carried forward to 2022/23. The majority of the funding carried forward related to the Contain Outbreak Management Fund. This grant was to help the Authority support the prevention of Covid-19 outbreaks or manage any that did occur in the borough. The Authority had a range of proposals to spend this funding to help contain outbreaks as the country continues to recover from the pandemic.

£5.418m was provided by government to help support the Care home market and had a brought forward figure of £0.544m from 2020/21 meaning the total available funds were £5.962m. The majority of these funds were passed directly to care homes with a total allocated in 2021/22 of £5.666m. The balance of £0.296m carried forward had been committed to be spent in 2022/23. The Authority also received £2.572m to support its schools which along with £0.309m brought forward from 2020/21 meant that £2.881m was available for 2021/22. £2.637m was allocated to support schools to ensure children were not detrimentally impacted by being unable to attend classes in school. The remaining balance of £0.244m was to be allocated in early 2022/23.

The budget for 2021/22 had been approved by full Council at its meeting of 18 February 2021. The net General Fund revenue budget had been set at £150.154m including efficiency savings of £4.537m. The monitoring report up to 31 January 2022 had projected a pressure of £2.902m and the final position was an underspend of £5.815m. projected a pressure of £2.902m and the final position is a underspend of (£5.815m). This was driven by two factors. There was a business-as-usual deficit of £0.078m, which had arisen substantially from pressures in Children's Social Care, Facilities and Fair Access and Law and Governance. It was proposed to cover this deficit via a £0.078m drawdown from the Strategic Reserve. In addition to the business-as-usual position there was also a surplus of (£5.893m), which was as a result of a Minimum Review Provision (MRP) review resulting in a lower charge of MRP being made than the Authority had budgeted for in 2021/22. The balance of (£5.893m) was proposed to be transferred to a new MRP earmarked reserve. Following these transfers, the General Fund would outturn on budget.

The Housing Revenue Account had year-end balances of £0.489m. The HRA showed an underspend of £0.442m against the in-year 2021/22 Budget, plus a £0.047m improvement in the budgeted brought forward balances, which cumulatively brought the HRA to £0.489m better than the budgeted position for 2021/22.

School Balances had decreased from £3.721m to £3.398m, these balances included a significant amount of committed funds and the permitted carry forward of grants for the remainder of the academic year.

The final capital expenditure for the year was £63.045m, with a recommendation noted above for Cabinet to approve reprogramming of £15.424m into 2022/23.

The Authority had acted in line with the agreed strategy that the security of the Authority's resources is of greater importance than returns on investments. The level of investments at 31 March 2022 was £60.794m (£22.000m with HM Treasury, £25.000m with other local authorities, and £13.794m with banks and other deposits). The level of borrowing (excluding PFI) was £397.443m (down from the 2020/21 level of £417.913m) which was well within the capital financing requirement agreed as part of budget setting. This was primarily due to continued level of internal borrowing and receipt of grant funding.

As part of the 2021/22 final accounts, a full review of all provision and reserves had been undertaken to ensure that appropriate consideration had been given to known liabilities, risks and uncertainties that remained in future years; in particular where conditions associated with Covid-19 grant funding required that unspent monies were carried into future years.

A table containing details of new Revenue Grants received during February and March 2022 was set out in section 1.5.14 of the report.

During discussion, the Chief Executive made reference to the changed methodology of the calculation of the MRP (section 1.1.6 of the report) and stated that work was underway in relation to what information needs to be provided to Council.

The Deputy Mayor thanked everyone for achieving the provisional outturn position and for the achievements made in delivering capital projects in 2021/22.

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 provisional 2021/22 outturn for the General Fund, Schools Finance and Housing Revenue Account, together with a financial overview of the year, as set out in the report, be noted;

(2) the decisions made under the Reserves and Balances Policy be noted;

(3) the Authority's Investment Plan spend during 2021/22 and the financing put in place be noted;

(4) the receipt of £2.355m new revenue grants be approved;

(5) reprogramming of £15.424m within the 2021/22 Investment Plan be approved;

(6) reprogramming of £34.622m, ready for the 2022-2027 Investment Plan be approved;

(7) the Council's Treasury Management performance be noted;

(8) the performance against the Capital and Treasury Management prudential indicators be noted; and

(9) the changed methodology for the calculation of the Minimum Revenue Provision be noted;

(Reason for decision: The proposals set out in section 1.2 of the report form part of the 2021/22 Final Statement of Accounts process. Reprogramming of the Investment Plan will ensure successful delivery of projects included within the Investment Plan).



## **CAB16/22 Former Swan Hunter Shipyard Local Development Order**

Cabinet received a report seeking approval to proceed with a public consultation in July 2022 on a proposed revision of the Local Development Order (LDO) made by the Authority in 2012 in relation to the former Swan Hunter Shipyard, Wallsend, with the intention of adopting a revised LDO for a further ten years until 2032.

An LDO was a planning mechanism that granted planning permission for certain types of development, enabling developers to progress plans for investment without the need to apply for planning permission. This provided landowners and developers with certainty about the types of development allowed and also saves costs (including planning fees) and time in negotiating and securing planning permission.

Significant improvement and investment work had been completed at the site. Projects delivered by the Authority since 2009/10 were set out in the report. After a review of the approach to developing the site on 28 May 2019 Cabinet considered a report which outlined the work that the Authority had done for over ten years with a range of partners to secure the Swan Hunter site for strategic purposes and bring it back into economic use.

Adoption of a new LDO would build on the Authority's achievements in safeguarding the site for offshore energy related development and loadouts, developing the Swans CFI and providing the site infrastructure that enabled the site to be sold in December 2020.

The Authority had taken up the opportunity to adopt an LDO in 2012. Given the size of the former Swan Hunter site, together with the river frontage access, it presented a unique development opportunity, which would capitalise on its potential and which aligned with the policy objectives listed in the report.

The need to revise the existing LDO was due to it expiring in November 2022 and a continuing need to support partners in securing additional investment and development. The proposed LDO would extend the timeframe until 2032 and allow it to reflect changes to planning legislation and the deed of variation signed with MHCLG in 2020 which extended the range of permissible economic activities which could be carried out in line with the funding agreements.

The proposed LDO would continue to support the policy objectives for the site by delivering sustainable economic development that would support investment in sub-sea technologies, energy generation and zero carbon transport in the following sectors:

- Energy industries (included but not limited to oil and gas and renewables);
- Offshore, technology, marine and sub-sea;
- Manufacturing, construction and engineering; and/or
- Research and Development related to any of the above sectors.

The proposed LDO would enable development that supported these industries to proceed without the need to apply for planning permission, provided it complied with specified development requirements and conditions. In exempting certain development from the need to apply for planning permission, developers would save on planning application costs and the time required to process applications.

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Developers would also benefit from receiving a greater degree of certainty that they could proceed, as permission was granted, provided they met the agreed conditions and development requirements. This would assist in efforts to market and promote the sites for development and investment.

The process for revising a LDO was set out in the Town and Country Planning Act 1990 and Article 38 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 made under the 1990 Act. This would involve consultation with prescribed bodies such as Natural England, Historic England and the Environment Agency and local organisations who had an interest in the area.

The consultation process also included any person who it would be required to consult with on an application for planning permission and in conformity with the Authority's Statement of Community Involvement. A copy of the LDO would be available to view on the Authority's website and within the Authority offices at Cobalt. The consultation period should not be less than 28 days with an advert in the local press.

Following consultation on the LDO the Authority must consider any representations received and what modifications, if any, should be made to the LDO. The revised LDO would have no effect until it was adopted by the Authority as the Local Planning Authority.

In adopting the LDO the Authority must send a copy of the LDO and other specified documents to the Secretary of State as soon as reasonably practicable, and no later than 28 days after the Authority had adopted the LDO.

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

**Resolved** that (1) the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and Director of Resources, be authorised to:

- (i) undertake public consultation in respect of the proposed Local Development Order for the former Swan Hunter Shipyard, Wallsend; and
- (ii) pursuant to such consultation, take all necessary or associated steps to make any amendments to the Local Development Order; and

(2) the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and the Director of Resources (and subject to the consultation responses), be authorised to adopt the Local Development Order and submit a copy of the Order and any ancillary documentation, to the Secretary of State within the requisite period of time.

(Reason for decision: This would provide a clear commitment from the Authority to take the necessary steps to simplify the planning regime and therefore support the efforts to generate investment, economic growth and job creation at the site in key industries that seek to maximise the advantages the site offers.)

### **CAB17/22 Home Care Study Group**

Cabinet considered a report seeking approval to the proposed response to the recommendations of the Adult Social Care, Health and Wellbeing Sub-committee's Home

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Care Study Group in relation to a review of the current provision of home care in North Tyneside.

The report and recommendations had been presented to Cabinet at its meeting on 23 May 2022 (Previous Minute CAB4/22).

The Adult Social Care, Health and Wellbeing Sub-Committee originally established the Home Care Study Group (the Study Group) in early 2020 to review home care provision in the Borough. The Study Group began the review, but the review was suspended at the beginning of the Covid 19 pandemic in March 2020. In July 2021, the Adult Social Care, Health and Wellbeing Sub-Committee agreed to re-establish the Study Group with a revised remit and membership, and the Study Group began meeting in early October 2021.

The remit of the Study Group was to review the current provision of home care in North Tyneside and monitor the introduction and progress of the Home Care Pilot, with a view to:

- Understanding whether the provision of Home Care in the borough is currently meeting the needs of residents;
- Identifying those things that are working well and any areas of concern;
- Monitoring the implementation of the Health and Care Pilot.

The Study Group received information from officers from the Commissioning Team and other teams within the Authority, as well as a range of interested parties including home care providers, front line staff, carers, North Tyneside Carers' Centre, North Tyneside Healthwatch, UNISON and the Cabinet Member for Adult Social Care.

The sub-group had made fourteen recommendations and the proposed response and action plan to those recommendations were set out at Appendix 1 to the report.

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 the responses to the recommendations from the Home Care study group of the Adult Social Care, Health and Wellbeing Sub-committee in relation to its review of home care in North Tyneside, as set out in Appendix 1 to the report, be approved.

(Reason for decision: The proposed response is a proportionate and considered response to the recommendations made by the Home Care Study Group in its report.)

### **CAB18/22 Green Skills for Retrofit Jobs Sup-Group**

Cabinet received a report from the Economic Prosperity Sub-Committee of the Overview, Scrutiny and Policy Development Committee on Green Skills for Retrofit Jobs on 23 May 2022 (Previous Minute CAB5/22) which set out a series of recommendations for Cabinet to consider.

The ten recommendations in the Economic Prosperity Sub-Committee's Green Skills and Retrofit Jobs Sub Group report (appended to this report), were extensive and complex and

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required further time for Cabinet to give detailed consideration and a full response to each recommendation.

The recommendations had been positively received and supported the Authority's policy objectives and its approach to tackling climate change.

It was proposed that a further detailed report and associated Action Plan would be presented to Cabinet on 1 August 2022, which would provide a full response to the recommendations made by the Economic Prosperity Sub-Committee's Green Skills for Retrofit Jobs Sub Group.

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 and provide an alternative response to the report at the meeting.

**Resolved** that the contents of Cabinet's initial report be noted, and a further report containing a detailed response and action plan be received on 1 August 2022.

(Reason for decision: This will allow Cabinet the necessary time to fully address the recommendations raised in the Green Skills for Retrofit Jobs report and provide a detailed response and Action Plan.)

### **CAB19/22 Date and Time of Next Meeting**

6.00pm on Monday 1 August 2022.

### **Minutes published on Thursday 30 June 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 Thursday 7 July 2022.**

## North Tyneside Council Report to Cabinet 1 August 2022

**Title: 2022/23 Financial Management Report to 31 May 2022**

<b>Portfolios:</b> Elected Mayor  Finance and Resources	<b>Cabinet Member:</b> Norma Redfearn  Councillor Martin Rankin
<b>Report from:</b> Finance	
<b>Responsible Officer:</b> Janice Gillespie, Director of Resources	<b>Tel: 643 5701</b>
<b>Wards affected:</b> All	

### PART 1

#### 1.1 Executive Summary:

This report is the first monitoring report to Cabinet on the 2022/23 financial position. The report brings together financial and performance information with the intention of explaining the current financial position in the context of the policy priorities in the Our North Tyneside Plan. It provides the first indication of the potential revenue and capital position of the Authority at 31 March 2023. The report explains where the Authority continues to manage financial pressures.

- 1.1.1 The 2021/22 financial year was highly complex for the Authority with the operational response to the pandemic requiring innovation, agility, professionalism, and partnership working. Like all local authorities, North Tyneside Council is continuing to feel the legacy impact of the Covid-19 pandemic and as such this report contains considerations to the potential financial impact the pandemic will have on the Authority in 2022/23. The Authority continues to see areas of pressure across Adults and Children’s Social Care, but there are also significant impacts on income particularly across Sport and Leisure Services, and Catering Services.
- 1.1.2 In addition to pressures seen in previous financial years, a number of global issues have emerged in more recent months including the war in Ukraine, leading to more supply chain issues and adding to rising inflation. The impact of these factors is leading to what is being termed a ‘cost of living crisis’ and are all adding significant financial strain to the Authority’s budgets. The potential impact of some of these pressures was foreseen, and a number of contingencies and reserves were set aside in the 2022-2026 Medium-Term Financial Plan to support the 2022/23 financial position. The initial review of the 2022/23 position is that these mitigations may not be

sufficient, and that the Authority will have to consider further actions to bring the General Fund budget in on target.

- 1.1.3 As said previously this report provides an early picture of the potential implications of these financial pressures and emerging risks and as such has been prepared, on a prudent basis. The current forecast sets out that prior to any further plans and mitigations, the Authority's approved net revenue budget of £163.512m is forecasting a pressure of £18.456m. Taking into account the planned use of reserves and contingencies the adjusted General Fund position, is a pressure of £9.605m. Further details on the General Fund position are included in section 1.5 of this report, as well as in the Annex to the report.
- 1.1.4 The Mayor and Cabinet will be aware of more recent increases in the Bank of England base rate, with an expectation that interest rates may continue to rise. In terms of the Authority's approach to Treasury Management the rates are still historically low and currently do not represent a longer-term risk to the Authority. As Cabinet would expect interest rates continue to be proactively monitored and cash flow management undertaken to secure the maximum return/minimum cost for the Authority in line with the Prudential Code
- In terms of the Housing Revenue Account, a small underspend of £0.070m is forecast, this will be sensitive to the impact of the "cost of living Crisis" on rent collection and will be closely monitored during the year.
- 1.1.5 The report includes details of any additional grants received by the Authority since the Budget was set. The report also advises Cabinet of the position so far on the 2022/23 Schools budgets and Schools funding.
- 1.1.6 In terms of the Investment Plan, early work has been undertaken to consider the impacts of supply chain issues and inflation pressures. The focus has been to manage within the current financial envelope across the plan which may lead to a delay in delivery of some planned activity. Any such implications will be considered at the Investment Programme Board and brought to the Mayor and Cabinet for consideration as part of the normal financial management process. There is currently a small variation of £0.365m as a result of the initial work undertaken to date.

## **1.2 Recommendations:**

It is recommended that Cabinet:

- (a) notes 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);
- (b) approves the receipt of £0.832m new revenue grants (as outlined in section 1.5.3 of this report);
- (c) notes 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); and
- (d) approves variations of £0.365m for 2022/23 within the 2022-2027 Investment Plan (Annex Section 4).

### **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 28 May 2022.

### **1.4 Authority Plan and Policy Framework:**

The budget is a key strand of the Authority's Budget and Policy Framework.

### **1.5 Information:**

#### **1.5.1 Financial Position**

This report is the first monitoring report presented to Members on the Authority's 2022/23 financial position. It provides an early indication of the expected revenue and capital financial position of the Authority as at 31 March 2023. This report is an initial view, it is expected this will change over the coming months as the recovery to a pre Covid-19 position continues the impact of market conditions becomes clearer and management actions start to take effect.

The report covers:

- The forecast outturn of the Authority's General Fund and HRA revenue budget including management mitigations where issues have 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 is recommended for approval.

#### **1.5.2 General Fund Revenue Account**

The Budget for 2022/23 was approved by full Council at its meeting 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 relates 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 revenue budget is forecast to outturn with a pressure of £18.456m. Table 1 below sets out the initial variation summary across the General Fund.

The Authority, as you would expect at this stage of the financial year, is taking a prudent approach to forecasting including in relation to the on-going impact of Covid-19 which currently is forecast to add pressures of £5.551m to the General Fund in 2022/23. These pressures are primarily where fees and charges income has yet to return to pre-pandemic levels, where additional fixed term staff are 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 exist around the Authority's supply chain and current inflation levels, these combined add a further £5.293m to the overall pressure. The remaining £7.612m relates 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) is being used to offset the pressures in Children's Social Care, (£1.301m) is 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) is 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 has 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) has been committed and is reflected in the £18.456m position reported in Table 1. The remaining balance of £1.151m is available to support on-going Covid-19 legacy pressures and is 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, is a pressure of £9.605m. This reflects the continuing impact of Covid-19 being £2.400m over the support funding allocated. The main areas impacted are within Environment & Leisure where Sports and Leisure income from fees and charges continues to be lower than pre-pandemic levels. Initial projections suggest income will be higher than in 2021/22 but still only 80% of the income levels achieved pre-pandemic in 2019/20. Significant pressures also exist in Children's Services, where the response to the impact of Covid-19 has seen staffing levels increase to manage a significant increase caseloads and demand for services for Children. This is not unique to North Tyneside and is being seen across the region and nationally.

The Inflation Rate has recently reached 9.1% and this is much higher than when the allocations were made in the 2022-2026 MTFP. This is forecast to add a further £3.029m in respect of both 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 is attributable to pressures considered to be 'Business as Usual'. Finance officers are 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 It is anticipated that 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.

**Table: 1 2022/23 General Fund Revenue Forecast Outturn as at 31 May 2022**

Services	Budget	Forecast May	Variance
	£m	£m	£m
Health, Education, Care and Safeguarding	76.822	95.698	18.876
Public Health	1.925	1.925	0.000
Commissioning & Asset Management	7.111	11.494	4.383
Environment & Leisure	37.034	37.635	0.601
Regeneration & Economic Development	10.221	10.550	0.329
Corporate Strategy	0.541	0.683	0.142
Chief Executive Office	(0.076)	(0.076)	0.000
Resources	2.538	3.470	0.932
Law & Governance	0.320	1.044	0.724
General Fund Housing	1.596	1.801	0.205
Central Items	5.299	(2.437)	(7.736)
Support Services	20.181	20.181	0.000
<b>Total Authority</b>	<b>163.512</b>	<b>181.968</b>	<b>18.456</b>

**Table: 2 2022/23 Adjusted General Fund Revenue Forecast Outturn Position as at 31 May 2022**

<b>Service</b>	<b>Covid Pressures</b>	<b>Inflationary Pressures</b>	<b>Other BAU Pressures</b>	<b>Total</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Total Authority</b>	<b>5.551</b>	<b>5.293</b>	<b>7.612</b>	<b>18.456</b>
Planned use of Change Reserve	0.000	0.000	(2.200)	(2.200)
Planned use of Covid-19 Reserve	(2.000)	0.000	0.000	(2.000)
Planned use of Insurance Reserve	0.000	0.000	(0.150)	(0.150)
Planned use of Contingencies	0.000	(2.264)	(0.786)	(3.050)
Planned release of Provision	0.000	0.000	(0.300)	(0.300)
Planned use of Covid-19 Grants	(1.151)	0.000	0.000	(1.151)
<b>Totals</b>	<b>(3.151)</b>	<b>(2.264)</b>	<b>(3.436)</b>	<b>(8.851)</b>
<b>Revised Pressure</b>	<b>2.400</b>	<b>3.029</b>	<b>4.176</b>	<b>9.605</b>

### 1.5.3 Delivery of Budget Savings Proposals

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

The governance structure of the Efficiency Savings Programme includes a monthly review of progress by the Senior Leadership Team (SLT). In addition, in-year budget and performance progress meetings are 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 sections below.

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 require permanent achievement increasing the total savings brought forward from prior year business cases to £4.144m. The overall target to achieve in 2022/23 is therefore £7.257m.

**Table 3 – Full Year Effect of Prior Year Business Cases**

Service	2021/22 Targets £m	Projected Delivery £m	In Year Actions £m	Yet to be achieved £m
HECS – Adults	0.350	0.350	0.000	0.000
HECS – Children’s	2.923	0.000	0.000	2.923
E&L	0.520	0.520	0.000	0.000
C&AM	0.346	0.260	0.000	0.086
Central	0.005	0.005	0.000	0.000
<b>TOTAL</b>	<b>4.144</b>	<b>1.135</b>	<b>0.000</b>	<b>3.009</b>

**Table 4 – Business Cases Relating to 2022/23**

Service	2022/23 Targets £m	Projected Delivery £m	In Year Actions £m	Yet to be achieved £m
HECS – Adults	0.600	0.000	0.000	0.600
HECS – Children’s	0.300	0.000	0.000	0.300
C&AM	0.400	0.000	0.000	0.400
Central	0.250	0.250	0.000	0.000
Resources	1.563	1.563	0.000	0.000
<b>TOTAL</b>	<b>3.113</b>	<b>1.813</b>	<b>0.000</b>	<b>1.300</b>

Within HECS, Adults Services are 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 relates to the 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 not available in 2022/23 and on-going demand-led pressures already impacting

the service, current projections are for all CYPL savings to remain unachieved in 2022/23.

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

The forecast assumes that LMB will approve the 15p increase in paid school meals commencing September 2022. School meals increases have been delayed for two years so previous income targets for 2020/21 & 2021/22 are also included in these figures. If not approved by LMB the undeliverable element will increase. The schools leaving the SLA are confirmed so £0.025m of the 2022/23 savings target for paid school meals and SLA income will not be delivered. £0.030m of the cleaning savings target is forecast to be met. Of the £0.486m yet to delivered £0066m is undeliverable and £0.420m is yet to be identified.

All savings in these services are forecasted to be achieved.

#### 1.5.4 New Revenue Grants

The following revenue grants have been received during April and May 2022:

Service	Grant Provider	Grant	Purpose	2022/23 value £m
Environment & Leisure	Football Foundation	Football Foundation Goal Post Replacement Programme	Football Foundation grant schemes to fund socketed fixed position aluminium football stadium goals, Junior and senior freestanding football goal posts, unique anti-vandal steel fixed position football goals and spectator crowd barriers.	0.006
Health, Education, Care and Safeguarding	Department for Education	Children's Social Care Innovation Programme Staying Close Provision	Establishing a 6 bedroom 'Staying Close' supported accommodation with a shared management team working between Sycamore House (existing residential children's home) and Elm House (Staying Close provision).	0.285
Commissioning and Asset Management	European Social Fund (via DWP)	Step to Employment	To support residents aged 29 and over along a journey into employment / self-employment.	0.023
Public Health	Department for Environment, Food & Rural Affairs	Port Health Transition Fund	Support with the financial implications of preparing for the new regime of sanitary checks on EU-GB imports of animal products.	0.031

<b>Service</b>	<b>Grant Provider</b>	<b>Grant</b>	<b>Purpose</b>	<b>2022/23 value £m</b>
Environment & Leisure	Trees for Cities	Trees for Cities	Working with local communities to cultivate lasting change in their neighbourhoods – whether it is revitalising forgotten spaces, creating healthier environments or getting people excited about growing, foraging and eating healthy food.	0.020
Environment & Leisure	Forestry Commission / Newcastle City Council	Local Authority Treescape Fund	Funding to plant trees within the borough	0.014
Regeneration and Economic Development	North of Tyne Combined Authorities	2022 Mouth of the Tyne Festival Collective	Funding provided to promote the economic growth and regeneration of the North of Tyne region, with businesses and organisations coming together to boost the visitor economy in an extended period around the Mouth of the Tyne Festival with special one-off shows in a range of venues	0.100
Regeneration and Economic Development	Department for Transport (DfT)	Local Authority Capability Fund (active travel)	To support the development of infrastructure projects to the new standards set out, including updating previous plans (such as LCWIPs) as necessary; <ul style="list-style-type: none"> <li>• To promote increased levels of physical activity through walking and cycling for everyday journeys;</li> <li>• To support access to new and existing employment, education, and training.</li> </ul>	0.252

Service	Grant Provider	Grant	Purpose	2022/23 value £m
Resources	Department for work and pensions	HB Circulars S52021	The funding is intended to meet New Burdens incurred by LAs as a result of the following areas of Welfare Reform: Discretionary Housing Payment (DHP) administration, Benefit cap, Single Fraud Investigation Service (SFIS), Universal Credit (UC) New Burdens including: Housing Benefit (HB) maintenance on a UC case -Natural migration to UC	0.101
<b>Total</b>				<b>0.832</b>

#### 1.5.5 School Funding

Schools are required to submit their rolling three-year budget plan by 31 May each year. The total planned deficit for 2022/23 is £5.532m. Cabinet will be aware that the Authority has 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 continue to be compounded by rising employment costs.

Cabinet will recall that the High Needs Block ended 2021/22 with a pressure of £13.512m. The initial forecast of the Budget position for 2022/23 indicates 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.

#### 1.5.6 Housing Revenue Account (HRA)

The HRA is forecast to have year-end balances at 31 March 2023 of £3.139m. These balances are £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 have moved on to Universal Credit and a team is working proactively with tenants to minimise arrears. This position will be closely monitored as the year progresses to identify any adverse impacts on the Budget position.

#### 1.5.7 Investment Plan

The approved 2022-2027 Investment Plan totals £325.029m (£114.280m 2022/23) and is detailed in table 22 of the Annex. The Annex to this report also sets 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 has resulted in proposals for variations of £0.365m of which more details are set out in Section 6 of the Annex to this report. The

revised Investment Plan stands at £114.280m for 2022/23 and to the end of May 2022 spend of £5.287m had been incurred which represents 4.64% of the revised plan.

Significant inflationary pressures are being experienced across the UK, and senior officers within the Authority have undertaken a review of inflationary impact to the Investment Programme. Supply issues and rising costs are being reviewed and to date the Authority anticipates 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 includes risks for such inflationary pressures to the investment plan.

#### 1.5.8 Performance against Council Plan

The 2021-2025 Our North Tyneside Plan (Council Plan) sets out the overall vision and policy context within which the Medium-Term Financial Plan and Budget are set. The Council Plan, "Building A Better North Tyneside", has five key themes as set out below;

- A caring North Tyneside;
- A thriving North Tyneside;
- A secure North Tyneside;
- A family-friendly North Tyneside; and,
- A green North Tyneside.

For each theme there is a set of policy outcomes which the Authority is seeking to deliver; these are detailed in the Council Plan. The Authority has plans in place to deliver all elements of the Plan and performance against delivery is carefully monitored.

With regards to financial performance against the Plan, the area under most financial pressure is Health Education Care and Safeguarding. In common with most local authorities, and in line with the national picture, North Tyneside has 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 have increased due to people living longer with multiple complex conditions. Supporting those needs requires more intensive packages of care which are more expensive to provide. In addition to older people, younger adults with learning disabilities and physical disabilities are also living longer, often with multiple complex issues.

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

Over recent years, there has 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 require supervision after leaving care continue to generate a significant financial pressure. Data for LAC levels suggest that, whilst fluctuating, there is a general trend of a steady increase in numbers (as per Section 3.2 in the Annex) but there are a wide range of levels of care provided, with more complex cases now being faced.

#### **1.6 Decision Options:**

The following decision options are available for consideration by Cabinet:



## Option 1

Cabinet may approve the recommendations at paragraph 1.2 of this report.

## Options 2

Cabinet may decide not to approve to recommendations at paragraph 1.2 of this report.

### **1.7 Reasons for Recommended Option:**

Option 1 is recommended for the following reasons:

Cabinet is recommended to agree the proposals set out in section 1.2 of this report as it is important that Cabinet continues to monitor performance against the Budget, especially given the current level of financial pressures faced by the public sector.

### **1.8 Appendices:**

Annex : Financial Management Report to 31 May 2022  
Appendix 1: 2022 – 2027 Investment Plan

### **1.9 Contact Officers:**

Janice Gillespie – 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  
Amar Hassan – Investment Plan 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  
[https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/NTC%20Revenue%20Budget%202022\\_23.pdf](https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/NTC%20Revenue%20Budget%202022_23.pdf)
- (b) Investment Plan 2022-27  
<https://democracy.northtyneside.gov.uk/documents/s7911/Appendix%20D%20i%20-%202022-2027%20Investment%20plan%20-%20FINAL.pdf> (Agenda reports pack 17<sup>th</sup> February 2022 - Appendix D(i))
- (c) Reserves and Balances Policy  
<https://democracy.northtyneside.gov.uk/documents/s7919/Appendix%20G%20-%202022-23%20Reserves%20and%20Balances%20Policy.pdf> (Agenda reports pack 17<sup>th</sup> February 2022- Appendix G)
- (d) Overview, Scrutiny and Policy Development Performance Report  
<https://democracy.northtyneside.gov.uk/documents/s7921/Appendix%20I%20-%202022-23%20Report%20of%20the%20Overview%20Scrutiny%20and%20Policy%20De>

## **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. This report will also be presented to the Authority's Finance Sub-Committee at its meeting on 14 September 2022.

### **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, Cabinet Members, the Senior Leadership Team and Senior Finance Officers.

#### **2.3.2 External Consultation / Engagement**

The 2022/23 budget was completed after widespread consultation and community engagement in line with the Authority's approved Budget Engagement Strategy.

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

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# 2022/23 Financial Management 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 outturn position for 2021/22, with forecasts being prepared for 2022/23 based on this analysis to give a first view of the overall challenges at this early stage in the financial year. This will be followed up by regular budget monitoring sessions from June onwards. In addition, challenge sessions are planned 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 Health, Education, Care & Safeguarding (HECS)**

1.2.1 HECS is showing an initial forecast variance of £18.876m against its £76.822m net controllable expenditure budget. This forecast position excludes the application of contingency budgets set aside in Central Items for pressures in Children's Services.

1.2.2 The HECS service continues to have residual impact from the Covid-19 pandemic and has put in place a range of responses to support existing clients and other residents directly affected by the virus who have required new support packages to be put in place on discharge from hospital or to prevent an admission. Work is also ongoing to support social care providers to maintain their vital services. 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.

#### **1.2.3 Table 1: Forecast Variation for HECS at May 2022**

	<b>Budget</b>	<b>Forecast</b>	<b>Variance</b>
	<b>£m</b>	<b>May</b>	<b>May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Corporate Parenting & Placements	15.273	26.597	11.324
RHELAC Service	0.010	0.010	0.000
Child Protection, Independent Assurance and Review	0.721	0.739	0.018
Early Help & Vulnerable Families	1.664	1.822	0.159
Employment & Skills	0.632	0.594	(0.038)
Integrated Disability & Additional Needs Service	2.211	4.481	2.269
School Improvement	0.360	1.000	0.640
Regional Adoption Agency	(0.168)	(0.168)	0.000

	<b>Budget</b>	<b>Forecast</b>	<b>Variance</b>
	<b>£m</b>	<b>May</b>	<b>May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Subtotal – Childrens' Services</b>	<b>20.703</b>	<b>35.075</b>	<b>14.372</b>
Central, Strategy and Transformation	0.580	0.577	(0.003)
Social Work and Associated Activity	7.360	7.725	0.365
Integrated Services	3.171	2.909	(0.262)
Business Assurance	0.304	0.300	(0.004)
<b>Sub-total Operations</b>	<b>11.415</b>	<b>11.511</b>	<b>0.096</b>
Commissioned Services – Wellbeing and Assessment	12.870	13.989	1.119
Commissioned Services – Learning Disability	26.887	28.390	1.503
Commissioned Services – Mental Health	3.607	5.022	1.415
Commissioned Services - Other	1.340	1.711	0.371
<b>Sub-total – Commissioned Services</b>	<b>44.704</b>	<b>49.112</b>	<b>4.408</b>
<b>Adult Services Sub-total</b>	<b>56.119</b>	<b>60.623</b>	<b>4.504</b>
<b>Total HECS</b>	<b>76.822</b>	<b>95.698</b>	<b>18.876</b>

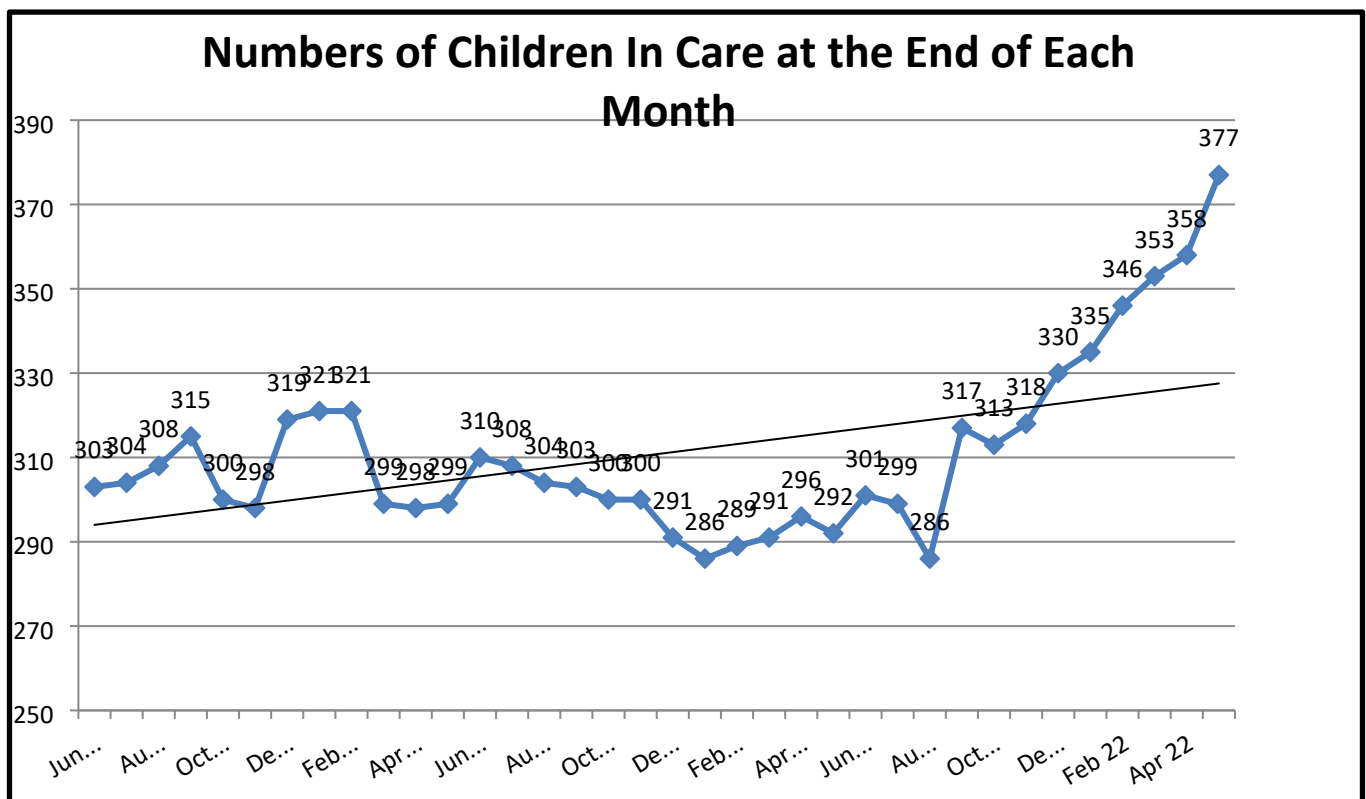
### Main budget pressures across HECS

- 1.2.4 HECS continues to manage a complex budget and is required to deal with a combination of funding arrangements, pressures and national policy changes. There are continuing upward pressures on care providers' fees partially resulting from the National Living Wage but also from the cost of living increases currently being experienced across the country. Dialogue continues with care home providers around appropriate fee rates and this will be informed by the national exercise being undertaken to establish a fair cost of care for older person's care homes and domiciliary care for all adults. Negotiations also continue around ensuring funding contributions from the NHS for clients with health needs.
- 1.2.5 The main factor behind the overall forecast position, however, is 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 costs and recruitment costs and a pressure resulting from savings targets not yet achieved.
- 1.2.6 The Children's services budget is established to meet the statutory needs of approximately 1400 children however, the service is currently dealing with in excess of 1700 children who reach that threshold. Referrals have increased by 25% compared to pre-Pandemic levels with the police and schools continuing to



be the main sources. This level of activity is leading to a requirement for additional staff and contributes to significant pressure on budgets providing care for the children in most need. In May 2022 the children in care numbers have increased to 377. Numbers were under 300 for the first half of 2021/22 rising to 353 at the end of the financial year. The increase in demand is largely due to the impact of additional stress on family relationships during Covid lockdown restrictions combined with financial stressors now exacerbated by the cost of living crisis. Current numbers include 18 unaccompanied asylum seeking children. This rise in demand is a national issue with North Tyneside seeing a rate of children in care per 10,000 of 88 which compares favourably both to the north east average of 108 and to the average within our statistical neighbours of 103.

1.2.7 Chart 1: Children in Care at the End of Each Month



**Children’s Services**

1.2.8 In Children’s Services the £14.372m forecast pressure relates mainly to demand pressures of £11.324m in Corporate Parenting and Placements and £2.269m in Integrated Disability and Additional Needs. There is also a forecast pressure of £0.640m in School Improvement. The pressures were foreseen by Cabinet and backed by £3.116m of centrally held contingencies which if transferred into Children’s Services would reduce the forecast pressure to £11.256m. The ongoing impact of rising demand impacted by Covid and the cost of living crisis has led to additional challenges in delivering against savings targets and there are £3.2m of savings targets yet to be delivered.

## Corporate Parenting and Placements

- 1.2.9 The pressures within Corporate Parenting and Placements can be broken down as follows:

**Table 2: Analysis of Pressures in Corporate Parenting and Placements**

Type of Service	Budget £m	Forecast May £m	Variance May £m
Care provision – children in care	9.003	15.655	6.652
Care provision – other children	3.171	4.535	1.364
Management & Legal Fees	(1.442)	0.366	1.808
Social Work	4.494	5.990	1.496
Safeguarding Operations	0.046	0.050	0.004
<b>Total</b>	<b>15.273</b>	<b>26.597</b>	<b>11.324</b>

- 1.2.10 The forecast has been developed based on the children in care as at the end of May 2022. The number in care at the end of May was 373 compared to an average of 315 during 2021/22 resulting in the forecast for the total number of care nights being significantly higher for 2022/23 at 130,242 nights compared to the total number of care nights delivered in 2021/22 which was 108,745.

**1.2.11 Table 3: Forecast cost, forecast variance, average placement cost and placement mix**

Placement Type	2022/23 May Variance	Average Annual Placement cost (£m)	2022/23 Forecast Bed Nights	2021/22 Outturn Bed Nights	Placement Mix	No. of children May 22	No. of children March 22
External Residential Care	2,378	0.264	7,817	8,163	8.49%	32	25
External Fostering	252	0.050	9,617	12,068	6.10%	23	29
In-House Fostering Service	1,061	0.022	87,026	68,812	63.93%	241	176
External Supported Accommodation	868	0.099	5,281	6,170	6.63%	25	15
Other*	2,092	various	20,501	13,532	14.85%	56	46
<b>Total</b>	<b>6,651</b>		<b>130,242</b>	<b>108,745</b>	<b>100%</b>	<b>377</b>	<b>291</b>

\*Other includes Placed for Adoption, Placed with Parents/Parental Responsibility and NTC Children's Homes.

- 1.2.12 The number of children in care can be volatile and costs for individual children can be very high. There is a potential risk that the forecast could increase if numbers of care nights delivered on complex cases starts to rise above current levels.

There is a concern that there may be future spikes in numbers of children in care as the effects of the Covid-19 restrictions and the cost of living crisis impact on families.

### **Care Provision – Children in Care**

- 1.2.13 Over recent years, there has been an increasing trend nationally in demand for children's residential placements but with no corresponding increase in government-funded provision. The trend in North Tyneside over the last few years 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 with a further increase in rates expected to be confirmed in 2022/23 as a result of the rising cost of living. Children's services has 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.

### **Care Provision – Children not in care**

- 1.2.14 The pressure of £0.858m 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. The contingency budget of £3.116m established in Central Items was, in part, intended to mitigate against these costs. A further £0.786m is also included within contingencies to directly support the SGO position.

### **Management and Legal Fees**

- 1.2.15 This area has a forecast pressure of £1.808m. The increase in pressure within this area is due to savings targets of £1.468m which are yet to be achieved. The service is continuing to work on the delivery of planned savings targets and continues to review all budget areas for any other mitigating savings.

### **Social Work**

- 1.2.16 Within the overall pressure of £11.324m for Corporate Parenting and Placements, there are social work-related pressures of £1.496m. Of the £1.496m pressure, £1.360m relates to employee costs with £0.136m relating to non-pay costs. There is an additional team in place of 6 posts costing circa £0.265m and the '14 Plus Team' adds a further £0.243m to the pressure. Market supplements have been superseded by the Social Worker regrading exercise contributing £0.191m to the position. There are s17 assistance costs forecasted above budget level by £0.114m. Cabinet is aware of the particular challenges faced across the children's social care sector nationally. Caseloads per social worker have increased with increasing referrals (up 25% on pre-Pandemic levels) and are now at 28 compared to the national average of 16.3 (for 2020).

### **Integrated Disability and Additional Needs (IDANS)**

- 1.2.17 IDANS is forecasting a pressure of £2.269m, net of an over achievement of £0.187m 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 1102 in January 2018 to 2138 in May 2022.

- 1.2.18 Within this service area the main pressures relate to operational staffing costs within in-house residential services of £0.581m. There are also forecast staffing pressures of £0.346m in Educational Psychology relating to an increase in non-chargeable statutory work associated with increased levels of EHCPs for children with additional needs. There are pressures of £1.048m on externally commissioned short breaks and staffing pressures of £0.337m across the Statutory Assessment and Review Team and the Disability Team.
- 1.2.19 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.
- 1.2.20 The School Improvement Service is showing a forecast pressure of £0.640m driven by a number of factors:
- Staffing pressures of £0.137m;
  - Reduction to SLA income of £0.250m (partly due to the Catholic Schools that have moved to Multi Academy Trust);
  - Reduction in CSSB grant of £0.141m;
  - Building cost pressures of circa £0.035m; and
  - Reduction to room hire income of £0.078m due to expansion of Special Schools at Langdale.

