

# 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