

## *CABINET AGENDA*

**Tuesday, 23 May 2023 at 10.00 am in the Bridges Room - Civic Centre**

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From the Chief Executive, Sheena Ramsey

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Item	Business
1	<b>Apologies for absence</b>
2	<b>Minutes</b> (Pages 3 - 6)  Cabinet is asked to approve as a correct record the minutes of the last meeting held on 25 April 2023.  <b>Key Decisions</b>
3	<b>Household Support Fund Round 4 2023/24</b> (Pages 7 - 12)  Report of the Strategic Director, Housing, Environment and Healthy Communities
4	<b>Acceptance and Use of Family Hubs and Start for Life Funding</b> (Pages 13 - 22)  Report of the Strategic Director, Children's Social Care and Lifelong Learning
5	<b>Local Transport Plan: Capital Programme Year End Report (May 2023)</b> (Pages 23 - 58)  Report of the Strategic Director, Economy, Innovation and Growth
6	<b>Active Travel Fund Tranche 4</b> (Pages 59 - 64)  Report of the Strategic Director, Economy, Innovation and Growth  <b>Non Key Decisions</b>
7	<b>Response to Consultation - Environmental Outcomes Reports: A New Approach to Environmental Assessment</b> (Pages 65 - 78)  Report of the Chief Executive
8	<b>Appointments to Advisory Groups, Other Bodies of the Council, Joint Committees and Outside Bodies</b> (Pages 79 - 92)  Report of the Strategic Director, Corporate Services and Governance

- 9** | **Petitions Schedule** (Pages 93 - 96)  
Report of the Strategic Director, Corporate Services and Governance
- 10** | **Surplus Declaration - Garages at Acomb Court, Harlow Green** (Pages 97 - 102)  
Report of the Strategic Director, Housing, Environment and Healthy Communities
- 11** | **Community Asset Transfer - Heworth Welfare Hall** (Pages 103 - 108)  
Report of the Strategic Director, Housing, Environment and Healthy Communities
- 12** | **Nomination of a Local Authority School Governor** (Pages 109 - 112)  
Report of the Strategic Director, Children's Social Care and Lifelong Learning

Contact: Kevin Ingledeu - Email: [KevinIngledeu@gateshead.gov.uk](mailto:KevinIngledeu@gateshead.gov.uk), Tel: 0191 433 2142,  
Date: Monday, 15 May 2023



C146

## **INFORMATION GOVERNANCE FRAMEWORK AND DATA PROTECTION POLICY**

Consideration has been given to recommending the Council to approve a new Information Governance Framework and Data Protection Policy.

RESOLVED - That the Council be recommended to approve the Information Governance Framework and the Data Protection Policy as set out in appendices 2 and 3 of the report and for both documents to be implemented without delay.

The above decision has been made to have an effective Information Governance Framework and Data Protection Policy in place.

C147

## **HOUSING COMPLAINTS PROCEDURE - COMPLIANCE WITH HOUSING OMBUDSMAN SERVICE COMPLAINT HANDLING CODE**

Consideration has been given to recommending the Council to approve changes to the procedure for dealing with housing complaints, moving from a 3-stage process to a 2-stage process, to ensure the Council is acting in line with the Housing Ombudsman Service Complaint Handling Code.

RESOLVED - That the Council be recommended to approve the change in the housing complaints procedure from a 3-stage process in line with the corporate complaint procedure, to a 2-stage process as set out in appendix 2 to the report.

The above decision has been made to have an effective and timely complaints procedure in compliance with the Housing Ombudsman Service Complaint Handling Code.

C148

## **GATESHEAD EARLY HELP STRATEGY 2023 TO 2026**

Consideration has been given to recommending the Council to approve the partnership Early Help Strategy for Gateshead 2023-2026.

RESOLVED - That the Council be recommended to approve and adopt the Gateshead Early Help Strategy 2023-2026 as set out in appendix 2 to the report.

The above decision has been made for the following reasons:

- (A) The Strategy reflects the partnership commitment to delivering effective support to families through a combination of universal and targeted services.
- (B) The Strategy contributes to the aims and objectives of the 'Thrive' approach and the priorities of the Gateshead Health and Wellbeing Strategy.
- (C) The Strategy strategically positions the Council to respond to emerging, national policy areas, including Family Hubs and the (2021) Care Review.

C149 **SCHOOL TERM DATES 2024/25**

Consideration has been given to the proposed school term dates for 2024/25.

RESOLVED - That the proposed school term dates for 2024/25 as set out in appendix 2 to the report be approved.

The above decision has been made for the following reasons:

- (A) To allow future planning to take place.
- (B) To make effective and efficient use of Council resources.

C150 **NOMINATIONS OF LOCAL AUTHORITY SCHOOL GOVERNORS**

Consideration has been given to the nomination of Local Authority Governors to schools seeking to retain their Local Authority governor in accordance with The School Governance (Constitution) (England) Regulations.

RESOLVED - That the nominations set out below be approved for a period of four years in accordance with the Schools' Instrument of Government:

<b>School</b>	<b>Nomination</b>	<b>Date from</b>
Carr Hill Community Primary School	Councillor M Gannon	01/09/2023
Gibside School	Ms J McAndrew	01/09/2023

The above decision has been made to ensure the School Governing Bodies have full membership.

(Councillor M Gannon declared a personal and non-pecuniary interest in the above matter because he is one of the nominees and withdrew from the meeting whilst the matter was under consideration. Councillor C Donovan took the Chair for this item.)

C151 **COUNCIL TAX AND NON-DOMESTIC RATES - TRANSFER OF UNCOLLECTABLE AMOUNTS**

Consideration has been given to the transfer of outstanding balances from Council Tax and Non-Domestic Rates (NDR) accounts, where all possible recovery action has been taken and the balances are now considered to be uncollectable.

- RESOLVED -
- (i) That the transfer of 1005 uncollectable accounts in respect of Council Tax balances totalling £1,320,323.84 be approved.
  - (ii) That the transfer of 74 uncollectable accounts of Non-Domestic Rates balances totalling £883,256.54 be approved.

- (iii) That the action taken under delegated powers to transfer Council Tax and Non-Domestic Rates accounts with balances of £500 or less as set out in the report be noted.

The above decisions have been made for the following reasons:

- (A) To ensure the effective management of the Council's resources.
- (B) To ensure that the Council Accounts accurately reflect the correct financial position.

Copies of all reports and appendices referred to in these minutes are available online and in the minute file. Please note access restrictions apply for exempt business as defined by the Access to Information Act.

The decisions referred to in these minutes will come into force and be implemented after the expiry of 3 working days after the publication date of the minutes identified below unless the matters are 'called in'.

Publication date: 25 April 2023

**Chair**.....

**TITLE OF REPORT:** Household Support Fund Round 4 2023/24

**REPORT OF:** Colin Huntington, Strategic Director, Housing,  
Environment and Healthy Communities

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## **Purpose of the Report**

1. To seek Cabinet's approval of the Council's proposal for the distribution of the Household Support Fund Round 4 (HSF) for the period 1 April 2023 to 31 March 2024.

## **Background**

2. The Department of Work and Pensions (DWP) Household Support Fund has been extended until 31 March 2024, providing £3,673,260 of funding. The spirit of the fund remains the same, namely, to support those at risk of going cold or hungry and to help with significantly rising living costs.
3. Whilst previous rounds of funding have been provided for period of 6 months, this round of HSF is to cover the full year 1 April 2023 – 31 March 2024.
4. The expectation is that the HSF should be used to support households in the most need and in particular those who may not be eligible for the other support the government is making available but who are nevertheless in need and who require crisis support. This may include but is not limited to:
  - people who are entitled to, but not claiming, qualifying benefits,
  - people who are claiming Housing Benefit only,
  - people who begin a claim or return to payment of a benefit after the relevant qualifying date.
5. There may, however, be groups who are vulnerable to rising prices even though they are supported through these schemes, for example large families or single-income families. The Fund is intended to cover a wide range of low-income households in need including families with children of all ages, pensioners, unpaid carers, care leavers, and people with disabilities.
6. Energy bills may be of particular concern to low-income households during the period of the fund and Local Authorities should prioritise supporting households with the cost of energy. Support particularly encouraged can include insulation of hot water tanks, fitting draft excluders to a door, or replacing inefficient lightbulbs or white goods. The HSF can also be used to support households with the cost of food and water bills, essential costs related to energy, food and water, and with wider essential costs. In exceptional cases of genuine emergency, it can

additionally be used to support housing costs where existing housing support schemes do not meet this need.

7. We are asked to consider providing support to people with disabilities who may be facing acute challenges due to the disproportionate impact of rising costs and those people with caring responsibilities due to the challenges in fulfilling their caring role, for example additional heating, water or transport costs.
8. New guidance for round 4 of the HSF scheme has to be followed and includes the requirement that every area must operate at least part of their scheme on an application basis i.e. residents should have the opportunity to come forward to ask for support. There is flexibility on exactly how this can be run, including being continuous, at intervals and/or through third parties rather than directly by the Local Authority
9. Support is required to be available for the duration of the Fund Period.

### **Proposal**

10. Based on the revised guidance from the DWP and the lessons learned from implementing previous rounds of the HSF the following is proposed.

#### **Children**

11. It is proposed Gateshead continues to support children through the free school meals provision. This will require an estimated £1,300,000 to cover the summer break, three half terms (May, October and February) and the Christmas break.
12. It is also proposed to provide an additional payment to each household with children in receipt of Free School Meals at Christmas at a cost of £150,000.
13. Further the proposal would be to allocate £50,000 grant to the Jewish Community Council of Gateshead (JCC) to support children in Jewish schools who do not access free school meals.

#### **Support to households through existing and new projects**

14. There will be support to various groups throughout the year and following an evaluation of the effectiveness of previous rounds of funding in meeting the aims of the fund.
15. These groups include but are not limited to:
  - Food Co-ops
  - Gateshead Foodbank
  - Feeding families
  - Supply of baby milk
  - Running costs for Warm Spaces provision
  - refreshments in Council Warm Spaces
  - Warm Box project
  - Food Network Grant Programme
  - Reconnection of energy and energy grants
  - Citizens Advice, Gateshead



16. It is proposed to set aside an amount of £500,000 to support these groups during the year.

### **Remaining funding subject to administration costs**

17. The new guidance states that every area must operate at least part of their scheme on an application basis i.e. residents should have the opportunity to come forward to ask for support. There is flexibility on exactly how this can be run, including through third parties rather than directly by the Local Authority however the scheme must operate this either continuously or at intervals during the year.
18. An application process will be put in place in the Council with allocations on the basis of the following principles:
- The allocation is based on principles in the current Council's Local Discretionary payments scheme.
  - The application process will operate at intervals when other DWP support is not available.
  - The application process is developed by the Council based on set criteria to help target those residents highlighted in paragraph 4 and 5 of the report.
  - Awards are based on need and are between £50 - £250 unless there is an exceptional case
  - A more holistic support package in conjunction with Citizens Advice Gateshead is offered and provided where necessary
  - Payments are made on a first come, first served basis based on the funding remaining
  - Payments where possible will be made by either the existing voucher system, direct award of goods and services, through Post Office payments or through partner organisations
  - The scheme to be promoted through the website, existing Council Communication channels and the voluntary and community sector

### **Recommendations**

19. It is recommended that Cabinet approves the proposals for the distribution of the Household Support Fund Round 4 (HSF), for the period 1 April 2023 to 31 March 2024, as set out in paragraphs 11 to 18 above.

For the following reasons:

- (i) Targeting the groups identified will meet our Thrive policy objectives
- (ii) To support residents at risk of going cold or hungry through the mechanisms above.

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#### **CONTACT:**

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**Marisa Jobling**

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## APPENDIX 1

### Policy Context

1. Gateshead residents like many throughout the United Kingdom continue to experience significant cost of living rises, including increases in fuel, interest rates and escalating energy costs.
2. The driver for this work is the Thrive Policy Framework, in particular: -
  - Put people and families at the heart of everything we do
  - Tackle inequality so people have a fair chance
  - Support our communities to support themselves and each other
3. These proposals have regard to the Health and Wellbeing Strategy for Gateshead and the principle of targeting those in greatest need.

### Background

4. The Department of Work and Pensions (DWP) Household Support Fund has been extended until 31<sup>st</sup> March 2024, providing £3,673,260 of funding for the full year. The spirit of the fund remains the same, namely, to support those at risk of going cold or hungry.
5. Energy bills may be of particular concern to low-income households during the period of the fund and Local Authorities should prioritise supporting households with the cost of energy. Support particularly encouraged can include insulation of hot water tanks, fitting draft excluders to a door, or replacing inefficient lightbulbs or white goods. The HSF can also be used to support households with the cost of food and water bills, essential costs related to energy, food and water, and with wider essential costs. In exceptional cases of genuine emergency, it can additionally be used to support housing costs where existing housing support schemes do not meet exceptional circumstances

### What's different this time?

6. The expectation is that the HSF should be used to support households in the most need and in particular those who may not be eligible for the other support government has recently made available. This may include but is not limited to:
  - people who are entitled to, but not claiming, qualifying benefits,
  - people who are claiming Housing Benefit only,
  - people who begin a claim or return to payment of a benefit after the relevant qualifying date
7. There may, however, be groups who are vulnerable to rising prices even though they are supported through these schemes, for example large families or single-income families. The Fund is intended to cover a wide range of low-income households in need including families with children of all ages, pensioners, unpaid carers, care leavers, and people with disabilities.
8. New guidance for round 4 of the HSF scheme has to be followed and includes the requirement that every area must operate at least part of their scheme on an

application basis to ensure there is a route for emergency support i.e. residents should have the opportunity to come forward to ask for support. There is flexibility on exactly how this can be run, including through third parties rather than directly by the Local Authority. The Local Authority are expected to operate such a scheme for the majority of the fund period either continuously or in regular intervals over the course of the scheme.

### **Consultation**

16. The Leader and Deputy Leader of the Council have been consulted on this report.

### **Alternative Options**

17. In previous rounds we have relied partly, although not exclusively, on Voluntary, Community and Social Enterprise (VCSE) partners to distribute the funds on our behalf, but the demand for service placed an intolerable pressure on VCSE agencies and visibility of potential duplication was much restricted. If we were to take this approach again, we would need to resource the VCSE agencies – on previous occasions they worked within their existing resources. However, in smaller agencies it is likely recruitment to short term employment opportunities may be problematic in the current job market, whereas the Council is more likely to be able to resource the work from its much bigger workforce. The administration costs are also limited by the guidance, significantly reducing the possibility to properly fund other organisations.
18. We have used our learning from previous rounds to formulate these proposals. Further, enquiries with neighbouring authorities and our participation in national networking calls suggest our approach is similar to others.

### **Implications of Recommended Option**

19. **Resources:**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms all grant money must be spent, not just allocated, by the end of March 2024. Any underspend must be returned to national government, there is no provision for roll over to future programme activity.
- b) **Human Resources Implications** – We will need to identify and deploy employees to support this work within the administration fee of 5%.
- c) **Property Implications** - None identified.

20. **Risk Management Implication** - Monitoring of spend is essential to ensure all funds are distributed in a timely fashion to Gateshead residents. Any under-spend needs to be returned to national government.

21. **Equality and Diversity Implications** -

Using our network of partners and professional advisers within the Council, the intention is to identify people who may be vulnerable or just coping using a direct

referral system. However, there will be people within these groups who may not be visible to us.

22. **Crime and Disorder Implications** – None identified
23. **Health Implications** – There are health implications for a vulnerable person living in a cold home, it increases their chance of serious illness or death. They are at higher risk of a heart attack or stroke, breathing problems, flu, depression and falls<sup>1</sup>. Further, research has found that food insecurity is associated with increased risk of some birth defects, anaemia, lower nutrient intakes, cognitive problems, and aggression and anxiety<sup>2</sup>.
24. **Climate Emergency and Sustainability Implications** - 9 in 10 households rely on gas boilers and lots of gas boilers need lots of gas; UK households consume more of it than almost all their European peers, at around twice the EU average. Gas burned in households now equates to half of all imports – that is why any spike in gas prices immediately translates into higher heating bills for the UK.  
  
Adequately insulating homes is a key component of managing energy prices. Yet, the charity National Energy Action has noted that between 2012 and 2019 the number of home insulation installations dropped by 95%, and at current rates it would take nearly a century to properly insulate all the current fuel-poor homes in the country.
25. **Human Rights Implications** - None identified
26. **Ward Implications** - None identified

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<sup>1</sup> National Institute for Health and Care Excellence, Helping to Prevent Winter Deaths and Illnesses Associated with Cold Homes

<sup>2</sup> Health Affairs, Food Insecurity and Health Outcomes

**TITLE OF REPORT:**           **Acceptance and Use of Family Hubs and Start for Life Funding**

**REPORT OF:**                 **Helen Fergusson, Strategic Director,  
Children’s Social Care and Lifelong Learning**

## **Purpose of the Report**

1. To inform Cabinet of the receipt of Family Hubs and Start for Life grant funding and request the use of delegated authority to allow the programme to be delivered, in line with the requirements of the Family Hubs and Start for Life Programme Guide and the funding agreement.

## **Background**

2. The Government has allocated £301.75 million Family Hubs and Start for Life programme funding package to 75 upper tier local authority areas for the period 2022-2025.
3. The Family Hubs and Start for Life Programme is jointly overseen by the Department of Health and Social Care (DHSC) and the Department for Education (DfE).
4. This investment will enable the nominated local authorities to transform their services into a family hub model. The programme also includes new investment in the crucial Start for Life period from conception to age two, and services which support parents to care for and interact with their children. Funding is also available for early language and the home learning environment (HLE) to support educational recovery and the school readiness of children who were babies during the pandemic.
5. The programme represents a significant step forward in delivering on the Government’s commitments as set out in [The best start for life: a vision for the 1,001 critical days - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/the-best-start-for-life-a-vision-for-the-1001-critical-days)
6. It will also deliver on the Government’s manifesto commitment to champion family hubs. Supporting babies, children and families across the country in this way is a crucial part of the Government’s ambition to level up.
7. Family Hubs offer support to families from conception to age two and to those with children of all ages, which is 0-19 or up to 25 for those with special educational needs and disabilities (SEND) with a great Start for Life offer at their core.