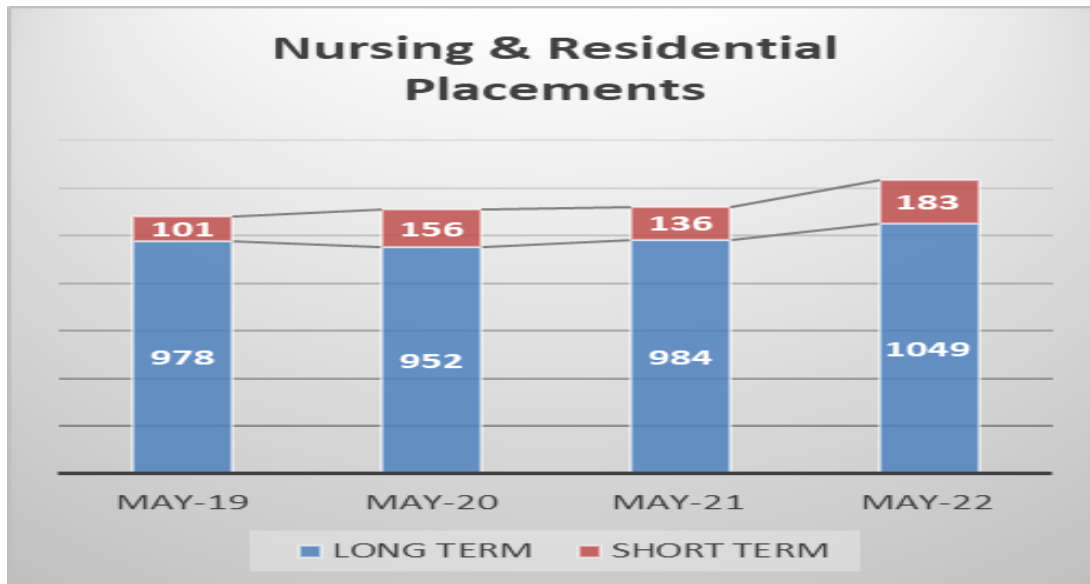
The service is working with HR and Finance officers to review the School Improvement structure and continues to explore other income streams that may be available to help mitigate the pressure in-year.

### **Adult Services**

- 1.2.21 Adult Services are forecasted to show an overspend of £4.505m.
- 1.2.22 The analysis of sub service areas were changed during 2021/22 to show the split between the operational aspects of the service and the externally commissioned care costs.
- 1.2.23 Forecast costs associated with the operational management of the service are showing a pressure of £0.097m. This position represents a movement of £1.474m from the previously reported position due to an unsustainable level of vacancy experienced during last financial year. The forecast assumes that vacant posts will be filled for the majority of the year particularly within Integrated Services where services provided by inhouse teams will be critical in meeting demand in 2022/23 especially over the winter period as the external provider market is expected to continue to struggle to deliver sufficient capacity due to recruitment and retention issues. Recruitment remains challenging within the local authority, but a number of new staff have been successfully recruited in recent months.
- 1.2.24 Commissioned Services are reporting an initial pressure of £4.408m. Of this total, £1.645m of this relates to the high level of fee increases paid to providers linked to

national living wage and the impact of the cost of living crisis. A further £1.064m relates to an early estimate of increased demand during the financial year largely resulting from a continued high level of hospital discharges with an additional £1.795m being included for the potential discharge of clients from long stay hospital services and clients transitioning to Adult Services from Childrens Services. The actual impact of this will be dependent on the timing of clients' progress against their discharge plans and the availability of service provision. The additional costs described are in part offset by forecast increases of Health income of £0.940m.

### 1.2.25 Chart 2: Overall Numbers of Clients in Residential and Nursing Care



### 1.3 Commissioning and Asset Management

1.3.1 Commissioning and Asset Management (C&AM) is showing a pressure of £4.383m as set out in Table 4.

1.3.2 C&AM has also been heavily impacted by the Covid-19 Pandemic, particularly in relation to supporting schools and in relation to lost income with details shown in Section 2.

#### 1.3.3 Table 4: Commissioning and Asset Management (C&AM) Forecast Variation

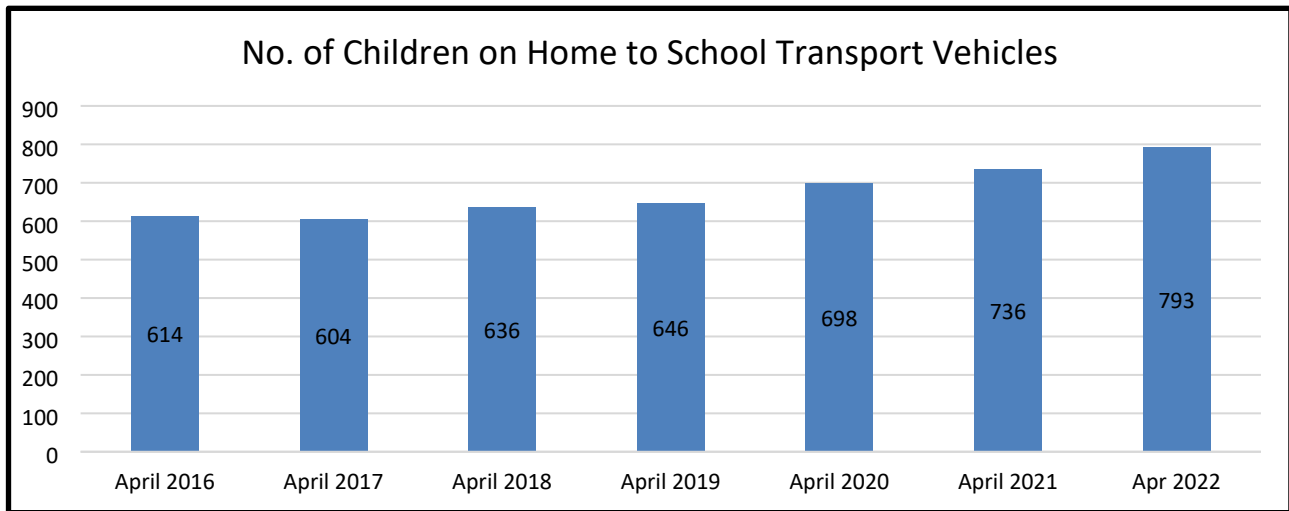
	Budget	Forecast May	Variance May
	£m	£m	£m
School Funding & Statutory Staff Costs	5.561	5.447	(0.114)
Commissioning Service	0.439	0.540	0.101
Facilities & Fair Access	0.266	4.279	4.013

	<b>Budget</b>	<b>Forecast</b>	<b>Variance</b>
	<b>£m</b>	<b>May</b>	<b>May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Community & Voluntary Sector Liaison	0.435	0.435	0.000
Strategic Property & Investment	1.151	1.318	0.167
Property	(0.711)	(0.711)	0.000
Commissioning & Asset Management & Support	0.165	0.169	0.004
Procurement	(0.195)	0.017	0.212
<b>GRAND TOTAL</b>	<b>7.111</b>	<b>11.494</b>	<b>4.383</b>

1.3.4 The main 'business as usual' budget issues relate to Facilities and Fair Access which is showing forecast pressure of £4.013m. The pressure mainly relates to Home to School Transport (£1.839m). There is also a pressure on the catering service (£2.096m) due to paid school meal income not forecast to return to pre Covid-19 levels, £0.965m and existing inflationary pressures, £0.174m. Current and previous years paid school meals and SLA income target savings will not now be achievable due to the number of schools that have left the SLA £0.072m. The service is currently reviewing all costs associated with SLA provision to mitigate the loss of income. Central establishment element of the catering SLA cannot now be recovered from the schools that have left the SLA, £0.189m and additional inflationary pressures for 2022/23 of £0.696m. There is also a pressure of £0.101m on car parking income in relation to charges at Quadrant ending. The remaining main issues relate to savings targets allocated to the Commissioning & Asset Management budget that are actually corporate savings targets and as yet unidentified. These being procurement £0.200m and Sustainability £0.100m.

1.3.5 The Home to School Transport position, a pressure of £1.839m, relates to the sustained and increase in children with complex needs attending special schools. 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 793 in April 2022 as shown in Chart 3 below. This was identified as an area of focus within the efficiency programme for the 2022-2026 MTFP. Work is ongoing to identify the number of children expected to use transport for the start of the Autumn term in September. Work is also continuing on route rationalisation using the new QRoute system as well as looking at new options around transport delivery.

### 1.3.6 Chart 3: Increase in Numbers of Children Accessing Home to School Transport



## 1.4 Environment & Leisure (E&L)

1.4.1 E&L is a new service, formed from some of the service areas that were previously reported as Environment, Housing & Leisure. It is forecasting a pressure of £0.601m against the £37.034m budget, as set out in Table 5 below.

1.4.2 The main cause of the pressure is the slow return of leisure income back to pre-pandemic levels.

### 1.4.3 Table 5: Forecast Variation in Environment & Leisure

Service Areas	Budget £m	Forecast May £m	Variance May £m
Fleet Management	0.991	0.923	(0.068)
Head of Service Environment & Leisure	0.139	0.153	0.014
Local Environmental Services	8.018	8.433	0.415
Sport, Leisure & Community	8.297	8.853	0.556
Street Lighting PFI	5.123	5.123	0.000
Waste Management	14.466	14.150	(0.316)
<b>GRAND TOTAL</b>	<b>37.034</b>	<b>37.635</b>	<b>0.601</b>

1.4.4 The following paragraphs 1.4.5 to 1.4.10 outline the pressures in each service area with details of any variances greater than £0.050m.

### Local Environmental Services

- 1.4.5 Local Environmental Services includes Security, Street Environment and Bereavement teams and is predicting a net forecast pressure of 0.475m. This mainly reflects a £0.327m pressure in Bereavement caused by lost income due to delays in cremator replacement. The cremator is expected to come back online in late July 2022 but is reflecting a loss of around £0.06m per week in activity.
- 1.4.6 Additional pressures caused by expected increased coastal patrols (£0.030m) and income shortfalls in security (£0.050m), along with other operational pressures of £0.068m make up the balance.

### Waste Management including Recycling and Disposal

- 1.4.7 Last year's outturn reflected savings of around £0.319m in waste disposal costs and vacancy savings, which are not expected to continue at the same levels going forward.
- 1.4.8 There is a forecast saving of £0.050m in waste strategy costs due to vacant posts which are yet to be filled. Whilst the service is currently forecasting to fill these posts and carry out this work this will need to be carefully monitored and any financial impact identified as it manifests.

### Sport, Leisure & Community

- 1.4.9 Sport, Leisure & Community is expected to have a pressure of around £0.824m against the £5.600m income target for sports and leisure centres. Whilst this is an improvement against last year's outturn, which required a £1.724m boost from Covid grants to offset the lost income pressure, it reflects that service income is forecast to improve to around 80% of income levels pre-pandemic. Similarly, libraries are forecasting a reduced income of around £0.075m.
- 1.4.10 The service will still continue to reflect vacancy and other operational cost savings as it is resourced to meet the new level of participation.

## **1.5 Regeneration and Economic Development**

- 1.5.1 Regeneration and Economic Development (RED) has expanded with service areas previously managed under Environment, Housing & Leisure. RED is forecasting a pressure of £0.329m at May 2022, as shown in Table 6 below.



### 1.5.2 Table 6: Forecast Variation for Regeneration and Economic Development

Service Areas	Budget	Forecast May	Variance May
	£m	£m	£m
Arts Tourism & Heritage	1.635	1.606	(0.029)
Business & Enterprise	0.760	0.760	0.000
Regeneration	0.416	0.734	0.318
Resources & Performance	0.217	0.257	0.040
Technical Package - Building Control	(0.429)	(0.429)	0.000
Technical Package - Planning	0.257	0.257	0.000
Technical Package - Transport & Highways	7.365	7.365	0.000
<b>GRAND TOTAL</b>	<b>10.221</b>	<b>10.550</b>	<b>0.329</b>

1.5.3 The forecast pressure will be 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 which are expected to continue in 2022/23. Despite the shortfall, the service is still actively marketing vacant units and looking to attract tenants. Two new tenants have joined recently.

### 1.6 Corporate Strategy

1.6.1 Corporate Strategy is forecasting a £0.142m pressure. The variance reflects a forecast underachievement in a cross-service income target of £0.157m.

### 1.6.2 Table 7: Forecast Variation Corporate Strategy

Service Areas	Budget	Forecast May	Variance May
	£m	£m	£m
Children's Participation & Advocacy	0.267	0.248	(0.019)
Corporate Strategy Management	(0.212)	0.087	0.299
Elected Mayor & Executive Support	0.022	0.033	0.011
Marketing	0.302	0.218	(0.084)
Policy Performance and Research	0.162	0.097	(0.065)
<b>GRAND TOTAL</b>	<b>0.541</b>	<b>0.683</b>	<b>0.142</b>

### 1.7 Resources and Chief Executive Office

1.7.1 Overall Resources and Chief Executive Office are currently forecasting a joint pressure of £0.932m.

### 1.7.2 Table 8: Forecast Variation Resources and Chief Executive

Service Areas	Budget	Forecast May	Variance May
	£m	£m	£m
Chief Executive	(0.076)	(0.076)	0.000
Finance	(0.563)	(0.563)	0.000
ICT	2.456	2.456	0.000
HR & Organisational Development	(0.016)	(0.016)	0.000
Internal Audit and Risk Management	0.032	0.032	0.000
Revenues and Benefits	0.629	1.561	0.932
<b>GRAND TOTAL</b>	<b>2.462</b>	<b>3.394</b>	<b>0.932</b>

1.7.3 The majority of this forecast pressure is due to the impact of reduced funding in the Revenues and Benefits service, which is showing the following expected variances:

- Enforcement income is currently forecasted to be below targets by around £0.500m, based on the outturn and known position at May. This reflects 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 expecting a pressure of £0.183m 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 Benefits subsidy grant is expected to show a net pressure of £0.244m, mainly caused by a drop in administration funding.

These forecasts are all based on the outturn position and will be reviewed by the service management as more information relating to 2022/23 is made available. It is expected that these forecasts will be refined and closely managed as the year progresses.

1.7.4 The other areas are expected to come in on budget at this point in the year.

### 1.8 Law and Governance

1.8.1 Law and Governance is forecasting a £0.724m pressure. This variance reflects forecasted cost pressures in Legal Services of £0.516m relating to the employment Locums/staff costs and reduced income for legal fees. The Legal Service has had difficulty in attracting and retaining permanent staff to meet existing vacancies and additional pressures relating to increased demand for their services from other departments.

1.8.2 In addition, there is an expected £0.213m pressure to deliver North Tyneside Coroner services. Other areas are forecast to mitigate these pressures. There are

net savings forecast that can be attributed to an expected overachievement on Information Governance work carried out on behalf of schools under the SLA. In addition, vacant post savings result in a net £0.091m underspend. There is also an expected overachievement in land charges income resulting in a forecast improvement of £0.043m. Other miscellaneous operational pressures reduce the mitigation to £0.050m.

### 1.8.3 Table 9: Forecast Variation for Law and Governance

<b>Service Areas</b>	<b>Budget</b>	<b>Forecast May</b>	<b>Variance May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Customer, Governance and Registration	(0.066)	(0.031)	0.035
Democratic and Electoral Services	(0.002)	0.015	0.017
Information Governance	0.176	0.016	(0.160)
Legal Services	(0.082)	0.537	0.619
North Tyneside Coroner	0.294	0.507	0.213
<b>GRAND TOTAL</b>	<b>0.320</b>	<b>1.044</b>	<b>0.724</b>

## 1.9 General Fund Housing

1.9.1 General Fund Housing is reporting a forecast £0.205m pressure. This variance reflects ongoing cost pressures in for Repairs and Maintenance of £0.355m, less 2022/23 grant funding of £0.150m. The repairs and maintenance pressure is a continuation of a pressure previously identified in 2021/22 increased due to the impact of higher costs of raw materials required to carry out repairs on the Authority's properties.

### 1.9.2 Table 10: Forecast Variation for General Fund Housing

<b>Service Areas</b>	<b>Budget</b>	<b>Forecast May</b>	<b>Variance May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
GF Housing	0.851	0.851	0.000
Repairs & Maintenance	0.745	0.950	0.205
<b>GRAND TOTAL</b>	<b>1.596</b>	<b>1.801</b>	<b>0.205</b>

## 1.10 Central Items

1.10.1 Central Items is forecasted to be in surplus by (£7.735m). The surplus figure of (£7.735m) includes the contingency budgets of (£7.713m), of which (£3.116m) relates to the pressure being experienced in Children's Services. (£3.639m) of the remaining contingencies budget was established in the 2022-2026 MTFP to support the likely impact of inflationary pressures in 2022/23.

### 1.10.2 Table 11: Forecast Variation Central Budgets and Contingencies

<b>Service Areas</b>	<b>Budget</b>	<b>Forecast May</b>	<b>Variance May</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Corporate & Democratic Core	10.223	10.223	0.000
Other Central Items	0.511	(7.224)	(7.735)
<b>GRAND TOTAL</b>	<b>10.734</b>	<b>2.999</b>	<b>(7.735)</b>

## **SECTION 2 - SCHOOLS FINANCE**

### **Update on School Budgets 2022/23 to 2024/25**

2.1 Schools are normally required to submit their rolling three-year budget plan to the Authority by 31 May each year. Due to delays in submitting year end accounts, schools were asked to provide draft budgets by this date then provide final budgets in June. Table 12 below shows the current movement in budget and actual from 2021/22 to 2022/23.

**2.1.2 Table 12: Schools three-year budget plan summary by phase**

<b>Phase</b>	<b>Budget Plan 2021/22 £m</b>	<b>Outturn 2021/22 £m</b>	<b>Budget Plan 2022/23 £m</b>	<b>Budget Movement £m</b>
Nursery	0.082	0.086	0.004	(0.078)
First	0.832	1.410	0.814	(0.018)
Primary	3.061	5.816	4.139	1.077
Middle	0.414	1.408	0.716	0.303
Secondary	(9.808)	(5.943)	(9.907)	(0.099)
Special / PRU	(0.574)	0.621	(1.299)	(0.725)
<b>Total</b>	<b>(5.993)</b>	<b>3.398</b>	<b>(5.532)</b>	<b>0.461</b>

2.2 The initial planned deficit for school balances is forecast to improve from a £5.993m deficit in 2021/22 to £5.532m in 2022/23. The schools finance team is continuing to work with schools to refine these budget positions and will also be supporting schools' applications for de-delegated funding held centrally to mitigate the impact where schools are experiencing falling rolls, where a potential application to schools in financial difficulty could be made, or where schools are experiencing growth in rolls where there is a lag in funding. These applications will be considered by a sub-group of Schools Forum and these allocations will be reported back to Cabinet as they are agreed.

### **School Deficits**

2.3 Some schools continue to face significant financial challenges. There are currently nine schools that have submitted a deficit budget plan for 2022/23. Cabinet should note that there are four new schools requiring a licenced deficit agreement in 2022/23. The five schools that continue to require support from the Authority were in deficit at the end of the 2021/22 financial year. Of these five schools one had structural deficits in 2021/22 which continues into 2022/23. The Authority has agreed with the Education and Skills Funding Agency (ESFA) to allow their School Resources Management Advisors (SRMAs) to work with the four schools that are new to deficit, along with Beacon Hill Special School in order to produce a comprehensive review of their finances, leading to a budget deficit plan. This work will be carried out by the autumn term, with budget deficit challenge sessions commencing in October 2022.

Initial deficit review sessions for the remaining four schools are planned in July 2022. Before any adjustments identified during the upcoming challenge sessions and the allocation of falling rolls and headroom funding, the balances of these six deficit schools are expected to total £13.971m with individual school deficit values shown in Table 13 below.

### 2.3.1 Table 13: Schools in an expected deficit position 2021/22

Deficit School Positions 2021/22	Outturn 2021/22 £m	Budget Plan 2022/23 £m	Movement £m	Comments
Coquet Park	0.036	(0.020)	(0.056)	New Deficit
Holystone	0.015	(0.069)	(0.085)	New Deficit
Balliol Primary	0.012	(0.025)	(0.037)	New Deficit
Wallsend St Peter's	0.093	(0.107)	(0.200)	New Deficit
Monkseaton High	(5.328)	(5.799)	(0.471)	Structural Deficit
Ivy Road Primary	(0.139)	(0.162)	(0.023)	Existing Deficit
Longbenton High	(2.095)	(1.863)	0.231	Existing Deficit
Norham High	(3.684)	(4.130)	(0.446)	Existing Deficit
Beacon Hill	(0.521)	(1.794)	(1.274)	Existing Deficit
<b>Total</b>	<b>(11.611)</b>	<b>(13.971)</b>	<b>(2.360)</b>	

2.4 Further work continues with special schools to look at appropriate levels of funding for the needs of their current cohort of pupils.

2.5 As in previous years, the details of schools' balances, including commitments, will be reported to the Department for Education (DfE) through the Consistent Financial Reporting (CFR) return. This return is co-ordinated on behalf of all maintained schools by the Authority and will be submitted by the deadline of 15 July 2022.

#### Containment funding for Schools

2.6 The Council's Recovery Coordination Group (RCG) had previously set aside £0.900m funding from the Containment Grant to assist schools with pressures on their balances from October 2020 to July 2021 due to costs of containing the spread of Covid-19 that were not met by the Department for Education. Schools had previously bid for October 2020 to March 2021, with a total payout of £0.808m. Schools are currently bidding for the remaining £0.092m funding for the period April 2021 to July 2022, which will be approved by finance management and reported back to Cabinet.

#### High Needs Block

2.7 Cabinet will recall that the High Needs block ended 2021/22 with a pressure of £13.511m. Cabinet should note that the High Needs block forms part of the Dedicated Schools Grant (DSG) which is ring-fenced and does not form part of the General Fund. This overall pressure in the High Needs block is broadly in

line with the national and regional picture and remains an area of concern nationally.

- 2.8 The forecast for the High Needs Block in 2022/23 is an anticipated in-year pressure of £3.413m reflecting a further rise in demand for special school places within the Authority. These additional places create pressures in relation to place funding of £10,000 per place and the associated top-up funding reflecting each child's level of need. A breakdown of the in-year pressure is shown in Table 14:

**2.8.1 Table 14: Breakdown of High Needs Pressures at May 2022**

<b>Provision</b>	<b>Budget £m</b>	<b>Provisional May Variance £m</b>	<b>Comment</b>
Special Schools and PRU	16.703	2.250	Includes £1m additional 39 places Beacon Hill from Sept and PRU Places / EHCP increases
ARPS /Mainstream Top-ups	4.706	0.634	Reflects shortfall on mainstream top-up budget allocation at initial budget setting
Out of Borough	3.316	0.484	Reflects shortfall of available budget versus new expected forecast costs
Commissioned Services	3.974	0.045	Dyslexia Service funding reconciliation included
Additional High Needs Funding	1.073	-	Assumed allocated against new spend
<b>In-Year Balance</b>	<b>29.772</b>	<b>3.413</b>	
2021/22 Balance		13.511	
<b>Cumulative Balance</b>	<b>29.772</b>	<b>16.924</b>	

### **High Needs Recovery Plan**

- 2.9 North Tyneside is an outlier in terms of the number of Education Health and Care Plans currently in use. The most recent figures suggest that the Authority are around 1% above the national average in terms of whole population. This has a significant impact on all the services that work with our children and young people with additional needs.
- 2.10 An informal discussion with the Education Skills and Funding Agency (ESFA) took place on 16 June 2021 where the Authority outlined its progress in relation to a recovery plan for high needs expenditure. These proposals have been

shared with stakeholders including Schools Forum on 7 July. A draft DSG Management Plan was submitted to the ESFA by 13 August and the plan sought to address the High Needs deficit by 2025/26. The themes of the recovery plan link clearly to our SEND Inclusion Strategy and our Ambition for Education:

- Improved Graduated Approach to support more young people to have success in their local school;
- Review of Commissioned Services with a focus on maintaining young people in their local school;
- Annual reviews are focussed, timely and include 'value for money';
- The banding and mechanisms the Authority uses to fund schools are brought in line with our graduation aspirations;
- Use of capital funding to address issue around capacity;
- More effective place planning and projection is used to ensure that there are sufficient resources in place; and
- Ensuring that the Authority are working with our partners and stakeholders.

### **Early Years Block**

- 2.11 The Early Years block outturn for 2021/22 was a surplus of £0.233m. An adjustment to funding normally takes place by June each year when the DfE reviews funding estimates based on the January pupil census prior to the new financial year. The Authority would normally expect a clawback of funding as a result of this review. Initial indications for 2022/23 show that services can be delivered within the budget available.



## **SECTION 3 - HOUSING REVENUE ACCOUNT**

### **Forecast Outturn**

- 3.1 The forecast set out in Table 15 below is based on the results to May 2022. Currently the HRA is forecasting an underspend of £0.070m, which includes. Throughout the year, costs will be monitored closely across all areas with additional focus on Rent Arrears and the effect this has on the bad debt provision. In addition, changes to prudent assumptions around rental income, Council Tax voids, Contingency and staffing vacancies will be monitored which could lead to improvements in the forecast position.

**3.1.1 Table 15: Forecast Variance Housing Revenue Account**

<b>Row Labels</b>	<b>Budget £m</b>	<b>Current Forecast £m</b>	<b>Variance £m</b>
Management – Central	2.791	2.717	(0.074)
Management – Operations	4.767	4.971	0.203
Management – Strategy & Support	3.692	3.685	(0.007)
Capital Charges – Net Effect	12.484	12.484	0.000
Contingencies, Bad Debt & Transitional Protection	0.990	0.960	(0.030)
Contribution to Major Repairs Reserve – Depreciation	13.741	13.741	0.000
Interest on Balances	(0.050)	(0.075)	(0.025)
PFI Contracts – Net Effect	2.094	2.094	0.000
Rental Income - Dwellings, Direct Access Units, Garages	(62.891)	(62.968)	(0.077)
Rental Income – HRA Shops and Offices	(0.356)	(0.380)	(0.024)
Revenue Support to Capital Programme	10.311	10.301	(0.010)
Repairs	12.800	12.774	(0.026)
<b>Total</b>	<b>0.372</b>	<b>0.302</b>	<b>(0.070)</b>

### **Rental Income**

- 3.2 Rental income is currently forecast to be performing slightly better than budget (£0.077m) helped by the level of Empty Homes continuing to trend at well below 1% which increases the level of rent that is collectable, however a note of caution is that Right to Buy (RTB) level in the first few months are still trending at higher than anticipated levels which could erode this forecast position. Therefore, the current rental forecasts could change as the year progresses if the level of RTB sales continues. The impact of Universal Credit on Arrears and the bad debt provision also continues to be closely monitored.

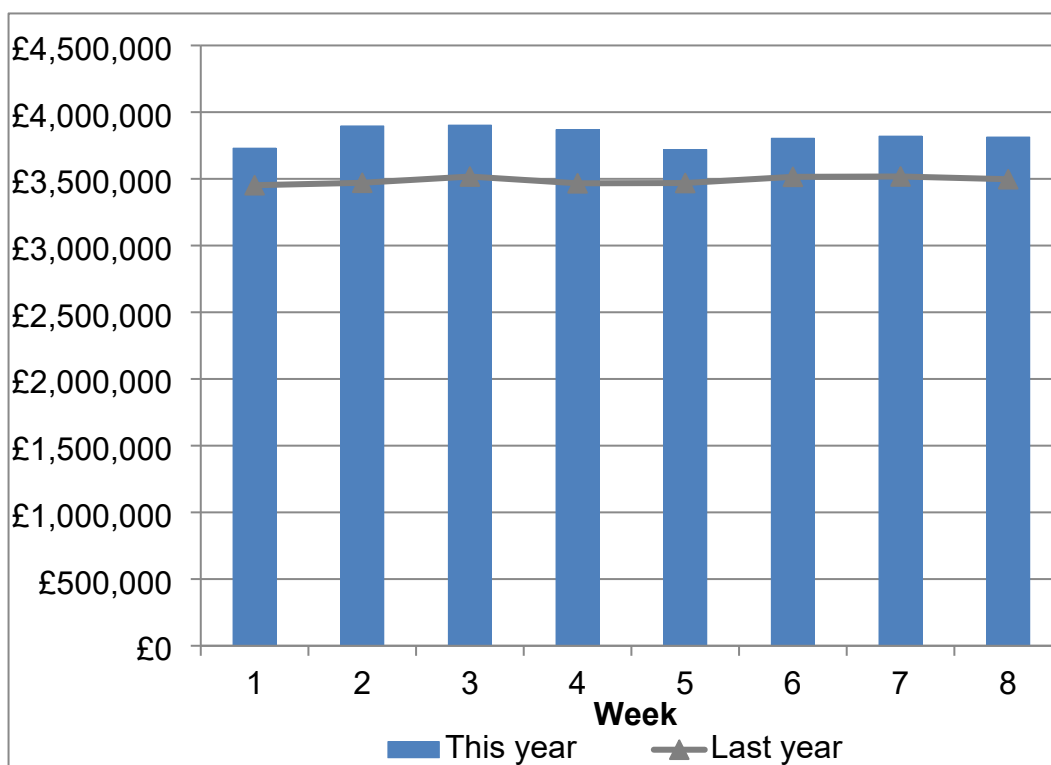
## Management Costs

- 3.3 Early indications are that Management Costs are facing some pressures overall (£0.123m) which is impacted significantly by increasing energy costs. This position will be impacted further depending on pay award negotiations for 2022-23, if any award is above the 2% provision made in the budget. There may be improvements in this position depending on levels of staff turnover, and recruitment attached to the Unified Systems project including backfilling internally seconded staff.

## Rent Arrears

- 3.4 Current rent arrears have continued to rise gradually in the first two months of 2022/23 as compared to 2021/22, with an increase of £0.083m being seen in this period since the start of April 2022. Chart 4 below shows the value of current rent arrears in 2022/23 compared to the same period in 2021/22. A team is working proactively with tenants to minimise arrears, and this is being closely monitored as the year progresses to identify any adverse impacts on the budget position. Last year saw a significant under-spend against the bad debt provision for the second year in a row, which has led to a reduction in the budgeted provision made for 2022/23, so the position will need to be monitored closely to maintain confidence that the overall forecast increase in arrears can be contained within the budgeted provision made. This will also be impacted potentially by the amount of debt being written off, which we will seek to identify as quickly as possible, which will not only help inform the in-year monitoring position but will also be pivotal in helping to refreshing the HRA Business Plan as part of the next budget round. Of course, as always, the impact of Universal Credit continues to be monitored, as significant increases in numbers on UC could adversely affect the rate at which arrears grow.

### 3.4.1 Chart 4: Rent Arrears in Weeks 1-9 (April-May) 2022/23 compared to 2021/22

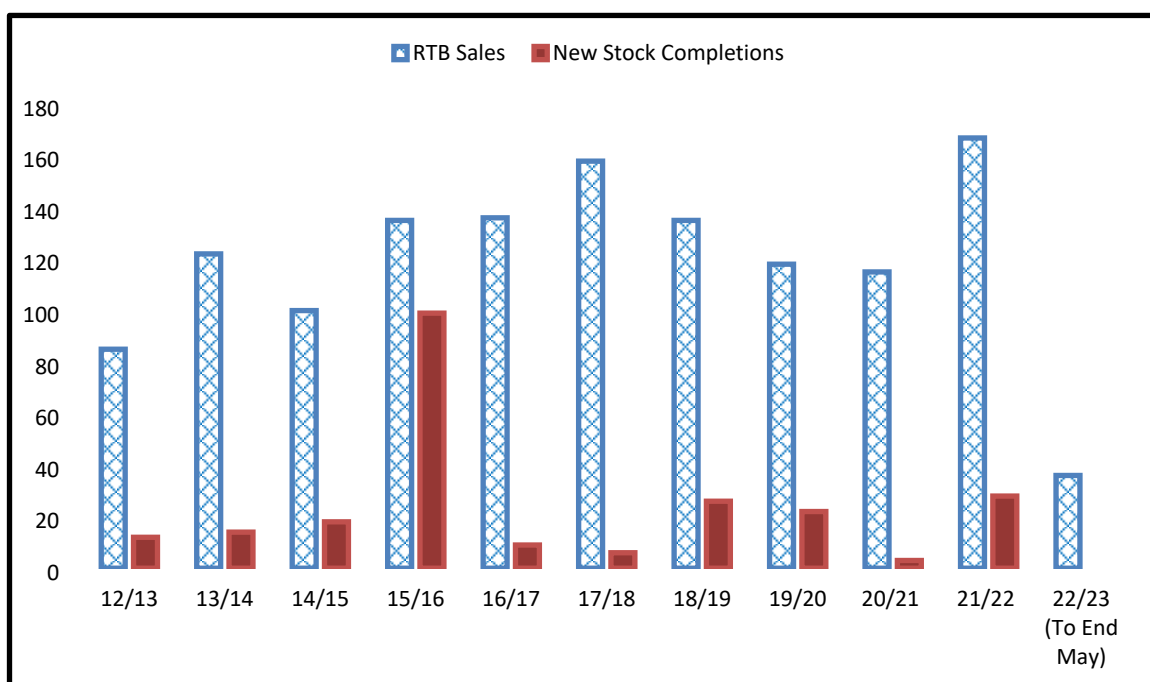


3.5 Universal Credit (UC) was fully implemented across North Tyneside on 2 May 2018. The Authority continues to work with residents to provide ICT support to help them make applications and to provide personal budget support to help residents manage their household finances. At 31 March 2022 there were 3,712 tenants of North Tyneside Homes on Universal Credit with arrears totalling £2.934m. By early June 2022 there were 3,809 tenants on Universal Credit (increase of 97 tenants) with related arrears of £3.043m (increase of £0.109m). For wider comparison as at beginning of 2021/22 there were 3,297 tenants on UC with arrears of £2.680m which during the course of the year increased to the 3,712 referenced above, an increase of 415 tenants with an increase in arrears of £0.254m.

### Right to Buy (RTB) Trends

3.6 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 5 below shows the trend in RTB sales since that time. The first two months of 2022-23 saw 36 completed RTB sales, which continues the increased trend in 2021-22 where we saw the highest number of RTB sales at 167 since the changes were introduced in 2012. These trends will need again to be closely monitored as they may impact not only on in-year forecasts, but significantly on future refreshes of the HRA 30-year Business Plan.

3.6.1 Chart 5: Yearly RTB Sales v New Stock Completions



## **SECTION 4 - INVESTMENT PLAN**

### **Review of Investment Plan - Position Statement**

- 4.1 The Authority's Investment Plan represents the capital investment in projects across all Service areas. Officers will continue to plan the delivery of those key projects included within the 2022/23 Investment Plan and regularly review the impact of Covid-19. Some of the key highlights of the Investment Plan due to be delivered during 2022/23 are summarised below:
- 4.2 There is worldwide inflationary cost pressures being seen across all industries and sectors. Although contingencies are set aside, the likely full investment plan impact is currently unknown. The Authority's view is to manage project expenditure within existing budgets and where possible, reprofiling spend or descope where impact is minimal or can be managed. Any ask on contingencies will be reviewed on a case-by-case basis.

### **Affordable Homes New Build and Conversion Works**

- 4.3 There are currently 2 affordable home projects that will progress during 2022/23 these include:
- The conversion of a former garage site in Falmouth Road into new 9 new affordable homes using the HUSK Modern Method of Construction (MMC)
  - The conversion of some garage blocks across Battlehill into 9 new affordable homes using the HUSK Modern Method of Construction (MMC)
  - Look to convert a number of our recreation rooms (currently 6 units) into affordable homes across the borough following consultation with Members in relation to their change of use
  - We will also continue to develop a range of other opportunities to develop a derelict shop/building in Seymour Street, North Shields, plans for homes on Murton Gap where we are a land owner, along with the potential refurbishment of 2 properties in Wellfield, Whitley Bay that is progressing through a Compulsory Purchase route currently.

### **Housing Investment Work**

- 4.4 The Housing Capital delivery programme will see the following works delivered across the borough during 2022/23:
- Kitchens and bathrooms to 686 homes
  - Heating upgrades to 600 homes
  - Boundary improvements to 971 homes
  - External decoration to 2,114 homes
  - Internal decoration to 29 communal blocks
  - Roof replacements to 215 homes
  - External Brickwork Repairs to 130 homes
  - DPC restoration works to 96 homes
  - Footpath repairs throughout the borough
  - Cavity Wall Insulation Renewals to 130 homes

- Solar PV Installations to 215 homes

### **Education Investment Works**

- 4.5 Delivery of the priority condition related projects across the school estate as part of the Schools Condition Investment Programme

### **Asset Investment works**

- 4.6 Delivery of the priority condition related projects across the asset property estate as part of the Asset Condition Investment Programme.

### **Highways and Infrastructure Works**

- 4.7 The main Highways & Infrastructure works include:
- Transforming cities tranche 2 - The North East Joint Transport Committee (JTC) approved the release of funding for the Transforming Cities Fund (TCF) transport schemes relating to North Shields (interchange and town centre links) and Four Lane Ends area public transport improvements.
  - Active travel fund tranche 2 - Work is proceeding to construct the cycling and walking improvements on A191 New York Bypass-Rake Lane, with external funding secured from Active Travel Fund (ATF) tranche 2
  - Weetslade & Westmoor Roundabouts Highways Improvements - Works are ongoing to deliver roundabout improvements works required as part of the Bellway Whitehouse Farm residential development.

### **Regeneration Works**

- 4.8 Regeneration Works for 2022/23 include:
- Ambition for North Tyneside – Production and approval of the final masterplan for North Shields, including obtaining funding for new public realm in Howard Street and Northumberland Square and ongoing delivery of the Heritage Action Zone and transport hub projects
  - Saville Street / Bedford Street Public Realm
  - Fish Quay Area plans

### **Variations to the 2022-2027 Investment Plan**

- 4.9 Variations of £0.365m to the Investment Plan have been identified and are included in tables 16 and 17 below. Further details are provided in paragraph 4.10.

#### 4.9.1 Table 16: 2022 - 2027 Investment Plan changes identified

	2022/23 £m	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	Total £m
<b>Approved Investment Plan – Council 17 February 2022</b>	<b>64.431</b>	<b>51.594</b>	<b>49.829</b>	<b>47.561</b>	<b>51.358</b>	<b>264.773</b>
<b>Previously Approved Reprogramming/Variations</b>						
2021/22 Monitoring	9.855	0.000	0.000	0.000	0.000	9.855
2021/22 Outturn	39.629	8.832	1.071	0.252	0.252	50.036
<b>Approved Investment Plan</b>	<b>113.915</b>	<b>60.426</b>	<b>50.900</b>	<b>47.813</b>	<b>51.610</b>	<b>324.664</b>
<b>May 22 Monitoring Variations</b>						
Variations	0.365	0.000	0.000	0.000	0.000	0.365
Reprogramming	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Variations</b>	<b>0.365</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.365</b>
<b>Revised Investment Plan</b>	<b>114.280</b>	<b>60.426</b>	<b>50.900</b>	<b>47.813</b>	<b>51.610</b>	<b>325.029</b>

4.10 Details of the variations are shown below:

- (a) **BS026 Asset Planned Maintenance: Tynemouth Pool / Storm Arwen Costs £0.325m** – Across our Public Buildings estate significant structural damage occurred to the roof at Tynemouth Pool. As these costs were not provided for in the capital budgets for the Asset Planned Maintenance Programme, IPB approved a Gateway 3 in February 2022 to therefore provide £0.320m from the insurance reserves to fund the cost of the required works. Following the update at IPB in February, the project team have now finalised the scheme to complete the roofing works on site at Tynemouth Pool and have now received costs from the supply chain. This has resulted in receiving a tender price of £0.625m which is £0.325m above the original estimated cost in relation to Tynemouth Pool.
- (b) **ED132 Backworth Park Primary Shell Classroom fit out £0.040m** - Use of S106 funding to refurbish one of three classroom spaces constructed in 2018 as part of the new build solution at Backworth Park Primary school but left in-complete to allow for the future expansion of the school. The works include full Mechanical and electrical installations, ceiling grids, wall and floor finishes (not replacement of existing – it is currently concrete slabs and breezeblocks) and fixed furniture.

4.11 The impact of the changes detailed above on capital financing is shown in table 17 below.

#### 4.11.1 Table 17: Impact of variations on Capital financing

	2022/23 £m	2023/24 £m	2024/25 £m	2025-27 £m	Total £m
<b>Approved Investment Plan</b>	<b>113.915</b>	<b>60.426</b>	<b>50.900</b>	<b>99.423</b>	<b>324.664</b>
Grants and Contributions	0.365	0.000	0.000	0.000	0.365
HRA Capital Receipts	0.000	0.000	0.000	0.000	0.000
HRA Grants	0.000	0.000	0.000	0.000	0.000
<b>Total Financing Variations</b>	<b>0.365</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Revised Investment Plan</b>	<b>114.280</b>	<b>60.426</b>	<b>50.900</b>	<b>99.423</b>	<b>325.029</b>

#### Capital Receipts – General Fund

- 4.12 General Fund Capital Receipts brought forward at 1 April 2022 were £3.017m. The capital receipts requirement for 2022/23, approved by Council in February 2022, was £0.317m (2022-27 £0.317m). To date £nil capital receipts have been received in 2022/23. The receipts position is shown in table 18 below.

#### 4.12.1 Table 18: Capital Receipt Requirement – General Fund

	2022/23 £m	2023/24 £m	2025/25 £m	2025-27 £m	2022-27 Total £m
Requirement reported to 17 February 2022 Council	0.317	0.000	0.000	0.000	0.317
Reprogramming 2021/22 Outturn	0.000	0.000	0.000	0.000	0.000
<b>Revised Requirement</b>	<b>0.317</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.317</b>
Receipts Brought Forward	(3.017)	(0.000)	(0.000)	(0.000)	(3.017)
Total Receipts received 2022/23	0.000	0.000	0.000	0.000	0.000
Receipts used to repay capital loans	0.000	0.000	0.000	0.000	0.000
<b>Net Useable Receipts</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Surplus Receipts</b>	<b>(2.700)</b>	<b>(0.000)</b>	<b>(0.000)</b>	<b>(0.000)</b>	<b>(2.700)</b>

#### Capital receipts – Housing Revenue Account

- 4.13 Housing Capital Receipts brought forward at 1 April 2022 were £10.094m. The housing receipts are committed against projects included in the 2022-2027 Investment Plan. The approved Capital Receipt requirement for 2022/23 was £2.104m. To date, receipts of £1.058m have been received in 2022/23 of which £nil has been pooled as part of the quarterly returns to Central Government. In total, subject to future pooling, this leaves a surplus balance of £9.316m to be carried forward to fund future years.

