NORTH OF TYNE COMBINED AUTHORITY

Cabinet

Tuesday, 27 July 2021 at 2.00 pm

Meeting to be held: Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH.

This meeting will be streamed live on YouTube at https://youtu.be/o21JXH5qpGQ

Due to health and safety reasons, attendance by the public at this meeting may be limited and allocated prior to the meeting. Please contact Victoria Miller by emailing victoria.miller@northoftyne-ca.gov.uk no later than 22 July 2021 if you wish to attend.

www.northoftyne-ca.gov.uk

AGENDA

Page No

1. **Apologies for Absence**

2. **Declarations of Interest**

   Please remember to declare any personal interest where appropriate both verbally and by recording it on the relevant form (to be submitted to the Democratic Services Officer). Please also remember to leave the meeting where any personal interest requires this.

   Note: The Audit and Standards Committee has granted dispensations to Cabinet members so that they may participate in decisions which relate to the constituent authority which appointed them.

3. **Minutes of the Previous Meeting** **1 - 10**

4. **Announcements from the Mayor and/or the Head of Paid (if any)**

5.	**North of Tyne Citizens' Assembly Report and update on progress in delivering the North of Tyne Energy, Green Growth and Climate Change Blueprint**	**11 - 138**
6.	**Co-production at NTCA Scrutiny Report**	**139 - 148**
7.	**North Bank of the Tyne Growth Corridor**	**149 - 154**
8.	**North of Tyne Digital: 5G and Future Connectivity**	**155 - 162**
9.	**Investment Fund Update**	**163 - 176**
10.	**Inclusive Economy Innovation Fund and Board update**	**177 - 184**
11.	**2021/22 Quarter 1 NTCA Budget Monitor Report**	**185 - 190**
12.	**North East Local Enterprise Partnership - Funding Decisions Update**	**191 - 194**

13. **Date and Time of the Next Meeting**

Wednesday, 22 September 2021 at 2pm. Venue to be confirmed.

14. **Exclusion of Press and Public**

Under section 100A and Schedule 12A Local Government Act 1972 because exempt information is likely to be disclosed and the public interest test against disclosure is satisfied.

15.	**North East Local Enterprise Partnership - Funding Decisions Update - Appendix A: Copy of the North East LEP Board, Investment update paper - 27 May 2021**	**195 - 230**

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NORTH OF TYNE COMBINED AUTHORITY

North of Tyne Combined Authority, Cabinet

8 June 2021

(2.00 - 3.14 pm)

Meeting held: Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH

Draft Minutes for Approval

Present:

Chair: Mayor J Driscoll

Councillors N Forbes, C Johnson, K Kilgour, G Sanderson and R Wearmouth, Mayor N Redfearn and Ms L Winskell

Also: Mr R Fry

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

Ms L Winskell mentioned that she represented the North East Local Enterprise Partnership.

3 **ANNOUNCEMENTS FROM THE CHAIR AND/OR THE HEAD OF PAID SERVICE**

The Mayor welcomed everyone to the meeting and introductions were made.

This was the first meeting of the NTCA Cabinet in a committee room, in person, since the lockdown 2020/2021.

The Mayor, on behalf of Cabinet, welcomed the three new members of Cabinet:

- Councillor K Kilgour (Newcastle City Council);
- Councillor C Johnson (North Tyneside Council); and
- Councillor R Wearmouth (Northumberland County Council).

The previous members of Cabinet were thanked for their hard work within their Portfolio responsibilities:

- Councillor B Pickard - Economic Growth,
- Councillor J McCarty - Employability and Inclusion; and
- Councillor R Dodd - Education Improvement.

The Mayor announced that the NTCA had recently completed the Citizens' Assembly on Climate Change, and reports on this work would be provided to future meetings.

It was also noted that, because the Coronavirus pandemic was still ongoing, the central government was currently consulting on the potential of remote meetings of local authorities. The Mayor was of a view that the reinstatement of remote committee meetings, or at least a hybrid model of meetings, would be helpful. The Cabinet members were in support of this view.

4 **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting held on 23 March 2021 were approved as a correct record and signed by the Chair.

5 **APPOINTMENTS TO COMMITTEES AND OTHER BODIES AND AGREEMENT OF THE SCHEDULE OF MEETINGS**

Submitted: A report of the Interim Monitoring Officer (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which set out its membership and the proposed appointments to the committees of the Combined Authority and other bodies.

It was noted that the Mayor had asked Norma Redfearn, the Elected Mayor of the North Tyneside Council and a member of the NTCA Cabinet, to continue in her role as the NTCA Deputy Mayor; and this invitation had been accepted by Mayor Redfearn.

RESOLVED – That:

i. The Cabinet membership set out at Appendix 1(a) of the report be noted;

ii. The Cabinet noted that the Mayor had appointed Norma Redfearn, the Elected Mayor of the North Tyneside Council and a member of the NTCA Cabinet, as the NTCA Deputy Mayor;

iii. The allocation of Cabinet portfolios set out at Appendix 1(b) of the report be agreed;

iv. The schedule of committee meetings for the municipal year 2021/22 set out at Appendix 2 of the report be agreed;

v. The membership of the Overview and Scrutiny Committee, the Audit and Standards Committee, the Housing and Land Board and the Inclusive Economy Board as set out in Appendix 3 of the report be agreed;

vi. The appointment of Chair of the Overview and Scrutiny Committee be delegated to the Overview and Scrutiny Committee;

vii. The appointment of members and substitute members to the Joint Transport Committee (JTC) and the JTC Tyne and Wear Sub-Committee as set out in paragraphs 1.5.1 and 1.5.2 of the report be agreed;

viii. The appointment of members and substitute members to the board of Transport for the North (TfN) and TfN's Overview and Scrutiny Committee as set out in paragraphs 1.6.1 and 1.6.2 of the report be agreed; and

ix. The appointment of members to the North East Local Enterprise Partnership Boards and Panels as set out in in paragraph 1.7.1 of the report be agreed.

6 **NTCA CORPORATE PLAN**

Submitted: A report of the Director of Economic Growth (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which introduced and set out the NTCA's first Corporate Plan.

H Kippin, the Director of Economic Growth, delivered a presentation, recapping the Combined Authority's Annual Report 2020 and introducing its Corporate Plan.

The Cabinet watched a video with examples of the impact that the Combined Authority was having on lives of its residents.

Amongst the matters noted during the ensuing discussion, were the following:

- Members welcomed the Corporate Plan.
- Members welcomed the work and achievements of the Combined Authority to date and its ambitions for the future.
- Members commended the opportunity to see the real examples of the impact that the Combined Authority was having on individuals.
- Members welcomed the ongoing strong collaboration between the constituent organisations of the Combined Authority.
- A comment was made that the targets set out as part of the Corporate Plan were sensible and reasonable.
- There was a natural coinciding of the work of the constituent local authorities with the work of the Combined Authority.

- There was a lot of work ahead to deliver more improvements for the area.

- A member highlighted the importance of further work to improve the awareness and understanding about the Combined Authority and its work.

- Attention was drawn to the young age of the Combined Authority, the challenges it had faced since its establishment and its significant achievements.

- Members welcomed the additional funding that was being brought into the North of Tyne area as a result of the formation of the Combined Authority and through its work.

- Members and officers were thanked for their work.

RESOLVED – That the Corporate Plan, its ambitions and delivery priorities, be acknowledged and endorsed.

7 **INCLUSIVE ECONOMY POLICY STATEMENT - UPDATE**

Submitted: A report of the Head of Inclusive Growth (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which provided information on progress regarding NTCA's Inclusive Economy Policy Statement and sought approval for next steps.

Councillor K Kilgour introduced the report and highlighted key aspects arising, including the long-standing issues with inequality in the area and the importance of an inclusive economy.

Councillor K Kilgour asked for thanks to be placed on record to her predecessor Councillor Joyce McCarty for her work on Inclusive Economy.

Amongst the matters noted during the ensuing discussion, were the following:

- Comments were made about the importance of economic equality.

- There was a lot of research showing that the more inclusive the economy was, the better was the overall economic outcome for everyone.

- The Mayoral Ambassador for the Voluntary, Community and Social Enterprise sector (VCSE) welcomed the focus on participation and the references to co-design and co-production, working alongside residents and valuing their experiences.

- A comment was made about the importance of residents feeling valued and having a sense of control over decisions.

RESOLVED – That:

i. The work undertaken to update the Inclusive Economy Policy Statement be noted; and

ii. The revised statement be agreed for publication.

8 **EQUALITIES AND DIVERSITY**

Submitted: A report of the Director of Policy and Performance (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which informed it of the continued work and commitment to meet the NTCA ambitions regarding equalities, diversity and inclusion.

The NTCA Mayor J Driscoll introduced the report and spoke about the Combined Authority's ambition regarding equality and diversity. He highlighted key achievements to date, including the zero gender pay gap.

RESOLVED – That:

i. The Equalities and Diversity Policy (Appendix B) be approved;

ii. The Equalities and Diversity Objectives for 2021-2025 (Appendix C) be approved; and

iii. The progress made on equalities, diversity and inclusion ambitions for NTCA be noted.

9 **CHILD POVERTY PREVENTION PROGRAMME**

Submitted: A joint report of the Head of Inclusive Growth and the Strategic Lead, Education Challenge (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which provided an update on progress with the development of a Child Poverty Prevention Programme for the North of Tyne area and sought approval for next steps. Councillor K Kilgour introduced the report.

Amongst the matters noted during the ensuing discussion, were the following:

- the importance of this work;

- the importance of the work to tackle unemployment and continued work to engage with deprived and hard-to-reach communities, including with the help of the VCSE sector, and to learn about real barriers rather than use assumptions;

- the moral responsibility to tackle child poverty and this being integral to the role of local authorities; and a great deal of work that was being carried out by the Combined Authority, each of the constituent local authorities, the voluntary sector and charities;

- the statistics showed that child poverty had recently increased, and this created additional pressures on local authorities, who were already dealing with residual poverty. Greater support was needed from central government.

- the impact of the changes to the welfare state, and that this nation-wide issue was beyond the immediate control of local government. Considering the scale of the problem, greater support was needed from central government;

- having a job created an inner pride and gave people confidence due to being able to support their families;

- skills, training and opportunities were pivotal in the work to support people into employment;

- local authorities had social and economic responsibility regarding its residents; and, therefore, social and economic policies should always be integrated;

- whilst local authorities could not help everyone, they had powers to continue to work to make a difference, with a focus on creating jobs, including good jobs, good working conditions, skills and opportunities, because these were the routes out of poverty;

- the limited resources that local authorities had for the scale of the problem, and the creative and innovating approaches that they had to apply;

- whilst this was a dedicated programme to tackle child poverty, this was not the only work that the North of Tyne Combined Authority was doing to address the problem; there were important and ambitious targets regarding the creation of jobs and a request had been submitted to the central government for support as part of the regional Recovery Plan;

- the effective work of the Combined Authority, which had demonstrated a positive impact on individuals.

Clarification would be provided to a member regarding “children living in poverty in working households without the financial resilience to cope with economic shocks”.

Mr R Fry, the Mayoral Ambassador for the VCSE sector welcomed the opportunity to look at the role of the VCSE sector in this programme of work to tackle child poverty.

RESOLVED – That:

i. The progress in relation to the development of a Child Poverty Prevention programme for the North of Tyne be noted; and

ii. The Head of Paid Service be authorised, in consultation with the Portfolio Holder, to finalise next steps in taking forward the programme, including securing appropriate funding.

10 **INVESTMENT FUND UPDATE AND FUNDING APPROVALS**

Submitted: A report of the Director of Economic Growth (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which provided an update on progress with the North of Tyne Investment Fund, including new projects to support the economic recovery, and sought approvals. Councillor C Johnson introduced the report.

When welcoming the report and the proposals, a comment was made about the important role of the Union Learn Fund project in skilling up the existing workforce.

RESOLVED – That:

i. The progress made to date on the Investment Fund, achievement of key milestones and ongoing development work, particularly in respect of defrayed expenditure and achievements in terms of tangible jobs for residents as a direct result of the NTCA investment, be noted.

ii. The funding of £1.5million to Northumberland Business Services Limited to deliver the Business Recovery Innovation Grants be approved.

iii. The Interim Head of Paid Service be authorised to finalise the conditions to be attached to the above funding award; and the Interim Monitoring Officer be authorised to complete the necessary documentation.

iv. The Investment Panel be invited to consider a full business case for the proposed Union Learn project; and the Head of Paid Service be authorised, in consultation with the Investment Panel, the Mayor and the Portfolio Holder for Employability and Inclusion, to authorise funding of up to £430K to support the project.

11 **2020-21 NTCA OUTTURN REPORT, INCLUDING NORTH EAST LOCAL ENTERPRISE PARTNERSHIP AND INVEST NORTH EAST ENGLAND**

Submitted: A report of the Chief Finance Officer (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which advised it on the provisional 2020-2021 outturn position of the Combined Authority, including the Corporate Fund, Investment Fund, Adult Education Budget and Brownfield Housing Fund.

The report also included the 2020-2021 Outturn position for the North East LEP and Invest North East England. J Gillespie, the Chief Finance Officer, introduced the report and highlighted the key matters set out in the document.

A comment was made about the corporate expenditure being under the forecasted amount, despite the scale of projects being launched and managed, and despite the scale of the challenges faced. The Mayor, on behalf of Cabinet, thanked all officers for their work.

Ms L Winskell, the North East LEP representative, on behalf of the North East LEP, thanked J Gillespie, K Laing and the NTCA finance team for their efficient support.

RESOLVED – That:

i. The NTCA provisional 2020-2021 Outturn position for the Corporate Fund (section 1.3 of the report), Investment Fund (section 1.4 of the report) be noted.

ii. The performance against the Brownfield Housing Capital Budget and Investment Fund Capital Budgets (section 1.5 of the report) be noted.

iii. The performance against the Adult Education Budget (section 1.6 of the report) be noted.

iv. The decisions that had been made in 2020-2021 in relation to reserves and balances (section 1.7 of the report) be noted.

v. The Accountable Body Budget Outturn position and the funding position (section 1.8 of the report) be noted.

vi. The Combined Authority's Treasury Management performance (section 1.9 of the report) be noted.

vii. The North East LEP 2020-21 Outturn position and 3-year Outline Budget position (Appendix A of the report) be noted.

viii. The Invest North East England 2020-21 Outturn position (Appendix B of the report) be noted.

12 **SCRUTINY ANNUAL REPORT**

Submitted: A report of the Overview and Scrutiny Committee (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which provided information on the work of NTCA's Overview and Scrutiny Committee in 2020-2021.

Councillor L Wright, the Vice-Chair of the Overview and Scrutiny Committee, introduced the report.

She thanked Councillor G Roughead, the previous Chair of the committee, for his dedication to the role and wished him well for the future.

Councillor Wright highlighted the key areas of work that the committee was particularly interested in:

- Poverty Truth Commission and the Impact of the Coronavirus pandemic

  The committee offered its help in this area of work.

Regarding the earlier discussion about tackling poverty, the committee agreed with the view that training, skills and job opportunities were the answer to help families out of poverty.

- Citizens' Assembly

Other matters raised by Councillor Wright included the following:

- The committee had completed its first task and finish group which was an examination of Co-production. Lessons were learned on the time required to undertake these activities and on engagement with outside organisations and stakeholders.

- Thank you was placed on record to Elizabeth Kerr, the Principal Governance and Scrutiny Manager, and Lynn Camsell, Democratic Services Officer, for their much-valued support.

- The Cabinet members were thanked for their engagement with the Overview and Scrutiny Committee, a commitment which was appreciated and valued.

The Mayor asked for his thanks to G Roughead, the previous Chair of the Overview and Scrutiny Committee, to be placed on record. He expressed hope that the effective relationship with Scrutiny would continue.

RESOLVED – That the report be noted.

13 **URGENT DECISIONS TAKEN IN 2020/21**

Submitted: A report of the Interim Monitoring Officer (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which set out information on the use of urgent decision powers by the Head of Paid Service in the previous municipal year.

RESOLVED – That the report be noted.

14 **DESIGNATION OF HEAD OF PAID SERVICE**

Submitted: A report of the Head of Paid Service (previously circulated and copy attached to Official Minutes).

The Cabinet considered the report which invited it to designate the Director of Economic Growth as the Head of Paid Service of the North of Tyne Combined Authority with immediate effect.

The Mayor introduced the report and commended Dr Henry Kippin and Ruth Redfern for their effective and value-driven work.

The Mayor, on behalf of the Cabinet, thanked Paul Hanson, the outgoing Interim Head of Paid Service, for this commendable work during the exceptionally challenging times.

Thanks were also offered to all three Chief Executive Officers of the constituent councils for their hard work to establish the Combined Authority and their continued support.

RESOLVED – That Dr Henry Kippin, the Director of Economic Growth, be designated as the Head of Paid Service for the Combined Authority with immediate effect.

Dr Henry Kippin was welcomed into the new role.

15 **DATE AND TIME OF THE NEXT MEETING**

Tuesday, 27 July 2021 at 2pm.

NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: North of Tyne Citizens' Assembly Report and update on progress in delivering the North of Tyne Energy, Green Growth and Climate Change Blueprint

Report of: Chief Economist

Portfolio: Social Economy and Communities

Report Summary

The purpose of this report is to present the conclusions and recommendations of the North of Tyne Citizens' Assembly to Cabinet, and to propose next steps. These include initial proposals for the NTCA to develop climate emergency projects aligned to the Citizens' Assembly recommendations and which will build on the Combined Authority's existing programme of activities.

This report also documents how we are already responding together as a region in response to this shared challenge. Through investment, convening and working in-step across our Local Authority areas, we can ensure this region leads the transition to net zero; and that we embed the voice of citizens, business and society in the way we do this – themes which were developed further in the recent Green Economy Summit, hosted by Newcastle University and the North of Tyne Combined Authority.

Recommendations

The Cabinet is recommended to:

1. Thank all those who participated in the Citizens Assembly including the Oversight Panel and Expert Commentators
2. Receive the Citizen's Assembly Report and endorse their collective statement which sets out the need for urgent action.
3. Endorse collaboration between NTCA and the three constituent Local Authorities to jointly respond to the recommendations of the Citizens Assembly, and jointly develop project proposals where the recommendations of the Citizens Assembly provide clear opportunities to add value, scale up, or enhance the work currently underway through the NTCA Energy, Green Growth and Climate Change Blueprint and Local Authority Climate Emergency plans.
4. Agree to receive a report in Autumn that will provide further detail on how NTCA intends to work with the three constituent Local Authorities and wider regional stakeholders to respond to the recommendations of the Citizens' Assembly.

1. Background Information, Proposals and Timetable for Implementation

1.1 The case for investment and action to address climate change is global, urgent and increasingly becoming part of the political and societal mainstream. The UK Climate Change Act sets a legally binding target to achieve net zero greenhouse gas emissions across the UK economy by 2050 and, in June, the UK government set the world's most ambitious climate change target into law to reduce emissions by 78% by 2035 compared to 1990 levels. In November, the UK will host the 26th UN Climate Change Conference of Parties (COP26) in Glasgow, where heads of state, climate experts and campaigners will come together to agree coordinated action to tackle climate change.

1.2 Climate change is a complex problem and solutions are likely to require significant social as well as technical transformations. This implies significant change in the way we generate electricity, travel and heat our homes, as well as in the way products and services are produced and consumed. Therefore, citizens need to be engaged and at the centre of our response to the climate emergency.

1.3 NTCA's approach learns from and builds on the work already being done in the region. Our work to tackle the climate emergency is developed collaboratively with the three constituent Local Authorities and wider regional stakeholders including the North East LEP to ensure that we are adding value and supporting collective leadership and cross-regional change.

1.4 In February 2020, Cabinet approved a funding of £80,000 to deliver a Citizens' Assembly on Climate Change. This provided a further opportunity to hear the views of our citizens about the type of economy and society they want in the future, and what we can collectively do to make this happen - building upon existing Local Authority consultations and engagement. To ensure the process was robust, fair, and unbiased, an oversight panel which was independent of the NTCA, was formed to support the process and to set the question that the Assembly were tasked with answering:

"What should we do in the region to address climate change and its causes fairly, effectively and quickly?"

1.5 A process of 'random stratified sampling' was used to ensure the 50 members of the Assembly reflected local diversity in terms of age, disability, ethnicity, gender, geography, relative deprivation of an area, and attitude to climate change. The provision of a small financial incentive as part of the process ensured that those who are less likely to engage in public consultations are heard. Additionally, digitally excluded residents were supported to be able to participate.

1.6 The Assembly took place online, due to the ongoing coronavirus pandemic, between 24 February and 24 March 2021. It met for a total of 30 hours over eight sessions, listening to and questioning a range of expert commentators. It was facilitated by an independent provider, Shared Future, a social enterprise that has extensive experience of delivering citizens' assemblies and juries across the country.

1.7 The initial Assembly sessions were focussed on the wider topic of climate change. Following these the Assembly chose to explore housing, transport and energy in depth. The videos from the commentators are available to view on the NTCA website. At the first session of the Citizens' Assembly it was explained that NTCA Cabinet would consider all the recommendations that emerged from the process although there was no commitment that Cabinet would agree with, or be able to implement all of the recommendations. It was explained that while the NTCA will not necessarily have all of the powers and resources to deliver on all of the recommendations, the region as a whole may be able to work in partnership to explore other options to progress delivery or to make the case to national Government for policy changes.

1.8 The report of the North of Tyne Citizens' Assembly explains the process followed to deliver the Assembly and then, in their own words, the conclusions of the Assembly in the form of a statement and a set of thirty prioritised recommendations. The full report will be published on the NTCA website on 14 July. Cabinet were sent a copy of this report in advance of publication.

1.9 The Citizens' Assembly produced a statement setting out the importance of tagging urgent action to address climate action and to encourage the NTCA and three Local Authorities to consider low carbon issues in every decision they make (Box 1). This was supported, or strongly supported, by 92% of the citizens that participated in the Assembly.

1.10 Most of the recommendations relate to the themes of housing, transport and energy, however, the Assembly also made recommendations about planning, awareness raising, waste and recycling, green spaces and nature, lobbying, local powers and finance. There are also recommendations on lobbying, local powers and finance, as well as a recommendation that the Citizens Assembly wish to continue their work and receive 6 monthly updates on progress. The Citizens Assembly then voted on their recommendations and ranked them in order to produce a prioritised set of recommendations.

1.11 The comprehensive recommendations of the Citizens' Assembly are detailed in the full report and include:

- Recommendations for housing are heavily focused towards improving the energy efficiency of new and existing housing, working towards passivhaus standards for new build, and

raising the policy ambition to EPC B for existing homes with a targeted approach to retrofitting and incentivising private landlords.

- Recommendations for transport are focused towards improving joined up public transport across both urban and rural areas, making walking and cycling easier and reducing dependency of private car travel where possible.
- Recommendations on energy included further support for community energy, ensuring the region has the skills required to tackle the climate emergency, investing in new technologies, and increasing uptake of existing technologies such as solar PV.
- Recommendations on nature are focused on focused on local planning, better use and protection of green space and increasing woodland across the region.
- General recommendations include the future role of the Citizens' Assembly and calling for national policy change that would support the region to take further action to tackle the climate emergency, including but not limited to local planning.

Box 1: The Citizens Assembly Statement:

We now see that climate change is a credible, urgent and real threat. It threatens all we value: our families, our communities and our planet. Individuals, communities, businesses and government must all be involved in tackling the climate emergency, putting Climate Change at the forefront and heart of every single decision.

The Assembly urge the North of Tyne Combined Authority and the three Local Authorities of North of Tyne to direct all their departments and committees to consider the effects on Climate Change in every decision they make, whenever possible choosing the low carbon solution. This work must be a major priority for our Mayor who must lead the way and lead by example.

In deciding our action we must place fairness at the centre ensuring that those of us who are vulnerable and marginalised are not further disadvantaged. We must empower and support communities to take urgent, methodical and united action to get to net zero and create an environment in which all life can thrive.

We have a responsibility to act urgently and leave a fair legacy to conserve what we have and value now. If we don't act it will be too late. It is imperative that we speak on behalf of future generations as they have no voice.

Our region is one of outstanding beauty, character and a rich history. It is through our community spirit and resilience we will tackle this crisis together.

1.12 When reviewing the recommendations, NTCA will consider how each one aligns with the NTCA economic vision, devolution deal and our existing Energy, Green Growth and Climate Change work programme.

North of Tyne approach to achieving/enabling net zero – update on progress

1.13 The North of Tyne Combined Authority (NTCA) and its three constituent Local Authorities all declared a climate emergency in 2019 and recognise the significant opportunity green economic growth and good green job creation represents for the region. Newcastle City Council, North Tyneside Council and Northumberland County Council all have ambitious carbon reduction targets for their local areas and all have approved climate emergency plans. The NTCA has committed approximately a quarter of the devolved NTCA Investment Funding in the first 5 year programming period to ensure the region can benefit from the opportunities associated with our future green economy. NTCA is working towards becoming a net zero organisation and is working with partners to co-produce resources to build confidence in applying net zero principles to capital investment decisions.

1.14 Our programme of work on climate is built through strong collaboration and investment where we can add value and amplify progress. It builds on significant work undertaken across Newcastle, Northumberland and North Tyneside.

1.15 Since March 2020, NTCA has worked collaboratively with the constituent Local Authorities and wider regional stakeholders to deliver significant progress in delivering the bold programme of activity detailed in the £24.2m Energy, Green Growth and Climate Change Blueprint.

- **Offshore Wind and Subsea Infrastructure Programme (£8.5m):** £5.8m NTCA funding has been approved for three projects so far which will enhance the sites and infrastructure available, to support company growth and inward investment – the North Bank of Tyne project Walker Quay and Woodside Avenue (£1.6m). Bates Clean Energy Centre (£2.2m) and the Swans Energy Park (£2m). These projects will leverage an additional £6.75m. We are also strengthening the future pipeline of projects while a second Offshore Wind and Subsea Infrastructure Call was launched in May 2021. NTCA is also working with partners to look at ways to increase local content in offshore wind projects.

- **Technology, Innovation and Green Growth for Offshore Renewables (TIGGOR) Programme (£3.5m)**: This programme is designed to boost supply chain growth and productivity. Five companies – Transmission Dynamics, Kinewell Energy, SMD, Trident Dynamics and Unasys – will receive a share of £1.7m in match funding for projects which will support technology demonstration. This includes in the key areas of operations and maintenance in offshore wind, including remotely operated vehicles (ROVs), digital twins, cable arrays and sensors. A second Technology Demonstration Programme funding call will take place in September 2021.

- **NTCA Skills for Growth Call (£5m)**: NTCA has allocated £2m to supporting the development of green skills as part of the Skills for Growth approach to skills in line with our Strategic Skills Plan. An open call process will be used to source Expressions of Interest for employer led skills related projects and activities, including a transition to a low carbon economy.

- **Green New Deal Fund (£9m):** NTCA has partnered with Amber Infrastructure, and their sister company Amber Fund Management to deliver the Green New Deal Fund. This will leverage £9m additional private sector investment to NTCA's investment of £9m resulting in an £18m programme. The fund will create a financial instrument with an evergreen component based on a Limited Partnership model that will enable investment in both SME growth and low carbon technologies to contribute to jobs in our future green economy as well as decarbonisation.

- **North East Energy for Growth Accelerator (£0.5m):** In partnership with the North East LEP, this will overcome market barriers and accelerate investment in low carbon projects across the North East. The Accelerator will provide enhanced capacity to develop a pipeline of shovel-ready low carbon projects by appointing two project managers to work across the North East region, and developing a call off consultancy framework to enable projects to access the technical, commercial and legal support that is required to get projects to the point of investment.

- **Carbon Reduction Fund:** In March 2020 £100,000 was allocated to undertake development work on a local Carbon Reduction Fund, and to set an ambition that this Fund will leverage over £10m of projects. This includes proposals for funding and delivery mechanisms to support bottom-up energy generation. Work has been commissioned to understand what structure, mechanisms, models and support would enable the successful development and delivery of community energy projects in the North East and further development work on the Carbon Reduction Fund will be commissioned in 2021.

- **Citizen, Community, and Public Sector Engagement:** NTCA has worked to help teachers in all three Local Authorities to engage with United Nations Climate Change training programmes, as part of a drive to support school engagement and in March 2020 allocated £100,000 to develop a pipeline of future interventions to support citizen, community and public sector engagement. In June 2020 NTCA Investment panel approved a budget for using online engagement platforms. This includes Spacehive, Nextdoor and Commonplace. The Spacehive platform enables crowdfunding for local community projects with the latest round focussed on green initiatives and food waste. As a result of an initial market engagement exercise the initial budget for Commonplace is £30,000 that can be utilised to support engagement work that falls out from the Citizens' Assembly, the wider Energy, Green Growth and Climate Change programme and other NTCA initiatives as appropriate.

- **Climate change co-benefits project** with Ashden, that has engaged with the constituent Local Authorities and wider regional stakeholders to identify opportunities to integrate climate change co-benefits into policies and projects. NTCA, in partnership with Newcastle University, hosted the region's inaugural Green Economy Summit in June. The event brought together global experts, industry and, public and social leaders who are already driving change to explore how our region can lead the charge towards Net Zero and an economy powered by clean jobs and growth.

1.16 In addition to significant progress in delivering the Energy, Green Growth and Climate Change Blueprint, the three constituent Local Authorities have all published their climate emergency plans (see background documentation section of this report). The Local Authorities have also leveraged significant resources to support their climate emergency work including but not limited to:

- Under Phase 1 of the Public Sector Decarbonisation Scheme, the three constituent Local Authorities and Northumbria Healthcare NHS Foundation Trust have been awarded £55.5m to install a range of renewable energy technologies and improve the energy efficiency of public sector buildings across North of Tyne. These funding awards comprise 69% of the total North East allocation for the scheme (including Tees Valley).

- The Local Authority Delivery Scheme has been established by Government to support Local Authorities to deliver housing retrofit that will decrease carbon emissions and fuel poverty within their local areas. The constituent Local Authorities have been awarded over £12m to deliver a range of energy efficiency measures such as external wall insulation, low carbon heat, and renewables to more than 1300 homes across the region. In addition to this, Newcastle City Council is delivering 250 air source heat pumps to residents under the Electrification of Heat Demonstrator Programme.

- Northern Powergrid are investing over £3.5m to upgrade electricity network capacity across North of Tyne as part of a national Green Recovery Scheme to accelerate green growth and investment. This includes £0.6m investment to create capacity for Electric Vehicle charging along the A1 at Alnwick, Hexham, Morpeth and Purdy Lodge, and £3m allocated for works in Newcastle city centre to support the city's net zero ambitions.

1.17 Beyond the Energy, Green Growth and Climate Change programme, NTCA support for housing and transport projects at the North of Tyne level fall under the remit of the NTCA Housing and Land Board, the North East Joint Transport Committee respectively. Some of the recommendations on transport fall under the remit of Local Transport Authorities. Wider consultation and engagement, including with wider North East regional stakeholders will inform our response to the recommendations of the Citizens' Assembly.

1.18 Although this paper outlines the significant progress that has been made across North of Tyne since the approval of the Energy, Green Growth, and Climate Change Blueprint, we acknowledge that the scale of the challenge is vast and that urgent action is required. The recommendations from the Citizens Assembly provide NTCA and the constituent Local Authorities with a considered set of prioritised recommendations that, together with wider consultation and engagement, will help guide

the development of further work in response to the climate emergency, including influencing government.

2. Responding to the Citizens' Assembly Report

2.1 Specific next steps are to form a joint team across our authorities to undertake a detailed review of the Citizen Assembly report and recommendations with the constituent Local Authorities and wider regional stakeholders including the North East LEP and Transport North East. We will examine how the detailed recommendations align with our respective work programmes and remit. We will consider options to support these recommendations and report back to Cabinet with a detailed response to the Citizens' Assembly recommendations in Autumn. There are several recommendations from the Citizens' Assembly that are clearly aligned to the Energy, Green Growth, and Climate Change Blueprint and Local Authority climate emergency plans.

2.2 However, and working in partnership with the constituent Local Authorities, we are already taking the first steps to implement a number of recommendations of the Citizens' Assembly. Examples include:

- **Awareness Raising.** NTCA will ensure that the recommendation from the Citizens' Assembly on awareness raising is central to the development of a pipeline of future interventions to support citizen, community and public sector engagement for which £100,000 is allocated under the Energy, Green Growth and Climate Change Blueprint. NTCA has also allocated an initial budget for the online engagement platform Commonplace of £30,000, some of which may be utilised to support further engagement work that falls out from the Citizens' Assembly. Subject to Cabinet's views, further opportunities to expand awareness raising activities, including innovative activities to engage schools and their students will be explored.

- **Further opportunities to support the expansion of renewable energy generation**, including solar generation across the region will be explored.

- Opportunities to increase carbon sequestration, support biodiversity, improve access to health, leisure, tourism and other economic benefits by **investing in Local Authority led woodland creation and peatland protection** will be explored. This will be in addition to NTCA's corporate commitment to offset organisational emissions where they cannot be further reduced.

- The Citizens' Assembly have provided detailed recommendations **on ways to supporting community energy** in North of Tyne. Subject to Cabinet's views, these recommendations will be a central consideration in further proposals for NTCA to support the expansion of community energy projects across the North of Tyne.

2.3 NTCA, the constituent Local Authorities and wider regional stakeholders do not have the full range of powers and resources required to enact all of the Citizens Assembly recommendations in full. Subject to Cabinet's views, NTCA will initiate work with the three constituent Local Authorities, the North East LEP, and relevant regional stakeholders to develop detailed proposals that will build upon and accelerate the strong collaborative approach of the NTCA Low Carbon Working Group that includes officers from the three constituent Local Authorities, NTCA, and the North East LEP. This will support the delivery of outcomes/projects such as the examples outlined above, where the recommendations of the Citizens Assembly provide clear opportunities to add value, scale up, or enhance the work currently underway through the NTCA Energy, Green Growth and Climate Change Blueprint and Local Authority Climate Emergency plans.

The Cabinet is recommended to:

1. Thank all those who participated in the Citizens Assembly including the Oversight Panel and Expert Commentators
2. Receive the Citizen's Assembly Report and endorse their collective statement which sets out the need for urgent action.

3. Endorse collaboration between NTCA and the three constituent Local Authorities to jointly respond to the recommendations of the Citizens Assembly, and jointly develop project proposals where the recommendations of the Citizens Assembly provide clear opportunities to add value, scale up, or enhance the work currently underway through the NTCA Energy, Green Growth and Climate Change Blueprint and Local Authority Climate Emergency plans.
4. Agree to receive a report in Autumn that will provide further detail on how NTCA intends to work with the three constituent Local Authorities and wider regional stakeholders to respond to the recommendations of the Citizens' Assembly.

3. Potential Impact on Objectives

3.1 The activity and recommendations detailed in this paper directly contribute towards NTCA's Corporate Plan and the North of Tyne Economic Vision.

4. Key Risks

4.1 There are no risks directly arising from this report.

5. Financial and Other Resources Implications

5.1 There are no direct financial implications arising from this report. Any financial implications arising from proposals developed in response to the Citizens' Assembly recommendations will be covered by resources already allocated under the Energy, Green Growth, and Climate Change Blueprint.

6. Legal Implications

6.1 The comments of the Monitoring Officer have been incorporated in this report.

7. Equalities Implications

7.1 There are no direct equalities implications from this report.

8. Inclusive Economy Implications

8.1 The methodology of the Citizens Assembly has been specifically designed to enable a people centred approach to local economic development that gives residents a greater say over their future. The Citizens Assembly Oversight Panel convened a session on diversity and inclusion and agreed that the methodology employed was as inclusive as possible and reflected the diversity of residents across North of Tyne.

9. Climate Change Implications

9.1 This report outlines the work and report of the North of Tyne Citizens Assembly, outlines progress in delivering NTCA's Energy, Green Growth Blueprint, and recommends the development of further collaboration between NTCA and the three constituent Local Authorities to deliver on their climate emergency declarations. Although it is not yet possible to fully quantify the carbon impact of all activities outlined in this report, the development of further work to support the delivery of climate emergency plans will have a positive impact on tackling climate change across the region.

10. Consultation and Engagement

10.1 The Citizens Assembly involved over 30 hours of engagement with the 49 citizens Assembly members. The three constituent Local Authorities have been consulted on the proposals in this report.

11. Appendices

The North of Tyne Citizens' Assembly on Climate Change 2021 report is included as Appendix 1.

12. Background Papers

Net Zero Newcastle: 2030 Action Plan: https://www.newcastle.gov.uk/sites/default/files/Climate%20Change/Net%20Zero/Net%20Zero%20Newcastle%20-%202030%20Action%20Plan_0.pdf

North Tyneside Climate Emergency Plan: https://my.northtyneside.gov.uk/sites/default/files/web-page-related-files/North%20Tyneside%20Climate%20Emergency%20Action%20Plan%20-%20FINAL%20CABINET%20APPROVED.pdf

Northumberland Climate Change Action Plan 2021-23: https://www.northumberland.gov.uk/Climate-Change/climate-action-plan.aspx#climatechangeactionplan2021-23

NTCA Cabinet 23rd March 2021: Supplemental Agenda 1: Investment Fund Update and Funding Approvals: https://www.northoftyne-ca.gov.uk/wp-content/uploads/2021/03/Supplemental-Agenda-Pack-1-NTCA-Cabinet-23-March-2021.pdf

North of Tyne Strategic Skills Plan 2021-2023: https://www.northoftyne-ca.gov.uk/wp-content/uploads/2020/09/New-AEB-Skills-Plan-2021.pdf

North East Energy for Growth Strategy: https://www.nelep.co.uk/wp-content/uploads/2019/08/full-strategy-energy-for-growth-strategy.pdf

NTCA 1st April 2020: Delegated Decision Report: Investment Fund Update, Part B: Energy, Green Growth and Climate Change – a North of Tyne Blueprint: https://www.northoftyne-ca.gov.uk/wp-content/uploads/2020/09/20200401-InvestmentB-report.pdf

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14. Glossary

North East LEP – North East Local Enterprise Partnership

The North of Tyne Citizens' Assembly on Climate Change 2021

February – March 2021

Acknowledgements

Thank you to the members of the Citizens' Assembly, who placed their trust in the process and us as facilitators. This diverse, inspiring group of local people came together week after week to share their opinions and experiences with each other and us in the hope that their efforts, openness and commitment might make a difference to their own communities.

About the authors: The recommendations produced by the members of the Citizens' Assembly are reproduced here in their own words. The remaining content was written by Peter Bryant of Shared Future. No legal responsibility can be accepted for any loss or damage resultant from the contents of this document. It does not necessarily represent the view of Shared Future in relation to particular policy or projects.

About Shared Future

We are a community interest company working across the UK. Our aim is to provide an excellent service that makes a difference to communities and individuals and works towards a fairer, more equal society. Our mission is to move those we engage with towards greater individual and collective authority and autonomy, by supporting their ability to act wisely, confidently and in community with others. Since setting up Shared Future in 2009, we've built a team of experienced practitioners with a diverse range of skills. We work together on worthwhile and stimulating projects that reflect our personal values.

www.sharedfuturecic.org.uk

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Shared Future
A Community Interest Company

Introduction

This is the report of the North of Tyne Citizens' Assembly on Climate Change, commissioned by the North of Tyne Combined Authority (NTCA).

Climate change is an incredibly complex problem. Clearly, citizens must be at the centre of any solutions. The challenge is how to meaningfully involve citizens in identifying the ideas, strategies and actions needed. The NTCA has attempted to do this through a Citizen's Assembly, which invited the local population to answer the question '***What should we do in the region to address climate change and its causes fairly, effectively and quickly?***'.

A Citizens' Assembly is an example of a deliberative process. This report explains the process followed to deliver this Assembly and in their own words the conclusions of the Assembly in the form of a statement and recommendations.

On the evening of Wednesday, February 24th, 2021, forty-nine people from across the North of Tyne, aged between 15 and 87, sat in front of their computer screens to see each other for the first time. A month later, after some thirty hours of discussion, learning, listening, challenging, arguing, sharing, and deliberating, they produced a set of thirty recommendations on how to address the climate emergency in our region.

Early in the year, 10,000 letters were sent to randomly chosen addresses across the region inviting people to join the Assembly. Fifty participants were chosen to reflect the diversity of the local population, including views on climate change. The Assembly can be seen as a mini version of the North of Tyne.

To help them in their work, the Assembly received presentations from nineteen 'commentators', or speakers, who they questioned or cross-examined. To ensure the process was robust, fair, and unbiased, an Oversight Panel which was independent of the NTCA, was formed to:

- agree the recruitment methodology;
- set the question that the Assembly were tasked with answering;
- and identify commentators.

The twelve strong Oversight Panel included representation from all three local authorities, academia, the private sector, the voluntary sector, and environmental groups.

The process was designed and facilitated by the social enterprise Shared Future. Shared Future has extensive experience of delivery citizens' assemblies and juries across the country.

Mayor Jamie Driscoll

"The climate emergency is happening, and it is real. It is a global crisis and we have to act. A challenge of this scale means taking people with us. If we're going to have a region that stops contributing to the destruction of our planet, we have to involve people from all backgrounds, and with all kinds of opinions. This is what we have done here in our Citizens' Assembly on Climate Change. Your lived experience tells us what we can do to make an impact here, now.

"I wanted the people of our region to have a say on this issue. So, can I give a massive thank you to the people who dedicated their time to our Citizens' Assembly. These generous people have pooled their collective wisdom and produced this list of recommendations. Between them, they are society. These recommendations reflect what the people of the North of Tyne want to see.

"I made you a promise that I will look at every recommendation to see if we can find a way to deliver it, and I will. Where it's under our control, we will act. Where we need to work with partners, we will. If a recommendation falls outside our remit, we can lobby others. We're building a coalition to make this happen. It is time to make these recommendations a reality."

"The climate emergency is real and urgent. But we need to take people with us if we are to tackle it effectively. The Oversight Panel helps us to do this. We've got a broad mix of people on board: academics, activists, business, unions, volunteers, and our local authorities are all represented. We're asking them to make our North of Tyne Citizens' Assembly as good as it can be."

Mayor Jamie Driscoll

Background

The NTCA is a partnership of three local authorities: Newcastle, North Tyneside, and Northumberland and a directly-elected Mayor. It stretches from the border with Scotland to the most southerly boundary of Northumberland and spans from the North Sea on the East coast to the border with Cumbria in the West. The population of the region is some 816,000 people in a mix of urban and rural communities.

There is a mounting evidence base as to the increasing impacts of climate change and on the shifts in behaviour, culture and practice that will be needed to both reduce greenhouse gas emissions to avoid the worst effects of global warming and adapt to those which are now unavoidable.

The NTCA has a convening role – enabling conversations between citizens, communities and sectors about the type of economy and society they want in the future, and what can collectively be done make it happen – including creating mechanisms to ensure their work is inclusive and that citizens have a real voice. It was on this basis, in February 2020 the NTCA Cabinet approved plans allocate £80,000 of funding to support the creation of a Citizens' Assembly on Climate Change.

What is a Citizens' Assembly?

The North of Tyne Citizens' Assembly on Climate Change is one of a growing number of similar processes aiming to meaningfully engage with citizens on how to address the challenge of the climate emergency. Typically, a Citizens' Assembly brings together a diverse group of between forty and 150 members of the public to consider a particular question and produce a set of recommendations. The members, chosen through a lottery, reflect the diversity of the local population

and can be viewed as a mini version of the wider public.

This engagement is a valuable process for strengthening our policy responses to the climate emergency because often Citizens' Assembly members are people who may not normally take part in public consultations. The recruitment process and structure of the Assembly sessions ensures that the voices heard reflect some of the diversity of the local population.

At a national level, Citizens' Assemblies have been used in the UK; Climate Assembly UK was commissioned by six select committees of the House of Commons. Last year in France a similar national process made 149 climate policy recommendations, with President Macron agreeing to push for 146 of them, including climate goals in the French constitution. This year (2021), the Scottish Climate Assembly completed its work, and there are plans for similar processes in Spain and Denmark.

'A Citizens' Assembly is one tool for gathering evidence and advice. It is designed to bring real, deliberative engagement with our citizens that is robust enough to reflect the complexity of the issues at hand'. NTCA, cabinet agenda document February 2020.

The role of local government in addressing the climate emergency is clear. Over 300 local authorities have declared climate emergencies. In the words of the Climate Change Committee, '*Combined authorities and local authorities are a cornerstone of climate change partnerships across the country that link key delivery organisations to deliver Net Zero. They are the closest form of government to local people and know what works best in their areas*'.

Citizens' assemblies and citizens' juries (smaller in size) on climate change at a local government level are increasingly considered a way of ensuring that citizens are at the centre of local government responses to climate change. Learning from processes in Leeds , Kendal, Warwick and Lancaster (organised by Shared Future) Oxford, Camden, Newham and other similar processes suggest that climate assemblies and juries can create a mandate for politicians to take action on climate change by

'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'. 'Local Authorities and the Sixth Carbon Budget' (2021) Climate Change Committee.

creating legitimacy through their in-depth nature, their impartiality and the trust this creates. They also have the potential to make sure that climate policy is viewed through the lens of fairness. A diverse group of citizens can draw on their own lived experience to consider: what impact different policy responses may have on different communities; who might be the winners and losers if different policies are adopted; and how fair these policy responses are. The guide 'Climate assemblies and juries: a people powered response to the climate emergency' looks at these issues in more depth (Shared Future, 2020).

Structure of the Citizens Assembly

The Assembly worked for some thirty hours online, starting on Wednesday 24th February and finishing on Wednesday 24th March 2021. There were five midweek evening sessions, a Saturday morning and two full day Sunday sessions.

Due to the ongoing coronavirus pandemic the Citizens' Assembly was delivered online using the Zoom platform. The decision to deliver the Assembly online brought different challenges, such as ensuring digitally excluded people were facilitated to participate.

Assembly members were supported by seven facilitators during the sessions and a team of three from Shared Future offering technical support.

In keeping with good practice, Assembly members spent time in a range of settings, sometimes in small groups, sometimes in a large group, as well as occasionally being offered the opportunity to reflect on their own. Participants were given the opportunity to share their opinions and hear those of other Assembly members, as well as hearing from and questioning nineteen commentators (or outside experts).

Participants were able to shape the process by identifying three key themes which would form the focus for three of the sessions.

In the final sessions, Assembly members were supported to write a set of recommendations answering the question '*What should we do in the region to address climate change and its causes fairly, effectively and quickly?*'

Finally, participants worked their way through a voting booklet listing all the recommendations (and an Assembly statement) and were asked to express their degree of support for each recommendation.

Oversight Panel

One of the main ways a Citizens' Assembly gets it legitimacy is through the perception that it is a balanced, rigorous, and impartial process. The establishment of an Oversight Panel is an effective way of making sure there is independent, transparent scrutiny, leading to integrity and trust amongst decision makers and the wider public.

The Oversight Panel was appointed in November 2020, by the NTCA, bringing together a wide range of stakeholders with a range of expertise to ensure that the Assembly process was robust and fair. Their role was to:

- agree upon and monitor the structure of the Assembly;
- set the question which the Assembly would seek to answer through their deliberations;
- agree the process of citizen recruitment;
- identify suitable commentators to present to the Assembly and to push for implementation of the recommendations.

The panel met six times over the duration of the Assembly.

Who attended the oversight panel meetings?

The following people/representatives from organisations attended at least one meeting:

- Independent Chair: Olivia Grant
- Officer (technical expert) from the NTCA: Dr Leanne Wilson (Policy & Economy Advisor – Climate Change)
- Officer (technical expert) from Newcastle City Council: Adrian McLoughlin (Climate Change Advisor)
- Officer (technical expert) from North Tyneside Council: Paul Nelson (Environmental Sustainability & Street Lighting Manager)
- Officer (technical expert) from Northumberland County Council: Mark Roberts (Senior Climate Change and Sustainability Manager)
- Academic expert on Citizens' Assembly methodology: Dr Stephen Elstub (Newcastle University – Department of Politics)
- Academic expert on climate science/practical implications: Dr Sara Walker (Newcastle University – Director of Centre for Energy)
- Representative from business community: Marianne O'Sullivan (Policy Advisor: North East Chamber of Commerce)
- Representative from unions: Sarah Kilpatrick (National Education Union)
- Representative from voluntary sector: Adrienne Attorp (Tyne & Wear Citizens)
- Representative from environmental groups: Dr Meryl Batchelder (UN-accredited climate change teacher / Extinction Rebellion)
- Secretariat provided by NTCA: Tom Sharman (to December 2020) (Engagement Officer), and Fraser Serle (from January 2021) (Engagement Officer)

Observers

As part of the Assembly's commitment to transparency a number of spaces were made available for people wishing to observe the Assembly process live in action. This was in addition to recordings of session presentations being made available to watch on the NTCA website and YouTube channel.