8. Gateshead Council will receive between £2,995,000 and £3,085,00 in total over the 3 years with the breakdown for the funded strands as follows:

Strand	%	2022/23	2023/24		2024/25		Total	
			Lower Range	Upper Range	Lower Range	Upper Range	Lower Range	Upper Range
Family hubs programme (transformation)	19.9	147,857	243,178	253,128	204,970	212,930	596,005	613,915
Family hubs capital	5.0	37,150	61,100	63,600	51,500	53,500	149,750	154,250
Perinatal mental health and parent-infant relationships	31.1	231,073	380,042	395,592	320,330	332,770	931,445	959,435
Parenting support	14.6	108,478	178,412	185,712	150,380	156,220	437,270	450,410
Infant feeding support	17.5	130,025	213,850	222,600	180,250	187,250	524,125	539,875
Home learning environment services	7.9	58,697	96,538	100,488	81,370	84,530	236,605	243,715
Publishing 'Start for Life' offers and Parent and Carer Panels	4.0	29,720	48,880	50,880	41,200	42,800	119,800	123,400
	<b>100.0</b>	<b>743,000</b>	<b>1,222,000</b>	<b>1,272,000</b>	<b>1,030,000</b>	<b>1,070,000</b>	<b>2,995,000</b>	<b>3,085,000</b>

9. Conditions of this funding are that we will deliver the minimum expectations as described in the programme guide by the end of the programme (March 2025) for:

- The family hubs transformation funding
- The funded services and initiatives – parenting support, parent-infant relationships and perinatal mental health support, early language and home learning environment, infant feeding support, parent and carer panels and publishing the start for life offer
- Wider 0-19 (up to 25 with SEND) services that will be delivered through the family hub model but will not receive additional investment through this programme

10. Specifically, the funded strands cover the following requirements:

- Develop/deliver a network of Family Hubs to support the process of moving to a Family Hub model or to develop existing Family Hub model further, putting the baby, child, and family at the centre (more accessible, better connected and more relationship centred)
- Develop/deliver bespoke parent-infant relationships and perinatal mental health support (mild to moderate) to promote positive early relationships and good mental wellbeing for babies and their families
- Develop/deliver/expand infant feeding support services to design and deliver a blended offer of advice and support that will help all mothers to understand the benefits of breastfeeding and meet their infant feeding goals
- Develop/deliver/expand parenting support to facilitate services to help all new and expectant parents make the transition to new parenthood as smooth as possible

- Publish a clear 'Start for Life offer' setting-out the services and support available to families in local area during the 1,001 critical days
  - Set up parent/carer panels and ensure that parents' and carers' voices are heard in the design, planning and delivery of services
  - Deliver training for practitioners to support parents with the home learning environment to aid early years educational recovery
11. In addition to the funded strands, mentioned in paragraph 10, Family Hubs will develop a wider offer which includes minimum expectations for:
- Midwifery and health visiting services
  - Birth registration
  - Activities for children aged 0-5 years
  - Nutrition and weight management
  - Stop smoking support
  - Oral health improvement
  - Substance misuse support
  - Youth and youth justice services
  - Reducing parental conflict
  - Domestic abuse support
  - Housing
  - Parenting support
  - SEND support and services
  - Debt and welfare advice
  - Early childhood education and care and financial support
  - Intensive targeted family support services
  - Mental health (beyond start for life perinatal mental health)
  - Support for separating and separated parents
12. It should be noted that in relation to minimum expectations for both the funded and non-funded strands there are 3 areas that are covered:
- Service available face to face at a family hub
  - Service available through the family hub but received elsewhere in the network
  - Virtual services available through the family hubs, including static online information and/or interactive virtual services
13. The Grant has been issued by DfE under section 31 of the Local Government Act 2003. The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them to deliver the expectations set out in the [Family Hubs and Start for Life Programme Guide \(publishing.service.gov.uk\)](#) and the obligations set out in the Memorandum of Understanding (MOU) between the Secretary of State and each of the 75 local authorities to which grants are to be paid.

## Proposal

14. It is proposed that Cabinet delegate authority to the Strategic Director, Children's Social Care and Lifelong Learning, to enter into such funding agreements, as will be required following consultation with the Strategic Director, Resources and Digital

and the Strategic Director, Corporate Services and Governance in order to progress the transfer of funding from the DfE to the Council, as outlined in this report.

## **Recommendations**

15. It is recommended that Cabinet:

- (i) Approve the acceptance of Family Hubs and Start for Life grant funding for the purposes outlined in this report.
- (ii) Delegate authority to the Strategic Director, Children's Social Care and Lifelong Learning, to enter into such funding agreements as necessary, following consultation with the Strategic Director, Resources and Digital and the Strategic Director, Corporate Services and Governance, to facilitate the allocation and spend of the grant in line with the Family Hubs and Start for Life Programme Guide and our agreed delivery plan.

For the following reason(s)

To transform our services into a family hub model and improve the health and development outcomes for babies, children and their families ensuring every family receives the support they need, when they need it. All families will have access to the information and tools they need to care for and interact positively with their babies and children, and to look after their own wellbeing.

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**CONTACT:**    **Gavin Bradshaw**                      extension: 3543  
                    **Moira Richardson**                      extension: 3034



### Policy Context

1. As outlined in the Council Strategic Approach, Thrive, we want to help our communities not just survive, but to flourish, prosper and succeed. We have committed to five pledges to help and guide us when we make decisions. These are:
  - Putting people and families at the heart of everything we do
  - Tackle inequality so people have a fair chance
  - Support communities to support themselves and to support each other
  - Invest in our economy to provide opportunities for employment, innovation and growth
  - Work together to fight for a better future for Gateshead
2. The Health and Wellbeing Strategy has been adopted as the overarching delivery mechanism for Thrive. Its evidence-based strategic policy objectives aim to address the wider determinants of health through a place-based approach. They include:
  - Give every child the best start in life, with a focus on conception to age two
  - Enable all children, young people and adults to maximise their capabilities and have control over their lives
  - Create the conditions for fair employment and good work for all
  - Ensure a healthy standard of living for all
  - Create and develop sustainable places and communities
  - Strengthen the role and impact of ill health prevention

### Background

3. All families need support at different times of the life course from professional, family or community networks. Local services, working together and in partnership with the voluntary, community and faith sectors, all have a vital role to play in supporting families. Professionals often face practical and organisational barriers to working together. Organisational geographical boundaries do not always align when it comes to delivery of services, which can restrict or delay families' access to services. Improving 'join-up' between statutory, formal and informal services and taking a whole-family approach better supports families to access the help they need.
4. Family hubs are a place-based way of joining up locally in the planning and delivery of family services. They bring services together to improve access, improve the connections between families, professionals, services, and providers, and put relationships at the heart of family support. Family hubs offer support to families from conception and two, and to those with children of all ages, which is 0-19 or up to 25 for those with special educational needs and disabilities (SEND), with a great Start for Life offer at their core.
5. The Family Hub model is underpinned by three key principles: Access, Connection and Relationships.

**Access:**

- There is a clear, simple way for families with children of all ages to access help and support through a Family Hub building and/or a Family Hub approach

**Connection:**

- Services work together for families, with a universal 'front door', shared outcomes and effective governance
- Professionals work together through co-location, data-sharing and a common approach to their work. Families only have to tell their story once
- Statutory services and Voluntary and Community Sector (VCS) partners work together to get families the help they need

**Relationships:**

- The Family Hub prioritises relationships and builds on family strengths
- A relational approach is at the heart of everything that is delivered in Family Hub.

6. Following a review into improving health and development outcomes for babies in England, led by Dame Andrea Leadsom MP, 'The Best Start for Life: A Vision for the 1,001 Critical Days' report was published in March 2021. The report highlighted that the services offered to families in the critical period between conception and age two are often disjointed, making it hard for those who need help to navigate the support available to them.
7. The report committed to six action areas, focused on ensuring families have access to the support they need, and the Start for Life system is working together to provide that support:

Ensuring families have access to the services they need:

- **Seamless support for families:** a coherent joined up Start for Life offer available to all families
- **A welcoming hub for families:** Family Hubs as a place for families to access Start for Life services
- **The information families need when they need it:** designing digital, virtual and telephone offers around the needs of the family

Ensuring the Start for Life system is working together to give families the support they need:

- **An empowered Start for Life workforce:** developing a modern skilled workforce to meet the changing needs of families
- **Continually improving the Start for Life offer:** improving data, evaluation, outcomes and proportionate inspection
- **Leadership for change:** ensuring local and national accountability and building the economic case

8. The Gateshead Early Help Strategy (2022-25) includes the implementation of Family Hubs as a key strategic priority to improve families' access to universal and targeted services in locality settings. Family Hubs are also consistent with the

national (DLUHC) vision for early help which expects that public services, “work together in place-based or hub-based working, where partners are integrated virtually or physically, based in the community with a common footprint”; (Early Help System Guide, Supporting Families Programme). Furthermore, the Local Authority should consider and plan for the recommendations set-out in the Independent review of children’s social care (May 2022), in particular; “Family Help should be delivered by multidisciplinary teams, embedded in neighbourhoods, harnessing the power of community assets and tailored to local needs.

### **Progress to date and delivery plan key areas**

9. A Family Hubs and Start for Life Steering Group has been established which includes key partners/stakeholders to take forward and develop the key action areas, and to deliver the requirements of the programme guidance and the Family Hub Model Framework. The Strategic Director, Children’s Social Care and Lifelong Learning chairs the group with support from the Director of Public Health. The terms of reference have been agreed for the steering group, which is directly accountable to the Health and Wellbeing Board.
10. An initial multi-agency workshop took place in July 2022 as part of the Family Hub development process to build consensus on the need for change, and to ensure that the development of our local Family Hub model will have a sound evidence base and be clearly defined based on population needs. This included presentation of data profiles (Gateshead outcomes) for the topic areas of the Family Hub core offer – for example, breastfeeding rates.
11. The formal sign-up process was completed by 30 October 2022 deadline, and the delivery plan was submitted by 30 December 2022 deadline. The delivery plan was assessed by a national panel and accepted as meeting level 2 criteria (satisfactory) at the end of January 2023. Any changes to the delivery plan must be agreed nationally by DfE and the DHSC. We are now working towards achieving level 3 criteria (strong). A summary of some of the proposals in the delivery plan, which were agreed by the steering group, and included in our delivery plan, is given below in paragraphs 13 to 21.
12. As we were not able to progress all the proposals until the delivery plan was signed off by the national panel this has resulted in underspend in year 1. However, following negotiation with our regional DfE support lead we have agreement that they are content that our delivery remains on track to achieve the milestones set out over the full programme. They share our commitment in ensuring these funds achieve the most return for the families in our area and will not, therefore, be looking to claw back any unspent funds, at this time, at the end of the 22/23 financial year. They expect these funds to be spent on programme objectives in year 2 of the programme.
13. We will re-purpose the existing Children’s Centre estate under new Family Hub and Start for Life branding, re-launching our centres at Deckham (Elgin Road), Chowdene (Waverley Road), Blaydon/Winlaton (Shibdon Bank) and Birtley (Harras Bank) as Family Hubs in the first half of 2023, in line with programme/milestone expectations.

14. Centres at Felling (High Street) and Teams (Rose Street) will follow in the second half of 2023, while partnership sites at Leam Lane (Cotemedede) and Wrekenton Hub (High Street) are also within scope to host a Family Hub offer.
15. External signage is being developed will reflect the new Family Hub branding which is based on the 'Thrive' graphics and colour palette as shown in figure 1 below

**Figure 1**



16. We will build on the already excellent standard of facilities at Children's Centre and Council Hub sites and develop more breastfeeding-friendly spaces, rooms for confidential discussions and for group activities. We plan to increase staff capacity at the four main Family Hub sites, creating bespoke 'Start for Life' fixed-term roles to support the initial phase of programme implementation.
17. We will identify Voluntary and Community Sector (VCS) assets in three or four communities of highest need where a Family Hub facility is not available and a further two assets with known experience and expertise in engaging with targeted cohorts of families. We will fund staff capacity in these VCS assets, aligned to the Family Hub network, to deliver aspects of the Start for Life and core Family Hub offer. VCS colleagues will have access to a comprehensive, funded training offer to help provide an informed family support function and to know how and when to connect families to more specialist services across the Family Hub network.
18. For parenting and perinatal mental health support, we will expand access to evidence-based interventions and increase the offer of peer support for parents with mild to moderate mental health difficulties, particularly fathers and co-parents, including in VCS settings. We will expand the baby box scheme that is being delivered by the Children's Foundation "Make a Million" project to support new parents who are identified as being vulnerable or needing extra support to build and strengthen the relationship between parents and their baby. We will ensure that all staff in the family hubs and the wider children and families workforce, including VCS, receive training to ensure they are skilled to have sensitive, inclusive conversations with parents and carers and can offer advice and refer into services if required.
19. A multi-disciplinary infant feeding strategy will be developed based on the North East and North Cumbria Local Maternity Services (NENC LMS) Infant Feeding Strategy and this will include touchpoint pathways that have been developed regionally by the NENC LMS. We will introduce an Infant Feeding Support Team, increasing the capacity to deliver specialist feeding advice. We have purchased infant feeding equipment for our Family Hubs and Health Visiting Team and will develop new information products.

20. We will train sections of our early years, SEND and related workforces to deliver evidence-based interventions to improve the pre-school home learning environment for children aged 3-4 years.

21. The Start for Life offer is hosted by the main Gateshead Council website and has been published in early April 2023, alongside updated designated social media platforms. The portal will link closely with the online SEND Local Offer, Holiday Activities and Food (HAF) and Family Information Service (FIS) pages and connect to the full range of partnership host content which details the Start for Life offer.

### **Consultation**

22. Consultation has taken place with the Cabinet Members for Children and Young People and Health and Wellbeing.

### **Alternative Options**

23. There are no alternative options.

### **Implications of Recommended Option**

#### **24. Resources:**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms that the additional funding will provide resources to develop the Family Hubs network across the borough and increase the support available for families in the Start for Life period. The funding will also enable support to parents with the home learning environment to aid early years educational recovery.
- b) **Human Resources Implications** – There are no Human Resource implications arising directly from this report.
- c) **Property Implications** - There are no Property implications as the current Children’s Centre building will be repurposed as main Family Hub buildings

**25. Risk Management Implication** - There are no risk management implications arising directly from this report.

**26. Equality and Diversity Implications** - Receipt of this funding will enable action on health inequalities, focused on young parents, fathers and co-parents and those who would not normally access current Children’s Centre provision.

**27. Crime and Disorder Implications** – There are no crime and disorder implications arising directly from this report.

**28. Health Implications** - Potential for health benefits for Gateshead families and their children by providing additional support in the 1,001 critical days period around infant feeding, peri-natal mental health, and parenting support.

**29. Climate Emergency and Sustainability Implications** - There are no climate emergency or sustainability implications arising from this report.

**30. Human Rights Implications** - There are no human rights implications arising directly from this report.

**31. Ward Implications** – There are no ward implications arising directly from this report.

**TITLE OF REPORT:** Local Transport Plan: Capital Programme Year End Report (May 2023)

**REPORT OF:** Peter Udall, Strategic Director, Economy, Innovation and Growth

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### **Purpose of the Report**

1. This report is an update on the Local Transport Plan (LTP) Capital Programme. It provides a summary of the progress that has been made in the 2022/23 financial year, as well as confirming proposed programmes for integrated transport and maintenance schemes scheduled for 2023/24.

### **Background**

2. LTP funding is allocated by government and provides a source of funding for integrated transport schemes and maintenance of highways and structures. It is supplemented wherever possible by prudential borrowing, or external sources such as developer contributions and bids for government funding.
3. The integrated transport and maintenance programmes were approved by Cabinet in May 2022. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has been extended into subsequent years pending a new funding agreement with Government. Investment in highways infrastructure is identified and prioritised in accordance with the Council's Highways Asset Management Plan.
4. It has been confirmed that funding for integrated transport schemes for 2023/24 will remain the same as those for 2022/23. In terms of maintenance funding, the core allocation from the Department for Transport (DfT) will remain the same as the previous year, and an additional allocation from the Potholes Fund was subsequently announced.
5. The proposed programme for 2023/24 also includes the construction of a number of schemes to be funded via the Government's Transforming Cities Fund (TCF). All of the schemes have now been approved at full business case level, and three have commenced on site. A nationwide TCF scheme to improve the operation of traffic signals along the major bus corridors is also

included in the programme this year. Construction of Gateshead's Active Travel Fund Tranche 2 scheme has been completed.

## **Proposal**

6. The transport capital programme is managed flexibly and includes an element of overprogramming to ensure that the LTP grant and other funding sources are fully utilised. Some changes to the programme have occurred throughout the year, particularly in terms of slippage of schemes. These changes are set out in Appendix 1 and in more detail in the appended programmes.

## **Recommendations**

7. It is recommended that Cabinet:
  - (i) Approves the proposed programme for 2023/24 as set out in Appendices D and E, noting that there may be a need to review these as the year progresses in line with available resources.
  - (ii) Authorises the Service Director, Highways and Waste, to award the relevant works under the terms of the Highways, Drainage and Street Lighting Maintenance Contract.
  - (ii) Authorises the Service Director, Climate Change, Compliance, Planning and Transport to make changes to the approved programme following consultation with the Cabinet Member for Environment and Transport, as and when the need arises.