#### 4.13.1 Table 19: Capital Receipt Requirement - Housing Revenue Account 3

	2022/23 £m	2023/24 £m	2024/25 £m	2025-27 £m	2022-27 £m
Requirement reported to February 2022 Council	2.104	1.584	1.700	1.851	1.956
Reprogramming 2021/22 Outturn	0.000	0.000	0.000	0.000	0.000
Variations to be reported to August 22 Cabinet	0.000	0.000	0.000	0.000	0.000
<b>Revised Requirement</b>	<b>2.104</b>	<b>1.584</b>	<b>1.700</b>	<b>1.851</b>	<b>1.956</b>
Receipts Brought Forward	(10.094)	(9.316)	(7.732)	(6.032)	(4.181)
Receipts Received 2022/23	(1.326)	0.000	0.000	0.000	0.000
Receipts Pooled Central Government	0.000	0.000	0.000	0.000	0.000
<b>(Surplus)/ Balance To be generated to fund future years (subject to further pooling)</b>	<b>(9.316)</b>	<b>(7.732)</b>	<b>(6.032)</b>	<b>(4.181)</b>	<b>(2.225)</b>

*The final figure for useable receipts and pooled receipts in year will depend on the final number of Right to Buy properties sold during 2022/23.*

#### Investment Plan Monitoring Position to 31 May 2022

4.14 Actual expenditure for 2022/23 in the General Ledger was £5.287m; 4.63% of the total revised Investment Plan at 31 May 2022. This is after adjusting for £0.162m accruals relating to 2021/22 expenditure.

#### 4.14.1 Table 20: Total Investment Plan Budget & Expenditure to 31 May 2022

	2022/23 Revised Investment Plan £m	Actual Spend to 31 May 2022 £m	Spend as % of revised Investment Plan %
General Fund	82.567	3.544	4.31%
Housing	31.713	1.743	5.49%
<b>TOTAL</b>	<b>114.280</b>	<b>5.287</b>	<b>4.64%</b>



## **SECTION 5 – TREASURY MANAGEMENT & CASH POSITION**

### **Current Cash Position**

- 5.1 The Authority's current available cash balance as at the end of May 2022 is £28.740m, with £26.800m invested externally with other UK Local Authorities or institutions. All investments are made in line with the approved Treasury Management Strategy.

#### **5.1.1 Table 21: Investment Position as at 31/05/2022**

<b>Counterparty</b>	<b>Type</b>	<b>Amount (£m)</b>	<b>Maturity</b>
DMO	Term	22.600	1 June 2022
Barclays	Call	1.140	n/a
Lloyds Bank	Call	5.000	n/a
Inter – LA	Fixed	20.000	16 December 2022*
Fixed Deposits	Fixed	6.800	October 2022

*\*This is the last maturity of this tranche.*

- 5.2 Following recent Bank of England Monetary Policy Committee (MPC) meetings there have been steady increases in bank base rates. Bank base rates by the end May 2022 increased by 0.75% to 1.00%.
- 5.3 The impact of raising base rate had an immediate impact to the cost of borrowing. Table 28 below demonstrates the increase in rates both in the temporary space and longer-term PWLB rates.
- 5.4 The Authority is currently monitoring interest rates, and whether the Authority should look to lock in rates. As it stands the Authority has no immediate requirement to borrow.
- 5.5 Investment rates have also seen an increase in line with the increases in base rate, delivering better returns on investments.

#### **5.5.1 Table 22: Summary of Borrowing Levels**

<b>Temporary Market</b>		<b>PWLB</b>	
<b>Tenor</b>	<b>Level</b>	<b>Tenor</b>	<b>Level</b>
1 week	1.00%	2 years	2.50%
1 month	1.07%	5 years	2.66%
3 months	1.15%	10 years	3.01%
6 months	1.20%	20 years	3.34%
9 months	1.50%	30 years	3.27%
12 months	1.70%	50 years	3.08%

*\*Please note these levels are from 01/06/2022*

*PWLB rates do not include certainty rate reductions,*

- 5.6 Any shortfalls in cashflow are covered by in year temporary borrowing, which is a quick and cost-effective method of cash management in the current situation.

## Borrowing Position

5.7 Table 23 shows the Authority's current debt position, with total borrowing maturing in 2022/23 of £5.000m.

### 5.7.1 Table 23: Current Debt Position

	PWLB (£m)	LOBO (£m)	Temp (£m)	Total (£m)
Total Outstanding Borrowing Debt	377.443	20.000	0.000	397.443
Debt Maturing 2022/23	5.000	0.000	0.000	5.000

## Covid-19 Impact on Cash

5.8 The Bank of England's MPC hiked Bank Rate for an historic fourth consecutive meeting in May, taking it to a 13yr high of 1%. The Committee voted 6-3 for the change in the policy rate with the three MPC Members voting for a 50bps hike. Further, the accompanying statement stated that "some degree" of further tightening in policy may be appropriate, compared to "modest tightening".

5.9 Based on market expectations (Bank Rate hitting 2.5%), it forecast that inflation would be below its 2% target in 2-3yrs time. Meanwhile, if rates were to remain at 1%, then CPI would be above that 2% target in the medium term. This would suggest that the Bank sees further increases will be required but perhaps not to the extent that markets currently expect. Pricing now shows a combined 1% increase in Bank Rate through the next 3 meetings (June, August and September), suggesting one 50bps hike. Through the final two meetings of the year, November and December, expectations are edging closer to a 2.75% Bank Rate, which suggests one more 50bps hike alongside a 25bps move. In the first half of 2023, market expectations now encompass a shift to 3%, possibly by March.

5.10 The increase in interest rates is translating to increased rates available on investment, however this also translates to increased borrowing costs.

5.11 The Authority is under-borrowed to the value of £102.011m as at 31 March 2022, and whilst the Authority cannot borrow to fund this revenue pressure however, it can look to utilise reserves, unwind its under-borrowed position and externalise borrowing.

5.12 Table 24 below shows the latest interest rate forecasts as provided by the Authority's treasury advisors Link. Rates are forecast to continue to rise over the next 2 years, appearing to peak at 3.80% for 50 year borrowing in Sept 2023 before tracking back to lower levels.

### 5.12.1 Table 24: Link Interest Rate Forecasts

Interest Rate Forecasts								
Bank Rate	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	Sep-23	Dec-23	Mar-24
Link	1.25%	1.50%	1.75%	2.00%	2.00%	2.00%	2.00%	2.00%
Cap Econ	1.25%	1.75%	2.25%	2.50%	2.75%	3.00%	3.00%	3.00%
<b>5Y PWLB RATE</b>								
Link	2.50%	2.50%	2.60%	2.60%	2.60%	2.60%	2.60%	2.60%
Cap Econ	2.70%	3.10%	3.50%	3.60%	3.80%	3.60%	3.50%	3.30%
<b>10Y PWLB RATE</b>								
Link	2.80%	2.80%	2.90%	2.90%	2.90%	2.90%	2.90%	2.90%
Cap Econ	2.90%	3.20%	3.60%	3.70%	3.80%	3.70%	3.60%	3.50%
<b>25Y PWLB RATE</b>								
Link	3.00%	3.10%	3.10%	3.20%	3.20%	3.20%	3.10%	3.10%
Cap Econ	3.00%	3.30%	3.70%	3.80%	3.90%	3.80%	3.70%	3.60%
<b>50Y PWLB RATE</b>								
Link	2.70%	2.80%	2.80%	2.90%	2.90%	2.90%	2.80%	2.80%
Cap Econ	2.80%	3.10%	3.60%	3.70%	3.80%	3.80%	3.70%	3.60%

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	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
<b>General Fund</b>						
BS026 Asset Planned Maintenance						
Council Contribution	2,012	1,900	2,000	2,000	2,000	9,912
Section 106	9	0	0	0	0	9
Contribution from Reserves (Insurance)	772	0	0	0	0	772
BS026 Asset Planned Maintenance Total	2,793	1,900	2,000	2,000	2,000	10,693
BS029 Wallsend Customer First Centre						
Council Contribution	19	0	0	0	0	19
North of Tyne Combined Authority	250	0	0	0	0	250
BS029 Wallsend Customer First Centre Total	269	0	0	0	0	269
BS030 Public Sector Decarbonisation Scheme						
Council Contribution	317	0	0	0	0	317
Low Carbon Skills Grant	444	0	0	0	0	444
BS030 Public Sector Decarbonisation Scheme Total	761	0	0	0	0	761
BS031 Childrens Home Capital Programme						
Dept for Education - Childrens Home Capital Fund	201	0	0	0	0	201
BS031 Childrens Home Capital Programme Total	201	0	0	0	0	201
BS032 Spirit of NT Commemoration Project						
Council Contribution	175	0	0	0	0	175
Section 106	25	0	0	0	0	25
BS032 Spirit of NT Commemoration Project Total	200	0	0	0	0	200
BS033 Changing Places Facilities						
Changing Places Grant MHCLG	100	0	0	0	0	100
BS033 Changing Places Facilities Total	100	0	0	0	0	100
CO079 Playsites						
Section 106	47	0	0	0	0	47
CO079 Playsites Total	47	0	0	0	0	47
CO080 Burradon Recreation Ground						
Section 106	6	0	0	0	0	6
CO080 Burradon Recreation Ground Total	6	0	0	0	0	6
CO081 Gosforth Nature Reserve Grey Squirrel Control and Enhancements						
Section 106	2	0	0	0	0	2
CO081 Gosforth Nature Reserve Grey Squirrel Control and Enhancements	2	0	0	0	0	2
CO082 Sport and Leisure Facility Improvements						
Contribution from Reserves (Leisure)	18	0	0	0	0	18
CO082 Sport and Leisure Facility Improvements Total	18	0	0	0	0	18
CO083 Whitley Bay Crematoria						
Council Contribution	613	0	0	0	0	613
CO083 Whitley Bay Crematoria Total	613	0	0	0	0	613
CO085 Northumberland Park Labyrinth						
Section 106	5	0	0	0	0	5
CO085 Northumberland Park Labyrinth Total	5	0	0	0	0	5
CO086 North West Library Improvements						
Section 106	129	0	0	0	0	129
CO086 North West Library Improvements Total	129	0	0	0	0	129
CO087 Contours Gym Improvements						
Section 106	84	0	0	0	0	84
Contribution from Reserves (Leisure)	93	0	0	0	0	93
CO087 Contours Gym Improvements Total	177	0	0	0	0	177
CO088 Gateways to the Boroughs						
Council Contribution	100	0	0	0	0	100
CO088 Gateways to the Boroughs Total	100	0	0	0	0	100
CO089 S106 Raleigh Drive Allotment Extension						
Section 106	30	0	0	0	0	30
CO089 S106 Raleigh Drive Allotment Extension Total	30	0	0	0	0	30
CO090 Wallsend Park Machinery						

	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
Gei CO09 Contribution From Reserves (HLF acc 128)	95	0	0	0	0	95
CO090 Wallsend Park Machinery Total	95	0	0	0	0	95
DV064 Council Property Investment						
Council Contribution	859	0	0	0	0	859
North of Tyne Combined Authority - Brownfield Housing Fund	338	0	0	0	0	338
DV064 Council Property Investment Total	1,197	0	0	0	0	1,197
DV066 Investment in North Tyneside Trading Co						
Council Contribution	1,959	0	0	0	0	1,959
Section 106	1,980	0	0	0	0	1,980
DV066 Investment in North Tyneside Trading Co Total	3,939	0	0	0	0	3,939
DV067 Northern Promenade						
Council Contribution	124	0	0	0	0	124
Dept for Transport Active Travel Fund Tranche 3	269	0	0	0	0	269
DV067 Northern Promenade Total	393	0	0	0	0	393
DV071 Section 106 Contributions to Set Up Health Facilities						
Section 106	249	0	0	0	0	249
DV071 Section 106 Contributions to Set Up Health Facilities Total	249	0	0	0	0	249
DV073 Ambition for North Tyneside						
Council Contribution	254	1,225	2,000	0	0	3,479
Capital Receipts	317	0	0	0	0	317
Historic England - Heritage Action Zone	0	0	0	0	0	0
Revenue Contribution (08252)	576	444	0	0	0	1,020
DV073 Ambition for North Tyneside Total	1,147	1,669	2,000	0	0	4,816
DV074 North Shields Heritage Action Zone (Ambition)						
Council Contribution	423	87	0	0	0	510
Historic England - Heritage Action Zone	0	86	0	0	0	86
DV074 North Shields Heritage Action Zone (Ambition) Total	423	173	0	0	0	596
DV076 Getting Building Fund (North Shields Public Realm)						
NELEP - Getting Building Fund	882	0	0	0	0	882
DV076 Getting Building Fund (North Shields Public Realm) Total	882	0	0	0	0	882
DV077 Tyne Brand Development Site						
North of Tyne Combined Authority - Brownfield Housing Fund	1,399	2,650	190	0	0	4,239
DV077 Tyne Brand Development Site Total	1,399	2,650	190	0	0	4,239
DV078 Bedford Street / Saville Street						
Council Contribution	73	0	0	0	0	73
DV078 Bedford Street / Saville Street Total	73	0	0	0	0	73
DV079 Howard Street The Exchange						
Council Contribution	139	0	0	0	0	139
Historic England - Heritage Action Zone	187	0	0	0	0	187
Notca Cultural & Creative Zone Funding	231	0	0	0	0	231
DV079 Howard Street The Exchange Total	557	0	0	0	0	557
DV080 Segedunum Roman Museum MEND						
Council Contribution	50	100	0	0	0	150
Revenue Contribution (08252)	50	56	0	0	0	106
Arts Council Grant (MEND)	200	299	0	0	0	499
DV080 Segedunum Roman Museum MEND Total	300	455	0	0	0	755
DV081 North Shields Cultural Quarter						
Revenue Contribution (08252)	120	0	0	0	0	120
Notca Cultural & Creative Zone Funding	119	450	0	0	0	569
DV081 North Shields Cultural Quarter Total	239	450	0	0	0	689
ED075 Devolved Formula Capital						
Education Funding Agency (Devolved)	1,373	610	610	610	610	3,813
ED075 Devolved Formula Capital Total	1,373	610	610	610	610	3,813
ED120 Basic Need						
Education Funding Agency (Basic Need)	2,237	0	0	0	0	2,237
ED120 Basic Need Total	2,237	0	0	0	0	2,237
ED132 School Capital Allocation						
Section 106	40	0	0	0	0	40
Education Funding Agency (SCA)	5,148	3,868	3,868	3,868	3,868	20,620
ED132 School Capital Allocation Total	5,188	3,868	3,868	3,868	3,868	20,660

	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
<b>Gen</b> ED190 High Needs Provision Capital Allocation						
Education Funding Agency (High Needs)	2,360	2,060	0	0	0	4,420
ED190 High Needs Provision Capital Allocation Total	2,360	2,060	0	0	0	4,420
EV034 Local Transport Plan						
Dept for Transport LTP ITA	983	958	958	958	958	4,815
Dept for Transport LTP Maint	1,532	1,566	1,566	2,000	2,000	8,664
Section 106	204	0	0	0	0	204
Public Transport Funding	28	28	28	28	28	140
Department for Transport Traffic Signal Income	150	0	0	0	0	150
EV034 Local Transport Plan Total	2,897	2,552	2,552	2,986	2,986	13,973
EV055 Surface Water Improvements						
Environment Agency Grant	723	0	0	0	0	723
EV055 Surface Water Improvements Total	723	0	0	0	0	723
EV056 Additional Highways Maintenance						
Council Contribution	2,195	2,000	2,000	2,000	2,000	10,195
DFT National Productivity Fund	58	0	0	0	0	58
Dft Pothole Funding	1,688	1,253	1,253	0	0	4,194
EV056 Additional Highways Maintenance Total	3,941	3,253	3,253	2,000	2,000	14,447
EV069 Vehicle Replacement						
Council Contribution	779	1,248	1,676	1,123	3,000	7,826
EV069 Vehicle Replacement Total	779	1,248	1,676	1,123	3,000	7,826
EV076 Operational Depot Accommodation Review						
Council Contribution	1,214	0	0	0	0	1,214
ERDF	1,265	0	0	0	0	1,265
EV076 Operational Depot Accommodation Review Total	2,479	0	0	0	0	2,479
EV083 Street Lighting LED						
Council Contribution	2,969	1,386	0	0	0	4,355
EV083 Street Lighting LED Total	2,969	1,386	0	0	0	4,355
EV084 A189 Improvements Haddricks Mill to West Moor						
DFT National Productivity Fund	0	0	0	0	0	0
EV084 A189 Improvements Haddricks Mill to West Moor Total	0	0	0	0	0	0
EV091 Other Initiatives Climate Change						
Council Contribution	274	1,000	1,000	1,000	1,000	4,274
EV091 Other Initiatives Climate Change Total	274	1,000	1,000	1,000	1,000	4,274
EV094 Transforming Cities Fund - NT02 North Shields Transport Hub						
Council Contribution	376	1,000	0	0	0	1,376
Transforming Cities Fund	17,810	0	0	0	0	17,810
EV094 Transforming Cities Fund - NT02 North Shields Transport Hub Total	18,186	1,000	0	0	0	19,186
EV095 Active Travel Fund 1 & 2 Rake Lane						
Dept for Transport Active Travel Fund Tranche2	962	0	0	0	0	962
EV095 Active Travel Fund 1 & 2 Rake Lane Total	962	0	0	0	0	962
EV096 Highway Maintenance Challenge Fund - Tanners Bank						
Dept for Transport LTP Maint	103	0	0	0	0	103
Dept for Transport - Highway Maintenance Challenge Fund	822	0	0	0	0	822
EV096 Highway Maintenance Challenge Fund - Tanners Bank Total	925	0	0	0	0	925
EV097 Weetslade & Westmoor Roundabouts, Great Lime Road (S106 Bellway Homes)						
Section 106	3,250	0	0	0	0	3,250
EV097 Weetslade & Westmoor Roundabouts, Great Lime Road (S106 Bel	3,250	0	0	0	0	3,250
EV098 Transforming Cities Fund - NT08 Four Lane Ends Bus Priority						
Transforming Cities Fund	0	3,083	0	0	0	3,083
EV098 Transforming Cities Fund - NT08 Four Lane Ends Bus Priority Total	0	3,083	0	0	0	3,083
EV099 Transforming Cities Fund - NT10 Links to Metro						
Dept for Transport LTP ITA	130	0	0	0	0	130
EV099 Transforming Cities Fund - NT10 Links to Metro Total	130	0	0	0	0	130
EV100 Active Travel 3 - Permenant Seafront Scheme						
Dept for Transport Active Travel Fund Tranche 3	3,231	0	0	0	0	3,231
EV100 Active Travel 3 - Permenant Seafront Scheme Total	3,231	0	0	0	0	3,231
GEN03 Contingencies						
Council Contribution	3,555	2,000	2,000	1,000	1,000	9,555
GEN03 Contingencies Total	3,555	2,000	2,000	1,000	1,000	9,555

	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
<b>General Fund</b>						
GEN12 Local Infrastructure Council Contribution	127	100	100	100	100	527
GEN12 Local Infrastructure Total	127	100	100	100	100	527
HS004 Disabled Facilities Grant Better Care Fund	2,578	1,869	0	0	0	4,447
HS004 Disabled Facilities Grant Total	2,578	1,869	0	0	0	4,447
HS051 Private Sector Empty Homes Council Contribution	775	0	0	0	0	775
Homes & Communities Grant	111	0	0	0	0	111
HS051 Private Sector Empty Homes Total	886	0	0	0	0	886
HS053 Green Homes Local Authority Delivery Green Homes Grant (LAD1b) - Dept for BEIS	950	0	0	0	0	950
Green Homes Grant (LAD2) - Dept for BEIS	776	0	0	0	0	776
Green Homes Grant (LAD3) - Dept for BEIS	3,700	0	0	0	0	3,700
HS053 Green Homes Local Authority Delivery Total	5,426	0	0	0	0	5,426
IT020 ICT Strategy Council Contribution	1,747	1,000	1,000	1,000	1,000	5,747
IT020 ICT Strategy Total	1,747	1,000	1,000	1,000	1,000	5,747
<b>General Fund Total</b>	<b>82,567</b>	<b>32,326</b>	<b>20,249</b>	<b>15,687</b>	<b>17,564</b>	<b>168,393</b>
<b>HRA</b>						
HS015 Refurbishment / Decent Homes Improvements See HRA Financing	24,621	21,948	22,447	23,579	24,857	117,452
HS015 Refurbishment / Decent Homes Improvements Total	24,621	21,948	22,447	23,579	24,857	117,452
HS017 Disabled Adaptations See HRA Financing	1,220	1,083	1,094	1,105	1,116	5,618
HS017 Disabled Adaptations Total	1,220	1,083	1,094	1,105	1,116	5,618
HS039 ICT Infrastructure Works See HRA Financing	746	1,109	360	112	113	2,440
HS039 ICT Infrastructure Works Total	746	1,109	360	112	113	2,440
HS044 HRA New Build See HRA Financing	5,126	3,960	6,750	7,330	7,960	31,126
HS044 HRA New Build Total	5,126	3,960	6,750	7,330	7,960	31,126
<b>HRA Total</b>	<b>31,713</b>	<b>28,100</b>	<b>30,651</b>	<b>32,126</b>	<b>34,046</b>	<b>156,636</b>
<b>Total £000</b>	<b>114,280</b>	<b>60,426</b>	<b>50,900</b>	<b>47,813</b>	<b>51,610</b>	<b>325,029</b>

	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000	Total £000
<b>General Fund</b>						
Council Contribution	21,128	13,046	11,776	8,223	10,100	64,273
Council Contribution - Capital Receipts	317	0	0	0	0	317
Grants & Contributions	59,398	18,780	8,473	7,464	7,464	101,579
Revenue Contribution	746	500	0	0	0	1,246
Contribution from Reserves	978	0	0	0	0	978
<b>General Fund Total</b>	<b>82,567</b>	<b>32,326</b>	<b>20,249</b>	<b>15,687</b>	<b>17,564</b>	<b>168,393</b>
<b>HRA Financing</b>						
HRA Capital Receipts	2,104	1,584	1,700	1,851	1,956	9,195
HRA Revenue Contribution	10,281	10,185	12,632	13,160	16,092	62,350
HRA MRR	18,039	15,916	16,189	17,035	15,868	83,047
HRA Grants & Contributions	919	0	0	0	0	919
HRA Contribution from Reserves	370	415	130	80	130	1,125
<b>HRA Financing Total</b>	<b>31,713</b>	<b>28,100</b>	<b>30,651</b>	<b>32,126</b>	<b>34,046</b>	<b>156,636</b>
<b>Total£000</b>	<b>114,280</b>	<b>60,426</b>	<b>50,900</b>	<b>47,813</b>	<b>51,610</b>	<b>325,029</b>



## North Tyneside Council Report to Cabinet Date: 1 August 2022

### Title: North Tyneside Climate Emergency Action Plan 2022 Update

<b>Portfolio(s):</b> Environment	<b>Cabinet Member(s):</b> Councillor Sandra Graham
<b>Report from Service Area:</b> Environment	
<b>Responsible Officer:</b> Samantha Dand, Director of Environment	(Tel: (0191) 643 3442)
<b>Wards affected:</b> All	

#### PART 1

##### 1.1 Executive Summary:

In July 2019 full Council declared a Climate Emergency, setting a target to reduce the carbon footprint of the Authority and the Borough by 50% by 2023 and to become carbon neutral by 2050.

Subsequently, in further 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.”

This report provides a performance update since the previous report to Cabinet in November 2021 and requests Cabinet’s approval to an update of the Climate Emergency Action Plan that was produced in 2020 which includes a proposal for the Action Plan to be re-titled the ‘Carbon Net-Zero 2030 Action Plan’ and which is appended to this report.

##### 1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) notes the performance update in relation to the carbon footprint of the Authority and the carbon footprint of the Borough;
- (2) agrees to the Authority’s Climate Emergency Action Plan being renamed the ‘Carbon Net-Zero 2030 Action Plan’;
- (3) approves the Carbon Net-Zero Action Plan appended to this report; and
- (4) agrees to receive an annual refresh of the Carbon Net-Zero 2030 Action Plan.

### 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 14<sup>th</sup> April 2022.

### 1.4 Council Plan and Policy Framework

This report relates to the following priorities in the 2021-25 Our North Tyneside Plan:

#### A Green North Tyneside

- We will secure funding to help low-income households to install low-carbon heating;
- We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast; and
- 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 Developing the Carbon Net-Zero 2030 Action Plan

In July 2019, full Council declared a Climate Emergency, setting a target to reduce the carbon 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 has 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 is informed by evolving Government policy and strategy implemented since 2020. It also provides a more comprehensive suite of actions which will be undertaken by the Authority as an organisation, or in collaboration with others.

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

The Carbon Net-Zero 2030 Action Plan is 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 will 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 have 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 has 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 is included in the Carbon Net-Zero 2030 Action Plan.

The Carbon Net-Zero 2030 Action Plan is included as an appendix to this report.

### **1.5.2 Current performance**

The Authority's carbon footprint is 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 is 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 details the year-on-year measurement of the Authority's carbon footprint. This is published on the Authority's website and is 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 is 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 is provided to the Authority by BEIS detailing the carbon footprint of the Borough. The most recent report shows that between the baseline year of 2005 and 2020, absolute carbon emissions have decreased by 47% and carbon emissions per head of population have decreased by 51% when accounting for population growth.

The most recent data shows that the respective carbon footprints are:

- Authority – 14,111 tonnes of CO<sub>2</sub>
- Borough – 767,177 tonnes of CO<sub>2</sub>

### 1.5.3 What action has been taken?

Whilst developing the Carbon Net-Zero 2030 Action Plan, the Authority has simultaneously been delivering an ambitious programme of work. Key highlights of actions taken by the Authority include but are 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 opportunities.

## **1.6 Decision options:**

The following decision options are available for consideration by Cabinet:

### Option 1

To agree to the recommendations set out in paragraph 1.2 of the report.

### Option 2

To not approve the recommendation set out in paragraph 1.2 of the report.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended for the following reasons:

Agreeing the recommendations set out in paragraph 1.2 of the report will support the delivery of the Our North Tyneside Council Plan 2021-25 Carbon Net-Zero 2030 ambition.

## **1.8 Appendices:**

Appendix: Carbon Net-Zero 2030 Action Plan.

## **1.9 Contact officers:**

Paul Nelson, Head of Environmental Sustainability, Tel. 643 6467  
 Michael Keenlyside, Environmental Sustainability Officer, Tel. 643 6505  
 David Dunford, Senior Business Partner, Strategic Finance, Tel. 643 7027

## **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) [Annual Greenhouse Gas Report 2021-22.pdf](#)
- (2) [BEIS Local Authority and regional carbon dioxide emissions national statistics 2005-2020](#)
- (3) [Our North Tyneside Plan 2021-2025](#)
- (4) [Equality Impact Assessment](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

The financing of specific projects to reduce carbon emissions will be considered as part of the development of each business case. Any investment required in addition to existing budgets will be reported to Cabinet / Council.

### **2.2 Legal**

There are no direct legal implications arising from this report.

The development of the Carbon Net-Zero 2030 Action Plan is a matter for Cabinet.

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal Consultation**

The Carbon Net-Zero 2030 provides governance and a mechanism for internal consultation on the programme of work outlined in this report. The Board is co-chaired by the Cabinet Member for Environment and includes the Deputy Mayor in its membership.

#### **2.3.2 External Consultation/Engagement**

Individual residents, community groups and businesses have demonstrated a passion to ensure a greener and more sustainable North Tyneside. The Authority's Climate Emergency work has been informed by working with business on specific technologies, with cycling organisations as the Authority increases the North Tyneside's cycling infrastructure and working with the Young Mayor and Youth Councillors to listen to their views about how the Authority protects North Tyneside for their future.

As a landlord, the Authority has worked with tenants' representatives and individual tenants on energy efficient products and how to use them.

The Authority has worked with its customers, experts and the wider public sector to reduce energy consumption. The Authority has spent time working on best practice and local universities to review and revise operations. Recently the Authority has been working closely with bus operators to apply Government funding to their fleet to reduce emissions.

The Authority helped to shape and deliver the North of Tyne Combined Authority (NTCA) Citizens Assembly on Climate Change. This project ran from February to March 2021 with forty-nine people from across the NTCA area. The process resulted in thirty recommendations on how to address the climate emergency in our region.

The Authority hosted a 'Call for Evidence' day with other public sector organisation, businesses and stakeholders to share plans and open them up to scrutiny.

The Borough-wide Climate Emergency Board has been consulted on the development of the Carbon Net-Zero 2030 Action Plan.

### **2.4 Human rights**

There are no human rights implications arising from this report.

## **2.5 Equalities and diversity**

An Equalities and Diversity Impact Assessment has been undertaken as part of the associated governance of the Action Plan. This has been approved by the Corporate Equality Group Member for Environment Directorate, and the Director of Environment.

Authority officers have used a number of processes to support the development of an inclusive action plan. Officers have tracked the development of equality and diversity in a just transition to a low carbon economy as part of their on-going work associated with the Climate Emergency. COP26 for example provided detailed insights into the inclusion agenda and has informed the current and future development of local actions to meet the Authority's Carbon Net-Zero 2030 ambition.

The Authority is committed to developing equitable responses to address the climate emergency for everyone. This includes work to support those who are often marginalised in our societies and who are being hard hit by the impact of climate change.

The Climate Emergency will impact every individual, on a local, national, and international scale. Actions to mitigate the effects of extreme weather events, changes in average outdoor temperatures, and actions to reduce housing and road transport emissions are the most pertinent to issues of equality.

It is the intention of the Authority that the Carbon Net-Zero 2030 Action Plan is ultimately designed to mitigate the effects of longer-term climate change and the impact to our communities.

The protected characteristics of age, disability, and race are particularly relevant for this plan. Young children, older people, people from different ethnic communities, and those with mental or physical disabilities can be disproportionately affected by the adverse effects of climate change. Therefore, actions designed to mitigate these effects will help to minimise the disadvantages experienced by individuals with these characteristics.

## **2.6 Risk management**

There are no risk issues directly arising from this report.

## **2.7 Crime and disorder**

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

## **2.8 Environment and sustainability**

This report seeks the approval of the Carbon Net-Zero 2030 Action Plan to significantly reduce the carbon footprint of the Authority and the Borough.

**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



# DRAFT Carbon Net-Zero 2030 Action Plan

(Version 9) 5 July

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## Foreword

As Cabinet Member for the Environment, I am delighted to present this first refresh of the North Tyneside Council Climate Emergency Action Plan.

In 2019 Council declared a climate emergency. This declaration set a target to reduce the carbon footprint of the Council's operations, and the Borough, by 50% by 2023 and to align to the Government's net-zero target of 2050. This aimed to build on the excellent work we had already undertaken to enhance and protect our environment.

During 2020 we worked with industry experts The Carbon Trust and consulted with a wide range of stakeholders in the production of our Climate Emergency Action Plan, and this was presented to Cabinet in October 2020. The Council has been delivering against the strategic actions in that plan to drive down carbon emissions.

The Council's carbon footprint is down by 53% and the Borough's is down by 47% and I am delighted with these achievements.

Page 75 However, in light of rising global emissions and the evidence of the need to take significant action well in advance of the 2050 target to limit global warming to well below 2oC, Council published a new ambitious policy commitment in the Our North Tyneside Plan Council Plan 2021-25 stating;

"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 Council fully understands what a challenge this is. It is important to note that the carbon footprint of the Council's operations is less than two percent of the carbon footprint of the Borough. That is why the Council has launched a behavioural change and marketing campaign to stimulate further action by residents, visitors, businesses and stakeholders, and why we have established a Borough wide board with large businesses and public sector organisations to address commercial and industrial generated emissions.

As an authority, we have worked very hard to understand and act upon the challenges we face in terms of climate change mitigation and latterly we have revisited our work on climate adaptation. Our vision for a future North Tyneside remains based on collaboration and positively engaging with our communities, businesses, and other public sector bodies. At the heart of this shared vision is an approach that not only positively addresses wider environmental challenges, but also has clear co-benefits for other key quality of life aspects such as health, the economy and overall wellbeing of our residents to name but a few.

We are very proud of what we have achieved as a Council and proud of what we see developing across the Borough over such a short period of time. We have moved at a pace with this work but there is still much more to do and this why we will be closely monitoring our performance and reporting annually to all our stakeholders.

We would like to thank all the stakeholders who made valuable contributions to the development of the initial Action Plan through their participation in a range of engagement activities as well as their continued engagement throughout the course of our continuing carbon net-zero journey.

This document is an update to the 2020 Action Plan and addresses areas of significant change, such as Government policy, provides updated carbon footprint data and clearly sets out the actions we will take and our asks of Government in working towards our new carbon net-zero 2030 policy commitment. In reflection of the importance of this policy commitment and our ever-evolving programme of work, the action plan will be updated every year and presented to Cabinet.

Picture of Councillor Sandra Graham, Cabinet Member for the Environment.

## 1. A Local North Tyneside Context

Growing acknowledgement of the latest science and recommendations from the Committee on Climate Change has resulted in unprecedented recognition of the global climate emergency, and the need to act urgently in order to reduce carbon emissions to limit further global warming and associated environmental impacts. Global initiatives are now focused on limiting warming to well below 2°C, aligning to the pledges outlined in the Paris Agreement.

North Tyneside Council has been successful in managing its impacts on climate change for over a decade and has been successful in having these efforts recognised by a range of awarding bodies.

Despite our efforts locally, global warming continues, with the impacts being felt both nationally and internationally. Our recent work on climate adaptation has identified that across the UK, continued warming is projected to make winters warmer and summers hotter and drier. Sea levels will continue to rise and threaten many coastal communities across the country. Many industrial and farming processes will also be affected by a continuation of rising temperatures, exacerbating impacts that warming will have on communities across the UK.

In 2019, the UK Government set a target of achieving net zero emissions by 2050 and many local authorities including North Tyneside Council declared a climate emergency. The declaration of a climate emergency recognises firstly the crucial role that the authority can play in helping to reduce both the causes and impacts of climate change, but it also provides us with the opportunity to develop effective pathways towards reducing our emissions, which if successfully achieved, will help to reduce the climate impacts at both the local, national and global scales.

The authority's Our North Tyneside Plan 2021- 2025, sets out bold ambitions for making North Tyneside an even greater place to live, work and visit by 2025. The plan outlines a vision of building a better North Tyneside, looking to the future, and listening to and working better for residents. There are four key areas within this document which supports the Climate Emergency, and these are as follows:

1. We will keep increasing the amount of waste that can be recycled and introduce food waste collections and deposit return schemes
2. We will secure funding to help low-income households to install low-carbon heating
3. We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
4. 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 the significant role it can play in helping to accelerate the national transition towards a low carbon economy. The broad themes that this action plan aims 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.

In terms of buildings under its direct influence and control, the authority has undertaken a range of measures such as replacing internal lighting with LEDs, making changes to improve the efficiency of air handling units, replacement double glazing, and improvement to heating controls. The authority has undertaken a number of measures in its social housing stock to improve their energy efficiency. For example, cavity walls and lofts have been insulated as well as the replacement of boilers which are hydrogen ready. More work on energy efficiency programmes is planned on the authority's social housing stock.

The authority is unable to undertake direct measures to make privately owned commercial properties more energy efficient, however are many opportunities to signpost businesses to advice and national government support.

The action plan will consider further practical options to improve the energy efficiency of existing building stock.

- **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.

In reducing demand for heat in existing and new buildings the authority is working with the Department of Business and Industrial Strategy and the North East Local Enterprise Partnership Energy Accelerator to assess the roll-out of heat networks using zero carbon heat supplies i.e., geothermal and mine water. The development of a heat network provides the opportunity to produce both a renewable heat, and electricity supply. The authority has also recently installed air source heat pumps in 4 leisure centres and has undertaken a small-scale pilot project using the same technology in its own social housing stock.

The authority is also working in partnership with E-On in the provision of solar PV for homeowners and tenants in order to reduce the demand for electricity from the grid.

- **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 recently reiterating its intention to end the sale of new conventional petrol and diesel cars and vans by 2040 in the Road to Zero strategy.

The rise in electric vehicles is currently very rapid, driven largely by the development of technology and market forces, with their registration doubling every year. It is expected that by or before 2028, every second new car will be an electric vehicle. The authority has recently published its Zero Emission Vehicles (ZEVs) strategy and action plan which is designed to be flexible and responsive. It will be refreshed as required to reflect the ongoing development of ZEV technologies.

The authority is also developing its programme of road improvement schemes to enable safer cycling and walking modal shift.

The action plan will continue to consider the necessary steps to transition to low and zero carbon travel.

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- **Waste & 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, reprocess recyclable material and operate a Household Waste Recycling Centre (HWRC).

The processes of managing waste contributes to greenhouse gas emissions. For example, when organic waste decomposes, carbon dioxide and methane gas is created. The production and incineration (energy from waste) of inorganic waste uses natural resources such as water, fuel, metal, timber in their production and this results in the emission of greenhouse gases, particularly carbon dioxide and other pollutants. Plastic waste produces greenhouse gas emissions during every stage of its lifecycle. The extraction and transportation of plastic is dependent on oil, gas, and coal. The production and disposal of plastics also release carbon emissions.

The Action Plan includes policy commitments around the introduction of separate food waste collections and implementation of emerging government legislation on consistency in collections and deposit return schemes.

- **Food**

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

Food system activities, including producing food, transporting it, and storing wasted food in landfills, produce greenhouse gas (GHG) emissions that contribute to climate change. Of these sources, livestock production is the largest, accounting for an estimated 14.5 percent of global GHG emissions. Meat from ruminant animals, such as cattle, are particularly emissions intensive.

The authority provides a range healthy balanced meal options in schools and operational buildings which includes non-meat options. In conjunction with the provision of food the Authority has adopted energy efficient kitchen technologies for cooking, dish washing, cooling, and freezing.

- **Adaptation**

The Council is clear that to meet its climate ambitions, adaptation to climate change must also be an inherent and core part of the Action Plan. Adapting to current and predicted changes to our climate, both at the national and local levels, is a vital necessity to protect the economy and protect society. All the current science and empirical evidence suggests that climate change is leading to increasing frequency of severe weather, be that high rainfall and flooding or heatwaves. North Tyneside is as vulnerable to these types of events as the rest of the Northeast of England.

There are short, medium- and long-term climate change risks to residents, business, and infrastructure as a result of hotter and drier summers, more intense rainfall, stronger winds and more storminess, and warmer winters.

The authority has embarked on a risk-based revision of climate adaptation to its service provision using the BEIS sponsored Climate Adaptation toolkit and its five-step process. This work builds upon previous risk assessments undertaken in line with the government's former National Indicator 188.

- **Offsetting & Insetting**

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 offsetting options.

The Council recognises the principles associated with offsetting and insetting remains relatively unclear in a local government context. The ability to achieve net zero or carbon neutrality by 2030 will be very challenging because of the scale of technology and investment required.



Offsetting for the authority is only considered as a last resort to address residual emissions beyond all possible actions that have been taken to reduce and avoid emissions as much as possible.

Unlike many other carbon reduction measures, offsetting does not offer a financial 'return on investment' so it should be considered as a last priority.

The Council recognises that carbon offsetting / insetting works on two aspects: -

- Reduction schemes which cut emissions by reducing the demand on grid derived services such as renewable energy projects like solar PV, air source or ground source heat pumps, or LED lights.
- Removal projects which absorb or eliminate greenhouse gases. They are either nature-based i.e., local woodland creation or technology-based, such as carbon capture and storage solutions.

The authority's approach and policy objectives to offsetting therefore is as follows: -

- Establish robust principles to justify which emissions can and cannot be offset.
- Offset schemes or in-setting projects will be carefully assessed and align to the overall 2030 goal.
- Prioritise carbon removal offsets over emission reduction offsets.

- **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. Both mitigation of carbon emissions as outlined in this Action Plan and adaptation to climate change (section 10 of this update) have direct economic benefits, and therefore are also opportunities for new skills and training opportunities. Also, there are new and emerging jobs that relate directly to the transition to net zero and these include: -

- energy transition (including oil and gas, on and offshore wind, hydrogen, electricity, carbon capture and storage)
- construction (including the retrofitting of housing and non-residential properties)
- manufacturing (with a focus on engineering)

This contributes to overall prosperity of the borough and region.

- **Behaviour change**

The authority has a long history of promoting messages to households to make small and easy changes to reduce the impacts of life style on the environment. It is now recognised-the there is a need now to raise the profile of this messaging further to shift consumer behaviours and choices are to the scale needed to match the pace of the authority's action planning. For the purposes of equity and inclusion and a just transition to a low carbon future, the authority recognised that public change need not be expensive or reduce well-being and also that changes could deliver huge co-benefits to health and other aspects.

This updated action plan is now aligned to the new Our North Tyneside Plan Council Plan 2021-25 policy commitment of;

**“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.”**

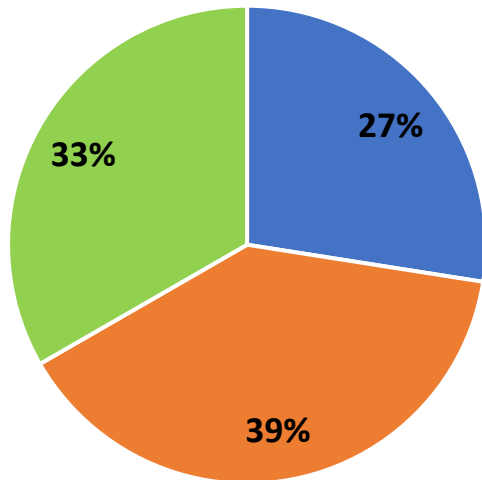
This action plan addresses both Council operation emissions, and Borough wide emissions, and will be updated annually.