All observers were briefed to remain silent during the large group conversations, not to participate in any of the small group discussions and not to approach or contact any member of the Assembly at any point. They were invited to speak with each other and the Shared Future team when Assembly members were not present.

Elected members from the three North of Tyne constituent local authorities were given preference with an allocation of three seats per session, external stakeholders were given an allocation of one seat per session and Oversight panel members and council officers were offered any unfilled observer spaces.

Observers who took up this offer included NTCA officers, academics, elected members, members of the Oversight Panel and local authority officers from the region.

Evaluation

The evaluation of the Citizens' Assembly on Climate Change is to be undertaken by Northumbria University. The full evaluation will be available for download from NTCA website in due course.

Shared Future facilitators conducted a short survey amongst Assembly members in order to collect their views on the experience and quality of the process. A summary of this evaluation and its results is included in Appendix 1 of this report.

Recruitment and participation

One of the defining features of the Citizens' Assembly is the way that participants are selected. An assembly gains part of its legitimacy through random selection and the idea that in theory, every citizen has an equal opportunity to take part through what is sometimes called a 'civic lottery'.

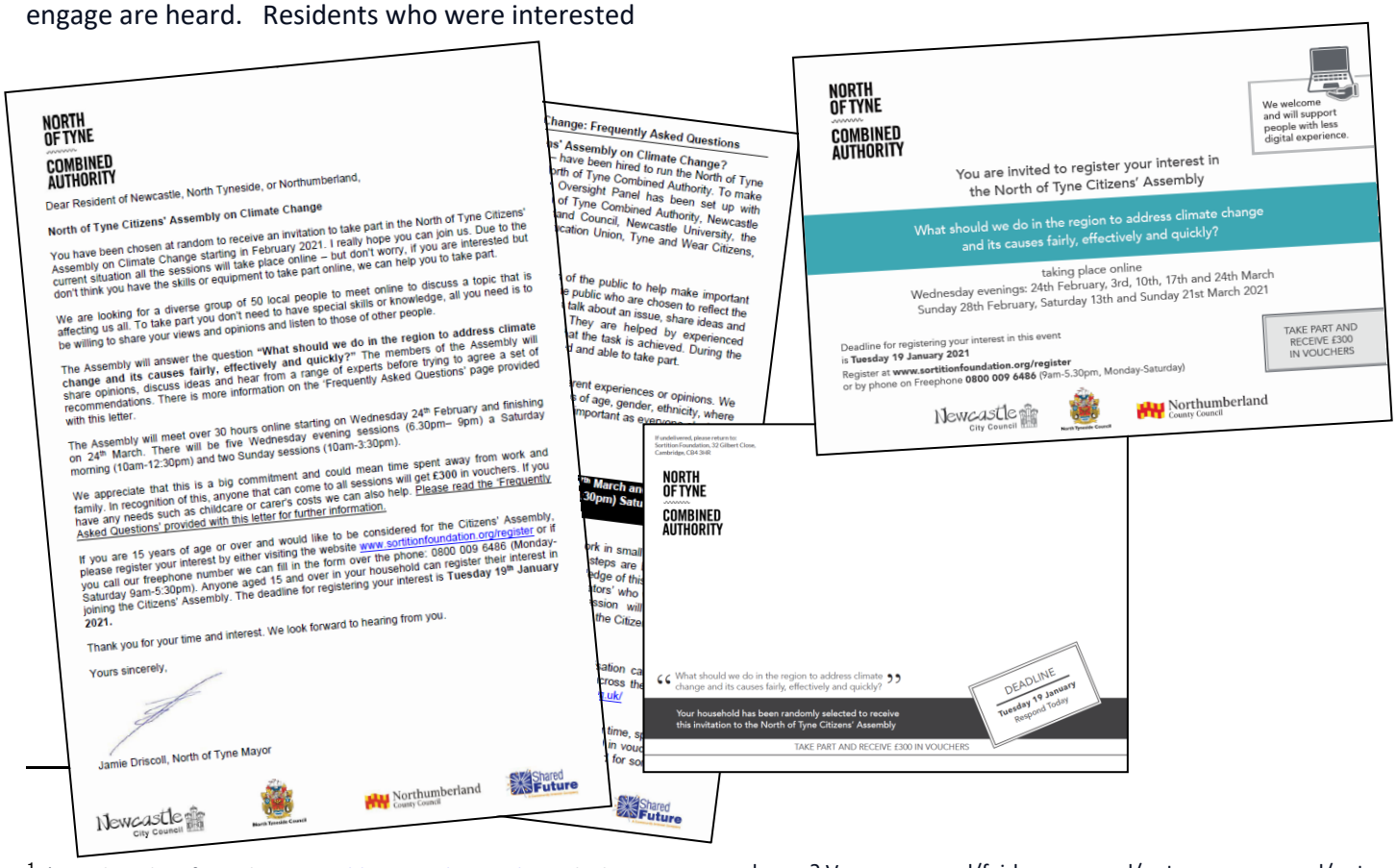
A process of 'random stratified sampling' was used. The Sortition Foundation (a not-for-profit organisation that are experts in the use of stratified, random selection in decision-making) randomly selected 10,000 addresses within the area from the Royal Mail address database. Each address received a small pack containing an invitation card, a brief letter and some frequently asked questions.

The letter made clear that participants would not need any specialist skills, knowledge or equipment to take part, the commitment required and that each participant would receive £300 in vouchers as an incentive to ensure wider participation. The provision of financial incentives as part of the process ensures that those who are not normally engage are heard. Residents who were interested were invited to either call a freephone number or go online to register their interest.

There were 317 responses to the invitation of which with fifty subsequently received an invitation to join the Assembly. A process of stratified sampling was used to select the fifty invitees. Participants were selected by the Sortition Foundation so that the final profile of the Assembly as much as possible reflected local diversity in terms of:

- age, disability, ethnicity, gender, and geography;
- relative deprivation of an area (using indices of multiple deprivation 1-10);
- and attitude to climate change.[1]

Table 1on the next page shows in the first column the recruitment target for each element of the profile, based upon relevant local and national statistics, and in the second column the profile of those fifty participants who were offered a place in the Assembly.



[1] (Based on data from the BEIS Public Attitudes Tracker, which asked the question 'how concerned if at all are you about climate change? Very concerned/fairly concerned/not very concerned/not at all concerned/other/don't know).

Table 1

	Recruitment target based on local/national statistics	Selected Assembly members
Gender	Male: 49%. Female 51%	Male: 50%. Female: 50%
Age	15 – 24: 16%. 25 – 29: 8% 30 – 44:21% 45 – 59: 23%. 60 – 74: 21%. 75+: 11%	15 – 24: 16%. 25 – 29: 8% 30 – 44: 22% 45 – 59: 24%. 60 – 74: 22%. 75+: 8%
Attitude to climate change	Very concerned 52% Fairly concerned 33% Not very concerned 9% Not at all concerned/other/don't know 6%	Very concerned 54% Fairly concerned 34% Not very concerned 8% Not at all concerned/other/don't know 4%
Ethnicity	White 92% White Other 2% Mixed or multiple ethnic groups 1% Asian or Asian British 4% Black or African or Caribbean or Black British 1% Other ethnic group 0.06%	White 82% White Other 2% Mixed or multiple ethnic groups 2% Asian or Asian British 6% Black or African or Caribbean or Black British 4% Other ethnic group 4%
Disability	No: 80%. Yes: 20%	No: 80%. Yes: 20%.
Geography	Northumberland 39% Newcastle upon Tyne 36% North Tyneside 25%	Northumberland 38% Newcastle upon Tyne 38% North Tyneside 25%
Levels of deprivation (based on indices of multiple deprivation)	IMD: level 1-2: 24%. IMD: level 3 – 4: 20%. IMD: level 5 – 6: 23%. IMD: level 7 – 8: 16%. IMD: level 9 – 10: 18%	IMD: level 1-2: 24%. IMD: level 3 – 4: 18%. IMD: level 5 – 6: 22%. IMD: level 7 – 8: 18%. IMD: level 9 – 10: 18%

One person was unable to attend the first session and was replaced with a person from the reserve list of a similar profile.

Overall, attendance for the eight sessions was 94%, demonstrating a low dropout rate.

Assembly attendance breakdown was as follows:
Session 1: 49/50
Session 2: morning 45/50, afternoon 46/50
Session 3: 46/50
Session 4: 47/50

Commentators

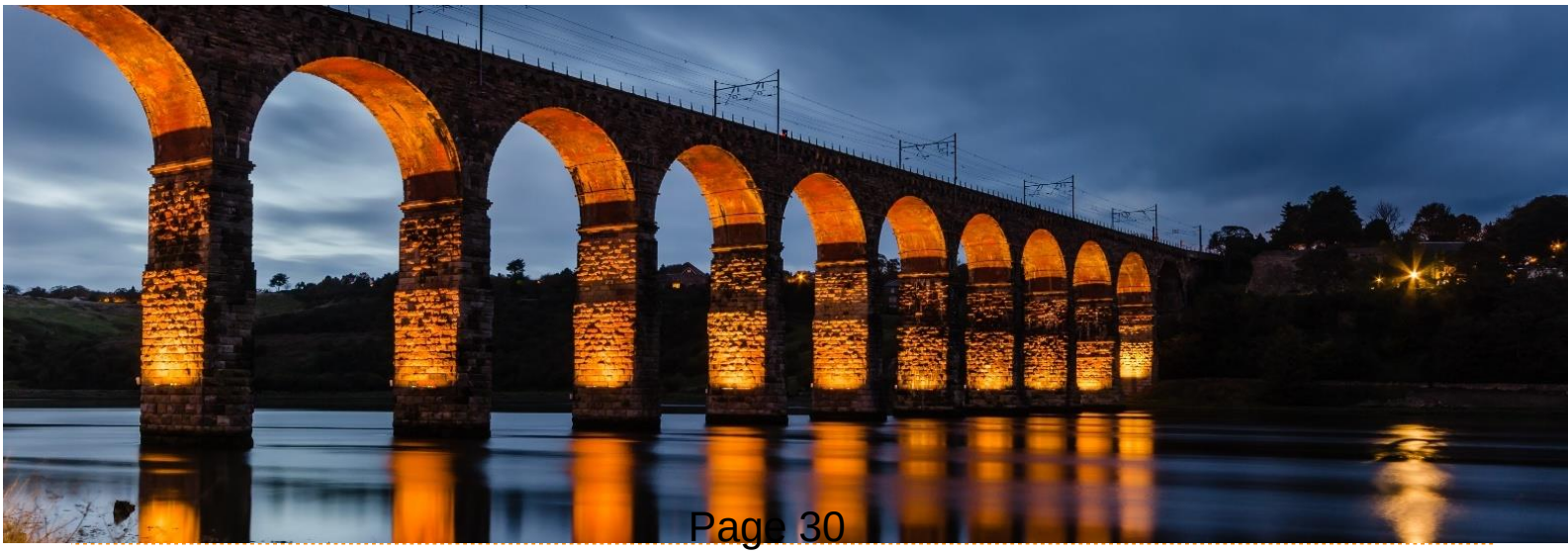
A central feature of the Citizens' Assembly and other deliberative processes is the 'commentator' (sometimes referred to as the 'speaker' or 'expert witness'). Their role is to offer participants a particular perspective or perspectives on the issue before being cross-examined by the assembly members.

The identity of the commentators was decided upon by members of the Oversight Panel.
Each commentator was briefed in advance of their appearance at the inquiry. They were given the following guidance:

1. It is essential that you use clear, simple, easy to understand language. We are all guilty of slipping into professional language (acronyms, jargon etc.) but this is something that we must avoid if we want people to get the most out of the session.
2. We use a red card system where people are encouraged to show the red card if they are having difficulty understanding what is being said! (They have all been sent one in the post). Try to make your talk as stimulating as possible. You may want to show some pictures, but this is not essential.
3. We want you to avoid using lengthy PowerPoint presentations with lots of text and graphs - we would much rather people do not use these. Not everyone is comfortable with the written word and many people struggle with graphs which in climate. change communication are used a lot. If you feel one graph is essential that's fine but please take time to explain exactly what each axis represents (probably without using that word!) and what the data is showing. Showing occasional images is helpful as it can break your presentation up, however they will always want to see your face and try and connect with you, so it's better to share screen for a while to show your image but then return to you talking to the camera.
4. After you have made your presentation, we will divide participants into break out rooms, with a facilitator, to talk with each other about their learning. We will ask them to think of any questions they would like to ask you. They will do this for about 25 minutes.
5. You will then be asked back into the 'main room' and asked the questions identified during the previous activity. Participants will decide if the questions are asked by the facilitators or by themselves. This should last approximately 30 minutes.
6. Your work is complete, and you will then be asked to leave the Assembly session.

It was stressed to the commentators that this format is flexible and that it may change in response to the needs of the inquiry members.

A record of the questions asked during the commentator sessions is included in Appendix 2



The sessions

An online deliberation

All Assembly members were spoken to over the phone in advance of the first session, firstly to start to build a relationship with members of the technical team, secondly to summarise the purpose and workings of the Assembly, thirdly to reassure participants and answer any questions, and finally to start a conversation about access to technology (both in terms of confidence levels, skills and equipment).

During these initial conversations it became clear what support some members might need in order to be able to take part online. Seven tablet computers were provided to Assembly members (four from North Tyneside, two from Newcastle and one from Northumberland), as well as a dongle, which enables internet access. 1: 1 coaching on the use of Zoom was provided for 20 participants. For the first four weeks of the process eight participants needed assistance from the technical team to join the call. Printed versions of any documents shared with Assembly members was provided to seven people who were unable to access a printer.

Many of the Assembly members felt confident using Zoom, but, for a significant number, confidence levels were much lower. Efforts were made by the technical team and facilitators to make sure that this digital divide impacted as little as possible on the quality of deliberation. The chat function was disabled and online tools such as Google Docs and Jam Boards were only used by facilitators, not participants. A group guideline discussion in Session 1 was a further attempt to put in place structures that helped to make sure those with little or no previous experience with Zoom would not be negatively impacted.

Assembly members joined the first session of the North of Tyne Citizens' Assembly on Climate Change on the evening of Wednesday, February 24th, 2021.

As soon as Assembly members arrived in the Zoom 'waiting room' they were assigned to 'home groups' with a facilitator. Each home group consisted of between seven and eight Assembly members. The challenge of helping Assembly members to build relationships with each other is more difficult the larger the size of an assembly. The home groups, which usually met at least once during each session, were an attempt to enable a diverse group of participants to form deeper relationships with each other in a safe space. In this first meeting of the home group Assembly members shared with each other the answers to the following questions:

- *What are you most looking forward to about taking part?*
- *What are you least looking forward to about taking part?*

The members then moved into the main room for a brief introduction from Shared Future facilitators before hearing from Mayor Jamie Driscoll.

They were then placed into new groups and asked to individually reflect and write down *'one thing that you want us all to do to make it easier for you to be able to take part in the Assembly sessions'*. Each person was then invited to share their thoughts in the small group. Facilitators explained that they would take notes and then present back to the Assembly a suggested set of group guidelines for approval at the next session.

Part of the aim of the first session is to create a relaxed mood and for people start to recognise that their voices, experiences, and opinions will be valued throughout the process. A mapping activity was used to help realise some of these aims. In advance of the first session, each Assembly member was sent a large paper map (A3) of the NTCA boundaries, with some of the places that Assembly members are from marked on the map.

Everyone was then invited to share with each other where they are from and to talk a little bit about where they are. Group members were then encouraged to use the map as a starting point for a conversation about what locally is '*helpful in trying to tackle climate change and what is not helpful in trying to tackle climate change?*

Before the end of the first session the Assembly was joined by Dr. Stephen Elstub from Newcastle University who spoke briefly about critical thinking. Participants also viewed a clip from a video on critical thinking from the New Democracy Foundation in Australia.

Finally, the members returned to their home groups to reflect on Dr. Elstub's presentation and to pose any final questions to one of the facilitators.

Session 2

Session 2 was the first of the full day Assembly sessions. The day started with facilitators summarising the suggested guidelines produced from the small group discussions in the previous session.

Our guidelines for working together

The following list of group guidelines were written by facilitators drawing on notes taken from the discussions in Session 1, where members were asked to *'reflect and write down one thing that you want us all to do to make it easier for you to be able to take part in the Assembly sessions'*. In Session 2, Assembly members were asked to reflect upon these, check that they were happy with them, and make any suggested additions or edits.

The following are the group guidelines headings:

- Help each other with zoom
- Be respectful
- Don't interrupt - listening is as important as talking
- Stay on topic
- Don't feel bad if you don't always have something to say.
- Give people space and 'speak clearly and slowly'.
- Small groups are better
- Need time to digest and take notes'.

In Session 2, the Assembly heard from their first commentators:

Commentators: what is climate change and what are its impacts at a local/regional/global level?

Professor Brian Hoskins, Chair (ex-founding Director of the Grantham Institute for Climate Change and the Environment)

Dr Elizabeth Lewis, Lecturer in Computational Hydrology, School of Engineering, Newcastle University.

Video footage of their presentations can be seen here.

After the presentations from the first two commentators, the members were placed into small randomly selected groups. They were asked to consider two questions to prompt conversation:

- *Anything struck you about what you have just heard?*
- *What messages do you take from the presentations*?

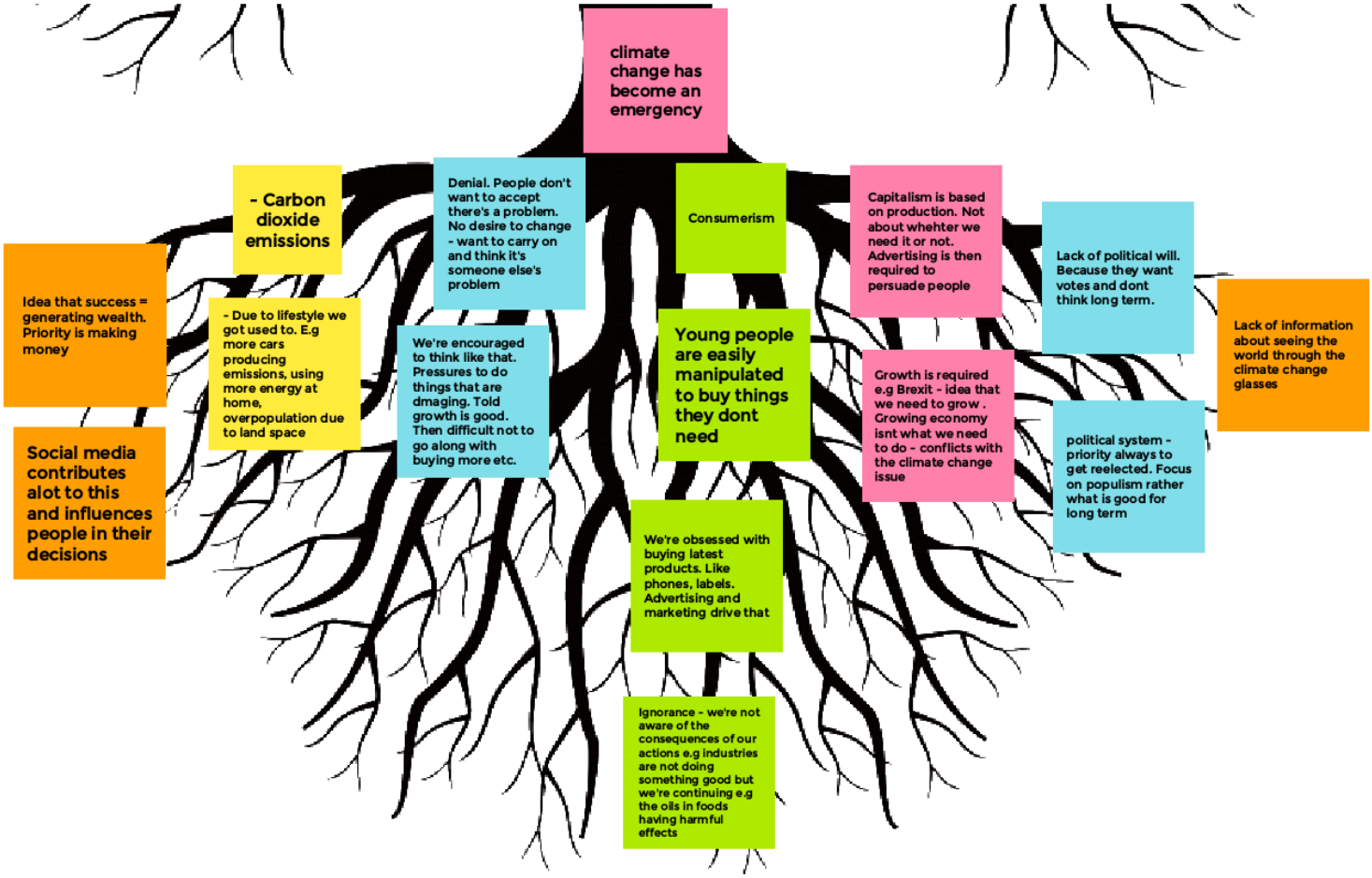
Within their small group the members were then encouraged to think of questions for the commentators. These were recorded by facilitators in a shared Google document. Facilitators checked with participants if they felt happy to ask their question in a big group (if they didn't feel comfortable doing this, the facilitator asked the question on their behalf).

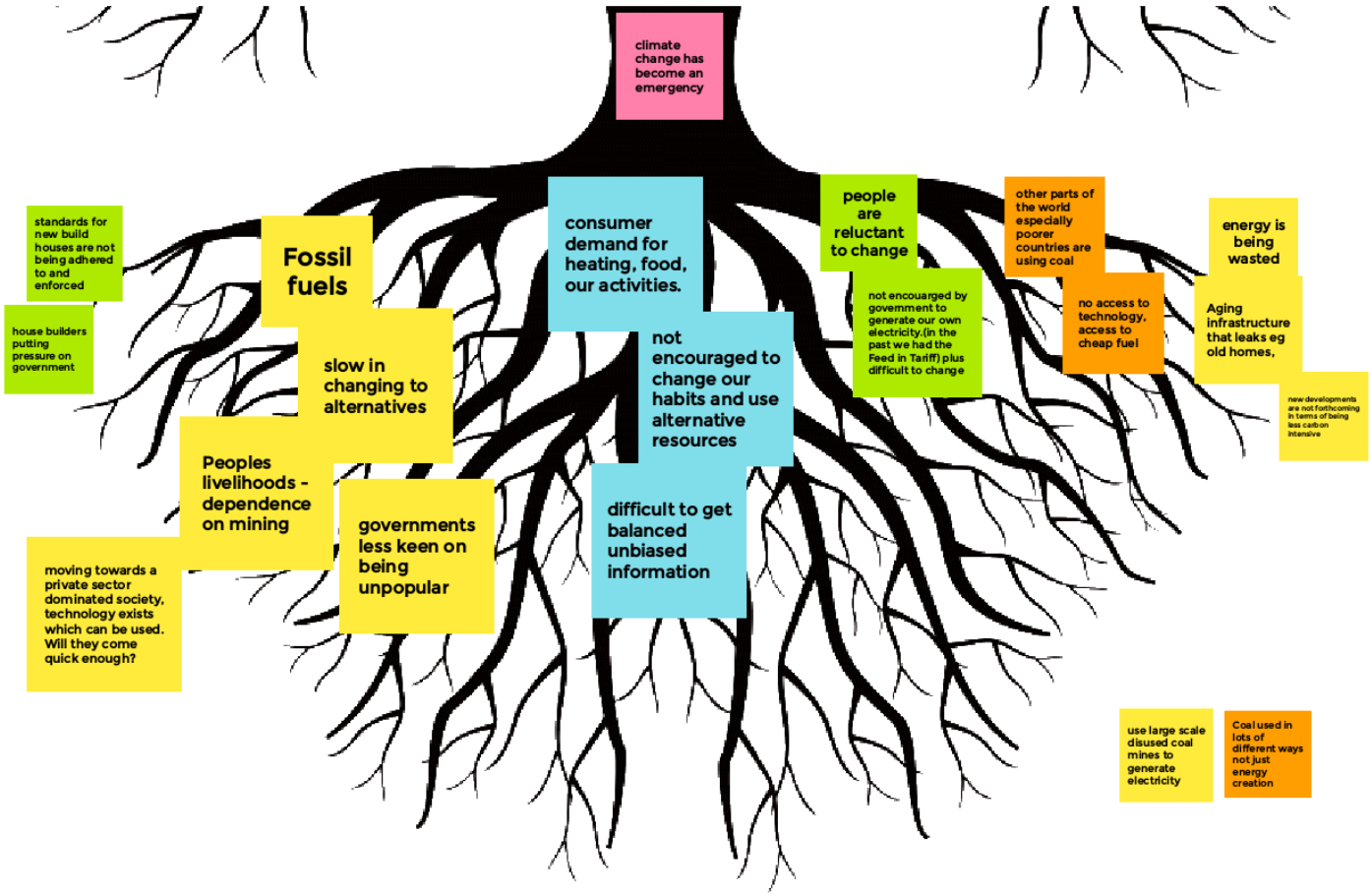
During the break the small group questions were grouped into themes by a facilitator ahead of a large group question-and-answer session.

Assembly members were divided into new randomly selected groups for the next activity, a chance for them to 'dig deeper' into the issue through the use of a **problem tree**. Small group facilitators shared their screen showing the trunk and roots of a tree. Then members were then asked to consider the problem '*climate change has become an emergency*', written on the trunk of the tree.

The members were invited to consider what might be the root causes of the problem. Facilitators wrote these on post-it notes placed onto the roots then repeatedly probed through the question *'why is that?'* in an attempt to unpack some of the root causes, which were also recorded.

The problem tree analysis attempts to unpack the complexity of the issue, helping citizens to identify key issues, arguments, and stakeholders. This process of analysis helps build a shared sense of understanding and enables participants to move into a deeper systemic analysis of the challenge.





Commentator: North of Tyne emissions now and in the future

Dr Tracey Crosbie Reader in Sustainability in the Built Environment, Teesside University

Video footage of their presentations can be seen here.

Before Assembly members heard from the final commentator of the day, they took part in a visioning activity designed to encourage participants to think into the future and imagine a positive vision for twenty years' time. The activity encouraged people to think about what kind of place they want to live in and how our neighbourhoods and communities should look and feel.

A visualisation activity led by one of the facilitators encouraged people to imagine themselves twenty years into the future, leaving their home in the morning and visualising what lay around them. What they could see, what the buildings looked like, where people gathered, what people were eating, where they were working, how people were travelling, what was happening in the street, what they could hear, what they could smell and how it felt.

Following the visualisation, each Assembly member was encouraged to spend five minutes on their own with pen and paper sketching out their vision (or writing key thoughts). Participants then joined small groups to share their visions and discuss the essential elements, any connections between what they thought about and climate change. Facilitators took notes from the small group sharing of visions. The keywords from the visions were then compiled into a word cloud and shared with participants (see next page).

Word cloud from assembly visualisation activity

Commentator: How do we effect change?

The day finished with Assembly members returning to their home groups for a brief reflection on Lucy's presentation as well as an opportunity to share any questions, reflections, highlights or low lights from the day. Members were also encouraged to consider whether or not the group guidelines should be amended in any way.

Lucy Stone: Senior Fellow on Climate Change, CUSP, The Centre for the Understanding of Sustainable Prosperity

Video footage of their presentation can be seen here.

Session 3

Climate change is described by many as a 'wicked problem'. One which is difficult to clearly define and hugely complex. A problem with many interdependencies and one where there is no single solution.

This presents a challenge for those designing deliberative processes such as a Citizens' Assembly. Firstly, how long should the process be to enable Assembly members to navigate their way around the problem and the complex landscape of actors involved? Secondly, should all issues under a broad heading of climate change be considered or should there be some element of prioritisation of key themes to investigate in depth.

For the North of Tyne Citizens' Assembly on Climate Change, the Oversight Panel agreed that the members of the Assembly should be given the opportunity to decide which themes to look at in more depth during their deliberations and that this information should then be shared with the Oversight Panel for their comment.

This process started in Session 3, firstly with members hearing more about the role of the Combined Authority and what its plans are, followed by a series of small group discussions on which themes should be looked at in more detail in the next sessions.

Commentator: What is the North of Tyne Combined Authority and what is it doing about climate change?

Dr Leanne Wilson: Policy and Economy Adviser: North of Tyne Combined Authority.

Theme prioritisation

As an introduction to the next activity, Assembly members were minded of the complexity of climate change and the need during this process to prioritise some themes for further investigation in the remaining sessions. They were asked to reflect that in previous sessions they had heard from commentators:

- an introduction to climate change and its impacts;
- where some of the emissions are coming from;
- which organisations might be able to take action to address the problem?

Preliminary list of suggested themes for investigation in the remaining sessions

- Housing: making our existing housing better (retrofitting). Making sure new housing is efficient and effective and planning supports this
- Transport: improved public transport, how effective will electric vehicles be? Cycleways?
- Energy generation: what potential is there for local renewable energy? (e.g. onshore wind)
- Community involvement and education: how can the public be taken forward? How do we find out about funding that is available?
- Better joined up ways of working: how do we encourage cooperation?
- Others: Recycling, how do we respond quickly enough? How will all this be paid for? What are the nature based solutions?

Finally, Leanne Wilson provided an outline of the existing activities of the Combined Authority and what it is currently doing to tackle climate change. It was suggested to Assembly members that, based on all this information, they must decide by the end of the next day what our priorities should be for the next two sessions i.e. *'what do we need to talk about in more depth ahead of writing our recommendations?'*

To start this process, members were invited to spend some time in individual reflection. They were encouraged to go for a walk outside or to sit away from the screen and gather their thoughts around the question *'what do you feel might be some themes we should look at in more depth in the next sessions and why?'.* Small groups were then formed to share these reflections, with facilitators making notes and attempting to group similar themes together. During the next commentator session, some of the facilitators worked to further consolidate the themes ready for presenting back to the Assembly.

These themes were shared with Assembly members prior to them being asked to vote in a preliminary poll designed as a 'temperature check' to see where the strength of opinion lay. Small groups were then formed to enable people to reflect upon the results of the preliminary vote. Assembly members were asked to send their preferred themes before 4pm the following day.

Commentators: What is fairness?

The overarching question for the Assembly to consider was ***'What should we do in the region to address climate change and its causes fairly, effectively and quickly?'*** This final commentator slot enabled members to think through a wide range of perspectives/views on the fairness element of the question.

Carole Botten: Chief Executive Officer of VONNE - Voluntary Organisations Network North East.

Beth Farhat: Regional Secretary (Northern), Trades Union Congress.

Sir Geoff Palmer: Emeritus Professor in the School of Life Sciences at Heriot-Watt University in Edinburgh.

Roman Krznaric: author of the book 'The Good Ancestor: How to Think Long-Term in a Short-Term World'.

Video footage of their presentations can be seen here.

Session 4: Housing

Two themes were identified as clear priorities by Assembly members: housing and transport. It was decided that Assembly members should be given a further opportunity to discuss what might be the best choice for a third theme by the end of the week. During Session 4, Assembly members were given the opportunity to consider '*What things might guide the ideas on how we should respond to climate change? What should guide us in the choices and decisions that need to be made?*' Facilitators suggested that these might be described as guiding principles. Drawing on conversations in the previous sessions, facilitators produced a draft list of guiding principles to stimulate discussion amongst Assembly members. These were then edited and added to by Assembly members, and occasionally referred to during subsequent sessions. They should not be viewed as an agreed list, but as a snapshot of what some considered might be useful.

What are the guiding principles that must be at the heart of what needs to be done about climate change?

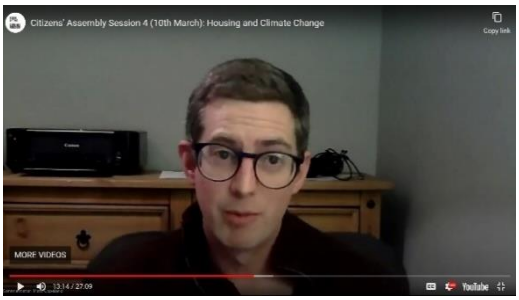
- Fairness.
- Urgency.
- It's clear who will pay.
- Reducing emissions.
- Cooperation: people cooperating with each other and organisations working better with other organisations.
- Are there co-benefits?
- Are there unintended consequences?
- Honesty / transparency.
- Working in harmony with the environment.

Video footage of their presentations can be seen here.

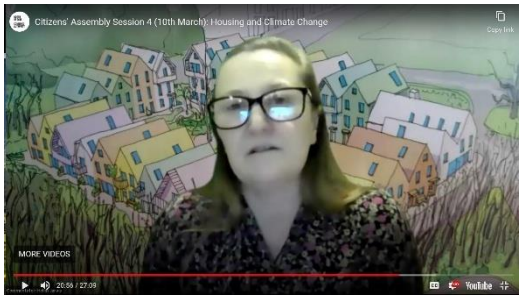
Commentators: Theme 1: Housing

Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.

Professor Simin Davoudi: Professor of Environment & Planning, Newcastle University.



Matt Copeland National Energy Action



Professor Helen Jarvis: Professor of Social Geography Engagement, Newcastle University.

Assembly members were offered a summary of what they wanted to explore in more depth under the heading of housing as: **'***How do we make our existing housing better (retrofitting) make sure new housing is efficient, generates energy and that planning regulations support this?'* This summary was shared with each of the housing commentators in their pre-session briefing.

The Oversight Panel decided that it would be useful for all Assembly members to better understand what action the three local authorities are already taking under the theme of housing. Each local authority (represented on the Oversight Panel) was asked to provide a few paragraphs summarising their work. This document was then shared with Assembly members prior to the start of this session. Furthermore, a local authority representative, Tim Rippon (Senior Specialist Climate Change) in the City Futures Directorate from Newcastle City Council , was made available to join (upon request) any of the small group conversations to help with any questions on the role of local authorities.

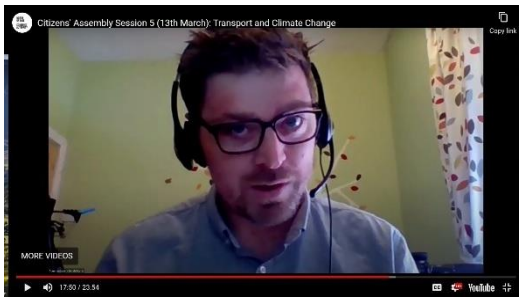
All participants were placed into five randomly selected groups and commentators rotated around the groups to answer questions. The session finished with participants returning to their home groups where they were asked to take two minutes to write down *'things you think we need to not forget for when we start writing our recommendations'.*

Session 5: Transport

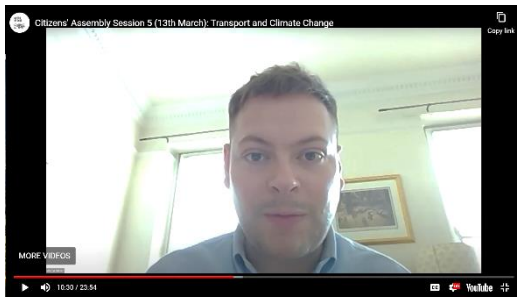
This Saturday morning session started with Assembly members joining their home groups to share their reflections from the previous housing session. Facilitators explained that they would take notes during this feedback and that this would be written up (anonymously) in a document that will be shared with all Assembly members to help them start writing their recommendations.

Commentators: Theme 2: Transport

Professor Phil Blythe: Professor of Intelligent Transport Systems, Newcastle University and Chief Scientific Adviser, Department for Transport.



Jonah Morris: Partnerships Manager – North East & Cumbria, SUSTRANS



Martijn Gilbert, Managing Director, Go North East

The Oversight Panel also wanted to hear from other commentators about transport in the region however, the Assembly schedule meant this was not possible.
Video footage of their presentations can be seen here

After hearing the presentations, Assembly members were placed into small groups to reflect on the presentations and to write any questions for the large group of question-and-answer session. The Assembly members were then asked to choose one of the commentators to spend an additional 20 minutes with. The morning finished with members returning to their home groups for a five-minute quiet reflection, where they were asked to record their top two or three ideas for recommendations that have come out of this session. They then shared these thoughts in the small group where they were recorded by the facilitator.

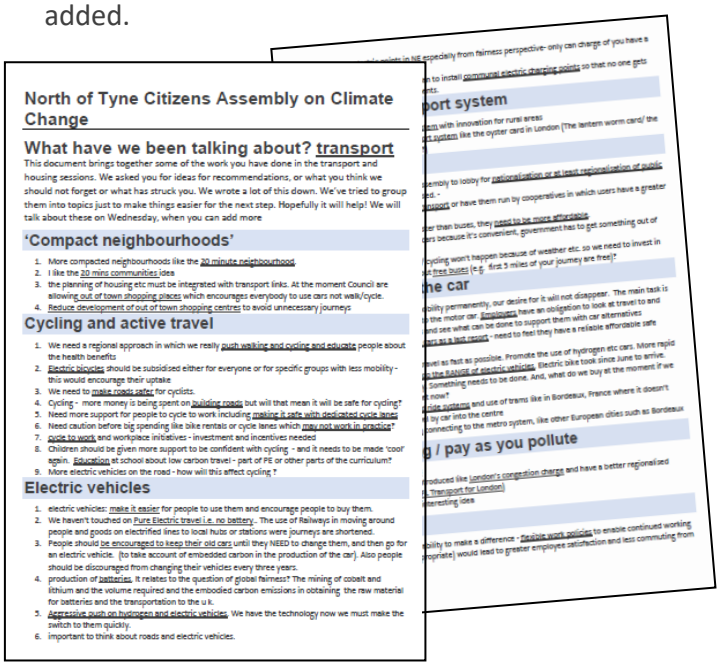
Session 6: Recommendation writing

It was decided to push the third prioritised theme into Session 7 and instead whilst the transport and housing themes were fresh in the minds of Assembly members, the first stage of recommendation writing should start in Session 6. Prior to the session, all Assembly members received a seven page 'what have we been talking about?' document. This document brought together a record of the outputs from the housing and transport sessions, where Assembly members were asked to share ideas for recommendations or were asked to record what has struck them and things they should remember. Facilitators grouped these into suggested topics.

All Assembly members were placed into their home groups and asked to start drafting recommendations for the transport theme. They were invited to reflect upon the 'what have we been talking about?' document if they felt it was helpful in identifying the start of some draft recommendations. These ideas and draft recommendations were then recorded by facilitators and shared with everybody in a plenary session. This process was then repeated for the housing theme. Based upon the information gathered in these sessions, Assembly members were invited to choose which of the following small groups they would like to join for an in-depth discussion on the ideas and draft recommendations previously developed:

A. Public transport.
B. Cycling and active travel.
C. Electric vehicles and other transport issues.
D. Existing housing: retrofit and energy efficiency.
E. New housing.
F. National level change, private landlords and other housing issues.

Prior to the start of this round of small group conversations, Assembly members were reminded of the guiding principles produced in session four before discussing whether draft recommendations could be merged or further developed, or new ones added.


North of Tyne Citizens Assembly on Climate Change

What have we been talking about? transport

This document brings together some of the work you have done in the transport and housing sessions. We asked you for ideas for recommendations, or what you think we should not forget or what has struck you. We wrote a lot of this down. We've tried to group them into topics just to make things easier for the next step. Hopefully it will help! We will talk about these on Wednesday, when you can add more

'Compact neighbourhoods'

1. More compacted neighbourhoods like the 20 minute neighbourhood
2. I like the 20 mins communities idea
3. the planning of housing etc must be integrated with transport links. At the moment Council are allowing out of town shopping places which encourages everybody to use cars not walk/cycle.
4. Reduce development of out of town shopping centres to avoid unnecessary journeys

Cycling and active travel

1. We need a regional approach in which we really push walking and cycling and educate people about the health benefits
2. Electric bicycles should be subsidised either for everyone or for specific groups with less mobility - this would encourage their uptake
3. We need to make roads safer for cyclists.
4. Cycling - more money is being spent on building roads but will that mean it will be safe for cycling?
5. Need more support for people to cycle to work including making it safe with dedicated cycle lanes
6. Need caution before big spending like bike rentals or cycle lanes which may not work in practice?
7. cycle to work and workplace initiatives - investment and incentives needed
8. Children should be given more support to be confident with cycling - and it needs to be made 'cool' again. Education at school about low carbon travel - part of PE or other parts of the curriculum?
9. More electric vehicles on the road - how will this affect cycling ?

Electric vehicles

1. electric vehicles: make it easier for people to use them and encourage people to buy them.
2. We haven't touched on Pure Electric travel i.e. no battery. The use of Railways in moving around people and goods on electrified lines to local hubs or stations were journeys are shortened.
3. People should be encouraged to keep their old cars until they NEED to change them, and then go for an electric vehicle. (to take account of embedded carbon in the production of the car). Also people should be discouraged from changing their vehicles every three years.
4. production of batteries. It relates to the question of global fairness? The mining of cobalt and lithium and the volume required and the embodied carbon emissions in obtaining the raw material for batteries and the transportation to the u.k.
5. Aggressive push on hydrogen and electric vehicles. We have the technology now we must make the switch to them quickly.
6. important to think about roads and electric vehicles.

Ahead of Session 6, Assembly members were invited to share their ideas for the third prioritised theme for the Assembly to consider (after transport and housing). During Session 6, the results from this prioritisation was shared with the Assembly members. Ideas for themes included food and farming, housing, land use/trees, finance, recycling/waste. More popular themes included education, community involvement and the question *'what action can individuals/communities take?'* However, the theme which received most interest was energy generation and renewables, which could be best summarised by the question '*generating renewable energy in the North of Tyne region: what is happening now, what potential is there and what are the challenges?'*

Session 7

At the end of the previous session, Assembly members were asked to prepare for this last full day session by choosing an item to bring along to show the rest of the Assembly. The item was to help members explain the one thing they want their fellow Assembly members to think about.

Items chosen by Assembly members included:

- the view from the bedroom window,
- a photograph of their daughter,
- a watch (we are running out of time),
- a photograph of their niece,
- a money box,
- a picture of the Swiss Alps,
- single-use plastic,
- the union flag,
- a photograph of a heart on a branch,
- a cycling helmet,
- a lump of coal,
- car keys and house keys,
- a cycle map of Newcastle,
- a dinosaur,
- a book,
- a lump of rock,
- a placard,
- a hawthorn tree;
- a 100 Danish Krone note;
- a holiday photograph;
- a picture of their son, picture of their grandchildren;
- a snake plant;
- binoculars (keep focused);
- a log;
- a fig plant;
- a sand timer;
- a picture of the world;
- a book;
- a picture of son and daughter from 30 years ago;
- a photograph of a riverside walk;
- a Saxon design utility knife (remember heritage);
- a map of our region;
- a camera;
- a pair of glasses (all council policies should be looked at through climate change glasses);
- a 20's plenty sticker;
- a delivery label;
- a telescope;
- and a pack of seeds.

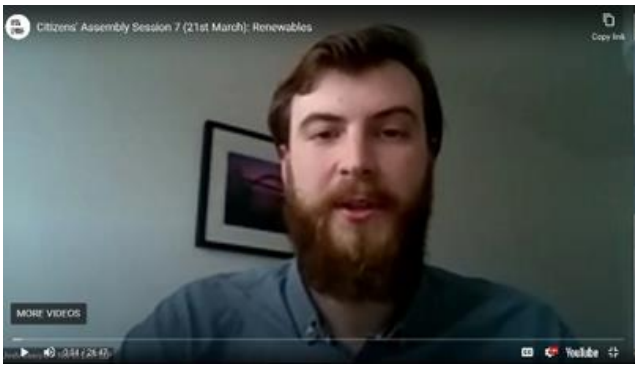
The final commentators for the Assembly were then introduced.

The issues assembly members wanted to further discuss under the theme of energy generation/renewables.

Commentators: Theme: Energy generation

Tony Quinn: Catapult: Offshore Renewable Energy .

Gareth Davies, Aquatera MD and Chair of Orkney Renewable Energy Forum.



Josh Sawyer: Rural Energy Officer, North East Local Enterprise Partnership.

Jim Cardwell, Head of Policy Development, Northern Powergrid.

Video footage of their presentations can be seen here.

After the presentations had finished, Assembly members joined randomly selected small groups to write questions ahead of a large group question-and-answer session. The members were then invited to choose which commentator they would like to spend an additional 20 minutes with. Once the commentators left the call everybody was invited to spend a few minutes in individual reflection, jotting down any ideas for recommendations that came out of the session and anything they felt needed to be talked about after lunch. Assembly members then joined their home groups and shared their thoughts which were recorded by the home group facilitator.

During the lunch break one facilitator identified key themes from the previous activity's outputs, namely:

A. Education and skills
B. Other
C. New technology
D. Community energy projects
E. Increased awareness

Upon their return after lunch, members were invited to choose one of these groups to start writing draft recommendations under the energy generation theme.

Assembly members were then given an opportunity to join a new group to either continue working on building the energy generation recommendations, to refine the housing or transport recommendations or to join a new group or groups based upon some of the conversations (both during Assembly sessions and outside of Assembly sessions) over the last two sessions. These small groups were as follows:

1. Energy generation
2. Housing
3. Transport
4. System change
5. Nature

During the break immediately after this activity, facilitators met in a breakout room to decide which of these themes needed additional time in the remaining 30 minutes.

All of the draft recommendations produced during the session were shared with Assembly members via email or post the next day.

Session 8: Finalising the recommendations

This final session presented Assembly members with their last opportunity to shape the recommendations.

Ahead of the session, all participants received the draft recommendations with an explanation that facilitators tried to 'tidy up' some of the recommendations, striving as much as possible to keep the meaning behind each of them, but making them easier to understand. Session 8 provided an opportunity for Assembly members to check that recommendations reflected the conversations held.

Assembly members were also introduced to the idea of writing a statement from the Assembly that accompanies the recommendations. It was suggested that such a statement could sum up the feeling of the Assembly and its overall conclusion. Any volunteers interested were asked to join a statement writing group.

Assembly members were invited to join one of the following groups:

A. Energy generation (renewables) and system change.
B. Housing
C. Transport
D. Nature
E. Writing a statement

The statement writing group was asked for some ideas for sentences/keywords/phrases that they felt should be included. One of the facilitation team recorded people's inputs and then attempted to group them and arrange them into a statement. This was then presented back to the Assembly for comment. A commitment was made that if 80% of the Assembly members support the statement it would be included in the final report.

Assembly members were asked to vote in an anonymous poll to describe their feeling about the statement (either strongly support/support/neither support or oppose/oppose/strongly oppose).

Facilitators had agreed that if the statement had not reached 80% support the group could reconvene to edit the wording with the hope it would be more acceptable to those who voted against it. As it was, the 80% threshold was passed after one iteration.

Small groups continued to work on recommendations where appropriate before Assembly members were invited to discuss, in small groups, which recommendations they felt were the most important to them and why. The facilitators encouraged members to respond to each other's priorities and engage in discussion.

In a final celebratory activity, Assembly members were divided into two groups to share with each other anything positive about their experience of the Assembly.

A couple of weeks after the last session, Assembly members all received a voting booklet listing all the recommendations and asking participants to record their level of support or opposition for each recommendation. Their statement and recommendations form the remaining part of this report.

Assembly statement

In the final session, Assembly members were given the opportunity to join an assembly statement writing group. With the support of a facilitator, the group shared their thoughts on what should be included. Their draft statement was shared with the entire Assembly membership to check for support (through an anonymous poll).

The statement was included in the final voting booklet. **92%** of the Assembly members voted to either strongly support (39 participants) or support (7 participants) the statement. One person opposed the statement and two of the participants who started the process did not vote for the statement.

"We now see that climate change is a credible, urgent and real threat. It threatens all we value: our families, our communities and our planet. Individuals, communities, businesses and government must all be involved in tackling the climate emergency, putting Climate Change at the forefront and heart of every single decision.

The Assembly urge the North of Tyne Combined Authority and the three local authorities of North of Tyne to direct all their departments and committees to consider the effects on Climate Change in every decision they make, whenever possible choosing the low carbon solution. This work must be a major priority for our Mayor who must lead the way and lead by example.

