

## **Cabinet**

**Monday, 17 October 2022**

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

**In Attendance:** M Godfrey (Young Mayor)  
D Hodgson (Business Representative)  
D McNally (Age UK North Tyneside)  
R Layton (North Tyneside Joint Trades Union  
Committee)  
V Smith (Voluntary and Community Sector)

**Apologies:** N Redfearn (Elected Mayor), Councillors S Graham,  
S Phillips and M Hall (Northumbria Police)

### **CAB45/22 To Receive any Declarations of Interest and Notification of any Dispensations Granted**

Councillor K Clark declared a registerable personal interest in agenda Item 7: Procurement Plan 2022/2023 (CAB50/22), as she was a Director and Employee at Justice Prince CIC (Working Roots) which had contracts with North Tyneside Council funded to deliver community-based programmes.

### **CAB46/22 Minutes**

**Resolved** that the Minutes of the previous meeting held on 21 September 2022 be confirmed and signed by the Chair.

### **CAB47/22 Report of the Young Mayor**

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

- The Young Mayor visited four of the five schools in North Tyneside that had completed the Eco School Award to present them with their Green Flag presentations. The schools were Appletree Gardens, Forest Hall Primary, Rockcliffe First School, and Valley Gardens Middle School.
- The Eco School Network Event was held at the Council Offices, Quadrant with interest from teachers in 29 schools. The lead teachers from the participating schools heard a presentation from Keep Britain Tidy about the steps they must follow to achieve the award, how to buy the Green Flag, the work done by teams from North Tyneside Council on sustainable transport and its waste strategy and about energy saving tips, and met volunteers from Hedges for Hope and Groundwork Trust who could all help support the schools to achieve the award.

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- Members of the Regeneration team visited the last Youth Council meeting to update them about the developing plans for improvements to Segedunum Roman Fort and Museum where the new development had incorporated ideas taken from a consultation they had taken part in.
- Some Youth Councillors had attended the North East Region Youth Convention hosted by South Tyneside Council and met some South Tyneside elected members and took part in debates with other young people.
- Youth Councillors had taken part in North Tyneside public transport forums, this topic remained important to many of them, and relished the opportunity to have their say.
- The Children's Council for children aged five to eleven enjoyed an interesting session when they learned about the importance of voting, they heard a debate about whether football should be banned in the school playground and then took part in making their choice and voted.
- The SEND Youth Forum were working on an interesting project, called "What Did You Do Last Summer?" Members were researching the barriers for young people with additional needs or a disability to access activities in North Tyneside. The findings would be used to inform future activities and would be shared with senior managers.
- The Children in Care Council had delivered two of their training sessions called Care4me to a range of different staff across the council and foster carers. This training was designed and delivered by the young people to help adults understand what was important for children in care, the evaluations of this were really positive and the group were using this to help shape future training.

The Deputy Mayor thanked the Young Mayor for the update and the Young People for their excellent work in the variety of activities they were involved in.

### **CAB48/22 North Tyneside Hate Crime Statement**

Cabinet received a report seeking approval to a Hate Crime Policy Statement as part of the Authority's ongoing programme of work in relation to reducing inequality, eliminating discrimination and promoting inclusion.

A hate crime was any criminal offence perceived by the victim or someone else to be motivated by hostility or prejudice based on a person's protected characteristic of Race; Religion; Disability; Sexual orientation and Transgender identity. Additionally, whilst not recognised nationally, Northumbria Police also records crimes based on gender or age as hate crimes.

A hate incident was any incident that is perceived by the victim or someone else to be motivated by hostility or prejudice based on one of the above perceived characteristics, but which may not constitute a criminal offence or result in a conviction.

Reports of hate crimes had been increasing year on year, both locally and nationally. In North Tyneside there had been a significant increase in the number of reported hate crimes between 2015/2016 and 2021/2022. The increase was partially due to an increased

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awareness of the need to report hate crimes and improvements in reporting practices. The rates of hate incidents were much harder to accurately record but these had also been on the increase.