For the following reason:

To enable the design and implementation of transport schemes in support of the North East Transport Plan and the Council's policy objectives.

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**CONTACT:** Anneliese Hutchinson ext 3881



### Policy Context

1. The programmes support the pledges within Gateshead Council's Thrive agenda. They also support the Core Strategy and Urban Core Plan, the aims and objectives of the North East Transport Plan, the Gateshead Highway Asset Management Plan, Gateshead's Economic Development Strategy and Housing Strategy and the Gateshead Health and Wellbeing Strategy. The programmes will be aligned with the Council's initiatives to tackle the climate emergency. Furthermore, the proposed programme utilises funding received through specific government grants as well as the proposed use of Council resources.

### Background

2. LTP funding is allocated by government and provides a source of funding for integrated transport schemes and maintenance of highways and structures. The integrated transport funding comes via the North East Combined Authority and covers a range of works including bus priority, new and improved cycleways, better pedestrian facilities and road safety improvements. Investment in highways infrastructure is guided by the principles set out in the Highways Asset Management Plan.
3. LTP funding is supplemented where appropriate by prudential borrowing or external funding sources including developer contributions and other capital grants. A breakdown of the funding that was used in the financial year 2022/23 by funding source can be found at Appendix C. A similar breakdown showing expected funding sources for the current financial year 2023/24 can be found at Appendix F.
4. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has been extended into subsequent years pending a new funding agreement with Government. It has been confirmed that funding for integrated transport schemes for 2023/24 will remain the same as those for 2022/23. In terms of maintenance funding, the core allocation from DfT will remain the same as the previous year, and an additional allocation from the Potholes Fund was subsequently announced.

### LTP Integrated Transport (IT) programme

5. In 2022/23, £1.231 million of LTP funding was received for integrated transport, supplemented by £2.2 million from other funding sources and £80.9k carried over from 2021/22.

6. At year end, the 2022/23 integrated transport LTP programme came in at £554k under budget. This underspend will be deployed flexibly in the 2023/24 financial year to best address areas of need in the programme. It is likely that at least part of the underspend will contribute to works relating to the Tyne Bridge major maintenance, which is expected to get underway this financial year subject to Cabinet approval at a later date. Potential options for sustainable mitigation of the expected traffic impacts of the works will continue to be explored in the coming months.
7. Appendix B sets out the integrated transport programme for 2022/23, noting any changes from the programme submitted at the beginning of the year. The main changes are briefly summarised as follows:
  - The 20mph programme has been altered in order to fund works at Dunston, which were more costly than anticipated.
  - The spend profile for the Bensham corridor improvements has been adjusted to slip most spend into future years. This is because options are still being considered and further modelling is likely to be needed before construction of any interventions can begin.
  - Blaydon-Newburn and South Team Valley bridge schemes will be moved to the longer term pipeline list until further funding becomes available to progress feasibility studies and design work.
  - Stargate and Greenside roundabout improvements will be implemented concurrently in the 2023/24 financial year to avoid a longer phased traffic management in the area.
  - Transforming Cities funding has been approved for all five Gateshead schemes and works are now either on site or being programmed for all schemes.
8. For 2023/24, £1.197 million will be received for integrated transport. An additional £34.7k public transport grant is expected to be available through the North East Combined Authority which would bring the total available funding for integrated transport to £1.231 million. This will be supplemented by £18.8 million from external funding sources.
9. External funding sources include a large amount of Transforming Cities Tranche 2 funding, which has now been approved by the Joint Transport Committee. Other sources of funding include a small amount of NPIF (to complete the Sunderland Road Link scheme), Early Measures funding, Shared Prosperity Fund, and developer contributions (S106).
10. The proposed programme for 2023/24 integrated transport schemes is included as Appendix D. This contains several schemes which have slipped from the

2022/23 financial year. The schemes within this are subject to change as the year progresses and this will be set out in future updates to Cabinet.

11. Currently the 2023/24 programme is predicted to be roughly on budget, keeping the £554k carryover from 2022/23 aside as described in paragraph 6 above.

### **LTP Maintenance programme**

12. The LTP Maintenance funding allocation for Gateshead in 2022/23 was £3.42 million. Other funding sources included £625k carried over from the previous financial year, £2.27 million of prudential borrowing, (allocated to traffic signal improvements, street lighting column replacement, and strategic maintenance schemes), with £228k of prudential borrowing set aside for the microasphalt programme. Appendix A sets out the maintenance programme for 2022/23 as it stands at year end.
13. At year end, the 2022/23 maintenance LTP programme came in at £313k under budget, mainly due to some road and bridge maintenance schemes needing to be deferred to the 2023/24 financial year. This funding will be carried over into the 2023/24 financial year to enable the completion of those schemes, and to retain a buffer in case any unexpected emergency works are needed through the year.
14. For 2023/24, the base maintenance allocation from Government will remain the same as recent years, including £1.52 million needs allocation, £380k incentive funding, and an initial £1.52 million Pothole funding, which was subsequently increased by a further £608k. In addition to the 2022/23 carryover of £313.2k, this makes a total of £4.341m to fund maintenance schemes.
15. A proposed programme for 2023/24 maintenance schemes is included as Appendix E. The schemes within are subject to change as the year progresses and this will be set out in future updates to Cabinet.
16. Currently the draft 2023/24 programme is predicted to be under budget by around £671k. This remaining funding will be allocated where needed throughout the financial year.

### **Future funding bids**

#### *Active Travel Fund*

17. In 2021, Gateshead Council received £451k from Tranche 2 of the Government's Emergency Active Travel Fund to retain the bus and cycling measures implemented on Askew Road in 2020, following consultation undertaken through

an Experimental Order (with a review after two years). These works have completed within the 2022/23 financial year.

18. A regional bid for funding from Tranche 4 of the Active Travel Fund was submitted in February 2023 and a funding announcement from Active Travel England is expected shortly.

#### *Capability Fund*

19. This revenue grant enables local transport authorities to promote cycling and walking through the development of infrastructure plans and behaviour change activities. Gateshead received funding for a variety of capability and behaviour change projects. In particular, funding was granted to update the Council's Local Cycling & Walking Investment Plan to the latest infrastructure standards and to extend the LCWIP to the rest of the borough (currently it covers the Felling/Deckham and Birtley areas).

#### *Bus Service Improvement Plan*

20. The Bus Service Improvement Plan (BSIP) for the North East was submitted to Government in 2021, outlining an £804 million package of region-wide ambitions to make buses more attractive. Government initially announced an indicative allocation of £163.5 million for the North East, and Transport North East have so far received £117.8 million of this, split between £79.8 million revenue and £40.9 million capital. Confirmation from Government regarding the remaining funding is awaited.

#### *Shared Prosperity Fund*

21. Gateshead Council recently submitted its Investment Plan to the Government's Shared Prosperity Fund, which included an active travel element consisting of:
  - Small grants (up to £1k) for active travel improvements to local organisations
  - Public bike stands and tool stations
  - Jobseeker tickets
  - Mobility hub (provider to be procured).
22. Project appraisal and approval is now underway.

### **Consultation**

23. Extensive consultation across the North East was carried out during the preparation of the North East Transport Plan. This included an eight week public consultation involving regional authorities, the business community, individuals, and community organisations. Virtual consultation events were held (equivalent to local meetings in town and village halls), as well as additional forums with businesses and other interest groups. The outcome from the consultation has

helped shape the direction of transport strategy in the region.

24. Individual schemes within the Gateshead transport capital programme have and will continue to be subject to local and stakeholder consultation as appropriate.

25. The Cabinet Member for Environment and Transport has been consulted on this report.

### **Alternative Options**

26. No alternative has been considered due to the transport capital programme and the allocations outlined within it being the only deliverable option to meet regional policy objectives, meet funding requirements and supporting more local priorities.

### **Implications of Recommended Option**

#### **27. Resources:**

- a) **Financial Implications** – The Strategic Director of Resources and Digital confirms that there is sufficient allocation within the capital programme to fund the programme within Appendix D and E to the report.
- b) **Human Resources Implications** – There are no human resources implications.
- c) **Property Implications** - No property implications have been identified.

**28. Risk Management Implication** - The main risk associated with the programme is that any significant underspend or failure to deliver schemes that have external funding linked to them may lead to a loss of that funding, and jeopardise the potential to secure additional funding in future years. The development of the programmes takes into account risks relating to safety, delay and longer-term issues such as growth, pollution and health in determining priorities.

**29. Equality and Diversity Implications** - Implementation of the transport capital programme will assist in reducing social exclusion by improving access for the young, elderly, unemployed/low waged and people with disabilities.

**30. Crime and Disorder Implications** – Proposals within the integrated transport programme will assist in improving safety and security for the travelling public.

**31. Health Implications** – The transport capital programme is vital in reducing levels of casualties in road accidents and also in achieving an Active and Healthy Gateshead (which aims to make sustainable travel including walking and cycling more attractive to the residents of Gateshead by improving streets, reducing traffic, providing training to schools and travel planning). This will also benefit health by improving air quality.

**32. Climate Emergency and Sustainability Implications** - The transport capital programme is an important element in providing the basis for a sustainable transport system capable of supporting Gateshead's environmental, social and economic objectives. It seeks to reduce car dependence and increase active travel, thereby contributing to the reduction of carbon emissions.

**33. Human Rights Implications** - The construction of transport and traffic facilities can have an effect on the amenities of some residents. Consultation on specific proposals will be held with residents, ward members and relevant stakeholders.

**34. Ward Implications** - All wards will be affected.

### **Background Information**

**35.** Further background information is contained in:

- Report to Cabinet dated October 2022 – LTP Capital Programme Mid-Year Update
- Report to Cabinet dated May 2022 – LTP Capital Programme Year End Report

Appendix A – 2022/23 Capital maintenance programme (May 2023 update)

Scheme	Funding 22/23							Notes
	Original Budget		Current Budget					
	Budget 01.04.22 £000	LTP 01.04.22 £000	Current Forecast 22/23 £000	Current LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
<b>Maintenance</b>								
Principal Roads Total	259	259	244	244	0	0	0	
Other roads total	798	798	931	931	0	0	0	
Residential roads total	413	453	372	372	0	0	0	
Back Lanes/surface dressing total	620	620	701	701	0	0	0	
Microasphalt Schemes Total	252	0	228	0	228	0	0	
Technical fees/development and monitoring	50	50	181	181	0	0	0	
<b>Road Maintenance Total</b>	<b>2,392</b>	<b>2,180</b>	<b>2,657</b>	<b>2,429</b>	<b>228</b>	<b>0</b>	<b>0</b>	
Bridge Maint Principal Roads Total	521	521	626	626	0	0	0	
Bridge Maint Other Roads Total	235	235	59	59	0	0	0	
<b>Bridge Maintenance Total</b>	<b>756</b>	<b>756</b>	<b>685</b>	<b>685</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Traffic Signal improvements	369	0	60	0	60	0	0	
Traffic signal maintenance	250	250	0	0	0	0	0	
Traffic sign replacement	150	0	55	0	55	0	0	
Street lighting column replacement	1,175	125	1,137	262	875	0	0	
Pumping stations maintenance	0	0	86	86	0	0	0	
<b>Other maintenance schemes Total</b>	<b>1,944</b>	<b>375</b>	<b>1,337</b>	<b>348</b>	<b>989</b>	<b>0</b>	<b>0</b>	
Flood alleviation total	0	0	0	0	0	0	0	
Road marking renewal/ped guardrail	125	0	170	45	125	0	0	
Vehicle Restraint System renewal	125	0	95	0	95	0	0	
Strategic Patching	200	0	302	202	100	0	0	
Street lighting	100	0	222	22	200	0	0	

Flagged footways	333	0	333	0	333	0	0
Footways	200	0	203	3	200	0	0
<b>Strategic Maintenance Total</b>	<b>1,083</b>	<b>0</b>	<b>1,324</b>	<b>271</b>	<b>1,053</b>	<b>0</b>	<b>0</b>
<b>Total Maintenance</b>	<b>6,175</b>	<b>3,311</b>	<b>6,003</b>	<b>3,732</b>	<b>2,271</b>	<b>0</b>	<b>0</b>



Appendix B – 2022/23 Integrated transport capital programme (May 2023 update)

	Original Budget	Current Budget						
Scheme	Budget 01.04.22 £000	LTP 01.04.22 £000	Current Forecast 22/23 £000	Current LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	Notes
<b>Integrated Transport</b>								
Traffic Management	250	250	261	261	0	0	0	
Public Rights of Way	80	80	104	104	0	0	0	
Car park improvements	10	10	0	0	0	0	0	
Modelling and Investigation	40	40	51	51	0	0	0	
<b>Ongoing Comitments Total</b>	<b>380</b>	<b>380</b>	<b>416</b>	<b>416</b>	<b>0</b>	<b>0</b>	<b>0</b>	
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	12	12	0	0	0	0	0	Moved to longer term pipeline until further funding is available
A695 Greenside Road roundabout	10	10	0	0	0	0	0	To be constructed 23/24
Blaydon/ Newburn Pedestrian/Cycle Bridge; Preliminary Design	9	9	0	0	0	0	0	Moved to longer term pipeline until further funding is available
A694 corridor improvements	40	40	0	0	0	0	0	Design work to continue into 23/24
Derwent cycle route improvements	30	30	0	0	0	0	0	Design work to continue into 23/24
Quays signal and lighting design	60	0	0	0	0	0	0	Budget slipped to 23/24
A195 bus lane	3	0	8	8	0	0	0	
<b>Scheme development total</b>	<b>164</b>	<b>101</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Beweshill Lane Roundabout	5	5	5	5	0	0	0	Completed
A695 - Stargate Lane roundabout	523	0	9	0	0	9	0	To be constructed 23/24
Baltic Business Quarter Link Rd/junction	7,114	0	1	0	1	0	0	Completed using LEP funding and an alternative source of PB
Durham Road (Low Fell)	20	20	7	7	0	0	0	
Askew Road (East of Redheugh Bridge) – junction improvement/ pedestrian Bridge removal	2,800	0	73	0	73	0	0	



(schemes TBC)									
Tanfield / Pennyfine Road lighting	20	0	0	0	0	0	0		
Tranche 2 Emergency Active Travel Fund	417	0	517	90	0	0	427		
Glossop Street / High Spennithorne developer improvements	56	0	0	0	0	0	0		
Bowes Railway Path	0	1	0	0	0	0	0		
Wellington Street Cycle Improvements	0	2	0	0	0	0	0		
Keelmans Way Improvements	0	3	1	1	0	0	0		
New footpath from St Agnes Primary School / Story Homes development (Crawcrook)	0	4	0	0	0	0	0		
<b>Climate Change Total</b>	<b>2,369</b>	<b>370</b>	<b>954</b>	<b>91</b>	<b>36</b>	<b>0</b>	<b>826</b>		
West Tyneside Cycle route	2,276	0	77	0	0	0	77		
Metro Green Phase 1	4,918	0	38	0	0	0	38		
NCN725 (full scheme Low Fell to Durham boundary)	3,307	0	267	0	0	0	267		
Gateshead Quays Sustainable access	2,290	0	819	0	0	0	819		
West Central Route (Gateshead Interchange bus lane)	282	0	42	0	0	0	42		
Regional ITS scheme	1,203	0	5	0	0	0	5		
<b>TCF schemes total</b>	<b>14,276</b>	<b>0</b>	<b>1,246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,246</b>		<b>TCF costs adjusted due to updates to spend profiles of each scheme</b>
<b>Total Integrated Transport</b>	<b>28,295</b>	<b>1,145</b>	<b>2,955</b>	<b>758</b>	<b>110</b>	<b>15</b>	<b>2,072</b>		

Appendix C - 2022/23 budget allocations (May 2023 update)

<b>Resources</b>	<b>£000</b>	<b>Slippage</b>	<b>Comments</b>
22/23 Maintenance	3,732	-313	Carried over to the 2023/24 financial year.
22/23 Integrated Transport	758	-554	Carried over to the 2023/24 financial year.
Prudential Borrowing	2,381		
S106 Developer contributions	15		
Early measures funding	3		
Revenue Contribution	10		
NPIF	9		
Transforming Cities (Tranche 2)	1,246		
Newcastle Air Quality Grant	307		
Active Travel Fund	417		
National Highways Designated Funds	81		
<b>Total Funding</b>	<b>8,959</b>		

Appendix D – 2023/24 proposed integrated transport programme

Scheme	Funding 23/24						Notes
	Original Budget	Current budget					
	Budget 01.04.23 £000	Current Forecast 23/24 £000	Current LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
<b>Ongoing commitments</b>							
Traffic Management	250	250	250	0	0	0	
Public Rights of Way	80	80	80	0	0	0	
Car park improvements	10	10	10	0	0	0	
Modelling and investigation	50	50	50	0	0	0	
<b>Ongoing Commitments Total</b>	<b>390</b>	<b>390</b>	<b>390</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Scheme development</b>							
A694 corridor improvements (DESIGN)	20	20	20	0	0	0	
Derwent cycle route improvements (DESIGN)	20	20	20	0	0	0	
Development/design of BSIP schemes	0	0	0	0	0	0	BSIP programme and funding still to be confirmed by Government
Development/design of ATF4 schemes	0	0	0	0	0	0	Funding allocation not yet confirmed
<b>Scheme development Total</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Economic development and regeneration</b>							
A695 - Stargate Lane roundabout	514	514	0	0	514	0	Carried over from previous year
A695 Greenside Road roundabout	348	348	0	0	348	0	Carried over from previous year
Baltic Business Quarter Link Rd/junction	214	214	0	214	0	0	Minor works to finish off project. Road is now open.
Durham Road (Low Fell)	20	20	20	0	0	0	
Askew Road - junction/Bridge removal	2,736	2,736	0	2,736	0	0	Changes to road layout
Quays signals and lighting	301	301	0	301	0	0	
Quays VMS and fixed signage	860	860	0	860	0	0	
<b>Economic development and regeneration Total</b>	<b>4,993</b>	<b>4,993</b>	<b>20</b>	<b>4,111</b>	<b>862</b>	<b>0</b>	
<b>Safe and sustainable communities</b>							
Winlaton	20	20	20	0	0	0	