## 2. The Borough and Council Carbon Footprint Overview 2022

### The Borough's Carbon Footprint

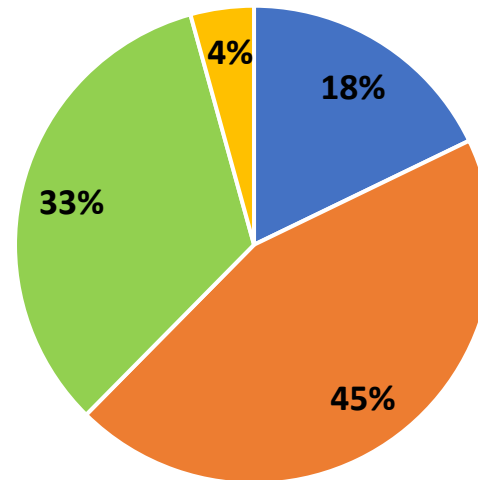
Each summer the Department for Business, Energy, and Industrial Strategy (BEIS) produces a breakdown of carbon dioxide emissions by Local Authority area as a subset of its annual inventory of greenhouse gas emissions. Publications can be found [on the BEIS gov.uk website](#). 2020 is the most recently available data. Two datasets are provided. One containing all emissions assigned to Local Authority boundaries. A second containing emissions “within the scope of influence of Local Authorities.” The latter set excludes large industrial sites, railways, motorways, and land-use. There is little difference in emissions between the two datasets for North Tyneside and although not all emissions are in the control of the Council, to fully address the climate emergency it is important that the Council reports against all emissions.

North Tyneside Borough carbon footprint 2020



■ Business ■ Domestic ■ Transport

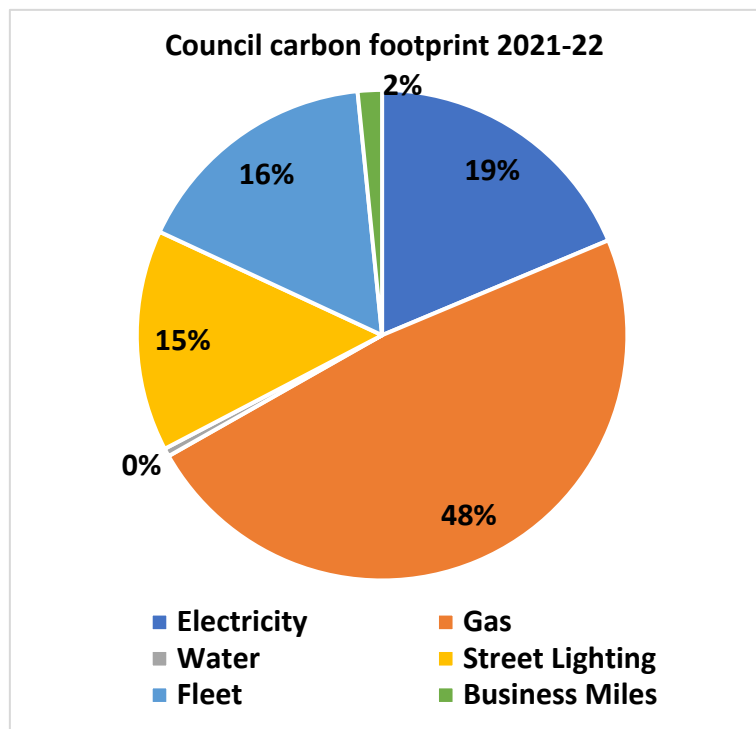
North Tyneside Borough carbon footprint 2020



■ Electricity ■ Gas ■ Transport ■ Other

Overall, the Borough of North Tyneside's absolute CO2 emissions have decreased by 47% between 2005 and 2020. There are three main sector-led sources of emissions that make up the carbon footprint of North Tyneside; Business and public sector, housing and transport. There has been greater reduction in some sectors than others, with businesses and public sector reducing emissions by 62% since 2005, followed by a 42% reduction in emissions from our homes (despite a growth in housing numbers) and a 31% reduction in transport related emissions.

When viewing the carbon footprint of the Borough by fuel type, it is clear that with gas (45%) and transport (33%) making up 78% of the Borough's carbon footprint, decarbonising heat and travel is a key strategic objective of this action plan.



The carbon footprint of the Council's operations has decreased by 53% between 2010/11 and 2021/22. This is made up of the electricity, gas and the supply and treatment of water used in Council buildings and the sheltered accommodation offer, electricity used in street lighting, petrol, diesel and electricity used in the Council's fleet of vehicles and staff members vehicles whilst delivering Council services.

Emissions are down across the board, particularly from the electricity used in buildings and street lighting, but an area of significant challenge is reducing the carbon footprint of heating Council buildings. The carbon footprint of gas is down by 9% and now makes up 48% of the Council's carbon footprint, as opposed to 25% in 2010/11.

Similarly to the Borough's carbon footprint, decarbonising heat and travel in Council operations is a key strategic objection of this action plan.

### 3. What our residents think

Since 2012, North Tyneside Council has undertaken an annual residents' survey to assess residents' perceptions of, and satisfaction with, their local area, council services and health and well-being issues.

For the first time in 2021, residents were asked a series of questions about climate change.

The key headlines are:

- When asked if they thought climate change was an issue in the borough, 76% agreed. This figure climbs to 87% when asked if it is an issue at a national scale, and 90% at a global scale.
- Almost half (46%) of residents say they are unsure if the council is currently taking action on climate change, which suggests that further communication with residents is needed.
- When looking at who residents feel are responsible for protecting the environment, world Governments are most cited (85%), followed by UK Government (81%). Over seven in ten (71%) feel that local councils need to be taking responsibility.
- When looking at current and planned behaviour to reduce carbon footprints, almost all residents say they undertake several measures, including recycling and reducing waste (97%), using reusable products (96%), and shopping locally (91%). Large proportions also cite lowering their home heating, as well as turning their car engine off when idle (87%). Possibly due to the cost of implementation, a small number say they have replaced their fossil fuel car with an electric or hybrid model (9%) or generate energy at home (8%) – although most feel that they will make this transition in the next five years (65% and 61% respectively).
- Cost is the most cited barrier to reducing carbon footprints (58%), followed by a lack of knowledge (29%), a lack of time (25%), or poor public transport provisions (23%). Almost a fifth of residents cite their health (18%) as a barrier to reducing their carbon footprint, while others say it simply takes too much effort (7%)

Clearly residents of North Tyneside are concerned over climate change, think the Council has a significant role to play in addressing these concerns, are taking action already and will do more in the coming years, but have also identified a number of barriers to taking some further actions. The Council's behavioural change and marketing campaign will address some of the concerns highlighted by residents and will target action in three key areas; reducing short journeys by car, reducing energy consumption at home and reducing the use of single use plastics.

In addition to the work undertaken on the residents survey, the authority has actively participated in the development and delivery of the [NTCA Citizens Assembly on Climate Change](#) which was commissioned by the North of Tyne Combined Authority (NTCA). This project ran from February to March 2021 with forty-nine people from across the North of Tyne Combined Authority area. The process resulted in thirty

recommendations on how to address the climate emergency in our region. The recommendations were reviewed by the authority and have been taken into consideration in the revision of this Plan.

#### 4. National Government Climate Change Policy and Influential Reports since 2020

The Climate Change Act 2008 provides the framework for UK climate change policy. It established long-term statutory targets for the UK to decarbonise by reducing its greenhouse gas emissions and under this Act, the UK has a net-zero emissions target for 2050.

Government action on climate change can be divided between measures to cut carbon emissions and promote cleaner alternatives in energy supply. Each policy paper and the ability to provide consultation responses from a local perspective on government proposals helps North Tyneside Council shape its local policies to meet its 2030 objective.

To date, the national policies below have helped shape the authority's proportionate response to the climate emergency via its updated Action Plan. There is a great deal of transformative potential which can be undertaken by North Tyneside Council; however, this requires much more direct financial and resource support from central government since many local decisions directly affect the environment from economic development plans to local biodiversity offsetting opportunities.

Since the completion of the North Tyneside Climate Emergency Action Plan in 2020, national Government has developed and published the following key policy documents to create milestones to the 2050 target. There are also notable and influential reports from the National Audit Office and the Climate Change Committee which have been used in conjunction with the policy documents to help in the development and forward planning of the authority's internal Action Plan update.

##### 1. [Ten Point Plan](#) November 2020

The government's Ten Point Plan for a Green Industrial Revolution will reduce UK emissions by 180 million tonnes of carbon dioxide equivalent (MtCO<sub>2</sub>e) between 2023 and 2032. The plan covers energy, transport, buildings, protecting the natural environment, green finance and innovation. Energy points include offshore wind, hydrogen, nuclear power and carbon capture, usage and storage. Transport points include zero emission vehicles, public transport and cycling and walking.

##### 2. [Energy White Paper](#) December 2020

The white paper sets the energy-related measures in the Ten Point Plan in a long-term vision for the energy system, consistent with net zero emissions by 2050 and reduced emissions of up to 230MtCO<sub>2</sub>E by 2032. The measures will support up to 220,000 jobs per year by 2030. In addition to the measures in the Ten Point Plan, the white paper commits to creating a fair deal for consumers by protecting the fuel poor, providing opportunities to save money on bills and balancing investment against bill impacts.



### 3. [Sustainable Warmth: protecting vulnerable households in England](#) February 2021

A household is in fuel poverty if they are on a lower income and unable to heat their home for a reasonable cost. The Fuel Poverty Strategy for England sets out the government's plans to meet the statutory fuel poverty target of ensuring as many fuel poor homes as reasonably practicable achieve a minimum efficiency rating of Band C by 2030. The strategy includes grant schemes to improve energy efficiency and funding to retrofit social housing. Obligations on energy companies to install energy efficiency measures and provide rebates on bills for low income households will be extended. Regulations will drive investment in energy efficiency in the private rented sector and improve energy efficiency standards for homes.

### 4. [Industrial Decarbonisation Strategy](#) April 2021

The Industrial Decarbonisation Strategy aims to show how the UK can have a thriving industrial sector aligned with the net zero target, without pushing emissions and businesses abroad, and how government will act to support this. It covers the full range of UK industry sectors: metals and minerals, chemicals, food and drink, paper and pulp, ceramics, glass, oil refineries and less energy-intensive manufacturing. Part one details the need for a strategy and the government's approach and getting investors and consumers to choose low carbon. Part two includes adopting low-regret technologies and building infrastructure, improving efficiency and accelerating innovation of low carbon technologies. Part three includes net zero in a global market (international collaboration), levelling up (jobs, skills and inward investment in industrial areas) and tracking progress.

### 5. [UK Hydrogen Strategy](#) August 2021

Hydrogen will be critical for the UK's transition to net zero. It could be a replacement for high-carbon fuels, helping to bring down emissions in UK industrial sectors and providing flexible energy for power, heat and transport. The UK Hydrogen strategy sets out how the government will drive progress in the 2020s to deliver its 5-gigawatt (GW) production ambition by 2030 and position hydrogen to help meet its Sixth Carbon Budget and net zero commitments. The strategy sets out the case for low carbon hydrogen, a whole-systems approach to developing the UK hydrogen economy, securing economic opportunities across the UK, work with other leading hydrogen nations to drive global leadership and tracking progress.

### 6. [Heat and Buildings Strategy](#) October 2021

The strategy sets out the government's vision for a greener future, which creates jobs, drives the levelling up agenda and generates opportunities for British businesses. It outlines a transition that focuses on reducing bills and improving comfort through energy efficiency, building the markets required to transition to low carbon heat and reducing costs, while testing the viability of hydrogen for heating. The

strategy includes an ambition to phase out the installation of new natural gas boilers from 2035, reduce the costs of heat pumps and deploy low-carbon heat networks.

7. [Environment Act 2021](#) November 2021

The Act provides a new domestic framework for environmental governance and makes provision on environmental policy areas, including waste, air quality, water, nature and biodiversity, and conservation covenants. It establishes an Office for Environmental Protection (OEP), which will have scrutiny and enforcement functions. It also makes provision for the setting of long-term environmental targets for air quality, water, biodiversity and resource efficiency and waste reduction.

8. [Climate Change Risk Assessment](#) January 2022

As required by the Climate Change Act 2008, the UK government has undertaken the third five-year assessment of the risks of climate change on the UK. This presented strong evidence that even under low warming scenarios the UK will be subject to a range of significant and costly impacts unless significant further action is taken. It identifies a wide range of potential costly impacts of climate change, including on health and productivity, affecting households, businesses and public services. Impacts range from a deterioration in soil health and agricultural productivity to impacts on water availability and thereby our alternative energy supply.

9. [Net-Zero-Strategy](#) April 2022

The strategy sets out the government's long-term plan to end the UK's domestic contribution to man-made climate change by 2050. It includes plans for reducing emissions from each sector of the economy and dealing with any remaining emissions with greenhouse gas removals. The policies and proposals address electric power; fuel supply and hydrogen; industry; heat and buildings; transport; natural resources, waste and fluorinated gases and greenhouse gas removals. A delivery pathway shows indicative emissions reductions across sectors up to the Sixth Carbon Budget (2033-2037).

10. [National Audit Office Local Government and Net Zero England](#) July 2021

The NAO report is an assessment of the role of local government and net zero. It considers how effectively central government and local authorities in England are collaborating on net zero, to clarify the role of local authorities in contributing to the UK's statutory net zero target; and ensure local authorities have the right resources and skills for net zero.

While the exact scale and nature of local authorities roles and responsibilities in reaching the UK's national net zero target are still to be formalised, the report identifies that a clear and direct role exists, via service delivery, and indirect role as an influencer of our communities. The report identifies there are serious weaknesses in central government's approach to working with local authorities on decarbonisation, stemming from a lack of clarity over local authorities' overall roles, piecemeal funding, and diffuse accountabilities.

This in turn provides uncertainty over the ability to plan effectively for the long-term, build skills and capacity, and prioritise effort. It creates significant risks to value for money as spending is likely to increase quickly.

The report made seven key recommendations to government departments, and these are summarised below:

- I. establish a clear lead in central government for developing the way departments work with local authorities on net zero. This individual or group should:
- II. work in partnership with local authorities and their representative bodies to develop a dedicated section in the overall and sector decarbonisation strategies to set out how key actions, decisions and responsibilities will be split across national, regional and local government bodies. This should:
- III. set out a clear pathway for how government expects to further align the planning system with net zero in the forthcoming planning reforms.
- IV. convene a local and central government working group to establish a few simple standards for local authority reporting on net zero. This group should have a clear remit to develop standards that make it quicker and easier for local authorities to report net zero progress, for government to form a picture of overall progress, and to facilitate sharing of good practice, without adding unnecessary burdens. Its recommendations would not need to be mandatory to have benefit.
- V. carry out an overall outline analysis of local authority funding for net zero, to inform the next Comprehensive Spending Review. This should:
- VI. set an appropriate review point, within the next 18 months, to assess the extent to which local authorities have in practice been able to use wider funding for economic growth and 'levelling up' in ways that align with net zero and to identify and address any challenges.
- VII. work with local authorities to assess the skills gaps for their work towards the national net zero target and how these might be addressed, drawing on the work of the Green Jobs Taskforce.

#### [11. Climate Change Committee - Local Authorities and the Sixth Carbon Budget](#)

The key notes and recommendations made in the report are outlined below:

- The UK Government and local authorities share a common goal to deliver Net Zero.
- The Sixth Carbon Budget can only be achieved if Government, regional agencies, and local authorities work seamlessly together.
- More than half of the emissions cuts needed rely on people and businesses taking up low-carbon solutions – decisions that are made at a local and individual level. Many of these decisions depend on having supporting infrastructure and systems in place. Local authorities have powers or influence over roughly a third of emissions in their local areas.
- Top-down policies go some way to delivering change but can achieve a far greater impact if they are focused through local knowledge and networks.
- Four key things are needed to achieve this vision of collaborative delivery:
  - **Framework:** An agreed framework for delivery for Net Zero incorporating local and national climate action
  - **Financing:** Appropriate long-term financing to support local authorities in delivering Net Zero
  - **Flexibility:** Local operational flexibility around how local areas address climate change
  - **Facilitation:** coherent policy and powers for the facilitation of delivery.

### *Specific Recommendations to Local Authorities*

The report also acknowledges that local authorities are well placed to deliver climate action in the UK, and should be supported to do so. North Tyneside Council has considered the following over-arching priorities and are confident that action is taking place to satisfy the challenges:

- Develop Net Zero or Climate Action Plans with delivery projects that prepare the area to make the transition to net zero choices from 2030, and align with climate adaptation, biodiversity net gain and other key local strategies. Include immediate actions that kick-start delivery now and that support low-carbon and green skills and jobs.
- Monitor and report on progress in reducing emissions to local communities and government. Where possible share standardised data, benchmark and provide clear evidence to inform policy.
- Conduct policy and service reviews to align policy, spending and functions with Net Zero. Identify contradictions, then put in place mitigation plans to align them at a future date and reduce emissions in the meantime. Develop project and financial appraisal systems that include emissions and climate impacts.

- Implement training and capacity building to deliver Net Zero within the local authority and with key suppliers and contractors. Climate, energy, sustainability and carbon understanding needs to be embedded in the whole authority, across staff and systems. Increasingly specialist skills will be needed around energy systems. Climate change should be central to Elected Member and Senior Director training.
- Develop capacity to innovate and scale up. Climate change action plans help identify future delivery projects for when funding becomes available. Local authorities should prioritise applying for funding and managing funds if successful. This recommendation sits alongside the recommendation to government to implement longer term funding windows, longer periods for funding and flexibility to blend funding streams. It is also backed by a recommendation for more funding for local authorities to act on climate change.
- Collaborate with neighbouring and cross-tier local authorities and other key delivery bodies on strategies and plans which ensure systems-wide transformation is coherent and supportive of Net Zero. This should include energy, transport, housing, infrastructure and skills. This should enable local authorities to cluster to share skills, expertise, achieve economies of scale and deliver more effectively. Local area energy plans should be conducted at a scale larger than small district councils and with awareness of the wider energy assets in the region.
- Develop Green Finance know-how. Private sector investment and Green Finance will be required to deliver the scale of the change needed. Local authority legal and finance teams, and project delivery teams will need to develop their knowledge of the finance industry.
- Communicate and engage with local communities, businesses and partners on Net Zero so that a mandate for action is maintained. Support community action with citizens, schools, businesses and other groups. Assess the skills needed locally to deliver the transition, developing green and low-carbon jobs and supporting a resilient recovery.
- Local authority pension funds should disclose their approach to assessing and managing climate risks and should consider investing in Net Zero aligned schemes within their legal duties.

The authority acknowledges its pivotal role in the climate emergency, and it has continued work with stakeholders including the North East Local Enterprise Partnership and the Combined Authority to make progress to address the CCC recommendations above

In June 2022, the Climate Change Committee published its [Progress Report to Parliament](#).

A key question raised in the report is that of how the Net Zero Strategy will be delivered. The vision of government should clarify roles and responsibilities across central and local government, devolved administrations, regulatory agencies and the wider public sector, and business, how approaches will be coordinated, and how Net Zero interacts with other Government priorities. This is a crucial and imperative starting point to help shape local actions.

Overall the report outlines the following key messages:

- The UK Government now has a solid Net Zero strategy in place, but important policy gaps remain.
- Tangible progress is lagging the policy ambition. With an emissions path set for the UK and the Net Zero Strategy published, greater emphasis and focus must be placed on delivery.
- Successful delivery of changes on the ground requires active management of delivery risks. Not all policies will deliver as planned. Some may be more successful than expected, while others will fall behind.
- Action to address the rising cost of living should be aligned with Net Zero. There remains an urgent need for equivalent action to reduce demand for fossil fuels to reduce emissions and limit energy bills.
- Slow progress on wider enablers. The Net Zero Strategy contained warm words on many of the cross-cutting enablers of the transition, but there has been little concrete progress.
- The UK must build on a successful COP26. The UK presidency of the UN COP26 climate summit in Glasgow last November successfully strengthened long-term global ambition and introduced new mechanisms to support delivery. It should prioritise making those new mechanisms work in practice and strengthening global 2030 ambition, while preparing for a focus on climate finance and adaptation at COP27 in 2022 and COP28 in 2023.
- Whilst the emphasis of the report is targeted at Government Departments, there does remain a strong role for local government in translating policy into local action.

A significant emphasis threaded through the report is that of climate adaptation and the major role of the next National Adaptation Programme, due in 2023. This should set out the Government's vision for a well-adapted UK, alongside the measurable outcomes that the Government is aiming to achieve by the end of the next National Adaptation Programme period (2023 - 2028). Local government will have a role in local resilience and that is covered in the authority's action plan.

The authority will keep a watching brief of how these recommendations by the Climate Change Committee are translated by Government Departments during the next 12 months and act accordingly to inform local actions.

## 5. Outcomes from COP 26

COP26 is the 26th 'conference of the parties' to the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC is an international convention which entered into force on 21 March 1994. It was opened for signature at the Rio Earth Summit in 1992.

COP26 was hosted by the UK and held in Glasgow from 31 October to 12 November 2021. The UNFCCC has "near universal membership" with 197 countries having ratified it.

The two headline outcomes from COP26 were the signing of the Glasgow Climate Pact and agreeing the Paris Rulebook. The Paris Rule Book provides the guidelines on how the Paris Agreement is delivered. A focus of COP26 was to secure agreement between all the Paris signatories on how they would set out their nationally determined contributions (NDCs) to reduce emissions. The finalised Rulebook, includes agreements on:

- An enhanced transparency framework for reporting emissions
- Common timeframes for emissions reductions targets
- Mechanisms and standards for international carbon markets

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Other significant deals and announcements, not part of COP26 itself, were also made during the conference. These included commitments on Forest protection, limiting methane emissions, zero emission cars, stepping down from coal in power generation and the use of private finance systems to stimulate net-zero plans.

## 6. What We Will Do, and North Tyneside's ask of Central Government

The authority is clear that there are a range of actions that can be undertaken within the constraints of current budgets and resources, to make good headway in achieving climate targets. There is recognition that a clear and present gap exists between what the authority can do, and what ask must be made of government to maximise the potential of moving faster and further. The Authority's Action Plan is outlined in section 8.

### *What we will ask Central Government*

The UK:100 is a network of highly ambitious local government leaders, which seeks to devise and implement plans for the transition to clean energy that are ambitious, cost effective and take the public and business with them.

As a member of the UK:100 group the authority has agreed to the following principles:-

- We will continue to lead the UK's response to climate change, acting sooner than the government's goal by making substantial progress within the next decade to deliver Net Zero.
- We will use our experience and achievements to advocate to the UK government in order to accelerate the delivery of ambitious local climate action. With greater powers and funding, we would go further.
- We commit to do everything within our power and influence to rapidly reduce our greenhouse gas emissions and work with our residents and businesses to bring our wider communities' emissions in line with Net Zero as soon as possible.
- We pledge to understand our impact on climate change, prioritise where action needs to be taken and monitor progress towards our goals.
- We will reduce our emissions at source and limit the use of carbon offsets as part of the global effort to avoid the worst impacts of climate change.
- We are closer to the people who live and work in our communities, so we have a better understanding of their needs. This means we can collaborate with them to build consensus for the solutions we need to transition to a Net Zero society that delivers multiple benefits and is fair, just and works for everyone.

The Council supports the UK:100 "[Net Zero Local Leadership Communique](#)" and its proposal to Government for immediate action on;

- Financing the transition
- Decarbonising transport



- Decarbonising homes and buildings
- Energy
- Nature
- Local Powers

The Council will utilise opportunities associated with its membership of UK100 to act with others as one voice in the lobbying of government for radical change.

The authority is in support of the seven recommendations of the National Audit Office as outlined in Section 4 and those made by the Climate Change Committee and would ask government to actively further the collaboration with local government. Furthermore, alongside our colleagues in the North of Tyne Combined Authority in which Newcastle City Council is both a member and our lead in the national Core Cities group, we would additionally support the joint lobbying of Government to:

- Create a Climate Emergency Taskforce, co-ordinating the response and resources of national and local government, echoing the principles of UK emergency response.
- Develop a radical new UK Climate Strategy to build a fairer country whilst we decarbonise faster and create a climate resilient society and economy.
- Engage and empower citizens, business and public bodies across the UK through a UK Climate Change Communication Programme, to ensure people understand why changes are needed and what the benefits will be, provide access to local services and inspire people to make practical low carbon choices.
- Transform local economies to be based upon clean growth and circular economy principles; decoupling carbon emissions from economic output, providing good quality jobs and attracting investment into cities and the UK.

## 7. Governance, Monitoring and Reporting of the 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.

**The Carbon net-zero 2030 Board** is the authority's internal board and governance structure which serves to oversee and steer the reduction of its own operational carbon emissions. This Board is made up of 10 specific workstreams, led by senior managers and officers, and is jointly chaired by the Cabinet Member for Environment and the Director of Environment. The ten workstreams are:

WS1: Council Assets

WS6: Transport

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WS2: Offsetting and Nature Based Solutions

WS7: Waste & Single Use Plastics

WS3: Fleet

WS8: Housing

WS4: Organisational Culture

WS9: Supply Chain

WS5: Catering

WS10: Behaviour Change and Communications

**The Borough Climate Emergency Board** brings together senior representatives from the business and public sector who wish to work together to achieve carbon net-zero targets. Each representative organisation has embarked on a pathway to reduce carbon emissions and has agreed to work collaboratively where possible to: -

- Mobilise individuals and organisations to work towards actions which will contribute to the borough wide Action Plan
- Support the development of projects which will contribute to the 2030 Action Plan
- Strategically monitor the progress of projects and emissions in the borough and
- Support the updating process of the borough Climate Action Plan

The Board is made up of representatives from organisations which can shape the actions of others i.e., via an influencing role, provision of services or infrastructure and Board Members are representatives for organisations which: -

- Can demonstrate commitment to the Climate Emergency vision of the borough.
- Has the ability to engage with other Board members and supply chains.
- Bring relevant experience to the Board.
- Take a leadership role within their organisation.
- Have a carbon footprint within the borough.

The Borough Climate Emergency Board Membership includes a number of household names and internationally well-known organisations:



This Board is a new collaboration and at the time of writing this update, in the initial period of developing and detailing its programme of work plan. The next iteration of the Climate Emergency Action Plan will include an update and outline of the adopted programme of work. The Borough Climate Board meets every 2 months.

### **Updating of the Plan**

An annual performance review of progress against the authority internal net zero plans will be undertaken and published on the authority's website. Further revisions of the Climate Emergency Action Plan will be undertaken annually by the Council.

## 8. North Tyneside Council Net Zero Action Plan 2022

The Net Zero Action Plan below is a simplified summary of detailed projects and plans. These detailed projects and plans form the basis of a set of authority investment proposals. The authority recognises that there is a significant gap in financing all of the projects to meet the net zero ambition, and this will result in prioritising projects based on costs and carbon savings.

In order to assess the impact of our 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

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The actions and their carbon impacts have been categorised into areas where the carbon savings are most likely to contribute to either the Council carbon footprint or Borough carbon footprint.

Our work has identified significant costs and resources needed, in addition to our existing budget resources, to deliver all of these actions. The action plan clearly states which of these actions currently have funding assigned to them. For those actions that are not currently funded, we will continue to seek funding from appropriate sources, including Government grants, and develop the business case for investment. The Council is willing to do more, but it needs to be in conjunction with significant national resources being put in place.

What We Will Do	Impact (carbon and co-benefits)	Target implementation date S = by 2024 M = by 2027 L = by 2030	Impact of Borough or Council Carbon Footprint	Funded
<b>PUBLIC BUILDINGS, COUNCIL VEHICLES &amp; STREET LIGHTING</b>				
<ul style="list-style-type: none"> <li>Complete the installation of roof mounted solar PV systems, solar PV car ports and battery storage at the Council's Killingworth eco-depo</li> </ul>	High	S	Council	Yes
<ul style="list-style-type: none"> <li>Complete the heat decarbonisation and energy efficiency projects at 4 wet leisure centres; Hadrian Leisure, Lakeside Leisure, Tynemouth Pool, Waves</li> </ul>	High	S	Council	Yes
<ul style="list-style-type: none"> <li>Complete the replacement programme for the Public Buildings Building Energy Management Systems (BEMS)</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Assess the potential for Solar PV installations to 27 public buildings</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Complete heat decarbonisation plans for 27 public buildings covering almost 90% of public building emissions</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Develop an investment plan following development of heat decarbonisation plans for authority buildings</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Submit bid for next round of Public Sector Decarbonisation (SALIX) grant to deliver low carbon heating works in public buildings</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Install low carbon heating systems in public buildings</li> </ul>	High	S	Council	Yes
<ul style="list-style-type: none"> <li>Install LED lighting in public buildings</li> </ul>	High	S	Council	Yes

<ul style="list-style-type: none"> <li>Upgrade all Council owned street lights to energy efficient LED lamps</li> </ul>	High	S	Council	Yes
<ul style="list-style-type: none"> <li>Develop low carbon heating options for all boiler replacements in public buildings</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Replace 2 cremator units at Whitley Bay Cemetery with 1 new energy efficient unit.</li> </ul>	High	S	Council	Yes
<ul style="list-style-type: none"> <li>Carry out a full review of the Authority's fleet and replace all small diesel vehicles (and some medium size vehicles) with electric, where options are available and where this can be supported financially</li> </ul>	High	S	Council	Partially
<ul style="list-style-type: none"> <li>Monitor technology and fuel developments that will support the transition to low carbon HGV's, including electric models and hydrogen.</li> </ul>	Low	M/L	Council	Yes
<ul style="list-style-type: none"> <li>As part of a longer-term plan, replace heavy goods vehicles, e.g. refuse collection vehicles, as technology develops and where it is financially viable to do so</li> </ul>	Low	L	Council	No
<b>ORGANISATIONAL CULTURE</b>				
<ul style="list-style-type: none"> <li>Embed climate change into staff IPR discussions</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Include a standardised statement within all new job descriptions around a responsibility towards sustainable working practices that supports the climate emergency policy framework</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Consult with colleagues and work with our supplier to move all car leases to all electric by summer 2023</li> </ul>	Medium	S	Borough	Yes

<ul style="list-style-type: none"> <li>• Deliver a suite of education and training materials to support building knowledge and skills around achieving carbon net zero with the workforce</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Review our employee benefit package to determine if we can incentivise climate change offers such as better deals on electric lease cars or introduce new offers to support policy direction</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Create an annual climate change campaign across the workforce linked to behaviour change work</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Explore Potential for Volunteering opportunities to support climate projects or cultural activities around climate change</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Include climate questions in the staff survey/pulse survey – to measure staff perception on climate change within the workplace</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Review the authority’s approach to future working taking into account environmental working practices including Digital and the Digital skills agenda</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Increase digital skills of workforce - To increase the digital footprint and capability of our workforce and more away from paper based working practices</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Integrate climate emergency policy framework into all service plans from 22/23</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>• Reduce the amount of paper communication with our frontline workforce</li> </ul>	Low	S	Council	Yes



<ul style="list-style-type: none"> <li>Use the Energy Saving Trust recommendations to create a workable travel hierarchy and changes to policy and practice</li> </ul>	Low	S	Council	Yes
<b>FOOD &amp; CATERING</b>				
<ul style="list-style-type: none"> <li>Increase the promotion of meat free recipes in outlets where catering is provided by NTCCS whilst retaining compliance with school food legislation</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Work with procurement and catering suppliers to source alternative products to remove the use of single-use plastics in catering outlets</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Work with catering suppliers to reduce food miles whilst ensuring food is from sustainable sources</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Set up separate food waste collections for school kitchens</li> </ul>	Medium	S	Council	Yes
<ul style="list-style-type: none"> <li>Promote food options with a lower carbon footprint, including meat free meals and local sourced produce.</li> </ul>	Low	S	Borough	Yes
<b>WASTE, RE-USE &amp; RECYCLING</b>				
<ul style="list-style-type: none"> <li>Manage the 10 Year Plan for Waste Plan</li> </ul>	High	L	Borough	Yes
<ul style="list-style-type: none"> <li>Introduce a separate food waste collection service</li> </ul>	High	M	Borough	Awaiting Gov't guidance
<ul style="list-style-type: none"> <li>Support the introduction of a deposit return scheme and the extended producer responsibility scheme.</li> </ul>	High	M	Borough	Awaiting Gov't guidance
<ul style="list-style-type: none"> <li>Run a waste minimisation campaign</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Encourage re-use of resources and sharing of materials to avoid them entering the waste stream.</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Open a re-use shop linked to the Household Waste Recycling Centre</li> </ul>	Medium	S	Borough	Partial

• Install more public water fountains in the borough	Low	S	Borough	Yes
• Remove all ‘non-essential’ single use plastics from council premises and council activities, where possible, by 2025	Low	M	Council	Yes
• Improve recycling facilities in Council buildings	Low	S	Council	Yes
• Increase the usage of the Council’s WARPit furniture and equipment re-use software.	Low	S	Council	Yes
• Increase the number of “bring banks” and recycling points across the Borough	Medium	S	Borough	Yes
• Produce a map of all recycling points across the Borough	Medium	S	Borough	Yes
• The street trading licensing scheme will include conditions to end the use of single use plastics	Low	S	Borough	Yes
• Remove single use plastics from authority managed events.	Low	S	Borough	Yes
• Ensure the Council’s re-tendered recycling contract maximises the materials that can be recycled	High	M	Borough	Yes
<b>BEHAVIOUR CHANGE CAMPAIGN</b>				
• Deliver the Council’s Action on Climate Change Behaviour change campaign	Low	S	Borough	Yes
• Co-ordinate and develop a planned communications and marketing approach to achieve coverage about the climate emergency and associated work.	Low	S	Borough	Yes
• Deliver a campaign to raise awareness of affordable energy efficiency solutions in households across the borough to help residents reduce household bills and fuel poverty.	Low	S	Borough	Yes
• Develop a communications strategy to stimulate retrofitting demand, focussing on energy efficiency and carbon reduction.	High	S	Borough	Yes

<ul style="list-style-type: none"> <li>Develop a pledge that residents and businesses can sign up to, demonstrating commitment to carbon reduction and actions that they will take.</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Develop a “Knowledge Bank” for the sharing of locally relevant retrofitting information, evaluation and case studies.</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Work with the Young Mayor and Youth Council to support their environmental ambitions, including North Tyneside School’s in achieving Green Flag Status.</li> </ul>	Medium	S	Borough	Yes
<b>SUPPLY CHAIN</b>				
<ul style="list-style-type: none"> <li>Implement the Procurement Strategy 2022- 2025;</li> </ul>				
<ul style="list-style-type: none"> <li>All contracts will have a greener target embedded by 2029 (save for PFI schemes)</li> </ul>	High	L	Borough	Yes
<ul style="list-style-type: none"> <li>Bi-annually a report will be presented to Cabinet detailing the change and impact this has made</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Ensure our strategic partners annual service plans are aligned to the Authority’s priority and have targets embedded therein</li> </ul>	Medium	S	Borough	Yes
<ul style="list-style-type: none"> <li>Review every specification prior to tender to ensure it maximises/enhances our carbon neutral ambition.</li> </ul>	High	S	Borough	Yes
<ul style="list-style-type: none"> <li>Pilot the enhanced social value question on the ‘greener’ priority.</li> </ul>	Low	S	Borough	No
<ul style="list-style-type: none"> <li>Establish appropriate metrics for baselining and measuring are considered and implemented</li> </ul>	Low	S	Borough	No
<ul style="list-style-type: none"> <li>Review pipeline of procurement activity over 4 years, identify contracts where the ‘greener’ social value priority will apply</li> </ul>	Medium	M	Borough	No

<ul style="list-style-type: none"> <li>Strategic Partnerships – ensure our Strategic Partners are committed to support the climate emergency and provide metrics to support the Authority</li> </ul>	Low	S	Council	Yes
<b>ECONOMY &amp; SKILLS</b>				
<ul style="list-style-type: none"> <li>Work with colleagues from the North of Tyne Combined Authority (NTCA) and North East Local Enterprise Partnership (NELEP) to understand and utilise data on 'green' roles required and skills needed to influence the allocation of current and future funding.</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Ensure that available funding, including via the North of Tyne Combined Authority (NTCA), supports the Green Skills agenda addressing skills needs and gaps</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Ensure that there is an accurate understanding of labour market supply and demand including future forecasts to inform the funding and development of provision</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Ensure that there is an understanding of career paths and progression opportunities for young people and adults</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>Ensure that there is support in place to support local residents to access these emerging career opportunities.</li> </ul>	Low	S	Borough	Yes
<b>NATURE BASED SOLUTIONS</b>				
<ul style="list-style-type: none"> <li>Develop an Offsetting/ Insetting Strategy for the Authority</li> </ul>	Low	S	Borough	Yes

• Build on the success of year 1 of the North East Community Forest through further tree planting and woodland creation.	Low	S	Borough	Yes
• Develop existing i.e., North East Community Forest, and new projects to support insetting within authority workstreams and borough wide emissions	Low	S	Borough	Yes
• Support the delivery of a Local Nature Recovery Strategy	Low	S	Borough	Yes
• Deliver the Biodiversity Action Plan and a range of biodiversity projects	Low	S	Borough	Yes
• Implement the introduction of biodiversity net gain planning requirements	Low	S	Borough	Yes
<b>ADAPTATION</b>				
• Develop a risk-based approach to Climate Change Adaptation for all relevant authority Services	Low	S	Council	Yes
<b>TRAVEL</b>				
• Investigate the potential for a Borough wide EV Car Club to provide more cost-effective access to EVs for all residents	Low	M	Borough	No
• Encourage Central Government to extend/expand fleet incentives to accelerate EV uptake (BIK reduction/tax relief/scrappage schemes)	Medium	S	Borough	No
• Support funding bids for Bus Fleet upgrades to EV	Medium	M	Borough	Yes
• Taxi Policy - adopt and maintain a vehicle age policy to accelerate ULEV uptake	Low	S	Borough	N/A
• Bid for EV Charging Infrastructure (On-Street, Fast, HPC)	Medium	M	Borough	Partial
• Investigate the potential for a Borough wide eBike hire scheme and leasing options	Low	S	Borough	No
• Metro Fleet Upgrade	Low	M	Borough	Yes
• Investigate Micro-mobility trial (e-scooters)	Low	S	Borough	No

• Advocacy for Delivery & Servicing Vehicle Upgrades	Medium	S	Borough	No
• Creation of fully connected cycling network (LCWIP)	Medium	M	Borough	Partial
• Cycling Parking at all key amenities	Low	S	Borough	Partial
• Bikeability, Cycle Training, Access to low-cost bicycles	Low	S	Borough	Yes
• Regional roll-out of Public Transport Smart Ticketing	Medium	S	Borough	No
• Behavioural Change Advocacy and Support	Medium	S	Borough	Partial
• Low Traffic Neighbourhoods and School Streets	Low	S	Borough	Partial
• Footpath Upgrade Programme	Low	S	Borough	Yes
• Regional Bus Service Improvement Plan (increased bus priority, night buses, new service routes, integrated multi-modal ticketing)	Medium	S	Borough	Partial
• Cobalt Metro Line extension (Northumberland Park to Percy Main, with stops at Cobalt Business Park, Silverlink Retail Park, Tyne Tunnel Trading Est.)	High	L	Borough	No
• Mobilityways Dashboard - Sustainable travel benchmarking and monitoring for all NT businesses	Low	M	Borough	Partial
• Metro Flow (Track Dualling) - Increased service frequency	Medium	S	Borough	Yes
• New Metro Stations (Murton Gap / Killingworth Moor Strategic Housing Sites)	High	M	Borough	Partial
• Northumberland Line (NP) Heavy Rail link to SE Northumberland and direct service to Newcastle)	High	S	Borough	Yes
• Zero emission deliveries (ShopNT)	Medium	S	Borough	Yes
• Deliver North Tyneside EV Policy	Medium	S	Borough	Yes
• Investigate emissions-based Parking Charging Trial	Low	S	Borough	No
• Anti-Idling campaign	Low	S	Borough	Yes
• Metro & Bus low carbon electricity supply	Low	M	Borough	No
• Traffic Signals ULV upgrades	Medium	S	Borough	Partial
• Increase in recycled materials for surfacing, reduced highway operations emissions	Medium	M	Borough	No

• EV Charging Infrastructure Off-Grid (Solar PV) installations/upgrades	Low	S	Borough	No
• Roll-out an anti-idling campaign	Low	S	Borough	Yes
• Reduce car-based school trips by 5% annually	Medium	M	Borough	Yes
• The Council will require all new developments to provide EV charging points	Medium	M	Borough	Yes
<b>INDUSTRY &amp; COMMERCE</b>				
• Develop and implement a work programme with the members of the Borough wide Climate Emergency Board	Medium	S	Borough	Yes
• Promote the integration and connection of large industry within the Borough to promote retrofitting and deliver decarbonisation through industrial clustering.	Medium	S	Borough	Yes
• Work with North of Tyne Combined Authority on a Business Decarbonisation Support Programme.	Medium	S	Borough	Yes
• Work with businesses to help them reduce energy consumption, travel and their carbon footprint	Medium	S	Borough	Yes
• Introduce a Green award at the annual North Tyneside Business Awards	Low	S	Borough	Yes
<b>HOUSING</b>				
<b>Council Homes (General Needs)</b>				
• Refresh of SAP rating and EPC (Energy Performance certificates) data currently held for our housing stock to help define baseline position	Low	S	Borough	Yes
• Develop and analyse average energy usage and develop carbon reduction options for our Council owned homes	Low	S	Borough	Yes
• Develop CO2 tracker to model year on year average energy and CO2 usage and track any reductions	Low	S	Borough	Yes

delivered through the installation of physical measures				
<ul style="list-style-type: none"> <li>Carry out the installation of our Carbon reduction works included in our HRA Business Plan from 2023 to 2030: <ul style="list-style-type: none"> <li>Solar PV installations (1,538 homes)</li> <li>High Efficiency Condensing Boilers (5,640 homes)</li> <li>Supply of Low Energy Lighting (4,720 homes)</li> <li>Renewal of existing Cavity Wall Insulation (1,576 homes)</li> <li>Additional loft insulation top ups (1,538 homes)</li> </ul> </li> </ul>	High	M/ L	Borough	Yes
<ul style="list-style-type: none"> <li>Review, develop and cost Carbon reduction options across our housing stock; including refreshing options as new technology becomes available</li> </ul>	Medium	S	Borough	Yes
<ul style="list-style-type: none"> <li>Identify funding opportunities and /or lobby government for external funding to deliver Carbon reduction works within our housing stock</li> </ul>	Low	S/ M/ Long	Borough	Yes
<ul style="list-style-type: none"> <li>Deliver additional Carbon reduction works across our Housing stock</li> </ul>	Low	M/ L	Borough	No
<b>Sheltered Housing Schemes (Communal Areas)</b>				
<ul style="list-style-type: none"> <li>Analyse energy usage and develop carbon reduction options for our sheltered housing schemes</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Complete and review 'Heat Decarbonisation' surveys across 4 sample schemes to develop Carbon reduction options for our wider sheltered housing stock</li> </ul>	Low	S	Council	Yes
<ul style="list-style-type: none"> <li>Develop CO2 tracker to model year on year energy and CO2 usage and track any reductions delivered through changes in behaviour or installation of physical measures</li> </ul>	Low	S	Council	Yes