In 2021, North Tyneside had 404 reported hate crimes. In North Tyneside, the most reported hate crimes were race related. In terms of hate crime and incidents, anyone can be a victim of a hate crime or hate incident and the consequences could be severe. Each individual's response to a hate crime or incident can be different but they may feel humiliated, embarrassed, angry, or no longer safe in their home or area. Hate crimes and incidents did not just impact on the victim. The victim's family and friends could also be negatively impacted by the crime or incident. Those who had not directly experienced the crime or incident could also experience fear and trauma. Communities who shared the protected characteristic of the victim could feel the impact on a member of their community, even when there was not direct connection with the victim.

Whilst an individual crime or incident can be traumatic, the risks of severe distress and long-term effects were increased with repeated incidents. The aftereffects of hate crime and incidents could lead to permanent damage, creating a climate of fear, preventing people from living normal lives and may sometimes lead to death.

The Authority's Equality and Diversity Policy made clear the Authority's commitment to stand against discrimination, victimisation, and harassment. The Policy Statement on hate crime set out in Appendix 1 of the report contributed to the delivery of the Authority's equality objectives as approved by Cabinet in February 2021.

Through its Embedding Equality programme, the Authority had ensured that, internally, there was a clear focus on promoting equality and inclusion and eliminating all forms of discrimination. The Policy Statement was part of this programme. In 2021, the Authority had taken part in Hate Crime Awareness Week, signposting what support and resources were available to people. Building on this work the Authority would take part in Hate Crime Awareness Week again this year. Externally, tackling hate crime was a priority of the Safer North Tyneside Partnership of which the Authority was a statutory partner and key member.

Externally, the Authority worked in partnership with others on matters in relation to equality and diversity including through the Safer North Tyneside Partnership which was chaired by the Cabinet Member for Community Safety and Public Protection (regarding crime and anti-social behaviour related matters including hate crime) and the Community Tension Monitoring Group.

Since 2020, the Authority had been working with its Ethnic Diversity Community Taskforce which was chaired by the Elected Mayor. The Taskforce had identified hate crime as one of its key priorities for action.

Subject to approval by Cabinet, the Hate Crime Policy Statement would be published and implemented. The Policy Statement would be kept under review and amended if necessary following consultation with Cabinet Members. Internally, the Policy Statement would be reflected in the development of a Dignity and Respect at Work Policy and associated procedure. The Policy Statement would also inform the future work of the Safer North Tyneside Partnership.

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

**Resolved** that (1) the Hate Crime Policy Statement contained at Appendix 1 of the report, be approved; and  
(2) the Assistant Chief Executive be authorised to periodically review the Hate Crime Policy Statement and in consultation with the Cabinet Member for Inclusion, Employment and Skills the Cabinet Member for Community Safety and Public Protection and the Cabinet Member for Finance and Resources and the Director of Public Health and Director of Resources, to make amendments to the Policy Statement as considered appropriate.

(Reason for decision: This would provide a clear way forward for a refreshed approach to tackling hate crime both within the Authority and externally in partnership with others.)

### **CAB49/22      We Listen, We Care - Customer Service Programme End of Phase Two Review**

Cabinet received an update report on progress in relation to delivering Phase Two of the Customer Service Programme, and sought approval to the priorities for Phase Three of the Customer Service Programme.

The Authority's Customer Service Programme (the Programme), agreed by Cabinet on 28 May 2019, was an organisation wide focus on how the Authority brought to life its organisation's values – we listen, and we care. Its alignment with Our North Tyneside Plan was clear, building a better North Tyneside, looking to the future, listening to, and working better for residents.