Watermill	20	20	20	0	0	0	
Rowlands Gill	10	10	10	0	0	0	
Dunston 20MPH	158	158	158	0	0	0	
Lyndhurst (large scheme)	72	72	72	0	0	0	
Byermoor	50	50	50	0	0	0	
<i>Design of future 20mph (Dryden Centre area)</i>	20	20	20	0	0	0	TBC
<i>Design of future 20mph (South End Road area)</i>	20	20	20	0	0	0	TBC
Glossop Street / High Spen developer improvements	55	55	0	0	55	0	
Improvements at Barker & Stonehouse site, Metrocentre	87	87	0	0	87	0	
Reinstatement and/or removal of road markings	10	10	10	0	0	0	Removal of road markings etc. left from Covid response in 2020 (flyover and Trinity Square barriers)
Wardley bus gate removal	10	10	10	0	0	0	
<b>Safe and sustainable communities Total</b>	<b>532</b>	<b>532</b>	<b>390</b>	<b>0</b>	<b>142</b>	<b>0</b>	
<b>Climate Change</b>							
A694 corridor improvements	380	380	296	0	84	0	
Derwent cycle route improvements	100	100	100	0	0	0	
NCN725 (Camborne Place road closure and Dryden Road shops)	25	25	0	0	0	25	
Sunderland Road Link	59	59	0	0	0	59	
Bus shelter improvements	10	10	10	0	0	0	
Saltmeadows Road (bus stop)	13	13	4	0	10	0	
Town centre AQ works	14	14	0	0	0	14	
Bensham Road corridor improvements (including Charles Street)	1,605	1,605	0	1,605	0	0	
New Road PT improvements	75	75	0	0	75	0	Developer funding from Amazon
Springwell Road junction improvement	0	0	0	0	0	0	Implementation of previous year's design if decision made to proceed. Cost estimate awaited
Shared Prosperity Fund - EV charging and car club	42	42	0	0	0	42	Capital elements only
Shared Prosperity Fund - Mobility Hubs	80	80	0	0	0	80	Capital elements only
Tanfield / Pennyfine Road lighting	0	0	0	0	0	0	Cost estimate is awaited
<b>Climate Change Total</b>	<b>2,404</b>	<b>2,404</b>	<b>410</b>	<b>1,605</b>	<b>169</b>	<b>220</b>	

<b>Transforming Cities Fund schemes</b>							
West Tyneside Cycle route	2,711	2,711	0	1,028	0	1,683	
Metro Green Phase 1	2,502	2,502	0	43	0	2,458	
NCN725 (full scheme Low Fell to Durham boundary)	3,961	3,961	0	396	0	3,565	
Gateshead Quays Sustainable access	1,017	1,017	0	0	0	1,017	
West Central Route (Gateshead Interchange bus lane)	241	241	0	0	0	241	
Regional ITS scheme	1,253	1,253	0	0	0	1,253	
<b>Transforming Cities Fund schemes Total</b>	<b>11,686</b>	<b>11,686</b>	<b>0</b>	<b>1,468</b>	<b>0</b>	<b>10,218</b>	
<b>Total Indicative Integrated Transport</b>	<b>20,045</b>	<b>20,045</b>	<b>1,250</b>	<b>7,184</b>	<b>1,173</b>	<b>10,438</b>	

Appendix E – 2023/24 proposed road maintenance programme (provisional list subject to further consultation)

**Table 1 - Classified & Bus Routes (non-residential roads)**

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
<b>Principal Roads</b>					
2023/SMP/01	A1114 <b>Handy Drive</b> , Teams	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	40
2023/SMP/02	A184 <b>Consett Route Slip Road</b> , Teams	Dunston & Teams	Inner West	Resurface carriageway	20
2023/SMP/03	A692 <b>Lobley Hill Road</b> , Lobley Hill	Lobley Hill & Bensham	Central	Resurface carriageway	57
2023/SMP/04	A189 <b>Redheugh Bridge Slip Road</b> , Redheugh	Dunston & Teams / Lobley Hill & Bensham	Inner West / Central	Reconstruct / resurface carriageway	70
2023/SMP/05	A184 <b>Felling Bypass</b> , Heworth / Wardley	Pelaw & Heworth	East	Resurface carriageway	50
2023/SMP/06	<b>High Speed Skid Improvement</b>	-	-	Carriageway surface treatment	100
<b>Principal Reserve Schemes</b> (to be included if the main programme cannot be completed)					
2023/SMP/R01	A695 <b>Blaydon Highway</b> , Blaydon	Blaydon	West	Reconstruct / resurface carriageway	-
2023/SMP/R02	A1114 <b>Colliery Road</b> , Dunston	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	-
2023/SMP/R03	A184 <b>Park Lane / Felling Bypass</b> , Gateshead	Bridges	Central	Reconstruct / resurface carriageway	-
				<b>Subtotal 1</b>	<b>337</b>



**Table 1 - Classified & Bus Routes (non-residential roads) continued**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
<b>Other Roads</b>					
2023/SM/01	B6317 <b>Stella Road</b> , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	33
2023/SM/02	C305 <b>Barlow Lane</b> , Winlaton	Winlaton & High Spen	West	Reconstruct / resurface carriageway	46
2023/SM/03	<b>Croftdale Road</b> , Blaydon	Blaydon	West	Reconstruct / resurface carriageway	45
2023/SM/04	B6317 <b>Swalwell Bank Whickham Bank</b> , Swalwell	Whickham North	Inner West	Reconstruct / resurface carriageway	71
2023/SM/05	<b>Scotswood View</b> , Metrocentre	Whickham North	Inner West	Resurface carriageway	37
2023/SM/06	B14216 <b>Arthur Street</b> , Gateshead	Bridges	Central	Resurface carriageway	25
2023/SM/07	<b>Highridge</b> , Birtley	Lamesley	South	Resurface carriageway	39
2023/SM/08	<b>Structural Patching</b>	-	-	Carriageway repairs near resurfacing schemes	100
2023/SM/09	<b>Highway Drainage Works</b>	-	-	Drainage repairs near resurfacing schemes	50
2023/SM/10	<b>Minor Works</b> (various – poor weather failures)	-	-	Resurface carriageway	50
				<b>Subtotal 2</b>	<b>496</b>

**Table 1 - Classified & Bus Routes (non-residential roads) continued**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
<b>Other Roads Reserve Schemes</b> (to be included if the main programme cannot be completed)					
2023/SM/R01	C303 <b>Newburn Bridge Road</b> , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	-
2023/SM/R02	C305 <b>North Street</b> , Winlaton	Winlaton & High Spennithorpe	West	Reconstruct / resurface carriageway	-
2023/SM/R03	<b>Handy Drive</b> , Metrocentre	Whickham North	Inner West	Reconstruct / resurface carriageway	-
2023/SM/R04	C325 <b>Eastern Avenue</b> , Team Valley	Lamesley / Lobley Hill & Bensham	Central / South	Reconstruct / resurface carriageway	-
2023/SM/R05	C313 <b>Saltwell Road</b> , Saltwell	Saltwell	Central	Reconstruct / resurface carriageway	-
2023/SM/R06	C506 <b>Follingsby Lane</b> , Wardley	Wardley & Leam Lane	East	Resurface carriageway	-
				<b>Subtotal 1</b>	<b>337</b>
				<b>Subtotal 2</b>	<b>496</b>
				<b>Total</b>	<b>833</b>

**Table 2 - Unclassified (residential roads & non-bus routes)**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
2023/MP/01	<b>Bank Top</b> , Crawcrook	Crawcrook & Greenside	West	Resurface carriageway	12
2023/MP/02	<b>Tower Gardens</b> , Ryton	Ryton, Crookhill & Stella	West	Resurface carriageway	30
2023/MP/03	<b>Burnside Road</b> , Highfield	Chopwell & Rowlands Gill	West	Resurface carriageway	12
2023/MP/04	<b>Ancaster Road</b> , Whickham	Whickham South & Sunnyside	Inner West	Resurface carriageway	26
2023/MP/05	<b>Kingsley Place</b> , Whickham	Whickham North	Inner West	Resurface carriageway	15
2023/MP/06	<b>Lambton Avenue</b> , Whickham	Dunston Hill & Whickham East	Inner West	Resurface carriageway	23
2023/MP/07	<b>Eighth Avenue</b> , Team Valley	Lobley Hill & Bensham	Central	Resurface carriageway	33
2023/MP/08	<b>Fontwell Drive</b> , Bensham / Teams	Lobley Hill & Bensham	Central	Resurface carriageway	39
2023/MP/09	<b>Havelock Close</b> , Gateshead	Bridges	Central	Reconstruct / resurface carriageway	28
2023/MP/10	<b>Engine Lane</b> , Low Fell	Low Fell	South	Resurface carriageway	12
2023/MP/11	<b>Grisedale Gardens</b> , Low Fell	Chowdene	South	Resurface carriageway	21
2023/MP/12	<b>Gower Walk</b> , Deckham	Felling	Felling	Resurface carriageway	30
				<b>Subtotal 1</b>	<b>281</b>

**Table 2 - Unclassified (residential roads & non-bus routes) continued**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
2023/MP/13	<b>Windy Ridge Villas</b> , Windy Nook	Windy Nook & Whitehills	East	Resurface carriageway	11
2023/MP/14	<b>Suffolk Place, Vigo</b>	Birtley	South	Resurface carriageway	22
2023/MP/15	<b>Whyndyke</b> , Leam Lane	Wardley & Leam Lane	East	Resurface carriageway	24
2023/MP/16	<b>Bolburn</b> , Leam Lane	Pelaw & Heworth	East	Reconstruct / resurface carriageway	25
2023/MP/17	<b>Whinbrooke</b> , Leam Lane	Wardley & Leam Lane	East	Reconstruct / resurface carriageway	30
2023/MP/18	<b>Minor Works</b> (various – poor weather failures)	-	-	Resurface carriageway	50
				<b>Subtotal 2</b>	<b>162</b>

**Table 2 - Unclassified (residential roads & non-bus routes) continued**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
<b>Unclassified Reserve Schemes</b> (to be included if the main programme cannot be completed)					
2023/MP/R01	<b>Thornley View</b> , Rowlands Gill	Chopwell & Rowlands Gill	West	Resurface carriageway	-
2023/MP/R02	<b>Westfield Lane</b> , Ryton	Ryton, Crookhill & Stella	West	Overlay carriageway	-
2023/MP/R03	<b>Mill Lane</b> , Winlaton Mill	Winlaton & High Spen	West	Overlay carriageway	-
2023/MP/R04	<b>Lowrey's Lane</b> , Low Fell	Low Fell	South	Resurface carriageway	-
2023/MP/R05	<b>Longshank Lane</b> , Birtley	Lamesley	South	Resurface carriageway	-
2023/MP/R06	<b>Pensher Street East</b> , Felling	Felling	East	Overlay carriageway	-
				<b>Subtotal 1</b>	<b>281</b>
				<b>Subtotal 2</b>	<b>162</b>
				<b>Total</b>	<b>443</b>

**Table 3 - Back Lanes**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
2023/BL/01	<b>Edward Street</b> , Crawcrook	Crawcrook & Greenside	West	Prepatch & overlay carriageway	6
2023/BL/02	<b>Cooperative Terrace</b> , High Spen	Winlaton & High Spen	West	Resurface carriageway	9
2023/BL/03	<b>Pent Court</b> , Greenside	Crawcrook & Greenside	West	Resurface carriageway	5
2023/BL/04	<b>Buttermere Crescent</b> , Winlaton	Winlaton & High Spen	West	Resurface carriageway	17
2023/BL/05	<b>Back Row</b> , Whickham	Whickham North	Inner West	Resurface carriageway	27
2023/BL/06	<b>Woodbine Street / Coatsworth Road</b> , Bensham	Lobley Hill & Bensham	Central	Prepatch & overlay carriageway	10
2023/BL/07	<b>Howard Street</b> , Gateshead	Felling	East	Prepatch & overlay carriageway	12
2023/BL/08	<b>Nursery Lane / Iona Road</b> , Felling	Deckham	Central	Resurface carriageway	22
2023/BL/09	<b>Chilcrosse</b> , Leam Lane	Wardley & Leam Lane	East	Resurface carriageway	15
<b>Back Lanes Reserve Schemes (to be included if the main programme cannot be completed)</b>					
2023/BL/R01	<b>Fell View West / Bradley View</b> , Crawcrook	Crawcrook & Greenside	West	Resurface carriageway	-
2023/BL/R02	<b>Litchfield Lane / Weatherside</b> , Winlaton	Blaydon / Winlaton & High Spen	West	Resurface carriageway	-
2023/BL/R03	<b>The Garth</b> , Winlaton	Winlaton & High Spen	West	Resurface carriageway	-

					<b>Total</b>	<b>123</b>
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**Table 4 - Surface Dressing (rural roads)**

<b>Scheme No.</b>	<b>Location</b>	<b>Ward</b>	<b>Area</b>	<b>Description of Works</b>	<b>Cost £k</b>
2023/SD/01	C306 <b>Fellside Road</b> , Whickham	Whickham South & Sunnyside	Inner West	Prepatch & surface dress	65
2023/SD/02	C310 <b>Kibblesworth Bank</b> , Kibblesworth	Lamesley	South	Prepatch & surface dress	76
2023/SD/03	C308 <b>Haggs Lane</b> , Lamesley	Lamesley	South	Prepatch & surface dress	77
2023/SD/04	<b>Greenford Lane</b> , Lamesley	Lamesley	South	Prepatch & surface dress	13
<b>Surface Dressing Reserve Scheme (to be included if the main programme cannot be completed)</b>					
2023/SD/R01	C305 <b>Barlow Lane / Pawston Road</b> , Barlow	Winlaton & High Spen	West	Prepatch & surface dress	-
2023/SD/R02	C309 <b>Birkland Lane</b> , Lamesley	Lamesley	South	Prepatch & surface dress	
2023/SD/R03	<b>Cranberry Bog Road</b> , Lamesley	Lamesley	South	Prepatch & surface dress	-
				<b>Total</b>	<b>231</b>

**Table 5 - Costs Summary**

<b>Works</b>	<b>Cost £k</b>
Classified & Bus Routes	833
Unclassified	443
Back Lanes	123
Surface Dressing	231
Technical Costs	90
<b>Total</b>	<b>1770</b>



## Other maintenance

Scheme	Funding 23/24						Notes
	Original Budget	Current Budget					
	Budget 01.04.23 £000	Current Forecast 23/24 £000	Current LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
Bridge Maint Principal Roads Total	1150	1150	1150	0	0	0	
Bridge Maint Other Roads Total	215	215	215	0	0	0	
<b>Bridge Maintenance Total</b>	<b>1365</b>	<b>1365</b>	<b>1365</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Traffic Signal improvements	659	659	0	659	0	0	
Traffic sign replacement	150	150	0	150	0	0	
Street lighting column replacement	1573	1573	0	1573	0	0	
Pumping stations maintenance	50	50	50	0	0	0	
<b>Other maintenance schemes Total</b>	<b>2,432</b>	<b>2,432</b>	<b>50</b>	<b>2,382</b>	<b>0</b>	<b>0</b>	
Thin surfacing	545	545	0	545	0	0	
Flood alleviation total	455	455	40	0	0	415	
Road marking renewal/ped guardrail	125	125	0	125	0	0	
Jet patch pothole repairs	58	58	58	0	0	0	
Vehicle Restraint System renewal	125	125	0	125	0	0	
Strategic Patching	300	300	100	200	0	0	
Street lighting	300	300	100	200	0	0	
Flagged footways	340	340	0	340	0	0	
Footways	200	200	0	200	0	0	
<b>Strategic Maintenance Total</b>	<b>2,448</b>	<b>2,448</b>	<b>298</b>	<b>1,735</b>	<b>0</b>	<b>415</b>	
<b>Total Maintenance</b>	<b>8,202</b>	<b>8,202</b>	<b>3,670</b>	<b>4,117</b>	<b>0</b>	<b>415</b>	

## Appendix F - 2023/24 budget allocations

<b>Resources</b>	<b>£000</b>	<b>Potential Slippage</b>	<b>Comments</b>
23/24 Maintenance	3,670	-671	Remaining funding will be allocated where needed throughout the financial year.
23/24 Integrated Transport	1,250	-537	Carryover from 2022/23 as yet unallocated - to be used flexibly within the 23/24 programme.
Prudential Borrowing	11,301		
S106 Developer contributions	1,173		
Flood alleviation	415		
Early measures funding	25		
NPIF	59		
Transforming Cities (Tranche 2)	9,955		
Newcastle Air Quality Grant	14		
National Highways Designated Funds	263		
Development/design of ATF4 schemes	0		
Implementation of Bus Service Improvement Plan schemes	0		
Active Travel Fund Tranche 4	0		
Shared Prosperity Fund	122		
<b>Total Funding</b>	<b>28,247</b>		



# Tackle inequality so people have a fair chance

## INTEGRATED IMPACT ASSESSMENT TEMPLATE

<p><b>Title of proposal:</b></p> <p><b>LTP Capital Programme Year End Report (May 2023)</b></p> <p>Integrated transport improvements covering a range of works including bus priority, new and improved cycleways, better and safer environments for pedestrians, traffic calming and road safety improvements, as well as maintenance of roads and structures relating to the highway e.g. bridges.</p>	Age	Race	Sex	Gender reassignment	Disability	Religion or Belief	Pregnancy and Maternity	Sexual Orientation	Marriage and Civil Partnership	Description of potential mitigation
<p><b>Equality impact: (✓ all that apply. The assessment should also consider impact on council employees and carers where applicable)</b></p> <p>Description of impact:</p> <p><i>Better street signage and crossings (for example several of the interventions within the Transforming Cities schemes) will improve pedestrian access particularly for older people or people with mobility issues. Road safety schemes such as 20mph zones and bus shelter improvements will also</i></p>	X				X					N/A