In deciding our action we must place fairness at the centre ensuring that those of us who are vulnerable and marginalised are not further disadvantaged. We must empower and support communities to take urgent, methodical and united action to get to net zero and create an environment in which all life can thrive.

We have a responsibility to act urgently and leave a fair legacy to conserve what we have and value now. If we don't act it will be too late. It is imperative that we speak on behalf of future generations as they have no voice.

Our region is one of outstanding beauty, character and a rich history. It is through our community spirit and resilience we will tackle this crisis together."

Recommendations

The score for each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support' vote it received two points and a 'support' vote, one point.

No.	Theme	Score	Recommendation
1	GENERAL	**75**	All **local plans** must have the need to take action on climate change at their heart. Too many of the decisions made by local authorities (services, housing etc.) do not necessarily take into account implications on climate change.

Degree of support for recommendation				
Strongly Support	Support	Neither	Oppose	Strongly Oppose
34	7	2	1	2

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
2	GENERAL	73	**Awareness raising** a) The North of Tyne Combined Authority should invest the time and resources to develop a strong, intelligent public education strategy to encourage behaviour change at an individual level. The education and awareness raising strategy about COVID-19 was really effective (simple, practical, easy to understand) so this, along with NE pride/pride in your community and a positive 'we can do this together' approach targeted properly at all areas of demographics should be undertaken e.g. not just posting things through doors, targeting messages in the right areas and in methods for the right audience. b) Schools (including academies) must build on some of the good work already in place to ensure that climate change education is a central part of the school curriculum (and is cross curricular)

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
32	9	3	0	1

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.		Theme	Score	Recommendation
3	ENERGY	71		**Skills**: We must make sure that the skills are available in the region to address the climate emergency. Practical and technical skills and experience are equally or perhaps more important than academic skills and experience in terms of the fight against climate change. We would like the North of Tyne Combined Authority and associated authorities to encourage a culture that values and gives more respect to practical and technical skills than is currently the case. This could be done by: a) Developing and promoting more modern apprenticeships in renewable energy generation, retrofitting business and domestic buildings for energy efficiency, sustainable building practices, developing green spaces with climate change in mind b) Requiring academic institutions to consider the greater inclusion of practical applications within theoretical courses in subjects such as engineering (continued over page)
				c) Providing opportunities for citizens to develop or share skills, from repairing items that would otherwise be replaced to learning how to undertake DIY retrofitting In order to meet urgent climate change needs we require significant progress within five years.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
30	11	3	0	1

'How did assembly members feel about this recommendation compared to others in the energy theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
15	8	6	**Total score 67**

No.	Theme	Score	Recommendation
4	HOUSING	70	We must have more **energy efficient housing**. All new housing must have an EPC (Energy Performance Certificate) rating of at least B from 2023.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
30	10	4	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	7	8	**Total score 46**

No.	Theme	Score	Recommendation
5	HOUSING	67	The North of Tyne Combined Authority and the three local authorities need to have a plan in place to **improve all existing housing** to EPC (Energy Performance Certificate) level B or above by 2030. We need a targeted approach to **retrofitting**. The local authorities must lead a cost effective and emission reducing retrofitting programme of work on a street by street/estate by estate basis to all houses. This should be done at the same time to ensure a cost effective, fair and efficient process. A structured plan should be carried out by reputable companies, as follows: a) All properties in the area to have energy efficiency assessment & rating, which also identifies improvement needs b) a focus on the least energy efficient homes first, with a particular focus on fuel poverty.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
26	15	3	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
16	2	5	**Total score 57**

No.	Theme	Score	Recommendation
6	HOUSING	66	**Brownfield sites** should be used first for new housing development. We must ensure the efficient use of land and sustainable allocation of greenfield sites.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
25	16	4	0	1

'How did assembly members feel about this recommendation compared to others in the housing theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
7	6	8	**Total score 41**

No.	Theme	Score	Recommendation
7	ENERGY	65	The North of Tyne region must invest in and use **new technologies** that best suit its unique nature. This should specifically consider ground based thermal energy (mine water, district heating and geothermal).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
22	21	3		

'How did assembly members feel about this recommendation compared to others in the energy theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
6	1	11	**Total score 53**

No.	Theme	Score	Recommendation
8	GENERAL	65	**Waste and recycling**: a) Recycling is still confusing (local authorities are inconsistent in the materials they recycle and there is no feedback to the public as to what happens with waste), it must be made easier for individuals to recycle by providing clear and consistent information including published figures of what is saved from landfill. b) The North of Tyne Combined Authority and the three local authorities should use their power to tackle the source of waste by encouraging businesses to offer recyclable packaging, by banning the sale of single use plastics in all the buildings and facilities they are responsible for and where possible using fines and incentives to create the behaviour change required with COVID-19 style messaging.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
22	21	3		

Ranking of recommendation within its theme (note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
9	TRANSPORT	65	We need investment in a **joined-up public transport system**, with a view to reduce private car use, which will accommodate rural and urban areas, that is cost effective, with regular stops, connected to other modes, and is subsidised or free. The public transport network should be made up of electric (and hydrogen) vehicles to include trams, buses and trains. This needs to have an integrated ticketing system that cross-cuts modes and providers like the oyster card in London. As an example of this integration, reinstate the train link between Alnwick and the Alnmouth station. Put more funds into getting the Aln Valley heritage railway completed (as at the present rate of development it will take too long).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
28	9	5	2	2

'How did assembly members feel about this recommendation compared to others in the transport theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
22	2	2	**Total score 72**

No.	Theme	Score	Recommendation
10	HOUSING	64	All new housing to work towards the **Passivhaus standard** (where the loss of heat from a building is so small that it hardly needs any heating at all).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
24	16	4	1	

'How did assembly members feel about this recommendation compared to others in the housing theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	9	5	**Total score 26**

No.	Theme	Score	Recommendation
11	ENERGY	63	**Solar energy:** There should be further exploration of solar generation in the area, starting with the potential of large commercial roofs (large areas and smaller number of owners e.g. business parks) as well as domestic housing including student housing before looking to green field options. All options should be considered e.g. outer walls of high rise buildings as well as floating solar on Kielder Reservoir. Support needs to be put in place to assist those who are unable to afford the upfront costs of installation. A baseline should be established now in conjunction with National Grid in order to carefully monitor future progress.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
21	21	4		

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	9	11	**Total score 53**

No.	Theme	Score	Recommendation
12	NATURE	63	**Local planning decisions must have climate change** and the natural environment **at their heart**. Our politicians must lobby national government to push for more power at a regional level to make planning decisions that address the climate emergency and benefit the natural environment; prioritising the protection of green spaces and ensuring decision making processes are transparent.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	13	4	1	2

'How did assembly members feel about this recommendation compared to others in the nature theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
16	4	11	**Total score 67**

No.	Theme	Score	Recommendation
13	TRANSPORT	63	The North of Tyne Combined Authority should, where the use of private vehicles is deemed necessary, encourage **alternatively fuelled vehicles** by: a) Increasing the number of public charging points in all areas (not just affluent or urban areas) with a better strategy as to where they go. Currently there are large stretches of the A1 without charging points. Also ensure they are fast chargers. b) Investigating other ways to incentivise people to adopt electric vehicles e.g. financial incentivisation c) Working with the electricity generation and distribution system to ensure there is enough electricity, produced by renewables, to support the use of more electric vehicles d) Subsidising taxi drivers delivery drivers, couriers and motability* to be able to buy EVs The Combined Authority should encourage electric vehicles, but not promote them as a solution to climate change. It is more important to put a range of measures in place to reduce individual car use altogether. **(Motability = scheme that enables disabled people, their families and their carers to lease a new car, scooter or powered wheelchair).*

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	13	4	3	2

'How did assembly members feel about this recommendation compared to others in the transport theme?' **(continued over page)**

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
4	6	9	**Total score 33**

No.	Theme	Score	Recommendation
14	GENERAL	62	The North of Tyne **Citizens Assembly** on climate change would like to continue its work by performing a scrutiny role. We would like ongoing six-monthly report back with clear, transparent, concise and measurable evidence of progress.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
25	12	4	2	2

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
15	NATURE	62	The North of Tyne Combined Authority must work with the Woodland Trust, local schools, local authorities, land owners, The National Trust and any other stakeholders including community and voluntary organisations to commit to planting a minimum of 300,000 native **trees** within 3 years and monitor tree survival rates over time.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
23	16	5	1	2

'How did assembly members feel about this recommendation compared to others in the nature theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
7	11	15	**Total score 58**

No.	Theme	Score	Recommendation
16	TRANSPORT	62	We must make **alternatives to private car use feel safe** (physical/personal safety). a) More regular, reliable public transport to reduce waiting time at remote stops. b) More late night services c) With regards to the metro train stations, platforms should only be accessible if you have a ticket and are actually intending to travel d) Public transport stops need to be sheltered with good live information streams and integrated in communities as opposed to in remote places.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
22	18	5	0	1

'How did assembly members feel about this recommendation compared to others in the transport theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
3	9	4	**Total score 31**

No.	Theme	Score	Recommendation
17	ENERGY	58	We believe that **community energy schemes** which bring together communities to generate and manage their own energy have a vital role to play. The North of Tyne Combined Authority should support (including funding) the creation of a community energy resource hub for the region. This hub would be composed of an elected and accountable body of citizens together with community groups, staff of the relevant authorities and technical and commercial expertise, supported by paid staff time. We suggest the role of the hub should include the following. a) Sharing ideas and best practice with community energy groups in other parts of the country, including taking up the offer made of a 'twinning' opportunity with Orkney Community Energy organisation. b) Creation of an online 'resource bank' of information c) Provide a route for small and medium renewable energy enterprises to promote what they can offer d) Council to signpost anyone involved in the planning process (residential and commercial) to the hub to encourage consideration of small-scale renewable energy potential as part of their planning application e) Provide a support service to small scale developments to encourage coordination between nearby households (new developments or retrofits) e.g. shared ground source heat pumps or solar installations This support for community energy in our region must be developed as quickly as possible. We anticipate other ideas may come forward as the hub is developed and would like to see major progress within five years.

Degree of support for recommendation

Strongly support	support	neither	oppose	strongly oppose
22	14	7	2	1

'How did assembly members feel about this recommendation compared to others in the energy theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
8	6	5	**Total score 41**

No.	Theme	Score	Recommendation
18	NATURE	58	**Green spaces** need to be better used and protected by individuals, communities and local authorities through rewilding, tree planting, landscape recovery etc. (for example planting wildflowers instead of cutting back verges.) The North of Tyne Combined Authority needs to employ an ecology officer (building on the work of the local authority ecology officers) who can a) advise on the implications of any development on wildlife and plant life and insects. b) create opportunities to share information to individuals, schools and communities on what steps they can take to promote wildlife and plant life within local green spaces and their gardens.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
22	14	5	2	3

'How did assembly members feel about this recommendation compared to others in the nature theme?' **(continued over page)**

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
10	15	6	**Total score 66**

No.	Theme	Score	Recommendation
19	GENERAL	57	Local authorities need to have **more power to take the local decisions** that are needed to address the climate emergency. Our politicians should lobby for this at a national level. Further devolution to the local authorities needs to be explored to achieve this. The implications of any new policies should be carefully assessed to guard against problematic unintended consequences.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
21	15	6	1	3

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
20	GENERAL	54	Large amounts of **land** in the North of Tyne region are under-utilised. Much of this land is owned by large landowners (such as the Ministry of Defence etc.). We must investigate the potential for such land to be used to take positive action on climate change e.g. renewable energy development, local food production, tree planting, development of 20 minute communities etc.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
20	14	7	2	3

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
21	TRANSPORT	53	We must make it easier for people to cycle. Develop **cycling infrastructure** with properly planned cycle only lanes, education with campaigns for cycle responsibility (i.e. staying in correct lanes, off pavements), and safety schemes and secure cycle parking, with an ability to take cycles on buses and metro and train and alternative storage spaces for bicycles, prams, etc.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
19	15	6	4	2

'How did assembly members feel about this recommendation compared to others in the transport theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
3	7	3	**Total score 26**

No.	Theme	Score	Recommendation
22	HOUSING	49	There should be a financially incentivised legal requirement for **private landlords** to improve the energy efficiency (the Energy Performance Certificate rating) of the properties they let.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
16	17	7	3	3

'How did assembly members feel about this recommendation compared to others in the housing theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
2	6	2	**Total score 20**

No.	Theme	Score	Recommendation
23	TRANSPORT	45	Directly address **city and town congestion:** a) Discourage private car use in the city centre through greatly increased parking charges and replacing the free to park after 5pm scheme with a free to bus to the city after 5pm scheme. b) Keep traffic flowing by maintaining the number of traffic lanes on major roads. c) Implement transport hubs surrounding Newcastle and major towns with free parking and electric buses into the town/city centre. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
15	15	9	5	5

'How did assembly members feel about this recommendation compared to others in the transport theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
0	1	5	**Total score 7**

No.	Theme	Score	Recommendation
24	TRANSPORT	43	Consideration should be given to **shared use of electric vehicles:** a) Require companies over a certain size (to be determined) to provide a shared electric and hydrogen minibus system for employees and for schools to avoid individual car commuting b) Explore affordable EV car clubs for those who do not need a car every day (mindful of COVID-19 factors in the short term) c) Companies should also be encouraged to bring in car sharing schemes

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
15	13	11	2	3

'How did assembly members feel about this recommendation compared to others in the transport theme?'			
ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
2	2	2	**Total score 12**

No.	Theme	Score	Recommendation
25	GENERAL	37	**Politicians must be legally held to account**. They must be legally obliged to carry out policies from their manifestos. If this is not in place we are concerned that the action needed to address the climate emergency will not happen.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
15	7	12	3	8

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
26	TRANSPORT	34	To d**iscourage external (through) traffic** across the region: a) Make the whole region a 20 miles per hour zone wherever people live, work and play. b) For future planning, introduce low traffic, compact neighbourhoods with 20 miles per hour limits to discourage car drivers and create lots of co-benefits such as improving air quality, less noise, creating community, people exercising more and less crime.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
12	10	12	7	5

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	4	0	**Total score 11**

No.	Theme	Score	Recommendation
27	TRANSPORT	33	Introduce a **congestion charge** for private cars entering the city centre, with an increased charge for prestige cars, and taking into account car engine/car size rather than emission levels alone to avoid just targeting people with older vehicles. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
9	15	11	4	9

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	1	1	**Total score 6**

No.	Theme	Score	Recommendation
28	GENERAL	30	**Finance**. To meaningfully address the climate emergency will require a large investment of money. The three local authorities should hold a referendum on raising the council tax to pay for climate change action. (To reduce costs this could take place at the same time as local elections. This may enable the public to see who prospective candidates are, that are not committed to climate action, encourage more people to vote in local elections and lead to a region wide conversation on climate change). The cost of not acting should be considered as well as the cost of taking action.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
11	8	7	9	10

Ranking of recommendation within its theme
(note no prioritisation within the general theme)

No.	Theme	Score	Recommendation
29	HOUSING	26	We see an important role for **co-housing schemes** – where each household has a self-contained private home as well as a shared community space and facilities. More co-housing schemes should be explored and developed in the area. Information and advice should be available for communities that are interested in exploring the set up/development of their own co-housing scheme.

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
6	14	15	7	3

'How did assembly members feel about this recommendation compared to others in the housing theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	2	2	**Total score 9**

No.	Theme	Score	Recommendation
30	TRANSPORT	23	Dis-incentivise **2nd and 3rd cars** in urban settings (with a proviso for people who need that such as company cars).

Degree of support for recommendation				
Strongly support	support	neither	oppose	strongly oppose
7	9	11	8	9

'How did assembly members feel about this recommendation compared to others in the transport theme?'

ranked 1st in theme	ranked 2nd in theme	ranked 3nd in theme	*Score calculated by assigning 3 points if the recommendation was ranked first in the theme, 2 for second and 1 for third*
1	0	1	**Total score 4**

Next steps

All the recommendations from the Citizens' Assembly will be taken to the North of Tyne Cabinet to consider.

In preparation for this, each recommendation will be looked at by a cross-authority team of officers to see if there is a way of delivering it. The NTCA Cabinet will consider all of the recommendations, they will be supported by the cross-authority officers. NTCA has confirmed the following:

The recommendations will be considered in three broad categories:

1. Recommendations that NTCA can implement.

2. Recommendations that require collaboration: We will work closely with the Local Authorities, public sector organisations, local businesses, the voluntary sector, and citizens.

3. Recommendations that involve influencing government: With the authority of the voice of the people we will work to shape the national debate.

The team at NTCA will develop a plan based on the above framework, and a communications strategy for keeping everyone informed of progress.

Appendix 1: Assembly member evaluations

Throughout the process facilitators informally checked how participants were feeling about their role and ability to contribute. Approximately two thirds of the way through the sessions a more structured evaluation was undertaken using an anonymous survey. There was no requirement to complete the exercise. Approximately 60% (29 out of 50) responded.

We asked how participants felt about the facilitation team's work.

We offered 3 statements and asked participants to rate each one. 28 responses were recorded. Due to the sample size we have rounded up and down response rates to the nearest 5% for ease of reading.

In response to the question *"I feel respected by the facilitators"*, 95% strongly agreed. And 5% agreed. (No other less positive responses were recorded.)

In response to the question *"I feel included in the discussion in my small group",* 75% 'strongly agreed', 20% 'agreed' and 5% 'neither agreed nor disagreed'. No one selected 'disagree' or 'strongly disagree'.

In response to the question *"The facilitator makes sure that opposing views are heard"*, 75% 'strongly agreed', 15% 'agreed', 5% 'neither agreed nor disagreed' and 5% selected 'disagree'. No one replied 'strongly disagree'.

We also wanted to know how participants preferred to engage with the commentators.

We offered 3 statements and asked participants to rate each one. In response to the question *"I like it when we work in small groups to come up with some questions and then ask them in a large group question and answer session",* 45% 'strongly agreed', 50% 'agreed' and 5% 'neither agreed or disagreed'. No other responses were recorded.

In response to the question *"I like it when we spend a short amount of time with every commentator in separate small groups"*, 50% 'strongly agreed', 35% 'agreed', 10% 'neither agreed nor disagreed' and 5% 'disagreed'.

In response to the *question "I like it when we hear from commentators in the main room and then get to choose one commentator we would like to spend more time with in a small group",* 30% 'strongly agreed', 30% 'agreed', 20% 'neither agreed nor disagreed' and 20% 'disagreed'.

We also offered opportunities for free text feedback. The number and length of responses prevents a full list of responses, but we have highlighted some key points below.

We asked participants to reflect on the commentator sessions, and what they liked about the most recent on housing and transport.

Overall they were very positive on the quality of the information received, with no negative remarks about any of the commentators. Comments such as *"I feel I really understand housing issues now"*, *"well researched and compelling presentations"* or *"presented their material succinctly"* showed the value in selecting and briefing commentators carefully.

Participants liked the *"well presented cases and very informative and useful"* information and the *"openness of the discussions"*. The participants also valued hearing from a wide range of perspectives, as illustrated by comments such as *"different speakers from different sectors/companies"* and *"there was a balanced selection of commentators"*. The following comment reflecting the overall feedback most clearly: *"Covered large topic very comprehensively. Well presented cases and very informative and useful."*

We did however want to probe what people didn't like so much to ensure balance and learning, and this presented a slightly different picture. The amount of information to digest in a relatively short time was raised multiple times in comments such as *"the speed of some of the input was sometimes hard*

to absorb" and *"feel like I wrote out a lot of notes instead of just listening"*.

Some participants also expressed their own perceived lack of confidence in tackling complex issues and the inquiry format generally, expressed in comments such as *"I really don't like asking questions in the big group. It makes me feel really anxious afterwards."* Or, at least occasionally, they felt concerned that other inquiry members might not have had their voice heard, such as in the comment *"one individual seemed disempowered by the process. I think their view should be included and reasons sought".*

Though we were more interested in understanding if the process was working well a number of people used the opportunity to reflect on the content they had heard. An example was the comment *"The sense of crisis or emergency didn't really come across with some of the speakers, perhaps because they have been talking about these issues for years."*

Undoubtedly people felt more time should have been available to hear from and engage with the commentators to deal with the complexity of the topic. For example there were quite a few comments along the lines of *"not enough time to cover all subjects"* and at times concerns *"we ended up with too many unanswered questions and some topics barely touched on at all"*.

This led to one or two more critical comments, especially on the transport theme, such as *"the transport session deliberately avoided issues of national and international concern, such as international air travel, the lack of adequate capacity for rail freight in the UK, and the shortage of road-rail freight interchanges"* and *"no understanding, in my view, on how much projects/wish lists will cost or where the funds are ultimately coming from"*.

However it would be reasonable to see these comments as participants engaging with the topic at hand attentively and with growing confidence in their opinions, within the spirit of an informed deliberation, which in turn will inform the quality of final recommendations.

As well as comments looking back at specific sessions that had just occurred we asked people to suggest improvements or changes before the next session.

This provided valuable information to the facilitation team. Especially useful for other processes were comments linked to preparatory work before the assembly met, such as *"I wish I had started the free FutureLearn course as soon as I registered my interest in the assembly".*

People again reiterated they wished they had more time to deliberate and hear the commentators speak, as well as space to raise wider topics. Some were honest in their anxieties around questioning expert commentators in an open forum, as in the comment *"I wasn't expecting to ask a question in the big group and I messed it up as I panicked"*. Additionally there were a few useful thoughts on making final recommendations such as *"How to decide if the recommendations are fair, effective and quick? Perhaps some simple prompts on this could be useful."*

To conclude the survey we asked "Are there any other comments about the assembly?"

There were 22 responses, and most were overwhelmingly positive. People enjoyed taking part as expressed in "*superbly organised, very effective and encouraging facilitators*", in "excellent cross-section of people" and praised the "*good IT support"*. More than one participant echoed the comment *"never thought for one moment that I'd enjoy the assembly but I have been enlightened and educated."*

Some frustrations did arise with the online format and the constraints that added to the process in comments such as *"the long sessions are tiring"* or *"sometimes there is little connection and it doesn't really feel as though we are working together. It is definitely harder on Zoom, and I realise that can't be helped."*

Overall people expressed the assembly *"very interesting and glad to be taking part and try and make a change for the local community"*. And keen *"to know about what actually happens with our final recommendations and whether they have or have not been acted on."*

Appendix 2: Commentator questions

This appendix lists the questions asked of commentators during the sessions.

Session 2

Commentators: what is climate change and what are its impacts at a local/regional/global level?
Professor Brian Hoskins, Chair (ex founding Director of the Grantham Institute for Climate Change and the Environment)
Dr. Elizabeth Lewis, Lecturer in computational hydrology, School of engineering. Newcastle University.

1. Is there a better way of getting the info across so that people understand 1 degree rise may be a big deal?
2. What is the plan to make sure agreements are kept to (Paris Climate Agreements)?
3. Is there a better way of getting the info across so that people understand 1 degree rise may be a big deal?
4. What is the plan to make sure agreements are kept to (Paris Climate Agreements)?
5. Huge increase in buildings on greenfield sites in Northumberland. 50% more housing than before, small villages have decreased their green areas in the last 3 years. Who gets to say yes to these developments?
6. *(The commentators*) were an enormous reminder of how alarming the situation is. Not against any of the small discussions, or what individuals might do, but if you look at the big pictures, small actions seem out of sync. We need something bigger: a massive societal change. For instance: present institutions are not fit for purpose. Can we hear more about the evidence for these bigger changes, not just individual actions?
7. Net zero - what options are there apart from planting trees to take carbon out of the atmosphere for example what is the role of other plants or what other things can be done?
8. What could politicians do right now if they were politically motivated to do everything necessary to act on climate change?
9. Is 2050 soon enough if we have to compensate for larger countries (eg China)?
10. If you were in charge/had free rein, what would you do? If there was one law that you would implement, what would it be?
11. Where are the quick wins?
12. 'Enough time' please expand on this.
13. Are there any definite local impacts if you live in a highly polluted area - what about in NoT?
14. Net zero effect mentioned - what naturally could be done to offset emissions & what is more effective?

Questions not asked during the session, but subsequently shared with the commentators:

15. Is there a better way of getting the information across so that people understand a 1 degree rise may be a big deal?
16. People say we've had Ice Ages before, how can we frame it so that humans can change it? How do we show that we've had impact negatively + how can we show that we can make the same impact positively?
17. What is the impact on farming of the small change in temperature in North of Tyne?
18. People say we've had Ice Ages before, how can we frame it so that humans can change it? How do we show that we've had impact negatively + how can we show that we can make the same impact positively?
19. Could we be affected by drought in other areas (e.g. our supply being diverted)
20. Is there anything we can do individually to help reduce effect of emissions?
21. How come the government wont allow people to generate energy from their own homes?
22. Can we capture the Co2 from the atmosphere and use it and why haven't we done it already?
23. Has the natural cycle of the earth stopped?

24. Risks of climate change are well documented. Coming more from the media. How can we help on an individual basis? What actions will it take?
25. Denial has not been addressed here: how can citizens who are in denial be engaged and shown that the scientific facts presented are evidenced based?
26. What could we learn from repairing the ozone layer?
27. What is the impact on farming of the small change in temperature in North of Tyne?

Commentator: North of Tyne emissions now and in the future

Dr Tracey Crosbie Reader in Sustainability in the Built Environment, Teeside University
Commentator/s presentation

28. In terms of carbon capture what's happening in NoT?
29. What is the cost now of transitioning to Electric Vehicles to get to a benefit in the future? (in terms of infrastructure, costs to individual)
30. What is carbon capture, and how does it work and can it go wrong?
31. Can we have more detail about geographical examples of emissions in NOT especially considering the global factors you mentioned for example maritime emissions when it is such a big industry in the NE?
32. Breaking down the figures at the regional scale? Northumberland vs. Newcastle: are there big variations between different parts of the region? Within the region: where are the biggest emitters? I.e. Newcastle you could get a much more integrated transport system
33. Housing sector: quite high in NoT because we have older houses, compared to other countries, where there is more rented accommodation. How do they improve their emissions? What has worked in other countries? Retrofitting vs new build for emission reduction potential? Case studies from other countries would be really helpful, with comparable contexts.
34. You mentioned you have travelled to a lot of different places - is there anywhere where you have seen good solutions for housing emissions on a local scale and would these ideas translate to North of Tyne?
35. Looking at industry, transport, housing, which do you think is the easiest area to tackle where we might hope for most success?
36. What materials can be produced locally (rather than from bringing outside) - to reduce carbon footprint? What is the process for storing carbon?
37. Where are we supposed to get money from for reducing carbon emissions in homes- govt grants etc. wont be enough for everyone? What opportunities can be made available to make this easier for people in the region?
38. Which of the areas (housing, transport, industry) would be best easiest to tackle first?
39. How close are we to getting to producing enough renewable energy to replace fossil fuels?
40. Any data on emissions from data centres? E.g. energy used by big centres like google, facebook - global industry of data management and processing.
41. Is it possible to see a breakdown of emissions sources from NoT in more detail?

Commentator: How do we effect change?
Lucy Stone: Senior Fellow on Climate Change, CUSP, The Centre for the Understanding of Sustainable Prosperity
There was no Question and Answer session for this presentation (due to time constraints)

Session 3

Commentator: What is the North of Tyne Combined Authority and what is it doing about climate change?

Dr. Leanne Wilson: Policy and Economy Adviser: North of Tyne Combined Authority.

1. Community energy schemes. How do local communities access this fund? Never heard anything about it before and I'm involved in something that might benefit.
2. Buildings and land – I want to understand more. I'm worried about the houses that get plans, have seen houses in flooded water. They say they want to build housing, I'm worried about that.
3. Interesting to hear about targets. How do we compare to other areas?

4. A lot to digest. I realise NoT is a new thing - our responsibility is to try and come up with what it's going to do. Talked about schemes, partnerships, budgets etc. But do you have any examples of things that have been done since 2019 - specific examples to help inform what hasn't been done yet?
5. Is there any data on geothermal heat sourcing? Has there been any geological testing done - or have they checked existing data from the coal mining industry? And would it be economically viable?
6. Grants. There are a plethora of grants around - its bamboozling to find out who has a grant for what and what for. Leanne mentioned on housing front, grants for retrofitting. That's expensive. What about grants for new build? Surely all new builds should be carbon neutral?
7. About a third of the emissions in NoT are from transport - most from road transport. I get the impression half of vehicles are trucks. What options to put that on rail network?
8. Fairness issue. What sort of technological developments - tidal power of the Tyne (turbines, water pressure), bringing homes up to carbon neutral, using technological solutions to these issues been considered?

Commentators: What is fairness?

Carole Botten: Chief Executive Officer of VONNE - Voluntary Organisations Network North East.
Beth Farhat: Regional Secretary (Northern), Trades Union Congress.
Sir Geoff Palmer: Professor in the School of Life Sciences at Heriot-Watt University in Edinburgh.
Roman Krznaric: author of the book 'The Good Ancestor: How to Think Long-Term in a Short-Term World'.

Unfortunately, due to time constraints there was no opportunity for a question and answer session with the fairness commentators. After the commentators finish their presentations participants were placed in small groups to reflect as a group and also individually.

Session 4

Commentators: Theme 1: Housing

Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.
Professor Simin Davoudi: Professor of Environment & Planning, Newcastle University.
Matt Copeland National Energy Action
Professor Helen Jarvis: Professor of Social Geography Engagement, Newcastle University.

The following is a record of some of the questions asked in the small groups:

Questions for Callum Smith, Policy and Economy Advisor (Housing and Land), North of Tyne Combined Authority.

1. Are any local authorities looking to set up their own providers (internal developers)?
2. Did the council sell off their housing stock or do they still retain some control?
3. New build should already meet low carbon standards - why don't they?
4. Question to conveners: Why is there no commentator on new build e.g from developers?
5. Is it local authority or central government who decide who can build on brown sites?
6. How much priority does the council put on green spaces between houses? Gardens in new builds are so small compared to older houses.
7. How do you see the relationship developing between the local authority, combined authority and private developers? Should it be collaborative? There are many competing agendas.
8. Do you (NTCA) have a set of sustainability principles to guide planning/building?
9. Do you know anything about allotments?
10. How can we find out how energy efficient our home is?
11. Is it time we start prioritising the environment over heritage? (e.g. Councils stop us doing improvements like double glazing)

Questions for Professor Helen Jarvis: Professor of Social Geography Engagement, Newcastle University.

1. What are your opinions on the Byker Wall project in Newcastle?
2. You said " we need to move on from individual homes" - is this part of a general movement or just little experiments?
3. Sometimes I worry about urgency. Things get built quickly then end up being not fit for purpose. Is what you're proposing more of a slow development type?
4. In moving away from individualism and 'Englishman's home is his castle' thinking, is the biggest problem one of education?
5. Have you heard of the Neon project in Saudi Arabia
6. One of the massive problems we face is old housing stock which needs to be retrofitted, do you know of any co-housing schemes involving older housing?
7. Commune?! What people might think when they hear or see that word. Similar ideas to where you're coming from?
8. Initiative in Sheffield about insulated terrace houses - who paid for that? Looked nice but expensive!
9. Would this be like Byker Wall?
10. Are there issues with soundproofing and noise pollution in shared housing?
11. Is there a certain type of demographics who want to move into this kind of co-housing?
12. Is it time we stop building with bricks and slates? What are the better ways of buildings? Can you do this with housing associations? What is shared in these places? Shared hearing systems? Shared tools? Shared meals?
13. There can be individual blockers in these schemes. They have power. Need interpersonal skills.
14. Chair of local community housing trust - rural area - block of four flats built for communal living - can't let them - people want their own washing machines not share them.
15. How does it works in terms of sharing with people - do you get to choose who those people are?
16. Sheffield - retrofit of terraced housing looked very interesting can you tell us more
17. For new build properties have you thought about how you will phase out the use of gas boilers?

Questions for Matt Copeland National Energy Action

1. Is the new building regulations coming in 2025(Future Homes standard) soon enough?
2. Have we taken a step backwards since 2015 regulations?
3. Ten years ago we had a housing crisis and now we have to focus on climate crisis - is it fair to criticise government for what was done before?
4. To what degree can we rely on government to change things - all new property was supposed to be fitted with heat pumps but this didn't happen - why?
5. Should there be an inspection of private rented houses before any letting happens?
6. I was shocked about the EPC levels and the minimum standards to be met by 2035- why are private housing able to get away with that? So, profit making landlords are able to drive the agenda and put money before the climate emergency?
7. Did you say there is funding available for social landlords to bring up the standards of their housing? Do you know what the level of funding is and why changes are not happening faster?
8. What kind of enforcement is possible on a private landlord?
9. Where do fuel poverty households tend to live? In which category of tenure?
10. Tell us more about the local fuel poverty plan.
11. What enforcement power do local authorities have to over landlords? What are the penalties in case landlords don't upgrade to conform with standards?
12. Where does the data come from? ONS?
13. How do we spend the energy suppliers money in the best way?
14. What is the definition of fuel poverty?
15. Does central govt have a desire to end fuel poverty? Or is it just pandering to media?
16. Should we do old properties or new properties?

Questions for Professor Simin Davoudi: Professor of Environment & Planning, Newcastle University.

1. How do we educate people in making the owner occupied sector more energy efficient?
2. You made the link between housing and health. Is there any tangible link or coordination between those two government departments?
3. Future homes standard - is it sufficient?
4. Do you think the new build housing sector gets too much flak?
5. Shouldn't the government have signposting and training for local builders?
6. What can we do to let the population know what's really happening?
7. How easy is it to do regional regulation - e.g. make stronger than a national guideline? Or would it involve court processes etc. You talked about tighter regulation so wondered if we can do that regionally.
8. Dependent on private developers and therefore not enough low carbon houses. How can we start to change that position?
9. Gaps in building regulations / legislation and standards. Whose responsibility is that?
10. Building regulations vs planning regulations: what is the flexibility for local authorities to come with their own standards?
11. Could the local authorities be more picky with contractors who are awarded housing development?
12. People are put off by having to do retrofit. Is there anything that can be done to address those issues?
13. Tax paid on energy bill - could that go to private landlords for energy efficiency measures?
14. What would be the most effective recommendations for the group to consider?
15. Why is technology not being used more in new build houses e.g. district heating and solar panels?
16. Private renter certificates of E - isn't that a low standard compared to social housing and even that seems low standard - can you comment on that?
17. Social rented houses - are a lot of them ex council houses - did they just do that to make money?
18. When did the banding come into place?
19. Is there anything that the councils or yourselves do to help private owner occupiers?

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Appendix 3: Recommendations in depth

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice' under each recommendation. The following is a compilation of all the comments received.
The ranking of each recommendation is based upon a calculation of the level of support each recommendation received. If it received a 'strongly support' vote it received two points and a 'support' vote, one point. The percentage support figure was obtained by calculating the percentage of 'strongly support'/'support' votes of the total number of people who recorded a vote for that recommendation.

1) All **local plans** must have the need to take action on climate change at their heart. Too many of the decisions made by local authorities (services, housing etc.) do not necessarily take into account implications on climate change.

Number of votes
Rank: 1st Percentage support: 89%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
34	7	2	1	2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- Absolutely - just like every policy now has to adhere to national Health & Safety legislation, they should also take into account climate change implications. It must be at the heart of all decisions!
- A reasonable suggestion.
- If every department of every council takes action on climate change this will increase the speed of change in dealing with the climate emergency.
- Every decision should have the present climate crisis at its heart.
- Self-explanatory
- Mitigation of climate change should be the overriding consideration in local authority decision making.
- Absolutely vital that planning at all levels should address the local needs of climate change as an integral element.
- All commercial businesses/developers must have climate change at their heart prior to any decision making about development.
- Listen to the science use existing expertise. Converting wood power stations to burning wood when council is pushing on tree planting makes existing decision making flawed.
- No decision is without climate implications; there has to be a way to encourage all decision makers to fully consider the climate in their actions, rather than it being perceived as an unnecessary task. Everyone must respond to the climate crisis' critical urgency - it must be treated in the same way Covid-19 has been dealt with over the past year (i.e., always considered, even if it is not a central topic).
- This is so obvious that it has been overlooked??
- Very important proposal as its emphasis is on changing priorities.
- Local plans mustn't be set forth into action if their existence will be to the detriment of environmental sustainability. The building of new housing estates specifically needs to be looked at.
- Actively helps reduce damage to the environment.

- This is essential appointment of environment officer to the combined authority may strengthen this.
- New and redevelop schemes should encompass climate change as part of the planning process. Firm targets in Carbon reduction should be set equally for public and private sectors and Planning.
- Authorities should be responsible to ensuring they are meet.
- The decision-making process needs to include a climate change support package.
- This needs to be transparent and clearly shown in discussions/plans and decisions made
- All the local authorities' plans should have Climate change at their heart, although I would go further to suggest that they should be encouraged to work together to maximise the resources available to them. In all activities not just Climate change.
- Too many new housing estates/industrial buildings/offices being built without any sort of renewable energy source. Needs to be a priority.
- Future public works projects that involve engineering should take into account the environmental impact of itself and effect on local population in the future.
- There is a climate emergency and addressing it must be at the heart of every decision for services and amenities to have any longevity. We need to consider the future impact of every one of our current actions
- All local plans should have implications on climate change at the top of the agenda and should not be pursued unless positive climate benefits accrue.
- I strongly believe that climate change must be at the forefront of every decision made by every authority/government, whether that be local, national or international. Simply because, this is an emergency that will affect all aspects of human life and we must future proofed all decisions to ensure we are doing the best we can now before it's too late.
- The time has come to put politics and personnel needs aside for the greater good of the area and population.
- Too many new housing estates/industrial buildings/offices being built without any sort of renewable energy source. Needs to be a priority.

Support

- Councils have to think of the bottom line, but they too often cave to the demands of property developers and land investors. This needs to change in a very drastic way, with local authorities becoming more assertive and be more willing to refuse applications even at the risk of losing contracts.
- Totally agree the council will let build on green land which is bad for our climate
- I agree that Local Plans should take a more active role in tackling climate change. However, they must promote sustainable development to meet their current and future residents needs which includes key services and housing.
- Climate change should a consideration at all policy decisions. But not necessarily a primary concern at all times such as when considering defence.
- Climate change should be just one factor in the overall decision-making. It is important that there is not a knee-jerk reaction and that climate change becomes the overriding decision point and that this is properly balanced against other relevant factors.
- Decisions need to be taken to stem the racking of our planet. It's the only one we know capable of supporting complex life.

Neither support nor oppose

- Local plans are already legally obliged to contain policies to address climate change in line with the Climate Change Act. The problem is holding local authorities to account in both creating plans and acting on them. Perhaps the Combined Authority has a role to play in this.

Oppose

- I oppose because local plans are mainly not professionals and if anything happens the authorities may not know.

Strongly oppose

- A national policy would be better, same policy implemented by all local authorities.
- You just can't separate this issue from costing and who pays

2) Awareness raising

a) The North of Tyne Combined Authority should invest the time and resources to develop a strong, intelligent public education strategy to encourage behaviour change at an individual level. The education and awareness raising strategy about COVID-19 was really effective (simple, practical, easy to understand) so this, along with NE pride/pride in your community and a positive, 'we can do this together' approach targeted properly at all areas of demographics should be undertaken e.g. not just posting things through doors, targeting messages in the right areas and in methods for the right audience.

b) Schools (including academies) must build on some of the good work already in place to ensure that climate change education is a central part of the school curriculum (and is cross curricular)

Number of votes
Rank: 2nd Percentage support: 91%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
32	9	3	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Education is vital. There is so much in the news about climate issues but there needs to be more clear, simple advice that individuals can follow. A NoT climate education group that goes into schools (like Northumberland Water do) would be fantastic. • Young people need to be informed that their futures will be deeply affected by whatever we do or don't do next. I'm not sure what 'right areas' or 'right audience' means though. • Many local people do not know how a change in their own behaviour can reduce Co2 emissions. Practical tips, encouragement and awareness-raising can reach everyone in our region. • Agree because if they can get the nation to address on this it will be better for our climate and people can start taking actions on them self • Need to get the facts to as many people as possible • Most people seem to be unaware of the main drivers of climate change. Many are unclear what climate change is and confuse it with pollution and congestion • This would build on the existing and often vibrant interest of our young people. • I think more could be done in education to address the issue at an individual level, if more people are not made aware how can we be expected to make a difference. • I strongly support raising public awareness of climate change and strengthening its priority within the education system. • Our region is an amazing place. Rich in history, character, and beauty. We should build our messaging on that framework, that we are all lucky to live here and it is our civic duty to conserve our island home. • I believe there is sometimes a sense of individual defeatism that climate issues will never be tackled, or other members of the population do not care about climate issues. Greater education of climate issues will help people to become more active in their engagement with climate issues and hopefully create meaningful political change - without the 'will of the people' the central government can continue getting away with their environmental apathy. • I think we were all agreed that Education is the way forward for young and old alike • Anything that brings the climate emergency to the attention of public awareness is a positive policy • Kids must be taught about the importance of environmental conservation from a young age, and continuously throughout the 15 years they spend in education. This would certainly be an effective way to forge a culture of environmental preservation.

- Many people are "turned off" by the current climate change messaging and more may feel that the task is too great to make an impact. Simple, inclusive, and consistent messaging to educate and inform the public could help to change behaviours and engage more people in the issue.
- Immensely important example re Covid could be useful, but recommendation could be sharper. Sentence about schools is valuable.
- The Authority must engage with the local population to educate and enlighten them how to take action that will benefit climate change. This will serve a purpose of them understanding the need and monitoring progress to defined targets. It should also signpost financial and practical support.
- It's been proven that a public awareness campaign is possible, and this will change the culture of thinking in the country
- I believe that it is only through honest and transparent education with clear rationale that change can be successful.
- Education is vital in changing people's behaviour. People react better when they know why they have to do something, not just that they have to do it. The children will be the ones to take on addressing climate change in the future so should be fully aware of the problems and possible solutions.
- More awareness is definitely something we need, during the assembly a lot of us knew about climate change in general but not many of us new specifics and the downside to what we our doing as individuals and what we can personally do to make a change. My awareness and thoughts on it all have changed.
- Far too often, people ignore their duty to help the environment, therefore they must be educated
- Yes! Make it easy for people to understand the best personal choices for climate change and empower them to make changes.
- If people learn how to make changes at individual and community level, there can be co-benefits, such as improvements in housing and health. There could also be greater community cohesion and a more critical look at regional, national and international leadership (or lack of it) on climate change.
- Knowledge is power. The more we are reminded of things we can do to help, the more the message is embedded.
- It is never too early to introduce the subject of climate change to individuals so this should begin at primary school level and be a central part of the curriculum at all levels.
- A stronger public education strategy surrounding climate change is absolutely vital. In order to enact positive change we need people to have a clear understanding of the issues surrounding climate change. One of the problems is that many people think this won't affect me so I don't care, if you show people the impact it could potentially have on their lives they are more likely to become invested in the issue. Many of the problems we face locally such as litter and pollution are behavioural, if we work on educating people from a young age to the curriculum, perhaps we can instil more positive behaviours which will then be passed on through generations.
- This seems to be a cost effective way to gain momentum for future and should be within the powers of local authorities. A low cost solution that could be partnered with the community energy hub proposal for even more value for money.
- More awareness is definitely something we need, during the assembly a lot of us knew about climate change in general but not many of us new specifics and the down side to what we our doing as individuals and what we can personally do to make a change. My awareness and thoughts on it all has changed.

Support

- Local and community action is the cornerstone of dealing with nation-wide crises, therefore education at all levels is vital. However, this education should be balanced and encompass the wide range of opinions regarding climate change to make sure politics and extreme ideologies are kept in check.
- Covid strategy good example.

• I agree with above to get as many people as possible involved in the world's future • Educating and raising awareness are essential for making a change
• Further education on climate is supported, anything that gets the climate message across is a good idea • I support this because everyone should know the impact of climate change and they need to be aware.
Neither support nor oppose
• Awareness is important put this looks to the future and we need to take action now. • I do not believe that this method of awareness raising would be as effective as a Community Energy Hub or in maintaining the interest of those who have already come forward in support of tackling Climate Change via point 14. Scrutiny Role for NOTCA.
Oppose
-
Strongly oppose
• This would be used by the climate alarmists to preach their propaganda for their political ends and the truth would be overlooked

3) **Skills**: We must make sure that the skills are available in the region to address the climate emergency. Practical and technical skills and experience are equally or perhaps more important than academic skills and experience in terms of the fight against climate change. We would like the North of Tyne Combined Authority and associated authorities to encourage a culture that values and gives more respect to practical and technical skills than is currently the case. This could be done by:
a) Developing and promoting more modern apprenticeships in renewable energy generation, retrofitting business and domestic buildings for energy efficiency, sustainable building practices, developing green spaces with climate change in mind
b) Requiring academic institutions to consider the greater inclusion of practical applications within theoretical courses in subjects such as engineering
c) Providing opportunities for citizens to develop or share skills, from repairing items that would otherwise be replaced to learning how to undertake DIY retrofitting
In order to meet urgent climate change needs we require significant progress within five years.

Number of votes
Rank: 3rd Percentage support: 91%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
30	11	3	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- It is imperative that we develop the skill base at all level of society (from academic and engineer to technician and labourer) to make sure we have the technical ability, alongside funding. These skills are highly transferable and desirable to industry as a whole. Focus should be on apprenticeships.
- This is very important for me as we want to a) retrofit our existing properties as well as c) create and sustain a repair culture to prevent using additional resources. I think b) is a misunderstanding of how engineering is taught at university level
- Has the co-benefit of helping people into employment, seems to tick boxes for fair, effective and quick.
- This would be good for jobs and employment opportunities in the region and encourage community awareness of the issues even if it did not directly make a major impact on the region's carbon emissions.
- There can be no doubt that there is a clear distinction between the worlds of academia and practical skills, more needs to be done to address this balance. We need skilled workers now and modern apprenticeships are essential to provide skilled workers of the future.
- I think that having the skills to repair and retrofit are important to have, to avoid the need to replace.
- Ensuring that our education system is offers sufficient opportunity to enter careers which will help combat climate change is essential
- Strongly support however I'd wager caution to the need for results within five years. Education is a long term practice and you can't expect to see long term change overnight.
- Of all the recommendations this is the one I feel most strongly about. A radical overhaul of education and investing in new skills is, I believe, essential if positive changes are to be both effective and sustainable.
- Very important that all sections of the population are involved both in a practical and theoretical sense and all working towards a common goal
- WIN WIN situation

- This recommendation would have great benefits for the wider community and change the focus of future development. This is a forward thinking strategy which would give us an edge over other regions.

- I think this is a great idea. The North East (and Britain) can only achieve carbon neutrality by having the practical and technical skills to do so. Without a large labour force to help enact changes, progress will be significantly slower. This would also help create more jobs.
- By educating people they can feel more involved and will be more willing to change for the environment.
- There has been too much emphasis put on a university education for too long
- Of great importance, it is too long a, b, and c could all be shortened last sentence is good but 3 years not 5. This recommendation could all come under the title of education and training.
- This would provide local employment opportunities across all age groups, drive up standards and provide a skill base for local businesses to grow, generating local wealth and well being.
- It's essential that we have the skills in the region to affect the objectives set. This would also empower organisations in addition to the individual.
- Education and training in these fields is important not only in respect of addressing climate change but also for the region to build and attract businesses in this field. Trained workmen will be required to do the work necessary to make the housing stock more energy efficient and in business
- This is definitely needed for the future (and current) generations to learn more skills in the area become more aware of the problem, cause and solution.
- Apprenticeships could help local economy and help find innovative ways to combat climate change
- Green policies and targets are good, but will not be achievable unless we have the skills and jobs at every level to enable them to happen. Green jobs will not only help the environment, but also provide more and better employment, and help the economy grow in a sustainable way.
- We need a bank of skilled professionals to carry out any climate change proposals that are agreed on, because without them, the area would struggle to achieve what they set out to do.
- Traditionally this region was known for engineering and building skills but political decisions led to the demise of these industries and apprenticeship opportunities disappeared-these should be re-instated.
- We simply have to move to renewable energy, there is just no other way to continue but the potential for green jobs is massive, money drives everything, but there is a huge deal of money in green industry. We need to keep looking towards the future and ensuring people are skilled and trained in the work that will essentially save our lives.