The Programme was built from customer feedback; be that of residents, Elected Members, teams and / or partners. The Authority had listened to what its customers were saying about their experience of North Tyneside Council services and had four main objectives it wanted to achieve:

1. Improved customer service standards across all Authority services, (Customer Promise)
2. Improved clarity, quality and consistency of the small but vital impressions the Authority makes, in communication and branding (Brilliant Basics)
3. Improved services which are designed and delivered around the needs of customers, (Customer First) and
4. An increased culture of continuous improvement (Better Never Stops).

Not only was improved customer experience and satisfaction the right thing to do for the people the Authority served, but it was also a reflection of the Authority's ambition for the Borough, residents, and the organisation. The Authority clearly understood the cost of not getting this right, both in terms of poorer outcomes for customers and the cost to the organisation, in time and resource spent 'fixing things' later.

Phase One of the Programme was reviewed by Cabinet on 19 February 2021 and priorities for Phase Two were agreed, building in learning from the Authority's Covid-19

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Recovery Programme. A workplan and governance arrangements for Phase Two started in September 2021.

This report was a review of Phase Two of the Authority's Customer Service Programme – September 2021 to August 2022. This planned review formed part of the governance arrangements for the Programme. The purpose of the End of Phase review was to:

- Reflect on what has been delivered in this Phase – celebrate achievements and assess learning for future Phases of the Programme
- Assess if the Phase has delivered against the Programme's main objectives and ask if these remain the right objectives
- Listen to customer feedback to assess if there are any changes needed for the Programme and subsequent Phases
- Review Programme management arrangements and assess if these are suitable for the next Phase, and
- Gain appropriate agreement and buy-in for the priorities for Phase Three of the Programme.

Using the Programme's four main objectives and priorities agreed by Cabinet on 22 February 2021, the table in section 1.5.3 of the report highlighted the deliverables and achievements that had been realised in Phase Two of the Customer Service Programme. Section six of the Appendix to the report, listed all the deliverables and achievements for each of the 4 main objectives of the Programme; as summarised in the report.

Phase Two of the Programme had seen over 80 officers, Elected Members and partners, collaborating on over 30 customer improvement projects – all designed to improve things for the Authority's customers, to make sure it listened to them and to act on what they told the Authority to make sure North Tyneside Council was always value for money.

The Authority delivered many award winning and independently rated services - including OFSTED rated 'outstanding' services for children and young people; eight Green Flags for parks and cemeteries and an award for 'partnership of the year' with Northumbria Police for community protection. It was essential that the Programme continued to be driven by the ongoing experience and feedback of its customers, Elected Members and teams.

The report summarised Customer feedback about their experiences The 2021 Resident Survey showed overall satisfaction with the Authority from its residents had increased, in stark contrast to a decline of 7% nationally in 2021. Residents were more satisfied with their recent contact with the Authority, with more of them saying they felt listened to; and felt that the Authority, would do what it said it would do. However, fewer residents felt their enquiry was cared about by the Authority and this was at the heart of the Customer Service Programme – work would continue in the Customer Promise workstream in Phase Three of the Programme, to track progress on this issue. Feedback from the 2021 Resident Survey also showed that customers who contacted the Authority online were more likely to be satisfied with their overall experience, than those who made contact by email. Again, further work in Phase Three of the Programme would explore this further, to understand what the issues were and what work might need to be carried out.

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The perception of anti-social behaviour, particularly at night, was highlighted in the 2021 Resident Survey. A dedicated task force had been created with colleagues across the Authority working with partners to tackle anti-social behaviour and address concerns from residents.

The Authority understood that good customer experience, was often not based on what was provided, but how it was provided.

In 2021, residents engaged with the Authority through development of the Our North Tyneside Plan and through budget engagement with the Residents Panel told the Authority they wanted to better understand how the Authority decides what it spent its money on and asked that clearer language was used in all engagement. This feedback would inform how information was provided to residents in the Our North Tyneside residents magazine and future engagement approached with the Residents Panel.