## Tackle inequality so people have a fair chance

### INTEGRATED IMPACT ASSESSMENT TEMPLATE

<p>contribute to this. Improvements to pedestrian and cycling facilities and bus lanes will be particularly beneficial to people with low incomes who may not have access to private vehicles. Improvements to cycleways such as increased width may be beneficial to people using handcycles, tricycles and other types of assisted cycle.</p>										
<p><b>Health impact: (eg physical, mental health, wellbeing, substance misuse)</b></p> <p><i>Positive impact - In 2017 Gateshead, Newcastle and North Tyneside Councils were issued with a legal direction by the Government to undertake studies aimed at identifying how predicted exceedances of air quality thresholds on the Central Motorway in Newcastle can be eliminated. Improving pedestrian and cycle routes into the urban core is seen as an important element in providing the necessary alternatives to car access to reduce pollution while supporting the continued vitality of the area. Schemes such as the Derwent cycling improvements, West Tyneside cycleway and Durham Road cycleway improvements will contribute to this by enabling and promoting active travel, with a coherent high quality route running from the south of the borough directly into the urban core.</i></p>										<p>N/A</p>
<p><b>Socio Economic impact: (eg neighbourhood, ward, area of deprivation, household group, income, wealth)</b></p> <p><i>According to a 2019 NatCen Social Research study, about 69% of the adult population have personal car access, compared to just 30% of people who are unemployed, 44% of people with no educational qualifications, and 41% of people with gross personal income under £500 per month. Improvements to active travel facilities and sustainable transport such as bus lanes will therefore be most beneficial to people with lower incomes. Schemes that are delivered in more deprived areas of Gateshead will</i></p>										<p>N/A</p>



## Tackle inequality so people have a fair chance

### INTEGRATED IMPACT ASSESSMENT TEMPLATE

<p><i>be particularly beneficial as residents are less likely to have access to a car and more likely to rely on public transport and active travel.</i></p>	
<p><b>Environmental impact: (does the proposal impact on climate change and the Council’s commitment to be carbon neutral by 2030? Is the proposal in line with the Council’s Environmental Policy? Does the proposal increase natural resource use? Does the proposal increase waste? Does the proposal increase pollution? Does the proposal impact on wildlife? Does the proposal increase car use? Does the proposal increase energy use?)</b></p> <p><i>Gateshead Council declared a climate emergency in May 2019. The Action Plan published in February 2021 recognises transport as one of the biggest sources of carbon emissions in the area. The promotion of walking and cycling are seen as central in promoting a more sustainable, low carbon transport system, reducing reliance on car use. Several schemes within the programme include improvements to pedestrian and cycling facilities (for example TCF schemes, Quays signage, Glossop Street).</i></p> <p><i>There are no identified impacts on wildlife/biodiversity other than in the TCF MetroGreen scheme. This scheme has undergone a Preliminary Environmental Assessment and will include funds to mitigate the ecological loss to leave an overall biodiversity gain (planting nearby to replace and add to what has been removed).</i></p>	<p>N/A</p>
<p><b>Cumulative impact: (consider impact based on successive budgetary decisions relating to the proposal or is the proposal part of wider budgetary considerations that may collectively have an impact on service users, and is potentially at odds with the Thrive agenda)</b></p> <p><i>Capital funding is received from government on an annual basis. Integrated transport and maintenance programmes are introduced to Cabinet in the previous financial year’s Mid Year Report and are then finalised and approved in the Year End Report.</i></p>	<p>N/A</p>
<p><b>Summary of consultation/data/research undertaken to inform the assessment:</b></p>	



## **Tackle inequality so people have a fair chance**

### **INTEGRATED IMPACT ASSESSMENT TEMPLATE**

**(eg feedback and engagement with service users, trade unions, employees, partners, public, benchmarking, case studies)**

*Extensive consultation across the North East was carried out during the preparation of the North East Transport Plan. This included an eight week public consultation involving regional authorities, the business community, individuals, and community organisations. Virtual consultation events were held (equivalent to local meetings in town and village halls), as well as additional forums with businesses and other interest groups. The outcome from the consultation has helped shape the direction of transport strategy in the region.*

*Individual schemes within the programme have and will continue to be subject to local and stakeholder consultation as appropriate.*

**Signed: Lauren Haikney (completing officer)**

**Date: 20/04/23**

**Service Director: Anneliese Hutchinson (approved)**

**Date 20/04/23**

# Climate Change and Environmental Sustainability Assessment

An assessment should be carried out where a sustainability, climate or environmental impact was identified in the Cabinet report or where the Integrated Impact Assessment has identified an environmental impact, or when requested by the Climate Emergency Team.

**Please provide a brief description of the policy/decision including the proposed outcomes?**

The transport capital programme includes a range of capital funded schemes which aim to improve the transport network across Gateshead, guided by Gateshead Council's 'Thrive Agenda', Core Strategy and Urban Core Plan, the North East Transport Plan and the Gateshead Highway Asset Management Plan.

Integrated transport improvements cover a range of works including bus priority, new and improved cycleways, better and safer environments for pedestrians, traffic calming and road safety improvements. Maintenance funding covers road maintenance works as well as maintenance of structures relating to the highway such as bridges.

The annual year end report to Cabinet summarises the progress of the previous financial year and sets out the programme of schemes for the upcoming year, as well as sources of funding utilised.

**Now consider whether any of the following aspects will be affected:**

Not all items on the list will be relevant, please state n/a where necessary to indicate that all items have been considered. Some implications may be indirect or secondary and this should be noted in the commentary.

Aspect	Likely climate effect:			Commentary
	++ ve +ve	-ve --ve	neutral	
The council's energy consumption via buildings (electricity, gas, oil). Tick +ve if consumption will reduce.				<i>(will the decision mean that a building owned or operated by the council will use more or less energy?)</i>  N/A
The council's travel requirements (eg petrol). Tick +ve if consumption will reduce.		-ve		<i>(will the decision mean that staff have to travel further?)</i> The Council's construction arm will be undertaking the majority of works, which will add to Council mileage.
The councils water usage (especially hot water). Tick +ve if consumption will reduce.				<i>(will the decision mean that a building owned or operated by the council will use more or less water?)</i>  N/A
Creation of renewable energy. Tick +ve if it increases renewable energy production.				<i>(does the decision involve the generation of new renewable energy?)</i>  N/A
Carbon offsetting – will the proposal offset carbon emissions such as through tree planting. Tick +ve if yes.				N/A
Reducing carbon emissions through amending ongoing	+ve			Schemes which involve improvements to cycling facilities and public rights of way will contribute to an

activities not covered above eg management of land, such as peat soils, in a way which reduces carbon dioxide emissions. Tick +ve if yes.				increase in active travel, which will result in lower carbon emissions than if the journeys were undertaken by private vehicles Improvements that benefit the use of private cars could increase their use, however improvements that reduce congestion would also decrease air pollution.
If the project involves the creation or acquisition of a building, has the energy rating been considered. Are / will measures be included to make the building energy efficient? Tick +ve if yes.				N/A
Embodied energy - does your project/proposal include construction of buildings or other significant infrastructure? If no, then tick neutral. If yes, have genuine efforts been made to minimise the embodied energy* in the materials being used for that construction, and the source of such materials?		-ve		The programme does not involve construction of any significant infrastructure although some materials used such as concrete may be high in carbon
Plastic waste – does the proposal increase the use of single use plastics, including packaging				N/A
Food emissions – in particular those with air miles out of season or animal products				N/A
Consumables – does the proposal increase the need to produce or ship products				The proposal includes operations that require materials to be produced (for example road surfacing) and ship them on-site.
Does the proposal increase waste production				The proposal could result in waste products being produced, such as road surfacing.
Does the proposal decrease wildlife habitat				N/A - There are no identified impacts on wildlife/biodiversity other than in the TCF MetroGreen scheme. This scheme has undergone a Preliminary Environmental Assessment and will include funds to mitigate the ecological loss to leave an overall biodiversity gain (planting nearby to replace and add to what has been removed).



Does the proposal increase air or water pollution	+ve			Several schemes will contribute to an increase in active travel, which will result in lower emissions of NO2 and particulates than if the journeys were undertaken by private vehicles
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**What information is available to help the environmental impacts identified above to be quantified?**

(e.g. this might be an estimation of energy consumption provided by a constructor, an estimate of distance travelled for consumables or service provider or a carbon audit from a contractor etc.)

Environmental impacts of individual measures would be difficult to quantify, however indirect monitoring can be carried out e.g. of numbers of cyclists on particular routes. Monitoring is carried out separately for some of the larger schemes in the programme e.g. the Transforming Cities Fund schemes.

**Can any negative environmental impacts be justified as appropriate or necessary?**

Looking at broader sustainability objectives such as social or economic sustainability including Thrive  
N/A

**Are any remedial or mitigation actions required?**

This can include carbon offsetting  
N/A

The Council will source sustainable materials wherever possible and this will be considered when outsourcing work. Waste materials will be disposed of appropriately.

**Once implemented, how will you monitor the actual impact?**

Environmental impacts of individual measures would be difficult to quantify, however indirect monitoring can be carried out e.g. of numbers of cyclists on particular routes.

Air quality can be monitored at certain sites in the borough although again it would not be possible to attribute any changes to individual schemes in the programme.

**Overall summary to be included in your covering report.**

(the aim of this section is to reach an agreed narrative with the Climate Emergency Team that will be included in your main report. The idea is to ensure that the decision maker has enough information to take the carbon and environmental impact into consideration when making their decision)

The transport capital programme is an important element in providing the basis for a sustainable transport system capable of supporting Gateshead's environmental, social and economic objectives. It seeks to reduce car dependence and increase active travel, thereby contributing to the reduction of carbon emissions.

<b>Assessment completed by</b>	Lauren Haikney
<b>Date completed</b>	20/04/23
<b>Signed by Service Director</b>	Anneliese Hutchinson
<b>Date approved by the Climate Emergency Team and supporting comments</b>	20/04/23

\*Embodied energy is the energy used (and therefore carbon dioxide or other greenhouse gases emitted) during the manufacture, transport and construction of building materials. So for example, if you are specifying concrete on a project then carbon dioxide (or equivalent) will have been emitted making that concrete. Different materials have high and low levels of embodied energy, with low being good. Not only can different materials have different embodied energy values, but the same material can also have differing embodied energy values depending on where it was sourced and transported. For example, stone sourced from China would have a far greater embodied energy within it than the same stone sourced locally, due to the carbon dioxide emitted during transportation. By way of examples, using stainless steel will likely have over 10 times more embodied

energy within it, per kg, than timber.

## **Resources**

**Gateshead Climate Emergency Action Plan**

[3336-MC-Climate emergency Action Plan v22.pdf \(gateshead.gov.uk\)](#)

**Gateshead Environmental policy (**

[Appendix 5. Environmental Policy Feb 2021.pdf \(gateshead.gov.uk\)](#)

## **Mitigations ideas;**

Tree planting

Habitat creation

Low carbon energy provision

Installation of renewable energy

More efficient use of land

Use of sustainable materials

High energy efficiency standards

Using a local supply chain

Using alternative providers of goods and services with better sustainability credentials

Implementing or requiring a sustainable travel plan

**TITLE OF REPORT:** Active Travel Fund Tranche 4

**REPORT OF:** Peter Udall, Strategic Director, Economy, Innovation and Growth

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### **Purpose of the Report**

1. To report on the Active Travel Fund Tranche 4 and the involvement of Gateshead Council in the development and submission of the regional funding bid.

### **Background**

2. The Active Travel Fund began as an emergency fund from the Department for Transport, for active travel interventions during the Covid-19 pandemic, with subsequent rounds of funding being announced in 2021 and 2022. Previous rounds of the Active Travel Fund (Tranches 1 and 2) enabled the delivery of cycling and bus improvements along Askew Road in Gateshead town centre.
3. Tranche 4 of the Active Travel Fund was announced in February 2023 as a one-year capital fund for active travel schemes. An indicative allocation for the North East region was announced as £6,982,713.
4. A regional bid was required to be submitted by 24<sup>th</sup> February and included a number of Gateshead schemes. An announcement of funding allocations from Active Travel England is expected shortly.

### **Proposal**

5. Subject to approval from Cabinet to accept the funding, the Council will begin the design and construction work necessary to deliver the Gateshead schemes that were included in the funding bid to Active Travel England.

## Recommendations

6. It is recommended that Cabinet:

- (i) Authorises the Strategic Director, Economy, Innovation and Growth to agree to enter into a Grant Agreement with Transport North East for the funding, following consultation with the Strategic Director, Resources and Digital and Strategic Director, Corporate Services and Governance, in line with the Constitution.
- (ii) Authorises the expenditure of any grant funding that is received from Active Travel England in line with the schemes set out in paragraph 8 of appendix 1.

For the following reason:

To enable the design and implementation of the Gateshead schemes, which may receive a funding allocation from the Active Travel Fund.

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**CONTACT:** Anneliese Hutchinson ext 3881

### Policy Context

1. Gateshead's Active Travel Fund schemes support the pledges within Gateshead Council's Thrive agenda particularly around supporting communities and tackling inequality. There are particular links to the Health and Wellbeing Strategy in the alignment of Gateshead's East Gateshead Local Cycling and Walking Infrastructure Plan (LCWIP) scheme to the Social Prescribing Pilot taking place in the same area, both promoting active travel as a way to improve public health. The schemes are also clearly aligned with the Council's initiatives to tackle the climate emergency due to the focus on sustainable movement.
2. The bid as a whole is aligned with the North East Transport Plan. Furthermore, the proposed programme utilises funding received through a specific government grant without the need to use Council resources.

### Background

3. The Active Travel Fund began as an emergency fund from the Department for Transport for active travel interventions during the Covid-19 pandemic, with subsequent rounds of funding being announced in 2021 and 2022. Funding from Active Travel Fund Tranches 1 and 2 was used to deliver cycling and bus improvements along Askew Road in Gateshead town centre.

### Active Travel Fund Tranche 4 Bid

4. Tranche 4 of the Active Travel Fund was announced in February 2023 as a one-year capital fund for schemes that would have the potential to increase walking, wheeling and cycling trips. An indicative allocation for the North East region of £6,982,713 was announced.
5. Schemes were required to meet the Active Travel Fund Tranche 4 funding principles:
  - Schemes have potential to increase walking, cycling and wheeling trips, compliant with Manual for Streets, LTN 1/20 and DfT Inclusive Mobility Guidance.
  - Schemes are aligned with the authority's Local Cycling and Walking Infrastructure Plan.
  - Schemes are developed in consultation with local communities.
  - Schemes are supported by local authority leaders.

- Scheme design reviews and assurance to be managed by Active Travel England.
  - Authorities must commit to the change control process to enable Active Travel England to track the progress of schemes.
6. Schemes were able to bid for either construction funding, for schemes where works could be committed by the end of March 2024, or development funding, for schemes which required further design work or consultation to prepare them for delivery.
  7. A regional bid was drawn up by Transport North East with input from local authorities, including a prioritisation process to ensure the final bid fell within or close to the indicative allocation figures. This was submitted to Active Travel England on 24<sup>th</sup> February 2023.
  8. Schemes proposed by Gateshead Council as part of the bid included:

Scheme	Description	ATF Ask	Funding type
East Gateshead LCWIP (West package) – Phase 2	A series of cycling improvements in the Felling and Deckham areas first highlighted in the draft Gateshead LCWIP, aligning with the Social Prescribing Pilot	£865,796	Construction
School Streets	Regionwide package of minor interventions in the vicinity of schools to encourage active travel	£162,415	Development
Tyne Bridge Maintenance Sustainable Mitigation	Improvements to active travel facilities intended to mitigate disruption caused by the Tyne Bridge major maintenance (joint scheme with Newcastle City Council and Nexus)	£125,000	Development

## Consultation

9. The extremely short timescales of bid production did not allow for Cabinet approval to be sought prior to the deadline of 24<sup>th</sup> February, although discussions did take place at the Environment and Transport Portfolio.
10. Subject to funding being received, further consultation will need to be carried out prior to implementation for each scheme in the normal manner for transport infrastructure schemes (generally online and by letter). School Streets will be developed through a process of consultation with the local community, schools

and ward members to ensure local support for the interventions.

## **Alternative Options**

11. No alternative has been considered as, due to the limitations of the transport capital programme budget, it is unlikely that the Council would be able to proceed with these schemes in their full extent without receipt of funding from the Active Travel Fund Tranche 4.

## **Implications of Recommended Option**

### **12. Resources:**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms no match funding contribution is required. Any future maintenance costs relating to the schemes are expected to be financed within existing general maintenance budgets.
- b) **Legal implications** – The final terms and conditions of the grant funding will be reviewed by Legal Services once a Grant Funding Agreement is received.
- c) **Human Resources Implications** – There are no human resources implications.
- d) **Property Implications** - No property implications have been identified.

**13. Risk Management Implication** - The main risk associated with the programme is that failure to deliver the schemes set out in the expected Grant Funding Agreement may result in clawback of any funding received from Active Travel England. This has been mitigated by a strong focus on ensuring the deliverability of schemes throughout the development process of the regional bid.

**14. Equality and Diversity Implications** - Implementation of the schemes may have a minor beneficial impact in reducing social exclusion by improving access to jobs and economic opportunities, particularly for people who do not have access to a car.

**15. Crime and Disorder Implications** – No implications have been identified.

**16. Health Implications** – The schemes will have a minor beneficial impact on increasing active travel, making walking and cycling in the area more attractive. This will also benefit health by improving air quality.