Support

- I agree more skills across our region need to be available to ensure everyone can do there but to help the climate change
- Agree but skills need to be shared between authorities
- Strongly oppose c. keep it professional.
- Transforming the energy sector in the North East should benefit North of Tyne citizens. School leavers must have the appropriate skill sets for the changing industries, and not be left behind.
- New opportunities for new skills which would replace lost skills
- it is important for the region to ensure that we have the necessary skills to support the other recommendations and the region's objectives once these are confirmed. There needs to be an ongoing measurement to ensure that the training remains relevant to job vacancies and required skills.
- That NTCA/central/local government / other agencies need to engage with communities to enable them to collectively and individually have the skills/knowledge to pursue change and reduce carbon emissions.
- People must be able to act on their own initiative.

• Difficult to imagine that this proposal is not already being instigated through the education and industry establishments. If not then it has to be encouraged as a matter of urgency. Review of skills needs and current and future markets must be the first step.
Neither support nor oppose
• Skills in these areas are important to ensure local people can work in the renewables industry and it would be great to see more apprenticeships from companies, but this point is poorly worded and misinformed. Practical and academic courses already exist but there is a big shortage of engineers. • Of the items we need to move forward with this is not one of the most pressing as we need to start action now. • I believe practical and technical skills are already valued and we need to work together not have a competition between practical skills and academia as academic research and developments leads to innovative solutions for climate change. I feel academic institutions know best as what their courses should include so oppose point B but I strongly support point a and c.
Oppose
-
Strongly oppose
• This fails to address who will pay for this, council tax payers, income tax payers, or government borrowing. Someone has to pay. This has not been addressed

4) We must have more **energy efficient housing**. All new housing must have an EPC (Energy Performance Certificate) rating of at least B from 2023.				
Number of votes **Rank: 4th Percentage support: 89%**				
Strongly support 30	Support 10	Neither support nor oppose 4	Oppose 1	Strongly oppose 0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• This is the easiest and more sensible action which can be taken. Both housing developer have no reasonable excuse not to implement this in practice and local authorities have to make this a non-negotiable requirement for the approval of any planning application. • This is so important. We cannot carry on making the same mistakes - new houses will be here for decades/centuries to come so we must make them energy efficient from the start, otherwise we will end up paying out again in the future to retrofit. • Housing developers need to guarantee their houses will have the highest EPC rating possible before planning permission is granted by local authorities. • If we want to reduce carbon footprint its essential to have more energy efficient housing. • Absolutely essential. I'm 100% behind this and it can be accomplished. Building regulations must be updated NOW! Not in 2025. • There is no excuse for newbuilds to be at a rating any less than this. • This is a realistic yet suitably aspirational recommendation. • Current housing stock is far too inefficient. This will help and must be paid for by the government - everyone should pay for others not to waste energy; it benefits us all. • Builders of new houses should be monitored much more closely generally in all aspects of the process. • Stricter regulation of house building must be brought in to prevent irresponsible development which will have lasting impact on future emissions. • Landlords/local councils need to be held accountable for the energy efficiency of houses. • The current number of new developments in the area is alarming, increasing standards may reduce the number of developments but improve standards and reduce the amount of retrofitting that would be required in the future. • We are along way behind other countries on housing energy efficiency • Of the utmost urgency, these standards (Passivhaus and EPC rating) need immediate implementation somehow. • Technology and materials are readily available at reasonable prices, its only having the will to implement. • The private housing market needs to be held to account for improving energy efficiency. The technology exists. • All new housing should be as energy efficient as possible. There is no point building houses which will need further work to make them energy efficient, thereby using resources which could have been used to upgrade older housing stock. • Agree completely housing should all be up to a certain standard of EPC as it will benefit everyone reducing housing costs in the long run and also help with climate change at the same time. • This would mean that more energy is staying inside, and not being wasted, therefore helping the environment and saving money in the long run.

- It is vital that new housing complies with energy efficient principles thus preventing the need for retrofitting at a later date.
- Excellent recommendation, sadly why has it taken us so long in raising this profile?
- new builds are easier to conform to EPC and there should be no excuses.
- All evidence provided to us from experts suggested that one of the most effective and fair ways to reduce emissions on a local scale was to reduce household emissions. It was often referred to as a quick win therefore, it seems that ensuring that all new housing as the best EPC rating possible is a basic policy to put forward. However, the authority needs to make sure the EPC rating is not just a tick box for new housing companies that is used as meaningful legislation and is actually endorsed across the board.
- Agree completely housing should all be up to a certain standard of EPC as it will benefit everyone reducing housing costs in the long run and also help with climate change at the same time.

Support

- This should be pushed forward so we are not having to return to housing and retro fit.
- Energy use in homes accounts for about a third of NoT greenhouse gas emissions. We will not meet our targets for emissions reduction without near complete decarbonisation of the housing stock.
- But I think this should be strengthened to aim for EPC of A from 2023.
- We need to take immediate action to end continuation of inefficient buildings that waste energy every single day therefore Point 14 working to Passivhaus standards for all future building projects is more important.
- If new houses are being constructed the more energy-efficient they are the better. Modernise the new standard.
- I think it should be EPC rating A. There needs to be very stringent measures on new builds as the alternative is expensive retrofitting
- This is so important, the rating should probably be A. There would also need to be an associated increase in council house building, because most housing built to a high standard by developers will not be affordable.
- I believe all new property should be A rated or above. I would strongly support that proposal.

Neither support nor oppose

- Important in reducing carbon dioxide emissions but this suggestion is made redundant by the Passivhaus suggestion.
- Our building standards should be in line with what central government have set.
- All avenues should be explored for renewable energy, gas etc is not renewable.

Oppose

- I Believe that this is already established through present building regulation.

Strongly oppose

-

5) The North of Tyne Combined Authority and the three local authorities need to have a plan in place to **improve all existing housing** to EPC (Energy Performance Certificate) level B or above by 2030. We need a targeted approach to **retrofitting**. The local authorities must lead a cost effective and emission reducing retrofitting programme of work on a street by street/estate by estate basis to all houses. This should be done at the same time to ensure a cost effective, fair and efficient process. A structured plan should be carried out by reputable companies, as follows:
a) All properties in the area to have energy efficiency assessment & rating, which also identifies improvement needs b) a focus on the least energy efficient homes first, with a particular focus on fuel poverty.

Number of votes
Rank: 5th Percentage support: 91%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
26	15	3	1	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- This should be the first step in addressing climate change by the local authority. Rather than focusing on creating more energy, we should be looking at reducing how much we consume and bringing aging housing back to a modern energy rating. This is a win-win for everyone involved.
- National schemes to help households improve energy efficiency have come and gone and had limited success so setting up a regional programme will target those houses that need it in a more efficient and focused way.
- Increasing energy performance of existing homes is very important, especially older housing.
- As we have some of the oldest houses in Europe with the poorest EPC ratings, retrofitting will reduce our emissions and at the same time help reduce fuel payments for local people, especially benefitting those on the lowest incomes.
- We first need to understand why the recent Government Green Deal did not work. Energy assessment of houses should be separate from retrofitting to avoid householders being ripped off by companies who recommend unnecessary or inappropriate work.
- This is a massive undertaking, particularly in our urban areas but it must be tackled now with financial incentives in place for the private sector.
- We definitely need to be focusing our energy at retrofitting and improving all existing housing to improve EPC levels rather than jumping straight to developing new hosing this will both aid our carbon emissions and save our green spaces.
- The retrofitting of existing housing should be considered a priority. Currently, there is a lack of awareness and incentives for people to retrofit their homes.
- insulating non cavity walls, lofts, windows, doors. should be a priority before heating. And energy generation. what point is there to heating and generating energy if it is lost through the building fabric.
- Again, this would be an effective route to addressing the regional climate issue. Sorting out the domestic sphere is important, provides a base from which to build on.
- This would be achievable and make a large difference.
- I recommend a targeted approach to retro fitting. a & b could be omitted.
- An effective campaign would have the most significant impact on reducing Carbon emissions. Money is available from the surcharge on energy bills. Partition Government to have control of the full amount for our area to mount a successful scheme.
- Accepted that this will be expensive, but a plan needs to be formulated and costed.

- The retrofitting of the current housing stock is vital in addressing climate change and reducing emissions. Properties need to up graded properly urgently. Homeowners need reliable help and advice for the required improvements to be made.
- We need to address fuel poverty in combination with climate action. Costs can be saved by the combined authority bulk buying materials and employing people to deliver the retrofitting, and this would also make the process as easy as possible for home owners
- Retrofitting is essential: it is cheaper than demolition and rebuilding. It can greatly reduce carbon emissions, fuel poverty and health problems, and increase comfort. It can also provide more green employment.
- This is important to carry out as it is the older properties which are the worst offenders. if we can improve existing houses it would severely help the cause
- Retrofitting of existing housing to an acceptable standard will require financing and this should come from central government
- Since so much of the housing stock in the North of Tyne area is old housing, this needs to be addressed. There is so much to explore here and I think a lot more energy needs to be given to retrofit schemes. We need more readily available information on retrofitting schemes and grants - North of Tyne should take the lead when it comes to houses impacted by fuel poverty and target these first, but also make sure there are grants and incentives available for people who want to take the matter into their own hands, i.e.. community schemes.

Support

- Same as Recommendation (4)
- Support as long as the owners of the private properties are the ones paying for this not the taxpayer.
- If new housing is improved then it is only fair that we improve existing housing stock.
- However, I think that houses unable to attain EPC B as a minimum through retrofitting should be demolished within the next few years or certainly to research the costs of allowing them to stand. It is important to stop energy leakage now and residents to benefit, thus reducing poverty.
- This should provide work for local firms and local people as well as the obvious benefits
- This would benefit a large section of the population in the most vulnerable areas improving their living standards and lowering their bills so a win win situation.
- We are talking about a colossal amount of work, money and disruption here. Is this really feasible?
- Help fix current homes before making new ones. Don't ignore a problem but fix it.
- The focus should be on social housing and then the private rented sectors first. A different approach will be needed for privately-owned housing and further thought needs to be given to engaging and encouraging participation from this sector.
- I agree that this needs to be promoted and enforced where possible. Care needs to be given with regards to individual costs for homeowners and landlords to achieve this fairly.
- I think this could be and needs to be tackled sooner than 2030. I strongly agree on a focus within fuel poverty properties.
- This should be done to help the tenant and the council
- think this could be and needs to be tackled sooner than 2030. I strongly agree on a focus within fuel poverty properties.

Neither support nor oppose

- The cost of retro fit items such as solar panels, heat pumps (and associated parts) heat recovery ventilation systems needs to be brought down. Councils are in a position to bulk buy these at discounted rates for home owners to buy. Particularly private landlords who have no incentive at present.

Oppose

- This will again persecute people financially.

Strongly oppose

-

6) Brownfield sites should be used first for new housing development. We must ensure the efficient use of land and sustainable allocation of greenfield sites.				
Number of votes **Rank: 6th Percentage support: 89%**				
Strongly support 25	Support 16	Neither support nor oppose 4	Oppose 0	Strongly oppose 1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Brown-field site are both an eyesore and a source of pollution for most areas of the UK, with their presence often devaluing surrounding areas. Redeveloping them not only provides a cheaper land for construction, but actively improves the value of surrounding areas. • Housing built on sites close to existing neighbourhoods is less damaging to the environment and will have fewer emissions than out of town new estates which need new roads and services. • We need to be protecting our green spaces as much as possible and I think there is no reason why we shouldn't be using Brownfield sites for development and as a go to if new developments have to happen. • Preserving our rural areas from urbanisation should be paramount of priorities. • If the govt could bring the big house builders on board with this one whether by statute or financial incentive it would help • This is a crucial proposal as it impacts and benefits so many areas such as preventing urban sprawl, preserving green areas, protecting biodiversity and regeneration of inner cities. • We should ensure maximising use of existing housing stock rather than new builds and there should be further restrictions on the use of greenfield sites to restrict development. While this will increase the cost of land, it may reduce the number of unnecessary developments in the area. • It seems madness to build on arable land, brownfield sites should be considered first. • Generally accepted but not always acted upon, this could come under recommendation (20). • Yes I agree, reduce the overspill of new estates on the edges of towns/cities which are poorly serviced with transport links/schools/health care services and shops by using brownfield sites which are in areas needing regeneration. Being in areas where there are existing services may also mean that there is a reduction in car use. • Green field sites should only be developed as a last resort. They are important for the natural environment, food production and recreation. The use of Brown field sites should always be prioritised. • Brownfield sites should be used where possible. too much land has been built on and left to deteriorate, buildings should be restored or demolished and rebuilt where possible. • Brownfield sites are proven to have less environmental impact than greenfield sites • Brownfield sites should definitely be explored first, and councils should receive financial help to do this, enabling more affordable housing to be built. The NTCA is already working in this area. • Do not destroy greenfield sites for housing when brownfield sites are available. • The re-use of previously developed land should ALWAYS be looked at first when it comes to new developments. Greenfield sites must be protected and only used when there is no other option. When greenfield sites have to be used, this should be done in the most environmentally friendly way possible. We must protect our green spaces. • I support this because this also was support to use new technologies to build good houses.

• Brownfield sites should be used where possible. too much land has been built on and left to deteriorate, buildings should be restored or demolished and rebuilt where possible. • 1. Planning should be made easier and cheaper for schemes that are environmental and / or energy efficient. Off set by. 2. Planning fees for standard developments of over 4 properties should be increased substantially to force developers to build better homes.
Support
• I would like to think that these issues were already considered in planning, otherwise I agree planning policy should be altered to reflect this explicitly. • Important to allocate space efficiently and redevelop areas which have fallen into disrepair. • Greenfield sites need more protection from development. • But not all brownfield locations may be suitable for housing. What I feel more importantly is that houses should not be built in areas liable to flooding • We should actively seek to make better use of brownfield land; however Local Plans should continue to promote sustainable development whether that be on brownfield or greenfield sites as the development is 'sustainable'. • Brown field should include conversion of redundant shops and offices to domestic housing. • Brown field sites to be used in particular, drains and infrastructure is already there. • f the land has no current use, why not utilise it to make houses? • We need to retain as much green space as possible to allow for planting of tree and other Carbon absorbing plants, as well as providing recreational space for our increasing population. • Wherever new housing is built it needs to be supported by facilities to facilitate 20-minute neighbourhoods. • Brown field sites are not attractive to house builders and hence need council financial help.
Neither support nor oppose
• I think this would only make a marginal difference to carbon emissions. Many brownfield sites in the north-east are so badly contaminated by industrial waste that it is prohibitively expensive to clean them to a standard such that they can be used for housing. • This is to a degree in policy, however additional measures should be put in place for green field developments. • Just because they are Brownfield doesn't mean they should be built on. There are way too many humans anyway.
Oppose
-
Strongly oppose
-

7) The North of Tyne region must invest in and use **new technologies** that best suit its unique nature. This should specifically consider ground based thermal energy (mine water, district heating and geothermal).				
Number of votes **Rank: Equal 7th Percentage support: 93%**				
Strongly support 22	Support 21	Neither support nor oppose 3	Oppose 0	Strongly oppose 0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• The North of Tyne could be the testing ground of new technologies and should promote itself as such, thus attractive investment. The North of Tyne has also a unique opportunity to use its extensive mining history to aggressively peruse cost effective geothermal / mine water thermal energy. • Certainly one of the most urgent and pressing of any suggestions here. What is missing from this is wind turbines however. • Investment in new technologies will help bring employment to the region and help reduce emissions. • Absolutely - it would be folly not to use a free resource we have in our region. • In combination with upskilling engineers in this area the region could become specialist in this area thus providing further employment in the form of training other regions or supplying engineers with this newly developed expertise. • This could revive communities that have been lost to past generations • The need to evolve our energy sources is essential to reducing climate change. • We are fortunate to live in a region with extensive natural resources and we have the opportunity to invest in new technology to maximise the use of these in energy generation. This must be done sympathetically and must not compromise the existing environment for future generation. • Technology is advancing very quickly we need to be up to speed on the latest developments, could be cheaper. • Our region is unique, we are rightly proud of it, but this pride should not be just of our past but what we can do now. • Off-shore wind, geothermal and solar energy, offer local opportunities to reduce carbon emissions and help create local employment, and encourage the development of local sustainable businesses. District heating should be considered particularly, but not exclusively, in areas of high fuel poverty. • We already have the skills in the region and we should strive to once again be at the forefront of mining technology. • Green industry is a growing field and will be increasingly import in addressing climate change and as part of the economy. Encouraging new technologies could aid in addressing climate change and also help the local economy. The use of the natural resources of the regions should be encouraged • These new technologies will minimize our carbon footprint which counts as an advantage. • We should take advantage of the existing mining network in exploring geothermal energy. • Modern engineering techniques are now available to access old mine workings which this region has many of. • The diversity of the land in the NoT region means we are in a very fortunate position to explore new technologies – especially mine water or any technology that uses tidal and wind power. North of Tyne should use this to their advantage and lead the way when it comes to new technologies – we also have some of the best minds in the UK when it comes to science and technology – therefore we can invest in local people and the local economy. Any new technology must always consider any harmful impact on the environment and must be beneficial to the whole ecosystem.

• Identify sites in mining areas and stabilise sites to be suitable for building as part of the design and implementation solar of ground source (mineshaft) heat pumps. Start with those in existing planning zones but plan to include other areas in future zoning plans.
Support
• I support this idea as we need to reduce our need for carbon made electricity. • I support exploration of thermal energy from mine water but district heating has not been successful in other parts of the UK. I am suspicious of geothermal energy because attempts to use this in Switzerland triggered earthquakes. Wind is the renewable energy resource best suited to Northumberland. • I think that repurposing something that already exists (mines) is a good way of incorporating old methods into a renewable. • I think it is very important the region looks to invest and use these new technologies however we should be lobbying for this on a national scale. • ok but lets get properties fit for purpose first. • As long as they have been proven to be economically viable and sustainable for communities. • New technologies will aid our transition to greater energy sustainability. • I agree with some of this. However, I think, given the large expanse of NoT, offshore wind power should very much be part of this • More research needs to be done to find more ways of generating energy. The Authorities should not sit on their laurels and rely too much on wind power • We should take advantage of the resources we have at a local level which could be cost effective and has the possibility of developing old redundant areas and could encourage regeneration in those areas again. • Should new technologies prove effective in pushing the North East toward carbon neutrality, I would certainly favour its use. • This must be done fairly, re-skilling any individuals who have been made redundant from 'traditional' carbon intensive energy suppliers and promote employment opportunities in any new industries. The general public should be encouraged to use only energy suppliers who produce low carbon or carbon free energy. This should be offered as a 'default', with people having to opt out of any scheme, rather than opt in. • Has potential with how much mining land we have in the north east, would need to be cost effective for both councils and consumers. • These seem good ideas and it make sense to use local resources such as old mine shafts. I don't have the knowledge or information to know the pros and cons, time scale or contribution to the climate crisis. Perhaps this is of most potential for new developments. • support this excellent idea, but again the issue as to where funds come from is an issue in fairness. • A lot of unused mines in the area that could be better utilised to help and would be cost effective to set up. In Newcastle, we already have an established group at Newcastle University producing ground-breaking research and solutions and liaising with them would be beneficial to choose technologies. • I support this because the council will be investing in a good cause that will help the environment. • We need to have any energy source ready to go every second counts.
Neither support nor oppose
• I don't know enough about the benefits of these energy sources. • I don't know if mine water etc would become available • We need to understand the impact of the technologies.
Oppose
-
Strongly oppose
-

8) Waste and recycling:
a) Recycling is still confusing (local authorities are inconsistent in the materials they recycle and there is no feedback to the public as to what happens with waste), it must be made easier for individuals to recycle by providing clear and consistent information including published figures of what is saved from landfill.
b) The North of Tyne Combined Authority and the three local authorities should use their power to tackle the source of waste by encouraging businesses to offer recyclable packaging, by banning the sale of single use plastics in all the buildings and facilities they are responsible for and where possible using fines and incentives to create the behaviour change required with COVID-19 style messaging.

Number of votes
Rank: Equal 7th Percentage support: 93%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
22	21	3	0	0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Recycling has been actively implemented for almost 20 years. The fact that local authorities are still failing to implement proper recycling facilities given the plethora of technologies and methodologies available, on top of a very favourable public opinion/participation is unacceptable. • Agree because down in North Tyneside you can recycle glass bottles in Northumberland they won't take your bin if they have glass bottles so this should be made clear to what we can all recycle • We live in a disposable culture, perfectly good TVs are dumped simply because they are not the latest technology, we need to change this culture. • More information asked several people and all agreed there is a lack of information. • It isn't easy to know what you can and can't recycle. Some general waste and recycling bins are emptied at the same time so aren't being recycled at all in some rural areas. • More recycling facilities should be accessible across the NTCA. • The recycling system needs streamlined and a clearer set of messaging. We should be better utilising media to spread awareness and the three authorities should be working together to form a simpler system. • This would have a massive impact on reducing costs of waste and pollution and could be implemented very quickly and cheaply. • Try to get local communities involved in recycling plastics in particular with incentives which would help all concerned. • This is a topic we did not have enough time to debate but is extremely important. More emphasis should definitely be put on this topic • It makes sense to recycle as much as we can than to manufacture products from raw materials. • Recycling should move from a 'for-profit' stance to a necessity. The public needs to understand what happens to waste and how much it is sold for into the private sector. More materials need to be recycled. • There should be clear incentives along with enforceable punishments for individuals to manage waste. Local Authorities need to be open and transparent with how they manage waste, what they recycle, where it goes for processing and what how the waste is used for. The processes themselves should have low carbon usage, have no effect on the natural environment and not disposed of in other parts of the world for someone else to manage. • Certain materials are hard to or impossible to recycle, so clearer guidance would be welcome

- Other areas recycle everything so is that possible here or are the other areas not being open and honest about what actually gets recycled. We need food recycling and easier access to teracycle schemes such as for baby food pouches.
- I believe this is a major concern in the area. The use of plastic to transport and store goods to be sold is unacceptable and other options can absolutely be used. Recycling is done but it needs to be clearer cut with what is and is not accepted.
- Here is one issue where local authorities could do something
- Waste should be a valuable resource. Recycling should be carried out in the NE not shipped out adding more road miles. All waste should be used to manufacture new products in the NE and used by the local authorities. Encourage start up business re-manufacturing and producing products out of waste.
- Agree completely, this is so important and the quickest way to get a big change. Everyone recycles or is meant to recycle and already has the means to do so. Cheapest most effective outcome.

Support

- I agree with a) but I'm reluctant to support fines b) this is because most people won't get fined as this takes up police time to catch people doing it, write them up etc which seems like superfluous administrative work. It's not a disincentive if it's rare to administer punishment!
- Whilst I do agree with this environmental issue, I am not sure how it specifically relates to reducing Co2 emissions in our region.
- A recent visit to N.C. C's facility at West Sleekburn highlighted the invaluable recycling work done there. This kind of project should be published much more.
- Ensure that waste is converted / treated locally. Not exported for other countries to deal with.
- Banning things like single use plastic is not a solution in itself, but, I believe it will demonstrate that something is being done to tackle climate change and encourage people to think about how their everyday choices have climatic effects and hopefully curb some of them. It will also be a relatively straightforward, visible change that will give people greater faith in the local council.
- Much of the above is happening to some extent already but needs to be fine tuned
- Use of single-use plastics needs to be reduced.
- Recycling policies should be clearer and more consistent. I strongly disagree with any form of fines or punitive measures; encouragement and incentives should be used in preference to help change behaviours. I do not believe that this will significantly contribute to the stated objective.
- In the ongoing debate on waste section b) is particularly valuable
- We need to reduce the volume of waste and encourage increased recycling.
- Recycling is very important to the environment and in respect of climate change. It needs to be as clear and easy as possible. The local authorities need to work together to maximise their resource.
- Agree completely, this is so important and the quickest way to get a big change. Everyone recycles or is meant to recycle and already has the means to do so. Cheapest most effective outcome.
- I would prefer to see a stronger push to avoid plastic. The recycling process itself uses fossil fuels and also can't cope with the amount of plastic being produced. Much of it is therefore incinerated, releasing CO2, or sent to landfill or a developing country, contaminating the environment.
- Bottles and tetra pack are collected in London. Tetra pack cartons have recycle symbols but have to be taken 4 miles for disposal. Glass bottle bank 1 mile away, broken glass everywhere. Green collection should be just that. East London can do it.
- Generally, people support the idea of recycling, but support would be increased if feedback on progress was given to the public.
- While I strongly believe that local authorities need to strengthen their waste and recycling policies and make sure it is clear of individuals to understand, local authorities should address the more fundamental issues – while recycling is better than many alternatives it can also mask the real problems. Therefore, the North of Tyne combined authority should focus more on the points raised above in part B by actually reducing single-use plastic to begin with or introducing incentives such as the plastic bottle deposit scheme. They should focus more on reduce and reuse before recycling.
- I support this because waste also produces climate change.

Neither support nor oppose
• I don't feel there is any confusion about recycling in my area and this issue is more about landfill and the dangers of plastic to the planet than our focus of climate change. • This would be a good thing but in terms of reducing carbon emissions I think it is much more important that North of Tyne as a whole joins Newcastle city council in sending all waste from the region to the Energy from Waste plant being built at Redcar and due to be operational from 2025.
Oppose
-
Strongly oppose
-

9) We need investment in a **joined-up public transport system**, with a view to reduce private car use, which will accommodate rural and urban areas, that is cost effective, with regular stops, connected to other modes, and is subsidised or free. The public transport network should be made up of electric (and hydrogen) vehicles to include trams, buses and trains. This needs to have an integrated ticketing system that cross-cuts modes and providers like the oyster card in London. As an example of this integration, reinstate the train link between Alnwick and the Alnmouth station. Put more funds into getting the Aln Valley heritage railway completed (as at the present rate of development it will take too long).
Number of votes **Rank: Equal 7th Percentage support: 80%**

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
28	9	5	2	2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• It is often a challenge to get connecting service, especially when living in more remote areas, which results in an increase the reliance on cars. • Private cars are such a large contributor to carbon emissions, that affordable, reliable and widespread public transport systems are key to provide cleaner alternatives. Public transport must become an attractive alternative to really make a difference, available to all, not just in the city. • We need to reduce carbon dioxide emissions from vehicles burning fossil fuels. Public transportation system will assist with this and cheaper travel is better news for everyone. • Cheap or free alternatives to car travel other should reduce our local travel emissions more than any other travel recommendation • Transport is the biggest concern to our climate we should have echo free buses with zero emissions • We need a better transport system, in our village there is simply no alternatives to using the car. • Self-explanatory • Transport accounts for about 30% of NoT greenhouse gas emissions and road transport accounts for about 70% of this. We urgently need to electrify the transport system, green the electricity supply and reduce car use. The public transport system should be so good that no one wants or needs a car. • Not sure about channelling resources into heritage rail projects? • There needs to be a viable, reliable alternative to using a car. People must be encouraged to stop using a car. • People will only choose to use our public transport system instead of cars if it is significantly cheaper than currently, much more efficient and interconnected allowing them full and reliable access to countryside, seaside, and family in remote locations. • To most motorists' cycles are an absolute menace on the road, there should be a cycling proficiency test to make they abide to the laws on the road. Compulsory insurance also • An excellent proposal which would encourage people to use public transport more often. • Improvements in public transport for rural areas are a must. 'Cost effective' public transport would also encourage people to use it more. I'm not sure how close we are to public transport being made electric on a mass scale, but I would be in favour of this.
• Wonderful opportunity for the Combined Authority, link from Newcastle to Ashington should be included • Individual vehicle use and ownership needs to be reduced dramatically. This will be a long-term objective, but the infrastructure of an integrated public transport system needs to be put in place to encourage this.

- Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.
- Railway investment should continue if we are serious about taking private cars off the roads.
- A properly integrated transport system is required to give people a proper alternative to their car. Without this people will be unwilling to stop using their cars. This system needs to be made up of the most environmentally friendly vehicles possible.
- We need to make public transport easy, quick, cheap and comfortable to get more people out of their cars and onto buses and metros as 90% of transport emissions are from road traffic. TfL works well as it's so well joined up and well-funded by the congestion charge and we should aim to emulate this.
- If properly funded and affordable, a good, integrated, green public transport system seems the best and fairest way to reduce transport carbon emissions and would have other benefits such as improved air quality and health. (Alnwick railway not a great example uses steam or diesel.)
- Essential that a comprehensive system be introduced after thorough discussion with all parties and that road, rail arrangements mesh together.
- Transport is one of the main causes of emissions leading to climate change-we need to reduce these by having an integrated network of cleaner public transport options.
- Along with the housing sector, the other very obvious area where North of Tyne can make positive changes to meet its climate change goals is the public transport system. Transport in the North of Tyne region is responsible for the highest percentage of carbon emissions, therefore the authority MUST address this quickly. The problem is, the public transport system outside of urban city centres just isn't good enough, therefore people have no incentive to give up or reduce their use of private vehicles - in many rural areas people simply have to have a private vehicle or they can't get anywhere. I would definitely use public transport more but I'd have to get 3 buses to get to work whereas it takes me half an hour in my car.
- North of Tyne should also ensure that their public transport network is using cleaner energy such as electric or hydrogen. Most of the public would probably like an electric vehicle but can't afford one: the authority can't force the public to change to an electric vehicle, but they can control their own fleet of transport and the fuel it runs on.
- Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.

Support

- Public Transport in rural areas is something that needs to be sorted regardless of whether it's using electric vehicles. If all this is going to happen it needs to be using electric vehicles and have digital ticketing system to reduce tree usage also.
- A holistic top-down approach is required to consider all aspects of transport across NTCA and the wider UK. The environmental viability of the two specific examples is untested.
- Any possible use of rail has my vote. Less vehicles in cities generally have to be good thing
- Can help save people money and reduce environmental damage.
- This should be encouraged but we need to understand that this will only be effective in parts of our region. I don't think that it is realistic for subsidised or free transport for everyone, however costed incentives to encourage public transport use should be investigated.
- I think this could work it's a pity so many rail lines were closed in the 60s maybe more need to be reopened
- I agree with the proposal in principle, however whilst there are examples of this already in place such as park and ride schemes, I believe that by implementing public transport only areas and tariffs /reduction in car parking in city and town centres etc this will not be fully
- successful. I also would be in favour of bringing transport back into public ownership.

• More public transport would benefit travellers more • I definitely think transport need to be overhauled to make it more cohesive. However, to expect it to be free is unrealistic. if it is subsidised where would money come from?
Neither support nor oppose
• I support this but it is not enough to reduce the risk of fuel cars • I see the answer to these problems coming from new technologies. It does not address the real problem of cost and convenience over the car. Better use of rail lines would be great and expanding the metro. Smaller and more frequent vehicle systems would appear to be a better solution.
Oppose
• We do need to improve public transport. However, making it free would cause more physical safety concerns than those which already exist (so discouraging use). Therefore, I believe recommendation (16) in this section is more relevant. • Private car owners will be persecuted. Looks like an exercise in big business not equality nor fairness.
Strongly oppose
• I am very strongly opposed to a free public transport network. A more universal ticketing system like they have in London would be a much better solution. • This is unachievable. Subsidised or free transport. No current electric or hydrogen infrastructure for public transport. A feasibility study would surely recommend this is financially impossible within 10 years.

10) All new housing to work towards the **Passivhaus standard** (where the loss of heat from a building is so small that it hardly needs any heating at all).				
Number of votes **Rank: 10th Percentage support: 89%**				
Strongly support 24	Support 16	Neither support nor oppose 4	Oppose 1	Strongly oppose 0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Essential to reducing carbon dioxide emissions and our reliance on fossil fuels. • I think this should be strengthened so that we aim for all new housing to be of Passivhaus standard by 2025. • This would be the 'gold standard' and it is possible- Wholeheartedly agree • I agree with this 100% our houses need to be more efficient. So much energy would be saved if this was the case. • This will significantly reduce fossil fuel usage, which is the most urgent thing we need to achieve • Ref recommendation (4). The immediate costs of implementing new building methods (which will eventually be required in any case) would be offset by a reduction in future, financial and environmental costs of retrofitting and global warming. Delay would only make more costly overall: unfair use of resources. • Agree wholeheartedly • It is important to strive for the best we can, and this would seem an excellent way forward. • Good idea • This could be combined with recommendation 13, I have the same comments • Reducing demand for home heating will significantly reduce harmful emissions. It is technically feasible just needs financial support and political will. • The technology exists. The private housing market need to be incentivised to do it. • All new housing should be as energy efficient as possible. • Same as above statement, lower costs and better for environment. • Same reason as in (4) • A good recommendation, why has it taken us so long to consider this? • Heat sources are not only expensive, but the loss of heat can have a major effect on these costs. If houses were built with minimal loss, not only would it be cheaper to live, but the demand for use of fuel for heat sources would decrease and thus helping with climate change. • Although I do not like the term, this point is what some people refer to as a 'No Brainer'. • This should fall into the fixed, legal regulations when new housing is built. All new housing needs to be as carbon neutral as possible. I believe that it is vital that North of Tyne has these legal requirements when it comes to new builds. Plans should NOT be approved if these regulations aren't met, and North of Tyne need to ensure that there is enforcement and monitoring of these new build standards. It became apparent from listening to the housing experts speak, that there are gaps in regulation that allow private housing builders to cut corners and that we need stronger legislation and more enforcement across the board. We MUST get it right at new build level, or we will just have more houses in the region that need retrofitting in the future. • This is really the only way to build in the future and new materials and construction techniques will improve the viability. Work is required to make lenders more accepting of green mortgages, or to offer lower rates for energy efficient property

• lower costs and better for environment.
Support
• New housing must be future proof and innovative, so these standards start to become the norm. We have to start somewhere and the climate crisis, as we have learnt, is urgent, so this should begin immediately. • Whilst I agree with this recommendation I am not sure housing developers are at the stage where they can deliver on this quickly. • Agree but need to understand how it can be achieved. • This would need to be a Planning standard goal. All planning departments would need to look at Passivhaus. • We should always be aiming to improve efficiency as long as it passes a cost benefit analysis. • The cost particularly in old houses will make this a long-term project. • I agree that new housing should be built with the environment in mind, this would be an effective route to reducing carbon emissions. • Saves us money and helps the environment • If the EPC regime is effective then this should be incorporated into that rather than having different standards. • I agree with this in principle, however homeowners/tenants should also be informed on how they can further conserve heating and improve or maintain this efficiency standard. • We need to minimise the energy being used to heat homes and minimise future spending on retrofitting. • We need to minimise the energy being used to heat homes and minimise future spending on retrofitting. • I thought conservation of energy and heat were natural to this universe. Ergo all buildings need to be passive in every way.
Neither support nor oppose
• I support the idea of the Passivhaus Standard so long as it does not negatively impact on architectural heritage, especially in areas which have a distinctive cultural or historical element to their architecture. Housing and building should be pleasing to look at, not just purely efficient. • Working towards higher standards of efficiency is supported however not enough is known about Passivhaus standard to comment whether it is suitable or not. • I neither support or oppose because you don't manually control the temperature.
Oppose
• Passivhaus is a very exacting and expensive set of standards, which focuses only on space heating. Perhaps aiming for zero carbon houses (also takes materials into account) or just getting closer to Passivhaus is more achievable and will still be a big improvement over current building regulations.
Strongly oppose
-

11) Solar energy: There should be further exploration of solar generation in the area, starting with the potential of large commercial roofs (large areas and smaller number of owners e.g. business parks) as well as domestic housing including student housing before looking to green field options. All options should be considered e.g. outer walls of high rise buildings as well as floating solar on Kielder Reservoir. Support needs to be put in place to assist those who are unable to afford the upfront costs of installation. A baseline should be established now in conjunction with National Grid in order to carefully monitor future progress.				
Number of votes **Rank: Equal 11th Percentage support: 93%**				
Strongly support 21	Support 21	Neither support nor oppose 4	Oppose 0	Strongly oppose 0

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Solar definitely needs more promotion and incentives in our region as it is a relatively simple way for households and businesses to change their main energy source, but it is currently so hard to find advice and financial support. The Kielder Reservoir option sounds like a unique opportunity. • Again, crucial if we want to reduce reliance on fuels which release carbon dioxide. • Think all council businesses should be able put solar panels on houses and businesses should also have them on • Big gain that has little or no impact on the environment. • Solar does work but there is doubt about its efficiency in the public wind. It can be expensive to instal in a domestic setting but long term it pays dividends. • I think that placing solar panels on water and commercial buildings would be a good idea, especially as other businesses may be influenced by seeing bigger business take this step. New developments should have conditions for solar panels be added to their planning permissions. • I support this move for urban areas and can be utilised effectively across North Tyneside and Newcastle. However, I'd be reluctant to support this for our green spaces and especially Kielder. Too if this is being funded by the council the equipment should be owned by the council. • This is simply common sense! Solar energy is a reliable, cost effective solution to the climate emergency and all opportunities to take advantage of this should be taken. • Could be worth looking into. • Great imagination is called for, but the bulk of solar power could relate to housing so could this recommendation be included in housing? • This is a quick win for all. The technology exists. It simply needs implementing. • All new builds should be fitted with solar power panels as a matter of course. This would maximize the benefit of alternative energy production even if this is seen as a small contribution overall • The Utilisations of roof tops and other largely unused areas to generate power should be encouraged. • Strongly agree, solar energy should be more accessible, grants renewed if possible. There was a big push for it and it all has seemed to stopped now the help with the financial side has disappeared. • Allows for people to generate their own energy and save on electric bills. Very environmentally friendly renewable. • Every possible location for solar panels should be investigated and a giant mirror should be installed in Gibraltar to deflect sunlight away from Spain to England. • I support this because this will get a lot of benefits to reduce electric.
Support

- There is a lot of buildings and locations that could be used to facilitate this which are in prime positions to benefit from the maximum solar exposure to help the situation
- Solar and wind renewables can help our region reduce its Co2 emissions.
- I support this recommendation, but I believe that wind power is a more important renewable energy source than solar power in the region.
- I support the exploration of solar power and agree with public intervention if it is considered worthwhile.
- Ok but let's get properties fit for purpose first or we will waste whatever has been gained
- It is vital the government helps people make their homes more energy-efficient and sustainable, so I particularly support helping people with upfront costs. The monetary cost of solar panel installation, for example, is incomparable to the environmental and human cost of continuing the current levels of fossil fuel usage.
- Solar energy is underutilised because there is a lack of investment support and incentives.
- Solar energy on its own will not be able to meet our power requirement, unless supported by an effective storage scheme, such as Batteries or pumped hydro schemes. There are too many hours of non-sunshine but can play an important contribution.
- I certainly think Solar energy is a quick route to improving domestic energy use. I also think if the government were to provide grants to people looking to utilise solar energy you'd have a major increase in its usage. Affordability must Be provided to the public.
- I appreciate that quite a lot has already been done on this already but do not necessarily think that the installation needs to be funded by Govt
- Lots of spare space on various factories and office roofs
- This must be done in sympathy with the existing buildings and environment - I strongly oppose the Kielder idea without research to understand its implications. This needs to be underpinned with a list of reliable, trustworthy installers with a common code of practice.
- Buying in bulk with a combined authority lead installation process would reduce costs for all and simplify the process for businesses and private homes.
- This is already happening to some extent as the panels become cheaper; but planning legislation would probably be needed to compel new developments to include solar installations. Financial incentives are also essential to help and encourage smaller businesses and householders.
- Unable to strongly support this as it should be two questions. Kielder reservoir option is stunning simple and effective. It helps water quality, prevents evaporation, and keeps land in farming use. Other aspects I don't support
- if we don't use every means at our disposal. We lose this climate fight.
- I would strongly support this if there was a clearer way to pay for the installation. Work to establish the real cost per unit from solar and at what point it becomes cheaper than current energy generation taking capital and maintenance costs into account.

Neither support nor oppose

- While solar energy is an interesting technology, I do not feel it is the most cost-effective option for the North of Tyne region. Careful planning and efficiency investigation should be considered before public funding gets approved for such schemes
- Although a great idea the uptake of solar panels has been slow and there are other items which are more pressing.

Oppose

-

Strongly oppose

-

12) Local planning decisions must have climate change and the natural environment **at their heart**. Our politicians must lobby national government to push for more power at a regional level to make planning decisions that address the climate emergency and benefit the natural environment; prioritising the protection of green spaces and ensuring decision making processes are transparent.				
Number of votes **Rank: Equal 11th Percentage support: 84%**				
Strongly support 25	Support 13	Neither support nor oppose 4	Oppose 1	Strongly oppose 2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• I agree with these ideas and they are covered in other points; climate change/impact should be part of every policy decision. • Agreed, but we need to remember that the central government is the only organisation that can legally print money. Even if North of Tyne had more power to make these decisions implementation of suggestions would still need to be funded. • Great recommendation but could take a while. • Agree need more decisions to be resolved at local level. • LAs already have power to make planning decisions that take into account the climate emergency, but they have to weigh these against other considerations. The law should be changed so that measures to mitigate climate change have overriding priority. • Local planning decisions must have the natural environment at heart and planning must be a local decision or at least regional to help protect our green spaces and our countryside. • More power should be devolved to the most local of levels, as long as local elections actually mean something instead of just being opinion polls for general elections. • We must act on a national and local level to produce effective change, but it may be difficult to change national policy • The decisions that our politicians make will ultimately tell us whether or not they are serious about the climate issue. Decisions need to be made at the benefit of the natural environment. • This could relate to recommendation 1, and appointment of environment officer. • There is a need to plant more trees and other carbon absorbing plants. This will provide outdoor recreation space for people to exercise and relax in. • A climate change agenda as part of the decision-making process is key to changing cultures. • I believe that local people know their environments and are motivated to make them places to enjoy and be proud of. • This should be at the heart of everything the Local authorities do. Green spaces are important for nature and for the wellbeing of communities. There should though be a mechanism in place to hold the authorities accountable for any action taken. • the environment is the reason we are doing all of this it should be the most important thing we look after. • Local authorities are already legally obliged to address these issues in local plans and planning decisions. They must be held to account to ensure they take these obligations seriously, and it is hoped the NTCA will have a role in this. • Every local planning decision should take into account climate change implications. • As mentioned above in General recommendations 6 & 7, climate change must be at the forefront of every decision made by every authority, otherwise the consequences will be devastating. As a

region we know our specific needs better than national government, and if national government's actions on climate change are going to be wrapped up in red-tape or false promises, the local authority needs to work harder to ensure they have the power to affect change on a local scale. • Any green field development should only go ahead if built to Passivhaus standard and include energy generation and zero carbon living. Local authority should be able to mandate the minimum EPC rating or building standards for new developments. and increase them in future years. • The environment is the reason we are doing all of this it should be the most important thing we look after.
Support
• This is imperative. Green spaces are vital for combat climate change and ensure we have a minimal impact on nature and biodiversity. Green spaces also have many well proven and documented benefits for both physical and mental health of local residents. • I strongly support climate change being pushed higher on the political agenda. Local authorities should be able make decisions which tackle climate change however it is central Government which should ensure this is at the heart of our decision making. • Yes, same as before mentioned • Green spaces are at risk. This should change. • I strongly support the overall objective, but as noted above believe that climate change needs to be one factor in the overall decision-making process and resist any moves towards further devolution. • Such decisions should be integral in the planning process. • Life, all life is important not just stinky humans.
Neither support nor oppose
• Local planners have their own agendas and mindsets • North South divide will come into play here and as usual the South will get most of the investment. • This is mainly reflected elsewhere in the recommendations (19,1,6) so is not needed as an extra recommendation.
Oppose
• local government allowed planning for Cumbria coal powered power station it was central government that have stepped in for further consultation. Listen to the science and not what will win votes.
Strongly oppose
• Climate emergency is alarmist propaganda we already have green belt legislation • A lot of nature issues embrace more than one authority and therefore a collective approach is needed

13) The North of Tyne Combined Authority should, where the use of private vehicles is deemed necessary, encourage **alternatively fuelled vehicles** by:
a) Increasing the number of public charging points in all areas (not just affluent or urban areas) with a better strategy as to where they go. Currently there are large stretches of the A1 without charging points. Also ensure they are fast chargers.
b) Investigating other ways to incentivise people to adopt electric vehicles e.g. financial incentivisation
c) Working with the electricity generation and distribution system to ensure there is enough electricity, produced by renewables, to support the use of more electric vehicles
d) Subsidising taxi drivers, delivery drivers, couriers and motability* to be able to buy EVs
The Combined Authority should encourage electric vehicles, but not promote them as a solution to climate change. It is more important to put a range of measures in place to reduce individual car use altogether.
*(Motability = scheme that enables disabled people, their families and their carers to lease a new car, scooter or powered wheelchair).

Number of votes
Rank: Equal 11th Percentage support: 81%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
25	13	4	3	2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- From personal experience even though we were keen to get an electric car, we researched it and couldn't as there were not sufficient charging points to do the round trip to work (in rural Northumberland) and back. It's needs to be made easier so that more people like us can switch to electric.
- Good suggestion overall as it fights carbon dioxide emissions from vehicles.
- Having a totally electric car the placing of charging stations is random and some are placed as a gimmick and not even maintained
- Everyone should feel safe and informed when traveling.
- This recommendation provides a range of measures to encourage the use of sustainable modes of transport.
- Agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials.
- Agree completely or it will be a logistical nightmare.
- A move to a totally electric vehicle stock as much as is feasible should be an aim as soon as possible
- Essential to promote electric vehicles and provide charging points. Note what region is doing already e.g., at Blythe. b,c and d can all be deleted.
- In the short term, until a creditable public transport system is in place, Electric and Hydrogen vehicles can help to reduce CO2 emissions.
- The move to electric vehicles needs to gather momentum and move more quickly. This will require investment in infrastructure etc.
- We need to discourage the use of petrol and diesel vehicles and encourage the use of alternative fuel vehicles. The expansion of the charging network and incentivising of switching to cleaner vehicles would
- We have to accept some people need cars and we need to support them to have low emissions. Deliveries should be made via train wherever possible rather than lorry with local electric vehicles for the final part of the journey.

- Completely agree. Support for the development of hydrogen vehicles could also be considered, but particularly important is the final point about the need to reduce the use of private vehicles altogether.
- The electric vehicle on its own is not the total answer, even including the generation of power to the significant increase in charging points from renewables.
- EV are a great alternative to lower carbon emission especially if using renewable energy.
- Fear of the unknown and cost are the two main reasons that prevents people to take up these alternatives.
- If alternatively fuelled vehicles are the way of the future charging points need to be installed to meet the need.
- With the phasing out of diesel and petrol vehicles, North of Tyne must do all it can to facilitate the change. One of the main concerns surrounding EV's is the cost, so financial incentives must be considered to make it fairer for people on a lower income to buy/lease an electric vehicle. Another concern is that people are very set in their ways when it comes to their private vehicles (we're ultimately a very selfish society) so financial incentivisation may help on this level. In order for the change to alternatively fuelled vehicles to be successful, North of Tyne must invest in the infrastructure, including improving and building of charging points and ensuring they are helping to offset the electricity used through local renewable energy.

Support

- There needs to be a bigger effort in bringing vehicles which operate on alternative fuels to our roads, unfortunately there's little visibility of the supporting infrastructure currently being put in place. the roll out/implementation of this supporting infrastructure needs to be accelerated.
- There are emissions in the making of new cars and the making of batteries is also problematic for the environment. Individuals need to be encouraged to reduce their reliance on cars whether they are electric or not.
- I support (a), (b) and (c) regarding encouraging electric vehicles but I strongly oppose hydrogen vehicles as hydrogen technology is 10 - 15 years behind electric technology. I strongly oppose (d). I refuse to subsidise evil Amazon. Besides most delivery drivers lease rather than buy their vehicle
- Support in principle but think the above comes at a high financial cost and will have to happen further down the line.
- Electric vehicles are the future, or the present, whatever way you look at it. Of particular importance is 'investigating ways to incentivise people to adopt electric vehicles. At the minute they are too expensive, perhaps because there isn't a big enough market for them.
- We need to be realistic that due to the characteristics of our region, we have to accept that individual car use will always be required. I support offering incentives and alternatives to encourage change in behaviour where this is practical and ensuring that public vehicles are low/zero emission.
- I support this but feel that it will need Central Government intervention to succeed. The issues are wider than the local area. The DVLA, car manufacturer/retailers and fuel suppliers all need to have the commitment to proceed with this and climate change and the effect of transport on carbon emissions should be at the heart of all decisions
- This is very important in the long run but I don't think this will change the current situation quickly and effectively.
- I support this because this can help reduce using fuel vehicles
- This is very important in the long run but I don't think this will change the current situation quickly and effectively

Neither support nor oppose

- I don't think EVs are the answer however for some things like taxi drivers or delivery drivers etc should be electric I think the production or EVs is harmful to the environment.
- Scrappage schemes are open to abuse and do not reduce carbon emissions significantly. Money could be put into developing retro fitting electric power to existing vehicles. Nissan should be

working on becoming a car re-commissioning company recycling older models to go back into the market place. • Improving public transport is a more important factor for most of the general public. Where public transport is not possible, I think recommendation (24) is more relevant. • No comment.
Oppose
• This should not be subsidised. Loans could perhaps be offered but taxpayers should not be subsidising private business. • I am not convinced that EVs are a solution except for public transport.
Strongly oppose
• Would cost too much not realistic. • Until battery range is vastly increased EV's will be of limited use and some days our electricity generation can be as high as 60% from gas. Subsidising electric vehicles in some shape or form is a cost to be born by who?