Customer views and experiences would continue to drive the Programme in Phase Three, from corporate engagement activity, the Resident Survey, corporate complaints, and Elected Member enquiries. Where relevant, feedback from individual services would also be assessed and individual workstreams and the Programme Board, would strengthen how they ensured individual change activities were involving customers in specific service changes and improvements. The 2021 Staff Survey told the Authority that the link between employees who were safe, happy, healthy and appropriately paid, and great customer service to residents, was self-evident

The End of Phase Two review, appended to the report, captured the work to reflect; check-in with what customers were telling the Authority; celebrated what had been achieved and the difference it was making; and refined the work for Phase Three of the Programme from October 2022 to March 2024. Using learning from the Programme to date; End of Phase Two review and customer, team and Elected Member feedback, the priorities proposed for Phase Three were detailed in section 1.5.5 of the report.

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

**Resolved** that (1) the progress made in Phase Two of the Customer Service Programme, be noted;  
(2) the priorities for Phase Three of the Customer Service Programme, as set out in section 1.5.4 of the report, be approved; and  
(3) an End of Phase Three report for the Customer Service Programme to be presented to Cabinet in the Spring of 2024, be noted.

(Reason for decision: The priorities outlined have been developed following a formal End of Phase Two review of the Customer Service Programme. The proposed priorities for Phase Three, continue to support the ambition set out in the Programme and the 4 objectives agreed by Cabinet on 28 May 2019.)

## **CAB50/22 Procurement Plan 2022/2023**

Cabinet considered a report seeking approval to the Authority's Procurement Plan 2022-2023 to proceed with the relevant procurement exercises throughout the financial year and award contracts in accordance with UK public procurement legislation to the most advantageous tenders.

The Authority continued to spend a considerable sum on third party goods and services. The Authority's Constitution required that prior to any procurement commencing which exceeded £500,000 Cabinet approval must be obtained. Once the budget was approved by Full Council the third-party requirements were known. The procurement exercises which would commence in the remainder of financial year 2022/2023 had been identified and were set out at Appendix 1 to the report, the contract start date may be in the subsequent year due to the procurement lead in time. This approach would ensure timely procurements whilst continuing to maintain value for money.

The Authority had sought Social Value within its contracts since the implementation of the Social Value Act 2012, however following the adoption of the Procurement and Commercial Strategy the Authority had strengthened how it worked with its suppliers to jointly deliver this key aspect. Through Environment, Social and Governance (ESG) suppliers were already obliged to deliver social value to minimise the impact they had on the environment and maximise benefits to local economy. Through the Authority's Procurement and Commercial Strategy this would align to ensure that the Authority aligned with the private sector and work together to deliver Social Value within the Borough.

The Authority adopted its Procurement Strategy in March 2022. Utilising the social value principles within the Procurement Strategy, the Authority would continue to gain commitments of local employment and apprenticeships whenever applicable. The Authority's tendering process would be streamlined, and better information would be provided to the market. Where appropriate, lower value tenders would be issued. The Authority was seeing an increase in the number of Small and Medium Enterprise's (SME's) and local suppliers that it procured with. The procurement exercises due to commence in 2022/23 would continue to give SME's and local suppliers the chance to work with the Authority, again enabling and encouraging smaller businesses. Working with the Business Forum and the North East Procurement Organisation (NEPO), bespoke workshops would be developed to support SME's. The principles set out in the Authority's Responsible Procurement Charter would be embedded in the tender requirements.

The relevant service area would develop tender packages and robust specifications to ensure that the Authority was protected in terms of financial and commercial risk. The duration of the contract would be considered to help shape new and emerging markets; lessons learned from any previous contracts would be considered when developing the tender package. Relevant existing frameworks would be explored if appropriate to the contract. Collaborative regional working would be explored if appropriate to the contract. The contract award criteria would be developed considering social value as appropriate.