**17. Climate Emergency and Sustainability Implications** - The schemes will be developed with sustainability in mind and will support Gateshead's environmental, social and economic objectives.

**18. Human Rights Implications** - No implications have been identified.

**19. Ward Implications** - Subject to funding being received, the cycling improvements would be implemented within the Felling and Deckham wards. Locations are yet to be determined for School Streets or Tyne Bridge mitigation work, however the funding ask for these schemes is for development only at this stage.



**TITLE OF REPORT:** Response to Consultation - Environmental Outcomes Reports: A New Approach to Environmental Assessment

**REPORT OF:** Sheena Ramsey, Chief Executive

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### **Purpose of the Report**

1. To endorse the responses to the Department for Levelling Up, Housing & Communities in respect of the [Environmental Outcomes Reports: a new approach to environmental assessment consultation](#) proposals issued on 17<sup>th</sup> March 2023 with a deadline for responses of 9<sup>th</sup> June 2023.

### **Background**

2. The background to the consultation and reforms proposed are set out in Appendix 1, and the Council's proposed responses are set out in Appendix 2.

### **Proposal**

3. To endorse the responses set out in Appendix 2.

### **Recommendation**

4. It is recommended that Cabinet endorses the consultation responses set out in Appendix 2.

For the following reason:

To enable the Council to contribute a response to the consultation.

### Policy context

1. DLUHC published consultation proposals on 17<sup>th</sup> March on the approach to implementing a new system of environmental assessment known as Environmental Outcomes Reports (EOR) in order to allow the government to replace the EU-derived Strategic Environmental Assessment and Environmental Impact Assessment.
2. The consultation contains 26 questions and representations can be made on the proposals until 9<sup>th</sup> June.
3. The Environment Act 2021 sets out a commitment to cleaning up the country's air restoring natural habitats and halting the decline in species by 2030. The government seeks to create an improved framework of environmental assessment to properly reflect the country's needs and unique characteristics of the environment.
4. Through the Levelling Up and Regeneration Bill, DLUHC is seeking to secure the necessary powers to bring forward the new domestic framework for all the environmental assessment regimes originating from the EU Environmental Impact Directive (EIA) and Environmental Assessment of Plans and Programmes (Strategic Environmental Assessment or SEA) Directive.
5. The government seeks to retain the value of environmental assessment whilst pushing for better environmental outcomes. The aim of the consultation is to start a conversation about how best to use these powers.
6. The assessment process is to be simplified and streamlined with the aim of being a more effective tool to support the delivery of environmental commitments.
7. The changes seek to allow communities to fully understand the environmental effects of development and be confident that problems that arise will be addressed. The government aims to enable developers to embed environmental considerations from the outset.

### Background

8. The consultation includes a number of questions and the Council's draft responses are provided in Appendix 2.
9. DLUHC's deadline for consultation responses is 9<sup>th</sup> June 2023. Subject to Cabinet's approval the Council's proposed responses will be submitted by the deadline.

## **Key Proposals/Summary**

### **Issues with the existing regime**

10. The reform is focused addressing on a number of central issues identified with the existing regime including:
  - Inefficiency
  - Duplication
  - Risk Aversion
  - Loss of focus
  - Issues with Data

### **Outcomes-based approach**

11. This chapter introduces how an outcomes-based approach to environmental assessment could work in practice and proposes a set of outcomes.
12. The draft Levelling Up and Regeneration Bill gives powers for the Secretary of State to set environmental outcomes that a plan or project will have to report against, with regard to the government's Environmental Improvement Plan.
13. The outcomes will be high level and have regard to the government's Environmental Improvement Plan. Draft outcomes will be subject to public consultation and parliamentary scrutiny. They must follow a set off principles detailed in the consultation.
14. Potential matters that could be included as an outcome include:
  - biodiversity
  - air quality
  - landscape and seascape
  - geodiversity, soil and sediment
  - noise and vibration
  - water
  - waste
  - cultural heritage and archaeology
15. It is expected that matters not on this list will be picked through regime specific outcomes.
16. The outcomes seek to avoid duplication where change is effectively achieved elsewhere such as through policy, rather than in the EOR regime, for example, matters with a cumulative impact.
17. To demonstrate the extent to which outcomes are met, a national indicator set is proposed. This will be based on existing indicators where possible and will be nationally set and agreed. They will be predominately data sets based on underlying technical work and proportionate to the geography of an area. The

indicators will measure expected change against baseline conditions and trend data.

18. Indicators must comply with a set of principles, detailed in the consultation. Guidance will be regularly reviewed.
19. It is proposed that the approach to reporting against outcomes is proportionate, meaning that minimal assessment is needed in circumstances where full assessment of an outcome is not required. It will be rare that an outcome is not relevant at all, and they will need to be scoped out using desktop analysis.
20. The consultation sets out the need to ensure that assessments effectively consider climate change and that matters such as this are complex, with a network of considerations that are not always directly or effectively measurable.
21. The Bill enables the support of a range of outcomes including 'natural systems, cycles and processes'. Many of the outcomes suggested will relate to climate change and addressing the effects of climate change is inherent in consideration of many of the listed outcomes.
22. The ways that Environmental Outcome Reports can be used to effectively support the efforts to reduce carbon impact of development as well as climate change are being reviewed.

### **What an Environmental Outcomes Report will Cover**

23. The government wants EORs to be accessible to communities and other stakeholders and to give decision makers clear information on the extent to which development supports the delivery of outcomes. There is a commitment to reducing the size and complexity of the assessment reports and ensuring the document is navigable and accessible to all communities.
24. Powers in the Bill will ensure assessments not only report on the outcomes but take a more proactive approach to the assessment of alternatives and the consideration of the mitigation hierarchy.
25. EORs will succinctly summarise and signpost relevant underlying technical work conducted for the plan or project.
26. Technical analysis and reports should identify the effects of the plan, programme or project to support and inform the assessment against outcomes, measured using indicators at the relevant scale. Technical Reports will remain separate documents.
27. The government seeks to provide more clarity around the need to consider alternatives in the early stages and throughout the assessment process.

28. Plan makers and developers will need to provide a summary record of decision making on alternatives.
29. Guidance will be clear that realistic alternatives, fully consistent with the primary objectives of the project, should be considered, with no need to assess and report against any options that would not be credible.

### **When an Environmental Outcomes Report is required**

30. The Bill provides powers to clearly set out what plans and projects require an EOR and avoid borderline cases.
31. As now, all projects in, or partly within, sensitive areas such as protected sites, will require screening, and the greater the potential impact on the environment, the greater the probability that the plan or project will require an environmental assessment.
32. The Bill has been designed to allow the government to set out in regulations what plans and types of development fall into one of two categories requiring assessment:
  - Category 1: consents will require an assessment in all circumstances.
  - Category 2: consents will require an assessment if the criteria set out in the regulations are met.
33. Screening decisions for category 2 consents will be at the discretion of the consenting authority, but regulations will narrow the scope for discussion.
34. Detail on what plans/projects require assessment will be consulted on when developing regulations.
35. The government is exploring whether the criteria for screening for category 2 should be considering and whether and how, we could better use proximity, or a defined impact pathway, to a sensitive receptor to effectively screen.

### **Strengthening Mitigation**

36. This section sets out how the government could use these powers to ensure a robust approach to mitigation and to use monitoring to ensure assessment delivers for the environment.
37. In the new system, the aim is to maximise the value of assessment through effective monitoring and mitigation, backed up with powers to address issues if they arise.
38. Ensuring all steps are taken to avoid damage and mitigate impacts is at the centre of the reforms.

39. The Bill enshrines the mitigation hierarchy in legislation as a fundamental component of environmental assessment. The core elements of the hierarchy are:
- Avoidance
  - Mitigation
  - Compensation
40. Avoidance is prioritised in the hierarchy.
41. It is proposed that applicants will be required to report on the steps undertaken at the design and development stage to avoid an adverse impact on the environment.
42. Agreed mitigation is not always effective and may need to be reviewed on occasion. Adaptive management (also known as Dynamic Mitigation or Adaptive Planning) allows mitigation to be adjusted in response to greater certainty on effects following implementation.
43. The government is exploring how this could help manage uncertainty in assessment of the effects of development on the environment.
44. The Bill gives the government stronger powers to require adaptive management or dynamic mitigation and remedial actions to be taken when monitoring shows that progress towards mitigation is not as expected.

### **Mainstreaming Mitigation**

45. In the new system, the government wants to maximise the value of assessment through effective monitoring and mitigation, backed up with powers to address issues if they arise.
46. Effective monitoring processes are essential in ensuring plans and projects are as proposed, and their effects are as predicted in the assessment. They are also essential in checking whether mitigation to address issues arising has been implemented as proposed, and is working as expected, within the timeframes agreed as part of the planning process.
47. The government intends to clarify monitoring requirements and directly link monitoring with data collection to inform our understanding of the environment.
48. The Bill will give the government the powers to require that assessments, and any mitigation measures proposed, are properly monitored to ensure they are delivering the level of environmental protection envisaged in the EOR.
49. If the anticipated levels are not met and remediation proves necessary, it will be pursued and enforced.

50. The government will explore the range of options for securing the resources required to take remedial action. This could include the use of bonds, escrow accounts and any potential role that third parties could play.

### **Unlocking Data**

51. The government seeks to ensure that the large quantity of data produced through assessment is captured and available to support our understanding of the environment and improve the quality of future assessments.
52. The Bill seeks to digitise planning services. Simplifying access and better use and reuse of essential data can help to deliver a faster, fairer and greener assessment process.
53. Reforms aim to ensure that data collected as part of technical assessments can be re-used to provide a baseline to inform future projects.
54. Users will be able to use certain data (subject to the copyright of that data) so they can readily access it to inform the policy, plans or projects as well as carry out the assessment in an efficient way.
55. The powers in the Bill will allow the government to ensure that environmental data is standardised and made available for future use. It will ensure that the data submitted will be in an accessible form for future use by to support future assessments.
56. The evidence needs of assessment can be large, so there may be a need to prioritise certain data sets. Higher standards of consistency and transparency will apply equally across environmental data held by government.

### **Reporting against performance**

57. The Bill provides the government with powers to require authorities to report on performance against specified environmental outcomes, so that the government to build a picture of the extent to which environmental outcomes are being.
58. The chapter considers how the government can ensure information is captured at a national level to consider the overall impact and effectiveness of environmental assessment.
59. The government seeks to get accountability in the right place and ensure the ability to use information to help build a national picture on the management of the effects of development on the environment over time.
60. The intention is to require authorities to provide annual, consolidated information on how plans are delivering on environmental outcomes. This must be linked to other strategic level monitoring, including local plan monitoring and the duty to provide a Biodiversity Report every 5 years.

61. Better data collection processes will allow this to be done digitally in the future.

### **Consultation**

62. The Leader and Deputy Leader and Cabinet Members for Environment and Transport have been consulted on the proposed response.

### **Alternative options**

63. None.

### **Implications of Recommendation**

64. **Resources:**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms there are no financial implications arising from this report.
- b) **Human Resources Implications** – There are no human resource implications arising from this report.
- c) **Property Implications** - There are no direct property implications arising from this report.

65. **Risk Management Implication** – No risks associated with the consultation.

66. **Equality and Diversity Implications** – There is a potential for negative implications on equality due to a perceived ineffective method of environmental assessment.

67. **Crime and Disorder Implications – None.**

68. **Health Implications** – It is recognised that the environment has a significant impact on public health. There is a potential for implications on health.

69. **Climate Emergency and Sustainability Implications** – There is a potential for negative implications on climate and sustainability due to a perceived ineffective method of environmental assessment.

70. **Human Rights Implications** - None.

71. **Ward Implications** – None.



## APPENDIX 2

### GATESHEAD COUNCIL CONSULTATION RESPONSE

1 Do you support the principles that will guide the development of outcomes?

No.

The bullets in para 4.7 are acceptable, however the list of topic areas in 4.10 omit climate change adaptation and climate change mitigation or carbon emissions. The Environmental Improvement Plan includes Net Zero 2050 and the EOR should be one of the delivery mechanisms for this in addition to the Environment Act, this assessment should align with the Climate Change Act.

In addition, this EOR is replacing the SEA requirement, however, there has been no replacement for Sustainability Appraisal proposed. This effectively results in there being no requirement to make a consolidated assessment of the social and economic impacts of plans and projects. If this is to be out with the EOR, there needs to be a clear mechanism for these to be assessed in an alternative process, in particular those relating to Health, such as a Health Impact Assessment and Equality through Equality Impact Assessment. By not having these considerations integrated into one assessment, this reduces the opportunities for co-benefits being achieved through mitigation.

Gateshead Council would welcome a standardised, robust Health Impact Assessment requirement that integrates with environmental assessments that ensure that both positive health and environmental outcomes are maximised, including mental health, in plans and projects and any potential negative impacts are avoided or mitigated whilst maximising co-benefits of any mitigation.

2 Do you support the principles that indicators will have to meet?

No answer.

3 Are there any other criteria we should consider?

No answer.

4 Would you welcome proportionate reporting against all outcomes as the default position?

No answer

5 Would proportionate reporting be effective in reducing bureaucratic process, or could this simply result in more documentation?

Please specify

Proportionate reporting may reduce documentation during policy and decision phases, but post decision/build would increase significantly.

6 Given the issues set out above, and our desire to consider issues where they are most effectively addressed, how can government ensure that EORs support our efforts to adapt to the effects of climate change across all regimes?

Please specify

Assessing climate impacts is complicated and often impacts are under reported where cumulative impact is not effectively assessed. Being complicated is not an acceptable reason for omitting climate change from the EOR. Climate needs to be sufficiently addressed through an alternative assessment if it is not part of the EOR and this needs to be established alongside the EOR to ensure there are no gaps arising and ensure the fully environmental impacts/outcomes can be assessed and avoided or mitigated against as appropriate.

EOR could make an assessment against a climate mitigation/carbon reduction pathway or adaptation pathway adopted by the local authority. Or the EOR could make an assessment against local carbon reduction targets or carbon budgets, and where none are set locally, this could be against nationally set targets.

A clear assessment framework that is standardised, to ensure consistency would be preferable. This should ensure that consideration into all elements of climate change for the lifetime of the plan or project is taken into account. This should consider carbon emissions from all sources, carbon reduction proposals, and adaptation required throughout the lifetime of the plan or project. The assessment could include: energy, heat, transport, food, nature and woodland, sequestration, adaptation, consumption, waste, economy and any other theme considered appropriate and relevant.

Integrating climate considerations will ensure that co-benefits arising from mitigation can be cross referenced with other environmental outcomes such as air quality and biodiversity. Further integrating this with a Health Impact Assessment could increase these co-benefit synergies such as improved health through active travel, reduced respiratory disease through reduced air pollution or reduced early deaths from heat events or improved social outcomes such as energy security from renewable energy production. It would also support an integrated, whole system approach to water and flood risk management reflecting priorities in the Environmental Improvement Plan and the Plan for Water. This should maximise the use of a range of nature-based solutions and green infrastructure across different scales such as natural flood management techniques, SuDS, land management, river restoration and catchment management; reducing the causes and impacts of flooding whilst providing multiple environmental and wellbeing benefits e.g., carbon sequestration, clean water, drought resilience, access to cooler green-blue spaces, restoring habitats and improving river water quality.

7 Do you consider there is value in clarifying requirements regarding the consideration of reasonable alternatives? Please set out the reasons for your answer.

Yes.

Any clarity on requirements will reduce scope for challenge or provision of “just in case” information

8 How can the Government ensure that the consideration of alternatives is built into the early design stages of the development and design process?

No answer.

9 Do you support the principle of strengthening the screening process to minimise ambiguity?

Please set out the reasons for your answer

Yes

Any standardisation or clarity of what must/should not be in scope will provide consistency and brevity.

- 10 Do you consider that proximity or impact pathway to a sensitive area or a protected species could be a better starting point for determining whether a plan or project might require an environmental assessment under Category 2 than simple size thresholds?

No answer.

- 11 If yes, how could this work in practice? What sort of initial information would be required?

Please set out the reasons for your answer

No answer

- 12 How can we address issues of ineffective mitigation?

Please set out the reasons for your answer

A clear implementation plan for mitigation which includes timescales, costs (with funds identified), and delivery body identified should be required. Amendments to this delivery plan should only occur in agreement with the Local Authority and may trigger the requirement for an additional appraisal. Changes to the plan should not be the result of inadequate funds and should not detract from other co-benefits established such as improved health and wellbeing.

- 13 Is an adaptive approach a good way of dealing with uncertainty?

No answer

- 14 Could it work in practice? What would be the challenges in implementation?

Please set out the reasons for your answer

A clear implementation plan for mitigation which includes timescales, costs (with funds identified), and delivery body identified should be required. Amendments to this delivery plan should only occur in agreement with the Local Authority and may trigger the requirement for an additional appraisal. Changes to the plan should not be the result of inadequate funds and should not detract from other co-benefits established such as improved health and wellbeing.

An adaptive approach could be built into the mitigation implementation plan, and include clear agreed decision points, thresholds and monitoring framework for adapting mitigation, similar to the Climate Adaptation Pathways approach.

Implementation should be assessed against an agreed monitoring framework using robust and accessible data.

15. Would you support a more formal and robust approach to monitoring?

Yes

Subject to sufficient resources being provided to Local Authorities, and powers to enforce if required over what may be quite lengthy timescales – long after the development is completed and possibly sold on.

16 How can the Government use monitoring to incentivise better assessment practice?

Please set out the reasons for your answer

Requiring open-source data that can be pooled and used by all will reduce time and cost of data collection.

17 How can the Government best ensure the ongoing costs of monitoring are met?

Please set out the reasons for your answer

Set out an expected regime for how often monitoring should take place, consistent reporting framework and nationally set fees per monitoring process.