14) The North of Tyne **citizens assembly** on climate change would like to continue its work by performing a scrutiny role. We would like ongoing six-monthly report back with clear, transparent, concise and measurable evidence of progress.				
Number of votes **Rank: Equal 14th Percentage support: 82%**				
Strongly support 25	Support 12	Neither support nor oppose 4	Oppose 2	Strongly oppose 2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• This is imperative as a check that the recommendations have been actively considered. • This is highly important to continue to pressure the North of Tyne to commit themselves to action. • Agree so we all know what happening and when it is happening and how it going to affect our climate for the better • We need to make sure this was not just a 'talking exercise' • Update on progress. • This would make what the group has done more meaningful and enable a feeling of ownership of the recommendations. • I think this recommendation strengthens every other recommendation. • Our recommendations should be held up against the actual progress of the local authorities. • I commit to taking an interest in promoting implementation of our recommendations. • The Mayor has ordered the Assembly so it would be good to follow his progress!! • I would strongly back this. We need to know that change is being made and that all this is worth it and not just a massive waste of time. • If people are constantly updated they will feel more involved. • Good idea • It's important to have measurable objectives in a time frame with regular reviews • Any scrutiny role must be able to exert influence and be seen as being credible. • It would be nice to know our time and effort and contributions are going toward a positive change for our local areas, and potentially followed on by other cities and communities. • Councils and government far too often have made promises that are not fulfilled therefore they must be scrutinized with every they take in order to truly fight in some way against the climate crisis. • This seems a reasonable and appropriate request, especially bearing in mind the remit: to address climate change fairly, effectively and quickly. • Fifteen members of the Citizens Assembly have indicated their wish to continue working together and will be contacting the Combined Authority to discuss how to proceed. • The lack of transparency and honesty from government is one of my biggest concerns and I would find it reassuring to know that the North of Tyne combined authority would commit to providing updates on their progress whether good or bad. Honesty is key. • It would be nice to know our time and effort and contributions are going toward a positive change for our local areas, and potentially followed on by other cities and communities.
Support
• If the mayor is serious about climate change and the future of our region this would be a great way to continue the work already started and keep citizens involved. It will also show national government the view of our region and how important the climate is to the individuals in this country. • I believe that this is a good idea if the panel is also made up of local Climate Change experts who may be in a better position to assess progress than the Citizens' Assembly. • It would be good to know if our voices are being heard, and if we are making a difference.

• If the progress is not measured then it will be too easy to tick a box and say that progress has been made, when changes may have had little 'real' effect. • Very good idea to get a report every 6 months • A good idea in principle but we don't have any real power or ability to hold people to account. • I like the idea and would welcome it, but I hopefully trust the Mayor! • I would like to and would welcome this, but I don't think it's as important as some other options in this category. • I support this because people get the chance to speak out on their opinions.
Neither support nor oppose
• Could be scrutinised through North of Tyne website. • I would like to be kept informed of the progress of the North of Tyne Authority. • It would be a shame if all this work did not amount to any positive change for climate change. • We have no power or authority to alter the councils decisions. We need to know how the money is spent and be able to interrogate the evidence provided to see that there is value for money.
Oppose
• The North of Tyne action on mitigating climate change should certainly be scrutinised but not by the citizens' assembly which is an unelected body. • I do not feel that this is necessary. • I feel it is a bit unrealistic. The BEST role for the CA is propaganda throughout the region not voting on things it cannot control.
Strongly oppose
• The Assembly has no statutory rights and has served its purpose. If the Authority should adopt recommendation 10, members of the Assembly along with the general public will be kept informed. Dissatisfaction can be addressed through the Ballot Box. • We are non-elected members chosen at random. Surely others deserve their say in such matters

15) The North of Tyne Combined Authority must work with the Woodland Trust, local schools, local authorities, landowners, The National Trust and any other stakeholders including community and voluntary organisations to commit to planting a minimum of 300,000 native **trees** within 3 years and monitor tree survival rates over time.				
Number of votes **Rank: Equal 14th Percentage support: 83%**				
Strongly support 23	Support 16	Neither support nor oppose 5	Oppose 1	Strongly oppose 2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Trees are an important, effective yet cheap carbon sink. Woodland brings with them a full ecosystem which will greatly benefit the surrounding area and further increases the local biodiversity. • Trees are important in reducing carbon dioxide levels. But the most important thing is still to reduce carbon dioxide emissions in the first place. I'm also wondering what targets North of Tyne already have this? • I think it's important to replace what we have destroyed, and more landowners should commit to planning trees I also think working with local schools is important to plant the seed in younger people about the environment and how important it is to preserve and protect. • Reduce the number of trees being felled for wood burning systems used by individuals but on a larger scale by local council facilities swimming pools leisure centre etc. • We should be looking to do this on a continuing basis. • Runs alongside the educational aspect of our recommendations. Widespread Tree planting going on in Northumberland at moment. • Tree planting has a huge impact on biodiversity and combating climate change so should be done any where possible and as much as possible. • This seems like an achievable goal. • Consultation with the Woodland Trust is key to any planting valuable recommendation as it is specific. • This will provide opportunities for a wide range of people living in our area to participate in the climate change program, bringing greater awareness and understanding through education. • This would also educate the next generations about climate change • Trees have a role in helping reduce greenhouse gases and protecting against pollution. They also help protect the environment against problems like soil erosion. • Very reasonable could potentially plant more. • More trees, means more potential parks, nature walks and more CO2 absorbed from the atmosphere. • We need trees to live! • Trees are very efficient at absorbing carbon so this proposal would help to reduce the carbon footprint of our region. • Very reasonable could potentially plant more

Support
• A nice, simple idea to go alongside bigger projects in the region. • I support this but I am not sure how it fits in with the national government's plans to plant more trees. • Support but not sure on the number stated. • I am very concerned about logging in Northumberland. Large tracts of forest have been felled recently. Are they being replaced by new trees, preferably native species? What is the harvested wood used for? Does it get turned into woodchip? • Efforts to increase tree planting are supported. Landowners should be incentivised to put forward their land for environmental benefit. • It's all well and good planting trees but the world does not survive without the oceans which absorb more carbon than anything else on earth. This should be looked into immediately. • I am not sure that this will address the stated objective quickly. • The reforestation of areas I feel should be an ongoing ideal. Trees are a natural resource that we all use and appreciate, and we are in danger of leaving vast areas barren of trees. With regard to climate change it is well documented about the effects of wholescale chopping down of trees for timber products and farming land. I believe that whilst some may argue that trees may not overall contribute too much with reducing carbon through natural processes, there are other issues as well to consider concerning habitats and wildlife. • Yes, a joined-up approach would benefit all contributors and the general public. • I support this because if we do cut down more of nature there will be consequences.
Neither support nor oppose
• Doesn't affect me, I'm unsure of what this means for me. • Trees are crucial and we need millions more, but does the NTCA has the power or resources? It can promote tree planting, rewilding and other beneficial land uses through its support for the Climate Change Education programme and also by establishing the suggested ecology officer post. • Not enough trees planted. • Difficult to believe this is not already being addressed. Forestry commission, Dept. of environment and rivers authority must be working on this proposal
Oppose
• Our focus should be mainly on reducing emissions as highlighted by the experts. Planting trees is a great idea for many reasons (including carbon capture) and should be encouraged but the cost of planting 300 000 native trees would be better spent on innovations to reduce emissions.
Strongly oppose
• Who would pay for this the rate payer, a PR exercise for the climate alarmists. • Currently lots of stakeholders, do we really need more stakeholders.

16) We must make **alternatives to private car use feel safe** (physical/personal safety).
a) More regular, reliable public transport to reduce waiting time at remote stops. b) More late-night services
c) With regards to the metro train stations, platforms should only be accessible if you have a ticket and are actually intending to travel d) Public transport stops need to be sheltered with good live information streams and integrated in communities as opposed to in remote places.

Number of votes
Rank: Equal 14th Percentage support: 87%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
22	18	5	0	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support

- It's a simple fact that if public transport was more reliable and more regular, most people would use them. Cars are increasingly expensive to drive and can be cumbersome to park or navigate in busy urban areas. This could also reduce road traffic accidents.
- People's safety is extremely important, and this recommendation goes hand in hand with no. (9). When improving the public transport system, the safety of those using it must be paramount to ensure everyone feels able to use it without fear.
- Everyone should feel safe and informed when traveling.
- We will only achieve a joined-up public transport system that responds to public needs and lures people away from cars if it is under the control of LAs in the region and perceived as safe.
- Public transport must be the more attractive choice for people to move away from private car use.
- Safety of the vulnerable should be paramount.
- Late night services I strongly support - shift patterns must work for service users and not for the transport companies.
- The vast majority of people who use their cars rather than public transport or cycling/walking, do so because, quite simply, they don't feel safe. Waiting at stops (bus, metro and train) does not feel safe. Even when on transport (particularly the metro in this case), does not feel safe.
- Although I am not a regular user myself I can see how a safe environment would encourage more use
- If we are reduce private vehicle use, there needs to be a creditable alternative.
- investment is needed for transport alternatives to appeal to the community. Public transport security on later night services etc.
- Passengers on Public transport should feel safe, and any improvements would encourage people to use it more or again.
- I agree, public transport needs to be available on a night-time, run night busses and trains etc and it would massively impact the amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.
- Same answer as before in the Transport section safety is paramount when using public transport and it has to be both safe and reliable if people do not feel safe using public transport they will not use it.
- This should feed into recommendation 22: it should be an absolute must that alternatives to private car use feel safer in order to encourage public use.
- amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.
- I agree, public transport needs to be available on a night time, run night busses and trains etc and it would massively impact the amount of car travel on an evening. Stops and wait times need to be reviewed and would definitely make an impact on usage.

Support
• Essentially an extension of recommendation (9) about joining up public transport but I don't see why C) is a good suggestion is sometimes people can send off loved ones on long journeys this way and D) some people live remotely which is the whole point about increasing access of buses to as many people as possible. • The safety message here could be incorporated into number (9). • We need to encourage the use of electric vehicles to reduce co2. • I agree but there has to be tougher sentences for anyone causing trouble on any public transport hub or nobody would use it particularly at night. • A good idea but not sure how relevant it is as a separate proposal. It should be part of the overall strategy and integrated as a common-sense approach. • I believe alternatives to private car usage are ultimately a good thing, the issue being persuading people not to use their cars and to instead use public means of transport. This would potentially be a longer process. • If it can be done without damage to any green spaces (e.g., cutting down trees for a new line) then I agree. • I think that following the pandemic this is particularly important. Previously, I used public transport to travel into Newcastle city centre, however I cannot see me doing this again in the foreseeable future due to the risks involved. • People need to feel safe when they are travelling. They need to have confidence in public transport and incentives to use it regularly. Reliable services that keep customers well informed, subsidised fares and staffed transport hubs may help with this. Stations that are isolated, poorly maintained and ineffectively monitored do not make people feel safe. I believe that transport hubs should have a community feel to them and feel vibrant and accessible for all. • Simple measures to make public transport more appealing. Digital noticeboards with accurate live timings of buses are needed for safety and convenience. • Good suggestions that seem mainly concerned with public transport rather than walking or cycling, which are also alternatives to car use and also need to be made safe. They also seem more applicable to urban than rural areas, which have extremely limited access to public transport. • If the above conditions were met public transport could be a partial solution but it would need cultural change also. Plus more park and ride facilities. • I support this because it will reduce the carbon dioxide that gets produced by the transportation we use
Neither support nor oppose
• I don't necessarily think pushing people into using public transport is practical or the answer however, more late time services would be great for NHS staff that live in the city or just outside who work odd hours. • I think this would cost a lot to implement. • Of course safety is very important but it can be a factor in other policies, delete as a recommendation. • services. However all of these proposals should be encouraged. • I agree with all the sentiments but don't see how some of the practicalities can be resolved to encourage people to use the services. However all of these proposals should be encouraged.
Oppose
• Too much identification and rules. Don't wish to hear someone shouting PAPERS PLEASE!
Strongly oppose
• Cost of ensuring platform access is secure would be prohibitively expensive. Poor use of limited resources

17) We believe that **community energy schemes** which bring together communities to generate and manage their own energy have a vital role to play. The North of Tyne Combined Authority should support (including funding) the creation of a community energy resource hub for the region. This hub would be composed of an elected and accountable body of citizens together with community groups, staff of the relevant authorities and technical and commercial expertise, supported by paid staff time. We suggest the role of the hub should include the following.

a) Sharing ideas and best practice with community energy groups in other parts of the country, including taking up the offer made of a 'twinning' opportunity with Orkney Community Energy organisation.

b) Creation of an online 'resource bank' of information

c) Provide a route for small and medium renewable energy enterprises to promote what they can offer

d) Council to signpost anyone involved in the planning process (residential and commercial) to the hub to encourage consideration of small-scale renewable energy potential as part of their planning application

e) Provide a support service to small scale developments to encourage coordination between nearby households (new developments or retrofits) e.g. shared ground source heat pumps or solar installations

This support for community energy in our region must be developed as quickly as possible. We anticipate other ideas may come forward as the hub is developed and would like to see major progress within five years.

Number of votes
Rank: Equal 17th Percentage support: 78%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
22	14	7	2	1

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• I believe that the North of Tyne Combined Authorities need to develop an energy renewables strategy with other authorities as soon as possible. • The example of the Orkney scheme shows that community energy operations work, so let us apply the same principle here. • Easily accessible information and teamwork will enable change to happen to address the climate emergency by raising awareness in the community. Those who can afford will be able to bring along those who cannot through group support and eventually renewable energy will become a norm. • These would be schemes which would obviously involve people at a local level and encourage small schemes that already exist • I think this could be achievable. • Examples are useful. • Involving the community will empower individuals and organisations into implementing change. • The generation of renewable energy is critical to addressing climate change and encourage when ever possible. Community power generation could also be advantageous in the more rural parts of the region where power options can be limited
• Clean energy generation is very important, so this is a step in the right direction. • The commitment of the Orkney community to renewables and the progress they've made is remarkable. We can learn from their success and support our community to make the move to renewables together and see it as an attainable positive change rather than an inconvenience imposed upon people. • Community energy schemes encourage cooperation and benefit all members of a local community so are more likely to be supported and could lead to further positive community action. The profits are kept locally, can help tackle fuel poverty and can be used for other green projects in the area.

- I believe that for any change relating to climate to be successful, there needs to be shared information that is readily available, promotes what services are on offer and showcases the potential of what is possible in the area
- We should be looking to utilise existing resources to produce energy. This region has many ex-coal mine workings where heat from mine water and ground source could be used.
- I think this is an amazing idea and I have so much to say that I don't think I can write it down in a few sentences. The Orkney community energy organisation was inspiring to hear about and I think there are many people in our region would be interested in creating something similar. North of Tyne should use these people who deeply care about climate change to their advantage we can help the authority meet its goals! If the authority empowers people in the region the benefits are mutual for all.
- This strongly support because it will improve, because people will exchange ideas.
- Provided there is enough publicity for this scheme it should be a cost effective way to get through to the largest number of people to inspire change.

Support

- This would really raise the profile of small scale renewable energy in the region and make it much easier for individuals and communities who are interested in community renewables to actually find information and get advice and support, which would surely ultimately lead to a much bigger uptake.
- I agree with this, more should be done with community help
- I think we should develop links with Orkney and try to use as much of their learnings as possible..
- This recommendation is very ambitious and would need a large infrastructure but is certainly achievable with enough vision.
- This would encourage community awareness of the issues and generate enthusiasm but it would not directly make a major impact on the regions carbon emissions.
- I think it's good to come together in a small community, because it's easier to get your point across effectively.
- Tackling climate change must integrate bottom-up and top-down approaches in order to be fair.
- I support the notion of providing a resource to better educate and support communities about green energy schemes. I would also see this extended to providing information about retrofitting existing properties.
- Huge opportunity to provide clean efficient for bright future
- I support this as it allows small-scale involvement of normal people as well as larger companies etc
- These schemes could be successful on new housing estates with centralised green heating and power generating schemes, or small communities deciding to club together. Unlikely to be taken up in deprived areas, or areas with high level of rented accommodation unless lead by a local authority.
- I do agree with this recommendation, however I feel that the emphasis should be on reduction in energy consumption / using more efficient methods of production rather than encouraging overall energy use.
- I support this.
- The planet will be depleted hugely if we don't act with imperative.

Neither support nor oppose

- While I support the idea of having a community hub as a central point for resources and information, I feel that there are already enough organizations which cover this responsibility. More effort should be put in to streamlining those and making them more accessible to the public.
- While all suggestions are strictly speaking quite important, we have 7 – 10 years to fight climate change and while this would help sustain a movement, this is probably secondary to the immediate issue.

• Good idea in principle but many people in the area would miss out on it so that would not seem fair. • I agree with part e.) solar installations or heat pumps for small scale developments. Potentially too much funding needed for the rest of the recommendation. • Agree with some points more than others. I like this idea, to inspire change. but is it fair? Would all communities be able to take part? In order to install solar and heat pumps, (and the associated retrofitting needed), would this only be for homeowners with savings to spend? • I think this is a reasonably good idea. I have slight issues regarding what constitutes a 'community' and how big said communities should be. I also think you would potentially have problems getting people to cooperate on a fairly large scale. • I believe that the mind-shift in the community required to adopt this will not achieve the objectives of addressing climate change either effectively or quickly. The budget for this recommendation would also need to demonstrate value for money with clear, measurable outcomes. • I agree with part e.) solar installations or heat pumps for small scale developments. Potentially too much funding needed for the rest of the recommendation.
Oppose
• Priority must be to ensure properties domestic, industrial, commercial are suitably insulated to be able to hold the gains from renewables. • I believe this will be an incredibly costly endeavour that would be paid for primarily by taxpayers who won't reap the benefits.
Strongly oppose
• This will effect current energy suppliers and there shareholders, which to a great extent are private and company pension scheme. Robin Hood Energy had a similar scheme. It folded with 38m debt which council tax payers had to pay in Nottingham.

18) Green spaces need to be better used and protected by individuals, communities and local authorities through rewilding, tree planting, landscape recovery etc. (for example planting wildflowers instead of cutting back verges.) The North of Tyne Combined Authority needs to employ an ecology officer (building on the work of the local authority ecology officers) who can a) advise on the implications of any development on wildlife and plant life and insects. b) create opportunities to share information to individuals, schools and communities on what steps they can take to promote wildlife and plant life within local green spaces and their gardens.
Number of votes **Rank 20th: Percentage support: 78%**

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
22	14	5	2	3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• There are several schemes which have attempted to bring back nature into residential and even densely urbanized areas. The vast majority have been incredibly successful and enthusiastically welcomed by the local communities. Some have spurred on private residents to contribute their own resources. • Could be part of general awareness raising as in recommendation number 10. • Communities and individuals MUST better protect our green spaces, I think an ecology officer would be a great thing to have to advise implications of any development. • Priority to carbon capture plants including trees. Recognise the value of trees. stop supporting tree cutting for logs for burning. • Wholeheartedly agree. • An extremely important proposal which has widespread benefits for biodiversity and using best practice at the heart of any decisions can only be a positive move. Getting the younger generation involved and educated will have a lasting benefit. • This relates to recommendation 7 & 19 it could provide possible job description for environment officer. • This will provide Carbon capture, recreation space, educational opportunities and a more pleasant living environment. • More work is possible with the resources we have in this area and country as a whole. Tree planting can start immediately in areas where it is safe to do so. • I want to see a reduction in green spaces used for building on, with sustainable farming and natural environments protected for our future generations. I believe that the natural ecosystem is so important for our welfare and wellbeing and therefore should be protected • Green spaces are important for nature and for the wellbeing of communities. Everything possible should be done to protect them. • The idea of an ecology officer will benefit the local areas massively. Good way for schools and communities to get involved and see what more they can be doing to help the environment too. • Such a post would promote the major importance of wildlife in addressing climate change, ensuring it is given greater prominence in planning decisions, and enabling individuals and communities to learn how to live in harmony with nature for the benefit of the planet. • I fully endorse this proposal and cannot believe that anyone would oppose it. • The area covered by North of Tyne is so beautiful, unique and diverse, we must do all we can to protect our ecosystems and wildlife, and this should be encouraged and supported by North of Tyne

in all areas of the community. No development decisions at all should be made without considering the implications on the environment. • The idea of an ecology officer will benefit the local areas massively. Good way for schools and communities to get involved and see what more they can be doing to help the environment too.
Support
• Agree but the ecology officer and communities need the power to appeal or raise objection to protect Green spaces from destruction. • I agree there should be better use of our green spaces to improve their environmental value and biodiversity. • I think that many communities already have the situation in hand to some degree. • Preservation of nature is imperative for reducing climate change. • This would be great, but if there isn't money available, enthusiastic volunteers would also do their job well • I agree with the sentiment, but do not agree that NTCA needs to employ specific individuals to enact this. • I support this because green spaces are a key to stopping climate change. • I thought it was obvious that this life on this planet is completely dependent on every other life form.
Neither support nor oppose
• Whilst I support this idea it is not as important as dealing with and putting funding towards Transport and Housing to combat the imminent climate emergency. • I see this as important but less so than other factors underlined in earlier parts of this document. • This has begun and it would seem stupid not to continue and expand these proposals.
Oppose
• This concern should be addressed through the planning system. I think it's a waste of money for NTCA to employ an ecology officer if LAs already have such officers. Rewilding? Will sheep farmers be happy if wolves are reintroduced to Northumberland? • These are great ideas for biodiversity but the effectiveness in tackling climate change is questionable. We did not have any experts discussing this in relation to climate change and the experts we did hear from were very clear that we need to address housing, transport, and renewables for quick and effective climate change action.
Strongly oppose
• We already have at least one environmental sustainability officer for North of Tyne I like the thrust of this suggestion, but I suspect this is something he already does. • Another level of bureaucracy to please the climate alarmists, waste of money. • NTCA just adds another layer of bureaucracy on top of the existing 3 councils. Not value for money.

19) Local authorities need to have **more power to take the local decisions** that are needed to address the climate emergency. Our politicians should lobby for this at a national level. Further devolution to the local authorities needs to be explored to achieve this. The implications of any new policies should be carefully assessed to guard against problematic unintended consequences.				
Number of votes **Rank: 19th Percentage support: 78%**				
Strongly support 21	Support 15	Neither support nor oppose 6	Oppose 1	Strongly oppose 3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Increased devolution will mean that local people can make the most appropriate decisions about their neighbourhoods. • This is especially true of public transport which should be under the control of local authorities working together collaboratively. • Having local authority to make decisions is vital in the interest of economy, expediency and efficient management. Therefore, local needs one addressed. • I think that local authorities should have more power in decision making about the development of our green spaces in particular. • I very strongly support regional and local devolution for all political issues. • Regional governments need to be able to implement climate solutions that the national government is not engendering. The climate emergency is an emergency and the governments' decisions must reflect that - on both local and national levels. • Local knowledge very important particularly in Northumberland • National government is too busy to care about local problems, so local government should step in and make a change. • Well worth the effort, but could be a struggle to persuade national government • This would need to be supported with funding from the centre but implemented locally. Authorities could be incentive by the Government to meet or beat set targets in Carbon reduction or neutralising in their areas. • Local decision making can be quicker and more targeted at the strengths and weaknesses of each area. • Care is needed to ensure that any decisions are based on climate change/environmental concerns and not driven by business interests and /or central/local government lobbyists. • Local authorities should have the power to make local decisions as the problems we have here in the north east are completely different to cities like London for example. Different things work for different places. • We know what's best for our cities and therefore proposals and decisions would then be tailor made which gives accountability to the people who actually live here. • Wherever the local authority maybe they represent the people who actually live in their area and who are most aware of conditions there rather than remote politicians who do not know their Bamburgh from their Barnard Castle. • While I strongly believe that we need more fixed climate change legislation on a national scale, as there are certainly matters that need a uniform approach, national government seems too often forget that other places exist outside of London. A one size fits all approach does not work, as each area of the UK has different needs that needs to be addressed and local authorities know these

issues and needs better than Westminster. National decisions are often bound up in red tape and unnecessary bureaucracy, perhaps decisions could be made more effectively and quickly if local authorities had more power?

- Local authorities should have the power to make local decisions as the problems we have here in the north east are completely different to cities like London for example. Different things work for different places.
- Our region should not be penalised by national politics or MP's lack of foresight. MP's need to step up and make the difficult decisions that are needed. Cowards never make good Generals.

Support

- There's a saying in the Royal Navy; "One size fits no-one", and so it goes with governmental authority. Greater power for local authorities would be very useful, as local councillors have a better understanding of local needs and wants. However, sensible governmental oversight is imperative.
- I support this as to some degree and in certain situations that decisions are made locally. However, we need to make sure that all intended consequences are guarded against and not just the unintended ones!
- Yes because it is at the end of the day an emergency if they don't start addressing this then what our climate going be like in the future we need to think about our future generation
- We need more power as a region as I often think the present Government merely pay lip service to the issue of climate change, they still support fracking and one member said "Fracking should happen in the desolate North"
- Support but need to be managed so no authorities are excluded or make bad decisions.
- Support in principle but not optimistic it can be put in practice as this is a national policy agenda item.
- Local Authorities should have more power to take local decisions that affect climate change but there needs to be a system in place so that they are accountable for the decisions taken. Local does not necessarily mean better.
- More devolution means more decisions can be made by people who know the local area and its needs
- I support considered decisions taken at the local level.
- A good idea, although lobbying for it at what level (county or a new devolved regional authority?) needs to be clarified. Currently, some local authorities do not have a good environmental record, so more power must go with an obligation to make and stick to green decisions.
- I support this because right now the government makes decisions, and it takes longer.
- It's about time politicians got off their hubristic butts and began to earn the respect they think they deserve.

Neither support nor oppose

- There should be greater state intervention to force the agenda. Currently, local authorities do not have the budget nor the expertise to make such decisions. Many lack clear leadership and it takes too much time to prepare Local Plans or make real change.
- I don't agree with devolution but better co-ordination.
- It seems to me that it's all about power and not putting certain criteria in place, there's umpteen cycle lanes in the north east that are not needed. It all seems like a bit of a vanity project, Osborne road, Jesmond being a prime example. Half a million pounds for a useless cycle lane that will be used very little. The climate suffered a great deal while it was being built, i.e., traffic etc
- I'm not against local authorities having more power to take local decisions. We mustn't forget the importance of central government in forging legislative change both locally and nationally. A top-down approach, I think, is more important than a bottom up on

Oppose

- Poorly worded and unclear recommendation. Which decisions? Local authorities can already make key transport and planning decisions. Local authorities should be lobbying government for national change/policies.

Strongly oppose
• I strongly oppose devolution. In order to address climate change quickly and effectively we cannot do this in isolation. While regions will have differences due to resources available and the requirements of the local communities, this can, and should be addressed within a national framework. • A national policy would be better. • Strongly disagree, will just lead to further NIMBY (not in my back yard) attitude by the majority of the councils.

20) Large amounts of **land** in the North of Tyne region are under-utilised. Much of this land is owned by large landowners (such as the Ministry of Defence etc.) We must investigate the potential for such land to be used to take positive action on climate change e.g. renewable energy development, local food production, tree planting, development of 20 minute communities etc.				
Number of votes **Rank: 20th Percentage support: 74%**				
Strongly support 20	Support 14	Neither support nor oppose 7	Oppose 2	Strongly oppose 3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Having land that can be utilised for things like wind turbines is crucial to reduce dependence on fossil fuels. I know some people have opposition to building turbines in certain places around the north-east, but we need to come to some kind of compromise somewhere. • Investing in local food production (such as North East Organics) will create local learning and jobs opportunities and at the same time reduce food miles and emissions from transportation to the region. • Yes strongly agree with that because there is not much green land, and our climate is getting worse • I strongly agree under the premise that our green spaces are kept green. I would rather see large amounts of land be used for tree planting than food production, I think that keeping our country as wild and natural as possible is essential for our over developed countryside. • Should also include unused and empty buildings. • I strongly believe that the amount of land certain families own is obscene, this is a bit like coal mining. It's out of date • This would bring on board a number of agencies which could make a dramatic impact on the area and improve relationships between owners and users. • If large areas of land CAN be utilised for positive action on climate change, then I am all for it. The further development of renewable energy sources and local food production for the region is of particular importance. • Achievable. • Land that is underutilised, should be considered available to benefit climate change in some form or other. This might mean that landowners could see some form of income from the land use. Examples, planting and carbon absorption scheme incentivised, rental for carbon low/neutral energy projects. • It's a large opportunity for us to make better use of land. Private landowners need to be incentivised to make better use of their land. • This must be done taking into account ecosystems/natural environment issues and give local businesses a voice in how this is done. • The use of land should be looked at to ensure that it is being used in a way which maximises its potential in respect of addressing climate change • Strongly agree, this land should be used to its advantage. The planting of trees is so important, as well as local food production. More people could afford to buy local if the produce was readily available and as cheap to buy as imported goods. • These unused lands could be more efficiently used to further combat climate change. • We are limited to what space/land is available to us in promoting climate change actions and need to find locations that are under used. Investigations to pinpoint suitable areas need to be carried out and highlighted. Potential candidates should be recommended and where possible used. • Take the land off them. It doesn't belong to anyone. It's like a flea saying he owns the dog he's feeding on. • Key question for me from which much else flows

Support
• We need to stop building on green land. • Agree but should also include land owned by the Church. • A good idea in principle, but can landowners be persuaded without substantial financial reward. • The planning system makes these decisions and should take positive steps to tackle climate change within Local Plans. • Large landowners have responsibility to use the land in a way that is fair to the North East population. Everyone must play a part in the climate solution, and large landowners have relatively larger power. • It is fair that our regional resources are used for the benefit of the many rather than the few • If the land isn't being used it should be utilised but only if it actively reduces damage to the environment. • Important but could relate to recommendations (6,12,15) and others • Placing climate change at the heart of every decision includes accessing our region's natural resources to use them for the greater good of our community • Although I support the investigation of potential use of land which appears to be doing nothing sometimes it is better to leave well alone such as the Border Mires peat bog area which captures carbon by its very nature. • The lead taken by the Environment Agency and other groups (Including The Church) can feed into the needs of the area and the environment.
Neither support nor oppose
• I agree with the idea but firmly stand against bringing in further legislation which forces the hand of landowners to actively participate. However, landowners should be encouraged via subsidies or tax reform, the same way farmers leave part of their fields fallow for pollinators and biodiversity. • For me not a priority as I see a lot of evidence of good works already taking place • Land use is an important topic and should be investigated, but it is also complex. Such a broad recommendation perhaps lacks the potential in itself to address climate change quickly and effectively. • I absolutely support this in theory – there is so much land in our region that could be utilised but given that it's privately owned this may be problematic in a legal and financial sense, which would lead to more problems with red tape and needless consultations which would delay the process undermining the idea of quick and effective action. There are quicker wins to be had. • I don't support or oppose this because all the land will not be vacant and we need to have some land left over
Oppose
• This seems somewhat of a naive view. Large scale renewables are cost effective because of their scale - which is why offshore wind is cost competitive. Much of Northumberland's land is National Park or used by MOD, that doesn't mean that the land is underused. • We must respect private property. Lobbying the government to better utilise resources is one thing, but I fear this recommendation leads towards a push for more state ownership.
Strongly oppose
• I am not convinced that land in the region is under-utilised in terms of mitigating climate change. Is this "under-utilised" land actually sequestering carbon? • We are fortunate to live in an area with large open spaces, this should be preserved. • the underutilisation of land has nothing to do with under landowners. Nimbi's (not in my back yard) is preventing development. Onshore wind turbines for example

21) We must make it easier for people to cycle. Develop **cycling infrastructure** with properly planned cycle only lanes, education with campaigns for cycle responsibility (i.e. staying in correct lanes, off pavements), and safety schemes and secure cycle parking, with an ability to take cycles on buses and metro and train and alternative storage spaces for bicycles, prams, etc.				
Number of votes **Rank: 21st Percentage support: 79%**				
Strongly support 19	Support 15	Neither support nor oppose 6	Oppose 4	Strongly oppose 2

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• A lot of the current cycle infrastructure in the area is focussed on cycling for pleasure. This needs to be developed to enable more journeys to be made by bike and to change the emphasis of roads as being predominantly for cars, as in Holland where bikes have priority and dedicated lanes. • Agreed. At the moment to many parts are actually very dangerous to both drivers and cyclists and could be very beneficial for health as well. • Support but also would like to see cycle users take a basic test before road use. In some U.S. states this is taught at school level, so all kids have a basic knowledge of road safety. • Fear of cycling on busy/congested roads puts me off cycling. • A great idea which has huge health benefits as well as tackling the climate emergency. • Lack of effective cycle lanes often puts me off choosing to go out on my bike. If there were routes I could cycle I'd be out on my bike most days. • All the points are of great value • This could provide a means of people being able to move around their local area and community without resulting to car use. • This improve public health and should be included as part of a joined-up transport strategy. • Cycling is one of the most accessible environmentally friendly methods of transport available. Infrastructure needs to be developed to make cycling practical, while educations is required so that it is safe not only for the cyclist but car drivers and pedestrians. • Cycling offers a practical solution to road congestion, but it must be made safe, and education must begin at primary school. • I totally agree with all the points in this proposal. A new body called RE-Cycling should be set up to deal with all items related to cycling. • I support this because this will help to encourage people to use the bicycle. • Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.
Support
• Cycle lanes and education relating to cycling in public is very useful, however these should make sense when implemented and not come at the cost of pedestrians or motor vehicles. • Cycling needs to be part of the active travel, 20mph zone recommendation in number(26). Cycling is not for everyone and building cycling infrastructure is costly so this recommendation on its own will not have quick results. • I support this but I am not sure whether it can make a substantial impact on the carbon emissions. • Cycling should be promoted as an effective mode of transport for shorter trips and there should be investment in appropriate infrastructure. However, going back to recommendation (9) a wider transport plan should be used to cover all aspects.
• Ability to take bikes on trains buses metro and trams would be good. • We need better cycle storage on transport and a safer environment in the city centre to encourage usage.

• Creating a cycling culture would undoubtedly benefit the environment and promote health and wellbeing. All businesses and services need to promote and incentivise schemes to promote this along with the infrastructure to enable this to happen. • More cycle lanes would make cycling safer • Cycling is clean, enjoyable, efficient, quiet, and healthy. It reduces cars on the roads and therefore emissions. Not always an option, however, for the less able-bodied or the less well off because of factors like cost, high rise accommodation and lack of storage. How to make it safe on rural roads?
Neither support nor oppose
• Even if the best cycling lanes are put in place they still use the road, a prime example of this is the road from Warkworth to Alnmouth. • Less cars in city would make cycle lanes easier to set up. • I don't cycle so I am unaware of how much infrastructure needs to change. • Although I agree with the principle, there have been a lot of modifications made to Newcastle to incorporate cycling that just don't get used and it is a concern of who would 'police' cycle etiquette. • No comment. • Not on any level of fairness. These recommendations will eventually end up costing cyclists money and insurance and licence. • Reduction of car use is the way forward regarding transport, regular more convenient routes will make a big difference to how much this is used.
Oppose
• Not everyone has the ability to cycle. • We have to make public transport improvements a priority over cycle improvements, as there are many reasons, e.g., physical ability/peoples' perceived safety travelling alone/the British weather, that prevent cycle use, regardless of improvements • Money would be better spent on encouraging people out of their cars onto public transport as cycling is not an all-weather option for most and reducing traffic on the roads dramatically through the use of public transport would make the roads quieter and safer for those keen to cycle. I'm concerned bikes on buses would take space away from wheelchairs and prams. • No comment
Strongly oppose
• Cycles are a menace on both roads and footpaths. For a large portion of the year in this region it is not practical to cycle safely due to the weather and is generally not a practical option for commuting. The impact of this on the stated objective will therefore be minimal. • Cyclists don't pay road tax or have insurance, our roads are not suitable for cycle lanes. In the first month of lockdown 15 cyclists were killed so the more cyclists the more deaths. A lot of them are dammed nuisances jumping lights etc.

22) There should be a financially incentivised legal requirement for **private landlords** to improve the energy efficiency (the Energy Performance Certificate rating) of the properties they let.				
Number of votes **Rank: 22nd Percentage support: 72%**				
Strongly support 16	Support 17	Neither support nor oppose 7	Oppose 3	Strongly oppose 3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• The fact that it is acceptable/legal for landlord to rent private housing stock which can have an EPC rating as low as E while council properties must have a much higher rating is nothing short of a scandal. This should be addressed as a matter of urgency, making it a mandatory legal requirement. • Private landlords need to keep up with council and social landlords in providing homes that have high levels of energy efficiency. This benefits their tenants in comfort and reduced fuel payments whilst reducing emissions at the same time. • I think it is important that all housing regardless of who is the owner that they are required to invest in the property for the EPC ratings. • Landlords have the financial capital to improve homes' efficiency - not the tenants. • This is the only way it will happen across the board! • As there is very little private renters are able to do to improve their emissions, the responsibility should fall on the private landlords who have an obligation to their tenants to have a high standard of insulation • Landlords need to be held responsible. • Grants should be made available, and Landlords could be allowed to slightly surcharge rents for a period to recoup their investment. Tenants would make savings on energy costs so could afford the surcharge. Support will be needed for tenants suffering fuel poverty. • This needs to be done by incentive and the tighter regulation of landlords by the local authority. Tenants will also need to be fully aware of their rights and supported with any infringements. • There should be more support for landlords as currently there seems to be little to none, and it will benefit private renters as housing standards will be improved. • This potential would motivate lots of landlords to comply with regulations • This measure is needed for all the same reasons as given for publicly owned housing, but it is also important that the cost is not passed on to the tenants. The combined authority could lobby national government to make it a legal requirement. • As with the stronger regulations required for new builds, North of Tyne must ensure there is stronger legislation for local landlords, as again, it seems there are too many gaps/loopholes in regulation that allow for negative actions. If incentivising will help keep private landlords in line when it comes to ensuring energy efficiency, this must be considered. • There should be more support for landlords as currently there seems to be little to none, and it will benefit private renters as housing standards will be improved. • he additional 3% stamp duty should be returned to the landlord if they have met energy performance gains on the property.
Support
• Landlords have an incentive already: being landlords. But this may help push some landlords into action… • Support but need to ensure cost not passed on to tenants.
• I support a legal requirement for private landlords to improve the energy efficiency of their properties, but this should not be financially incentivised by the taxpayer. Instead, landlords should be fined if they do not meet the legal requirements.

- The rental market would collapse with the private sector, so it would be essential to provide financial assistance to encourage improvements in EPC ratings.
- I support financial incentives being offered to private landlords for improving energy efficiency. This should be done alongside raising the legal requirement for the minimum standard of housing.
- This will co-ordinate with similar schemes in the public sector.
- I think that Private landlords should be legally incentivised to improve the energy efficiency of their property, but I don't necessarily believe that this needs to be financial. This should be part of the requirement to be a landlord and there should be penalties for noncompliance.
- Privately rented properties (EPC E) should be held to the same standards as housing association properties (EPC C), but to address fuel poverty both standards should be raised to at least EPC rating B. This can be done through a licensing scheme, but financial incentives should only be for the very few landlords who need it as many landlords make large returns on their investment and do not upkeep the properties to an acceptable level they would be happy to live in themselves
- The rental market would collapse with the private sector so it would be essential to provide financial assistance to encourage improvements in EPC ratings.
- Landlords need an incentive because any modifications they carry out, it's not hem personally that are reaping the benefits. this can lead to a reluctance to take action.

Neither support nor oppose

- I would only support this if there was financial support for landlords, otherwise renters could unfairly be paying the cost of this with increased rents.
- Although I support this for the sake of the climate, it concerns me that it would add to poverty as landlords pass all the cost on to low-income tenants. In fairness, the tenants ought to benefit and the costs to be covered by grants based on tenant income so that landlords are not out of pocket.
- Yes but depending on the financial situation of landlords.
- Financial and legal requirements make this impracticable.
- No comment

Oppose

- It should be one or the other, if it is a legal requirement why does it need incentivised? Standards should be in keeping with what central government have already put in place.
- There is a need for private landlords and this additional legal requirement will further disincentivise potential investors in the sector. Whilst I agree with the objective of improving standards this needs to be encouraged and supported, not mandated.
- Again persecution is at home.

Strongly oppose

- Landlords shouldn't be financially rewarded for doing something that needs to be done. I think we need to be more forceful as a society in clamping down on landlords taking advantage of tenants for their own benefit.
- Cost would be too high, where would the money come from.
- Private landlords make enough money from their tenants-they should be made to ensure their properties conform t the standard required, and they should foot the bill for improvements.

23) Directly address **city and town congestion:**
a) Discourage private car use in the city centre through greatly increased parking charges and replacing the free to park after 5pm scheme with a free to bus to the city after 5pm scheme.
b) Keep traffic flowing by maintaining the number of traffic lanes on major roads.
c) Implement transport hubs surrounding Newcastle and major towns with free parking and electric buses into the town/city centre. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.

Number of votes
Rank: 23rd Percentage support: 61%

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
15	15	9	5	5

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• This seems to be a fair and quick way to discourage drivers from going into towns and cities especially if it coincides with free or heavily subsidised buses. • Support but need to ensure no negative impact on people entering City Centre. • I strongly support. b/c however it is important that the city is able to recover from the downturn caused by COVID-19. I would see it that the city is made more accessible by public transport with more green/pedestrianised areas. • Public transport improvements are needed to encourage this. • I agree with this. • City would be nicer • Agree particularly with the underlined section. Care must be taken that other countries are not plundered for raw materials • We need to discourage people from using their cars in the city centre but keep the traffic flowing to avoid idling cars causing high emissions. Co benefits of air quality and encouraging active transport due to quieter roads. • Good recommendations, although it is a complex problem, and they should form part of a wider, integrated transport plan (including improving cycling infrastructure) to provide more public travel options and reduce motor vehicle use. • Excellent idea right at the forefront of reducing carbon and improving the urban environment. • If congestion decreases, people are more likely to use public transport, therefore cutting back on emissions from private vehicles. The thought of sitting in city centre congestion traffic on a bus currently puts people off. Addressing city and town congestion will also improve air quality and make them more safer and pleasant spaces overall.
Support
• The city centre should be a place for public walking/cycling/electric scootering etc. so I support the reduction of private car use in the area. • If buses were free I see no reason why I would use a private vehicle. • I support in general however strongly disagree with increasing parking charges due to the impact on local businesses. I strongly agree with maintaining the number of traffic lanes to improve traffic flow, as an example Great North Road is now a congestion hotspot due to lane restrictions.
• Important to deal with congestion but this is covered by recommendations (9, 24), and others. • This sounds a positive proposal, but practical issues will make it difficult to implement. City centres could be dealt with easily, but towns centres in rural areas would be more difficult, especially when traffic need to pass through town centre, like Gosforth and Ashington.

- Alternatives to parking in the town/city centres should be encouraged but these need to be convenient and easy to use or people won't use them. There may also be concerns over safety if people have to travel further in order to access centres particularly at night.
- For this because it will reduce the carbon dioxide being produced

Neither support nor oppose

- This recommendation seems aimed at improving city centre air quality and congestion rather than combating climate change in the region. Other recommendations regarding improving public transport would alleviate these issues anyway, but I agree with part a, as it should also encourage bus/metro use.
- Ban cars in the city centre. They are a contributor to air pollution and take up so much space while offering very little is better to emphasise suggestion 22's benefits to get people into the city centre.
- I strongly support (a), mildly support (c) and totally oppose (b). (b) is inconsistent with (a). We need bus lanes on major roads, which will inevitably reduce the space for private cars, which is a good thing. I would support exploration of the use of small community taxis for disabled people.
- I think (a) would deter people from milling about in cars through the town just because they fancy a drive.
- Education and more people working from home will help.
- I think this proposal should be tried in principle but monitored to see exactly how effective it really is.
- My concern is that this will drive further people away from town centres and to out of town retail estates causing more road miles, emissions and carbon footprint. In principal keeping city centres traffic free would bring benefits especially if the city is repopulated with residential units.

Oppose

- We need to make sure we are not destroying businesses.
- Vastly increasing car parking charges, well that's good way in promoting a city or town's business. Don't forget that there's people who rely on driving into town for their livelihoods never mind promoting what will become ghost towns across the country. Oh well that's ok, we'll order online to colossal conglomerate which will create even more pollution with fuel, plastic packaging etc.
- Partly agree, I think free night busses to city is a good idea, but the likes of the hospitality industry it is already expensive enough to travel, park and work the unsociable hours, this would only benefit people working 9-5 daytime jobs. if this was the case night workers should be exempt too.
- Any transport loss will affect the economy hugely
- travel, park and work the unsociable hours, this would only benefit people working 9-5 daytime jobs. if this was the case night workers should be exempt too

Strongly oppose

- This solution will affect those who don't have the financial capacity to pay the charges and discriminates again drivers who have families with young children, for whom public transport is often not suitable practically or financially. A sensible compromise would be reliable and cheap park and ride
- We need to encourage electric vehicles.
- Public transport should not be subsidised by the taxpayer. Parking charges are already extortionate.
- Better public transport, and encouragement of shared use 'green' cars via car clubs are a better option. I don't believe that increased parking charges will discourage car use
- The local authorities already rob the motorists enough for parking, mor money for fat cat executives' pockets.
- Do we want to kill Newcastle town centre? Let's try this idea, I'm sure it will work

24) Consideration should be given to **shared use of electric vehicles:** a) Require companies over a certain size (to be determined) to provide a shared electric and hydrogen minibus system for employees and for schools to avoid individual car commuting b) Explore affordable EV car clubs for those who do not need a car every day (mindful of COVID-19 factors in the short term) c) Companies should also be encouraged to bring in car sharing schemes				
Number of votes **Rank: 24th Percentage support: 64%**				
Strongly support 15	Support 13	Neither support nor oppose 11	Oppose 2	Strongly oppose 3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Carpooling in an excellent idea which is already readily implemented across the UK. It makes sense in terms of both the environment and financially for those sharing a vehicle, where it can make a big positive impact on the commuting budget. Companies should be further encouraged to promoting it. • I support any sharing scheme like this. • EVs are a great alternative to petrol cars but we must completely change the culture of individuals having their own cars unless it is absolutely necessary. Individuals owning an electric car should be seen as absolute last resort - other alternatives to cars should be available. • All these are good ideas, responsibility of employers to encourage car sharing etc. • The current car share scheme would be more effective if EV's were included within this. • If this reduces car ownership and uses low carbon fuel then I agree with it. • The use of Electric vehicles should be encouraged. Access to and experience of electric vehicle would also remove some of the apprehensions people may have, making the possibility of switching more likely. • Private schools with no catchment area are a particular problem for private car use commutes. If EV car clubs were more affordable many households may choose not to have a car or reduce the number of cars they have, particularly in urban areas. • Incentivise shared transport use so numbers of vehicles are reduced. • Where car sharing is clear and obvious it has to be encouraged, incentivised or mandated
Support
• Shared use of cars can be encouraged whether they are electric or not and this recommendation could be inserted into recommendation number 26 as it is not strong enough to stand alone. • Reduces the amount of vehicles on the road • Difficult to enforce however the use of electric vehicles is supported. • For people who would still find it difficult to use public transport (even with improvements made), I would agree that the use of 'green' car clubs etc are the next best solution. • Another positive aim • These are all good ideas. The obvious issue being persuading people to participate in sharing schemes. • Providing a sense of community may help focus attention towards climate change. • I think it is a good idea but I'm not sure it would work so well. Especially in the short term for a quick change and outcome. • Good ideas, although they might not happen quickly. Company minibuses could undermine public buses: companies could pay for more of those at crucial times instead? These ideas are difficult to implement in rural areas because of cost and distance.
• Businesses could implement this, and it would benefit the cause considerably by reducing carbon emissions

• I think it is a good idea but I'm not sure it would work so well. Especially in the short term for a quick change and outcome. • Sharing schemes should definitely be explored and trialled, but I fear many people are very set in their ways when it comes to owning their own private vehicle. Financial incentives may help with this.
Neither support nor oppose
• I believe points B&C are realistic and effective ideas, but I dislike the wording of A to 'require' companies to provide transport'. For some organisations this may be feasible, but if public transport is improved there should be no need for additional vehicles in most cases. • Although a laudable idea in rural communities it would be impossible. • I'm not sure where I stand on this as yes we do need to take COVID into consideration when talking about sharing anything. • Promotion of carpooling schemes would be a valid idea. • Will happen naturally in time I would hope through education generally • I think it's a bit pie in the sky this sharing of vehicles, it's Never going to work. • This sounds good in theory but difficult to implement as people live in so many locations and some travel considerable distance from where they work. • Not a great fan of car sharing.
Oppose
• It's not the responsibility of companies to provide transport to work. People should live close to their work or use public transport. There is no point in having a public transport system and a rival small-scale company transport system. However, I agree car sharing should be encouraged. • Costs will rise faster and people don't like sharing on the main part.
Strongly oppose
• I do not think that the specific recommendations are practical or realistic, although I do believe that companies should be required to include private commuting by employees to its sites as part of the overall assessment of the company's carbon footprint. • People should be free to choose what type of vehicle they buy • Shared use will not work, who recharges the vehicle, who pays the insurance when some unknown person damages the car, sick baby in the back etc. Schemes like this do work in London but currently with petrol cars and they are very expensive.