Consultation prior to commencing a procurement with the relevant Cabinet Members was key, this would ensure that the Authority's priorities were achieved through its contracting arrangements. The Authority's finance team would be engaged to identify any budgetary

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risks associated with the delivery of the service and any potential mitigations. Its legal team would review the terms and conditions for each procurement to ensure the Authority mitigated any commercial risk. Consultation and engagement with the market and any relevant associations would take place to ensure that the offer to the market is attractive and that a market exists to deliver the goods and services. An evaluation team consisting of subject matter experts and the procurement team would evaluate each bid received against the published award criteria and in accordance with UK public procurement legislation. Prior to award of any contract the evaluation result would be provided to the Director of Service to approve the award together with financial assurance that the contract value would remain within existing budgets.

The Authority updated its Social Value priorities in April 2022, a pilot exercise was currently being undertaken to help develop a fully managed process as part of the procurement and contract management activity. The Authority's Social Value Priorities and subsequent outcomes used to measure social value followed the priorities within Our North Tyneside Plan: Thriving, Family Friendly, Secure, Caring and Greener. Social Value requirements have been an important aspect of the procurement process since The Public Services (Social Value) Act 2012, and this had directly resulted in benefits for communities across the borough. It had proven a challenging task however, to ensure that the commitments made through the procurement process were upheld throughout the contract period. The pilot exercise currently being undertaken aimed to ensure that social value was monitored and measured effectively through the Authority's contract management toolkit. The Authority's contracted suppliers would each have their own corporate social responsibility approaches; therefore, through contract management the Authority would work to shape their social value objectives towards policy priorities of the Elected Mayor and Cabinet.

Since April 2022, the new Social Value matrix had been piloted across 7 procurement projects across different service areas to ensure the measures were appropriate and enable to engage with the supply chain and review feedback on the Authority's procurement process. The projects were listed below:

- Framework for the Supply of Rigid Kitchen Units
- Solar PV Installations to North Tyneside Council Housing Stock
- Supply of Energy Performance Certificates to Domestic Dwellings
- Remodelling Programmed Works
- Residents & Staff Survey Research Framework
- Senior Leadership Training
- Bedding Plants Supply

As detailed in the Procurement Strategy this had focused on the 'greener' and 'caring' priorities of the Council Plan. Social Value gained for the Borough would be monitored and reported to Cabinet as a minimum on an annual basis. Retrospective social value commitments had been closely reviewed this year. This had resulted in several positive social value achievements for projects across the borough including £500 being donated to the charity 'Out of Sight' who were based in Dudley and work to support children with visual impairments.

Out of Sight said: *"The funds were used to provide a treat for families by contributing to a day trip to Blackpool. The donation helped to pay for entry fees into Blackpool Tower,*



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*Blackpool Zoo, and Sea Life where I can say the families had just the best weekend. We have never seen so many smiles, this was such a treat for them".* Full details are set out at Appendix 2 of 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 and continue to consider individual reports for each package of works and/or services. This may delay implementation of essential services and works being carried out.

**Resolved** that (1) the procurement of the goods and services as detailed in Appendix 1 of the report, be approved;

(2) the social value created for the borough as set out at Appendix 2, be noted;

(3) the relevant Director in consultation with the relevant Cabinet Member, Director of Resources and the Assistant Chief Executive, be authorised to commence the procurements identified and award contracts to those bidders who submit the most advantageous tenders in accordance with UK public procurement legislation

(Reason for decision: The Authority has a duty to obtain value for money. Tendering the opportunities identified in the report will meet the priorities contained within the Procurement Strategy and Our North Tyneside Plan.)

*(Cllr Clark declared a Registerable Personal Interest in the above item of business)*

## **CAB51/22      Transport and Highways Supplementary Planning Document**

Cabinet considered a report seeking approval to the revised Transport and Highways Supplementary Planning Document (SDP), which sets out the updated guidance on the Authority's planning policies relating to transport and highways considerations.

Supplementary Planning Documents build upon and provided more detailed advice and guidance on the policies contained in the Local Plan. The purpose of the Supplementary Planning Document on Transport and Highways was to provide direction and guidance for prospective developers so as to ensure that the transport implications of new developments were rigorously, and consistently, assessed and appropriate mitigation measures secured.