• Review, develop and cost Carbon reduction options across our communal area in our Sheltered schemes	Low	S	Council	Yes
• Identify funding opportunities and /or lobby government for external funding to deliver Carbon reduction works within our Sheltered Housing communal areas	Low	S/ M/ L	Council	No
• Deliver Carbon reduction works across our Sheltered Schemes	Low/Medium	M/ L	Council	No
<b>Communal Areas (General Needs)</b>				
• Analyse energy usage and develop carbon reduction options for Carbon reduction measures in our 313 Communal Areas	Low	S	Council	Yes
• Develop CO2 tracker to model year on year energy and CO2 usage and track any reductions delivered through the installation of physical measures	Low	S	Council	Yes
• Review, develop and cost Carbon reduction options across our communal areas	Low	S	Council	Yes
• Identify funding opportunities and /or lobby government for external funding to deliver Carbon reduction works within our communal areas	Low	S/ M/ L	Council	No
• Deliver Carbon reduction works across our Communal areas	Low	M/ L	Borough	No
<b>New Build</b>				
• Implement enhanced PART L 1A 2022 Building Regulations to reduce Carbon in new build affordable homes moving forward	Medium	S	Borough	Yes
• Design Team along with Specialist consultant developing new build standards that include decarbonisation measures	Low	S	Borough	Yes
• Ongoing delivery of our HRA New Build programme; including from 2023 we will no longer use gas to	Medium	M	Borough	Yes

heat our new build homes and we will introduce low-carbon alternatives. This is two years ahead of the Governments 2025 target.				
<ul style="list-style-type: none"> <li>Deliver all new homes that meet the Governments Future homes standard from 2025</li> </ul>	Medium	M	Borough	Yes
<b>Owner Occupied, private and Registered Social Landlord</b>				
<ul style="list-style-type: none"> <li>Promote and deliver further low carbon measures as part of successful Local Authority Delivery Grant received from government</li> </ul>	Medium	S	Borough	Yes
<ul style="list-style-type: none"> <li>Identify funding opportunities and /or lobby government for external funding to deliver Carbon reduction works within Private Sector Homes</li> </ul>	Low	S/ M/ L	Borough	Yes
<ul style="list-style-type: none"> <li>Continue to influence and promote the installation of low Carbon solutions within Private Sector homeowners</li> </ul>	Low	S/ M/ L	Borough	Yes
<ul style="list-style-type: none"> <li>Work in partnership with North of Tyne Combined Authority and North East Procurement Organisation to develop a framework for the procurement and delivery of low carbon technology installers</li> </ul>	Medium	S/ M/ L	Borough	Yes
<ul style="list-style-type: none"> <li>Work with North of Tyne Combined Authority to develop a 'one stop shop' retrofitting strategy for domestic retrofit works</li> </ul>	High	S	Borough	Yes
<ul style="list-style-type: none"> <li>Include carbon reduction works within Housing Revenue Account Capital Investment Plans as part of budget setting process 2022 to 2027and refresh these annually</li> </ul>	Medium	M	Borough	Yes
<b>MISCELLANEOUS</b>				
<ul style="list-style-type: none"> <li>As a shareholder in Newcastle International Airport, deliver the proposed solar PV farm within the airport boundary.</li> </ul>	High	S	Borough (Newcastle)	Yes

<ul style="list-style-type: none"> <li>• Publish an annual performance report for the Council and the Borough's respective carbon footprints</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Monitor the decarbonisation of the national grid and track carbon emission benefit in annual reporting.</li> </ul>	High	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Continue to explore hydrogen as a source of energy for homes, business and transport</li> </ul>	Low	M	Borough	Yes
<ul style="list-style-type: none"> <li>• Develop an offsetting tracker report which will be linked to existing carbon emissions reporting</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Assess options for the development of a borough wide heat and energy plan</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Complete the Killingworth Heat Network Feasibility Study</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Submit funding application for Howdon riverside heat network feasibility study</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Work with the North East Procurement Organisation to develop a Power Purchase Agreement for renewable energy</li> </ul>	Low	S	Borough	Yes
<ul style="list-style-type: none"> <li>• Work with the District Network Operator and Nation Grid to improve the grid connection process, support decarbonisation scenario mapping and support supply led grid changes.</li> </ul>	Low	M	Borough	Yes

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# Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

**This assessment may be published on the Authority’s website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.**

## Proposal details

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<b>1. Name of the policy or process being assessed</b>	Climate Emergency Action Plan update 2022	
<b>2. Version of this EIA</b> (e.g. a new EIA = 1)	1	
<b>3. Date EIA created</b>	09/06/22	
	Name	Service or organisation
<b>4. Principal author of this EIA</b>	Michael Keenlyside	Environmental Services
<b>5. Others involved in writing this EIA</b> <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i>	N/A	

**6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?**

The update of the Climate Emergency Action Plan was agreed by Cabinet

The purpose of the update is to outline what action the authority has undertaken since the publication of the co-produced 2020 Climate Emergency Action Plan. The update is seeking to benefit all residents in North Tyneside in terms of preparedness and adaptation to climate change as well as the authority's mitigation of impacts on the climate. The Action Plan can be seen on the Council website [Action On Climate Change](#)

**7. Does this proposal contribute to the achievement of the Authority's public sector equality duty? Will your proposal:**

*Write your answers in the table*

Aim	Answer: Yes, No, or N/A	If yes, how?
Eliminate unlawful discrimination, victimisation and harassment	N/A	
Advance equality of opportunity between people who share a protected characteristic and those who do not	Yes	The proposal has stimulated the officer team to consider ways in which more activity can be undertaken, with support from colleagues in the Equalities and Research team to build in reasonable adjustments where needed in future iterations of the Plan. The proposal has taken due regard to residents with protected characteristics who may be adversely affected by changes in national government climate change policy and local mitigation and climate adaptation actions.
Foster good relations between people who share a protected characteristic and those who do not	N/A	

## Evidence Gathering and Engagement

### 8. What evidence has been used for this assessment?

Authority officers have used a number of processes to support the development of an inclusive action plan, and these are outlined below.

Officers have tracked the development of equality and diversity in a just transition to a low carbon economy as part of their on-going work associated with the climate emergency. COP26 for example, provided detailed insights into the inclusion agenda has informed the current and future development of local actions to meet the authority's 2030 ambition. The following two links from the conference were of particular interest. [Urban Transitions](#) [UKCOP26 Just Transition](#)

### 9.a Have you carried out any engagement in relation to this proposal?

	√
Yes - please complete 9b	y
No	

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9.b Engagement activity undertaken	With	When
<i>The workstream of this board have contributed to the actions included in the plan update. Updates are given every month.</i>	<i>Internal Council Climate Board</i>	On-going
<i>The board representatives presented case studies in the authority's Climate Emergency Call for Action event.</i>	<i>External Climate Board</i>	11 <sup>th</sup> Nov 2021
<i>Presentation of the scope and themes of actions and opportunity for comment on the update.</i>	<i>NTSP</i>	14 <sup>th</sup> June 2022
<i>Feedback to the stakeholders of actions</i>	<i>Contributing borough wide stakeholders</i>	On-going

### 9. Is there any information you don't have?

	√	<b>Please explain why this information is not currently available</b>
Yes - please list in section A of the action plan at Q13	x	
No		

## Analysis by protected characteristic

	A	B	C
<b>11. Protected characteristic</b>	<b>Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic?</b> (Answer – Yes or No)	<b>If ‘Yes’ would the <u>potential</u> impact be positive or negative?</b> (Answer – positive or negative)	<b>Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used</b>
<b>All Characteristics</b>	Yes	Positive	<p>The authority is committed to developing equitable responses to address the climate emergency for everyone. This includes work to support those who are often marginalised in our societies and who are being hard hit by the impact of climate change.</p> <p>The climate emergency will impact every individual, on a local, national, and international scale. Actions to mitigate the effects of extreme weather events, changes in average outdoor temperatures, and actions to reduce housing and road transport emissions are the most pertinent to issues of equality.</p> <p>It is the intention of the authority that the Climate Emergency Action Plan is ultimately designed to mitigate the effects of longer-term climate change and impact to our communities.</p> <p>The protected characteristics of age, disability, and race are particularly relevant for this plan. Young children, older people, people from different ethnic communities, and those with mental or physical disabilities can be disproportionately affected by the adverse effects of climate change. Therefore,</p>



			<p>actions designed to mitigate these effects will help to minimise the dis-advantages experienced by individuals with these characteristics.</p> <p><b>Positive impacts from mitigation actions</b>          Local or regional economic benefits,          Skills development and training opportunities          Air Quality,          Health benefits</p> <p><b>Potential Negative impacts from actions</b>          Fuel poverty – increasing cost to mitigate emissions reduction will come at a cost and most likely to be borne from the whole of society. This will leave the most vulnerable at a higher risk.</p> <p>The Council will do everything possible to minimise the negative effects of global heating, to reduce the potentially unequal impact it could have on certain groups. Whilst there are local action that can be undertaken the most relevant to improving impacts will be made from government policy changes.</p> <p>The protected characteristics of age, disability, and race are particularly relevant for this strategy. Young children, older people, people from ethnic communities, and those with mental or physical disabilities can be disproportionately negatively affected by the adverse effects of climate change. Therefore, actions designed to mitigate these effects will help to minimise the dis-advantages experienced by individuals with these characteristics.</p>
<p><b>Sex</b> – male or female</p>	<p>N/A</p>		

<b>Pregnancy and maternity</b> – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women	N/A		

<b>Age</b> – people of different ages, including young and old	Yes	Positive	As above (all characteristics)
<b>Disability</b> – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities	Yes	Positive	<p>There is potential for people with disabilities to be both positively and negatively impacted by climate action policies.</p> <p>How the authority communicates with a range of groups with specific disabilities will need to be assessed further to ensure information is of the right quality and right level of detail.</p> <p>Also, as above (all characteristics)</p>
<b>Gender reassignment</b> - includes trans, non-binary and those people who do not identify with or reject gender labels	N/A		
<b>Race</b> – includes a person’s nationality, colour, language, culture and geographic origin	Yes	Positive	<p>As noted in the ‘All Characteristics’ section above’, there is potential for people of different race to be overall positively impacted by the climate action policies in so much as the policies are designed to mitigate negative effects.</p> <p>Notwithstanding the ambition of the policies however, one negative impact has been identified as follows...</p> <p>As with disability communication of the action plan will need to be considered to groups in the borough who do not have English as their first language.</p>

<b>Religion or belief</b> – includes those with no religion or belief	N/A		
<b>Sexual orientation</b> – includes gay, lesbian, bisexual and straight people	N/A		

<b>Marriage and civil partnership status</b> - not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment	NA		
<b>Intersectionality</b> - will have an impact due to a combination of two or more of these characteristics	Yes	Positive	As above (all characteristics)

If you have answered **'Yes'** anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 'negative impacts that cannot be removed' or Q13 'Action Plan' below

If you have answered **'No'** in all rows in column A please provide the rationale and evidence in all characteristics box in column C and go to Q14 'Outcome of EIA'.

**12.a Can any of the negative impacts identified in Q11 not be removed or reduced?**

Yes - please list them in the table below and explain why	X
No	

<b>12.b Potential negative impact</b>	<b>What alternative options, if any, were considered?</b>	<b>Explanation of why the impact cannot be removed or reduced or the alternative option pursued.</b>
Fuel poverty from climate mitigation actions	Local initiatives have been tried historically to alleviate fuel	This is of fuel poverty is one that only national policy can address.

## Action Planning

13. Action Plan	Impact: (Answer remove or reduce)	Responsible officer (Name and service)	Target completion date
<b>Section A: Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them</b> (please explain below)			
Future communications regarding stakeholder groups and engagement in the updating of the climate emergency action plan can be assessed for opportunities to gather further evidence to support decision making.		Michael Keenlyside	August 2023
Discuss with Director and Head of Service about how future programmes of work and polices related to the climate emergency can be made more amenable to include meaningful Equality and Diversity considerations.		Michael Keenlyside	August 2023
<b>Section B: Actions already in place to remove or reduce potential negative impacts</b> (please explain below)			
The authority has a number of alternative methods of communication and translation services available upon request form members of the public.	Reduce		
<b>Section C: Actions that will be taken to remove or reduce potential negative impacts</b> (please explain below)			
These will be addressed as officers progress with the further roll out of action within the plan.	Reduce	Michael Keenlyside	August 2023
<b>Section D: Actions that will be taken to make the most of any potential positive impact</b> (please explain below)			
The authority can utilise the positive impacts of climate change in terms of positive communications to the residents of the borough.		Michael Keenlyside	August 2023
<b>Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b> (please explain below)			
Officers will undertake appropriate monitoring and engagement of those with protected characteristics in consultation and support of the Equalities Team. Work in this area will be governed by GDPR protocols.		Michael Keenlyside	August 2023
<b>Section F: Review of EIA to be completed</b>			

## 14. Outcome of EIA

Based on the conclusions from this assessment:

Outcome of EIA	Tick relevant box	Please explain and evidence why you have reached this conclusion:
The proposal is robust, no major change is required.		
Continue but with amendments	X	<p>Officers will continue to work on addressing the negative issues associated with the Action Plan implementation. Where possible and pragmatic the officer will:</p> <ul style="list-style-type: none"> <li>• Seek to change policy aspects that create a negative or unwanted impact.</li> <li>• Introduce additional measures where feasible, to reduce or mitigate any potential negative impact.</li> <li>• If practicable, identify alternative options to deliver aspects of the action plan.</li> </ul>
Not to be pursued		

## Quality assurance and approval

*Questions 15-18 are only for completion by the Corporate Equality Group Member for your service*


<b>15. Do you agree or disagree with this assessment?</b>	Agree	Agree	Disagree	
<b>16. If disagree, please explain:</b>				

<b>17. Name of Corporate Equality Group Member:</b>	Chris Bishop, CEG Member Environment Directorate
<b>18. Date:</b>	22/06/2022

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

*Questions 19-22 are only for completion by the Head of Service*

<b>19. Do you agree or disagree with this assessment?</b>	Agree		Disagree	
<b>20. If disagree, please explain:</b>				
<b>21. Director of Service:</b>				
<b>22. Date:</b>	23/06/2022			



## North Tyneside Council Report to Cabinet Date: 1 August 2022

### Title: North Tyneside Transport Strategy Annual Report

<b>Portfolio:</b> Environment	<b>Cabinet Member:</b> Councillor Sandra Graham
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**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 Authority is 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 seeks 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 are key to achieving this. As transport is a major contributor to carbon emissions, it has a vital part to play in the Authority’s response to its declaration of a Climate Emergency.

The purpose of this report is to fulfil the commitment within the Transport Strategy to provide Cabinet with an annual report outlining activities and trends relating to transport in the borough over the last year.

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

## 1.2 Recommendation:

It is recommended that Cabinet notes the content of this report and associated supporting information contained within **Appendix 1**.

## 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 8 April 2022.

## 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 of 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

## 1.5 Information:

### 1.5.1 Background

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 works for residents, businesses and visitors effectively and efficiently". It sets out five principles which are key to achieving this.

In order to provide regular information about transport in North Tyneside, the Transport Strategy contains 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 have been adopted; work is 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
- 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 involves 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 accounts for just over a third (34% in 2019) of the UK's carbon dioxide emissions, and since 2016 transport, rather than energy supply, has been the largest source of carbon dioxide emissions in the UK. In order to deliver the Authority's carbon net-zero aims it is therefore vital that the Authority meets its objectives and makes transport more sustainable. The Our North Tyneside Plan commits the Authority to publishing 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.

### 1.5.2 Performance

The annual report, attached as Appendix 1, covers 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 is included as Appendix B to the annual information report.

The five principles of the Transport Strategy guide the Authority's actions and act as a framework for measuring performance. The annual information report summarises the Authority's performance against each of the principles below:

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

### 1.5.3 Summary of performance

*Principle 1 – Reduce carbon emissions from transport*

Transport emissions constituted c.36% of carbon emissions in the borough in 2019. The Authority is investing in measures which help to reduce carbon emissions from transport to support the Authority's carbon net zero aspirations, and has adopted the first Zero Emission Vehicles Strategy for the borough.

#### *Principle 2 – Improve health outcomes*

Cycling in the borough continues to grow, having increased by more than 60% over four years.

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 continues to develop its road safety education and Bikeability cycling training offer in schools, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance.

The total number of road casualties in North Tyneside declined in 2021. The three-year average figures for 2019-21 also showed a decrease in casualties compared with the baseline.

The Authority continues to invest in the borough's highway network and in local road safety, network management and maintenance schemes.

#### *Principle 3 – Support inclusive economic growth*

The Authority has commenced implementation of its masterplan for North Shields and is committed to developing masterplans for Wallsend and Whitley Bay town centres, and to bring investment to the North West of the borough and ensure regeneration has benefits for all residents, in accordance with the Our North Tyneside Plan 2021-2025.

The Authority continues to deliver its programme of transport schemes, with substantial external funding, and is delivering improvements at West Moor roundabout, Weetslade roundabout and A191 New York Bypass-Rake Lane.

#### *Principle 4 – Improve connectivity*

The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough, and targeted schemes which support public transport movements, in 2022/23. This investment is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

The scheme at A191 New York Bypass-Rake Lane will see the Authority install significant improvements to 2km of its strategic cycle network: this will include a redesigned roundabout with segregated provision for cycling and walking, the first of its kind in the North East.

The Authority will deliver a new bus interchange, and embankment walkway linking to the Fish Quay, as part of its North Shields masterplan, with the use of £19.1m of external funding secured from the Transforming Cities Fund.

The Authority continues to support the delivery by Northumberland County Council of the Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle, with a station at Northumberland Park, which will support accessibility to employment by more sustainable modes.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough; the Authority works with Nexus as appropriate on aspects of the process to facilitate this project.

The Authority, through Transport North East, works with partners in the North East on the preparation of a proposed Enhanced Partnership with local bus operators. In line with Government guidance, this could support the delivery of bus priority measures and new ticketing products to benefit bus users and encourage a shift from car use to public transport.

#### *Principle 5 – Manage demand and enable smart choice for all*

The Authority is committed to managing the transport network so that it operates effectively and efficiently for all highway users, including public transport, cycling, wheeling and walking.

The Authority actively manages street works requests from utilities and their contractors, with 28% of permit requests being challenged or modified in 2021/22, and a good compliance rate on site.

The Authority has been successful in obtaining external funding to improve technology in the highway to support improved efficiency in network management.

#### **1.6 Decision options:**

No decision is being taken by Cabinet. It is asked to note the content of the Transport Strategy Annual Report for 2021/22.

#### **1.7 Appendices:**

Appendix 1 – North Tyneside Transport Strategy Annual Report for 2021/22

#### **1.8 Contact officers:**

Paul Dowling, Head of Regeneration and Transport, 0345 2000 101  
Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
John Cram, Integrated Transport Officer, 0191 643 6122  
Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

#### **1.9 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](#) (updated strategy approved by Cabinet on 18 October 2021)
- (2) [North East Transport Plan](#)

- (3) [North Tyneside Local Plan](#)
- (4) [Transport and Highways Supplementary Planning Document \(SPD\)](#)
- (5) [North Tyneside Travel Safety Strategy](#)
- (6) [North Tyneside Cycling Strategy](#)
- (7) [North Tyneside Parking Strategy](#)
- (8) [North Tyneside Network Management Plan](#)
- (9) [North Tyneside Zero Emission Vehicles \(ZEV\) Strategy](#)
- (10) [North Tyneside Highway Asset Management Plan \(HAMP\)](#)
- (11) [North Tyneside Joint Health and Wellbeing Strategy 2021-2025](#)
- (12) [North Tyneside Hackney Carriage and Private Hire Licensing Policy](#)
- (13) [North Tyneside Home to School/College Transport Policy](#)
- (14) [Equality Impact Assessment](#) – North Tyneside Transport Strategy
- (15) [Tyneside Walking and Cycling Index](#)
- (16) [2019 UK greenhouse gas emissions, provisional figures](#) (National Statistics and Department for Business, Energy and Industrial Strategy)

## **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. This report provides the Annual Report relating to the North Tyneside Transport Strategy.

It is envisaged that all actions within the Transport Strategy itself can be delivered within existing budgets (the Local Transport Plan capital budget and Technical Services Partnership managed budget) or using specific external grant funding, where applicable. 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 the Acts referred to in this section or the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 that indicate that the Transport Strategy is not to be a matter for Cabinet.

### **2.3 Consultation/community engagement**

There are no consultation or community engagement implications directly arising from this report. This report provides the Annual Report relating to the North Tyneside Transport Strategy.

Actions within the Transport Strategy itself involve engagement as appropriate: for example, the Authority continues to engage with schools in the borough to encourage children and their parents to travel actively to school or use 'park and stride' as described in section 1.5.3.

### **2.4 Human rights**

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

### **2.5 Equalities and diversity**

There are no equalities and diversity implications directly arising from this report. An Equality Impact Assessment, which is a live background document to this report, was undertaken at the time of the approval of the updated North Tyneside Transport Strategy in October 2021. It identified the positive impacts the strategy will have on age, disability and sex.

There are a number of initiatives within the Transport Strategy Annual Report that focus on:

- The safety, training and encouragement of active travel for young people
- Trends by age and sex so the Authority and partners can develop suitable initiatives (examples, collision trends and the Tyneside Walking and Cycling Index)
- Implementation of schemes to assist wheeling users (including disabled) on the network

### **2.6 Risk management**

There are no risk management implications directly arising 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 directly arising from this report.

### **2.8 Environment and sustainability**

There are no environment and sustainability issues directly arising from this report.

**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



# **North Tyneside Transport Strategy Annual Information Report 2021/22**



## North Tyneside

### Transport Strategy Annual Information Report 2021/22

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## 1. Introduction

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. It seeks 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". It sets out five principles which are key to achieving this. In order to provide regular information about transport in North Tyneside, the Transport Strategy contains a commitment to provide an annual information report to Cabinet.

Strategic policies that feed into the Transport Strategy are the:

- Our North Tyneside Plan 2021 – 2025;
- Local Plan 2017 – 2032;
- Health and Wellbeing Strategy 2021 – 2025; and
- North East Transport Plan 2021 – 2035.

The Authority's policies and strategies specific to transport matters, which are aligned with the Transport Strategy, are the:

- Transport and Highways Supplementary Planning Document (SPD);
- North Tyneside Cycling Strategy;
- North Tyneside Travel Safety Strategy;
- North Tyneside Parking Strategy;
- North Tyneside Highway Asset Management Plan (HAMP);
- North Tyneside Network Management Plan;
- North Tyneside Home to School/College Transport Policy; and
- North Tyneside Hackney Carriage and Private Hire Licensing Policy;
- North Tyneside Zero Emission Vehicles (ZEV) Strategy.

### 1.1 The Transport Strategy Annual Information Report

The purpose of the annual information report is to demonstrate progress against delivery of the North Tyneside Transport Strategy during 2021/22.

A Climate Emergency was declared in July 2019 and the Our North Tyneside Council Plan makes the commitment that the Authority 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.

A summary of the Authority's detailed transport policies and strategies which sit beneath the Transport Strategy is provided as Appendix A to this report.

## **1.2 Performance 2021/22**

The five principles of the Transport Strategy guide the Authority actions and act as a framework for measuring performance. The annual information report summarises the Authority's performance against each of the principles below:

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

A "Transport Strategy Data Factsheet" summarising general performance data for 2021/22 has also been produced and is included as Appendix B to this report.

## **2. Effects of Covid-19**

The Covid-19 pandemic created a profound economic and social shock and the recovery from this is continuing. It reshaped travel patterns across the UK, with motor traffic volumes more evenly distributed throughout the day rather than the traditional peak hours; much reduced public transport patronage combined with reduced capacity on board public transport to support social distancing; increased participation in cycling and walking; increased home working and more vehicle movements associated with home delivery.

From April 2021 the Government gradually relaxed and removed the Covid-19 restrictions in force: restrictions on limitations for mixing outdoors were relaxed in May, and most legal limits on social contact were removed in July. Since then, more people have resumed making regular journeys, such as to offices and retail stores. This has been associated with an increase in the volume of traffic on the network and the return of morning and evening peaks in traffic movements.

### **2.1 North Tyneside Council Covid-19 Response**

The Authority has continued to deliver a number of measures during 2021-22 such as:

- Pavement licences to allow cafes, pubs and restaurants to place removable chairs and tables outside of their premises. The Authority currently has 37 active temporary pavement licences that are due to expire in September 2022. From October 2022 businesses will be able to apply for permanent licences.
- During the 2021/22 financial year the Authority was successful in obtaining external funding from the Department for Transport's Capability Fund, which includes the promotion of active travel with schools and businesses. The Authority also secured funding to purchase pedal-powered, electrically assisted e-cargo bikes, which have subsequently been loaned to local businesses to further promote sustainable travel.

### **3. Principle 1 – Reduce carbon emissions from transport**

#### **3.1 Carbon emissions**

Transport emissions constituted c.36% of carbon emissions in North Tyneside in 2019. The North Tyneside Climate Emergency Board held its first meeting in March 2020 and the associated North Tyneside [Climate Emergency Action Plan](#), presented to Cabinet on 19 October 2020, set out priorities and theme areas to enable the Authority to address key issues including borough-wide carbon emissions from transport.

The Authority has invested substantially in initiatives which improve cycling, walking, wheeling and public transport, with funding secured from the Active Travel Fund and Transforming Cities Fund most recently. The Authority is also working with other local authorities in the region, Nexus, Transport North East and local bus operators on proposals for a bus ‘Enhanced Partnership’, which could secure additional external funding for measures to support increased bus use in the region.

#### **3.2 Adapting Travel Behaviour**

The Authority is continuing to support a change in culture by promoting people to adapt their travel behaviour to use more sustainable forms of transport other than car travel. These measures are covered in detail within Principle 2 where further information is provided on walking and cycling initiatives and Principle 4 which provides information on the Authority’s investment in cycle infrastructure.

#### **3.3 Infrastructure for zero-emission vehicles**

During 2021/22 the Authority produced its Zero Emission Vehicles Strategy, which supports the ambition of the Our North Tyneside Plan 2021-2025. The strategy aims to support the take-up of zero emission vehicles (ZEVs), such as electric or hydrogen fuel cell vehicles, in preference to petrol or diesel vehicles in the borough.

Many owners of electric vehicles (EVs) find it most convenient to charge their vehicles at home and overnight: charging overnight, when overall electricity demand is lower, also helps reduce carbon emissions further by maximising the use of renewable energy. Government grants were available for residents and businesses to install EV charging infrastructure at their premises. DfT are closing the plug-in car grant scheme in the 2022/23 financial year as the funding was temporary. However, any applications prior to the announcement will continue to be honoured

During 2021/22, the number of ‘Rapid’ chargepoints at Bournemouth Gardens car park in Whitley Bay was increased from two to four. To date, North Tyneside has 54 public charging devices installed in car parks across the borough, of which 18 are rapid charging. Publicly accessible EV chargepoints provided on a commercial basis, at destinations such as supermarkets, are also becoming more widespread.

As part of the aims of the ZEV Strategy the Authority will seek to upgrade and expand the existing network of EV chargepoints in its car parks and premises. The

Authority has worked with partners in the region on a procurement process to identify a provider for a regional EV charging network, which will assist in delivering the provision of further chargepoints.

The Authority will continue to review the opportunities for EV charging infrastructure in line with the Our North Tyneside Plan and the ZEV Strategy.

## 4. Principle 2 – Improve health outcomes

### 4.1 Growth in cycling

The North Tyneside Cycle Strategy was adopted in March 2018 and set a target to achieve an annual increase in cycling trips of 7%. This is measured using automatic cycle counters at points around the network.

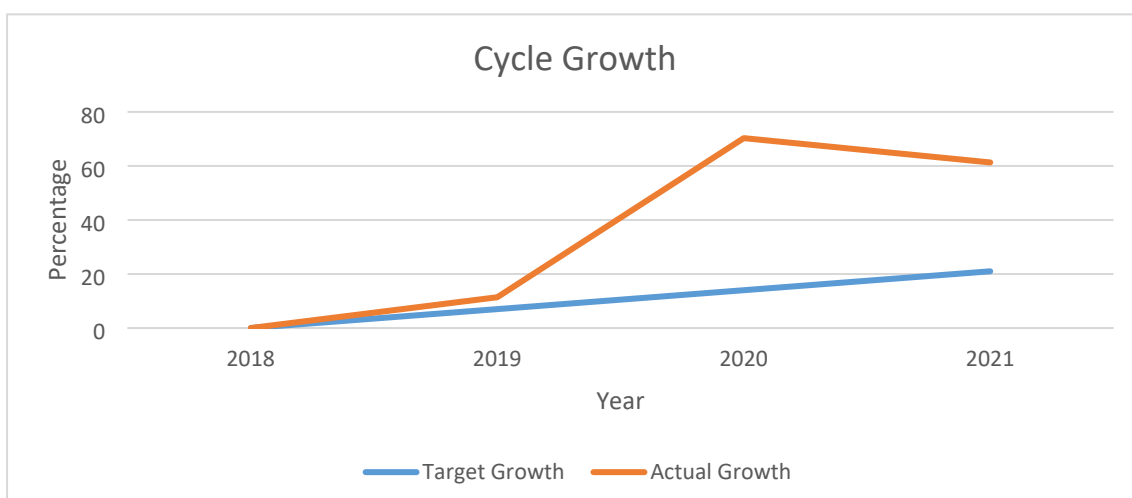
Table 4.1 below tracks the growth in cycling within North Tyneside using the 2018 trips as a baseline.

**Table 4.1: Target and actual annual cycle growth**

Year	Target Annual Growth	Actual Annual Growth	Total Growth above Target Growth (pp, percentage point <sup>1</sup> )
2018 Baseline	0%	N/A	N/A
2019	7%	+11.4% over previous year	4.4pp
2020	14%	+58.9% over previous year	56.3pp
2021	21%	- 9% below previous year	40.3pp

Figure 4.1 below shows the actual growth in cycling within North Tyneside compared with the target growth since the adoption of the North Tyneside Cycle Strategy in March 2018.

**Figure 4.1: Cycle Growth**



<sup>1</sup> A percentage point is the unit for the arithmetic difference between two percentages. For example, moving up from 20 percent to 22 percent is an increase of 2 percentage points but a 10 percent increase in the quantity being measured.



In 2021, cycling growth within the borough has increased by 61.3% when compared with the baseline set in 2018, 40.3 percentage points higher than the Authority's target growth for the year.

## **4.2 Go Smarter in North Tyneside**

The Go Smarter in North Tyneside programme ("Go Smarter") aims to promote healthy and active travel and reduce traffic around schools. As well as aiming to change pupil, parent and staff travel behaviour, it can involve physical changes to streets near schools to encourage more sustainable travel.

The team delivers travel behaviour change activity in schools, including assembly presentations, road safety education, work with school councils, car-free days, site audits with pupils, and other in-class sessions.

The team also works with colleagues to develop social media campaigns around active travel to school.

### **4.2.1 Infrastructure and School Streets**

An example of a Go Smarter infrastructure scheme can be seen at Vernon Drive outside Monkseaton Middle School. The scheme has converted the street to be no-entry for motor vehicles at one end and prevents pavement parking in front of the school gates. Following the success of that scheme over the original 18-month trial period, public consultation has been carried out on a proposal to make it permanent.

At other schools, schemes such as safe crossings, traffic calming and parking restrictions have been implemented. Five trial 'School Streets' schemes, which create a safe area for children outside the school gates by restricting motor vehicle access, are now in place. Each scheme has been installed on an 18-month trial basis and will be evaluated throughout. The schemes operate for periods to coincide with school start and finish times, and certain vehicles such as residents are still allowed access.

Schemes started at Denbigh Community Primary School, Hadrian Park Primary School, Langley First School and Wellfield Middle School in March 2021. The next tranche of the scheme involved one further School Streets scheme, at New York Primary School, which commenced in April 2022.

The School Streets schemes have been successful in creating an environment that supports children and their parents to get to school by walking, cycling, child's scooter, or 'park and stride' from a nearby parking location. In addition, this supports local air quality around schools and contributes to carbon reduction.

As such, the Authority will seek to work with schools to implement further School Streets schemes where this is feasible and benefits can be delivered.

Each scheme has been supported by Go Smarter behaviour change activity, as well as engagement with the Walk to School scheme being delivered by Living Streets.

#### 4.2.2 Bikeability training

The Authority continues to deliver cycling 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 number of training places delivered was 2,627 and slightly surpassed the number of places delivered prior to Covid-19. The Authority continues to examine the range of Bikeability training modules which are offered and explore opportunities to further increase participation in Bikeability training.

#### 4.2.3 Road safety education

During the last year, the team has expanded the scope of its road safety training to complement the pedestrian training programme already in place, engaging with a much higher number of pupils than previously possible. Maintaining safety outside and around schools is a key focus in encouraging parents and children to travel actively.

The Road Safety Education programme in North Tyneside is run in conjunction with regional colleagues. Over a six-week period, through both classroom delivery and practical experiences, pupils learn about the 'green cross code', how to approach crossing roads independently, how to navigate junctions safely and how to look out for parked cars.

The Authority has delivered road safety training to 6,535 pupils in the 2021/22 academic year up to April 2021. This is significantly higher than the 573 pupils that received training in the 2020/21 academic year, which was affected by school closures and restrictions related to national Covid-19 measures.

#### 4.2.4 2021-22 Walking Back to School Project in North Tyneside

The team are working with the voluntary sector organisation Living Streets to roll out their walk to school project, using Department for Transport funding, at schools in the borough.

The scheme encourages active travel to school by recording children's journeys and enabling them to earn monthly badges for making the school run by active means.

This has met with considerable success and surveys at the schools involved showed an increase in sustainable travel compared to before they engaged with the scheme.

#### 4.2.5 Go Smarter Summary

The Go Smarter programme continues to offer support for schools in encouraging active and sustainable transport.

The Authority continues to expand the School Streets initiative, with the four School Streets schemes implemented in March 2021 planned to continue on a permanent

basis. The Authority will continue to monitor the new School Street at New York Primary over 2022/23.

The Authority has delivered substantial levels of Bikeability training and road safety education in 2021/22, after delivery of both was affected by Covid restrictions in 2020/21.

### **4.3 Summer of Cycling**

The Summer of Cycling campaign for 2021 aimed to get people of all ages and abilities to get active on their bikes.

Last year, the campaign delivered over 30 sessions during the summer months which included Family guided rides, Summer Spinnerz (guided rides for young people) Bikeability training for young people and adults and our Adapted Cycle sessions.

Online information was also shared wider on our social media platforms providing residents with basic bike maintenance; and information on where to get bikes repaired or buy bicycles on a budget locally.

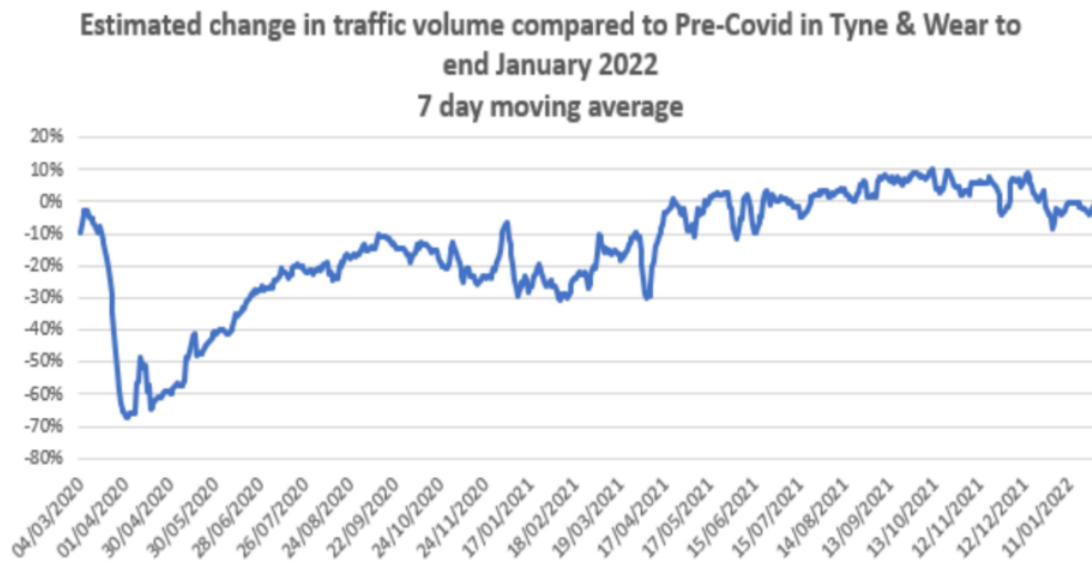
The Summer of Cycling campaign is growing momentum with its continued rise in popularity and attendance.

### **4.4 Traffic Volumes**

Traffic volumes were initially substantially reduced when national Covid restrictions were introduced in March 2020. From Spring 2021, overall traffic volumes returned to at or above pre-Covid levels. However, travel patterns were substantially reshaped, with motor traffic volumes distributed more to the middle of the day rather than the traditional peak hours; much reduced public transport patronage combined with reduced capacity on board public transport to support social distancing; increased participation in cycling and walking; increased home working and more vehicle movements associated with home delivery.

Figure 4.1 below shows the estimated change in traffic volumes across Tyne and Wear between March 2020 and January 2022. However, more recent data suggests a partial return to the traditional morning and evening peaks for motorised traffic flows.

**Figure 4.2: Change in Traffic Volumes**



#### 4.6 Road Collisions

The Traffic and Accident Data Unit (TADU) holds traffic accident, traffic flow and cycle flow data for the Tyne and Wear area. This information is used by the local authorities, police and other organisations to plan and implement better campaign, education, training, enforcement and engineering activities across the area.

For the North East region, 2021 has continued to see a reduction in casualty numbers from its previous year. This is despite the estimated traffic levels recovering significantly towards, and at times above, pre-Covid levels throughout 2021.

As shown in the Casualties by Year and Severity 2017-2021 graph included in the Data Factsheet in Appendix B, the total number of casualties in North Tyneside declined in 2021, continuing the broadly decreasing trend shown over recent years.

The standard practice is to record an authority's performance based on a rolling three-year average, which gives a clearer picture of the underlying trend despite possible annual variation in the data. The baseline figures are calculated from collisions in North Tyneside from 2016 to 2018, in line with the [North East Transport Plan](#).

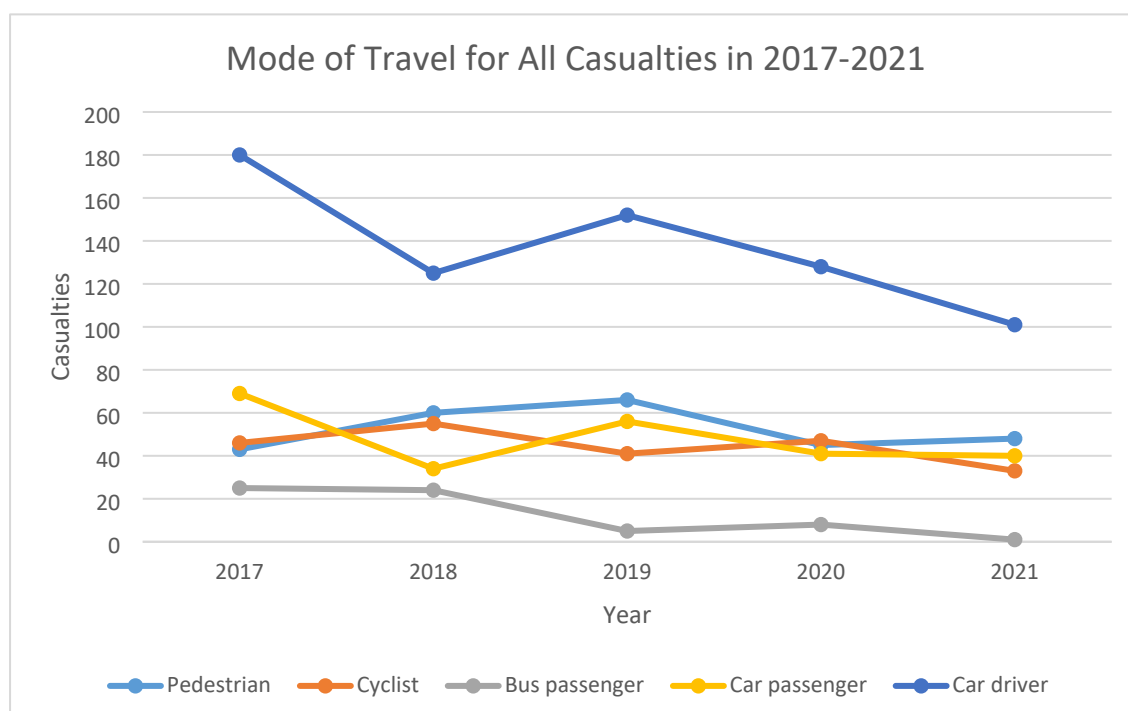
Based on the three national standard classifications by which casualties are recorded:

- Casualties killed or seriously injured (KSI) – the 3-year average figure for 2019-21 was 48, which represents a 21% decrease compared with the baseline average figure of 61.
- With regard to casualties involving a child being killed or seriously injured (Child KSI), over the period 2019-21 there was an annual average of 10 such casualties; the annual average figure was also 10 during the baseline years.
- Casualties classified as Slight – the 3-year average figure for 2019-21 was 223, which is 7% lower than the baseline average figure of 240.