25) Politicians must be legally held to account. They must be legally obliged to carry out policies from their manifestos. If this is not in place we are concerned that the action needed to address the climate emergency will not happen.				
Number of votes **Rank: 25th Percentage support: 49%**				
Strongly support 15	Support 7	Neither support nor oppose 12	Oppose 3	Strongly oppose 8

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Manifesto policies should be legally binding at the best of their ability. Deliberately abandoning or reneging on a manifesto promise should result in fines, legal action, and/or temporary bans for political party executives or even political parties themselves in participating in local elections. • This is necessary to ensure that there is no disparity between manifesto promises and what the Government delivers. • Politicians should not be able to wave the flag of climate change in order to gain votes, they MUST follow through on their policies. • I think most decent minded people are fed up with politicians telling their constituents lies or half lies, if you are wrong, please admit it. We are all human and make mistakes and a simple sorry carries a lot of weight. • If promises made by politicians in order to win office are not kept the leaders of the political parties should be legally charged with obtaining office by deception. • If politicians can get away with this then the people will follow. Leads to chaos. • Accountability needs to be increased at all levels of the public sector • This could be difficult due to different decision makers being in post over any time period. e.g., change of Government/lead individuals. However, I believe that any policies need to have accountability particularly for long term planning and developments. There needs to be cross political party agreements on all climate change policy. • Politicians must be held to account as they often break their promises and further worsen the problem of climate change. In some circumstances I believe that legal action should be taken against them.
Support
• Whilst I do support this recommendation I do not see how we can effectively change this without national legislation and that would be a slow process. • politicians tend to support whatever will win votes. • All politicians pay lip service already I would suggest. I would suggest that decisions made by Govt should not always be made in the face of common sense and virtue signalling • Politicians must be held to account, although I'm not sure how viable the idea of legally holding them to account is. Nonetheless, when it comes to issues of environmental importance, legislative changes need to be made to ensure that climate action is enforced. • I support this, but I have reservations this will actually happen. For this to be successful, there would need to be a change in law and that could take years, which is time that we do not have to waste. • I support this because the people must follow the rules to help climate change.
Neither support nor oppose
• Presently the Government gives billions in untended contracts and are never held to account. • Do not think it's possible to make Politicians accountable legally. They are not legally bound to carry out policies from their manifestos and never will be.
• Whilst I support politicians being held to account, this is difficult to enforce. Situations change and decisions are influenced by third parties

- There is too much green rhetoric and too little effective climate action from the government so they must be lobbied to make real commitments to climate action, but I am unsure whether this could be truly legally-binding.
- Further research required on effective method as this may be too simplistic. More transparency (less secrecy) in the form of records on which decisions are made publicly available prior to action being taken and more public consultation and interest. Scrutiny role for NOTCA.
- This is not really the forum that can decide on these issues
- Although I believe that Politicians should be held accountable for their actions and to carry out the policies in their manifestos I don't believe that this should be a legal obligation. There should always be leeway for changes in circumstances.
- I actually believe that politicians need to legally hold big business and the investors behind these huge companies to account. We need systemic change and this won't happen until the large global companies responsible for the majority of omissions are forced to change.
- Impossible demand for local politicians who just do not have the power
- as any law would require to be put to parliament and voted on by the politicians I don't see how this is a viable suggestion. If they don't carry out their promises we can vote them out.

Oppose

- This recommendation would deter people from entering politics. Politicians need to be able to deviate from their manifesto commitments if unexpected events occur, e.g., a pandemic. However, presenting false information in manifestoes should be illegal.
- I don't think that this is realistic or necessary.
- This is a great idea, and it would be excellent if it became law, but as things stand it isn't likely to happen soon, and so doesn't really answer the question put to the citizens' assembly.

Strongly oppose

- This seems very impractical and is not how our parliamentary democracy works. It is not always the fault of one politician if a specific policy or promise is not achieved because it is not voted through in parliament.
- I support the sentiment, but there are too many problems with this in practice. One problem: what if the policy in their manifesto is really really undesirable? In this case it is good that they aren't legally obliged to carry out the manifesto policy!
- Ridiculously unfeasible.
- Impossible to implement, new laws etc.
- This does not address the question and is quite impracticable delete the recommendation!
- I believe this is already provided for through the electoral system.
- This will lead to watered down manifestos and wasted costs on legal fees. Politicians should be held accountable by society with information distributed by a balanced and fair media (unfortunately not the case when the national press is owned by a handful of billionaires and the internet is full of misinformation). It is this bias and misinformation that needs addressing.
- Very poor idea. Manifestos would just say we will try to do something, rather than we shall do something. Just makes the manifesto contractual language.

26) To d**iscourage external (through) traffic** across the region: a) Make the whole region a 20 miles per hour zone wherever people live, work and play. b) For future planning, introduce low traffic, compact neighbourhoods with 20 miles per hour limits to discourage car drivers and create lots of co-benefits such as improving air quality, less noise, creating community, people exercising more and less crime.				
Number of votes **Rank: 26th Percentage support: 48%**				
Strongly support 12	Support 10	Neither support nor oppose 12	Oppose 7	Strongly oppose 5

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• This should read 'encourage active travel and discourage car traffic'. 20 mph zones can be introduced very quickly. They are fair to drivers and non-drivers. It could be effective at reducing emissions as people may decide to walk/cycle instead. • Through traffic carrying freight on the A1 should be moved to the rail network. This would require national investment in the rail freight network. • Possibly covers section (16). • Pedestrians need to reclaim their rights to breathe and to walk safely. Cars should not be a priority since they are harmful to our environment and our health. • This could help reduce pollution so I fully back this. • Reducing the speed reduces carbon emissions. It will also indirectly make people think twice about using their cars in these areas. Enforcement needs to be strong, and proceeds could be used for climate change initiatives. • This will improve safety and pollution and educate the driver as to the effect that transport has on the climate / carbon emissions • Cost effective option to make neighbourhoods safer and more pleasant for active transport such as walking and cycling, which would reduce emissions. Co benefits to health, safety and community. • Appears this recommendation is currently being implemented. Our council are doing a great job • I agree that residential and recreational areas and certain workplaces (If allowed any traffic at all) should be more people friendly at the expense of vehicles.
Support
• A 20mph speed limit will definitely deter people from cutting through places therefore improving air quality and reduce noise however this traffic will have to go somewhere. • Although I largely support this. The implementation of 20 mph zones should be looked at carefully as they do not necessarily reduce emissions and may in some areas increase pollution levels. • Yes. People wouldn't go as fast and lose control. • This would work well in urban areas if combined with an integrated transport system and safer provision for cycling and walking. In rural areas, 20-minute neighbourhoods are less feasible because of lower housing density, greater distances and spread-out facilities. • All future planning should ensure residential areas are low-traffic - this should be fixed legislation that must be adhered to when planning new build housing. Making the whole region a 20 mile hour zone is slightly more problematic - while positive in theory, it doesn't actually address the issue of the cars being there in the first place and will also be difficult to enforce. • I support this because as of now petrol produces carbon dioxide which leads to climate change

Neither support nor oppose
• 20 mile an hour limits are a good idea in principles but are often flouted by visitors and locals alike. Building bypasses and expanding dual carriage ways would be more beneficial. • 20mph zones should only be applied where necessary for safety reasons. Going unnecessarily slow will cause more congestion. • I support in principle but think it would be difficult and expensive • Not sure I agree on this one, surely driving at 20 mph or less creates more pollution and drivers' frustrations. • This may not be a very popular proposal and may only serve to criminalise car users • Greater use of 20mph zones may emerge anyhow. • I believe that there needs to be a more radical approach to reduce car use generally. e.g., limits on care ownership, car sharing schemes • I can see the benefits of the 20 mph zones but I feel like it may add to more congestion on the roads eventually. • A worthy concept but a huge need to reorganise infrastructure for existing communities. However, I support 24b. • I can see the benefits of the 20 mph zones but I feel like it may add to more congestion on the roads eventually
Oppose
• Whilst 20mph neighbourhoods would have obvious benefits for the community, I am unclear how it would reduce emissions and help with climate change. • This may have the opposite effect of congested traffic. • Loss of business would be huge. • other more complex problems to solve but trial projects would be enlightening for future development. Making cars travel at 20mph will increase not decrease emissions.
Strongly oppose
• I'm critical of this a) as far as I know no one legally can drive quickly in these kinds of places anyway, B) it's not clear how less through traffic decreases crime. • Negative impact slower moving = longer journeys and more emissions. • This will only create congestion and more pollution. • Unfortunately, although a 20mph limit would help with safety issues, I don't believe, in terms of climate change, it would discourage car use. • While I do agree with discouraging through traffic - I strongly disagree that the two options above are the best way to achieve this. While this recommendation may reduce local pollution, I do not think that this addresses the stated objective. • Waste of money not everyone wants to walk

27) Introduce a **congestion charge** for private cars entering the city centre, with an increased charge for prestige cars, and taking into account car engine/car size rather than emission levels alone to avoid just targeting people with older vehicles. In the interest of fairness for people who can't use public transport such as blue badge holders should be exempt from the above.				
Number of votes **Rank: 27th Percentage support: 50%**				
Strongly support 9	Support 15	Neither support nor oppose 11	Oppose 4	Strongly oppose 9

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• An easy way to discourage private cars in the city centre which has been tried successfully in other areas. • This would be a positive step to reduce pollution and volume of traffic in City centres. Alternative through routes would need to be available. • This will discourage car use and move people onto alternative transport forms. The public will respond to this favourably in time • More money for council in fight against climate change • We need to target large SUVs with very polluting engines that pose a danger to other road users and create large volumes of emissions because the expense of owning one suggests the owners have the wealth to pay the congestion charge (which could then fund public transport) or replace their car with an electric model. The system must use numberplate recognition to avoid congestion at toll booths. • Tax those who can afford it • If congestion charges reduce private vehicle use in city centres and encourage people to use public transport, this can only be a positive thing!
Support
• I would support this in the future once the public transport infrastructure has been improved, otherwise it would be very unfair to penalise those who can't reach Newcastle easily from rural areas. I would also expect the revenue to go directly to climate change initiatives/cycle lanes/transport etc • A congestion charge would only be introduced in Newcastle as this is the only city in the region. It would not be very effective at dealing with emissions in the rest of the North of Tyne. It would not be fair on low-income drivers. • As long as the money from this goes back into green projects. • This would no doubt make people think twice about driving into the city centre. • I agree with this although I would be concerned that businesses might suffer. Consideration would need to be given to delivery drivers/taxi drivers and those individuals who need to drive out from the city centre on business. Low tariffs should be considered for those using electric vehicles, • Could potentially work but it could cause more traffic and congestion around city centres instead of in the centre itself. Would this be fair to issue on taxis for those who are unable to drive due to disabilities (if they don't drive or have a blue badge)? • Has been found to be effective. Possibly not very fair: those with lower incomes, often key workers, pay a higher proportion of their income and can lack public transport at the right time if working shifts. Could work as part of an overall integrated transport plan with plenty of alternatives. • I support this because it will reduce the chances of climate change. • fair to issue on taxis for those who are unable to drive due to disabilities (if they don't drive or have a blue badge)?

Neither support nor oppose
• Already done by Car Tax duty. We need to improve public transport and remove all but non-exempt users from city centres. Blue badge and electric delivery vehicles only. • not qualified to comment. • Some people have no choice but to drive into the city centre. • Not a priority that is appropriate to our situation. • I am not against a congestion charge, but it is dependent on the exact area involved. Will enough planning and thought be given to where the traffic excluded ends up. There is little benefit if the city centre is clear but other areas are much worse due to increased traffic. • his system works in London, but North Tyne is not London. I think it could kill high streets that are not already dead. • This, I see as a problem area as the vehicles that emit most pollutants are the older ones. The prestige car concept is divisive. • Although I do support this, I don't think a congestion charge is the answer. If we address other options in this section, I believe it would be more beneficial. • Very sceptical about the effectiveness of this given Newcastle's inner city motorway but it may be effective in pushing city workers onto public transport if larger carparks were provided at Metro stations. It may be effective combined with other measures, without that it is just another stealth tax
Oppose
• I support congestion charges for vehicles entering the city centre, but I think these should be based solely on emissions. Tradesmen and taxi-drivers should be exempt. The public transport system should be adapted to facilitate disabled people. • I don't think it is fair that people should be attacked for owning a certain type of vehicle or classic car for example I have a blue badge but drive a Land Rover Defender why should I be penalised for this. • A congestion charge was recently scrapped by Newcastle City Council. Furthermore, any charge should not be leveraged at 'prestige cars' rather cars based on their emissions for fairness. • agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials.
Strongly oppose
• Prestige car driver will just pay the increased charge. This solution will affect those who don't have the financial capacity to pay the charges and discriminates again drivers who have families with young children, for whom public transport is often not suitable practically or financially. • I don't like cars in the city centre as much as the next person, but this implies that there is going to be some method of tracking who has what car and when they drive into the city centre. This will presumably require a great deal of infrastructure and effort, but I feel like we are dealing with the symptoms rather than the root of the problem, cars themselves. • We need to encourage electric vehicles. • As with the previous point, I don't believe charges will discourage car use. Improvements to public transport, and shared use of 'green' cars is a better option. • I disagree with any punitive measures as a method of changing behaviours. This is unfair to people who currently have no realistic alternative for commuting into the city centre. • More money for the fat cat's pockets. • Persecution yet again the poorest will be hit hardest.

28) Finance. To meaningfully address the climate emergency will require a large investment of money. The three local authorities should hold a referendum on raising the council tax to pay for climate change action. (To reduce costs this could take place at the same time as local elections. This may enable the public to see who prospective candidates that are not committed to climate action, encourage more people to vote in local elections and lead to a region wide conversation on climate change). The cost of not acting should be considered as well as the cost of taking action.				
Number of votes **Rank:28th Percentage support: 42%**				
Strongly support 11	Support 8	Neither support nor oppose 7	Oppose 9	Strongly oppose 10

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Excellent idea • Local authorities should, however, be precise in how much they would be raising the tax rate by. • I don't see how finance would come into the equation when the earth is at risk, what is more important? • This could have great value in stimulating public debate and commitment. • This will at least concentrate the minds of the general public to the climate change emergency • Sadly, this issue is political and certain groups think funds can be made available by borrowing more debt for our grandchildren to pay. We, the group mostly responsible for this mess must pay.
Support
• Before this assembly I would have been horrified at this idea and having to find more money for already high council tax bills. But having seen all the evidence now, I see what an emergency this is and how not acting will cause more expense in the future. • I strongly believe greater investment is needed but I don't think raising council tax will be supported. Central government must be lobbied. • I support this in principle. • I partly agree with this. Although I don't think the financial burden of dealing with the climate issue should be placed primarily at the hands of the British public. Central gov needs to invest in climate action first and foremost, and they have the money to do so should they wish too. • I agree if we can pay a little more to keep environmental damage reduced then it is for a good cause. • This will also act as a measure of the commitment of local people in actually being prepared to address climate change. • I support this because it will give people a chance to understand. • Any increase should be off set by discounting the tax rate for energy efficiency improvements on the property. EPC rate. Ring fence any "climate levy" so people know they are paying for the reduction of emissions.
Neither support nor oppose
• I think if you increase the council tax that it would discourage many people from helping our climate crisis. Funds could instead be raised from reducing funding to other departments. • The intervention should come from central Government. I would also prefer to see residents incentivised rather than taxed without clear means as to how funds raised will be invested. • Tricky one! As burden will also fall on people who could be struggling already. Ideally funded more by industry • I would be more supportive of this if the extra funds raised where to be ring-fenced for climate change measures and not just added to the budget of the local authorities.

- I see the benefits of this but as a low-income household I see the downfall of this more than the benefits. Living costs are already so high and a lot of us don't have more money to put out not to receive discounts/savings in the future.

Oppose

- Referendums are probably not the best way to bring people together to act on the climate emergency.
- Needs to be new money from central government.
- A disaster for people on low incomes, pushing them further into poverty. I could only agree if this were for those in the highest 2 or 3 bands only.
- An investment is needed either from government or the council but not by raising the council tax. This would immediately dissuade voters from voting for that particular policy. Instead, the money could come from efficiently reallocating money that is wasted elsewhere, such as excessive military spending, failed projects such as Test and Trace, cutting money from MP's expenses and allowances.
- The principle is good but needs a different tax system. Council tax isn't fair (just one example: people in London pay on average less than people in the north east), many households are in council tax debt, and increases would place a disproportionate burden on the less well off.
- I understand funding is needed but raising taxes at this specific time after the pandemic could be problematic. We still have to contend with the fallout and to raise more taxes would not seem ethically right as of yet. other funding sources however should be investigated and sourced.
- While in theory this is a good idea, I believe it will actually have the opposite effect of what we are trying to achieve, raising council tax may only cause negative feeling and while it may be necessary in the future the local authority needs to 1st of all engage with the general public to help them understand the urgency surrounding climate change, starting this awareness off with a council tax rise may only nurture mistrust. It also seems unfair to lower-income households. Could this money not come from raising taxes for the north-east's biggest businesses?
- I see the benefits of this but as a low income household I see the downfall of this more than the benefits. living costs are already so high and a lot of us don't have more money to put out not to receive discounts/savings in the future.
- This is a very dangerous idea as defeat could set back progress on educating the public. Given the malign role of the media defeat is likely. Local authorities should just use powers they do have to raise council tax.

Strongly oppose

- Unfortunately, council tax is one of the primary causes of debt in this country and its ever increasing cost is crippling too many households, thus going against the fairness principle. Funding should come primarily from private investment and be supported via tax reform / government via subsidies.
- The north-east of England is the poorest region in the UK and to raise taxes in our region will simply perpetuate artificial scarcity. I would however support lobbying central government for this funding.
- We pay enormous amounts of tax which is fritted away, take track and trace which cost 37 billion but has proved useless.
- Do not agree that it should be passed on to council tax payers. It should be raised by taxing people who enter the Authority from outside the region as they are contributing to the carbon footprint. This could be raised by a tax on overnight accommodation as now done in Europe.
- This proposal is likely to generate widespread antipathy to all measures to mitigate climate change. These could be partly funded by transferring funding from London which currently gets over 3 times as much spending per capita on public transport as the NE.

- Any action needs to be funded within existing budget or via commercial partnerships where possible.
- The public would not back it the climate alarmists would preach their propaganda to a public that are at best ill informed
- This will adversely financially affect people on low and fixed incomes. They would be contributing a higher percentage of their disposable income than more affluent people. Households already contribute by the levy on energy bills. The expenditure of this money needs to be more effectively targeted
- It's too late to combine with local elections in May and I'm sorry to be negative but the population will not vote for a rise in council tax, particularly after the financial strains of the pandemic so it is not a good use of time or resources.
- Money needed to address climate change should come from central government, not from local people.

29) We see an important role for **co-housing schemes** – where each household has a self-contained private home as well as a shared community space and facilities. More co-housing schemes should be explored and developed in the area. Information and advice should be available for communities that are interested in exploring the set up/development of their own co-housing scheme.				
Number of votes **Rank: 29th Percentage support: 44%**				
Strongly support 6	Support 14	Neither support nor oppose 15	Oppose 7	Strongly oppose 3

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• Relates closely to recommendation 17, much impressed with Helen Jarvis ideas on moving from individual homes examples in York, Sheffield, Leeds deserve study. • A modern incentive which should be explored, and the benefits measured. • Model villages should be created on a 2050 ideal. Low carbon, energy producing, ground source heat or pellet boiler serving multiple properties. With fast bus connection to main city. All local services within walking distance and cycle priority over vehicles.
Support
• This is very innovative and a big change in mindset to our housing traditions, but we need to start exploring this in order for more people to become aware and interested. NoT could identify sites for this and lead the way in co-housing developments. • I do think cohousing is not for everyone, especially if self-organised. It will not be fair or quick to organise and build this type of housing and has limited appeal. However local councils could build mixed housing that runs along the principles of this model. • A good idea in itself, I can see this as appropriate to both younger families and older couples. • There will be huge social benefits from this as well as saving energy. • I would wish these schemes to be highly desirable places to live and attainable to all rather than a necessity for those on low incomes. • A great idea but a difficult idea to benefit a large area of the population. A bit niche. • I think co-housing schemes would be good for younger people, I'm not so sure those with families would be in favour. • I am enthusiastic about this type of housing, especially about the sharing of services. I do think that this type of living could be seen as quite 'alternative' and therefore builders/planners and prospective residents would need to have an understanding and information about the pros and cons of these schemes. • These have a part to play in the development of housing but may not appeal to the everybody, which may limited their effect. However, all options should be utilised in providing energy efficient housing. • An excellent idea but not a quick solution: so far schemes have been small and very slow to get going. Councils could help by identifying/buying sites, giving legal and financial advice and guiding the planning process. Subsidies might also be needed to ensure affordability. • More allotment garden sites should be made available-there are always long waiting lists so obviously people want more of this community facility. • I support this because it reduces climate change. • Examples of co-housing in York, Sheffield, Leeds could be explored. Large scale as well as small scale needs to be promoted.

Neither support nor oppose
• At present this is going to difficult to implement having lived on a steading in the past it is remarkable how people fall out over trivial things. • I think this would make only a marginal difference to CO2 emissions. We would reduce these more effectively by enforcing building standards, planning decisions and legal requirements on private landlords. Building flats and terraced houses instead of detached houses would also reduce CO2 emissions. • I do not consider there an important role for co-housing schemes in tackling climate change. There was not sufficient information available during the workshops to confirm this type of housing was achievable in the NTCA. • Although I could support this, I am not sure how fair this would be. Would this be something all members of the community could do, or would it require people to invest from savings that some people may not have? • Too many variables. • Great idea but putting it into practice is on another level. • Doesn't impact me, so I am neither for nor against it. • This is a nice idea, but most people will want a self-contained home with all facilities within their space. Shared heating system would be the exception if financially attractive. Schemes should be encouraged where small groups of individuals get together to develop schemes. • I can see the benefits, but other than student housing, people working seasonally etc it will not work. • This depends on the tenant, how much they are willing to pay in rent e.g. Undergrad student would agree to live like this • In the current climate, people value privacy and to have shared services could be deemed to violate that. I do however believe this would appeal to some members of the community; I just feel there are other more important actions we could take first • While I believe co-housing schemes are a fantastic idea, I'm not sure how receptive many people would be to the idea in the North East, therefore it • would be more beneficial to invest money into retro-fitting existing housing and making sure new builds are built to the highest standard. I definitely believe this idea is worth being explored further though, perhaps through trial schemes? • I can see the benefits, but other than student housing, people working seasonally etc it will not work.
Oppose
• Co-housing schemes sound great in theory, but so did communism. Shared property and communal areas will more often than not be treated poorly by the residents and similar communities in the pasts have turned in slums. Shared community facilities can/have occurred without such a scheme. • Strictly speaking, I support this as it would help many people combat loneliness. However, I suspect that this would take time to flesh out and develop and I'm not convinced that this is something we should focus so much energy on given we have limited time to take action. • Do not think it works there are several examples of failure as no management structure in place. • I don't think the majority think this is something that is practical I think this way of living is very particular and takes a certain type of person to do so. • Private sector is able to support housing schemes. social housing not for profit companies already exist. • I see this as a worrying move towards a commune-based society. • This is a nice idea but practically very few people would choose to live in one. It would be better to invest in sharing schemes within existing communities such as for tools, skills, food and equipment.
Strongly oppose
• I think that this would only be palatable to a minority of the community and I am not convinced that this will contribute significantly to the stated objective.

- this type of accommodation has been tried before with shared facilities (kitchen for example). It doesn't work
- Co-housing doesn't work it's a nightmare.

30) Disincentivise **2nd and 3rd cars** in urban settings (with a proviso for people who need that such as company cars).				
Number of votes: **Rank: 30th Percentage support: 36%**				
Strongly support 7	Support 9	Neither support nor oppose 11	Oppose 8	Strongly oppose 9

At the time of voting each jury member was asked to 'write a sentence or two explaining your choice'. All comments made are listed below:

Strongly support
• I agree particularly with underlined section. care must be taken that other countries are not plundered for raw materials. • As stated in previous sections. • people don't need two or three cars. They can survive with one. • More cars on the road mean more carbon emissions and families should be encouraged to share when not at work.
Support
• I support this but it's unclear from the sentence above how we do this. I suggest we rationalise this by saying that people are dis-incentivised by the cheaper and more broadly available transport we plan in suggestion 22 • families often don't need 2nd/3rd cars, they buy them for convenience's sake. Perhaps a change in the way we think about car usage is needed in this country. • Excessive consumption of fuel needs to be reduced. • Multiple cars in one household should at least be charged more than households with one car. Other than people who work from their vehicles. • I agree we need to disincentivise multiple car households but lots of people have an unnecessary company car so I do not support that proviso. • Too many households are multicar owners, often in the older age group where it is not necessary. • Multiple cars in one household should at least be charged more than households with one car. Other than people who work from their vehicles.
Neither support nor oppose
• I am not sure how this can be done practically or quickly. • As more people become aware this should happen naturally. • Presumably making car use in general less attractive will address this option. • If other recommendations are implemented this will happen anyway. • people need choices. Those choices need to be climate change friendly. • Households should not have 2nd & 3rd cars unless required but not sure how this could be done. • Good as part of an overall plan but needs more info. How would it be implemented and administered? • Disincentivising would not be needed if congestion charges etc were effective.
Oppose
• This recommendation presupposes that a second car is petrol or diesel and is polluting. People should instead be incentivised to have 1st or 2nd cars that are non-polluting (electric/hydrogen etc). It would also be very hard to assess which families 'need' a 2nd car for work and family commitments. • All cars should be disincentivised in all settings. Company cars should be strongly disincentivised except for tradesmen and public servants such as district nurses and carers. Companies should be encouraged to find other ways of working, e.g. over Zoom. • I don't think this is practical. • This cannot be enforced.

- Freedom of choice.
- So divisionist only the rich to have more than one car?

Strongly oppose

- Anyone should have the right to own as much property as he/she can afford, so long as this is not a limited life resource (such as food, water or shelter). The right to property is the cornerstone of western civilization; I will not support any legislation that limits that right on principle.
- Why are we penalising people who have two cars which is a necessity for their ability to work especially if they have two electric vehicles.
- Oppose, no matter how many cars you own you can only drive one at a time. Also what about classic car owners.
- You can only drive one car at once so what is the point of this?
- Company cars should be disallowed where personal car available. There should be a choice to have one car company or personal, not both.
- I disagree with any punitive measures as a method of changing behaviours. It would be better to incentivise alternative methods of transport where possible.
- People should be free to choose how many cars they have and not be dictated to by left wing local authorities
- Fiendishly complex to legislate and enforce – delete this recommendation!
- Unable to be implemented, as each member of a 5 car household only actually have one car each
- People will always buy the biggest car they can afford for their needs which may only be for a few days a year. The rest of the time they drive alone and should be incentivised to have a second car that is less polluting. Insurance and road tax should make this cheaper not penalise it.

The North of Tyne Citizens' Assembly on Climate Change Assembly 2021

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NORTH OF TYNE COMBINED AUTHORITY

Report to Cabinet

27 July 2021

Subject: Co-production at NTCA Scrutiny Report
Report of: Overview and Scrutiny Committee
Portfolio: Education, Inclusion and Skills

Report Summary

The Overview and Scrutiny Committee convened a working group to examine the issue of co-production and have produced a report with recommendations for Cabinet. The Overview and Scrutiny Committee are supportive of developing co-production at NTCA and make three recommendations relating to how this could be done. The report is submitted to Cabinet for it to consider those recommendations and indicate what action Cabinet may take in response.

Recommendations

Cabinet is recommended to consider and note the report of the Overview and Scrutiny Committee on Co-Production at NTCA and either indicate what (if any) action the Cabinet or Mayor proposes to take in response at the meeting or at another point within two months from this meeting.

1. Background Information, Proposals and Timetable for Implementation

1.1 Effective scrutiny arrangements are an essential component of local democracy, enhancing accountability and transparency of decision making and enabling local councillors to represent the views of their constituents. The NTCA Overview and Scrutiny Committee was established to enable local councillors, on behalf of their communities, to scrutinise and challenge the Cabinet and the Mayor and to consider matters of strategic importance to residents within the North of Tyne area with a view to influencing their decisions.

1.2 At the 9 February 2021 meeting of the Overview and Scrutiny Committee it was agreed to establish a working group on co-production to examine the different approaches and models and consider how co-production could be applied to the work of the NTCA. Co-production is not a new approach and has many definitions but for the purposes of the working group the basic principle of “nothing about us without us” was at its core.

1.3 Five members of the committee, from across the three constituent authorities, volunteered to be members of the working group and meetings to receive information and discuss their findings took place between February and April 2021.

1.4 The review of co-production has resulted in the following recommendations to Cabinet:

That Cabinet requests the Director of Policy and Performance to:

I. Create and deliver a programme of information sharing and awareness raising on the different approaches to engaging with residents, partners and colleagues on the ladder of participation and co-production for the whole NTCA officer team;

II. Utilising the ‘Ladder of Engagement’ develops guidance for officers to use when beginning work on a project or plan which allows them to positively identify the most appropriate participation approach for the topic; and

III. Develops a co-production network to identify appropriate groups of people to enable the involvement of harder to reach groups in the work of the NTCA and its constituent authorities

1.5 At the Overview and Scrutiny Committee meeting held on 29 June 2021 the committee endorsed the report and its recommendations and agreed that is should be submitted to Cabinet.

1.6 In accordance with The Combined Authorities (Overview and Scrutiny Committee, Access to Information and Audit Committees) Order 2017, Cabinet must respond to the report indicating what (if any) action the Mayor or Cabinet proposes to take on the recommendations. Cabinet has two months to respond to the report but can respond at the meeting if it chooses to.

1.7 The Co-production at NTCA Scrutiny Report can be read in full at appendix 1.

2. Potential Impact on Objectives

The Overview and Scrutiny Committee can investigate, influence, report and recommend ways to strengthen policies, improve services, ensure best value for money and secure long-lasting positive benefits for local people. Co-design and co-production is one of NTCA's five Equalities Objectives for the next four years to advance equality of opportunity between persons who share relevant protected characteristics and those who do not.

3. Key Risks

3.1 There are no key risks associated with the recommendations made by the Overview and Scrutiny report. The failure to develop good partnership working and networks to enable the Authority to hear and learn from residents and organisations who could benefit most from our assistance is a risk across all aspects of the Authority's work; these recommendations if accepted would be a mitigation of that risk.

4. Financial and Other Resources Implications

4.1 There are no financial or new resource implications arising from the Overview and Scrutiny Committee's recommendations, it is expected these can be met from within existing budgets.

5. Legal Implications

5.1 Part Two, paragraph 7 of The Combined Authorities (Overview and Scrutiny Committee, Access to Information and Audit Committees) Order 2017 requires that when an Overview and Scrutiny Committee makes a report or recommendation to the combined authority or the mayor that they must be considered by them and responded to within two months of receiving the report. Cabinet can decide to respond at the meeting or at a future date but no later than 27 September 2021.

5.2 There are no direct legal implications arising from the Overview and Scrutiny Committee's recommendations.

6. Equalities Implications

6.1 The NTCA is mindful of its duty under the Public Sector Equality Duty and in June adopted Equalities Objectives for the next four years to enable it to advance equality of opportunity between persons who share relevant protected characteristics and those who do not. The measures are workforce diversity; staff confidence around equalities; employment levels amongst groups experiencing disadvantage; in-work poverty in the North of Tyne area; and co-design and co-production. The recommendations from the Overview and Scrutiny Committee's report support and reflect these aims; the principles of co-production have equality at their core.

6.2 Through its work NTCA will also continue to promote policies and decision making which eliminates discrimination, harassment and victimisation and fosters good relations between persons who share a relevant protected characteristic and persons who do not share it. NTCA considers the implications for people from different socio-economic backgrounds/low pay as a protected characteristic.

7. Inclusive Economy Implications

7.1 NTCA's inclusive economy ambitions and the five characteristics of an inclusive economy: participation; equity; growth; stability and sustainability would all be supported by increased co-production within NTCA.

8. Climate Change Implications

8.1 There are no direct climate change implications arising out of the recommendations Overview and Scrutiny Committee's recommendations. The North of Tyne Combined Authority and all three constituent Local Authorities have declared a Climate Emergency; the impact of the NTCA's decisions on climate is taken into account.

9. Consultation and Engagement

9.1 The members of the working group developed the recommendations and the draft report was shared with the senior management team at NTCA. Overview and Scrutiny Committee have endorsed the report and recommendations and a copy of the report was sent to the Mayor and the Cabinet Member for Education, Inclusion and Skills as a courtesy.

10. Appendices

Appendix 1 – Co-production at NTCA Scrutiny Report

11. Background Papers

NTCA Constitution
The Combined Authorities (Overview and Scrutiny Committee, Access to Information and Audit Committees) Order 2017
Minutes of the Overview and Scrutiny Committee held on 29 June 2021

12. Contact Officers

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Tel: 07966 743 800 email: elizabeth.kerr@northoftyne-ca.gov.uk

13. Glossary

NTCA North of Tyne Combined Authority

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NORTH OF TYNE COMBINED AUTHORITY

Co-production at NTCA
Scrutiny Report

June 2021

Newcastle City Council

North Tyneside Council

Northumberland County Council

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What is Co-production? 3
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Introduction

At its meeting on 9 February 2021 the NTCA Overview and Scrutiny Committee (OSC) agreed to establish a working group on co-production to examine the different approaches and models of co-production and consider how co-production could be applied to the work of the North of Tyne Combined Authority (NTCA).

It was anticipated that the work would add value to the NTCA as it would provide a cross constituent authority view on the adoption of a co-production strategy for NTCA and an assessment of the best co-production approach for different types of project/objectives to assist NTCA officers choose the right framework for their project.

The membership of the working group came from across the three constituent authorities and in February 2021 was as follows: Councillor Sandra Graham (North Tyneside Council), Councillor Anita Lower (Newcastle City Council), Councillor G Roughead (Northumberland County Council), Councillor Gordon Stewart (Northumberland County Council) and Councillor Linda Wright (Newcastle City Council).

The working group met on a number of occasions to receive information from officers and discuss their findings.

What is Co-production?

Co-production is not a new approach and has many definitions but for the purposes of the working group the basic principle of “nothing about us without us” was at its core. Co-production is essentially sharing the design and delivery of services with users and enables those involved to have equal power and influence over the decisions taken.

Under the Public Sector Equality Duty (created by the Equality Act 2010), councils must recognise the need to encourage people to take part in public life and other activities; the Local Government Act (1999) and the Local Government and Public Involvement in Health Act (2007) place duties on local authorities to inform, consult or involve the public and the Localism Act (2011) introduced new rights and powers for communities, giving them the freedom to be better involved in the way local decisions are made and more influence over the future of where they live.

Co-production can provide the mechanism to ensure that Council’s (and NTCA) are fulfilling those duties whilst also making meaningful changes to services and neighbourhoods.

The Social Care Institute for Excellence (SCIE) has identified a set of values that it views as underpinning co-production:

Equality: Everyone has assets. Co-production starts from the idea that no one group or person is more important than anyone else and everyone has skills, abilities and time to contribute.

Diversity: Co-production should be as inclusive and diverse as possible. Particular efforts may be needed to ensure that seldom heard groups are included.

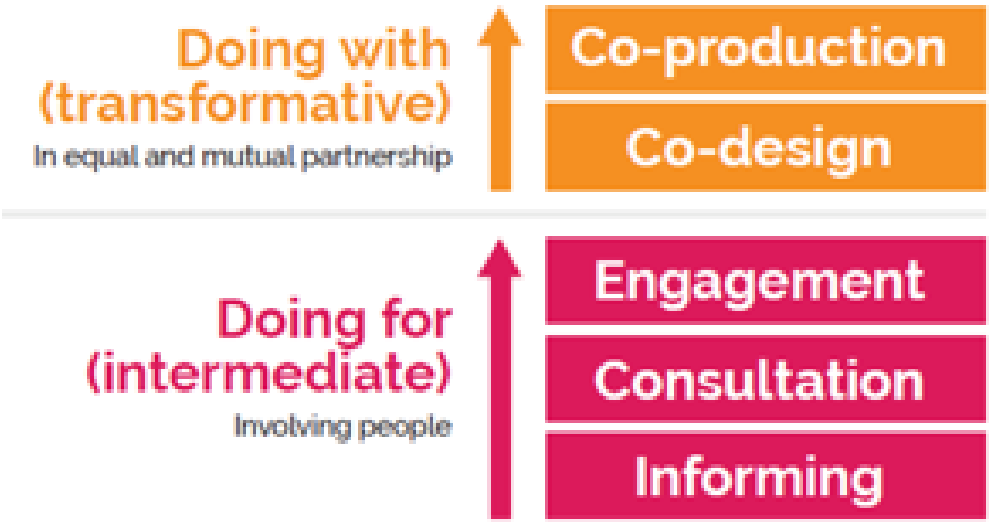
Accessibility: Making everything accessible is the way to ensure that everyone has an equal opportunity to participate fully in an activity in the way that suits them best.

Reciprocity: Reciprocity means people get something back for putting something in.

The working group accepted the values as a good introduction on how to approach co-production and as a starting point for any framework the NTCA might want to adopt. The questions to be answered by the framework would be how the values would be enacted.

Members also considered the ladder of participation as a useful tool for thinking about what type of participation is being undertaken and what that means for those involved. There will be times when full co-production is not possible or wanted due to the time constraints involved or the type of service being delivered.

The ladder of participation:



Members were asked to reflect on the work they and their local authority had undertaken and to consider where on the ladder of participation that project would sit; what had worked well and what hadn't and how that could be applied to NTCA.

Utilising the knowledge and experience of those organisations and individuals embedded in their communities was of paramount importance to the members. Those people and organisations are trusted and known by the people whose voices are too often unheard or where the gaps are. Improving the Authority's connections with these groups would be vital to undertaking full co-production in the future and to ensure the NTCA's work is truly helping those who need it most.

Members considered that an evaluation framework, for example a set of questions to be asked at the beginning of a project, would help identify whereabouts on the ladder of participation the engagement with residents, partners, businesses and the VCSE sector should be for a project. There will be circumstances when informing is appropriate and sufficient but there will also be times when engagement is thought to be the appropriate level but once the questions have been considered is actually more suited to co-design.

An evaluation framework would also identify areas of work already undertaken in our constituent authorities and reduce any duplicate work or potential conflicts of approach and assist with project planning and inform the equality impact assessment.

NTCA and Co-production

NTCA does not have the powers and responsibilities for policy areas that local authorities have, therefore the opportunities to use full co-production are more limited. As the NTCA is still establishing itself and increasing its public profile its use of co-production is understandably more focussed on organisations which means less direct collaborative and deliberative work with residents. This is changing though, as demonstrated by the Citizens' Assembly on climate change and plans for a Poverty Truth Commission and the Wellbeing Framework.

NTCA has ambitions for an inclusive economy that brings together people and opportunities to create vibrant communities and a good quality of life, to narrow inequalities and ensure that everyone has a stake in the region's future. For the inclusive economy ambitions to be realised close working with residents will be vital. The ladder of participation can be used to ensure that consideration is given to working with the region's communities and partners in its projects and plans which is meaningful and appropriate for the work the NTCA undertakes. This means that the whole officer team at NTCA needs to understand the principles of participation and how the various approaches can be used to inform the decisions the Authority takes.

At the second meeting of the working group the Members received a presentation from the Head of Inclusive Growth and the Strategic Lead for Education Challenge on the participation approaches they had used in their time with the Authority. This included their work on the Education Challenge and the Joint School improvement Strategy; digital inclusion; the delivery of the Adult Education Budget and the pilot on the return to work scheme for carers. Officers were candid about the challenges they'd faced and which areas needed developing and lessons learnt.

This approach to continued learning and reflection on work undertaken was welcomed by the Members of the working group as evidence that NTCA is being guided by good principles and genuinely wants to increase participation and involvement with our residents, partners and businesses.

Members did make suggestions as to which groups of people may be underrepresented or missed through traditional engagement channels and these included: refugees; young carers; those with a disability; the homeless; European union citizens and 'new' poverty.

The working group notes that co-design and co-production is one of the five equality objectives NTCA adopted for 2021-2025 at its Annual Meeting in June and considers that this strengthens the recommendations it makes.

Next steps

The Overview and Scrutiny Committee will monitor Cabinet's response to its recommendations and will provisionally add a review of the coproduction work of NTCA to its 2024-25 work programme.

Recommendations

The Overview and Scrutiny Committee makes the following recommendations:

1. That NTCA create and deliver a programme of information sharing and awareness raising on the different approaches to engaging with residents, partners and colleagues on the ladder of participation and co-production for the whole NTCA officer team.

2. That utilising the 'Ladder of Engagement' NTCA develops guidance for officers to use when beginning work on a project or plan which allows them to positively identify the most appropriate participation approach for the topic.

3. That NTCA develops a co-production network to identify appropriate groups of people to enable the involvement of harder to reach groups in the work of the NTCA and its constituent authorities.

Background Information

Social Care Institute for Excellence https://www.scie.org.uk/co-production/

North of Tyne Combined Authority Inclusive Economy Statement

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NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: North Bank of the Tyne Growth Corridor
Report of: Chief Economist
Portfolio: Clean Energy and Connectivity

Report Summary

The River Tyne is an iconic and ever-present symbol of the region's identity, history and culture. It is also fundamental to our economic future: supporting industrial growth, net zero transition and new opportunities for housing, jobs and skills. The river is a true cross-regional asset – it matters to all of our places and people. It already supports thousands of jobs. That is why Cabinet has been clear about the need to be as proactive as possible in protecting this asset and unlocking its future potential.

The proposals outlined in this paper build on detailed work commissioned by NTCA – working with our constituent local authorities and private sector partners – to show how we can unlock the potential of this major economic corridor. This 'North Bank of the Tyne Economic Corridor Study' will be completed in the coming weeks.

The study outlines investment propositions that could maximise the potential of existing assets and remove the barriers to additional and future investment. This includes: investment in dredging and to remove the impediment of the power cables to maintain the attractiveness of this key economic artery; accelerated development of the key sites needed to attract major new investors; further strengthening of the links between and across industry, including for active and joined-up inward investment promotion; and for the public sector and education institutions to help prepare and support more residents into employment opportunities. The Study also highlights the mutually reinforcing relationship between the Tyne and Blyth, with a shared skills-base and supply chains.

The proposals in this report ensure we are on the front foot in setting up mechanisms to accelerate this work. The report proposes the establishment of a targeted Task Force, which will provide joined up leadership and strengthen cross-sector collaboration. This will be supported by a technical capacity fund to enable rapid business case development of projects on the North Bank and the creation of a credible pipeline of proposals to deliver on the promise set out above. This is in line with the approach taken to the Northumberland Line economic corridor, and the development of our Housing and Land portfolio. The Task Force will deliberately take an external-facing and inclusive perspective – inviting wider regional organisations such as the Offshore Renewable Energy Catapult and our colleagues south of the River, to ensure a joined-up approach to common issues, including skills development. Above all, the Task Force will highlight the boldness of our economic ambitions and articulate how the jobs and growth can be achieved.

Recommendations

The Cabinet is recommended to:

1. Note the contents of the report;
2. Comment on future collaborative arrangements as set out in paragraph 1.3 and to delegate approval to the Head of Paid service to work with other stakeholders to bring forward detailed proposals;
3. Agree an allocation of up to £500k from the North of Tyne Investment fund to establish a Technical Capacity Fund, subject to the development of a business case; and
4. Authorise the Head of Paid Service, in consultation with the Investment Panel, the Mayor and the Portfolio Holders, to consider and approve the business case for the Technical Capacity Fund, and to then make subsequent funding awards.

1. Background

1.1 The North Bank of the Tyne is a major employment corridor, supporting several thousand jobs. Together with Blyth, it provides a key focal point for the offshore and sub-sea sector. This sector is recognised as one of the area's key economic assets terms of both economic and job growth, and accelerating moves towards a low carbon economy; it has been recognised by the OECD and others as hosting a business cluster of national significance.

1.2 The Tyne forms part of our 'Arc of Innovation' in manufacturing expertise, which stretches along the river and up the coast to Blyth. There are strong interrelationships between businesses along this arc reflecting a common skills base, shared innovation assets (including the ORE catapult at Blyth, Tyne Pressure Testing in Killingworth and Dove Marine Laboratory), supply chain relationships and some businesses using infrastructure on both rivers. A thriving cluster along the 'arc', and the wider NE region, is essential if the area is to maintain critical mass of expertise and maximise future growth prospects. This ecosystem is also supported by academic expertise within Newcastle University and the skills offer of our Universities, Colleges and specialist independent training providers.

1.3 The offshore marine supply chain is currently in the process of diversifying into the offshore wind sector, providing the marine engineering skills and technical capabilities needed to support the growth of offshore wind. The Combined Authority is committed to supporting the transition to clean energy and reducing the reliance on fossil fuels; the Tyne is therefore a crucial component of the transition to net zero; with the potential to sustain and create many jobs within transitional industries.

1.4 Looking ahead, low carbon energy provides significant opportunities for the whole North East area, given proximity to the Dogger Bank wind turbine sector and existing expertise. Already, the Tyne is home to a number of key businesses in this sector including Smulders, who manufacture and assemble foundations for offshore wind farms, while Equinor has chosen the Tyne for its Operations and Maintenance (O&M) Base to service Dogger Bank. There are a number of live inward investment enquiries at Blyth, where BritishVolt promises to be a transformative. But to maximise this potential, it is essential to respond to new opportunities and requirements.

1.5 The Tyne Estuary is a huge asset for the area, especially in supporting jobs in the offshore and renewable sector, however the infrastructure of the whole river needs some upgrading to be 'future proof'. Global competition is fierce, and the strengths of the local cluster is reliant upon a free-flowing river; appropriate sites to allow expansion and attract inward investment; and fit-for-purpose infrastructure and facilities to ensure goods can reach every part of the globe.

1.6 The original remit of the North Bank of the Tyne Study was to:

- maximise the opportunities for Government investment along the Tyne
- highlight future priority infrastructure requirements
- understand how best to address challenges faced in the use of the river for transport purposes
- secure further inward investment
- identify future skills and training needs for the sector
- better articulate the cultural, leisure and residential offer along the river
- highlight low-carbon transport access issues and their impact on economic and wider objectives
- understand the spatial implications of different uses of riverside frontage.

1.7 The Study is responding to this remit, including through extensive stakeholder engagement – with business, Port of Tyne, education institutions and the public sector – where there was widespread support for the emerging economic priorities:

- First**,** to support more residents living along the Tyne – including by strengthening connections between education institutions and the major manufacturing businesses, by providing easier routeways into employment and greater clarity on skill needs.