The current SPD, previously also referred to as Local Development Document LDD12, was last revised in 2017. Since then, the national, regional and local policy context had substantially developed, with greater emphasis, for example, on provision for electric vehicles (EVs) and on carbon net zero objectives.

A report to Cabinet of 28 March 2022 set out how an updated draft SPD had been prepared to reflect this changing context: for example, details of car parking and cycle parking standards had been reviewed and realigned to the Use Classes Order which was updated at national level in 2020. Focus was given to sustainable transport requirements and additional detail was provided on the provision of infrastructure for EVs. The updates to the document sought to ensure that the draft SPD supported development that was sustainable, made efficient use of land and resources and demonstrated good design, in accordance with relevant policy at national, regional and local level.

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Cabinet in March agreed that a process of stakeholder engagement should take place on the draft SPD. It was noted in the report that, owing to the technical nature of the document, the engagement process would particularly seek to involve relevant stakeholders such as developers, local and national voluntary and public sector organisations, as well as neighbouring local authorities. The engagement process was carried out over a six-week period between 31 May and 15 July 2022. Nine responses were submitted by or on behalf of relevant external stakeholders. These included Historic England, Natural England and National Highways, which are statutory consultees for planning applications. Responses were also received from further public and voluntary sector stakeholders such as the Energy Saving Trust, Nexus and Northumberland County Council, and from private sector stakeholders including the consortium of developers for the Killingworth strategic site identified in the Local Plan.

Revisions had been made to specific aspects of the draft SPD where appropriate to reflect feedback received as part of the stakeholder engagement process. These had included clarifying the links to specific policies in the North Tyneside Local Plan; referring to recent updates to the Building Regulations regarding charging provision for electric vehicles; and making the wording less prescriptive on specific measures expected as part of a developer's Travel Plan, while continuing to emphasise the importance of supporting the use of more sustainable modes of transport. A summary of the responses received, and revisions to the document proposed as a consequence, was attached as Appendix 2 to the report.

The revised draft SPD first covered sustainable transport, setting out specific requirements in relation to walking, wheeling, cycling, Public Rights of Way and public transport provision. It then sets out the Authority's requirements for the assessment of transport provision for new developments. This included details of a Travel Plan, which developers may be required to prepare to support accessibility by more sustainable modes; Transport Assessments and Transport Statements, which served to demonstrate that the transport impacts of new developments had been appropriately assessed; and parking control measures as they related to new developments.

The document proceeded to set out the Authority's specifications with regard to design quality, including links to its approach to tree planting and management, as well as Sustainable Urban Drainage Systems (SUDS) in new developments. This included requirements on developers to carry out a Flood Risk Assessment (FRA). Finally, the document then sets out requirements in relation to parking provision at both residential and non-residential developments. This included enhanced detail of required arrangements regarding the provision of EV charging equipment and/or cable routes which facilitated the future installation of such equipment.

It was intended that the revised SPD, once finalised, would continue to offer effective direction and guidance to prospective developers and applicants in the borough, in accordance with the North Tyneside Local Plan 2017 and the North Tyneside Transport Strategy, and would make a valuable contribution to meeting the Authority's aim of taking steps and seeking investment to be carbon net zero by 2030.

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

**Resolved** that (1) the revised Supplementary Planning Document on Transport and Highways attached as Appendix 1 to this report, be approved; and (2) the Director of Regeneration and Economic Development, in consultation with the Deputy Mayor and the Cabinet Member for Environment, be authorised to make amendments to the Supplementary Planning Document on Transport and Highways from time to time to reflect national and local circumstances.

(Reason for decision: Approving the revised Transport and Highways SPD will reflect how the national, regional, and local policy context has developed since the SPD was last revised in 2017 and will enable the Authority's direction and guidance for prospective developers to ensure that the transport implications of new developments are rigorously, and consistently, assessed and appropriate mitigation measures secured.)