#### 4.6.1 Casualties by mode of travel

The graph below shows how all casualties are distributed across different travel modes, specifically walking, cycling, as a passenger (car or public transport), and as a car driver. The data shows that in 2021 around a third (36%) of casualties were walking or cycling, around one in six (18%) were a passenger and just under half (45%) were driving.

**Figure 4.3: Mode of Travel for All Casualties**



The numbers of casualties involving car drivers and car passengers both continue to show a decreasing trend. Casualties involving bus passengers have also shown a decreasing trend, although this may be affected by overall lower passenger numbers associated with Covid restrictions.

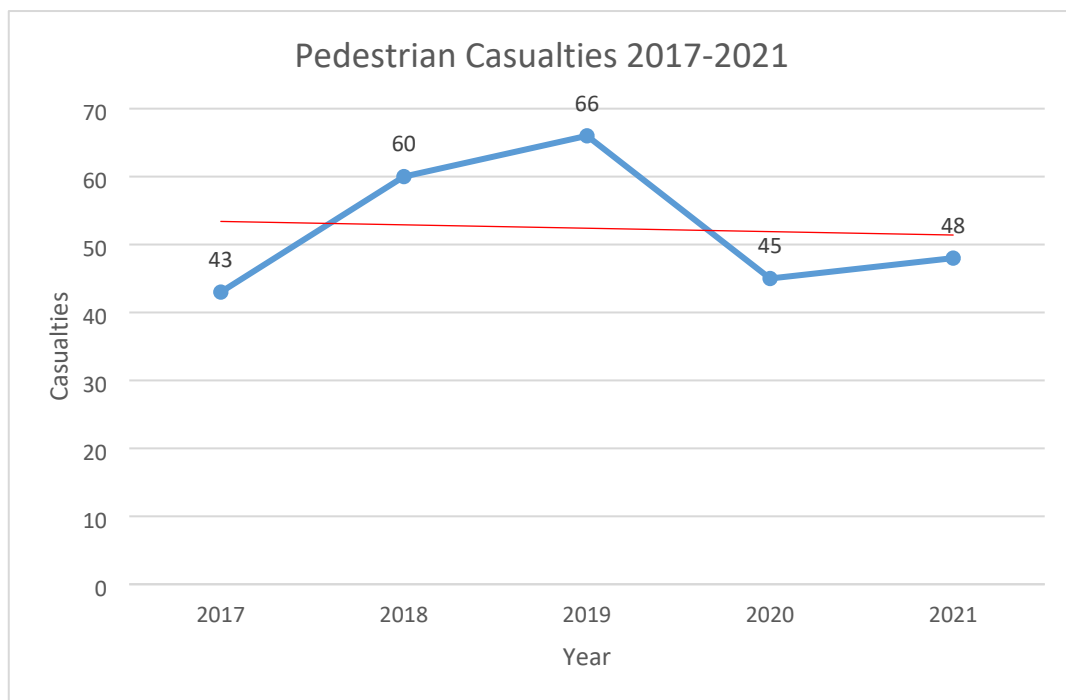
However, the trend in pedestrian and cycling casualties is less clear, despite a notable decrease in cycling casualties in 2021: these are discussed in more detail below.

#### 4.6.2 Collisions involving pedestrian casualties

The graph below highlights that the number of pedestrian casualties on the highway network showed an increase from 2020 to 2021, although it remained below the trendline (shown in red) of pedestrian casualties between 2017-2021. In 2021, 22% of the recorded casualties were pedestrians.

Pedestrians are vulnerable road users and are almost always injured when in a collision with a vehicle. The Authority continues to invest in upgrading and introducing additional crossings across the network to support the safe interaction of pedestrians and highway traffic. The Authority continues to review the details of pedestrian-related collisions that have occurred to assist in directing funds to the appropriate interventions.

**Figure 4.4: Pedestrian Casualties**



#### 4.6.3 Collisions resulting in cycling casualties

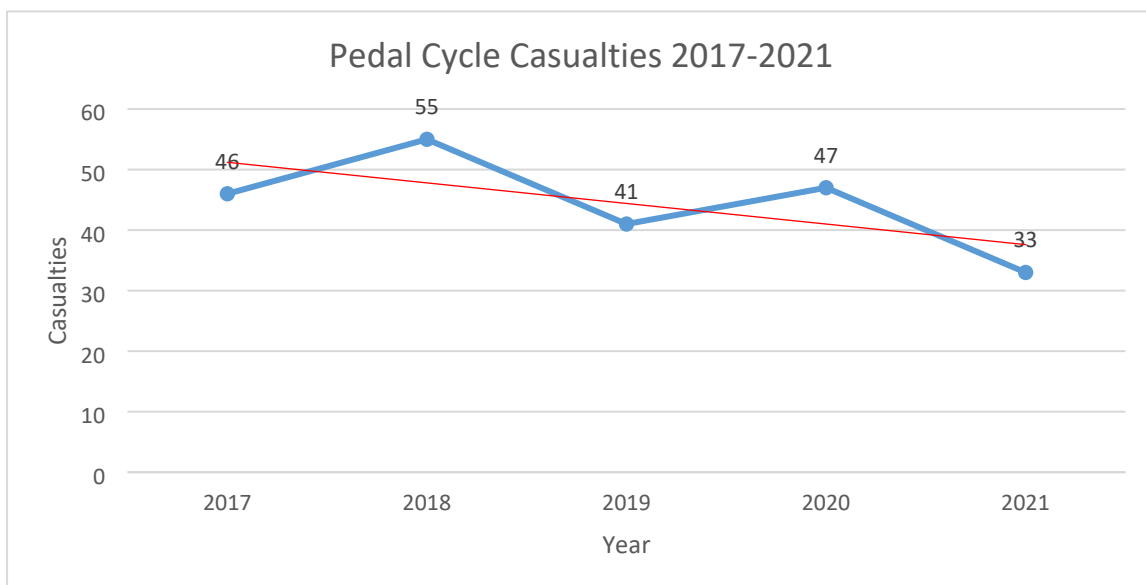
The graph below shows how the number of cycling casualties has shown a generally decreasing trend since 2017, notwithstanding some variation from year to year, and decreased further to 33 in 2021. It should be noted that this is against a background of generally increasing cycling.

As identified in the [North Tyneside Cycling Strategy](#), the Authority has ambitious growth targets for cycling of 7% per year and aims to develop a network of Strategic Cycle Routes (“Tube Map”): see Appendix C. In view of this it is essential to support people in feeling confident that they can safely cycle to destinations in the borough.

In 2021, 15% of collisions in North Tyneside involved someone cycling, which is a decrease when compared with 17% of collisions in 2020. Following the Covid-19 pandemic there have been increases in everyday cycling for personal business and leisure, with more people participating in cycling. The Authority continues to review the details of cycling-related collisions that have occurred to assist in directing funds to the appropriate interventions.

The North Tyneside Cycling Design Guide, and the national guidance document LTN 1/20, support the delivery of appropriate infrastructure that supports increased cycling numbers and design considerations that improve safety.

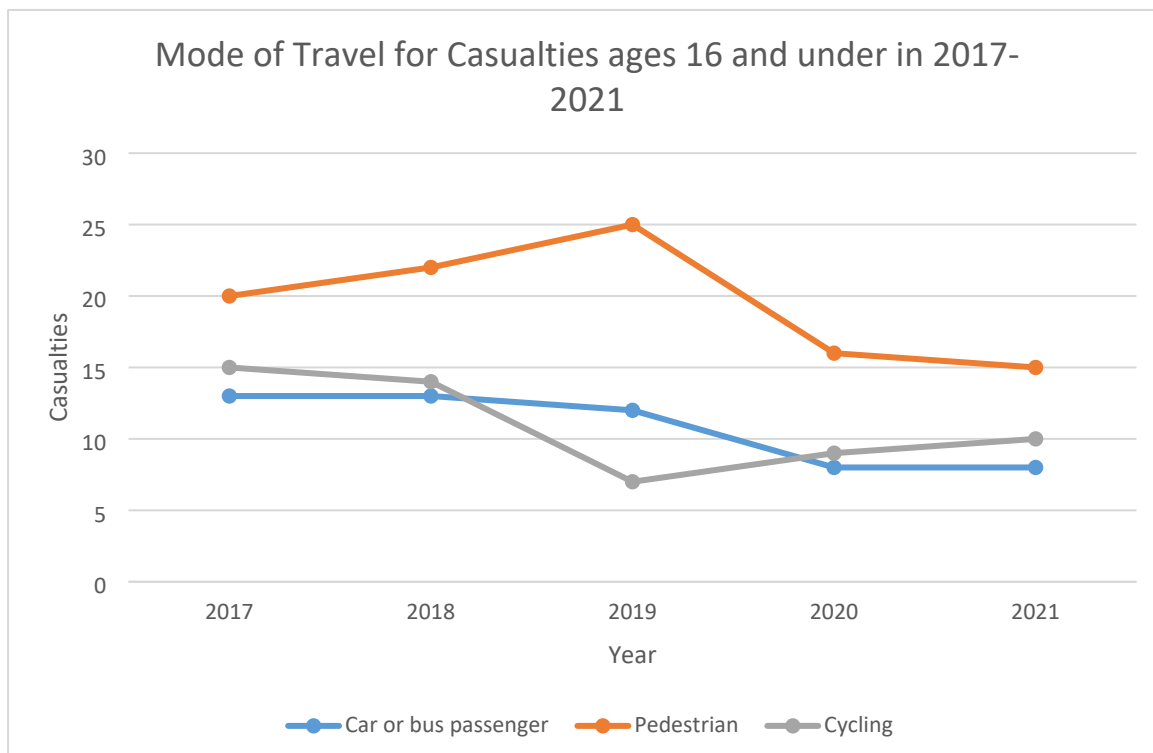
**Figure 4.5: Pedal Cycle Casualties**



#### 4.6.4 Collisions involving children

The graph below shows the collisions that involved children (aged 16 and under) and how the casualties distributed across different travel modes, specifically walking, cycling, and as a passenger (car or public transport). Casualty figures for children as pedestrians, or as car or bus passengers, have showed a broadly decreasing trend, with little change from 2020 to 2021. The casualty figure for children cycling showed a slight increase in 2021, although it remained below the levels seen in 2017 and 2018.

**Figure 4.6: Mode of Travel for Casualties age 16 and under**



As part of the Go Smarter North Tyneside behavioural change programme the Authority is investing in infrastructure along routes to schools to support more sustainable travel choices. The Authority’s Go Smarter work is coordinated with road safety training such that pupils are made aware of how to safely use the new and existing infrastructure and become confident in travelling by foot, child’s scooter, or cycle. Continuously improving the safety record outside and around schools is a key focus in encouraging parents and children to travel more sustainably.

Since the Go Smarter project began, sustainable travel into the borough’s primary schools<sup>2</sup> has risen by 12% to 66%. The overall level of sustainable travel, including secondary and middle schools, has risen each year and is currently at 73%.<sup>3</sup>

#### 4.6.5 Collisions by speed limit

The charts below show 2021 collisions based on speed limit. The chart shows that only 12% of collisions occurred on a road subject to a 20mph limit, despite around three-quarters of the local highway network being subject to a 20mph limit.

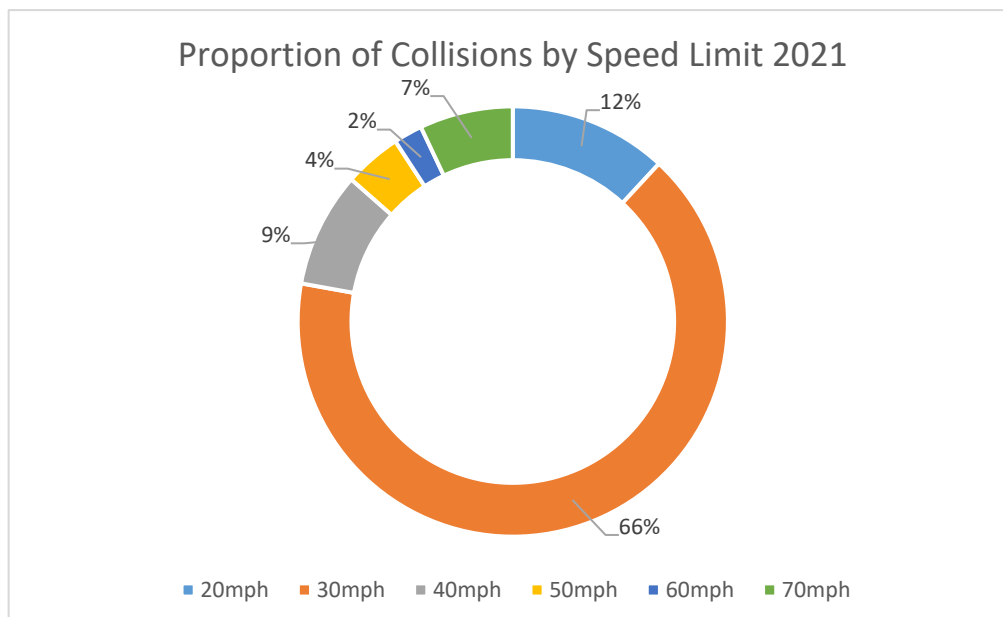
Most collisions occur on 30mph roads, which account for around 15% of the local highway network, the majority of which are A and B roads where traffic volumes are substantially higher.

<sup>2</sup> In 2021/22, 26 of the 57 primary schools in the borough provided the Authority with travel survey data

<sup>3</sup> In 2021/22, 29 of the 72 schools in the borough provided the Authority with travel survey data



**Figure 4.7: Collisions by Speed Limit 2021**



The Authority is part of the Northumbria Safer Roads Initiative (NSRI) Partnership which in addition to speed camera enforcement undertakes a wide range of education, training and publicity initiatives, including media campaigns, to promote road safety which is considered to have a positive influence over the reduction in vehicle speeds and collisions. The majority of the mobile speed camera sites are located on the key distributor roads which are subject to a 30mph speed limit.

#### 4.6.6 Collision cluster locations

The Authority has delivered a significant highway investment programme which started in 2014. The majority of the main highway congestion hot-spots and locations of road safety concern have been subject to junction improvements by way of major schemes. This has had a profound effect upon the collision cluster analysis, which was previously dominated by these locations.

A cluster site is identified as a location where more than 5 collisions have occurred over a 3 year period within a 50m radius. The table below identifies the five locations where these criteria were met (for the period 2019-2021) and identifies what current and future schemes will seek to address them. There are 5 cluster locations identified within this report, which is the same number as identified in last year's report (over the period 2018-2020). A plan of the Collision Cluster Locations is included as Appendix D.

**Table 4.2: Cluster Locations within North Tyneside**

(where more than 5 collisions have occurred over a 3 year period within a 50m radius)

<b>Cluster Location</b>	<b>Cluster Rank</b>	<b>Slight</b>	<b>Serious</b>	<b>Fatal</b>	<b>Daily Traffic Volume (Est.)</b>	<b>Proposed Scheme or Measures</b>
A188-A191 Four Lane Ends junction	1	3	3	0	25,000	While this remains a cluster site, the number of collisions at the junction is 70% lower following completion of the previous major scheme when compared with a 3 year period prior to the scheme's completion. Further work will be undertaken on this corridor in 2022/23 to improve public transport movements with external funding from the Transforming Cities Fund.
A187 Howdon Road – Prudhoe Street	2	5	1	0	10,000	Works will be undertaken at this junction in 2022/23 with external funding from the Highway Maintenance Challenge Fund and linking into the Authority's wider North Shields regeneration plans

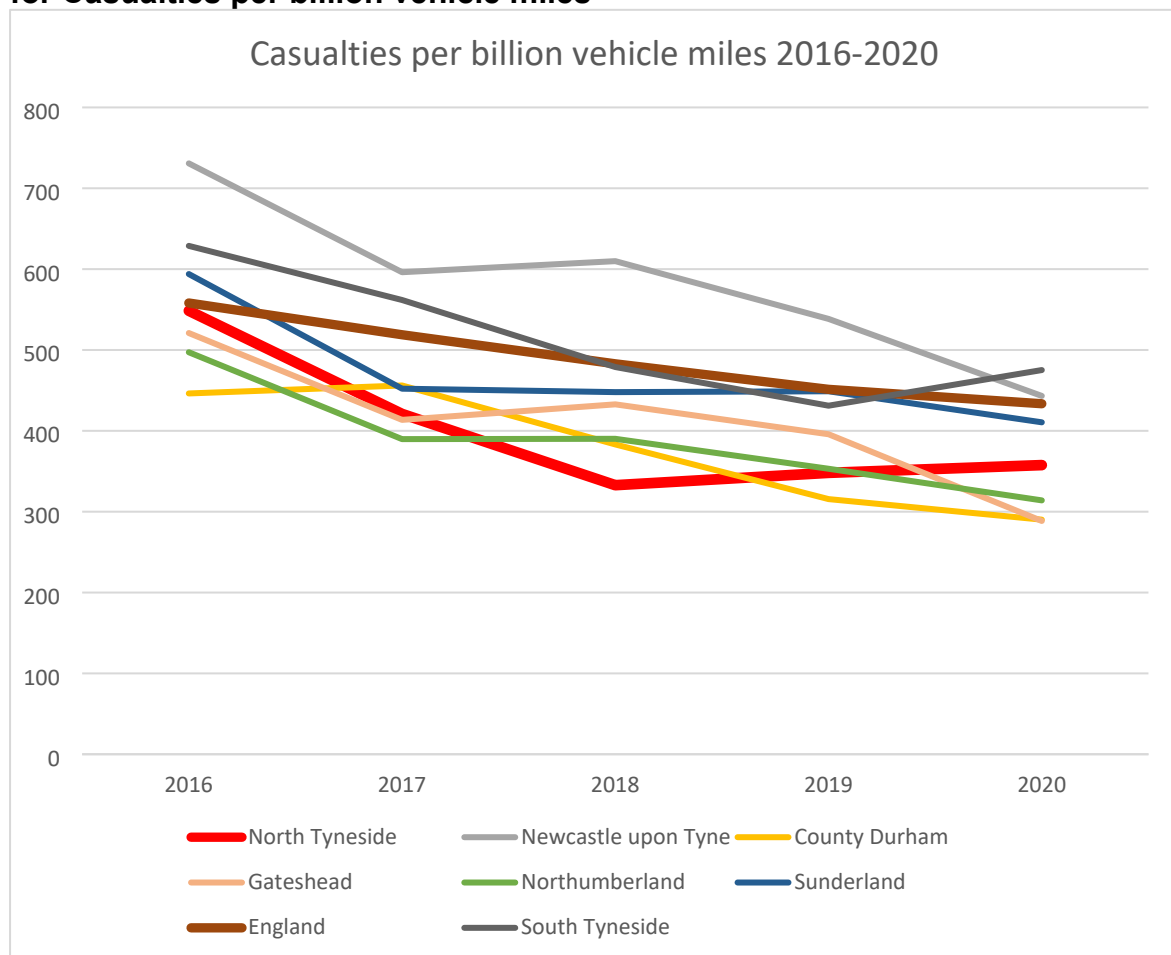
A193-High Flatworth roundabout	3	7	0	0	28,000	While this remains a cluster site, the severity of collisions has decreased following the implementation of the recent major scheme. This involved improvements to the roundabout to improve access to and egress from the Household Waste Recycling Centre and Tyne Tunnel Trading Estate, with signalised Toucan crossings installed for people cycling and walking. The Authority will continue to monitor the performance of the junction.
A1058 Coast Road at West Street	4	7	0	0	53,000	New cluster site: further investigation to be carried out. Potential future LTP scheme if appropriate.
A193-Norham Road roundabout	5	6	0	0	25,000	While this is a cluster site, there has been a 25% reduction in collisions at this location, and a reduction in severity, since some junction improvements were made as part of a wider major scheme. The Authority will continue to monitor the performance of the junction.

#### 4.6.7 Benchmarking of Road User Casualties

In September 2021 the Department for Transport released the Reported Road Casualties Great Britain: 2020 Annual Report, which provides the number of personal injury road traffic accidents in Great Britain, as reported to the police in 2020 using the STATS19 reporting system. This includes all accidents that were reported by the police and that occurred on a public highway involving at least one motor vehicle, horse rider or pedal cyclist, and where at least one person was injured.

To assist in benchmarking the trends in road casualties against other areas, a comparison was undertaken, of numbers of casualties relative to distance travelled, against other local authorities in the North East and the England average – please see the graph below.

**Figure 4.6: Benchmarking North Tyneside against North of the Tyne Combined Authority, North East Combined Authority and England (all local authorities) for Casualties per billion vehicle miles**



Against this measure, North Tyneside is for the most part performing well against other North East authorities and England, having seen a substantial reduction since 2016 to a lower level than most of the comparator authorities: over this time the level in North Tyneside has remained below the England average.

## **4.7 Scheme delivery**

During 2021/22 the Authority delivered:

- 12 LTP road safety schemes aimed at e.g. addressing local sections of highway subject to excessive speeding and improving crossing provision on busy roads;
- 2 schemes aimed at improving access to public transport;
- 12 parking improvement schemes (double yellow lines, etc.);
- 15 advisory disabled bays;
- 3 LTP sustainable travel schemes aimed at improving sustainable links: many of these were delivered in conjunction with the Go Smarter programme to improve links around schools;
- 7 schemes improving Public Rights of Way; and
- cycling and rights of way infrastructure:
  - approximately 4km of improvements to dust-surfaced paths such as the Waggonways; and
  - 12 heavy vegetation cuts.

The requirement of all road users are considered when developing schemes. This varies from scheme to scheme but includes the following measures:

- Dropped crossings for accessibility for wheeling (wheelchairs, push chairs, scooters etc.)
- Tactile paving for visually impaired
- Sensory unit within light controlled crossings for hard of hearing and visually impaired users.

Highway maintenance work delivered in the borough is reported separately as part of the HAMP (Highway Asset Management Plan) Annual Report, which is provided to Cabinet in Autumn each year.

## **4.8 Road safety and speed monitoring**

The Authority has a rotation programme for driver speed feedback signs ('your speed' indicators), also known as Variable Message Signs (VMS), which covers a total of 113 locations. This data can be used if any issues are highlighted at these locations. The feedback signs themselves usually achieve a reduction of approximately 3-4mph bringing speeds into compliance with the signed speed limit and therefore provide a positive effect for local residents.

Below are the different Driver Speed Feedback Sign rotation programmes which the Authority is currently running:

- Residents' VMS Programme
- School VMS Programme
- Ward Rotational Programme
- Ad-Hoc VMS Programme

In addition, the Authority has fixed feedback signs at the following locations:

- Beaumont Drive (St Mary's ward);
- Park Lane (Valley ward);
- Park Avenue (Whitley Bay ward);
- Battle Hill Drive (Battle Hill ward); and
- Seatonville Road (Monkseaton South ward).

The Authority undertakes an analysis of the DfT Trafficmaster data for the borough to identify roads where speeds are in excess of DfT recommended tolerances. For each of the identified roads the Authority reviews the locations to assess whether it is appropriate for any physical measures to be introduced, and to add the location to the Ad-Hoc VMS Programme and review the data collected from the VMS units.

#### 4.9 Perceived Safety

Planning and design are crucial for creating safe and sustainable public transport options. People can be discouraged from using public transport facilities if there are safety and security issues, which reduce their quality of life by creating a barrier to using these facilities.

Nexus undertake Customer Satisfaction Surveys on the Metro and buses operating within Tyne and Wear. The feedback they have received on personal safety is below:

- Metro (average score out of 10)
  - Your personal security approaching the station is 7.4
  - Your personal security at the station is 7.3
  - Your personal security on trains is 6.9
- Bus (average score out of 10) – see table below

**Table 4.3: Perceptions of Safety from Nexus Customer Satisfaction Surveys on the bus in Tyne & Wear**

Survey question	2021/22	2021/22 sample size
Do you feel safe travelling on the bus in darkness?	7.9	144*
Do you feel safe travelling on the bus in daylight?	8.0	293*
Do you feel safe waiting at this bus station in darkness?	7.9	144*

Do you feel safe waiting at this bus station in daylight?	8.0	1555
Do you feel safe walking to and from this bus station in darkness?	7.9	144*
Do you feel safe walking to and from this bus station in daylight?	8.0	291*

\* Values are based on a low sample and are somewhat representative of the bus travelling population (+/-5%)

Nexus also have an Insight Panel open to people living in Tyne and Wear, Northumberland and Durham, whose members are asked to complete a short online survey once a month with the results shared on the Nexus website.

In order to support personal security, Nexus, as operator of the Metro network, provides the following:

- regular co-ordination meetings with Police and other partners resulting in targeted interventions;
- displaying security telephone/text number at all stations and trains;
- periodic community reassurance exercises, with mobile staff on the Metro system interacting with the community;
- ensuring all stations meet the standard to comply with the relevant Safer Tram Stop/Station schemes;
- a new generation of advanced CCTV with over 720 cameras installed at all 60 stations providing crystal clear footage;
- train CCTV and body-worn cameras for staff;
- targeted patrols in areas with high anti-social behaviour;
- roving patrols by customer services and security staff around network, and
- Metro Police Unit, British Transport Police and Neighbourhood Police teams presence around network.

In addition, at Nexus-run bus interchange facilities:

- CCTV is installed at all interchanges;
- Nexus works extensively with Youth Offending Teams with regard to intervention and diversionary methods to deter willing individuals not to reoffend; and
- Nexus has a Schools Liaison Officer who works throughout Tyne and Wear.

#### **4.10 Air Quality**

Motor vehicles in general are a major source of local air pollutants such as nitrogen dioxide (NO<sub>2</sub>) and fine particulates. While North Tyneside has no locations where air quality exceeds national thresholds (exceedances), the Authority will continue to support wider efforts to improve air quality. The Authority also helps to improve local air quality by taking wider measures to support sustainable transport, such as constructing new cycling routes, promoting active travel to school children and their families through the 'Go Smarter' programme, and introducing 'School Streets'

schemes, which remove most motorised traffic from around the school gates at start and finish times.

In 2021/22 the Authority launched its anti-idling campaign to encourage motorists to switch off their engines when stationary. Vehicle idling is a major factor in poor air quality and turning vehicle engines off when stationary is an easy but effective way to improve it. To date, the campaign has been rolled out to 30% of the primary schools in the borough.

#### **4.11 Biodiversity in scheme delivery**

The Authority has a joint Biodiversity Action Plan with Newcastle City Council which identifies plans to deal with priority habitats and species within the Authority's boundaries. The plan aims to manage the natural environment effectively and protect the natural resources.

Biodiversity is considered in all schemes; however, the most commonly affected schemes involve any improvement works to public rights of way and the road network. These schemes can sometimes require removal of trees or other vegetation, or heavy pruning, and occasionally involve working in sensitive areas where there is a risk of protected or priority species being present. The Authority mitigates any impacts by ensuring works are undertaken in accordance with the law (e.g works being undertaken outside the bird nesting season) and ensuring that the appropriate surveys and mitigation measures are in place.

#### **4.12 Flood action**

The Authority has an operational Flood Action Plan which looks to deliver flood avoidance measures and provide mitigation throughout the borough based on responding in a planned way following weather warnings.

The Flood Action Plan identifies highway infrastructure and properties that need to be protected, routes for deployment, a strategy for each site and the materials that need to be placed at each site. The document is reviewed on an annual basis to ensure the plan remains accurate.



## 5. Principle 3 – Support inclusive economic growth

The Authority is continuing to support the attractiveness of the borough's town centres and district centres as places to spend time for residents and visitors, supporting accessibility, particularly by more sustainable modes of transport, and sense of place.

The Authority has commenced implementation of its masterplan for North Shields, which aims to transform the town centre and riverside to create an environment where people choose to live, work and spend their leisure time.

The projects for delivery over the lifetime of the masterplan include:

- Transport Hub (new bus interchange adjacent to Metro station and changing places facility, delivered with external funding from the Transforming Cities Fund) and new Town Square
- Public realm improvements at Bedford Street and Saville Street
- Northumberland Square redevelopment
- Howard Street Cultural Quarter
- Riverside Embankment walkway
- Gateway improvements: East Tynemouth Road and the Law Courts; South East Fish Quay/Brew House Bank; West Howdon Road/Coach Lane/Saville Street
- Allocated housing sites: Tyne Brand mixed use site; Unicorn House residential
- Plans to relocate the Shields Ferry landing

The Shields Ferry fulfils a valuable role as a link in the borough's public transport network, catering for trips to work and local destinations and for leisure journeys. The ferry carried 287,025 passenger trips in 2021/22, an increase of 89% over the previous year, when passenger numbers were affected more by national Covid restrictions. Plans are being developed as part of the North Shields masterplan to relocate the Shields Ferry landing to be closer to the Fish Quay, providing an even more convenient link to local destinations.

The Authority has committed in its [Our North Tyneside Plan 2021-2025](#) to bring forward masterplans for Wallsend and Whitley Bay town centre areas. The Authority has also committed 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.

The Authority has also secured substantial external funding to deliver a programme of transport improvements over recent years to junctions and corridors in the borough. This has sought to improve road safety, minimise congestion and take opportunities to improve the network for public transport, cycling and walking, while seeking to support economic growth at local employment sites and provide improved accessibility to these locations.

Two major schemes which have been recently been completed or are currently on site are shown in the table below: these works were secured through the planning process and are being delivered by the developer of a housing development in the area.

**Table 5.1: Recent Major Scheme Delivery Programme in North Tyneside**

<b>Scheme</b>	<b>Construction start date</b>	<b>Construction programmed end date</b>
A189 West Moor Roundabout – Signalisation of roundabout and cycling and walking improvement scheme	January 2022	July 2022
A1056 Weetslade Roundabout – Signalisation of roundabout, with improved crossing facilities for cycling and walking	April 2022	December 2022

## **6. Principle 4 – Improve connectivity**

### **6.1 A connected network for cycling**

The Authority, through its highway investment programme, has delivered the provision of new cycling infrastructure to support growth in cycling. The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough in 2022/23.

In addition, in 2021/22 the Authority delivered 4km of improvements to dust surfaced paths such as the Waggonways and 12 heavy vegetation cuts.

As part of the Cycling Strategy a Strategic Cycle Network ‘tube map’ is published, included at Appendix C. The Authority has identified improvements to some of sections of the ‘tube map’ following the successful funding application and continues to seek opportunities for the improvement and delivery on the remaining of sections of the tube map.

### **6.2 Investment in Cycling Infrastructure**

The Authority is continuing to invest in cycling infrastructure following successful applications in order to allow the propensity to cycle in the borough to be realised.

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.

The Authority are currently in the construction phase of a road reallocation scheme on the A191 between its junctions with Foxhunters roundabout and Norham Road roundabout, with funding from ATF Tranche 2. The scheme, which is due to be complete in summer 2022, will provide the following;

- Around 2km of segregated cycle lanes linking the coast from the ‘Foxhunters roundabout’ to Cobalt Business Park; 2km of which is along Rake Lane and which would also connect to proposed new housing developments at Murton Gap;
- A roundabout with protected space for cycling, in line with national guidance LTN 1/20, at Rake Lane and Billy Mill Lane roundabout. The junction will also implement crossing improvements on each of the approach arms for pedestrians and cyclists.

Cycling provision is to form part of the TCF schemes, each of which will commence construction during 2022/23:

- Four Lane Ends-A188 – including a new bus lane and improved access to Four Lane Ends bus, Metro and park and ride interchange, and protected cycling provision on a neighbouring stretch of A191 Front Street
- Links to Metro – cycling provision (including both protected cycle routes and quiet streets), along up to 4km of routes linking into Whitley Bay, North

Shields, Percy Main, and Four Lane Ends Metro stations, with associated walking improvements

- North Shields interchange and associated improvements – alongside the delivery of a new bus interchange, adjacent to the Metro station, and Riverside Embankment Walkway, the scheme includes up to 4.5km of links including cycling provision (protected cycle routes or quiet streets) on links in and around North Shields town centre

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. The scheme, known as the Sea Front Sustainable Route, will make the sea front a safer and more pleasant place to walk and cycle. The route of the scheme follows the National Cycle Network route NCN1, which is popular with visitors and residents alike. The scheme will include traffic calming measures on the highway and raised crossings for easier access to the sea front.

The Authority's continued success in securing external funding has allowed the Authority to deliver improvements to the network of strategic cycling routes, which is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

### **6.3 Public transport developments**

The Authority continues to support the delivery of the regionally significant Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle. The project will provide the first National Rail station in the borough, adjacent to the Metro station at Northumberland Park, and will support accessibility by more sustainable modes to major employment sites in North Tyneside. The Authority works with scheme promoter Northumberland County Council on aspects of the project within the borough.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough. The Authority works with Nexus as appropriate on aspects of the process to facilitate the Metro fleet replacement project.

The Authority is working with Transport North East, Nexus and other North East local authorities on the preparation of a proposed Enhanced Partnership with local bus operators, in line with Government guidance. This could support the delivery of bus priority measures to support bus movements and reliability, and new ticketing products, to benefit bus users and encourage a shift from car use to public transport.

## **7. Principle 5 – Manage demand and enable smart choice for all**

As national Covid lockdown rules continued to be relaxed throughout 2021 and people adjust to modified patterns of work and travel, the Authority has monitored the situation to recognise the changing demands on the transport network and respond accordingly.

### **7.1 Cycling infrastructure**

North Tyneside's first Cycling Design Guide, adopted in March 2018, sets out minimum requirements for delivering safe, well designed cycling infrastructure that supports the Authority's aspirations for growth in cycling journeys.

In 2020 the Government published a new policy paper 'Gear change: a bold vision for cycling and walking', the cycling and walking plan for England, which details a comprehensive, long-term vision to increase active travel. It sets out the actions required at all levels of government to make England a 'great walking and cycling nation'.

This was accompanied by 'LTN 1/20 Cycling Infrastructure Design', a local transport note which provides guidance to local authorities and developers on delivering high quality, cycle infrastructure. The document brought in new higher standards for cycling infrastructure which will be overseen by Active Travel England, the Government's new inspectorate for cycle infrastructure.

Work to refresh the North Tyneside Cycling Strategy will include updating the Cycling Design Guide to reflect recent developments, including LTN 1/20, seeking to ensure that high quality cycling infrastructure is installed in the borough. This will also include a Local Cycling and Walking Infrastructure Plan (LCWIP), in accordance with Government advice: the LCWIP is to be based on the 'tube map' routes and cycling and walking improvements in town centres, and can be used for future bids for funding and in seeking developer funding.

As covered in Section 6.2, the Authority has been successful in obtaining significant amount of external funding which will see the installation of cycling infrastructure on up to 12km of the network, starting in 2022/23.

### **7.2 Walking and Cycling Index 2021**

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. 2021 is the first year that walking has been included within the assessment.

The Walking and Cycling Index is completed in collaboration with 18 urban areas: one of these covers North Tyneside, Newcastle and Gateshead and is known 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.

Findings from the 2021 report included that:

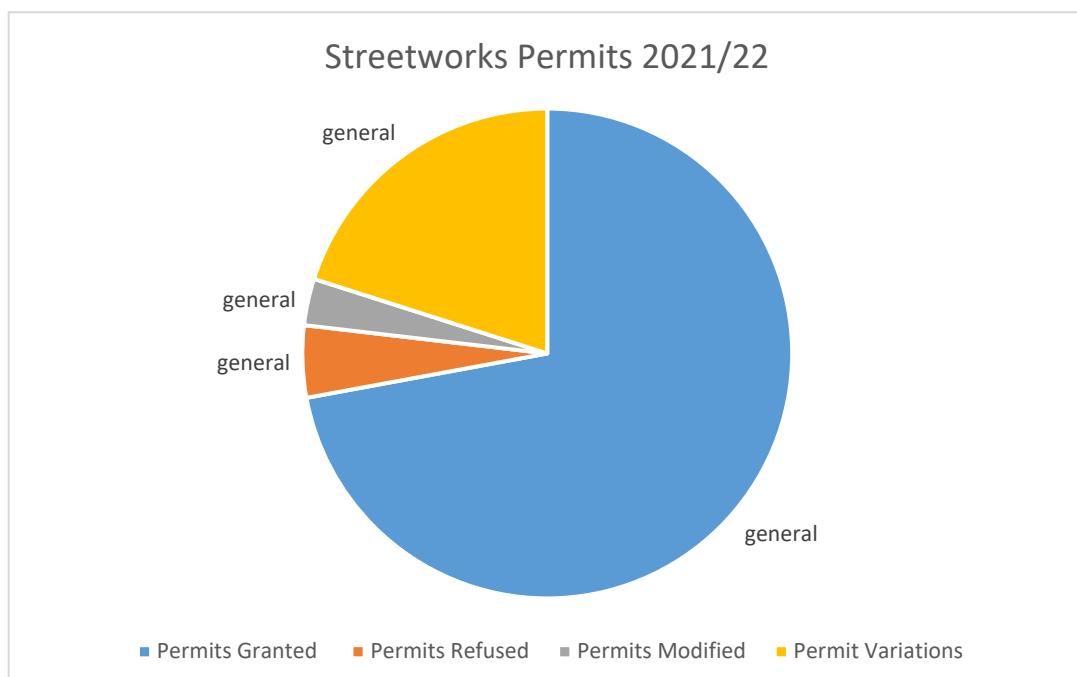
- 7,500 tonnes of greenhouse gases are saved each year by people in Tyneside cycling instead of driving, equivalent to saving the carbon footprint of 16,000 flights to Tenerife
- 23% of residents do not cycle but would like to; this includes 27% of women
- 59% of residents said it would help them cycle more if protected cycle tracks were provided; currently 15% of households in the Tyneside area have cycle tracks nearby.

### 7.3 Managing streetworks

The Authority has continued to effectively manage the highway network through the Streetworks permitting system. The team consider every application received by utility companies and may challenge the request to ensure the minimal disruption is caused to North Tyneside residents and visitors.

The chart below shows that 28% (4,235) of the 15,179 permit requests received during 2021/22 have been challenged or modified through the permitting process. The majority of these are associated with identified conflicts in concurrent road works on the highway network. Those permit requests subject to modification or variation were mostly associated with challenging and changing the traffic management proposals (avoiding the use of 3-way traffic signal control where possible); hours of operation (limiting works to off-peak hours only); and clarifications around specific works extents and locations. The permit system is working well with very few over-runs occurring on the network. The compliance rate on site is good, with very few Fixed Penalty Notices being issued for non-compliance.

**Figure 7.1: Streetworks Permits 2021/22**



## **7.4 Highway network management technology**

The Authority has identified areas where technology can support its network management. This assists in ensuring that traffic signals operate efficiently to the benefit of all road users.

To support this approach, major signal controlled junctions across the 11 corridors defined in the North Tyneside Network Management Plan are being upgraded to be connected to the regional UTMC (Urban Traffic Management and Control) control room. The junctions are also being provided with additional real-time traffic counter equipment that can monitor and analyse fluctuations in demand on each approach, allowing timings to be further refined remotely by the UTMC team.

As part of the regional Transforming Cities Fund allocation, a comprehensive smart bus corridor scheme will be delivered. This will see major bus corridors in the region upgraded such that all traffic signal operations allow for buses to be prioritised based on delay and occupancy. Within North Tyneside this is to include e.g. bus corridors linking Killingworth and Wallsend with Newcastle city centre. Delivery has commenced and will be completed by March 2023.

North Tyneside was one of only 39 councils to be awarded DfT funding through the Local Council Roads Innovation Group (LCRIG). The funding has been provided to maintain and update the traffic control systems that the Authority has invested in over the years. The Authority will focus on replacing the standalone signals that do not form part of the corridors covered within the Transforming Cities Fund. It is envisaged this work will be completed during 2022/23.

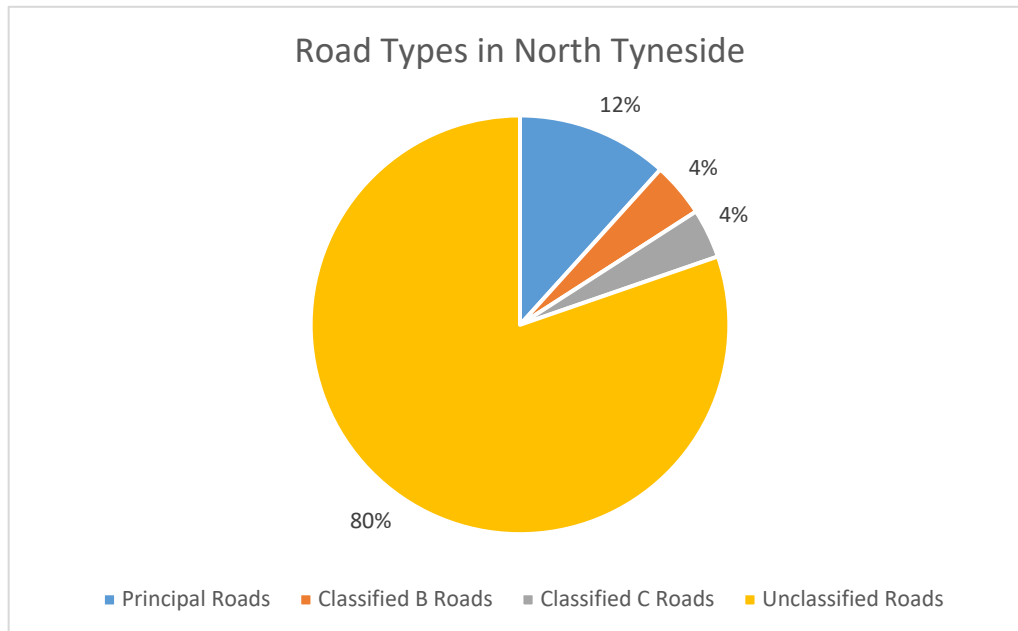
## **7.5 Highway maintenance**

In 2021/22 there was full delivery of the annual road resurfacing programme, which includes the Additional Highway Maintenance project. In brief, delivery in 2021/22 involved:

- 42,000 m<sup>2</sup> of micro-asphalt, enough to surface 4 miles of road;
- 68,000 m<sup>2</sup> of full resurfacing schemes, enough to surface 6.24 miles of road; and
- delivery of around 11 footway improvement schemes.

The highway network incorporates roads of differing standard and class as shown in the graph below.

**Figure 7.2: Road Types in North Tyneside (HAMP)**



The North Tyneside Highway Asset Management Plan (HAMP) includes a commitment as Part 3 to provide an annual report on network performance in terms of maintenance and condition of assets. The annual HAMP report is submitted separately to Cabinet and therefore this report will not include further details of highway maintenance and condition.