- Second, to invest in the essential infrastructure needed to maintain and expand the employment potential of the River Tyne – keeping this critical asset and transport corridor 'open for business'. This will include ensuring that the central channel and berths continue to be adequately and affordably dredged and to remove the impediment of the Tyne Crossing power lines.

- Third, to support the remediation, development and marketing of the sites capable of attracting major new inward investors to the Tyne. These are likely to include Swan-Neptune and Royal Quays, supported by a portfolio of smaller 'supply-chain' sites and sites on the South banks of the Tyne.

- Fourth, to explore collective opportunities arising from stronger account management, networking and inward investment promotion – with a suite of marketing materials/supporting information to be an output of the study; and

- Fifth, to establish stronger cross-sector collaboration comprising business, the local authorities, NTCA and Port of Tyne. In doing this we will proactively engage and seek to work with our neighbouring Authorities of Gateshead and South Tyneside, as well as working collaboratively as part of region-wide plans for economic recovery and connectivity.

Figure 1 shows a map of the whole study area and figure 2 illustrates some of the key economic opportunities along the Tyne.

Figure 1: North Bank of Tyne study area

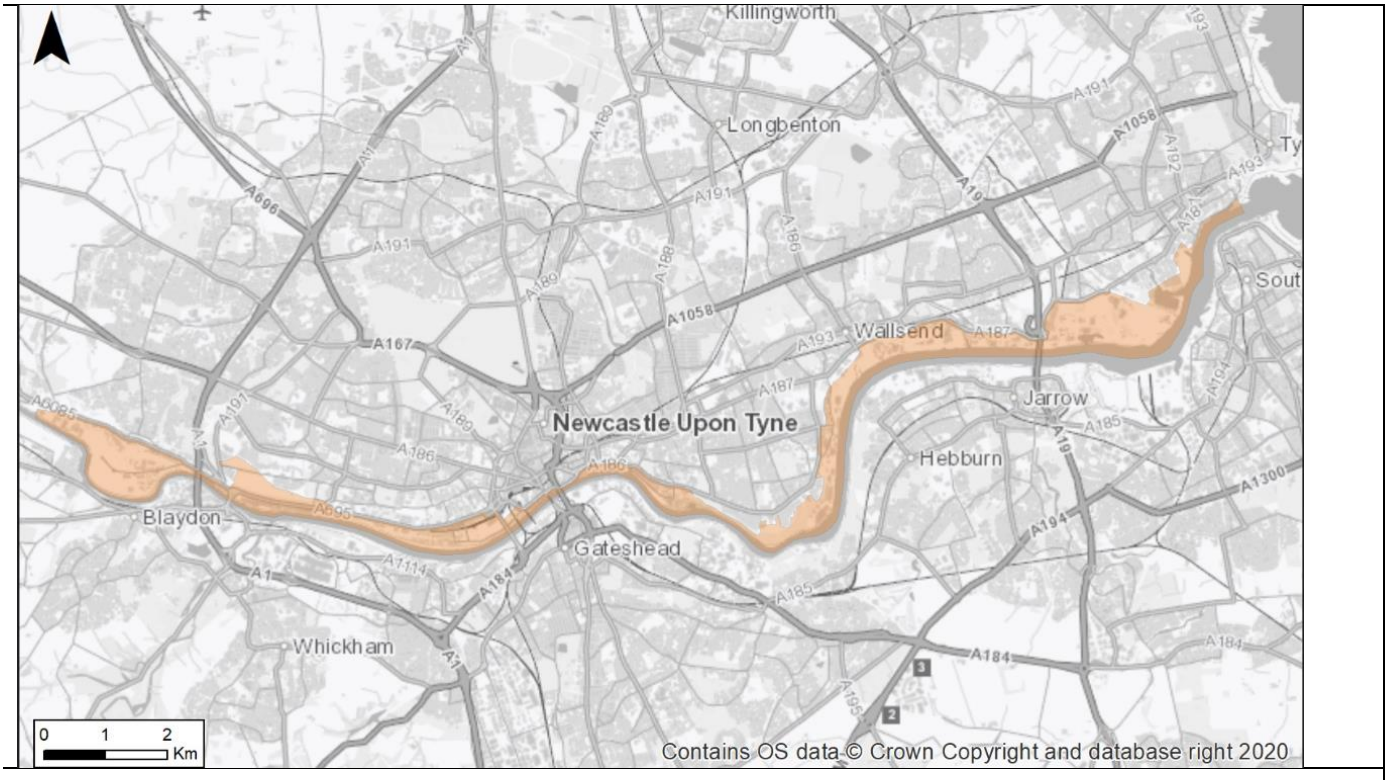
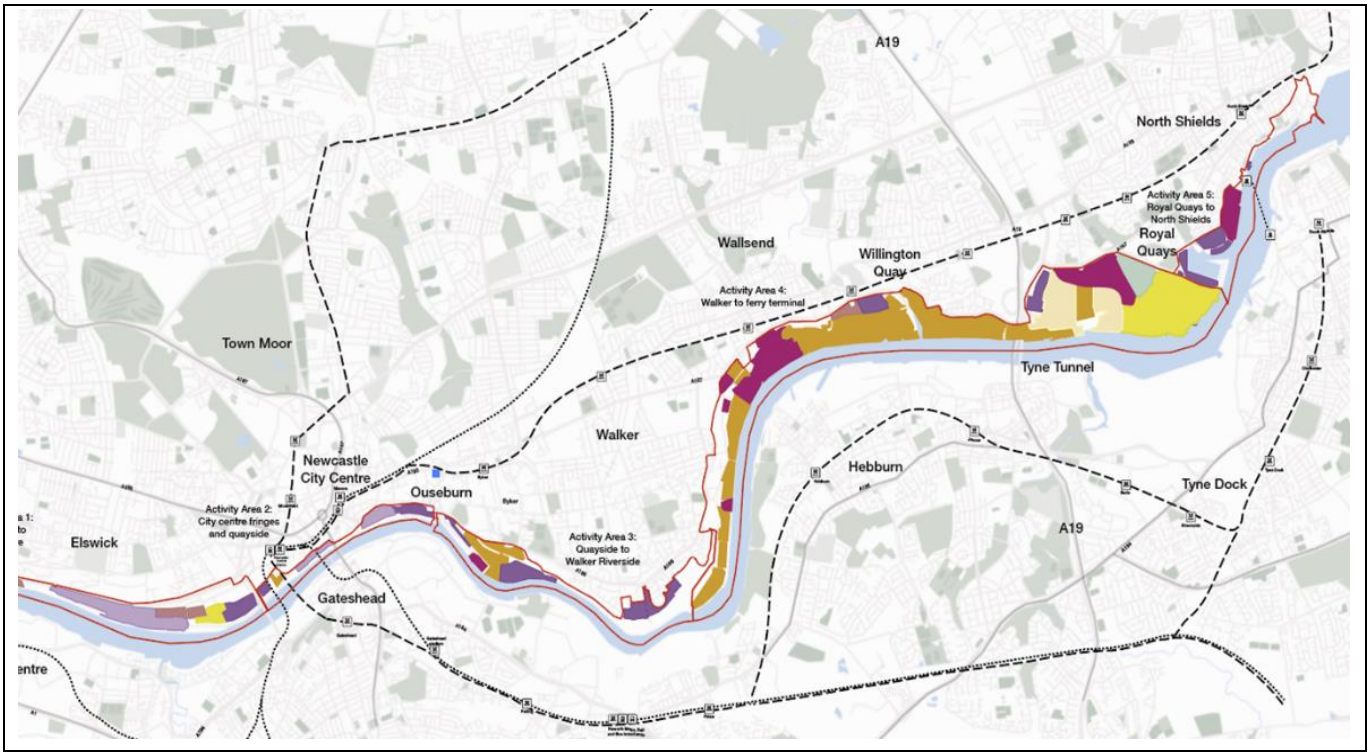


Figure 2: Largest existing businesses and development sites



2. Taking Forward the Study Recommendations

2.1 The themes identified above comprise an ambitious programme for the Tyne which will stretch into the tens of millions of pounds of investment. Some elements are already being supported by the Combined Authority – including through supporting investment in offshore infrastructure and innovation through the NTCA's £25 million offshore programme. While an accompanying report on this Cabinet Agenda recommends additional inward investment support. Several projects are currently awaiting the outcome of funding bids, including to Government's Levelling Up and Offshore Infrastructure Funds, and/or are subject of ongoing discussions with Government departments.

2.2 Nevertheless, there is still a need to bring forward further capacity across the North of Tyne area, working in partnership with LAs and wider partners, to further develop the investable economic propositions and to seek additional public and private sector investment routes. The non-offshore energy elements – including housing, leisure/tourism, transport – are likely to be taken forward by existing structures and organisations.

2.3 In line with the approach NTCA has taken for shaping other major programmes of work, including the Northumberland Line and development of Housing pipelines, it is proposed that NTCA funding is allocated to create a "technical capacity fund". This will be used to support the development of the North Bank of the Tyne Economic Growth Corridor project pipeline and to develop interventions to outline or full business case. By ensuring a robust pipeline of proposals is in place, NTCA and project sponsors will be in a much stronger position to respond to funding opportunities and leverage in additional investment at scale.

2.4 The £500K technical capacity fund would be used flexibly to strengthen and stress test the pipeline of interventions and also support proposals through the business case development process. This will include elements such as options analysis; economic and financial modelling; feasibility work; costings; and preliminary site investigations. It will also include flexible capacity to support project sponsors to develop robust business cases to secure Government and private sector resources. This will alleviate capacity constraints as appropriate and enable a collaborative development of investable propositions across the North of Tyne area across different programme areas. Priorities for the technical capacity funding will be developed with businesses and other partners.

2.5 Cabinet is therefore asked to allocate up to £500k of the NTCA investment fund and authorise the Head of Paid Service, in consultation with Investment Panel and the Mayor to consider and agree a business case – and to then make subsequent funding awards to individual projects.

3. Partnership and Collaboration

3.1 Cabinet is asked to support the Study's emerging recommendations for stronger collaborative working arrangements for the Tyne. Subject to further discussions with businesses, Port of Tyne, Gateshead Council and South Tyneside Council, this would include the establishment of a 'River Tyne Task Force' – with appropriate representation - to take forward recommendations.

3.2 This strong partnership model will strengthen our ability to influence; and will amplify our investment case with Government and the market. We will proactively make (and strengthen) connections with relevant Government departments and agencies, leveraging the cross-party and cross-regional nature of the NTCA.

3.3 An operational delivery group will support this work. This could lead on the practical development of the programme and proposals, reporting at regular intervals and with the authority to create small task and finish groups to support the agile development of the programme at pace.

3.4 As part of the detailed proposals noted above, we will consider the opportunity to work across NTCA and NECA boundaries to ensure that all of the appropriate stakeholders are involved. Whilst we are clear about the nature of – and underlying regulations around – NTCA investment, we are equally determined to be as inclusive and holistic as possible to benefit the businesses and communities along the River (and indeed the region more widely), whilst also drawing on the expertise of organisations like the Offshore Renewable Energy Catapult. This will enable a joined-up approach to issues including: development sites on both sides of the river; skills; supply chains and innovation; and the protection and promotion of historically and culturally important assets, including Dunston Staithes, Segedunum and Arbeia Roman Forts, and the river frontage at Gateshead Quays and Newcastle Quayside.

4. Potential Impact on Objectives

4.1 The Offshore Sector is identified as an opportunity and priority in the North of Tyne Devolution Deal, the North of Tyne Economic Vision and the North East Strategic Economic Plan. The River Tyne Economic Corridor has the potential to make substantive contributions to the authority's objectives around both jobs and economic inclusion.

5. Key Risks

5.1 Programme risks will be managed in line with agreed processes and individual project risks will be considered as part of the development process

6. Financial and Other Resources Implications

6.1 A total allocation of £500,000 is requested from the Investment Fund; a financial profile will be agreed as part of the delivery arrangements which will subsequently be considered by Investment Panel. Like other funding which has been approved by the Combined Authority, project spend will be validated and reported to Cabinet as part of the regular quarterly monitoring report.

7. Legal Implications

7.1 The Interim Monitoring Officer's comments have been included in this report.

8. Equalities Implications

8.1 Equality impact assessments are undertaken in accordance with the agreed process. The NTCA is mindful of its duty under the Public Sector Equality Duty and through its work will continue to promote policies and decision making which eliminates discrimination, harassment and victimisation and fosters good relations between persons who share a relevant protected characteristic and persons who do not share it. NTCA considers the implications for people from different socio-economic backgrounds/low pay as a protected characteristic.

9. Inclusive Economy Implications

9.1 The inclusive economy case will be developed on an individual project basis as part of the development process.

10. Climate Change Implications

10.1 Climate change implications will be assessed on an individual project basis as part of the development process. The activity described within this report is considered to positively support the climate change priorities of the Combined Authority, particularly by supporting the transition to a clean growth future and provide residents with real and convenient alternatives to driving.

11. Consultation and Engagement

11.1 A large number of stakeholders have contributed to the North Bank of the Tyne study, including from across business, Port of Tyne, public sector, education and VCS sector.

12. Appendices

None

13. Background Papers

None

14. Contact Officers

Rob Hamilton, Chief Economist, North of Tyne Combined Authority
rob.hamilton@northoftyne-ca.gov.uk

15. Glossary

OECD: Organisation for Economic Co-operation and Development

NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: North of Tyne Digital: 5G and Future Connectivity
Report of: Chief Economist
Portfolio: Clean Energy and Connectivity

Report Summary

Cabinet has been clear about the importance of digital connectivity to the future of the region. Robust internet connectivity and wireless are an essential part of enabling remote working, connected public services, and marketing this region as a forward looking, investable place to live, study and work. This is more important than ever after COVID-19 and will be a big factor in determining the pace and success of our recovery.

NTCA has thus far been on the front foot in support of our digital economy. We have invested in rural internet connectivity, digital adoption, data analysis and digital business growth – with the potential to keep, create and transition jobs. Our Local Full Fibre Networks (LFFN) programme is, for example, connecting over 170 public sites within rural Northumberland to fibre internet with plans underway to connect a further 300 sites in the area through a wider strategy including urban connectivity – this will facilitate connectivity to at least 2000 premises. Three thousand residents are more digitally included because of our covid-response investment during the pandemic and £10m is being invested in direct support to grow the digital economy and create good jobs.

This report is about building on these investments and going further, faster. It proposes that we unlock a headline allocation from the Investment Fund to create a '5G and Future Connectivity' programme that will build on our existing investment. This will allow us to create incentives for faster market investment in infrastructure and connectivity; and support industry-led innovation to quicken the pace of 5G innovation and improvement of internet connectivity in rural areas.

Practically speaking, this means accelerating the pace at which we can connect-up rural sites by creating real incentives for mobile networks and infrastructure providers to roll out super-fast wireless and fibre across our local authority areas. This will be done in close partnership with our Local Authority teams – ensuring NTCA funding and support is adding value and accelerating positive place-based change.

The outcomes from NTCA investment in 5G and Future Connectivity, in the creation of new digital jobs, and in ensuring nobody gets left behind by the digital revolution, are all mutually reinforcing. Together with wider investment in the infrastructure and fabric of our urban and rural communities, they are all intended to stimulate further public and private sector investment. And they are all an important in positioning the North of Tyne as a great place for post-pandemic living and working; giving us a chance to improve access to services, skills and job opportunities for citizens and communities.

Cabinet is asked to allocate up to £7m of funding to support this work – endorsing a high-level '5G and Future Connectivity' programme commitment, within which specific business cases would be developed for approval. Specifically, these will be focused at:

- Investments to directly incentivise faster roll-out of commercial wired and wireless internet connectivity – especially in places currently 'left behind'.
- Investing in platforms for industry innovation. This might include an 'accelerator' facility to test and trial 5G, and specific work with our key sectors to build commercially viable 'use-cases'.
- Support to maximise potential for digital public service provision and to address digital exclusion – via a collaborative, cross-authority team with shared priorities.

Recommendations

The Cabinet is recommended to:

1. Note the contents of the report and endorse the priorities as set out.

2. Endorse a headline allocation of £7m to support the delivery of the priorities set out in this report.

3. Authorise the Head of Paid Service to take next steps in designing the programme, including undertaking market engagement activity, inviting forward proposals and allocating funding in consultation with Investment Panel, Portfolio Holder and the Mayor.

4. Authorise the Head of Paid Service to finalise the conditions to be attached to subsequent funding awards and authorise the Interim Monitoring Officer to complete the necessary documentation.

1. Background Information

1.1 There is clear market failure in serving the existing digital connectivity needs of some of our communities, particularly in rural areas. Only 10% of properties have access to full fibre connectivity, compared to 18% of properties nationally. As many as 4400 properties have connectivity below 10mbps, creating significant obstacles to home learning and working.

1.2 Some of these internet connectivity challenges are due to the rural nature of much of the NTCA area, where roll out of infrastructure by national providers has been slow. Better connectivity has the potential to make a significant impact on the connectedness of these communities, which typically also suffer from poorer levels of physical connectivity including public transport.

1.3 Mobile phone 4G coverage in the NTCA is also below the national average, with 12% of residents without coverage, compared to the national average of 9%. 5G is the next wave of wireless connectivity technology – with much faster speeds, inter-connectedness of devices and huge data-carrying capacity. 5G enables new technologies like driverless vehicles, remote plant operation and 'connected health' to work. It will be a game-changer for our digital industries. Nationally, roll out of 5G has been slower than anticipated, with only 8% of devices currently having 5G capabilities, and providers citing high capital costs and need for use cases to prove commercial viability. 5G is already being rolled out in limited places in the UK but not at scale in the NE; this creates the risks of the area once again lagging in future connectivity, and that NTCA businesses miss out on the development of new commercial opportunities.

1.4 The 'NTCA Future Connectivity' proposals highlighted in this report, to support both full-fibre and 5G deployment and utilisation, are intended to address these challenges. They build on the existing NTCA Local Full Fibre Programme where, working with the constituent authorities, the NTCA was successful in securing £12m of investment from Government. The LFFN programme is supporting the rollout of fibre internet connections to public buildings across the region, drastically improving the speed and reliability of digital connections across the entire area – and the proposals in this report are intended to build on this investment.

1.5 An accompanying report to Cabinet this month brings forward proposals to improve the digital and tech sector growth and innovation ecosystem. This investment will further the sector's international outlook, attract investment, and contribute to a thriving, productive, growing and inclusive economy by delivering a digital economy that works for everyone and continues to be recognised as an attractive location for digital and tech sector businesses. These proposals will build on previous investment to support both basic and advanced digital adoption by SMEs, together with co-investment in access to advanced data skills to support innovation through the National Innovation Centre for Data at Newcastle University.

2. Proposals for Future Connectivity

2.1 Cabinet is asked to support an ambitious programme of activity that represents a further and significant advancement of our overall NTCA Digital programme. Proposals to support 5G innovation and Future Connectivity within this theme are expected to account for approximately £5m of the overall allocation of £7m from the Investment Fund set out in the recommendations – with award of any funding subject to the quality of individual business cases. Following market engagement, it is proposed to run a series of 'Expression of Interest calls', enabling the Head of Paid Service in consultation with Investment Panel, Portfolio Holder and the Mayor to consider the merit of alternative options and to deploy funding in-line with NTCA's Assurance Framework.

We propose two complementary programmes within this priority:

i. Accelerating commercial deployment of internet connectivity

2.2 This strand will involve the proactive development of a 'digital connectivity and infrastructure needs assessment'. It will develop a clear view on the actions required to address failures in the provision of fibre and 4G and 5G connectivity. Public investment will facilitate rather than fund direct deployment: the focus will be to encourage faster commercial roll out and greater coverage. The work will include pre-emptive outline business case development for future government investment – which is typically awarded on a competitive basis

2.3 By conducting a shared state of play analysis, we will identify digital infrastructure needs and priorities for future investment – representing a down payment in preparedness to access future Government resources.

2.4 As part of this work we will also seek and consider any proposals for work to remove barriers to connectivity infrastructure deployment. Expressions of interest will be sought for outline investment cases for 'Deployment Barrier Busting' – with the potential that North of Tyne funding could be used alongside commercial, government or Local Authority funding to accelerate deployment.

ii. NTCA 5G Innovation Programme

2.5 This proposal is to run an open process to shape 5G investment and commercial opportunities in the area. We will do this by beginning direct engagement with the private sector to bring forward industry specific propositions for consideration. This will enable NTCA to stimulate the market – encouraging faster roll out of 5G in the region, and connecting this new technology to the industries, skills and data analytics capabilities that are important to us.

2.6 The proposed components of this programme are:

- First, to work with telecoms providers to establish opportunities to accelerate the pace of 5G implementation in our region
- Second, to raise awareness of opportunities to increase competitiveness through 5G by driving industrial innovation – this will include working with key industries to run specific proof of concept trials, building on existing knowledge and use cases and developing new ones – e.g. in health, engineering or rural agriculture.
- Third, to establish a unique 5G 'accelerator'/innovation centre facility; this will enable businesses to immerse themselves in a live 5G network and to work with other organisations to establish how 5G can unlock new applications and services.

2.7 The expected outcomes – which will be tested through business case evaluation – will be job and business growth opportunities, together with faster implementation of 5G technologies and avoiding the risk of the NTCA area falling 'behind the curve' on 5G implementation. This is particularly important as expectations of both residents and businesses adapt – with the highest levels of digital connectivity creating new employment and leisure opportunities, broadening access to services and

facilitating lower-carbon living. The Future Connectivity Programme will therefore both directly and indirectly supports the Combined Authority's wider ambitions.

3. Fairer Access and Inclusion

3.1 In addition to lower levels of physical connectivity, use of the internet and online services is lower in the NE due to affordability. Research by the Good Things Foundation finding 53% of residents are considered low or no internet users. We know that digital exclusion has a strong correlation with other forms of inequality, and that digital skills are increasingly a requirement for many low-skilled roles.

3.2 Early in the pandemic, NTCA funded a Digital Inclusion pilot supporting residents who, due to the impacts of COVID-19, found themselves digitally excluded. The programme prioritised support for residents most in need of support: school children; adults in education; unemployed adults; and care home residents. Our pilot has, so far, supported over 2500 residents towards digital inclusion. In addition, our Digital Pathfinders programme is supporting businesses to adopt new technologies, adapt and improve resilience.

3.3 Digital Inclusion forms a component of some of the Community Renewal Fund Bids which have recently been submitted to Government, and where bid outcomes are expected later in the Summer.

3.4 There is huge potential for further collaboration around the drivers of digital exclusion – access and connectivity, skills, and affordability – and our priorities include focussed effort to address these. Sustained investment is needed to drive the strategic and joined up effort needed beyond the pandemic, and to maintain relative digital inclusion as the pace of technological change continues to increase – in collaboration with stakeholders we will ensure there is a focal point and clear direction for this activity. We seek to build a strong evidence which will help us focus efforts now and in and the longer term, adding value to our proposals to strengthen access to internet connectivity.

4. Digital Citizens, Public Services, and Data

4.1 Digital also has a vital role to play in the improvement and responsiveness of public services – when twinned with effective approaches to inclusion, upskilling of users and wider connectivity and accessibility improvements. Public bodies face challenges in improving digital service delivery and in providing accessible, always on services. NTCA's constituent authorities have individually published plans to digitise and reform public services, build citizen engagement and explore open data as a tool for innovation.

4.2 We have invested in growth of the digital and tech sector here and innovation is our tech economy can and will translate into improved digital public services as a part of a collaborative ecosystem approach – whether by supporting tech enabled healthcare solutions for the NHS and care markets – or through innovative new start-up and high potential digital companies which our programmes will help to access public sector test-beds and markets for their products and services.

4.3 There are opportunities to further strengthen collaboration in this area – and create a nexus where digital and data innovation, public services and inclusion come together. NTCA, its constituent local authorities, and the wider public and private sector, will collaborate and bring forward proposals for investment that will:

- Collaboratively explore the role of digital and technology in response to shared challenges such as social isolation and future of care services and in the delivery of 'best in class' digital public services.
- Maximise the public sector as a source of and test bed for social, scalable, and commercial innovation.
- Improve public sector capability and collaboration around data – leveraging our investment in the National Innovation Centre for Data (NICD); and

- Build collaborative approaches to developing user centred design skills that are in shortage, are constraining innovation and could support further expansion of digital service centres such as HMRC, DWP and the NHS Business Services Authority and improve general access to these 'in-demand' skills.

5. Governance and Next Steps

5.1 Subject to Cabinet approval, detailed proposals to utilise the funding allocation set out in the recommendations of this report, which amount to up to £7m of resources in total, will be developed by the NTCA Digital Exec Board (including representatives from across the 3 authorities) and comprehensive programmes of work and clearly articulated investment plans and priorities will be brought forward following consultation with a range of stakeholders.

5.2 Fully articulated investment priorities, delivery plans and funding mechanisms for each of the programmes will be considered by NTCA Investment Panel; subject to approval and where appropriate, funding calls to bring forward proposals for funding will be developed in consultation with the Portfolio Holder and Investment Panel.

5.3 Any funding allocated to projects will adhere to NTCA's Assurance Framework and in full consultation with Cabinet Members.

6. Potential Impact on Objectives

Proposals set out in this report will support the delivery of NTCA's Economic Vision and Recovery Plans and provide a foundation to secure further investment to support connectivity across our communities. 5G proposals will drive forward innovation and industrial adoption of emerging technologies which will future proof our economy while proposals relating to fairer access and inclusion and innovation in digital public services and for more effective use of data will ensure that residents and public services can maximise the social and economic dividend from improved connectivity.

7. Key Risks

The following key risks have been identified in relation to the proposals:

Area	Risk	Mitigation
Duplication of existing work	The proposals duplicate or risk displacing existing work, especially of our local authorities.	NTCA has developed the proposals based on advice and evidence from the three local authorities. Discussion and subsequent presentation of the proposal in outline at NTCA's Digital Exec Board has indicated there is support for the programme and good fit with wider local and regional activities.
Market Interest	There is low take-up from the market for 5G innovation	NTCA will engage a wide range of stakeholders in the development of proposals, learning lessons from other regions and approaches. An expression of interest process will provide early insight into market interest and quality of proposals prior to committing funds.

8. Financial and Other Resources Implications

An overall allocation of £7m is required to support the priorities set out in this report. Funding for this activity will be taken from the Digital and Transport Infrastructure allocation agreed by Cabinet in March 2019. £3.5 million will be taken from the current programme allocation and consideration will be sought in the budget setting process for a further £3.5m beyond 2023.

9. Next Steps

Subject to Cabinet's approval, business cases will be developed with input from the NTCA Digital Executive Board, with membership including each constituent authority. The above indicative budget will be further developed into a funding proposal to be considered at NTCA Investment Panel.

10. Legal Implications

The comments of the Monitoring Officer have been incorporated in this report.

11. Equalities Implications

For all the activities and investments set out, NTCA will/has undertaken an appraisal of the implications for Equality at the time of decision. Each appraisal is conducted in line with the expectations of the Equality Act (2010) and activity will positively contribute to furthering of equality in North of Tyne. As part of our programme management and performance management structures, we will continue to monitor the impact of our investments against these expectations and ensure that performance does not adversely impact our duties. No further decision is required for the purpose of this report.

12. Inclusive Economy Implications

The activities proposed in this report will positively enhance economic inclusion for residents in North of Tyne through better digital connectivity. NTCA's Future Connectivity priorities and wider NTCA Digital programme make a strong contribution to the delivery of the NTCA Inclusive Economy Policy Statement, enabling residents to meaningfully engage with, and benefit from economic growth. Specifically, the activities set out in this report positively support:

1. Participation: better connectivity can remove barriers to learning and employment for residents who face disadvantage or wider challenges which have limited their opportunities for economic participation.
2. Equity: our digital inclusion and Public Service Reform priorities aim to improve participation for our most disadvantaged residents who are often most digitally. NTCA projects monitor the implications against equalities characteristics to improve our understanding of impact and ensure our programmes are accessible, inclusive and equitable.
3. Stability: by working partnership, NTCA ensure that our investments are made in areas where we add value or seek to address gaps so that we do not displace or destabilise services for our residents.
4. Sustainability: whilst removing barriers to participation, our investments equip residents with the skills and resilience to better navigate future challenges which may exclude them from participating in our economy.

13. Climate Change Implications

There are no direct climate change implications for this report, although better internet connectivity – enabling work and other activities from home – has the potential to reduce private transport usage, which accounts for about a third of carbon emissions. Climate change is considered within an EIA for projects.

14. Consultation and Engagement

Proposals have been developed in consultation with senior officers within NTCA's constituent Local Authorities via the NTCA Digital Exec Board – which includes North Tyneside Council's Head of Digital Innovation; Newcastle Council's Digital Newcastle Programme Manager and Northumberland Councils Director of IT. Proposals have also been endorsed by NTCA's Senior Leadership Team.

15. Appendices

None

16. Background Papers

None

17. Contact Officers

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18. Glossary

NTCA	North of Tyne Combined Authority
LFFN	Local Full Fibre Networks
5G	5G is the fifth generation technology standard for broadband cellular networks
4G	5G is the fourth generation technology standard for broadband cellular networks
Mbps	Mega-bytes per second
SME	Small and Medium Size Enterprise
NHS	National Health Service
NICD	National Innovation Centre for Data
HMRC	Her Majesties Revenue and Customs
DWP	Department for Work and Pensions

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NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: **Investment Fund Update**
Report of: **Chief Economist**
Portfolio: **Economic Growth**

Report Summary

The purpose of this report is to update Cabinet on progress with the North of Tyne Investment Fund, including new projects to support economic recovery through investment into key sectors, place-recovery and people and communities:

- **£5.14m** of NTCA investment into growing the digital sector, creating over 1000 jobs in businesses spanning from the creative industries to professional services, and from software developers to health technology providers. The programme will be delivered by consortia led by the Digital Catapult, Innovation Super Network, Dynamo and NGI.

- **£3.3m** to support innovation and new jobs in Healthy Ageing, with a project led by the National Innovation Centre for Ageing that will provide intelligence, insights and expertise to support business growth.

- **£1m** of funding to support the recovery and evolution of our towns and high streets, with projects in development which will bring empty spaces into use, encourage the development of local independent traders, consult with residents to jointly-agree future priorities and through the creation of strategic long-term plans to increase footfall and vitality.

- **£429,242** to provide 450 employees with enhanced in-work training opportunities facilitated by Union Learn, whilst exploring new ways to engage with employers to promote best practice in relation to training and workforce development.

- **£199,990** of business case development funding to develop a Centre which will provide a hub for Literature and Publishing businesses, support literary content development and research, and contribute to the development of literacy within communities.

- **£68,200** of additional funding to enable the crowdfunding and delivery of more community-led projects though the Spacehive platform – responding to high demand for the existing project as a result of the pandemic.

- **£1.3m** to strengthen the inward investment pipeline and to bring new businesses and jobs to the area – updating and repositioning our region's offer and how it is presented to domestic/international firms, whilst working with existing businesses to identify supply chain opportunities.

- **£1.4m** to unlock Housing Delivery – with Commissioners Quay the latest approval from our Brownfield Housing Fund pipeline and Bellingham Mart in the final stages of appraisal.

These projects build on previous Investment Fund commitments of £68.44m, which are forecast to generate 4193 jobs and draw in £246m of private sector leverage. In addition, accompanying reports on this Cabinet Agenda recommend the allocation of Investment Fund resources to support Digital Infrastructure and Connectivity (£7m); and the advancement of projects along the North Bank of the Tyne (£500,000).

Recommendations

The Cabinet is recommended to:

1. Note progress to date on the Investment Fund, achievement of key milestones and ongoing development work, particularly in respect of defrayed expenditure and achievements in terms of tangible jobs for residents as a direct result of our investment.

2. Approve funding of £5.14m to the four digital ecosystem projects: Digital Business Pipeline, Digital Cluster Development, Digital Inward Investment and Talent Engine – with the project details set out in section 1.3 of this report.

3. Approve funding of up to £200,000 for ongoing promotion, co-ordination and delivery support to maximise the value of NTCA's Digital Programme, with authority delegated to the Head of Paid Service for implementation, in consultation with the Portfolio Holder.

4. Authorise the Head of Paid Service, in consultation with the Mayor, Portfolio Holder and Investment Panel, to approve funding up to a maximum of £1million to support 'Town and High Street' recovery innovation projects being developed by Newcastle, North Tyneside and Northumberland Councils, subject to satisfactory completion of the project development and appraisal process. Whilst also supporting the development of a 'Future Towns and High Streets programme', to explore common issues and solutions, and to promote the case to Government for further funding.

5. Approve £199,990 of business case development funding to New Writing North, to enable them to develop proposals for a Centre for Writing and Publishing.

6. Agree an allocation of £1.3m from the NTCA Investment Fund to strengthen the inward investment pipeline, delegating authority to the Head of Paid Service, in consultation with the Mayor, Portfolio Holder and Investment Panel, to consider and approve a proposal for funding.

7. Authorise the Head of Paid Service to finalise the conditions to be attached to the above funding awards and authorise the Interim Monitoring Officer to complete the necessary documentation.

1. Background

1.1 At the time of writing this report, there are growing signs of economic recovery. Independent forecasts for the UK economy expect rapid economic growth over the remainder of this year and into 2022.[1] Nevertheless, there remain risks and uncertainties associated with the impact of the unwinding of COVID-19 restrictions – whilst the international travel sector remains, understandably, subdued and many businesses report that they are financially fragile.

1.2 Data for June showed that overall footfall to retail and recreation sites was at around 85-90% of pre-pandemic levels, slightly above levels experienced last Summer. The lifting of the remaining COVID-19 restrictions is expected to lead to further recovery – particularly for the hospitality and leisure sector. Accommodation providers report good levels of forward bookings, particularly in more rural/coastal locations and over the Summer period.

1.3 The latest data show the number of people claiming benefits in the NTCA area has declined by around 2500 over the last 6 months – although there are risks ahead, particularly as the furlough scheme continues to unwind. The most recent available data showed 11% of employees were furloughed in April, which had fallen from 14% in March. Young people have been particularly hard hit by the pandemic and the NTCA will continue to monitor impacts on this cohort and coordinate support through our Youth Employment Partnership approach.

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/994070/Forecomp_June_2021.pdf

1.4 Against this backdrop, the North of Tyne continues to invest to support the region's economic recovery, whilst also bringing forward the wider opportunities articulated in the Devolution Deal and the Corporate Plan agreed by Cabinet. This report brings forward a broad range of proposals including to grow the digital sector, to create a healthy-ageing cluster, to support our towns and high streets, and to invest in skills, communities, and housing. Since the last Cabinet meeting, the Culture and Creative Fund has been launched while the NTCA submitted a strong bid into Government's Community Renewal Fund.

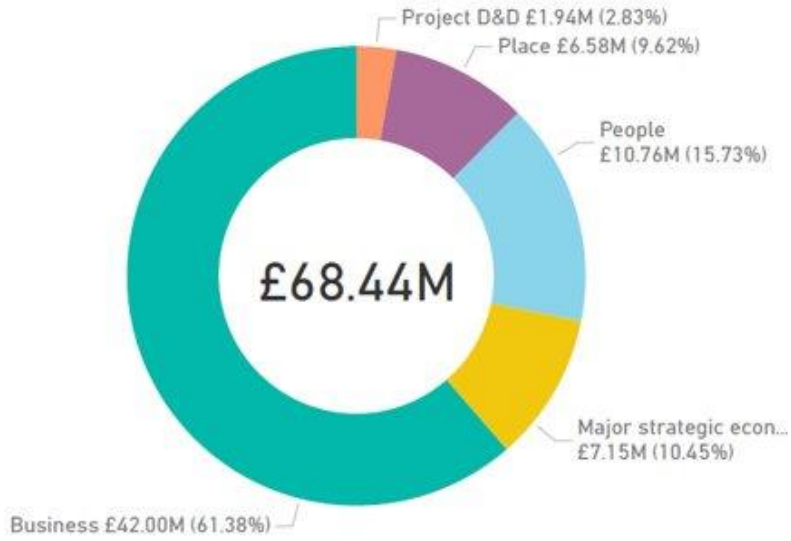
2. Investment Fund progress to date

2.1 Delivery of the Investment Fund Programme continues. Since June, a further £6m has been approved bringing the total value of committed spend to £68.44m against 71 live contracts. The number of jobs created through NTCA investment has more than doubled over the last month, to 380 new roles. Further projects are expected in the next few months including around skills, offshore infrastructure, housing and child poverty prevention. Accompanying reports on this Cabinet Agenda recommend project development to support Digital Infrastructure and Connectivity, and to unlock opportunities along the North Bank of the Tyne.

2.2 To date the Combined Authority has achieved:

- A commitment of £68.44m against 71 live contracts– out of a total programme value of £90m to March 2023
- These projects will attract £245.72m of private sector leverage and are forecast to deliver 4193 jobs and safeguard a further 2673.
- Of these, the first 380 new jobs have been confirmed as created as a result of NTCA investment, in addition 1773 have been confirmed as safeguarded.

Diagram 1: Investment Fund commitments to date



2.3 Good progress is also being made on the NTCA's Brownfield Housing Fund programme, where £2m of additional projects have been formally contracted over the last month – taking the total to £11.1m. These projects are forecasting the creation of 1238 housing units with the extended pipeline accounting for more; this is significant progress against our contracted target with government of 1500. The impact of the COVID-19 Pandemic is the highest risk to the speed of delivery, as a result of staff sickness and supply chain delays.

3. Digital Ecosystem

3.1 The NTCA's economic vision and devolution deal both highlight the strength of the area's digital sector and the opportunity for further jobs growth. Following an intensive process of co-design and

collaboration with private sector delivery partners, we are now seeking Cabinet's approval for four complementary projects to support this growth. These projects have been designed to provide a comprehensive range of support for businesses from start-ups to mature companies, whilst seeking to attract new businesses into the region and to support the talent pipeline:

Proposal Name	**Digital Business Pipeline**	**Digital Cluster Development**	**Digital Inward Investment**	**Talent Engine**
Lead Organisation	NE BIC	Innovation Super Network	NGI	Dynamo CiC
Partners	TEDCO; Ignite; Northumbria University	AHSN; Dynamo NE	Northumberland and North Tyneside Councils	
Timescales	Oct 21 – Sept 24	July 21-July 24	May 2021 – March 2022	July 21-July 24
Jobs	380 jobs	182 Direct; 220 Indirect	150 Direct	150 Direct
Enterprises supported	265	170	N/A	100
Project value	£3,396,078	£2,094,000	£488,664	£732,493
Grant requested	£2,579,845	£1,791,000	£390,936	£354,075
NTCA Budget Implications	All projects are part of the £10m NTCA Digital Programme, where the remaining £1.1m is allocated to skills			
Delivery Areas	Across the whole of the North of Tyne			

3.2 These projects were developed to address key constraints on growth identified by the sector:

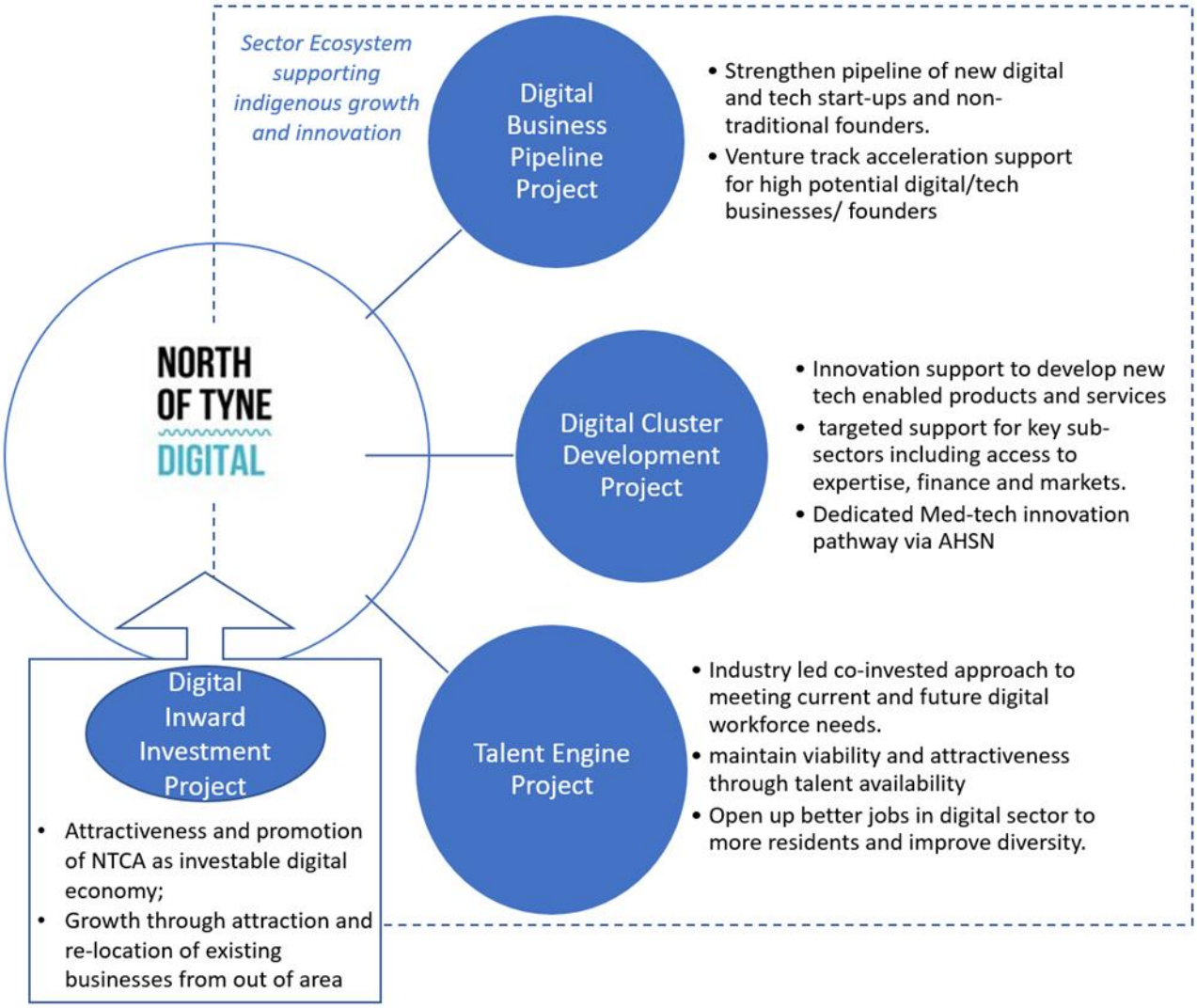
- A relatively low volume of genuine digital/tech start-ups with a lack of specific tailored support for digital and tech start-up and scaling businesses with global ambitions.
- Poor outside capital flows into the region (including from venture and angel investment) indicating a comparatively poor environment for scale-up.
- Talent and skills challenges including ability to attract and match talent – and risk unsustainable wage inflating undermining competitiveness of existing cluster;
- A need to improve knowledge of what tech business require to grow and invest in this over the long term; and
- Opportunities to push and pull – joining up key demand side anchor organisations/markets (e.g. NHS and wider public sector) with founders and existing digital businesses.

3.3 In response, the programme offers support for people and digital readiness; innovation support for key areas of sub-sector expertise including health and med-tech and connected construction; and focussed activity to support inward investment and the skills needs of the sector (Figure 1). The projects also complement previous NTCA investments, including support for digital adoption and to utilise the power of data across SMEs.

3.4 To maximise the impact of these investments, Investment Panel also concluded that £200,000 of additional resources should be utilised to support the development and promotion of the digital narrative, together with coordination and collaboration across the programme. This activity will support: inward investment and reinvestment, bids for further funding from Government, the attraction and retention of mobile skilled workers and encourage people to develop relevant skills.

3.5 Investment Panel considered these proposals at its meeting on 15th June. Following a 'Green Book' external appraisal, conducted by Mickledore Consulting, all projects were rated Green and the projects were recommended to Cabinet for approval, subject to the funding conditions which are listed in Appendix 1 of this report.

Figure 1: the NTCA Digital Ecosystem Programme



4. Healthy Ageing Innovation Programme

4.1 In March 2021, NTCA Cabinet approved a strategic approach to investment for the Healthy Ageing Economy in the North of Tyne. This sets out the opportunity of Healthy Ageing – in the context of our assets and expertise and the opportunity emerging from a set of markets for a range of public, private and social services that will be shaped by the reality of demographic change. It highlighted the opportunity to build an 'Ageing Economy Cluster' - of research, business, industry and ideas – to create an environment in which people with great ideas and new products can create, test and turn these innovations into economic value here and export them nationally and globally.

4.2 In response to these opportunities, the National Innovation Centre for Ageing has proposed an Ageing Economy cluster development project which will:

- Build market intelligence on the economic opportunities associated with the ageing economy through research and the extension of the established VOICE (market research) network – to inform and market test innovations.
- Identify businesses in the North of Tyne with the potential to adapt or to innovate to better meet the needs of older consumers living in the North of Tyne, nationally and globally.
- Establish a programme of activities to develop this cluster – including engagement, innovation needs assessment, market insights and access to business support and in-depth collaborations with NICA which are co-invested in by businesses.

4.3 This project would ensure that the local area derives benefits from the National Innovation Centre for Ageing (NICA). This centre is based within the University of Newcastle and created with £40 million investment, jointly funded by UK Government and Newcastle University. It is seen by the UK Government as a unique national asset and has helped the region to be nominated as a High Potential Opportunity (HPO) in Ageing by the Department of International Trade (DIT).

4.4 The project will engage with over 600 businesses and is expected to support 140 new jobs – helping to build a cluster of expertise. To help enable this to take place the programme will also engage with 1,000 relevant residents within the North of Tyne area and build a database of their needs through VOICE.

4.5 Cabinet previously agreed a headline allocation of £5m from the Investment Fund to support our Healthy Ageing Economy priorities, and delegation of authority to the Head of Paid Service, in consultation with the Portfolio Holder for Business Competitiveness, the Mayor and Investment Panel, to consider specific investments within this allocation. Following a 'Green Book' external appraisal, process, Investment Panel considered the £5,630,219 proposal which sought £3,338,476 of North of Tyne Investment at its meeting on 13th July. The project was recommended to the Head of Paid Service for approval, subject to agreement of important funding conditions designed to maximise value for money and to minimise risks and maximise opportunities from the Combined Authority investing in upstream innovation (Appendix 2).

5. NTCA Recovery Innovation Fund: Towns and High Streets

5.1 In November last year, Cabinet approved £10 million of funding to support post-COVID-19 economic recovery – for innovations that will make a difference now and that will leave a legacy that lasts beyond the immediate crisis. This followed on from £5m of investment agreed at the beginning of the pandemic which has been supporting businesses, VCS organisations and residents through the crisis. In June 2021, Cabinet approved proposals for Business Recovery Innovation Grants and interest in these products since the programme has launched has been strong – with over 200 businesses registering an interest.

5.2 On July 13th, Investment Panel received an update on progress on a second element of the Innovation Recovery Deal – the evolution of our Towns and High streets. The projects are being developed to respond to challenges facing the high street, including from the rise in internet purchases which went from 19% of total retail sales pre-pandemic to peak at 36% in January 2021, before dropping to 27% in May. Although COVID-19 restrictions have been eased, the crisis led to the closure of many national retail and hospitality chains – including Debenhams, Top Shop and other Arcadia Group stores, and an estimated 10% of restaurants across the country.

5.3 Proposals from Newcastle Council, North Tyneside Council and Northumberland County Council are being developed which contain common themes: bringing empty spaces into use; supporting the establishment of local independent traders; encouraging the development of strategic long-term plans to increase footfall and vitality; and consultation with local residents to jointly-agree future priorities.

5.4 Cabinet is recommended to authorise the Head of Paid Service, in consultation with Investment Panel, the Mayor and Portfolio Holder to approve funding up to a maximum of £1million in total to support these projects, subject to satisfactory completion of the project design and appraisal process. Given the common issues identified by this work, we will bring this together as part of a collaborative 'Future Towns and High Streets programme' to explore common issues and solutions, and to promote our places for further funding.

6. Union Learn Project

6.1 The NTCA's Strategic Skills Plan – Opportunity for All – sets out the importance of helping residents to acquire the skills our businesses need, and of supporting in-work training to enable progression in employment. We know that opportunities for learning and access to more productive and rewarding jobs are not equally distributed between communities, businesses or sectors. Moreover, residents with low skills or qualifications can become trapped where progression is limited. Currently, 18% of

our residents hold low or no qualifications and this is reflected by the fact that 23% of residents in work are paid below the 'real' Living Wage.