### **CAB52/22 North Tyneside Cycling Strategy**

Cabinet received a report which sought approval to commence engagement on an updated North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out the standards for cycling provision.

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its vision is "Moving to a green, healthy, dynamic and thriving North Tyneside".

Its key principles included reducing carbon emissions from transport and improving health outcomes. This linked to 'Equally Well', the Joint Health and Wellbeing Strategy, and its strategic ambitions of supporting equal life chances for all, thriving places and communities and maintaining independence. It also complemented the regional North East Transport Plan developed by Transport North East and its aims of supporting the decarbonisation of transport and encouraging active travel.

The North Tyneside Transport Strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. One of these is the North Tyneside Cycling Strategy, adopted in 2018. Everyday cycling was a healthy, sustainable and affordable way to get to work, school or the shops, for people of all ages. Cycling in the borough continues to grow, having increased by more than 60% in the four years since the current Cycling Strategy was adopted. In that time the Authority had expanded the delivery of Bikeability cycling training in schools, while the annual Summer of Cycling campaign had seen a rise in popularity and attendance. The Authority had delivered new cycling routes, such as a cycleway alongside A189 Salters Lane in Longbenton, and put in place improvements for cycling and walking provision as part of its regeneration activity, such as at Howard Street in North Shields.

Cabinet's approval was sought to commence consultation on an updated North Tyneside Cycling Strategy and an updated version of the associated North Tyneside Cycling Design Guide, which sets out design standards for cycling provision. Updating the strategy would ensure that it continued to support the commitments in the Our North Tyneside Plan 2021 to 2025 to increase opportunities for safe walking and cycling. This included providing a segregated cycleway at the coast, and publication of

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an action plan of the steps the Authority would take, and the national investment it will seek, to make North Tyneside carbon net-zero by 2030. It would also reflect the Authority's declaration of a climate emergency, made in July 2019, and the aims of the North Tyneside Local Plan, which commits to provide infrastructure and facilities which increased the opportunities for, and attractiveness of, cycling; give greater priority to people cycling, walking and wheeling; and incorporated improvements for these modes of transport as part of other transport schemes. The updated draft Cycling Strategy sets out the outcomes which it seeks to achieve, which fitted with the aims of our Transport Strategy: i) helping more people to cycle; ii) helping to improve cycling safety; iii) designing cycling into our highways, infrastructure and regeneration investment; iv) delivering a continuous network of strategic and local cycle routes; and v) helping more residents to be physically active, and businesses to adopt sustainable modes of transport such as cargo bikes.

It sets out the following actions which were intended to be delivered over the period of the strategy:

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

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

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

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

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

The updated draft strategy sets a target for an annual increase in cycling trips of 10%, increased from 7% in the existing strategy, to reflect progress achieved to date and the scale of the Authority's ambitions. The revised list of indicators of success: i) more cycling trips are being made in the borough – the strategy aimed for an increase in cycling trips of 10% per year; ii) there was greater participation in cycle training and in the Go Smarter in North Tyneside and Active North Tyneside programmes; iii) more workplaces in the borough had the facilities and initiatives to encourage cycling to work and as part of their day-to-day operations (e.g. cargo bikes); and iv) the borough's cycling infrastructure was improved in line with good practice to create a continuous network.

The national Cycling and Walking Investment Strategy, and the Department for Transport's cycling and walking plan 'Gear Change', encouraged local authorities to carry out an assessment of strategic cycling routes and town centre walking routes. This was known as a Local Cycling and Walking Infrastructure Plan (LCWIP). This approach demonstrated that a strategic approach had been taken to identifying cycling and walking infrastructure improvements. LCWIPs refer specifically to infrastructure, and hence did not cover other types of initiatives such as cycling training or promotional measures.