## **8. Summary of performance**

### *Principle 1 – Reduce carbon emissions from transport*

Transport emissions constituted c.36% of carbon emissions in the borough in 2019. The Authority is investing in measures which help to reduce carbon emissions from transport to support the Authority's carbon net zero aspirations, and has adopted the first Zero Emission Vehicles Strategy for the borough.

### *Principle 2 – Improve health outcomes*

Cycling in the borough continues to grow, having increased by more than 60% over four years.

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 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.

The total number of road casualties in North Tyneside declined in 2021. The three-year average figures for 2019-21 also showed a decrease in casualties compared with the baseline.

The Authority continues to invest in the borough's highway network and in local road safety, network management and maintenance schemes.

### *Principle 3 – Support inclusive economic growth*

The Authority has commenced implementation of its masterplan for North Shields and is committed to developing masterplans for Wallsend and Whitley Bay town centres, and to bring investment to the North West of the borough and ensure regeneration has benefits for all residents, in accordance with the Our North Tyneside Plan 2021-2025.

The Authority continues to deliver its programme of transport schemes, with substantial external funding, and is delivering improvements at West Moor roundabout, Weetslade roundabout and A191 New York Bypass-Rake Lane.

### *Principle 4 – Improve connectivity*

The Authority has been successful in obtaining significant external funding to deliver improvements to cycling routes in the borough, and targeted schemes which support public transport movements, in 2022/23. This investment is helping to address the Authority's goals to create a safer environment which supports everyday cycling, walking and wheeling.

The scheme at A191 New York Bypass-Rake Lane will see the Authority install significant improvements to 2km of its strategic cycle network: this will include a redesigned roundabout with segregated provision for cycling and walking, the first of its kind in the North East.

The Authority will deliver a new bus interchange, and embankment walkway linking to the Fish Quay, as part of its North Shields masterplan, with the use of £19.1m of external funding secured from the Transforming Cities Fund.

The Authority continues to support the delivery by Northumberland County Council of the Northumberland Line major project, to re-introduce a passenger service on the rail line between Ashington and Newcastle, with a station at Northumberland Park, which will support accessibility to employment by more sustainable modes.

Nexus has secured funding of £362m to deliver a new Metro fleet, which will improve comfort and reliability for people travelling by Metro in the borough; the Authority works with Nexus as appropriate on aspects of the process to facilitate this project.

The Authority, through Transport North East, works with partners in the North East on the preparation of a proposed Enhanced Partnership with local bus operators, in line with Government guidance, which could support the delivery of bus priority measures and new ticketing products to benefit bus users and encourage a shift from car use to public transport.

#### *Principle 5 – Manage demand and enable smart choice for all*

The Authority is committed to managing the transport network so that it operates effectively and efficiently for all highway users, including public transport, cycling and walking.

The Authority actively manages street works requests from utilities and their contractors, with 28% of permit requests being challenged or modified in 2021/22, and a good compliance rate on site.

The Authority has been successful in obtaining external funding to improve technology in the highway to support improved efficiency in network management.

## **Appendix A – Transport policies and strategies**

The North Tyneside Transport Strategy provides the overall strategic context for transport in the borough, as described in section 1 of the main report.

This is supplemented by the following policies and strategies related to transport:

### **Transport and Highways Supplementary Planning Document (SPD) – adopted May 2017**

This document sets out in detail the policies and procedures adopted by the Authority with regards to the traffic and transport impacts of new development. The document focuses on the need to ensure sustainability in all new development and improved connectivity to local centres, schools and employment sites through new and enhanced infrastructure.

The document supports the housing and jobs growth requirements of the Local Plan whilst challenging development to limit car-based travel, support public transport use, and include infrastructure and measures to support cycling and walking.

The Travel Plan requirements for new developments encourage developers to set and deliver on robust targets for modal share, and ensure that the opportunity for sustainability travel is maximised from the outset.

The SPD was adopted by Cabinet in May 2017 and directly supports all of the principles set out in the Transport Strategy.

### **North Tyneside Parking Strategy – adopted February 2018**

On average, 96% of the lifetime of a car is spent parked, and parking management is an ongoing challenge. The Parking Strategy sets out the Authority's approach to the management of parking in the borough.

Parking forms an integral part of the Authority's transport strategy for the borough. It is essential that parking controls are transparent and consistently applied. This will become even more important as the regeneration of the borough brings new challenges and opportunities.

The strategy also sets out a transparent assessment procedure for considering requests for restrictions and permits: this aims to reduce the assessment time and allow prompt decisions to be taken, with clear next steps shared with an applicant.

The new approach applies a "Solutions Tool" to any request that identifies the source of the problem and seeks to resolve inconsiderate parking through engagement first before resorting to restriction measures. When inconsiderate parking is causing an acute road safety or access restriction for services these requests will be expedited. If engagement is unsuccessful at reducing the scale of the problem then requests would still result in restrictions being considered.

In relation to the design and provision of new car parking relating to developments brought forward through the planning process, the Authority's approach is set out in the Transport and Highways SPD. The Parking Strategy was adopted by Cabinet in February 2018 and directly supports the principles set out in the Transport Strategy.

### **Highway Asset Management Plan (HAMP) – adopted in September 2017**

The local highway network is the largest, most valuable and most visible infrastructure asset for which the Authority is responsible. Well maintained and accessible highway infrastructure is vital and fundamental to the economic, social and environmental wellbeing of the communities of North Tyneside. The aim to maintain a good highway network is complementary to the Our North Tyneside Council Plan and the Authority's commitment to making North Tyneside a great place to live, work and visit. Resident surveys and other feedback show that a well-maintained highway network is a high priority.

The HAMP sets out the Authority's strategic approach to highway and infrastructure maintenance. In order to provide regular information about the highway and infrastructure, the HAMP contains a commitment to provide an annual information report to Cabinet. The HAMP annual information report is presented to Cabinet in Autumn each year and provides information on work undertaken within the last 12 months, future planned activities and other items of general interest.

The HAMP supports all of the principles set out in the Transport Strategy.

### **North Tyneside Cycling Strategy – adopted March 2018**

Cycling is a healthy and sustainable way of making everyday journeys, which often replace motorised journeys. 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 a great place to live, work and visit.

The strategy supports and encourages the growth of cycling in the borough, with a focus on securing further growth in everyday cycling and working in partnership to deliver projects which get more people cycling of all ages and in all areas. This includes 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.

The Cycling Strategy incorporates the North Tyneside Cycling Design Guide, which provides 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 established and emerging good practice.

The Cycling Strategy was adopted by Cabinet in March 2018 and directly supports all of the principles set out in the Transport Strategy.

### **North Tyneside Travel Safety Strategy – adopted March 2018**

The Travel Safety Strategy considers the safety of all users of the transport system including pedestrians, cyclists, horse riders, motorists and people travelling by bus, Metro, hackney carriage or private hire vehicle. A key aim for both the North Tyneside Transport Strategy and the Local Plan is to provide a safer environment for road users and to continue to reduce the number of people injured on the transport network in North Tyneside.

The Strategy sets out how the Authority intends to further improve road safety by reviewing and improving infrastructure, increasing awareness and education of road safety matters and working in partnership to address travel safety concerns on the Authority's transport network.

The Strategy makes a commitment to report on performance against key road safety casualty reduction targets and progress against the actions set within the strategy itself. The Travel Safety Strategy was adopted by Cabinet in March 2018 and directly supports the principles of the Transport Strategy.

### **North Tyneside Network Management Plan – adopted October 2018**

The Network Management Plan sets out how the Authority intends to “manage the peaks” in highway operations, using a corridor-based approach to manage demand on the network through better use of technology, promoting behavioural change and investing in infrastructure improvements when it is appropriate to do so.

The plan focuses particularly on 11 key routes which cater for the majority of journeys undertaken across the borough. The corridor-based approach will seek to deliver a comprehensive network of links between key origins and destinations for all modes of transport and support greater levels of investment, deliver wider local benefits, and increase the opportunity for securing developer contributions through the planning system.

The Authority will develop a service standard at which each corridor should aim to operate, based on measurable attributes such as journey time reliability, level of delay, duration and scale of congestion relative to off-peak average journey times, public transport service level, cycling provision and number of cyclists.

### **North Tyneside Home to School/College Transport Policy – refreshed 2020**

Home to school/college transport involves partnership working between the Authority, transport and education providers and parents and carers. The Authority also has a duty to ensure, in certain cases, that suitable travel arrangements are made to facilitate children's attendance at relevant educational establishments.

The policy sets out how the Authority will implement an approach to reflect these considerations and provides guidelines in a clear and comprehensive manner on the procedures which are followed.

## **North Tyneside Hackney Carriage and Private Hire Licensing Policy – adopted February 2020**

The policy sets out how the Authority will discharge its responsibility for the licensing of hackney carriage and private hire vehicles, their drivers, and in the case of private hire vehicles their operators, within the borough.

Among its objectives are to ensure that vehicles are safe, clean, reliable and accessible to meet the varying needs of the public; to provide confidence in the system for assessing whether a person is ‘fit and proper’ to drive a hackney carriage or private hire vehicle; and to encourage the uptake of zero and ultra-low emission vehicles.

The Hackney Carriage and Private Hire Licensing Policy was adopted by Cabinet in February 2020 and directly supports all of the principles set out in the Transport Strategy.

## **North Tyneside Zero Emission Vehicles Strategy – adopted November 2021**

The strategy aims to support the take-up of zero emission vehicles (ZEVs), including pure electric vehicles and hydrogen fuel cell vehicles, in preference to petrol or diesel vehicles in the borough.

The strategy gives background information, summarises challenges, and sets out the Authority’s action plan to deliver the aims of the strategy.

**Please see attached the following Appendices to the report:**

**Appendix B – Transport Strategy Data Factsheet**

**Appendix C – Network of Strategic Cycle Routes (“Tube Map”)**

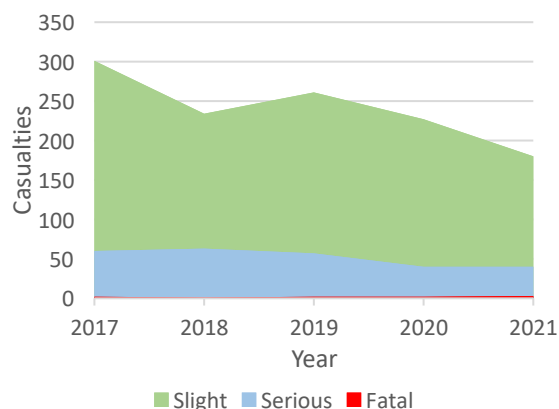
**Appendix D – 2019-2021 Collision Cluster Locations**

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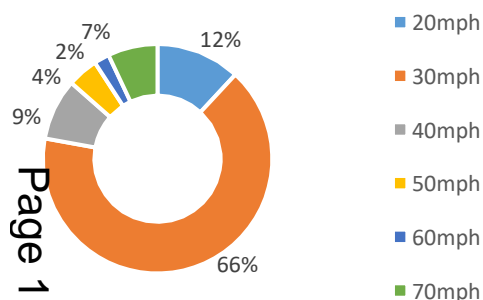
## Road Safety

Severity by year 2017-2021

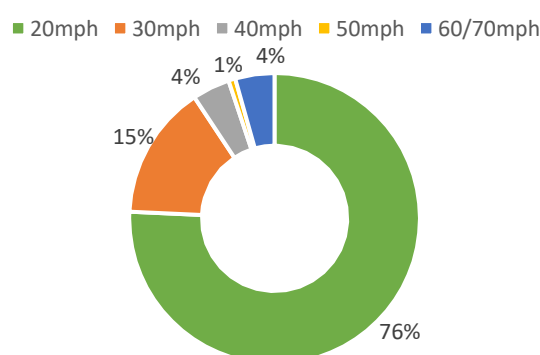


17% reduction in all casualties 2020 to 2021

Proportion of Collisions by Speed Limit 2021

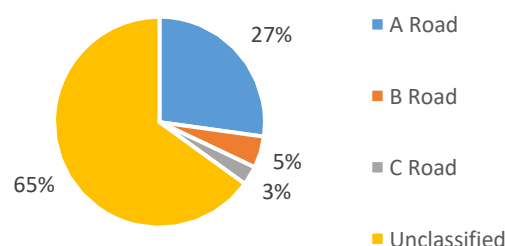


Speed Limits in North Tyneside



There are 5 Cluster Sites in North Tyneside within the 3 year period 2019 - 2021  
A Cluster Site is defined by more than 5 Collisions within a 50m radius

Collisions by Road Type 2021



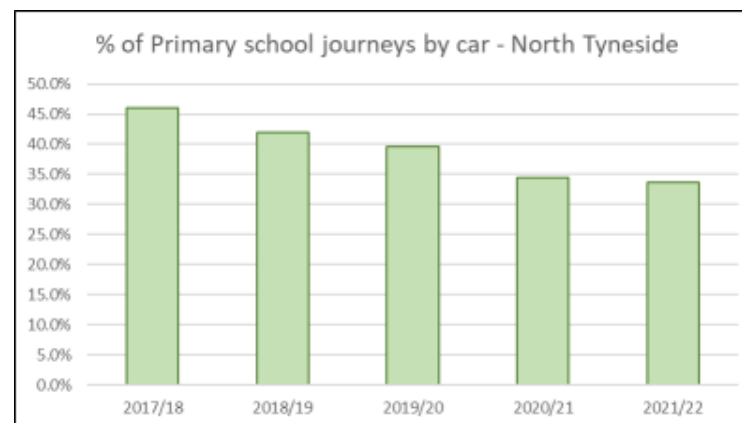
## Sustainable Travel

Go Smarter has delivered 23 activities in 17 schools, collecting data from 29. Five trial School Streets are now in place.



Figures are for 2021/22 academic year to end April

Latest surveys show 73% of school journeys are by sustainable modes (including secondary schools).



## Training / education

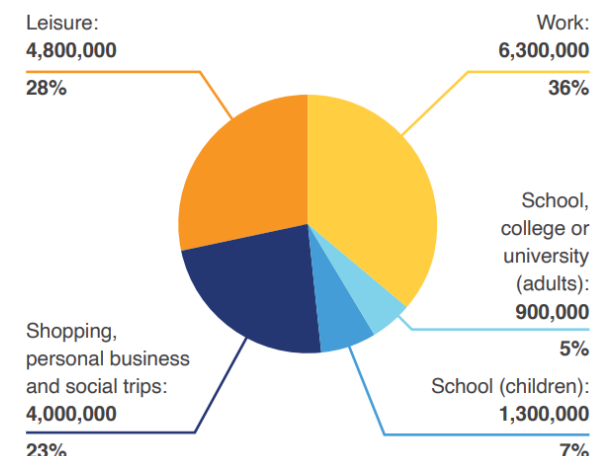
- 3,082 school pupils through Go Smarter
- 2,418 received Bikeability Training
- 1,122 received Pedestrian Training course
- 6,535 received Road Safety sessions



## Cycling

Levels of cycling in the borough is 40% ahead of its target cycle growth in 2020/21

Sustrans Regional Cycling Behaviour Survey:  
2021:  
**17.3 million trips**

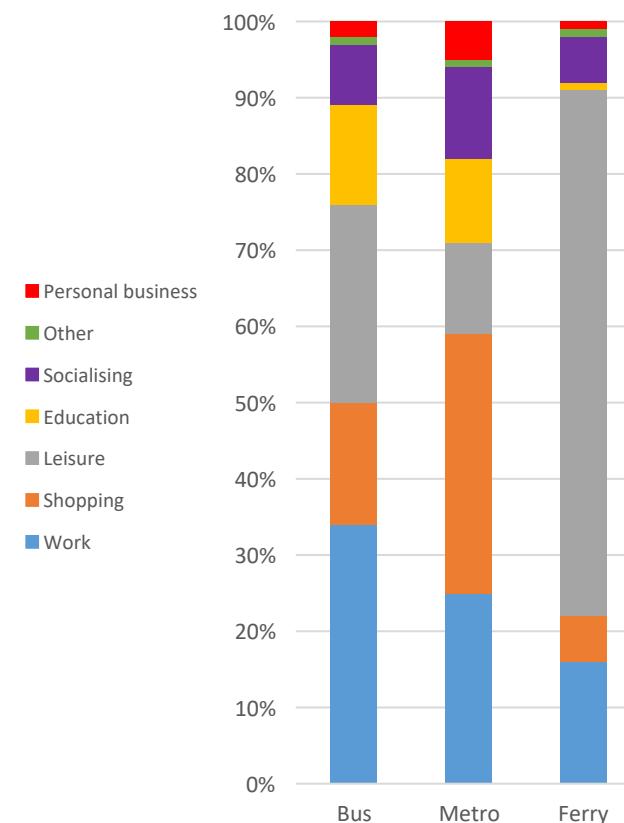


This adds up to  
**77.3 million miles**  
= 210,000 miles a day

Taken from Sustrans Tyneside Walking and Cycling Index

## Travel Trends

Journey Purpose in Tyne & Wear 2020/21



## Investment

Continued investment in town and district centres with major highway works being undertaken at Howard Street and Northumberland Square as part of the North Shields Masterplan.

Full or partial road resurfacing equivalent to 10.25 miles of road carried out in 2021/22.

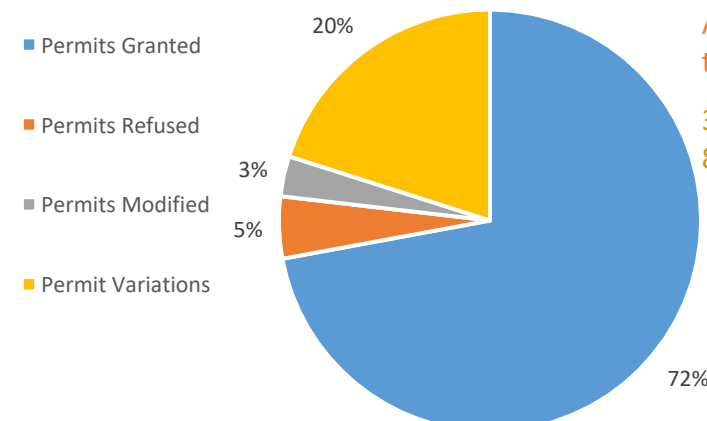
11 footway improvements delivered in 2021/22.

In 2021/22 there were 12 parking improvement schemes delivered (e.g. double yellow lines etc.) and 15 advisory disabled bays.

There were 12 Road Safety Schemes, 2 Public Transport Schemes and 3 Sustainable Travel Schemes installed in 2021/22.

## Network Management

Streetworks Permits 2021/22



839 taxis (hackney carriages and private hire vehicles) registered in North Tyneside

113 locations covered by driver speed feedback sign programme.

## Public Transport

287,025 trips on the Ferry in 2021/22.

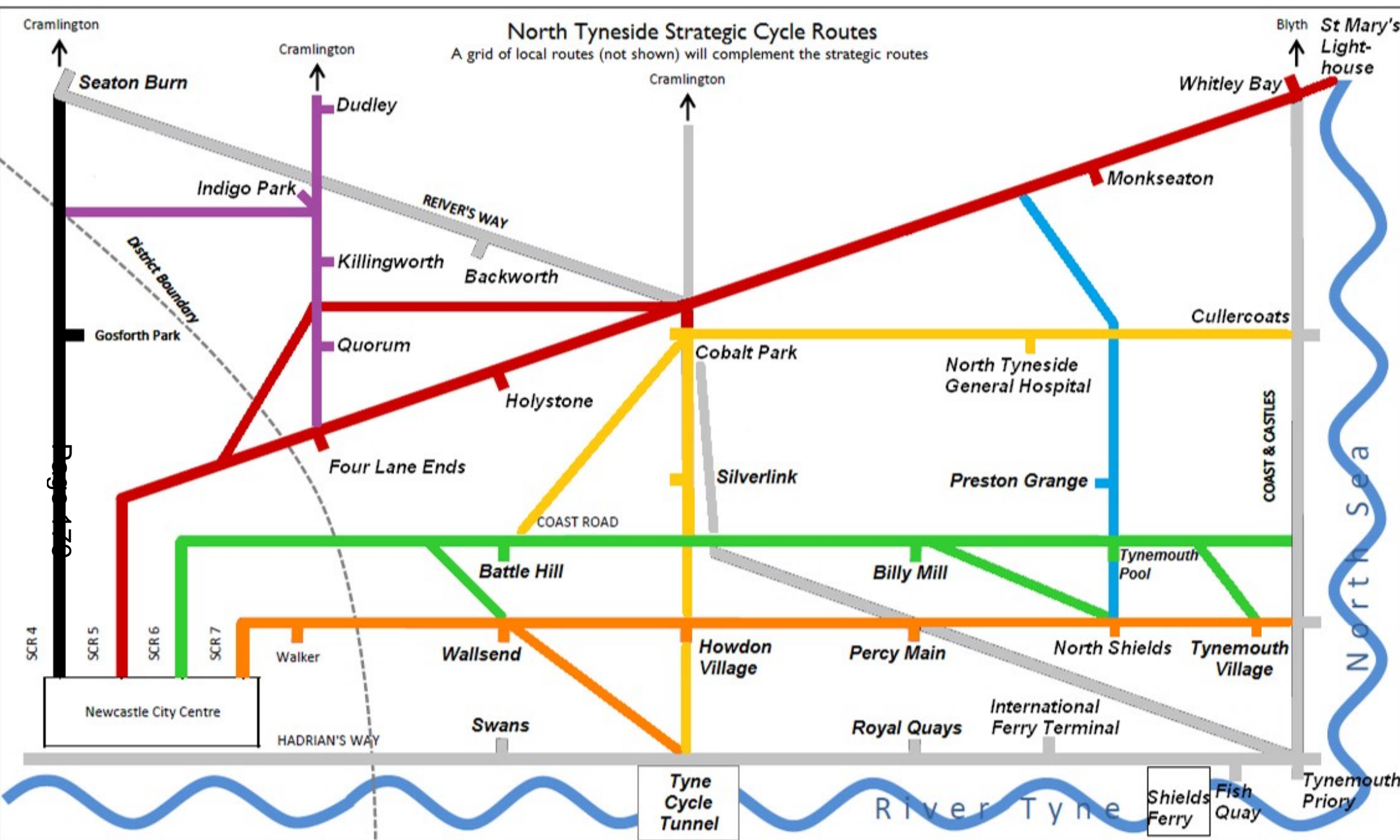
Approx. 24,291 million trips on the Metro Network in 2021/22.

37% of North Tyneside is within 800m of a Metro Station

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# North Tyneside Strategic Cycle Routes

A grid of local routes (not shown) will complement the strategic routes



**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

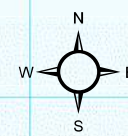
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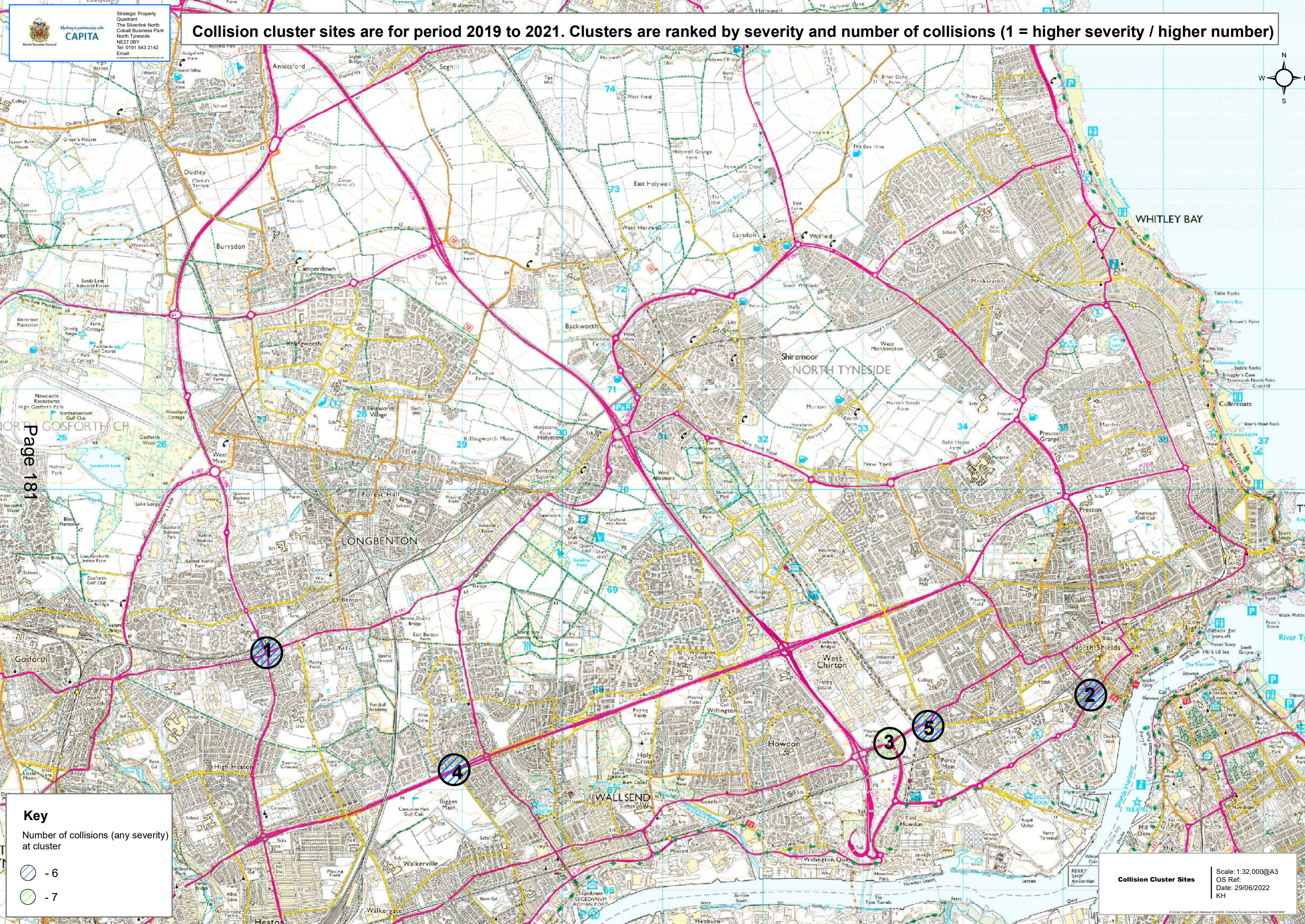
Working in partnership with  
**CAPITA**

Strategic Property  
Quadrant  
The Silverlink North  
Cobalt Business Park  
North Tyneside  
NE27 0BY  
Tel: 0191 643 2142  
Email: [property@northtyneside.gov.uk](mailto:property@northtyneside.gov.uk)

# Collision cluster sites are for period 2019 to 2021. Clusters are ranked by severity and number of collisions (1 = higher severity / higher number)





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### Key

Number of collisions (any severity)  
at cluster

-  - 6
-  - 7

**Collision Cluster Sites**

Scale: 1:32,000@A3  
OS Ref:  
Date: 29/06/2022  
KH

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## North Tyneside Council Report to Cabinet Date: 1 August 2022

### Title: North Tyneside Parking Strategy

<b>Portfolio:</b> Environment	<b>Cabinet Member:</b> Councillor Sandra Graham
<b>Report from Service Areas:</b>	Regeneration and Economic Development
<b>Responsible Officer:</b>	John Sparkes, Director of Regeneration and Economic Development Tel: (0191) 643 6091
<b>Wards affected:</b>	All

#### PART 1

##### 1.1 Executive Summary:

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy, which sets out the Authority’s vision for transport in the borough. The strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. The purpose of this report is to seek Cabinet’s approval for a revised North Tyneside Parking Strategy, attached as Appendix 1.

The existing Parking Strategy, adopted in 2017, observes that many historic areas of North Tyneside were constructed before the era of widespread car ownership. It notes that it is difficult to balance the parking needs of residents, local businesses, and visitors against this backdrop; and sets out how the Authority seeks to take an approach to meeting these needs which is consistent, coherent and based on a set of agreed priorities for parking investment.

Following the adoption of the updated Transport Strategy, the Cabinet Member for Environment requested that a review of the Parking Strategy, and its associated processes, should be undertaken. As part of this, and in line with the Authority’s Customer Promise ‘we listen, we care’, officers conducted a survey and focus workshops with Members to obtain feedback and seek to identify key areas for improvement. Details of the proposed changes were also presented to the Overview, Scrutiny and Policy Development Committee on 13 June 2022.

This report sets out the proposed revisions to the Parking Strategy, following the review and reflecting the updated North Tyneside Transport Strategy, and summarises the associated specific changes which are to be made to internal processes. These include amendments to the details and processes, relating to, for example, requests for disabled

parking bays and requests to introduce residential permit parking schemes – these seek to make the process of submitting requests more straightforward for residents, minimise the time to wait for updates on a request, and provide greater visibility of the process for Members.

## **1.2 Recommendation:**

It is recommended that Cabinet:

- i. approves the revised North Tyneside Parking Strategy attached as Appendix 1 to this report; and
- ii. authorises the Director of Regeneration and Economic Development, in consultation with the Cabinet Member for Environment, to make amendments to the strategy as and when 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 on 17 June 2022.

## **1.4 Council Plan and Policy Framework**

The proposals in this report support the following priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- 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 of our residents
- 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**

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

While North Tyneside is served by cycling and walking routes of improving quality and a comprehensive public transport network, the use of the private car or van remains a



frequent choice for residents, businesses and visitors, with growing use of zero-emission vehicles (ZEVs) in preference to petrol or diesel vehicles.

### 1.5.2 Revising the North Tyneside Parking Strategy

Following the adoption of the updated Transport Strategy, 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 this report. Following the review of the strategy, specific changes are 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 aim to deliver better outcomes for the Authority's customers and give greater visibility to Members.

### 1.5.3 Proposed amendments to the North Tyneside Parking Strategy

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

- i. The text has 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 has been updated to reflect the current position
- iii. Regarding requests for disabled parking bays – the relevant section (Annex 5 in the draft strategy) has 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 has been amended, so that 'at least 51% of residents in favour' becomes the first criterion which must be satisfied before others are considered.

### 1.5.4 Proposed amendments to the parking restriction request process

The following specific changes are 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 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.

## **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:

Option 1 is recommended to support the effective management of parking in North Tyneside.

## **1.8 Appendices:**

Appendix 1 – North Tyneside Parking Strategy (final draft for approval)  
Appendix 2 – Equality Impact Assessment (EIA)

## **1.9 Contact officers:**

Paul Dowling, Head of Regeneration and Transport, 0345 2000 101  
Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
John Cram, Integrated Transport Officer, 0191 643 6122  
Samantha Lacy, Network Business Manager, Capita, 0191 643 4808  
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) [North Tyneside Local Plan](#)
- (3) [North East Transport Plan](#)
- (4) [North Tyneside Parking Strategy](#) (existing strategy adopted in 2017)
- (5) [Our customer promise – North Tyneside Council](#)
- (6) [Report](#) to Cabinet of 18 October 2021 'North Tyneside Transport Strategy'

## **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**

There are no legal implications arising directly from this report. 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 the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 or other legislation that indicates that the Parking Strategy cannot be a matter for Cabinet.

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal Consultation**

Officers conducted a questionnaire and held workshops with Members to obtain feedback and seek to identify key areas of improvement. Details of the proposed

changes were then presented to the Overview, Scrutiny and Policy Development Committee on 13 June 2022. Internal consultation has also involved the Cabinet Member for Environment and the Director of Regeneration and Economic Development.

### 2.3.2 External Engagement

The Parking Strategy is one of the specific strategies and plans which fit within the context of the North Tyneside Transport Strategy and has been developed with reference to the evidence base used for that strategy, as outlined in the 'North Tyneside Transport Strategy' report to Cabinet of 18 October 2021.

## 2.4 **Human rights**

Article 14 of the Human Rights Act 1998 prohibits discrimination on any ground. The strategy has been developed so that no individual is discriminated against.

## 2.5 **Equalities and diversity**

The development of the revised Parking Strategy has been carried out with regard to the Authority's obligations under the Equality Act 2010. An Equality Impact Assessment has been undertaken and is attached as Appendix 2. The approach offered by the updated Parking Strategy now demonstrates greater flexibility when receiving requests for parking measures, such as disabled parking bays. In these instances, the specific needs of people with disabilities and their carers are considered when developing a parking solution.

When any individual decision is taken that applies the Parking Strategy that decision will also have due regard to the obligations placed on the Authority by the Equality Act 2010.

## 2.6 **Risk management**

There are no risk management implications directly arising 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 directly arising from this report.

## 2.8 **Environment and sustainability**

There are potential positive implications for environment and sustainability, as the proposed revised strategy reflects the Authority's aspirations with regard to zero emission vehicles (ZEVs) and may assist in encouraging the use of ZEVs in preference to petrol or diesel vehicles.

**PART 3 - SIGN OFF**

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

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# North Tyneside Parking Strategy

(final draft for approval)



# North Tyneside Parking Strategy

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## 1. Introduction

The North Tyneside Transport Strategy sets out the Authority's aspirations 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 works for residents, businesses and visitors effectively and efficiently.”*** It sets out five principles which are key to achieving this:

- i. Reduce carbon emissions from transport
- ii. Improve health outcomes
- iii. Support inclusive economic growth
- iv. Improve connectivity
- v. Manage demand and enable smart choices for all

To support the delivery of the North Tyneside Transport Strategy, the North Tyneside Parking Strategy sets out our approach to managing parking in the borough.

This document is consistent with the North Tyneside Local Plan; the Transport and Highways Supplementary Planning Document; and the Zero Emission Vehicles (ZEV) Strategy and is written with regard to current and emerging national and strategic guidance and local and regional plans and policies (see Annex 1).

In relation to the design and provision of new car parking relating to developments brought forward through the planning process, our approach is set out in the Transport and Highways Supplementary Planning Document.

In relation to existing car parking, it is important to note that over the past 60 years the advances in motor vehicles have transformed our lives, providing social mobility, expanding the distances between where we work and live and increasing the business opportunities for employers and employees alike.

Parking is an intrinsic part of this change. On average, 96% of the lifetime of a car is spent parked (RAC Foundation report 'Standing Still', 2021) and parking management is an ongoing challenge.

Parking forms an integral part of the Authority's transport strategy for the borough. It is essential that parking controls are transparent and consistently applied. This will become even more important as the regeneration of the borough brings new challenges and opportunities.

## 2. Background

The borough of North Tyneside is diverse in its nature. It includes historic town and district centres, growing employment destinations, education and retail destinations and visitor attractions.

The economy of North Tyneside is growing, and the borough continues to be an attractive place to live, work and visit. The borough is served by cycling and walking routes of improving quality and a comprehensive public transport network including the Metro. The number of vehicles on our road network continues to grow and the use of the private car remains a frequent choice.

Many historic areas of North Tyneside were constructed before the era of widespread car ownership and therefore it is often difficult to balance the needs of residents, local businesses and visitors.

Parking management and pricing is an important tool for managing demand and can encourage the use of more sustainable modes of transport, such as public transport.

The Authority is responsible for the enforcement of parking and bus lane restrictions, while enforcement of other matters on the highway, such as obstruction or dangerous parking, is the responsibility of the Police.

This strategy sets out how parking is linked into the Authority's long term aims, as identified in the North Tyneside Transport Strategy, and how we will make parking work for our residents, businesses and visitors, to deliver a safe, consistent and transparent parking service. This will support four of the key principles of the North Tyneside Transport Strategy:

- Reduce carbon emissions from transport
- Improve health outcomes
- Support inclusive economic growth
- Manage demand and enable smart choices for all

### **3. How we manage car parking – overview**

#### **Town Centres**

North Tyneside has four main town centres. Three of these, North Shields, Wallsend and Whitley Bay, are historic town centres with a wide range of uses such as retail, services and other businesses as well as many residential properties. Killingworth town centre was constructed more recently than the other town centres and is focussed mainly on retail uses and served by large privately owned car parks with no significant on-street parking. The regeneration strategy 'An Ambition for North Tyneside' and the Our North Tyneside Plan set out ambitious plans for the regeneration of the three historic town centres and the North West of the borough, which includes Killingworth.

In the three historic town centres, off-street parking is available in both Council-managed and commercial car parks, and a substantial proportion of parking is in on-street bays, often on partially or wholly residential streets. Disabled parking is provided by the Council within both off-street and on-street parking provision.

Surveys suggest that there is sufficient parking provision for residents, shoppers and visitors in three main town centres through the mixture of parking facilities provided.

The Authority offers free parking in the off-road parking facilities that it manages, and demand at these sites regularly exceeds availability. Use of the privately managed car parks is generally below full capacity and there is a heavy reliance on the availability of on-street provision, which, in some locations, contributes to traffic congestion in the town centre.

The pricing structure for on-street parking in the commercial core of each town centre is set so as to encourage higher turnover (predominately 'short stay') in these locations to support the vitality of these areas. A different parking tariff applies on

streets on the outskirts of the commercial core ('medium stay'), which helps to accommodate drivers who wish to park for longer.

### **Other district and local centres**

Other district and local centres within the borough such as Tynemouth, Longbenton, Forest Hall and Monkseaton are served by both on- and off-street parking. Each has its own unique characteristics and these need to be taken into consideration in the process of managing parking.

### **Residential areas**

Many residential properties in the borough have their own off-street parking. On-street parking is available in many residential streets. In some areas which experience specific pressures on parking demand, residential parking permit zones are in place. Streets which are largely residential may also include shops and businesses, whose needs are also considered in the design of parking schemes.

### **Foreshore**

The Authority is investing heavily in North Tyneside's seafront to make it a vibrant and popular area, and we want to continue to encourage a steady turnover of people to come into the area to support tourism, our local businesses and keep the economy buoyant. The Foreshore is served by public transport and cycling and walking routes, however at some locations on certain days the demand for parking exceeds the availability, hence an efficient parking management strategy has to be employed to optimise the available parking space to meet the competing demand.

To offer improved flexibility, the Authority offers the option of payment by mobile phone at all of its car parking facilities. Since 2021 there has been no additional cost for paying by this means, although some further optional services, such as notifications when expiry time approaches, are offered for a nominal charge which goes to the external software provider.

Pay and display machines which accept card payments only have been introduced in all of the charged car parks along the Foreshore to improve efficiency and combat regular instances of theft and vandalism. Owing to the popularity of the technology, card payment only machines will be introduced in the charged on-street parking locations along the Foreshore on a phased basis during 2022 to 2024.

A flexible parking approach is in place along the Foreshore which means that drivers who pay for parking at one facility can also use the other parking facilities along the Foreshore. A flexible permit for parking at the Foreshore is also available: these permits are not specific to a particular vehicle (hence can be used by any member of a household, club or society) and, to reflect seasonal demand, are available for six months or a year.

## 4. Challenges

In this context, the parking challenges in North Tyneside are as follows:

- **Managing demand**

Challenges include:

- i. making the most efficient use of the existing infrastructure;
- ii. maintaining the infrastructure in good condition;
- iii. balancing the parking needs of residents, businesses and visitors and managing the competing demands for car parking;
- iv. using technology effectively to support journey planning and assist people in managing their parking needs;
- v. promoting more sustainable transport; and
- vi. making our transport networks function more effectively.

- **Businesses**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of customers;
- ii. supporting retail vitality;
- iii. the impact of growth and regeneration on demand for parking;
- iv. balancing the needs of users to ensure a quality urban environment;
- v. changes in the operational needs of businesses (including deliveries);
- vi. heavy reliance on on-street parking, which contributes to congestion;
- vii. accessibility for people with limited mobility.

- **Visitors**

Challenges include:

- i. providing visitors with appropriate information to enable them to make an informed choice on parking locations;
- ii. understanding the parking patterns of existing users;
- iii. understanding the parking needs of visitors to the area;
- iv. continuing to provide effective flexible parking payment options;
- v. accessibility for people with limited mobility.

- **Residents**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of residents;
- ii. safety around schools;
- iii. obstruction associated with pavement parking;
- iv. issues associated with increased car ownership per household;
- v. accessibility for people with limited mobility.

Our parking management arrangements have been successful in balancing the competing demands of different users and we intend to build on this success. The procedures we intend to follow are set out below.

## **5. Our aims**

Our work programme and future activity will be judged against the following principles and the success of our aims, which are outlined below. Our delivery and action plan is consistent with the activity outlined in the North Tyneside Transport Strategy.

### **▪ Reduce carbon emissions from transport**

We will seek to:

1. Encourage a shift to more sustainable modes of transport
2. Improve environmental sustainability and support greater use of zero emission vehicles
3. Encourage and address increased demand to cycle, walk and wheeling.
4. Improve bus priority and support an integrated public transport network
5. Support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel

To achieve this we will:

- a. Give priority to more sustainable transport in scheme design, e.g. bus lanes and cycling provision
- b. Provide publicly accessible chargepoints for electric vehicles as set out in the North Tyneside ZEV Strategy
- c. Improve the street network, prioritising cycling, walking and wheeling
- d. Facilitate dedicated provision for 'car clubs', electric vehicles etc.

### **▪ Improve health outcomes**

We will seek to:

1. Address safety issues around schools, e.g. through introducing 'School Streets' around more schools
2. Consider the safety of travellers across our network
3. Working with partners, seek to reduce pavement parking

To achieve this we will:

- a. Continue to develop parking initiatives with respect to safety around schools
- b. Take account of accessibility for people with limited mobility
- c. Ensure that suitable enforcement action is carried out to address inappropriate car parking
- d. Seek to further improve local air quality, e.g. discouraging engine idling through the Go Smarter initiative

- **Support inclusive economic growth**

We will seek to:

1. Make it easy to use cashless parking options
2. Improve consistency between the three historic town centres, e.g. operational hours of parking tariffs
3. Support the travel needs of tourists and visitors to the borough
4. Support the movement of freight and deliveries

To achieve this we will:

- a. Continue to develop and introduce cashless parking options where appropriate
- b. Develop parking initiatives which improve consistency between the three historic town centres
- c. Consider seasonal variations to parking arrangements to support the vitality of town centres
- d. Provide facilities for loading and deliveries as part of schemes
- e. Continue the flexible parking approach on the Foreshore
- f. Review charges on an annual basis

- **Manage transport demand and enable smart choices for all**

We will seek to:

1. Enable residents and visitors to make a more informed choice regarding their parking destination
2. Continue to support the use of smart technology for information and payments.
3. Have an effective parking permit scheme in place
4. Manage future demand through integration between transport and land use planning strategies
5. Manage our transport network effectively, considering all forms of travel including public transport, cycling (including e-bikes), scooters, walking, wheelchairs and mobility scooters, horse riding, motorcycling, hackney carriages and private hire vehicles

To achieve this we will:

- a. Provide improved and accessible information that supports an informed choice and meets users' communication needs
- b. Update our parking apps and technological systems when required to provide an effective service
- c. Take a fair and consistent approach to all requests for changes to our parking schemes
- d. Work with partners on matters such as bus lane enforcement
- e. Review charges on an annual basis

## **6. Considering requests for waiting restrictions, parking permit schemes and disabled bays**

The Authority receives numerous requests for parking measures, which generally can be categorised as one of the following types of measure:

- i. permit parking schemes (new schemes or alterations to an existing scheme);
- ii. new waiting restrictions, or amendments to existing waiting restrictions; or
- iii. disabled bays (advisory or mandatory).