6.2 In July, Investment Panel considered the Union Learn project, which seeks to address these challenges by promoting work-based learning. The £429,242 pilot project will provide support for low-skills workers, delivered through recognised union learning representatives. It also includes an additional coordinating and outreach role delivered with the purpose of championing Good Work with wider employers and promoting best practice in relation to training and workforce development. The project will provide good value for money by connecting 450 employees to training opportunities, whilst also establishing ongoing training commitments with employers, which protects training opportunities for workers in the future.

6.3 Consistent with the delegation approved by Cabinet last month, Investment Panel recommended the project for approval by the Head of Paid service, subject to final due diligence and sign-off by the Mayor and Portfolio Holder.

7. New Writing North: Business Case Development Fund Application

7.1 New Writing North (NWN), which was established in 1996 and is a leading literature organisation, is seeking to create a new Centre for Writing and Publishing. Literature and publishing are identified as key priorities in the NTCA Culture and Creative Industries sector narrative agreed by Cabinet in Jan 2020.

7.2 A proposal is being developed by NWN to create a hub for Literature and Publishing businesses, and for literary content development and research. It is also intended to contribute to the development of literacy within communities and commission and present new work from writers and thinkers.

7.3 Their intention is to house the hub within the historic retail property 'Howards Department Store' on Clayton St West in Newcastle, which has lain empty since its closure in the late 1980s. The building will act as a focal point for the broader regeneration of Clayton St West and will have public facing, street-level active frontages to further bring regeneration benefits to the area.

7.4 The project has established partners from some of the UK's leading publishing houses (Faber & Faber and Hachette) and Northumbria University, who is planning to open offices and deliver MA-level teaching from the centre. The centre will enable the further growth of New Writing North's activities and partnerships and the work of project partners and tenants whilst enabling a more financially resilient publishing industry in the North of Tyne.

7.5 Having undertaken initial development work, NWN is seeking to progress this project to RIBA stage-3 – meaning that it is 'shovel ready' and enabling them to secure additional investment to deliver the project. In July, Investment Panel considered a proposal for £199,990 from the NTCA to support the development of the £339,590 project – recommending the project to Cabinet for approval.

8. Spacehive

8.1 In June 2020, Investment Panel approved £125,000 to support the crowdfunding of community projects though the Spacehive platform. Already almost half of this resource has been utilised, supporting 15 projects, focussed on interventions enabling greater community-led economic resilience. The pandemic has highlighted the importance of community-based initiatives and opportunities and the popularity of the Spacehive initiative has exceeded expectations.

8.2 To meet demand, maximise match funding opportunities and maintain continuity of project delivery, an increase of £68,200 in NTCA funding has been recommended to the Head of Paid Service by Investment Panel for approval. This funding will extend the project duration and add additional funding, allowing the delivery of the current pipeline, after which there will be a review and evaluation to inform possible future delivery.

8.3 In addition, this investment will enable the Spacehive platform to be used to support projects from the 'Zero Carbon, Zero Poverty' Fund, which went live in early July: projects can register their interest

until September. It will support local, community-led initiatives, which improve or create green spaces for the benefit of local communities or reduce food waste and by making it easier for people to access fresh, local food.

9. Inward Investment

9.1 Inward investment provides an opportunity for rapid job creation and investment. The North of Tyne area has strong propositions in sectors expected to grow at a national level – including low carbon energy, health and life sciences, digital and professional services. Increasing inward investment was highlighted as an important component of our COVID-19 recovery proposals, particularly given concerns around future job losses once the furlough scheme was withdrawn.

9.2 Reflecting the opportunities from inward investment, Cabinet approved a £10m inward investment fund, to help make it easier for businesses setting up in the area for the first time. This has already supported investments by Verisure and Xplor, who are committed to creating more than 1200 jobs. The fund has also helped attract a strong forward pipeline of projects. But to maximise its impact, the fund needs to be complemented by strong inward investment propositions and promotional activities, to ensure that our offer is clearly presented and positioned in the face of strong competition nationally and internationally.

9.3 Cabinet is asked to provide in-principle support for funding of £1.3million to strengthen the inward investment proposition. Delegating authority to the Head of Paid Service, in consultation with the Mayor, Portfolio Holder and Investment Panel, to consider and approve a proposal for funding covering:

- First, updating and repositioning the sector specific offers and assets of the NTCA area and how it is presented to domestic/international investors. This includes ensuring there is a clear post-Covid and post-Brexit articulation of the offer across the NTCA-area - within brochures/written collateral and electronic content.
- Second, to increase the focus on North-shoring; both proposition development and short-medium term lead generation activity.
- Third, to work with existing companies that are part of a wider national or international conglomerations, to identify new opportunities. This should include a focus on supply chain development and sub-sector specific opportunities.
- Fourth, pro-active targeting of large or “apex” companies, who might in the longer-term be attracted to the area.

9.4 Illustrating the importance of inward investment to the area, Investment Panel in July considered new projects from international companies which are seeking to expand their UK presence. These have the potential to deliver around 200 jobs, although details of the applications remain confidential until any grant funding awards are made. Funding from the NTCA – from the £10m Inward Investment Fund – can help offset the difference between costs in the area and cheaper locations, enabling the company to set up in the NTCA area. The process of negotiation with the companies will continue, with any grant awards following a robust due diligence appraisal undertaken by UNW – in line with the approach to this Fund agreed by Cabinet in October 2019.

10. Brownfield Housing Fund

10.1 Since the last meeting of Cabinet, two further housing sites have been considered by Investment Panel. These follow on from previous project approvals for Newbiggin Hall, Scotswood, North Shields Masterplan Area and Ouseburn Mouth. Together with projects on the forward pipeline, it is expected that the NTCA Brownfield Housing programme will support more than 1,500 new homes

a. Commissioners Quay

10.2 Investment Panel has approved a revised proposal for NTCA-funding to support the development of the Commissioners Quay housing scheme. The site is located at Commissioners Quay in Blyth. It has a waterside location, with the Blyth river frontage along its eastern boundary. The heart of Blyth’s

Town Centre is situated 5-6 minutes' walk away. The scheme is for 41 residential units, which are predominantly 2- and 3-bedroom homes, aimed at first time buyers through the Government's Help to Buy scheme.

10.3 £58,392.06 of NTCA funding will enable the wider scheme to progress, meeting abnormal costs of site remediation, including additional piling requirements and extra site running costs. The project has been recommended to the Head of Paid Service for approval, subject to final due diligence.

b. Bellingham Mart

10.4 Investment Panel considered a proposal for the NTCA to support the development of the former Auction Mart in Bellingham, Northumberland. It is currently an area of derelict and overgrown grassland, which has remained vacant since the closure of the mart in 2004. The proposed development comprises of 60 affordable residential units which would be a mix of 1, 2 and 3 bedroomed flats, houses and bungalows in a mix of tenures including rent to buy, shared ownership, supported housing / care ready and affordable rent.

10.5 Previous proposals for the site have not progressed due to the large abnormal costs at the site. A total of £1,346,371 is requested from the Brownfield Housing Fund for a range of costs including Land acquisition, Site clearance, highways, utilities and an attenuation tank at the site. Investment Panel has reviewed the project and agreed to recommend it to the Interim Head of Paid Service for approval, subject to satisfactory completion of the appraisals and final due diligence.

11. Community Renewal Fund

11.1 Government launched the £220 million UK Community Renewal Fund (UKCRF) alongside the March Budget, with funding to be allocated competitively across the country. The Fund covers the following themes:

- Investment in skills
- Investment for local business
- Investment in communities and place
- Supporting people into employment

11.2 The NTCA is the lead bidding Authority for all three Local Authority areas and has run a call for projects. In total, 32 bids were received, with a total funding ask of Government of almost £22 million. With the support of external consultants, we undertook a detailed process of assessment, shortlisting and full appraisal, strictly following government's criteria. This included assessment of deliverability, effectiveness, and efficiency, while financial due diligence checks were conducted on all VCSE and private sector applicants, to assess financial standing and capacity to deliver, including sufficient cashflow to manage the size of grants.

11.3 This process produced a score, with projects moderated to ensure a consistent and transparent process was followed. Where projects demonstrate a strategic fit with NTCA priorities but failed to meet specific CRF criteria, a follow up conversation will be offered to explore alternative funding mechanisms.

11.4 The NTCA submitted a proposal to Government for £8,982,794 – almost exactly in line with the £9million maximum which could be sought.

11.5 At the time of writing this report, the outcome from the CRF process is unknown, with decisions expected in early August.

12. Potential Impact on Objectives

Programme delivery as described in the report is consistent with the priorities set out in NTCA's corporate plan.

13. Key Risks

Programme risks are managed in line with agreed processes and Individual project risks have been considered as part of the application and appraisal process.

14. Financial and Other Resources Implications

This paper seeks approval for projects amounting for £6.3m of NTCA funding. A number of other projects detailed in the report are subject to Delegated Authority from Cabinet and their financial implications will be fully considered through that process. In terms of specific funding requests from North of Tyne Investment Funds set out in this paper, for which Cabinet approval is requested, are as follows:

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Digital Business Pipeline	407,300	853,681	873,877	444,986			2,579,845
Digital Cluster Development	316,617	637,045	678,076	159,034			1,790,773
Digital Inward Investment	108,606	139,108	115,992	27,230			390,936
Talent Engine	152,721	153,534	62,111	10,052			378,418
Digital programme development	90,000	60,000	50,000				200,000
NICA	537,479	692,011	707,478	672,465	683,227	45,815	3,338,475
New Writing North	199,990						199,990
Total	1,365,413	1,671,698	1,613,657	918,781	683,227	45,815	6,298,592

15. Legal Implications

The Interim Monitoring Officer's comments have been included in this report.

16. Equalities Implications

Equality impact assessments are undertaken for all funding requests in accordance with the agreed process.

17. Inclusive Economy Implications

The inclusive economy case is assessed on an individual project basis as part of the assessment process and is embedded within the Investment Fund criteria. The activity described within this report is considered to positively support the Inclusive economy priorities of the Combined Authority, particularly by supporting the development of a Poverty Truth Commission.

18. Climate Change Implications

Climate change implications are assessed on an individual project basis as part of the assessment process. The activity described within this report is considered to positively support the climate change priorities of the Combined Authority, particularly by supporting the adoption of digital technologies by SMEs.

19. Consultation and Engagement

Stakeholders have been fully engaged in the development of the project proposals and as far as possible wider engagement has been sought in the development and market testing of open calls

20. Appendices

Appendix 1: Proposed Funding Conditions for Digital Ecosystem projects
Appendix 2: Proposed Grant Funding Conditions for Healthy Ageing Project

21. Background Papers

None

22. Contact Officers

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23. Glossary

NTCA	North of Tyne Combined Authority
SME	Small to Medium Enterprise
CRF	Community Renewal Fund
VCS	Voluntary and Community Sector
BHF	Brownfield Housing Fund
NICA	National Innovation Centre for Ageing

Appendix 1

Proposed Funding Conditions for Digital Ecosystem projects

Digital Business Pipeline

1. Monitor job creation and business sustainability for 2 years beyond the life of the project
2. Follow up with residents engaged on the project, that did not start up a digital business to find out: why they chose not to start a digital business; whether they went on to start a different type of business; what they are doing now; what impact participating in the project had on them. This could be done through the independent evaluation.
3. Request a copy of the formal contract between the applicant and the delivery partners when in place.
4. Compliance with UK Subsidy Control measures to be provided and confirmed.
5. Co-branding of project with NTCA; development of joint comms strategy and active collaboration with other projects in the *NTCA: Digital* Programme

Digital Cluster Development Programme

1. Pre GFA the applicant should provide an independent letter confirming compliance with subsidy control.
2. For the first year of the programme, the applicant should report monthly on its progress in recruiting businesses with growth potential into the programme.
3. Throughout the programme, the applicant should separately report on the businesses taking up innovation vouchers through the NTCA scheme led by NBSL for which the applicant is a delivery partner
4. Co-branding of project with NTCA; development of joint comms strategy and active collaboration with other projects in the NTCA: Digital Programme

Talent Engine

1. Creation of flagship digital assets & a platform for candidates to find digital opportunities in the region. Working with labour market intelligence and digital talent pathway experts at Geek Talent the project will build a digital platform that de-mystifies the roles available in the digital workforce.
2. Delivery of outreach campaigns and events to reach target audiences, including under-represented or low-skilled groups and ensure that the digital platform has a large, inclusive and highly relevant audience.
3. Creation of a high-profile regional hiring portal for digital roles, incorporating roles from “high footfall” employer brands alongside SME roles to amplify the reach of SMEs and widen the talent pool open to them.
4. Collaboration with employers and training providers / educational organisations to develop new talent pipeline programmes e.g. software development academies. The project will act as a “concierge service” to reduce the employer overhead of selecting training vendor partners and navigating the training funding landscape e.g. Kickstart, and the Apprenticeship levy.
5. Nurture early-career and new-to-digital talent in new roles by creating an active community and mentorship network for digital trainees across employers in the region. This will increase retention of these employees within the region and provide additional learning and development opportunities for them.

Digital Sector Inward Investment

1. Pre grant funding agreement, the applicant should provide an independent letter confirming compliance with subsidy control.
2. Pre grant funding agreement, the applicant should provide the Board Minute (or equivalent) that confirms the contribution of the cash matched funding.

3. Pre grant funding agreement, agreement should be reached with Invest North East England to ensure that there is additionality from the project and minimise the risk of duplication through the duration of the project.
4. During delivery the applicant should provide an update on the number of new projects in the pipeline and some evaluation of their scale and probability of success to be determined on agreement of grant funding agreement.
5. Co-branding of project with NTCA; development of joint comms strategy and active collaboration with other projects in the *NTCA: Digital* Programme

Appendix 2

Proposed Grant Funding Conditions for Healthy Ageing Project

1. The grant funding agreement should set out clear milestones on which further funding is contingent. These should include development of a robust pipeline of demand and intermediate outputs that demonstrate positive progress to achievement of backloaded results. If the milestones are not achieved there should be a contractual mechanism to abort the project.
2. The applicant is required to adjust their grant requirement and / or employment outputs so that the cost per job does not exceed the upper recommended threshold for cost per job from R&D/innovation projects received by NTCA (£23,300 / job)
3. NTCA has a position on NICA's strategic governance and operational management boards (or equivalent), to ensure that it remains fully briefed on progress, risks and opportunities, with an ability to influence direction where necessary.
4. Subsidy Control position to be reviewed and to include the full range of potential subsidy recipients in scope, in addition to Newcastle University.

NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: **Inclusive Economy Innovation Fund and Board update**
Report of: **Head of Inclusive Growth**
Portfolio: **Education, Inclusion and Skills**

Report Summary

This report will provide an update on progress with NTCA's Inclusive Economy Innovation Fund and Inclusive Economy Board.

Recommendations

The Cabinet is recommended to:

1. Note the progress on the work of NTCA's Inclusive Economy Innovation Fund and Inclusive Economy Board.

2. Approve the new nominated members of the Inclusive Economy Board as set out in paragraph 1.7 of this report.

3. Delegate authority to the Head of Paid Service, in consultation with the Inclusive Economy Board Chair and Vice Chair (Education, Inclusion and Skills Portfolio Holder) to agree in-year replacements to the membership of the Inclusive Economy Board.

1. Background Information, Proposals and Timetable for Implementation

1.1 Inclusive Economy Board

1.2 Our North of Tyne vision is of a dynamic and more inclusive economy, one that brings together people and opportunities to create vibrant communities and a high quality of life, narrowing inequalities and ensuring that all residents have a stake in our region's future. At the centre of this work are two strategically significant projects for the Education, Inclusion and Skills portfolio: our multi-stakeholder Inclusive Economy Board and our Inclusive Economy Innovation Fund. This report provides Cabinet with a mid-year update on both projects.

1.3 Our Inclusive Economy Board has been operational since March 2020, meeting virtually for the first time during the first week of the first lockdown. In the context of the challenges of the last year the Board has proved central to NTCA's recovery and response work. It has driven the completion of our Employability Framework with DWP, ensuring sign-off by the Secretary of State in September 2020. It has delivered two major plans of work. Firstly, ensuring our Good Work Pledge was tested and challenged in the context of Covid-19 and supporting its successful launch in November 2020. Secondly, shaping our early responses to employability and skills support during the pandemic for young people through our Kickstart offer and the development of our Apprenticeship Hub.

1.4 The Board has also been instrumental in fostering area-wide and sector-wide collaborations around child poverty, digital inclusion and rural resilience. Through our independent Chair, the Right Reverend Bishop Christine Hardman, we have delivered a strong media and national profile through several questions on relevant debates within the House of Lords. Current membership of the Board is provided at Appendix A.

1.5 At NTCA's recent Annual Meeting on 8 June 2021 the membership of the Board was confirmed. This included two vacancies for digital inclusion and health and wellbeing. Bob Patton, who was the representative for digital inclusion had stepped down from the Board and we thank him for his valuable contribution over our first year on such an important brief. The health and wellbeing

vacancy is of longer standing and in consultation with the Chair and Vice Chair the decision was taken to pause recruitment to this role in 2020 due to the exceptional pressures of the pandemic and return to this nomination in 2021.

1.6 More recently personnel changes at Joseph Rowntree Foundation (JRF) have led to the organisation nominating a new representative to replace current member Mike Hawking.

1.7 In-line with NTCA's Constitution and the Inclusive Economy Board's Terms of Reference Cabinet is therefore requested to agree the following new appointments to the Inclusive Economy Board:

- Digital inclusion: Marianne Whitfield, Director of Development, MSP Ltd
- Health and wellbeing: Lord Victor Adebowale CBE, Chair of NHS Confederation, former Chief Executive, Turning Point and Chair, Social Enterprise UK
- Civil society representative: Katie Schmuecker, Deputy Director of Policy and Partnerships, JRF

1.8 Cabinet is also requested to delegate authority to the Head of Paid Service, in consultation with the Inclusive Economy Board Chair and Vice Chair (Education, Inclusion and Skills Portfolio Holder), to agree in-year replacements to the Inclusive Economy Board with the full membership agreed by Cabinet at the NTCA Annual Meeting.

2. Inclusive Economy Innovation Fund: Update

2.1 In April 2019 Cabinet agreed that up to £12 million could be allocated from the NTCA Investment Fund to prioritise innovative inclusive economy investment activities. The purpose of the Inclusive Economy Innovation Fund (IEIF) was to develop a vehicle to attract co-investors interested in inclusive economy programmes and projects, particularly from the world of social finance and progressive philanthropy, with the aim of achieving a ratio of 3:1 leverage on the NTCA commitment.

2.2 In September 2020 Cabinet built on this commitment by receiving a paper outlining the proposed design and focus of the Fund and approving the completion of a Fund Prospectus to act as a marketing tool to introduce the concept to potential co-investors. This was intended to raise the profile of the Fund, maximise value for money for NTCA and contribute towards the principles of the Fund agreed by Cabinet as:

- **Impact at scale:** creating a Fund which can go further, faster
- **Innovation:** in both structure and delivery
- **Citizen engagement:** co-developing the Fund with our residents and their representative groups
- **Business engagement:** creating a natural place for conversations about new economic and investment models to take place

2.3 The prospectus is expected to be finalised at the end of July 2021 and will be published on the NTCA website.

2.4 The Fund continues to have a significant role to play in the Covid-19 recovery agenda and any future devolution settlements. As outlined in the September 2020 Cabinet paper this is both as an enabler of projects which can deliver system change and influence mainstream services, as well as a mechanism for leveraging, and then routing funding to functional economic areas. Careful co-design with stakeholders will ensure that funding does not duplicate or displace other resources, especially as the national funding response to Covid-19 continues to evolve.

Governance and Next Steps

2.5 As outlined in the Devolution Deal, NTCA's Inclusive Economy Board has an important advisory role to play in relation to activities such as the IEIF. The addition of the two proposed new members will ensure the Board is better able to bring effective expertise in health and digital to the development of the IEIF.

2.6 As per direction from the Cabinet in September 2020 officers have worked to ensure the timetable agreed has been met. This has included conducting initial marketing activity with regional and national co-investors and receiving advice on design approaches via this engagement work. In line with the September 2020 Cabinet report, officers are on track to provide Investment Panel with a future report setting out the delivery plan and operational processes for the IEIF.

2.7 The timetable agreed by Cabinet assumed that the IEIF will be active from 2023-28 and approved the following parameters:

- Investment should be made available for a minimum period of five years from the point that the delivery plan and mechanisms associated with the Fund are agreed.
- Funds are therefore to be committed beyond the Combined Authority's initial Gateway Review in 2023.
- Consideration would be given in the budget setting for 2023-28 to ensure that funds would be available and could be defrayed throughout the period to 2028.

3. Potential Impact on Objectives

3.1 NTCA's Vision is of a "dynamic and more inclusive economy…[which narrows] inequalities". [1] We are committed to giving everyone the opportunity to thrive – to achieve a fair wage, and access good jobs, and by working in partnership with business and civil society to achieve this. Our updated Inclusive Economy Policy Statement, agreed by Cabinet in June 2021, reinforces this by committing NTCA to developing an investment approach that explicitly links growth with inclusion.[2] This includes specific ambitions to create a more social and inclusive economy, addressing inequality and poverty, and drive better coordination of education, skills, employment and health activities. Our Inclusive Economy Board has already delivered much of this in the last year; the proposed appointments will strengthen its ability to achieve these aims. The IEIF will also bring with it additional funding with which to achieve these aims.

4. Key Risks

4.1 The following key risks have been identified in relation to the proposals:

Area	Risk	Mitigation
Scope of work - Board	Proposed activities fall outside of NTCA's powers & accountabilities.	The Monitoring Officer has advised on the process of appointment to the Inclusive Economy Board which is reflected in the Board's Terms of Reference, accepted in March 2020. This recommendation is in line with these procedures and processes.
Scope of work - IEIF	Proposed activities fall outside of NTCA's powers & accountabilities.	Cabinet endorsement of the approach and timetable in September 2020 confirmed the scope of work was within NTCA's powers and responsibilities.
Lack of relevant interest – Board	Board membership to incomplete due to lack of interest/appetite to engage in its work.	Chair and Vice Chair (NTCA Portfolio Holder for Education, Inclusion and Skills) advised on prospective appointments. Early engagement work with proposed nominees confirmed interest and capacity to join the Board if their nominations were approved.

[1] Home of Ambition: The Vision for the North of Tyne Combined Authority, November 2018
[2] Working Together for You: A more inclusive North of Tyne, North of Tyne Combined Authority, June 2021

Area	Risk	Mitigation
Lack of relevant interest – IEIF	Insufficient interest from co-investors to develop and launch IEIF	Initial engagement and soft-market testing across early 2021 has indicated there continues to be interest in this approach from potential co-funders. The effects of the pandemic have accelerated funder's interest in inclusive economy approaches and activities.

5. Financial and Other Resources Implications

5.1 The Cabinet report in September 2020 recommended that the proposed IEIF approach to growing a fund through co-investment should not preclude NTCA continuing to invest in innovative projects which delivered our inclusive economy ambitions on an ongoing basis.

5.2 Consequently, officers have continued to work at pace on a pipeline of inclusive economy projects which address the ambitions of our Devolution Deal, the work and insight of our three local authorities and the effects of the pandemic on the communities and places in the North of Tyne.

5.3 Across 2020-21 Investment Panel has supported commitments such as our Youth Employment Partnership programme, our first co-funded programme with DWP under our Employability Framework and our Kickstart programme enhancing the national scheme for unemployed 16-24 year olds with additional employer engagement and wrap-around support for clients, making sure all young people achieve a good job.

5.4 Investment Panel has also recommended funding for projects such as our Poverty Truth Commission; working in partnership with specialists locally to development an effective mechanism to bring people with direct experience of poverty and exclusion into decision-making for the North of Tyne. Other projects receiving investment from the IEIF include: Employability and Skills Programme; Digital Inclusion; Return to Work – Carers; Apprenticeship Hub; our Crowdfund North of Tyne project with Spacehive.

5.4 To date the financial position for the IEIF is as follows:

Committed	Current Pipeline	Unallocated
£9.425m	£1.305m	£1.27m

5.5 The pipeline comprises: £875,000 for NTCA's Child Poverty Prevention Fund and £430,000 for the forthcoming Union Learn project, leaving £1.27m remaining to be allocated to March 2023. The Head of Inclusive Growth is working on a future pipeline of projects, in consultation with the Portfolio Holder for Education, Inclusion and Skills.

5.6 The Head of Inclusive Growth is also working closely with relevant officers on a forward plan for the IEIF. This will ensure NTCA can continue making rapid and timely decisions enabling investments in inclusive economy projects and programmes, whilst working with senior officers to secure additional IEIF funding to ensure there is an appropriate uncommitted allocation with which to attract and match independent co-investment.

5.7 There are no financial implications to the Inclusive Economy Board appointments.

6. Legal Implications

6.1 The comments of the Monitoring Officer have been incorporated in this report.

7. Equalities Implications

7.1 Equality considerations are at the forefront of the Inclusive Economy Board's work, reflecting NTCA's adoption of the socio-economic duty within our Public Sector Equality Duty commitments.

The Board actively supports our equalities ambitions, by, for example, supporting our recently published corporate equalities objectives for 2021-25. The two new appointments will improve the breadth of expertise on the Board supporting NTCA's work in-line with the Equality Act 2010.

7.2 Moreover, by developing an IEIF which is responsive to the needs of particular places in the North of Tyne, it will specifically deliver the aims of the 2010 Equality Act to advance equality of opportunity for all, especially for residents experiencing low pay/socio-economic disadvantage.

8. Inclusive Economy Implications

8.1 The Inclusive Economy Board is part of NTCA's Education, Inclusion and Skills policy priorities, developing activities and interventions which achieve local economic resilience via strengthened communities, and more and good jobs. The proposed appointments to the Board will specifically support the development of an inclusive economy in line with the following characteristics:

- Participation – Delivering a people-centred approach to local economic development by involving a wide-range of expertise on the Board and improving our understanding on health and wellbeing and digital inclusion issues.

8.2 The next steps for the IEIF will support our inclusive economy ambitions by reflecting the following principles:

- Equity – By maximising the value of NTCA funding and building a coalition of committed co-investors tackling inequality in the North of Tyne.
- Growth – By building a Fund which supports good jobs and work opportunities and tackles in-work poverty, directly targeting poorer communities, families and individuals.

9. Climate Change Implications

9.1 There are no climate change implications to this report.

10. Consultation and Engagement

10.1 Following Cabinet approval of the priorities for the IEIF in late 2020 NTCA officers, under the direction of the Portfolio Holder, have continued to work with a number of prospective co-investors to understand the landscape, appetite and interest in the IEIF policy concept and potential approaches. Officers will build on these relationships in the second half of 2021 to take forward the proposals in-line with the Cabinet's recommended approach.

11. Appendices

Appendix A – Membership of Inclusive Economy Board

12. Background Papers

Inclusive Economy Board, Report to Cabinet, February 2020 and Appendix 2: Inclusive Economy Board Terms of Reference

Inclusive Economy Innovation Fund, Report to Cabinet, 29 September 2020

13. Contact Officers

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Head of Inclusive Growth
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14. Glossary

DWP	Department for Work and Pensions
IEIF	Inclusive Economy Innovation Fund
JRF	Joseph Rowntree Foundation
NTCA	North of Tyne Combined Authority

Appendix A

Membership of Inclusive Economy Board

Name	Representing	Title/Organisation
Right Reverend Bishop Christine Hardman, Bishop of Newcastle	Chair	
Carol Botten	North East LEP	VONNE and North East LEP
Katherine Cowell	Education Representative	Regional Schools Commissioner
Lynn Cramman	Business Representative	Cobalt Business Park
Councillor Wayne Daley	NTCA Constituent Authority	Northumberland County Council
Jamie Driscoll	North of Tyne Mayor	
Councillor Peter Earley	NTCA Constituent Authority	North Tyneside Council
Beth Farhat	Trade Union Representative	TUC
Alan Ferguson	Business Representative	Fergusons Transport
Sarah Glendinning	Business Representative	Confederation of British Industry
Jessica Hodgson	Government Representative	Department for Work and Pensions
Alex Jarvis	Government Representative	Cities & Local Growth Unit, Department for Business, Energy & Industrial Strategy
Councillor Karen Kilgour	NTCA Portfolio Lead Education, Inclusion and Skills (and Vice Chair)	NTCA
Rhona Knox	Business Representative	Proctor & Gamble
Daljit Lally	NTCA Chief Executive Lead Employability and Inclusion	Chief Executive Northumberland County Council
Anne Lyall	Voluntary, Community and Social Enterprise Sector (VCSE) Representative	Northumberland CVA
Councillor Joyce McCarty	NTCA Constituent Authority	Newcastle City Council
Prof. Mark Shucksmith OBE	Education Representative	Newcastle University and Carnegie UK
Ross Smith	Business Representative	Northumbria Water
Jonathan Walker	Business Representative	North East Chamber of Commerce
Marianne Whitfield	*Digital/Technology Sector Representative*	*Recommended*
Lord Victor Adebowale CBE	*Health and Wellbeing Representative*	*Recommended*
Katie Schmuecker	*Civil Society Representative*	*Recommended*

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NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: 2021/22 Quarter 1 NTCA Budget Monitor Report
Report of: Chief Finance Officer
Portfolio: Investment and Resources

Report Summary

This report is the first quarter monitoring report to Cabinet on the 2021/22 financial position. The report brings together the forecast financial position for both the Corporate, Investment Fund, Brownfield Housing Fund and Adult Education budget and provides an indication of the potential position of the Combined Authority at 31 March 2022. It also sets out the potential position on the reserves at the year end.

Recommendations

The Cabinet is recommended to note the forecast budget monitoring position for the Combined Authority as set out in paragraphs 1.2, 1.3,1.4 and 1.5 and the reserves position in 1.6.

1. Background Information, Proposals and Timetable for Implementation

1.1 Cabinet approved the 2021/22 budget on 26th January 2021. Included in that budget was the estimated expenditure across the year for both the Corporate Budget, Investment Fund, Brownfield Housing Fund, and the Adult Education Budget.

1.2 The 2021/22 budget proposals were set within the context of the COVID-19 pandemic and delay to Comprehensive Spending Review (CSR).

1.3 The 2021/22 Q1 budget monitor reflects the continued development of the Combined Authority in terms of the establishment of the Authority's staffing structure, and the systems required to support the delivery and monitoring of projects and programmes aligned with its vision based on current information and trajectory of delivery of programmes and projects.

1.4 **Corporate Budget**

1.4.1 The Corporate budget for 2021/22 set a net zero position covering the costs associated with the capacity required to deliver.

1.4.2 Table 1 overleaf reflects the 2021/22 forecast position across the key income and expenditure heads within the Corporate Budget head.

Table 1 Q1 2021/22 Corporate Budget Monitor

Corporate	Budget £m	Forecast £m	Variance £m
Expenditure			
Employees	2,564	2,959	396
Other Service Expenses	1,699	1,699	-
Support Services	276	285	9
JTC Levy	26,801	26,801	-
Gross Expenditure	**31,340**	**31,744**	**405**
Income			
Mayoral Capacity Grant	(1,000)	(1,000)	-
Constituent Authority Contributions	(111)	(111)	-
Investment Fund Contribution	(2,231)	(2,231)	-
Investment Fund Workstreams	(221)	(554)	(333)
AEB Contribution	(678)	(678)	-
Other Contributions	(123)	(195)	(72)
Interest on Investments	(175)	(175)	-
JTC Levy	(26,801)	(26,801)	-
Gross Income	(31,340)	(31,745)	(405)
Net (Income)/Expenditure	-	-	-

1.4.3 There are now 58 staff directly employed by the Combined Authority, this reflects an increase in the current forecast position on employee expenditure of £0.396m and is in light of increasing numbers of projects and programmes, resulting in recruitment of a number of temporary posts to lead on the delivery of the projects. A workforce planning exercise is currently being undertaken with the aim of creating a long-term staffing plan set within the context of a consistent set of agreed principles appropriate for the Authority.

1.4.4 The increase in employee expenditure is matched by an increase in income from Investment Fund workstreams and an increase in other contribution income directly funding the increase in employee expenditure. A small increase (£0.009m) in Support Services is due to an increase in the insurance policy costs.

1.5 Investment Fund

1.5.1 To date the Combined Authority has achieved:

- A commitment of £68.440m against 71 live projects – out of a total programme value of £90.000m to March 2023.
- These projects will attract £245.720m of private sector leverage and are forecast to deliver 4193 jobs and safeguard a further 2673.
- Of these, the first 380 new jobs have been created and 1773 safeguarded.

Table 2 overleaf sets out the commitments against the key themes of the Investment Fund.

Table 2 Commitment against Investment Fund Thematic Area

	Committed	Allocation	% Allocated
	£m	£m	
Business	42.000	45.300	93%
People	10.760	17.300	62%
Place	6.580	13.250	50%
Major Strategic Economic Opportunities	7.160	9.650	74%
Business Case Development Fund	1.940	4.500	43%
	68.440	**90.000**	**76%**

1.5.2 The Investment Fund Programme continues to grow as projects progress through the pipeline. There have been key funding proposals coming forward for consideration, around innovation and supporting our key sectors. Work continues at pace to operationalise the headline sector strategies agreed by Cabinet. In addition, there is a step change in the volume of contracts and supporting financial claims as projects and programmes come to fruition. Table 3 below shows the forecast position for the Investment Fund in 2021/22.

Table 3 Investment Fund Q1 Budget Monitor

Investment Fund	Budget £m	Forecast £m	Variance £m
Expenditure			
Business Case Development Fund	1.000	0.900	(0.100)
Investment Projects	26.757	26.757	-
Technical Assistance	0.250	0.350	0.100
Contribution to Corporate	2.231	2.231	-
Gross Expenditure	**30.238**	**30.238**	**-**
Income			
Investment Fund	(20.000)	(20.000)	-
Total Income	**(20.000)**	**(20.000)**	**-**
Net Position (Income)/Expenditure	**10.238**	**10.238**	**-**
Investment Reserve brought forward	**(50.129)**	**(50.129)**	**-**
Net Investment Fund Reserve carried forward	**(39.891)**	**(39.891)**	**-**

1.5.3 The quality of delivery continues to be strong. Relationships with grant recipients remain strong and organisations have been keen to work with NTCA to design and embed innovative delivery approaches, ensuring that projects can continue to meet the aims, objectives, and outputs that they set out to achieve. Additionally, the pipeline has continued to develop with a number of schemes to be delivered in 2021/22, including the Green New Deal Fund which will deliver a significant amount of expenditure and outputs. The increase shown (£0.100m) on the Technical Assistance budget is in relation to evaluation work due to be contracted pending the Gateway Review.

1.5.4 Within the above investment fund workstream the following project includes funding to be spent on capital schemes:

Table 4 Investment Fund Capital Schemes

Project	2021/22 £m	2022/23 £m	Total £m
NU Futures	1.637	0.029	1.666

1.6 **Brownfield Housing Fund**

1.6.1 The Brownfield Housing Fund is the first housing allocation for the North of Tyne Combined Authority. The funding is intended to support the development of at least 1,500 new homes, by remediating and revitalising brownfield sites across the North of Tyne area. The Brownfield fund is part of a broader housing programme and pipeline of sites, shaping a strategic delivery approach to supporting housing and economic recovery.

1.6.2 A current total pipeline of 19 schemes with a total funding request of £26.100m. This position provides enough flexibility to manage the programme and NTCA, in collaboration with partners will continue to develop the pipeline of schemes in order to manage a deliverable capital programme which meets the requirements and timescales set out by MHCLG.

1.6.3 In terms of approvals to date, NTCA have approved 5 schemes with a total commitment of £11.140m. These schemes are forecasting the creation of 1238 housing units with the extended pipeline accounting for 3144, this is set against the MHCLG target of 1500. Forecast private sector leverage for the 5 approved projects stands at £115.95m.

1.6.4 These schemes have been contracted and are now delivering on the ground, the following section sets out further detail on each scheme.

1.6.5 Due to the late confirmation and receipt of funding in year 1 (2020/21) and delays due to the pandemic, the unspent allocation from this year has been carried forward in to 2021/22 (year 2). This will increase pressure in terms of accelerated delivery in this financial year. Table 5 below shows the revised profile going forward over the 5 years as agreed with MHCLG.

Table 5 Brownfield Housing Funding Profile updated for Year 1 underspend

	Total	Year 1	Year 2	Year 3	Year 4	Year 5
	£m	£m	£m	£m	£m	£m
Funding Profile	24.000	5.000	8.100	6.700	3.100	1.100
Funding Profile reflecting underspend in 2020/21 c/f to 2021/22	23.854	0.585	12.368	6.700	3.100	1.100
Projected Programme Spend	26.184	0.585	11.693	6.925	6.687	0.293

1.7 **Adult Education Budget (AEB)**

1.7.1 In August 2020 NTCA took control of £23.145m devolved Adult Education Budget for the academic year 2020-21. An additional allocation of £0.959m for one year was received in September 2020 to invest in high value courses and sector-based work academy programmes. A further £0.409m was delegated to NTCA in April 2021 to deliver Lifetime Skills Guarantee. Bringing the total AEB for the academic year (August 2020 – July 2021) to £24.514m.

1.7.2 The Department of Education have confirmed NTCA's devolved AEB for the period 1 August 2021 to July 2022 is £23.551m plus an additional £1.642m for the delegated Lifetime Skills Guarantee bringing the total AEB in 2021/22 academic year to £25.193m.

1.7.3 Since the beginning of June 2021 over 22,000 enrolment opportunities have been delivered or are being undertaken. AEB has delivered 78% of their profiled enrolments with the expectation this will reach 80% by the end of the academic year 2020/21.

1.7.4 COVID-19 has had a big impact on face-to-face learning, the impact of this is being closely monitored through Provider Quarterly Monitoring Meetings both in terms of learner engagement during the pandemic and providers performance against delivery plans and payment profiles that were set out at the beginning of the academic year.

1.7.5 Table 6 below shows the forecast budget position on AEB for academic year 2021/22.

Table 6 Adult Education Budget Forecast Academic Year 2021/22

	Academic Year 2021/22		
	Budget £'000	**Forecast £'000**	**Variance £'000**
Expenditure			
Grant Awards	15.369	16.214	0.845
Procured Services	6.659	6.659	-
Corporate Contribution	0.678	0.678	-
Lifetime Skills Guarantee	-	1.642	1.642
Gross Expenditure	**22.706**	**25.193**	2.487
Income	(22.706)	(25.193)	(2.487)
Gross Income	**(22.706)**	**(25.193)**	**(2.487)**
Net Position (Income)/Expenditure	**-**	**-**	**-**

1.8 **Reserves**

1.8.1 The forecast position on reserves held at 31 March 2021/22 are detailed below in Table 7.

Table 7 Reserves as at 31 March 2022

Reserves Statement	**Opening Balance £m**	**Movement in Reserve £m**	**Closing Balance £m**
Strategic Reserve	0.200	-	0.200
Investment Fund Reserve	50.129	(10.238)	39.891
Preparing to Exit Grant	0.183	-	0.183
Total NTCA General Fund Reserves	50.512	(10.238)	40.274

1.8.2 Reserves will decrease by £10.238m to £40.274m based on the current trajectory on the Investment Fund. The level of the Investment Fund Reserve reflects Investment Fund monies received to date of £80.000m with delivery on projects anticipated to reduce the reserve to £40.274m at the end of 2021/22.

1.8.3 The Strategic Reserve continues to be maintained at £0.200m in line with the Reserves and Balances Policy.

2. Potential Impact on Objectives

2.1 The North of Tyne Combined Authority Vision document sets out the strategic objectives of the Authority. The 2021/22 budget position against which the budget is monitored against demonstrates the Authority has properly discharged its functions and assisted in delivering the Authority's vision, policies, and priorities.

3. Key Risks

3.1 There are no specific risks relating to this report.

4. Financial and Other Resources Implications

4.1 This is a financial report with any financial or resource implications set out in the report.

4.2 The Mayor and Cabinet need to have due regard to the Chief Finance Officer's advice in relation to the levels of reserves and balances in accordance with the Authority's Reserves and Balances policy.

5. Legal Implications

5.1 The Combined Authority has a legal obligation under the Local Government Act 2003 to have regard to the Chartered Institute of Public Finance and Accountancy's Treasury Management in the Public Services: Code of Practice; the Chartered Institute of Public Finance and Accountancy's Prudential Code: Capital Finance in Local Authorities and the Ministry of Housing, Communities and Local Government (MHCLG) Statutory Guidance on Local Government Investments.

5.2 The Combined Authority is required to agree a balanced budget annually and to monitor performance against that budget throughout the year. The Combined Authority must also make provision for an adequate level of un-earmarked reserves. It is also required to ensure that good financial governance arrangements are in place.

6. Equalities Implications

6.1 There are no direct equalities implications arising out of the recommendations in this report.

7. Inclusive Economy Implications

7.1 There are no direct inclusive economy implications arising from the recommendations in this report.

8. Climate Change Implications

8.1 There are no direct climate change implications arising out of the recommendations in this report

9. Consultation and Engagement

9.1 The creation of the North of Tyne Combined Authority has been subject to significant and regional consultation. The 2021/22 budget was subject to wide consultation across the North of Tyne Region. The constituent authorities have been consulted directly on the production of the outturn statement.

10. Appendices

None

11. Background Papers

26 January 2021 NTCA Budget Report

12. Contact Officers

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13. Glossary

AEB	Adult Education Budget
NTCA	North of Tyne Combined Authority

NORTH OF TYNE COMBINED AUTHORITY

Cabinet

27 July 2021

Subject: North East Local Enterprise Partnership – Funding Decisions Update

Report of: Chief Executive, North East Local Enterprise Partnership

Portfolio: All

Report Summary

The purpose of this report is to update the Cabinet on the work and decisions of the North East Local Enterprise Partnership (North East LEP). Since the North of Tyne Combined Authority Cabinet meeting held on the 26 January 2021 there have been a number of project funding decisions related to the programmes managed by the North East LEP, for which NTCA is the accountable body since 1 April 2020. This report provides summary information about the Local Growth Fund (LGF), Getting Building Fund (GBF), Enterprise Zone (EZ), and North East Investment Fund (NEIF) programmes.

Recommendations

Cabinet is recommended to

1. Note the report which provides information on the work and decisions of the North East Local Enterprise Partnership (North East LEP) since the North of Tyne Combined Authority Cabinet meeting held on the 26 January 2021.

1. Background Information, Proposals and Timetable for Implementation

1.1 The report provides an update on the North East LEP project funding decisions made since the 26 January 2021. The North East LEP manages four funds; the Local Growth Funding (LGF), the Getting Building Fund (GBF), the North East Investment Fund (NEIF) and the Enterprise Zone (EZ) programmes.

1.2 Project funding decisions are made in line with the North East LEP Constitution and Scheme of Delegation which sets out how decisions can be made through the North East LEP Board, the Investment Board or through the delegated decision process.

1.3 The North of Tyne Combined Authority (NTCA), as the North East LEP accountable body, is the legal entity which issues the grant and loan agreements to project applicants and as such must satisfy itself of the legal and financial probity of any decisions it implements on behalf of the North East LEP. This means that the North LEP project funding decisions also need to be authorised through NTCA decision-making for legal and financial probity reasons, rather than endorsing the actual in principle decision of the LEP.

1.4 Project funding decisions made and implemented between 26 January 2021 and 30 June 2021 are as follows:

- £2,000,000 of GBF grant to Advance Northumberland (Commercial) Ltd to delivery the Bedlington Town Centre Project;
- £3,500,000 of GBF grant to North Tyneside Council to deliver the North Shields Town Centre Project;
- £3,000,000 of GBF grant to the OREC Catapult to deliver the R-CORE – Test, Validation & Demonstration Infrastructure Facility Project;
- £3,000,000 of GBF grant to South Tyneside Council to support the Glassworks Project;
- £260,000 of GBF grant to Buccleuch Property (Washington) Ltd to develop the Velocity 194 Project in Washington;

- £6,000,000 of GBF grant to Durham County Council to support the Aykley Heads Project;
- £10,000,000 of NEIF loan to FW Capital for the North East Property Fund Project;
- Funding swaps between Gateshead Council, Northumberland County Council, South Tyneside Council and Sunderland City Council to facilitate swaps on the GBF and LGF Programme budgets;
- £224,774 EZ grant to the Port of Tyne Authority for the Holborn 2 Enterprise Zone feasibility costs;
- Variation agreement of a NEIF loan deferring full repayment from 31 March 2021 to 31 December 2021 to World Wheel Co. Newcastle Ltd for the Giants of the Quayside, Whey Eye Wheel Project;
- £800,000 LGF capital grant to Newcastle City Council to support the revised/enhanced Pattern Shop Project;
- £1,860.000 of GBF grant to Northern Gas Networks to develop the InTEGReL Customer Energy Village project near Thornley, Gateshead;
- £1,500,000 of GBF grant to Shepherds Offshore Services Ltd to support the Swans Energy Park (phase 1 enabling) project in Wallsend;
- £1,500,000 of LGF capital grant from the North East Inward Investment Fund to Just Eat.co.uk to establish a new business hub at Rainton Bridge, Sunderland;
- Acceptance of £600,000 of Section 31 funding from the Department for Business, Energy and Industrial Strategy (BEIS) to support the Made Smarter Project, including approval of a Partnership Agreement with Tees Valley Combined Authority to undertake the project;
- Variation agreement of an EZ loan replacing EZ loan amount of £500,000 and awarding £500,000 GBF grant to Advance Northumberland for the North Energy Park Phase 1(NEP 1) Project;
- Issue of a funding letter to the North East LEP Investment Team enabling £4,000,000 North East LEP resources to deliver the Project Development Accelerator Fund;
- £3,644.000 EZ grant to Newcastle City Council to undertake a revised phased approach to the North Bank of Tyne Project;
- £877,370 Commercial Property Investment Fund Pilot incentive award to Barmston Development Ltd to develop the Turbine Business Park Project;
- Variation of LGF grant funding deferring project completion date from 31 March 2021 to 31 March 2023 to Newcastle City Council for the East Pilgrim Street Project.

1.5 In addition to the above, the following grants were awarded through delegated authority by the North East LEP Chief Executive, as one of the NTCA Designated Officers for LEP matters only:

- 5 grants for £20,000 for the Energy for Growth Challenge Fund Round 3;
- 4 grants between £12,000 - £25,000 for Challenge North East – (COVID 19 Challenge Fund development grant award);
- 16 grants between £4,800 - £5,000 for the North East COVID Innovation Challenge Fund.

2. Potential Impact on Objectives

2.1 The decisions support the vision and objectives of the North East LEP Strategic Economic Plan 2014- 2024, and the North East Recovery and Renewal Deal submitted to Government in September 2020.

3. Key Risks

3.1 The North East LEP is managing financial, regulatory and reputational risks at both project level and programme level. Individual project level risks are assessed prior to funding approval as part of the

project appraisal process and in accordance with the recently updated North East LEP Assurance Framework.

3.2 NTCA's finance and legal officers are considering all related grant and loan funding agreements including subsidy control matters to ensure legal and financial probity as they are being determined.

4. Financial and Other Resources Implications

4.1 The Section 73 Officer is consulted on all funding decisions going through the NTCA decision-making process to ensure financial probity and whether the budget provision is available.

5. Legal Implications

5.1 The comments of the Monitoring Officer have been included within this report. The NTCA Monitoring Officer is consulted on all funding decisions going through the NTCA decision-making process to ensure legal probity.

6. Equalities Implications

6.1 All North East LEP funded projects are required to be delivered in accordance with the objectives set out under s149 of the Equalities Act 2010.

7. Inclusive Economy Implications

7.1 The North East LEP follows the policies set out in its North East Strategic Economic Plan (SEP) that promote sustainable economic growth across the region. The core objective of the North East SEP is to support the creation of 100,000 'more and better' jobs in the region by 2024.

7.2 Projects consider the impact on inclusive growth in the North East.

8. Climate Change Implications

8.1 Several of the projects directly support a greener economy for the North East.

9. Consultation and Engagement

9.1 Proposals have been developed through the North East LEP Board and Investment Board processes.

10. Appendices

Appendix A: Copy of the North East LEP Board, Investment update paper – 27 May 2021.

11. Background Papers

None

12. Contact Officers

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13. Glossary

LEP – Local Enterprise Partnership
LGF – Local Growth Fund
EZ – Enterprise Zone
NEIF – North East Investment Fund
GBF – Getting Building Fund

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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