North Tyneside's network of strategic cycling routes had already been defined by the Authority, and these were shown in the form of a 'tube map' in the existing Cycling Strategy. In addition, supporting walking, wheeling and cycling improvements in the borough's town centres already forms part of the aims of the Local Plan and the Authority's regeneration plans set out in the Our North Tyneside Plan and 'An Ambition for North Tyneside', the Regeneration Strategy. As such, by using the existing 'tube map' and plans for town centres as the basis to develop an LCWIP in accordance with Government guidance, the Authority can ensure it was well placed to make the case for future investment in cycling, walking and wheeling provision, from both Government grant funding and developer funding secured through the planning process.

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

The North Tyneside Cycling Design Guide sets out the design standards which the Authority would require, both for its own infrastructure works and for those delivered by developers. The design guide, which was adopted in 2018, had been updated to reflect more recent developments in good practice, including the publication in 2020 of relevant national guidance, Local Transport Note LTN 1/20 'Cycling Infrastructure Design'. The updated draft Design Guide sets out detailed standards for the design of cycling provision on the highway network; in areas of residential streets; and on off-road routes away from motor traffic. It then sets standards for various other aspects of design including junctions and crossings, cycle parking, signage, and construction and maintenance.

It was anticipated that, subject to approval of the recommendation, public engagement on the updated draft Cycling Strategy (including the LCWIP) and Cycling Design Guide would be carried out over a period of c.6 weeks in October-December 2022. Details of the engagement process would be communicated by means such as a news release and messaging via the Authority's social media accounts; local groups involved in sustainable and active travel would also be advised of the engagement process and encouraged to share details with their supporters.

**Resolved** that a process of public engagement be carried out on the updated draft North Tyneside Cycling Strategy, attached as Appendix 1, and incorporating the Local Cycling and Walking Infrastructure Plan (LCWIP), and the updated draft North Tyneside Cycling Design Guide attached as Appendix 2, be approved.

### **CAB53/22      Exclusion Resolution**

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

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## **CAB54/22 Corporate Risk Management Summary Report**

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

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

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

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

## **CAB55/22 Household Recycling Contract Extension**

Cabinet received a report seeking approval to the extension of the Authority's current Household Recycling Contract.

The Authority had a statutory duty to make arrangements to collect household waste that can be recycled. This responsibility was met primarily by providing householders in the Borough with a recycling bin and caddie and collecting it at the kerbside. Collection of these materials was a service provided in-house and during 2021/22 the Authority collected just under 17,500 tonnes of recycling at the kerbside. As part of the Authority's waste disposal operations, the material was delivered to a contracted processor who was responsible for separating it and finding markets to secure value from it.

This recycling service was being delivered under a contract which comes to an end on 30 September 2023. As the Authority entered the final year of this contract, there was uncertainty over proposed changes to the waste sector and this added financial risk to any newly procured contract. Officers and Cabinet Members had concluded that the service cannot be provided in-house at this point and this report therefore sought authority from Cabinet to finalise negotiations and to extend the current contractual arrangements.

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 extension of the Authority's current recycling contract as detailed in the report, be approved;  
(2) the Director of Environment in consultation with the Director of Resources, the Assistant Chief Executive, Cabinet Member for Finance and Resources and Cabinet Member for Environment, be authorised to conclude negotiations and enter into the necessary agreements to extend the recycling contract with the current contractor.

Monday, 17 October 2022

Cabinet

(Reason for decision: The Authority has a duty to obtain value for money. Tendering the service at this time will increase financial risk to the Authority. The payment mechanism within the contract is beneficial to the Authority, it is unlikely to be accepted by the market as newer contracts expect the Authority to take further pricing risk given the volatility of commodity trading.)

**CAB56/22      Date and Time of Next Meeting**

6.00pm on Monday 28 November 2022.

**Minutes published on Thursday 20 October 2022. The decisions contained within these Minutes may be implemented (unless called in by 3 Non-Executive Members for consideration by the Overview, Scrutiny and Policy Development Committee) immediately following the expiry of the call-in period; i.e. 5.00pm on Thursday 27 October 2022.**