



Tackle inequality so people have a fair chance

INTEGRATED IMPACT ASSESSMENT TEMPLATE

Title of proposal: LTP Capital Programme Year End Report (May 2024) 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.	Age	Race	Sex	Gender reassignment	Disability	Religion or Belief	Pregnancy and Maternity	Sexual Orientation	Marriage and Civil Partnership	Description of potential mitigation
Equality impact: (✓ all that apply. The assessment should also consider impact on council employees and carers where applicable) Description of impact: <i>Better street signage and crossings for pedestrians and cyclists (e.g. new crossings over Coal House and Eighton Lodge roundabouts) will improve access particularly for older people or people with mobility issues. Road safety schemes such as 20mph zones and bus shelter improvements will also</i>	X				X					N/A



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<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 (e.g. East Gateshead LCWIP schemes) including increased width may be beneficial to people using handcycles, tricycles and other types of assisted cycle.</p>										
<p>Health impact: (eg physical, mental health, wellbeing, substance misuse)</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>Socio Economic impact: (eg neighbourhood, ward, area of deprivation, household group, income, wealth)</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</i></p>										<p>N/A</p>



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<p><i>to people with lower incomes. Schemes that are delivered in more deprived areas of Gateshead will 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>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?)</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, A1 roundabouts).</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 includes 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>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)</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>



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Summary of consultation/data/research undertaken to inform the assessment:

(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: 19/04/24

Service Director: Anneliese Hutchinson (approved)

Date 19/04/24