It is important that the approach to assessing these requests should be consistent, coherent and based on a set of agreed priorities for parking investment which is affordable and sustainable.

For requests relating to waiting restrictions or parking permits, a parking solutions tool and parking investment priorities tool are used.

The parking solutions tool (see Annex 3) sets out a process to identify the nature and cause of the parking problem and seek to address this through engagement with other organisations and partners, with the focus on resolving the situation through this means before any commitment by the Authority to new parking measures is considered.

The parking investment priorities tool (see Annex 4) provides a consistent means by which new parking measures can then be assessed and either proceeded with or rejected.

When new parking measures are processed, specific assessment criteria will be used to evaluate requests for each of the categories above:

### Permit parking schemes

When processing a request for a permit parking scheme, we will assess this against specific criteria, set out in Annex 2, to determine whether it is implemented. The various different types of parking permit available are also described in Annex 2.

A charge will be applied for parking permits to cover the management and administrative costs of the scheme.

### New waiting restrictions or amendments to existing waiting restrictions

When requests for new waiting restrictions are proceeded with, they are assessed against the criteria set out in Annex 6.

### Disabled bays

The guidelines which will be used in assessing requests for disabled bays are set out in Annex 5.

## **7. Monitoring and Review**

### **Review of the strategy**

The Parking Strategy will be reviewed periodically and details reported to Cabinet as appropriate.

### **Annual Report**

The Road Traffic Act 1991 introduced the concept of local authorities undertaking enforcement of parking management schemes. This system was called Decriminalised Parking Enforcement. North Tyneside Council was designated a Decriminalised Parking Authority by Order made under the Road Traffic Act 1991, and has been undertaking civil enforcement of parking and waiting restrictions since June 2007.

The subsequent introduction of the parking related sections of Part 6 of the Traffic Management Act 2004 on 31st March 2008 changed the legal framework. It widened the scope of local authority parking enforcement and harmonised many of the regulations applicable to authorities inside London with those pertaining to authorities outside the Capital. Decriminalised Parking Enforcement became Civil Parking Enforcement (CPE) and under this new legislation, reporting was identified as an important part of accountability.

An annual report on the operation of our parking and bus lane enforcement activities will be produced.



## **Annex 1 – Policy background**

### **Plans and Policies which support the delivery of the North Tyneside Transport Strategy and North Tyneside Parking Strategy**

#### **Regional strategies**

##### North East Transport Plan

- This document sets out the transport priorities for the region up to 2035.

#### **North Tyneside strategies and sub-documents**

##### Transport and Highways Supplementary Planning Document (SPD)

- This document provides direction and guidance for prospective developers on the transport implications of new developments.
  - Engineering adoptable specification for developments
    - Sets out the standards which streets and roads constructed by developers should meet in order for the Authority to consider their adoption.

##### Cycling Strategy

- This sets out how the Authority will secure further growth in everyday cycling and improve cycling infrastructure, information and training.
- This will include the Local Cycling and Walking Implementation Plan (LCWIP), setting out details and timescales for infrastructure measures to cater for, support and encourage cycling and walking in the borough.
  - Cycling Design Guidance
    - Sets out the design standards which street and road infrastructure, delivered by the Authority or developers, must meet in order to support and facilitate cycling.

##### Travel Safety Strategy

- This sets out how the Authority will support safety on our transport networks, including road safety promotion and casualty reduction

##### Network Management Plan

- This sets out how the Authority will facilitate the efficient movement of traffic (including cycling and walking) on our highway network, improve reliability of journey times, and co-ordinate activities on the highway.
  - Rights of Way Definitive Map programme of missing routes (statutory requirement, ongoing until 2026 legal deadline)
    - Sets out the Authority's approach to meeting statutory requirements to ensure that public rights of way are recorded on the Definitive Map and Statement.

##### Zero Emission Vehicles (ZEV) Strategy

- This sets out the objectives and actions which the Authority will implement to support and facilitate an inclusive move to ZEVs in preference to petrol or diesel vehicles.

## Annex 2 – Permit parking scheme

### Scheme assessment criteria

Criterion	Level
1. Level of resident support for scheme	At least 51% of households in the street to respond in favour
2. Amount of on-street parking available	At least 85% of parking space occupied for at least 3 hours per day
3. Amount of on-street parking used by non-residents	At least 30% of parked vehicles estimated to be non-residents
4. Amount of alternative off-street parking available to householders	More than 50% of houses on the street to be without off-street parking
5. Only shared use restrictions to be implemented in areas that have commercial demand	
6. Hours of restriction to be appropriate to the parking problem identified.	

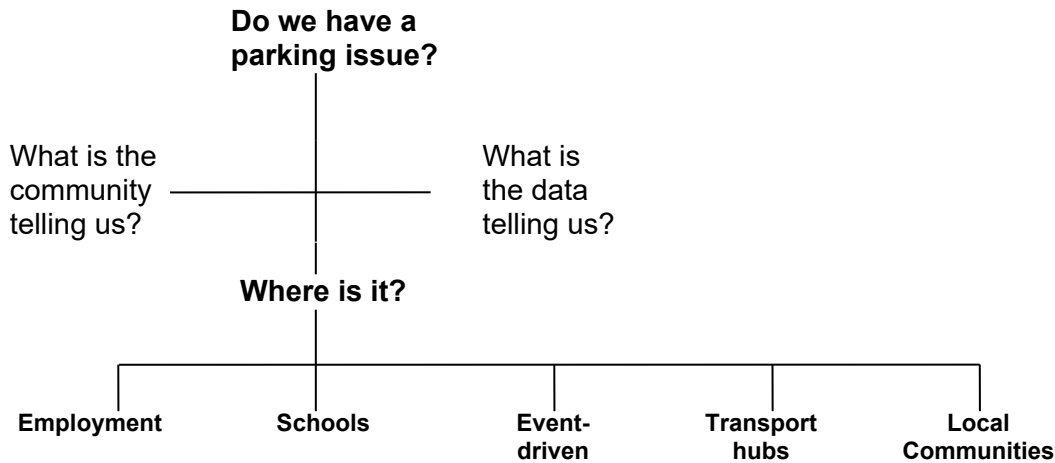
### Permit classification and eligibility

Permit Classification	Eligibility	Restriction on number	Permit Type
Resident Permit	<p>The application must satisfy the following criteria:</p> <ol style="list-style-type: none"> <li>1. The applicant resides at a household which has a postal address within the defined boundary of the permit parking zone at the time that the zone is created;</li> <li>2. <b>Either</b> the applicant is the registered keeper of the vehicle and the vehicle is registered at the address named on the application form (these permits will be specific to the vehicle listed on the application form and the permit parking zone) <b>Or</b> the applicant can provide written confirmation from their employer that they regularly use vehicles belonging to the company with which they are employed (these permits will be transferrable between vehicles but will be specific to the permit parking zone where the applicant resides);</li> <li>3. The primary or dominant purpose of the property is residential and not commercial or business use; and</li> <li>4. The number of permits may be restricted to one per household if the property/development has dedicated private parking, other than a driveway.</li> </ol>	3 per household	Virtual

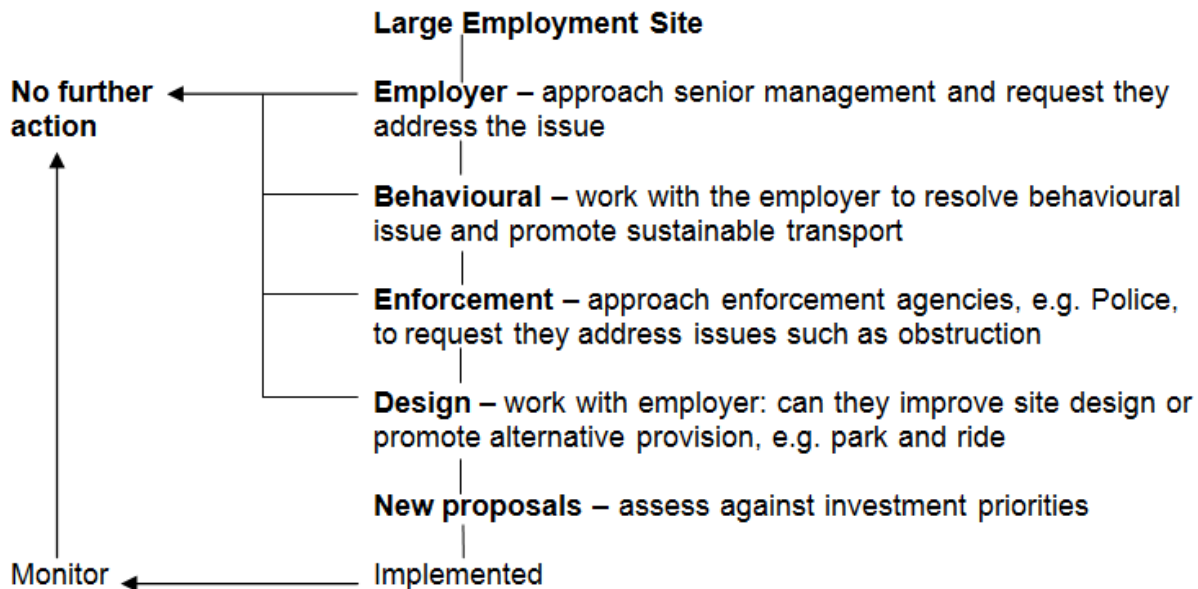
Visitor Voucher	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	50 per household per year (each voucher provides a maximum 3 hour period)	Virtual
Visitor Permit	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The permit is specific to the zone in which the property is located.	1 per household	Paper (transferrable)
Business Permit	The business must be operating within a permit parking zone and have an operational need for the vehicle. The permit is specific to the area where the property is located.	2 per business; for essential operational vehicles only	Paper (transferrable)
Care Home Resident	The Care Home must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	1 per flat	Paper (transferrable)
Community Worker's Permit	Organisations that provide emergency or urgent health or social care cover to patients in the community and who are required to undertake 'on-call' duties may apply for a permit to use whilst they are visiting patients.	1 per applicant	Paper (with clock; non-transferrable)
Leisure Club Permit	If a Leisure Club is located on or whose primary access is located within a permit parking zone and has no dedicated off-street parking provision, then an official representative of the leisure club may apply for this permit type. The permit is transferrable but can only be used by a bona fide staff member or user of the Leisure Club and then only for purposes associated with the normal use of the Leisure Club.	6 per Club	Paper
Tradesmen Voucher	Individuals undertaking works to a property within the boundaries of a permit parking scheme. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Authority's discretion	Virtual
Landlord Voucher	Individuals who own but do not reside at a property within the permit parking zone. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Authority's discretion	Virtual
Bed & Breakfast / Hotel Voucher	The applicant must be the Manager/Owner of a property that is registered to operate as a bed & breakfast / hotel establishment and be located within a permit parking zone. The vouchers are specific to the zone in which the property is located.	Justification will be sought from the applicant if high numbers of vouchers are requested.	Virtual

## Annex 3 – Parking solutions tool

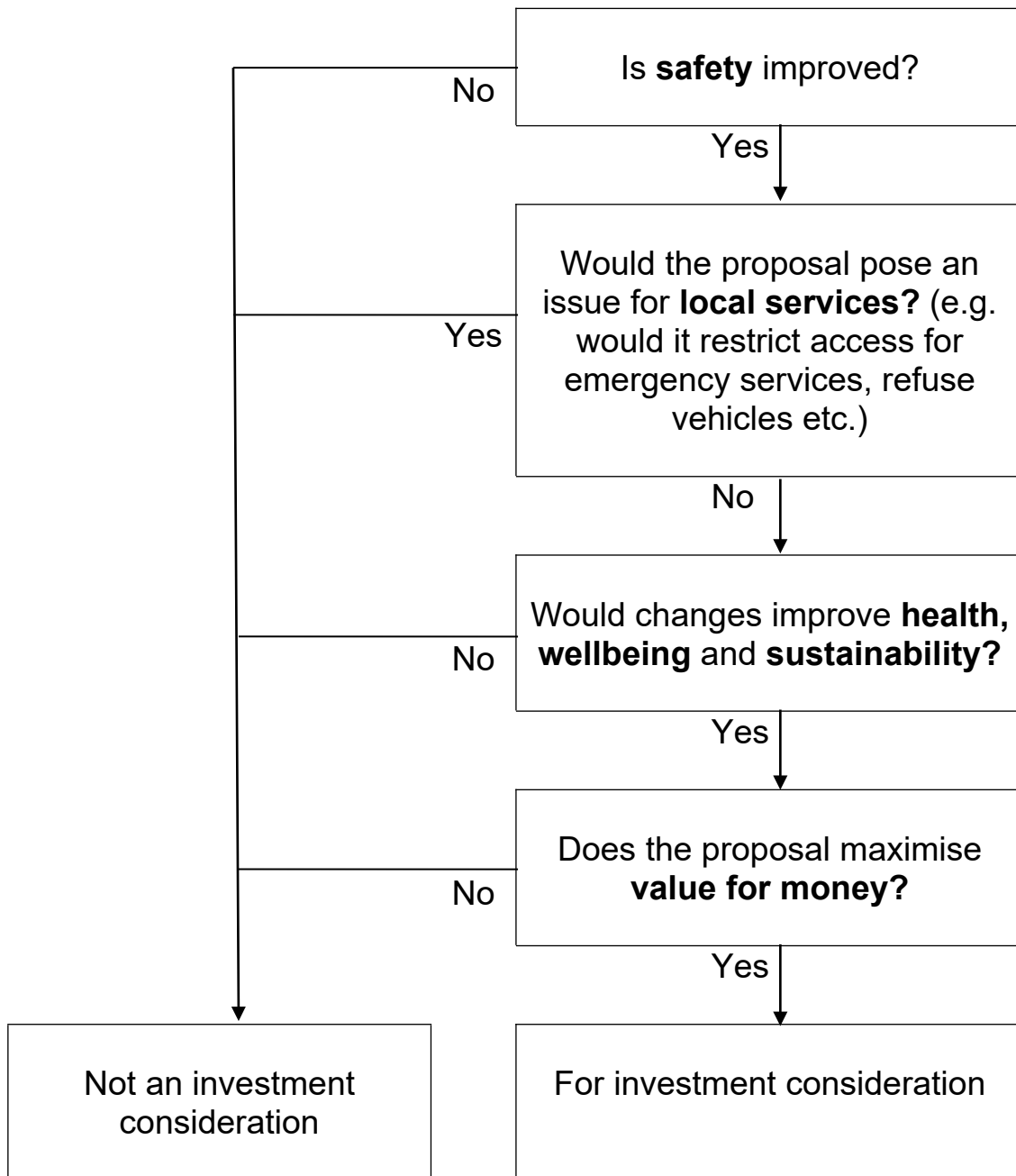
### Initial assessment



### Example of process – large employment site



## Annex 4 – Parking investment tool



## **Annex 5 – Criteria for requests for disabled bays**

The guidelines that the Authority works to are that:

- The applicant must hold a valid Blue Badge.
- The applicant must have a vehicle.
- The applicant must be in possession of the Higher Rate Mobility Component of the Government's Disability Living Allowance, PIP, Attendance Allowance or equivalent: mobility must be dependent on having a vehicle directly outside their property.
- The applicant has no off-street parking available or the possibility of providing it.
- Surveys confirm that demand for parking adjacent to the property is high for the majority of the day.

If the relevant guidelines are met, the Authority will normally be able to provide a marked bay provided there are no unresolved concerns from consultees or road safety issues. The Authority will always take into consideration individual needs.

It will not be possible to provide a marked bay where:

- Surveys demonstrate that there is not a significant demand for parking adjacent to the property throughout the day;
- There are other legal restrictions on parking such as yellow lines;
- The marking may adversely affect road safety in the area;
- The land on which the marked bay is required is not the responsibility of North Tyneside Council.

## **Annex 6 – Criteria for requests for waiting restrictions**

New requests are assessed against set criteria and the nature of the issue is diagnosed. The criteria for assessment are detailed below:

- i. Road safety (e.g. numbers of recorded collisions)
- ii. Impact on local services (emergency services, refuse vehicles etc.) or public transport
- iii. Proximity to major employment site (e.g. business parks, industrial estates, shopping centres etc) or public transport station
- iv. Proximity to school
- v. Road classification (A, B or unclassified)
- vi. Number of requests relating to same location / level of support
- vii. Number of residents impacted
- viii. Duration of parking problem
- ix. Frequency of occurrence

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# Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

**This assessment may be published on the Authority’s website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.**

## Proposal details

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<b>1. Name of the policy or process being assessed</b>	North Tyneside Parking Strategy	
<b>2. Version of this EIA</b> (e.g. a new EIA = 1)	1	
<b>3. Date EIA created</b>	23/06/2022	
	<b>Name</b>	<b>Service or organisation</b>
<b>4. Principal author of this EIA</b>	Samantha Lacy John Cram	Capita North Tyneside Council
<b>5. Others involved in writing this EIA</b> <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i>	Andrew Flynn Nicholas Saunders	North Tyneside Council Capita

**6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?**

In October 2021, Cabinet approved the revised North Tyneside Transport Strategy. The Transport Strategy explains our transport vision and is used to: shape our future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the implementation of the North Tyneside Local Plan. The revised Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy.

The Parking Strategy comes under the umbrella of the Transport Strategy. It seeks to benefit all users of the borough’s highway network, including those who may benefit indirectly, e.g. from benefits to the local economy through effective management of parking provision in town and district centres, or who experience improved local amenity from the introduction of parking restrictions where these meet the criteria set out in the strategy.

**7. Does this proposal contribute to the achievement of the Authority’s public sector equality duty? Will your proposal:**  
*Write your answers in the table*

<b>Aim</b>	<b>Answer: Yes, No, or N/A</b>	<b>If yes, how?</b>
Eliminate unlawful discrimination, victimisation and harassment	No	
Advance equality of opportunity between people who share a protected characteristic and those who do not	Yes	The approach set out in the Parking Strategy will contribute to advancing equality of opportunity between people with a disability and those who do not by ensuring that appropriate procedures are in place as part of parking management, e.g. by setting out clear criteria for dealing with requests for the provision of disabled parking bays, providing a permit for professional carers and on a case-by-case basis looking at individual carer needs.
Foster good relations between people who share a protected characteristic and those who do not	No	

## Evidence Gathering and Engagement

### 8. What evidence has been used for this assessment?

In developing the Parking Strategy we have used evidence from a range of sources, including national statistics and regional and local data, details of which are set out in the Transport Strategy Annual Report which is presented to Cabinet each year, usually in July or August. We have also used evidence from various forms of ongoing engagement activities as described in section 9.b. The data obtained as part of the 2011 census shows that 20.6% of North Tyneside's population has a disability or long-term health condition that affects their day-to-day activities. When submitting disability and carers requests, the applicants inform us of their specific needs which are considered when developing a parking solution.

### 9.a Have you carried out any engagement in relation to this proposal?

Yes - please complete 9b	√
No	

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9.b Engagement activity undertaken	With	When
Consideration of correspondence and other feedback received through enquiries from members, residents and businesses	Community	Ongoing to date
Survey and focus workshops	Members	November 2021
Presentation of proposals	Overview, Scrutiny and Policy Development Committee	13 June 2022

### 9. Is there any information you don't have?

		<b>Please explain why this information is not currently available</b>
Yes - please list in section A of the action plan at Q13		
No	√	

## Analysis by protected characteristic

	A	B	C
<b>11. Protected characteristic</b>	<b>Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic?</b> (Answer – Yes or No)	<b>If ‘Yes’ would the <u>potential</u> impact be positive or negative?</b> (Answer – positive or negative)	<b>Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used</b>
<b>All Characteristics</b>			
<b>Sex – male or female</b>	No		
<b>Pregnancy and maternity</b> – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women	No		

<b>Age</b> – people of different ages, including young and old	No		
<b>Disability</b> – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities	Yes	Positive	The revised Parking Strategy is anticipated to have a positive impact on this characteristic. It sets out clear criteria for requests for parking measures. In relation to requests for disabled bays, the revised strategy will allow equivalent proof of disability to be accepted, rather than solely requiring proof of receipt of the Higher Rate mobility component of the Government's Disability Living Allowance: as such it provides greater flexibility for the Authority to consider requests. More widely, the revised strategy provides for the specific needs of people with disabilities and their carers to be considered when developing a parking solution.
<b>Gender reassignment</b> - includes trans, non-binary and those people who do not identify with or reject gender labels	No		
<b>Race</b> – includes a person's nationality, colour, language, culture and geographic origin	No		
<b>Religion or belief</b> – includes those with no religion or belief	No		
<b>Sexual orientation</b> – includes gay, lesbian,	No		

bisexual and straight people			
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<b>Marriage and civil partnership status</b> - not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment	No		
<b>Intersectionality</b> - will have an impact due to a combination of two or more of these characteristics	Yes		

If you have answered **'Yes'** anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 'negative impacts that cannot be removed' or Q13 'Action Plan' below

If you have answered **'No'** in all rows in column A please provide the rationale and evidence in the all characteristics box in column C and go to Q14 'Outcome of EIA'.

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**12.a Can any of the negative impacts identified in Q11 not be removed or reduced?**

Yes - please list them in the table below and explain why	
No	✓

<b>12.b Potential negative impact</b>	<b>What alternative options, if any, were considered?</b>	<b>Explanation of why the impact cannot be removed or reduced or the alternative option pursued.</b>
-	-	-

## Action Planning

13. Action Plan	Impact: (Answer remove or reduce)	Responsible officer (Name and service)	Target completion date
<b>Section A: Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them</b> (please explain below)		Samantha Lacy, Capita	August 2023
Evidence and information is gathered as part of the preparation of the Transport Strategy Annual Report. This will also inform the monitoring and review of the implementation of the Transport Strategy and its subsidiary strategies.			
<b>Section B: Actions already in place to remove or reduce potential negative impacts</b> (please explain below)	-	-	
Not applicable			
<b>Section C: Actions that will be taken to remove or reduce potential negative impacts</b> (please explain below)	-	-	-
Not applicable			
<b>Section D: Actions that will be taken to make the most of any potential positive impact</b> (please explain below)		Samantha Lacy, Capita	Ongoing
Evidence and information which is gathered as part of the preparation of the Transport Strategy Annual Report can be used to identify opportunities to make the most of any potential positive impact as part of the development of transport plans and programmes.			
Ensure that North Tyneside Carers is made aware of flexible arrangements, and that this information is publicised on the North Tyneside Council website.			
<b>Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b> (please explain below)		John Cram, Regeneration and	August 2023



		Economic Development	
Monitoring of the equality impact of the Parking Strategy will be carried out as part of the preparation of the Transport Strategy Annual Report, which involves the gathering and analysis of relevant data and applying this to the future development of transport plans and programmes.			
<b>Section F: Review of EIA to be completed</b>		Samantha Lacy, Capita	Aug 2026

#### 14. Outcome of EIA

Based on the conclusions from this assessment:

Outcome of EIA	Tick relevant box	Please explain and evidence why you have reached this conclusion:
The proposal is robust, no major change is required.	✓	Identified potential impacts are positive
Continue but with amendments		
Not to be pursued		

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Now send this document to the [Corporate Equality Group member for your service](#) for clearance.

#### Quality assurance and approval

*Questions 15-18 are only for completion by the Corporate Equality Group Member for your service*

<b>15. Do you agree or disagree with this assessment?</b>	Agree	Yes	Disagree	
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<b>16. If disagree, please explain:</b>	
<b>17. Name of Corporate Equality Group Member:</b>	Melissa Nilson
<b>18. Date:</b>	07/07/2022

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

*Questions 19-22 are only for completion by the Head of Service*

<b>19. Do you agree or disagree with this assessment?</b>	Agree	Yes	Disagree	
<b>20. If disagree, please explain:</b>				
<b>21. Head of Service:</b>	John Sparkes			
<b>22. Date:</b>	07/07/2022			

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Please return the document to the Author and Corporate Equality Group Member.

## North Tyneside Council Report to Cabinet Date: 1 August 2022

### Title: Cabinet Response to Economic Prosperity Sub-Committee Report on Green Skills for Retrofit Jobs

<b>Portfolio(s):</b> Deputy Mayor Cabinet Member responsible for Inclusion, Employment and Skills Cabinet Member responsible for Environment	<b>Cabinet Member(s):</b> Councillor Carl Johnson Councillor Hannah Johnson Councillor Sandra Graham
<b>Report from Service Area:</b> Regeneration, Economic Development	
<b>Responsible Officer:</b> John Sparkes, Director of Regeneration and Economic Development <b>Tel:</b> (0191)643 6091	
<b>Wards affected:</b> All	

#### PART 1

##### 1.1 Executive Summary:

This report sets out a proposed Cabinet 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.

The details of the proposed responses are set out in the Appendix to this report.

##### 1.2 Recommendation(s):

It is recommended that Cabinet agrees the proposed 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 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 29 April 2022.

##### 1.4 Council Plan and Policy Framework

The report relates to the following priorities contained in the 2021/2025 Our North Tyneside Plan:

### A thriving North Tyneside

- We will bring more good quality jobs to North Tyneside – by helping local businesses to grow and making it attractive for new businesses to set up or relocate in the Borough
- We will invest in adult education and support apprenticeships to make sure people have the right skills for the job

### A green North Tyneside

- We will secure funding to help low-income households to install low-carbon heating
- 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 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 have the right skills for the future green jobs.
- 1.5.2 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 Carbon 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.
- 1.5.3 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.
- 1.5.4 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.

1.5.5 The 10 recommendations in the report are extensive and complex. At its meeting on 27 June 2022, 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.

1.5.6 A copy of the recommendations and the proposed response to each is set out in the Appendix to this report.

## **1.6 Decision options:**

The following decision options are available for consideration by Cabinet:

### Option 1

Cabinet agrees the response to the recommendations as set out in paragraph 1.2 of this report.

### Option 2

Cabinet does not agree the response to the recommendations set out in paragraph 1.2 of this report and provides an alternative response to the report at the meeting.

## **1.7 Reasons for recommended option:**

Option 1 is recommended for the following reasons:

The proposed response is a proportionate and considered response to the recommendations made in the Economic Prosperity Sub-Committee's Green Skills Sub-Group report.

## **1.8 Appendices:**

Appendix 1 – Cabinet response to the recommendations of the Economic Prosperity Sub-Committee's Green Skills Sub-Group report.

## **1.9 Contact officers:**

Paul Nelson, Head of Environmental Sustainability, Tel: 643 6467  
Paul Dowling, Head of Regeneration & Transport Service Manager, Tel: 643 6428  
Sean Collier, Senior Manager, Business & Enterprise, Tel: 643 6091  
Mark Barrett, Senior Manager, Employment & Skills, Tel: 643 6061  
David Dunford, Senior Business Partner, Strategic Finance, Tel: 643 7027

## **1.10 Background information:**

The following background papers/information have been used in the compilation of this report:

- 1) [Green Skills for Retrofit Jobs Report](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

The financing of recommendations within the Economic Prosperity Sub-Committee's Green Skills Sub-Group report can be met within existing budgets and through the work ongoing with North of Tyne Combined Authority as set out in the proposed response to the recommendations. Any investment required in addition to existing budgets will be reported to Cabinet / Council.

### **2.2 Legal**

Cabinet is required to respond to the recommendations made by the Economic Prosperity Sub-Committee on behalf of the Overview, Scrutiny and Policy Development Committee in accordance with the provisions of the Local Government Act 2000.

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal Consultation**

The Green Skills Sub-Group met with those officers listed in the Green Skills for Retrofit Jobs report.

Officers have consulted with the Deputy Mayor, Cabinet Member for Inclusion, Employment and Skills, and Cabinet Member for Environment in developing the proposed response to the recommendations.

#### **2.3.2 External Consultation/Engagement**

The Green Skills Sub-Group met with a range of key stakeholders from outside of the Council, listed in the Green Skills for Retrofit Jobs report.

### **2.4 Human rights**

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

### **2.5 Equalities and diversity**

There are no direct equality and diversity implications arising from this report.

### **2.6 Risk management**

There are no direct risk management implications arising from this report.

### **2.7 Crime and disorder**

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

### **2.8 Environment and sustainability**

The report is directly related to full Council's decision to declare a Climate Emergency and 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. The recommendations will support delivery of a range of energy and carbon reduction projects.

### **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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**Cabinet Response to Overview and Scrutiny Recommendations  
Completed Action Plan**

**Green Skills for Retrofit Jobs**

In accordance with Section 21B of the Local Government Act 2000, Cabinet is required to provide a response to the recommendations of the Overview and Scrutiny Committee within 2 months. In providing this response Cabinet are asked to state whether or not it accepts each recommendation and the reasons for this decision. Cabinet must also indicate what action, if any, it proposes to take.

Overview and Scrutiny Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
<p><b>Recommendation 1 -</b> Developing a Retrofit Strategy to stimulate the local retrofit market, including a phased approach to: a) retrofitting of the Authority’s 14,000 council houses; b) acceleration of energy efficiency retrofit in the 90,000 private homes; and c) development of industrial/commercial retrofit clusters.</p>	<p>Energy efficiency and power and heat generation are two key themes within the Authority’s Carbon Net-Zero 2030 Action Plan and projects to stimulate the local retrofitting of Authority owned homes, privately owned homes and the business sector are included in the plan.</p> <p>The Carbon Net-Zero 2030 Action Plan builds on the Authority’s track record of retrofitting properties.</p> <p>The average Energy Performance Certificate (EPC) for Council houses in the Borough is a C rating, a higher average than that of all houses in the Borough. Additionally, the Housing stock Standard Assessment Procedures (SAP) rating has improved from 71.4 to 72.8, saving an estimated 1,765 tonnes for CO2 per annum.</p>	<p>Accept</p>	<p>Deliver the actions within the Carbon Net-Zero 2030 Action Plan and continue to work with North of Tyne Combined Authority on the detailed retrofit project.</p> <p>The Carbon Net-Zero 2030 Action Plan is presented to Cabinet for approval 1 August 2022.</p> <p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>

	<p>The Authority's sheltered housing stock has benefited from £80m of capital investment via a Private Finance Initiative contract, which has provided 10 new build and 16 refurbished schemes. All new build schemes have an EPB rating of B and the majority of the refurbished schemes are rated as C.</p> <p>The Authority's partnership with E.On installed solar PV generation systems on over 1,400 Council houses. This produces approximately 3,000 megawatt hours of renewable electricity each year and is provided to tenants free of charge.</p> <p>The Housing Revenue Account Business Plan, subject to annual Cabinet approval, will deliver almost 17,000 energy efficiency and generation measures, such as solar PV, low energy lighting and cavity and loft insulation, into Council homes by the end of the decade.</p> <p>Since March 2021, the Authority has secured £8m in grant funding to install energy efficiency and generation measures in almost 900 homes in the Borough.</p> <p>Through the innovative North Tyneside Warm Zone partnership, the Authority helped to fund and install energy efficiency measures in over 20,000 homes across the Borough.</p>		
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	<p>In addition to the significant work the Authority has delivered to homes in the Borough, it has also retrofitted operational and public buildings. The Killingworth Depot is an exemplar in retrofitting and renovating a 1960's Grade 2* listed building. Four leisure centres have recently been retrofitted with energy efficiency measures and low carbon heating systems.</p> <p>Despite the considerable work that has been undertaken to date, there is a significant funding shortfall to deliver retrofit projects at the scale that is required.</p> <p>As Co-Chair of the North of Tyne Combined Authority (NTCA) Housing and Land Board, Mayor Redfearn has shown leadership in developing a focus on retrofitting and in April 2020 the board agreed their future programme of work would include bringing "forward proposals for a domestic retrofit programme at scale working with central government and local stakeholders to ensure existing and future policy and funding mechanisms are able to deliver a large scale retrofit programme that maximises local skills and supply chain opportunities, as well as fuel poverty and carbon reductions."</p> <p>In 2021, NTCA commissioned the Energy Savings Trust (EST), in partnership with Accelar and Frontier Economics, to develop a robust evidence base to inform the</p>		
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	<p>business case for a large-scale housing retrofit programme.</p> <p>Officers are currently working with colleagues at NTCA to identify specific investment opportunities through:</p> <ul style="list-style-type: none"><li>• the commissioning of detailed technical and feasibility studies linked to a range of specific cross tenure retrofit opportunities</li><li>• Financial and economic modelling to support the development of schemes</li><li>• Developing the business model, including resourcing requirements, for a 'one stop shop' energy advice centre to:<ul style="list-style-type: none"><li>○ Generate resident demand for retrofit</li><li>○ Providing trusted advice to residents and signpost to reputable installers</li><li>○ Develop effective partnerships to bring together existing and new retrofit programmes</li><li>○ Leverage external funding into the partnership</li><li>○ Support delivery of schemes funded by a range of public and other funding streams.</li><li>○ Provide intelligence on market demand to help shape supply chain development and skills programmes</li></ul></li></ul>		
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	<ul style="list-style-type: none"> <li>○ Identify exemplar properties that can be used for 'seeing is believing' case studies</li> <li>● Provide a detailed funding options analysis for the investable schemes identified, including identification of existing funding gaps, and forthcoming funding streams which the projects could leverage</li> <li>● Identifying areas where a case may be made for future fiscal devolution</li> </ul> <p>Additionally, officers are working with colleagues at North of Tyne Combined Authority on a Business Decarbonisation Support Programme.</p>		
<p><b>Recommendation 2 -</b> Integrating the above as a key area of focus within its existing Climate Emergency Action Plan.</p>	<p>The Authority's new Carbon Net-Zero 2030 Action Plan includes the above recommendation.</p>	Accept	No action required.
<p><b>Recommendation 3 -</b> Establishing a Climate Emergency Partnership Board. Within this establish two retrofitting working groups, one focused on industrial/commercial property, the other on residential property. Membership of the groups</p>	<p>The Authority has a Carbon Net-Zero 2030 board, co-chaired by the Cabinet Member for Environment and the Director of Environment and made up of senior managers and officers of the Authority.</p> <p>This board will provide the governance for the delivery of the Carbon Net-Zero 2030 Action Plan and will direct the most appropriate routes for project delivery. Lead</p>	Accept	No action required.

<p>should be extended to significant property owners in the borough who share our ambition to lower the carbon footprint of their buildings and are committed to sharing best practice.</p>	<p>officers will work with appropriate stakeholders as required to deliver projects.</p> <p>The Authority is also a member of a Borough wide Climate Emergency Board, made up of public sector organisations and businesses. The board is only recently established and is currently agreeing a work programme for the financial year. It is not considered appropriate at this point in time to use this group to facilitate a retrofitting working group, however this can be considered in the future once the Board is more established.</p> <p>Additionally, as noted in the response to Recommendation 1, the Mayor, through her position of Co-Chair of the North of Tyne Combined Authority (NTCA) Housing and Land Board, has shown leadership in developing a focus on retrofitting.</p>		
<p><b>Recommendation 4 -</b> Developing a communications strategy to stimulate demand by creating and maintaining a sense of urgency regarding the twin benefits of energy efficiency and carbon reduction. Promote the opportunities and benefits of retrofitting homes and buildings, including cost savings in the light of energy price rises.</p>	<p>In addition to the work with colleagues at North of Tyne Combined Authority as outlined in response to Recommendation 1, the Authority's "Action on Climate Change" campaign and "Climate Hub" webpage will deliver this recommendation.</p>	Accept	<p>Build this recommendation into the Authority's "Action on Climate Change" campaign and "Climate Hub" webpage.</p> <p>October 2022 and ongoing.</p>

<p><b>Recommendation 5 -</b> Developing a set of scenarios (fast, medium, slow) for the retrofitting of various building types under various ownership. Consider undertaking this work in concert with colleagues at NTCA.</p>	<p>There is already a considerable amount of work ongoing within the Authority and with its partners to deliver on this recommendation. As such, this recommendation will be achieved through the work detailed in response to Recommendation 1.</p>	<p>Accept</p>	<p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>
<p><b>Recommendation 6 -</b> Developing a Knowledge Bank for the sharing of locally relevant retrofitting information, evaluation and case studies.</p>	<p>The Authority's "Climate Hub" webpage directly links to the Government endorsed "Simple Energy Advice" website, which offers impartial and independent advice on range of retrofitting issues, including available grants and technology advice.</p> <p>There are already industry and sector best practice knowledge hubs with useful retrofitting information and case studies, for example, UK100.</p> <p>Further to the above comments, this recommendation will be achieved through the work detailed in response to Recommendation 1.</p>	<p>Agreed.</p>	<p>The Authority's new Carbon Net-Zero 2030 Action Plan includes this recommendation.</p> <p>The Carbon Net-Zero 2030 Action Plan is presented to Cabinet for approval 1 August 2022.</p> <p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>
<p><b>Recommendation 7 -</b> Ensuring that the relevant officers take up the challenge of enabling 'Green Finance', both grants and loans, to flow into the borough, through a variety of routes.</p>	<p>Accessing grant funding or loans can be a significant barrier to the delivery of de-carbonation projects.</p> <p>However, through the joint working of Member and Officers, the Authority has a strong track record of securing grant funding</p>	<p>Agreed</p>	<p>The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.</p>

	<p>to decarbonise public buildings and cross tenure homes in the Borough deliver on its policy priorities</p> <p>For example, £3.3m grant funding was secured from the Public Sector Decarbonisation Grant to install energy efficiency measures and low carbon heating in four Authority leisure centres.</p> <p>Since March 2021, the Authority has secured £8m in grant funding to install energy efficiency and generation measures in almost 900 homes in the Borough.</p> <p>The Housing Revenue Account Business Plan, subject to annual Cabinet approval, will deliver £32m of energy efficiency and generation measures, such as solar PV, low energy lighting and cavity and loft insulation, into Council homes by the end of the decade.</p> <p>The Authority's sheltered housing stock has benefited from £80m of capital investment via a Private Finance Initiative contract, which has provided 10 new build and 16 refurbished schemes.</p> <p>As Cabinet Members at North of Tyne Combined Authority, Mayor Redfearn and Deputy Mayor Johnson have brought forward the Green New Deal Fund which aims to support a wide range of low carbon projects across the North of Tyne Combined</p>		
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	<p>Authority area, including community energy schemes, Electric Vehicle charging solutions, building retrofits, small scale renewables, natural capital, and low carbon heating systems. The fund is valued at £18m.</p> <p>Despite the examples of funding provided above, there is a significant funding shortfall to deliver retrofit projects at the scale that is required, and funding streams are oversubscribed and limited in eligibility criteria.</p> <p>This recommendation will be achieved through the work detailed in response to Recommendation 1.</p>		
<p><b>Recommendation 8 -</b> Increasing the number of PAS2035 qualified professionals in North Tyneside by commissioning a Retrofit Academy in North Tyneside for the delivery of PAS2035 qualifications. Recognise that this is likely to require the offer of some kind of financial incentive to professionals looking to upskill, to mitigate the risk to those professionals of shifting focus towards a newly emerging sector.</p>	<p>North Tyneside Council does not have access to devolved skills funding to enable the direct commissioning of a Retrofit Academy. The commissioning of skills provision is carried out by the Education and Skills Funding Agency (ESFA) and via devolved funding to the North of Tyne Combined Authority (NTCA).</p> <p>Officers will therefore continue to work with colleagues from the NTCA to understand and utilise data from recent research such as 'Skilling Up for Retrofitting' on roles required and skills needs to influence the commissioning of current and future funding held by NTCA. This could include devolved Adult Education Budget (AEB), Skills for Growth and Skills Bootcamps funding to</p>	Reject	Share local intelligence to inform NTCA skills investment plans between 2022-25 initially.

	ensure that North Tyneside residents and businesses benefit from the provision of green skills funding.		
<b>Recommendation 9 -</b> Commissioning pilots, trials and demonstrator projects that can be used to establish feasibility and grow the number of property owners willing to invest in their properties, be they domestic or commercial.	<p>The Authority has completed a number of retrofit projects to both operational buildings and Council homes that demonstrate the feasibility of technology and projects.</p> <p>The Authority has installed a range of energy efficiency measures and low carbon heating into four leisure centres. Additionally, the Killingworth Depot is an exemplar in retrofitting and renovating a 1960's Grade 2* listed building. The Authority has invested in energy efficient technology across its portfolio, including LED lighting in buildings and street lighting, insulation and voltage optimisation in buildings, and electrification of vehicles.</p> <p>The Authority has also demonstrated the feasibility of improving the energy efficiency of non-traditionally constructed housing, through investment in external wall insulation.</p> <p>The Authority is in 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.</p>	Accept	The work with North of Tyne Combined Authority will conclude in summer of 2023 and next steps will be considered at that time.

	Further to the examples provided, this recommendation will be achieved through the work detailed in response to Recommendation 1.		
<b>Recommendation 10 -</b> Working closely with North of Tyne Combined Authority on its retrofitting-related workstreams, to ensure that North Tyneside is an early adopter of any programmes to upskill in green construction skills and to accelerate the pace of retrofitting of local property.	<p>Officers will continue to work with colleagues from the NTCA to understand and utilise data from recent research such as 'Skilling Up for Retrofitting' on roles required and skills needs to influence the commissioning of current and future funding held by NTCA. This could include devolved AEB, Skills for Growth and Skills Bootcamps funding to ensure that North Tyneside is well placed with the skills required to support the delivery of retrofitting schemes.</p> <p>It is important to note that our participation in the NTCA ensures we help shape and direct their work around this topic so as to ensure the circumstances and needs of the borough are reflected in their activities.</p>	Accept	Deliver the action through sharing of local intelligence to inform NTCA skills investment plans between 2022-25 initially.

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