18 How should the Government address issues such as post-decision costs and liabilities?

Please set out the reasons for your answer

Bonds or guarantor / performance agreement could be included in the legal agreement, giving the Local Authority confidence of performance. A Levy could also be on all agreements to create a performance fund and legislation could create a market for insurance.

Annual monitoring framework with appropriate fees set nationally

19 Do you support the principle of environmental data being made publicly available for future use?

Please set out the reasons for your answer

Yes, subject to standardisation and verification.

20 What are the current barriers to sharing data more easily?

Please set out the reasons for your answer

Data skills, resources, legal agreements, intellectual property, alignment of data formats/filing sharing/digital platforms.

21 What data would you prioritise for the creation of standards to support environmental assessment

Please set out the reasons for your answer

No answer.

22 Would you support reporting on the performance of a plan or project against the achievement of outcomes?

No answer.

23 What are the opportunities and challenges in reporting on the achievement of outcomes?

Please set out the reasons for your answer

Challenges – agreed outcomes might not be consistent with Council priorities. Co-benefit opportunities might be missed where they are not part of the agreed outcomes, in particular if they are not directly environment related. How to deal with changes in circumstances over lifetime of plan/project. May need to build in flexibility or procedure to change.

Opportunities – Positive implications of the plan or project may be more likely to be maximised.

24 Once regulations are laid, what length of transition do you consider is appropriate for your regime? Please State Regime.

i) 6 months

ii) 1 year

iii) 2 years

No Answer.

25 What new skills or additional support would be required to support the implementation of Environmental Outcomes Reports?

Please provide an answer

Adequate flood Risk Management Authority (RMA) expertise & capacity i.e., within lead local flood authorities, water companies and the Environment Agency.

Clear roles and responsibilities across various bodies.

Improved data skills and resources. Clear and accessible data.

More guidance on how climate, social and health-based considerations can be integrated into the process or dealt with elsewhere.

Public Sector Equality Duty

While this consultation is seeking initial views on the overarching framework of powers, the Government is also seeking to gather information to understand any equalities implications that will help inform the development of this policy.

- 26 The Government would be grateful for your comments on any impacts of the proposals in this document and how they might impact on eliminating discrimination, advancing equality and fostering good relations.

Please provide your comments

The EOR will be replacing SEA and EIA, however, there has been no provision to replace Sustainability Appraisal. As a result, there is a gap in legislative requirements to assess social and economic implications of plans in a holistic way. Best practice SA's have a Health Impact Assessment and Equalities Impact Assessment embedded in the appraisal, however without a replacement to SA or incorporating HIA and EqIA within the EOR carrying out these assessments will be less likely, and even where they are carried out, these will not be aligned to the environmental assessment and benefit from potential co-benefits. This omission could result in a detrimental impact to equality.

**TITLE OF REPORT:**           **Appointments to Advisory Groups, Other Bodies of the Council, Joint Committees and Outside Bodies**

**REPORT OF:**                 **Mike Barker, Strategic Director, Corporate Services and Governance**

### **Purpose of the Report**

1. The report sets out the nominations of the Labour and Liberal Democrat Groups to advisory groups, other bodies of the Council, joint committees and outside bodies. The report asks the Cabinet to consider the nominations.

### **Background**

2. At the beginning of each municipal year, it is the practice to appoint councillors to various decision making bodies, partnerships, joint committees, outside bodies and youth and community organisations. The Council is responsible for making appointments to non-executive bodies such as the planning and development, licensing, regulatory and appeals committees and makes these appointments at the annual meeting.
3. In line with the constitution, the Cabinet has responsibility for all executive functions of the Council and therefore makes appointments to the advisory groups of the Cabinet and all other bodies of the Council which have executive functions.

### **Proposal**

4. The Cabinet is asked to consider the nominations of the Labour and Liberal Democrat Groups.

### **Recommendation**

It is recommended that the Cabinet agrees the nominations of the Labour and Liberal Democrat Groups.

For the following reasons:

- (i) To ensure that the views of the political groups are taken into account when the appointments are made.
- (ii) To ensure that the most appropriate councillors are appointed to each body.

### **Policy Context**

1. The Council's constitution sets out the responsibility of the Cabinet for executive functions. The Cabinet is responsible for appointing members to advisory groups of the Cabinet, partnerships, other bodies of the Council, joint committees and authorities, outside bodies and youth and community organisations.

### **Background**

2. Annual appointments are made to bodies which work with and for the benefit of the Borough's residents.

### **Consultation**

3. Gateshead Council's Labour and Liberal Democrat Groups considered their nominations to the bodies to be appointed by the Cabinet.

### **Alternative Options**

4. If the Council wishes to continue to be represented on the bodies listed in the attached appendices, then there are no viable alternative options.

### **Implications of Recommended Option**

#### **5. Resources:**

- a. **Financial Implications** - The Strategic Director, Resources and Digital confirms that there are no financial implications arising from the recommended option.
- b. **Human Resources Implications** - There are no human resources implications.
- c. **Property Implications** –There are no property implications

6. **Risk Management Implication** - There are no risk management implications arising from the recommended option.

7. **Equality and Diversity Implications** - Equality and diversity implications have been considered by the Groups in making their nominations.

8. **Crime and Disorder Implications** - There are no crime and disorder implications arising from the recommended option.

9. **Health Implications** - There are no health implications arising from the recommended option.

10. **Climate Emergency and Sustainability Implications** - There are no climate emergency or sustainability implications arising from the recommended option.



11. **Human Rights Implications** - There are no human rights implications arising from the recommended option.
12. **Ward Implications** – The Council makes appointments to bodies which are based in all wards of the Borough thereby ensuring that the Council has an input into local groups as well as Borough wide organisations.

**Background Information**

13. All background papers relating to appointments are available on file ref LCS-DLDS-DS-A-006.

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**LABOUR GROUP NOMINATIONS TO COUNCIL AND OTHER BODIES FOR THE  
MUNICIPAL YEAR 2023/24**

**ADVISORY GROUPS OF THE CABINET**

**Corporate Advisory Group**

All Council Members (Councillor Gannon - Chair)

**Policy Advisory Group**

All Council Members (Chair appointed by the Leader dependent on topic)

**Gateshead Fund (Capacity Building Fund)**

Councillors B Clelland  
C Donovan  
J Eagle  
L Green  
L Kirton (Chair)

**Councillor Support and Development Group**

Councillors C Buckley  
L Caffrey  
C Donovan (Chair)  
M Gannon (Vice Chair)  
G Haley  
H Kelly  
R Mullen  
L Moir  
D Robson  
D Weatherley  
K Wood

**PARTNERSHIPS**

**Children's Centres Advisory Board**

Councillor B Clelland  
G Haley  
J Gibson  
B Goldsworthy  
L Moir

## **Diversity Forum**

Councillors J Eagle  
B Goldsworthy  
L Green  
J McCoid

## **East Gateshead Bus Stakeholder Board**

Councillors L Green  
S Green

Substitutes: J Turnbull  
1 Vacancy

## **Local Bus Board for Gateshead**

Cabinet Member for Environment and Transport

Councillors L Caffrey  
T Graham  
J Green  
1 vacancy

## **Gateshead and Newcastle Partnership**

Councillors K Dodds  
C Donovan  
M Gannon  
M Goldsworthy  
L Green

Substitutes: J Adams

## **Gateshead Community Safety Board**

Councillor A Douglas

## **Gateshead Strategic Partnership**

Councillors M Gannon

Substitute: C Donovan

## **Land of Oak and Iron Partnership Board**

Councillor J McElroy

## **South of Tyne and Wear Waste Management Partnership Joint Committee**

Councillors A Douglas  
L Green

Substitute: C Donovan

## **OTHER BODIES OF THE COUNCIL**

### **Blaydon Quarry Liaison Committee**

Councillors M Brain  
C Buckley  
M Hall  
H Kelly

### **Corporate Parenting Board**

Cabinet member for Children and Young People

Councillors A Douglas  
S Gallagher  
F Geddes  
H Weatherley

### **Fostering Panel**

Councillors G Haley  
M McNestry

### **Gateshead Schools Forum**

Councillor S Gallagher

Substitute: 1 vacancy

### **Learning Skills Steering Group**

Councillors J Adams  
D Burnett

### **Path Head Quarry Liaison Group**

Councillors M Brain  
C Buckley  
M Hall  
H Kelly

### **Standing Advisory Council on Religious Education**

Councillors F Geddes  
T Graham  
J McElroy  
1 vacancy

## **JOINT COMMITTEES AND JOINT AUTHORITIES**

### **Gateshead & Newcastle Joint Bridges Committee**

Councillors B Clelland  
J Eagle  
J McElroy

### **Mountsett Crematorium Committee**

Councillors D Bradford  
K Dodds  
A Geddes  
F Geddes  
L Green  
S Green

### **North East Procurement Organisation – Collaborative Sub-Committee**

Councillor J Eagle

### **Tyne & Wear Archives and Museums Strategic Board**

Councillor A Douglas

Councillor D Weatherley ('Rotating Member' for the period 01.09.22 to 31.08.23)

### **Tyne & Wear Fire & Rescue Authority**

Councillors K Dodds  
G Haley

### **Tyne & Wear Trading Standards Joint Committee**

Councillors C Buckley  
K Dodds  
T Graham

Substitutes D Bradford  
J McElroy

## **OUTSIDE BODIES**

### **Association of Directors of Children's Services**

Councillors G Haley  
M McNestry  
K Wood

**Baltic Flour Mills Visual Arts Trust**

Councillors C Donovan  
R Mullen

**Council of Governors of Gateshead Health NHS Trust**

Councillor B Oliphant

**Equal Arts Board of Management**

Councillor A Douglas

**Gateshead Citizens Advice Bureau**

Councillor S Dickie  
J Gibson

**Gateshead Health NHS Foundation Trust**

Councillor M Gannon

**Keelman Homes**

Councillors J Adams

**Newcastle International Airport Local Authority Holding Company**

Councillor M Gannon

Substitute C Donovan

**North East Contracting Consortium for Asylum Support**

Councillor M McNestry

**North Regional Association for Sensory Support**

Councillors L Caffrey  
M McNestry

**Cumbria, Northumberland, Tyne and Wear NHS Foundation Trust of Governors**

Councillor M Hall

**Northumbria Regional Flood Defence Committee**

Councillor J McElroy

Substitute J Adams

### **Tyne and Wear Local Access Forum**

Councillor K Wood

### **Tyne Port Health Authority**

Councillors W Dick  
K Dodds  
T Graham

### **OTHER OUTSIDE BODIES**

#### **Association of Public Service Excellence**

Councillor J Simpson

Substitute S Green

#### **Bus Lane Adjudication Service Joint Committee**

Councillor J Eagle

#### **Elgin Centre Partnership**

Councillors M Gannon  
L Kirton

#### **Gateshead and South Tyneside Sight Service**

Councillor A Geddes

#### **Gateshead Borough Churches Together Combined Furniture and Gardening Project**

Councillor E McMaster

#### **National Parking Adjudication Service Joint Committee**

Councillor J McElroy

Substitute: J Adams

#### **Newcastle International Airport Consultative Committee**

Councillor A Geddes

#### **Northern Regional Brass Band Trust**

Councillor J McElroy



**Pickering Trust**

Councillor M Gannon

**Ryton Parochial Charity Trust/Lawson Educational Foundation**

Councillor A Geddes

**SCAPE Systems Build Limited**

Councillor M Brain

Substitute H Kelly

**The Trustees of Thomas Powell Almshouses and Gateshead Parochial Charities**

Councillors J Adams  
S Green  
J Green  
M McNestry

**Tyneside and District Anti-Fascist Organisation**

Councillor H Kelly

**YOUTH AND COMMUNITY ORGANISATIONS**

**Bensham Grove Community Association**

Councillors K Dodds  
C Donovan

**Blackhall Mill Community Association**

Councillor L Caffrey

**Blaydon Youth Club**

Councillors M Brain  
D Burnett

**Chopwell Community Association**

Councillors D Bradford  
L Caffrey  
M McNestry

### **Gateshead Youth Council**

Councillors W Dick  
1 vacancy

### **Gateshead Young Women's Outreach Project**

Councillors B Clelland  
L Kirton

### **Greenside Community Association**

Councillors H Kelly  
1 vacancy

### **Harlow Green Community Group**

Councillors M Goldsworthy

### **Kibblesworth Village Centre**

Councillors 2 vacancy

### **Rowlands Gill Community Association**

Councillors D Bradford  
L Caffrey

### **Ryton Community Association**

Councillor C Buckley  
A Geddes

### **The Sound Room Project**

Councillors C Donovan  
E McMaster

### **St Chad's Community Project**

Councillor J Adams

### **Springwell Community Association**

Councillors J Green  
1 vacancy

**LIBERAL DEMOCRAT GROUP NOMINATIONS TO COUNCIL AND OTHER BODIES  
FOR THE MUNICIPAL YEAR 2023/24**

**ADVISORY GROUPS OF THE CABINET**

**Corporate Advisory Group**

All Council Members

**Policy Advisory Group**

All Council Members

**Gateshead Fund (Capacity Building Fund)**

Councillor I Patterson  
J Mohammed

**Councillor Support and Development Group**

Councillors D Duggan  
P Elliott  
J Mohammed  
M Ord

**PARTNERSHIPS**

**Gateshead and Newcastle Partnership**

Councillor R Beadle

Substitutes: C Ord

**JOINT COMMITTEES AND JOINT AUTHORITIES**

**Gateshead & Newcastle Joint Bridges Committee**

Councillor A Wintcher

**Mountsett Crematorium Committee**

Councillor M Ord

**Tyne & Wear Fire & Rescue Authority**

Councillor I Patterson

## **Tyne & Wear Trading Standards Joint Committee**

Councillor I Patterson

Substitute S Hawkins

## **OTHER BODIES OF THE COUNCIL**

### **Corporate Parenting Board**

Councillors I Patterson

**TITLE OF REPORT:** Petitions Schedule

**REPORT OF:** Mike Barker, Strategic Director, Corporate Services and Governance

---

### **Purpose of the Report**

1. To provide an update on petitions submitted to the Council and the action taken on them.

### **Background**

2. Council Procedure Rule 10.1 provides that any member of the Council or resident of the borough may submit a petition to the Leader of the Council, to another member of the Council nominated by the Leader, to the Chief Executive or a Strategic Director.

### **Proposal**

3. The Cabinet is asked to note the petitions received and actions taken on them.

### **Recommendations**

4. It is recommended that Cabinet notes the petitions received and action taken on them.

For the following reason:

To inform the Cabinet of the progress of the petitions.

---

**CONTACT:** Helen Wade extension: 3993

**Policy Context**

1. The information is provided in accordance Council Procedure Rule 10.2 whereby progress of petitions is to be reported to meetings of the Cabinet. The procedure supports the Council's Thrive Agenda.

**Background**

2. Council Procedure Rule 10.1 provides that any member of the Council or resident of the borough may submit a petition to the Leader of the Council, to another member of the Council nominated by the Leader, to the Chief Executive or a Strategic Director.

**Consultation**

3. This report has been prepared following consultation as set out in the schedule.

**Alternative Options**

4. There are no alternative options.

**Implications of Recommended Option**

**5. Resources:**

a) **Financial Implications** – The Strategic Director, Resources and Digital confirms that there are no financial implications arising from this report.

b) **Human Resources Implications** – Nil

c) **Property Implications** - Nil

6. **Risk Management Implication** - Nil

7. **Equality and Diversity Implications** - Nil

8. **Crime and Disorder Implications** – Nil

9. **Health Implications** - Nil

10. **Climate Emergency and Sustainability implications** – These will be considered by officers as part of their responses to petitioners.

11. **Human Rights Implications** - Nil

12. **Ward Implications** - Borough wide

**Background Information**

13. Petitions schedule attached.

**APPENDIX 2**

**PETITIONS SUBMITTED TO GATESHEAD METROPOLITAN BOROUGH COUNCIL**

<b>DATE RECEIVED</b>	<b>REF</b>	<b>FROM</b>	<b>ISSUE</b>	<b>FORWARDED TO</b>	<b>ACTION TO DATE</b>
30 May 2022 Submitted to the Strategic director, Corporate Services and Governance	02/22	Residents of Swalwell	Petition raising concerns at public footpath access and parking issues relating to a shop on Crowley Road, Swalwell.	Strategic Director, Housing, Environment and Healthy Communities	Discussion have been held with the lead petitioner. Informal consultations will be carried out early in the new year in relation to the possible introduction of waiting restrictions.
19 July 2022 Submitted to the Council Meeting Page 95	03/22	Residents of Birtley	Petition requesting the speed limit on Vigo Lane from Barley Mow Public House to the A1 bridge be reduced.	Strategic Director, Housing, Environment and Healthy Communities	Vigo Lane is predominantly in Durham County Council and as the highway authority they will be dealing with this in the first instance.  Durham CC will need to consult with Gateshead Council in relation to any proposed amendments.
8 September 2022 Submitted to the Leader's Office	04/22	Residents of Wm Morris Avenue and AJ Cook Cottages	Petition regarding payment for communal facilities	Strategic Director, Housing, Environment and Healthy Communities	A meeting held with residents to discuss options. Further meetings to be held in the new year as further consultation is needed.
Different dates Submitted to the Service Director, Health and Wellbeing (Leisure)	06/22, 07/22, 08/22, 09/22, 01/23, 02/23,	Residents of Gateshead	Several petitions against the possible closure of leisure facilities.	Service Director, Health and Wellbeing (Leisure)	The petitions are being considered as part of the consultation process for the review of Gateshead Leisure Centres.

	03/03				
December 2022 Submitted via the Council Portal	04/23	Gateshead Residents	Petition asking for the Countryside Ranger Post to be saved.	Service Director, Environment and Fleet Management	The petition has been responded to following approval of the Council's budget for 2023/24.  It is proposed that the petition can be removed from the schedule.
April 2023 Submitted via post	05/23	Peter Noble	Petition to all neighbouring local authorities asking them to stop use of Holiday Inn/Campanile Hotel in Washington as accommodation for refugees/asylum seekers	Service Director, Neighbourhood and Localities	The petition has been sent to Service Director, Neighbourhoods and Localities for investigation and reply



**TITLE OF REPORT:** Surplus Declaration – Garages at Acomb Court, Harlow Green

**REPORT OF:** Colin Huntington, Strategic Director, Housing, Environment and Healthy Communities

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### **Purpose of the Report**

1. To seek approval to (i) the property listed below being declared surplus to the Council's requirements and (ii) the future proposal for the property after being declared surplus.
  - Garages at Acomb Court, Harlow Green

### **Background**

2. The property, which is shown edged black on the plan provided, is no longer required by the Council for service delivery for the reasons set out in the Appendix.

### **Proposal**

3. It is proposed that the property shown edged black on the attached plan be declared surplus to the Council's requirements, demolished and the land left be marked out to provide 18 parking spaces for residents, including 3 disabled parking bays.

### **Recommendations**

4. It is recommended that Cabinet approves that the garages at Acomb Court, Harlow Green be declared surplus to the Council's requirements to be then demolished and the land left be marked out to provide 18 parking spaces for residents, including 3 disabled parking bays.

For the following reasons:

To manage resources and rationalise the Council's assets in line with the Corporate Asset Strategy and Management Plan.

### **Policy Context**

1. The proposed surplus declaration supports the overall vision for Making Gateshead a Place where People Thrive. In particular, investing in our economy to provide sustainable opportunities for employment, innovation and growth
2. The proposed declaration will also accord with the provisions of the update of the Corporate Asset Strategy and Management Plan 2015 – 2020. In particular, the rationalisation of the Councils estate to reduce costs.

### **Background**

3. Last year a structural survey of the retaining wall opposite the garages at Acomb Court was carried out and it was found to have partially collapsed and in danger of collapsing further. The remedial action required is to construct a supporting wall under part of the existing car parking spaces opposite the garages. This will however reduce the number of car parking spaces from 12 to 4 as part of the space will be used for bin storage.
4. As only 7 of the 20 garages provided are occupied, consideration has been given to demolition of the garages to provide additional car parking spaces for residents as part of the scheme. All 7 of the garage occupants have agreed to be relocated to alternative garage provision, and demolition would enable 18 further car parking spaces to be created for residents (including 3 disabled parking bays).
5. All of the land in question is held for housing purposes and demolition and use of the area to provide additional car parking spaces is considered the most appropriate course of action.
6. The cost of demolition, including resurfacing and marking out works is estimated to be £39,180 and suitable budgetary provision exists within the HRA Estate Improvement budget.

### **Consultation**

7. In preparing this report consultations have taken place with the Leader and Deputy Leader, and the Cabinet Member for Housing. The Ward Councillors for Chowdene have also been consulted.

### **Alternative Options**

8. The option of retaining the garages has been discounted as there is a need for replacement car parking spaces resulting from the need to reinforce the retaining wall opposite.

## Implications of Recommended Option

### 9. Resources:

a) **Financial Implications** - The Strategic Director, Resources and Digital confirms that the cost of demolition will be met from the Housing Revenue Capital Programme 2023/24.

b) **Human Resources Implications** - There are no direct staffing implications arising from the recommendations in this report.

c) **Property Implications** – The future demolition of the garages will result in a reduction in the Council's overall property portfolio thus reducing operational costs.

10. **Risk Management Implication** - The future demolition of the garages will remove opportunities for vandalism to vulnerable properties.

11. **Equality and Diversity** - There are no implications arising from this recommendation.

12. **Crime and Disorder Implications** - The future demolition of the garages will remove opportunities for crime and disorder, especially vandalism and theft.

13. **Health Implications** - There are no implications arising from this recommendation.

14. **Climate Emergency and Sustainability Implications** - The future demolition of the garages will reduce the level of the Council's operational costs, such as repairs and maintenance, which will subsequently result in a reduction in the Council's carbon footprint.


15. **Human Rights Implications** - There are no implications arising from this recommendation.

16. **Ward Implications** – Chowdene.

17. **Background Information** – None

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<b>Title</b> <b>Garages at Acomb Court, Harlow Green</b>		<small>© Crown Copyright and database rights 2016. Ordnance Survey license number 100019132.</small>		
<b>Scale</b> <b>1:1250</b>	<b>Date Created</b> <b>20th April 2023</b>	<b>Drawn By</b> <b>Joe Davies</b>	<b>Drawing Number</b> <b>Rev</b> <b>00</b>	
<b>Date Printed</b> <b>20th April 2023</b>		<b>O/S NUMBER</b> <b>NZ2658NE</b>		<small>Major Projects and Corporate Property  Economy Innovation and Growth</small>

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**TITLE OF REPORT:**           **Community Asset Transfer – Heworth Welfare Hall**

**REPORT OF:**               **Colin Huntington, Strategic Director, Housing, Environment and Healthy Communities**

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## **Purpose of the Report**

1. To seek approval to the Community Asset Transfer by the grant of a 25 year lease in relation to Heworth Welfare Hall, Smithburn Road, Felling.

## **Background**

2. The property, which is shown edged black on the plan provided, is held by the Council as trustee. Although the property is no longer required by the Council for service delivery, for the reasons set out in the Appendix, the Council has to act in the best interests of the Trust and its beneficiaries and identify alternative uses for the property.
3. As the property is held in trust the consent of the Charity Commission and the Coal Industry Social Welfare Organisation (CISWO) is also required.
4. Approval to the letting has been sought from the CISWO, which has indicated that subject to sight of the proposed lease and some supporting documents it will be willing to give its consent but only to a lease for a term of 25 years. The consent of the Charity Commission will be sought once the Council as Trustee has the formal approval of CISWO.

## **Proposal**

5. It is proposed that a 25-year lease be granted to Felling Community Association Community Interest Organisation (CIO), pursuant to the Council's Community Asset Transfer policy, which is considered to be in the best interests of the Trust.

## **Recommendations**

6. Cabinet on behalf of the Council in its capacity as Trustee, is asked to approve, the grant of a 25 year lease to Felling Community Association CIO pursuant to the Community Asset Transfer Policy and subject to the necessary consents being obtained.

For the following reasons:

- (i) To manage the Trust's assets in line with the objects of the Trust and in line with the Councils Corporate Asset Strategy and Management Plan.
- (ii) To realise savings for the Trust.

---

**CONTACT: Zoe Sharratt**

extensions: 3503



## **APPENDIX 1 : Heworth Welfare Hall, Smithburn Road, Felling NE10 9DT**

### **Policy Context**

1. The proposal supports the overall objects of the Trust and supports the overall vision for Making Gateshead a Place where People Thrive. In particular, supporting communities to support themselves and each other the community to support itself.

### **Background**

2. The property, known as Heworth Welfare Hall, shown edged black on the plan provided, is held by the Council as trustee. As the property is held in trust by the Council, there is an obligation for it to act in the best interests of the Trust.
3. The purpose of the Trust is 'as detailed in an Scheme Order made by the Secretary of State for Education and Science under the Charities Act 1960 which states the land is to be used as a community centre to be held by the Council upon Trust for the use of the inhabitants of the Urban District of Felling....[and]....in particular for the use for meetings, lectures and classes for the purpose of physical exercise and training and other forms of recreation and leisure-time occupation with the object of improving the conditions of life for the said inhabitants'.
4. Prior to January 2020, as there were no suitable community organisations interested in occupying the property, for use as a community centre. It was for many years occupied by the Gateshead Behaviour Support Service, known as the Pupil Referral Unit (PRU) and following its conversion to academy status in January 2018 it was occupied by River Tees Multi-Academy Trust (RTMAT). However, as the schools use only partially fulfilled the purposes of the Trust only a short term agreement was granted. (Min No.C112, 2017). The building has been vacant since January 2020.
5. Cabinet approved the demolition of Crowhall Towers, which incorporates Felling Community Centre in November 2019 (Min No. C93). Following discussion with Felling Community Association who have occupied Felling Community Centre since 1969, it was agreed that Heworth Welfare Hall provided them with suitable alternative accommodation.
6. The Association has provided the Council with a suitable business plan setting out the community activities it intends to provide from the building and it is willing to take on responsibility for the property, so it is now in a position to proceed with a community asset transfer of the property.
7. The grant of a lease to Felling Community Association CIO is considered to be in the best interests of the Trust as it provides a sustainable model for the Welfare Hall. The Lease will require that Felling Community Association CIO act in accordance with the objects of the Trust in order to ensure the Council as Trustee complies with its obligations under the Trust Deed.
8. The letting is subject to the consent of the Charity Commission and the Coal Industry Social Welfare Organisation (CISWO) as the building is held in trust. Approval to the letting has been sought from the CISWO, which has indicated that subject to sight of the lease and supporting documents including the business plan, it will be willing to

give its consent but only to a lease for a term of 25 years. The consent of the Charity Commission will be sought once the Council as Trustee has the formal approval of CISWO.

### **Consultation**

9. In preparing this report consultations have taken place with the Leader, Deputy Leader and Ward Councillors for Felling.

### **Alternative Options**

10. The option of retaining the property has been discounted as there are currently no alternative viable options for the use of the site.

### **Implications of Recommended Option**

#### **11. Resources:**

- a) **Financial Implications** - The Strategic Director, Resources and Digital confirms there are no financial implications arising from this recommendation.
- b) **Human Resources Implications** - There are no direct staffing implications arising from the recommendations in this report.
- c) **Property Implications** - The grant of a lease of this property held in Trust will result in a reduction in the Council's operational property portfolio and reduce operational costs.

12. **Risk Management Implication** – There are no risk management implications arising from this recommendation.

13. **Equality and Diversity** - There are no implications arising from this recommendation.

14. **Crime and Disorder Implications** - The grant of a lease of this property held in Trust will reduce opportunities for crime and disorder, especially vandalism and theft.

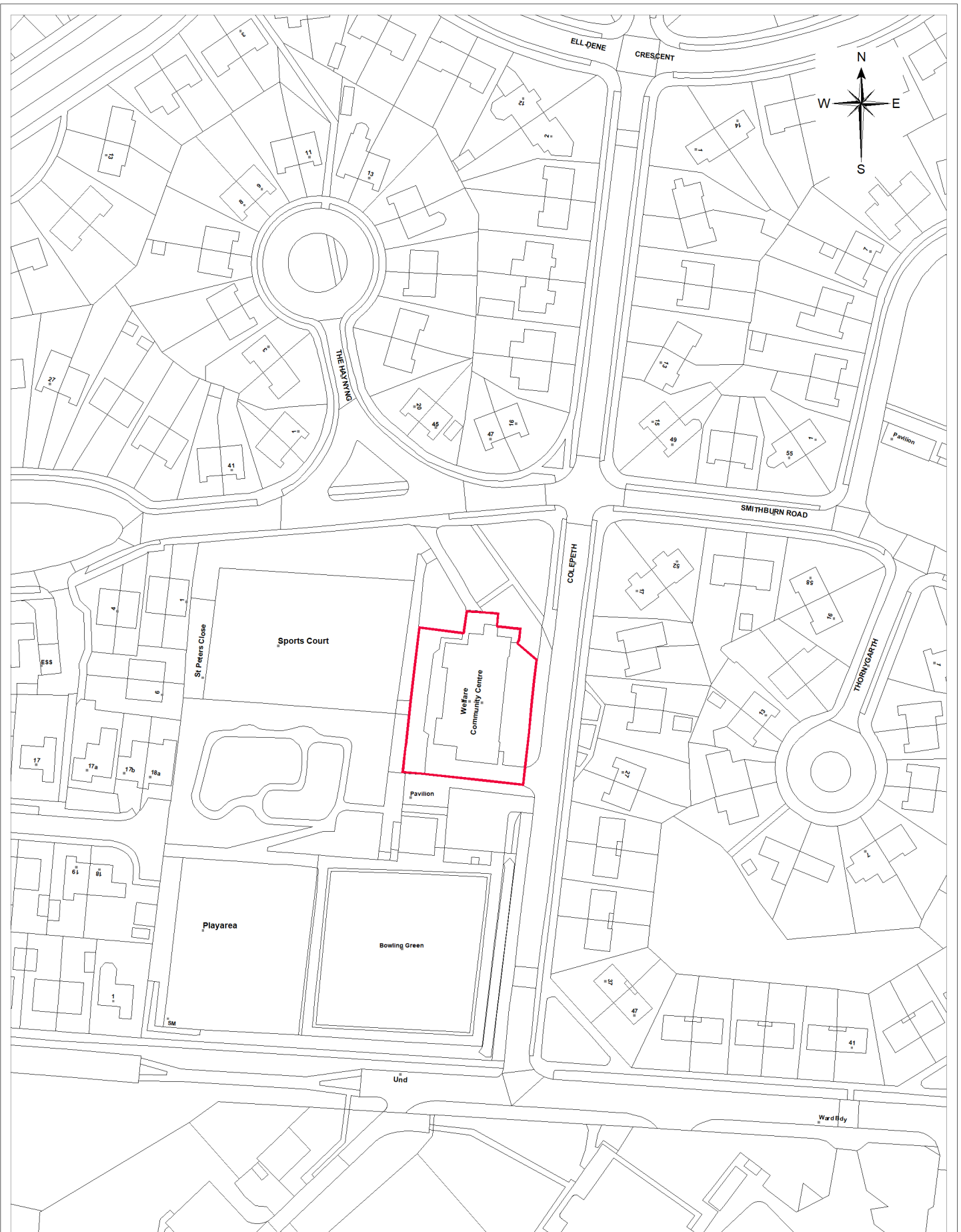
15. **Health Implications** – There are health implications arising from this report, as the activities provided by the tenant will provide both physical and mental health benefits to people who participate in the activities delivered.


16. **Climate Emergency and Sustainability Implications** - The grant of a lease of this property held in Trust will reduce the level of the Council's operational maintenance, which will subsequently result in a reduction in the Council's carbon footprint.

17. **Human Rights Implications** - There are no implications arising from this recommendation.

18. **Ward Implications** – Felling.

19. **Background Information** – Minute Nos. C117, 2017 and C93, 2019



<b>Title</b> <b>Heworth Hall</b> <b>Smithburn Road, Gateshead</b>		<small>© Crown Copyright and database rights 2011. Ordnance Survey license number 100019132.</small>		 <small>www.gateshead.gov.uk</small>
<b>Scale</b> <b>1:1250</b>	<b>Date Created</b> <b>21st July 2022</b>	<b>Drawn By</b> <b>Mark Hawkyard</b>	<b>Drawing Number</b> <b>Asset ID 000082</b>	
		<b>Date Printed</b> <b>21st July 2022</b>	<b>Rev</b> <b>02</b>	<b>O/S NUMBER</b> <b>NZ2861SW</b>
<small>Legal, Democratic and Property Services          Corporate Services and Governance          Gateshead Council</small>				

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**TITLE OF REPORT: Nomination of a Local Authority School Governor**

**REPORT OF: Helen Fergusson, Strategic Director, Children's Social Care and Lifelong Learning**

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### **Purpose of the Report**

1. Cabinet is asked to nominate a Local Authority Governor to a school seeking to retain its Local Authority Governor in accordance with The School Governance (Constitution) (England) Regulations.

### **Background**

2. Schools - The School Governance (Constitution) (England) Regulations require all governing bodies to adopt a model for their size and membership. The regulations prescribe which categories of governor must be represented and what the level of representation is for each. The Local Authority's nomination is subject to the approval of the governing body. If approved, the nominee is appointed by the governing body.

### **Proposal**

3. It is proposed that Cabinet approves the nomination to the school as shown in appendix 1.

### **Recommendations**

4. It is recommended that Cabinet approves the nomination for reappointment of a Local Authority Governor as set out in appendix 1 and notes the Term of office as determined by the schools' Instrument of Government.

For the following reason:

To ensure the School Governing Body has full membership.

---

**CONTACT: John Finch**

**extension: 8626**

### Policy Context

1. In accordance with The School Governance (Constitution) (England) Regulations, local authorities can nominate any eligible person as a Local Authority governor. Statutory guidance encourages local authorities to appoint high calibre governors with skills appropriate to the school's governance needs, who will uphold the school's ethos, and to nominate candidates irrespective of political affiliation or preferences. A person is disqualified as a Local Authority governor if they are eligible to be a Staff governor at the same school.

### Consultation

2. The Cabinet Member for Children and Young People has been consulted.

### Alternative Options

3. The alternative option would be to make no nomination/appointment to the vacancies, leaving governing bodies under strength and less likely to demonstrate the correct configuration.

### Implications of Recommended Option

4. **Resources:**
  - a) **Financial Implications** – The Strategic Director, Resources and Digital confirms there are no financial implications arising from this report.
  - b) **Human Resources Implications** – None
  - c) **Property Implications** - None
5. **Risk Management Implication** - None
6. **Equality and Diversity Implications** - None
7. **Crime and Disorder Implications** – None
8. **Health Implications** - None
9. **Climate Emergency and Sustainability Implications** - None
10. **Human Rights Implications** - None
11. **Ward Implications** - None

### Background Information

12. The School Governance (Constitution) (England) Regulations.

In accordance with the School Governance (Constitution) (England) Regulations 2012, the following Local Authority governors are nominated for a period of four years (as stipulated in the individual Instruments of Government) with effect from the dates stated below:

<b>School</b>	<b>Nomination</b>	<b>Date from</b>
The Drive Community Primary School	Mrs Anne Wheeler	3 <sup>rd</sup> July 2023

#### **Notes**

- Mrs Anne Wheeler is a reappointment and is supported by the school

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