

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	A172 Dixons Bank/Stainton Way Highway Improvement Scheme			
Coverage:	Service specific.			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	<input type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input type="checkbox"/> Programme	<input checked="" type="checkbox"/> Project	<input type="checkbox"/> Review
	<input type="checkbox"/> Organisational change	<input type="checkbox"/> Other (please state)		
It is a:	New approach:	<input type="checkbox"/>	Revision of an existing approach:	<input checked="" type="checkbox"/>
It is driven by:	Legislation:	<input type="checkbox"/>	Local or corporate requirements:	<input checked="" type="checkbox"/>

Description:

The proposed scheme comprises carriageway widening on A172 Dixons Bank and Stainton Way to create an additional traffic lane on the northbound and eastbound approaches to the junction between those two roads. Specialist 'MOVA' software will be introduced to optimise the operation of the existing traffic signals at the junction.

The proposed scheme also includes the realignment of the existing footpath/cycleway on the eastern side of Dixons Bank, resurfacing of both roads (using 'low noise' materials) and improvements to the existing highway drainage system, together with the introduction of improved street lighting. The existing 'toucan' pedestrian and cycle crossing on Dixons Bank will be retained, as will the existing bus laybys. All of the works required to introduce the scheme will be carried out within the adopted highway.

Key Aims, Objectives and Activities

The underlying principle behind the proposed scheme is to encourage drivers heading towards Middlesbrough town centre to travel via Stainton Way, B1365 Hemlington Lane, the A174 Parkway, the A19 and the A66, rather than via the A172 Marton Road Corridor, which carries up to 25,000 vehicles per average weekday and operates at or close to its practical capacity during the AM and PM peak periods.

The proposed scheme forms a key part of a wider package of highway improvement measures designed to mitigate the impact of predicted traffic growth on the operation of the road network serving the south of the Borough between now and 2030. This will ensure that the network continues to operate efficiently during the busiest periods of the day and that the capacity for future economic growth is not compromised.

Statutory Drivers

Section 16 of the Traffic Management Act 2004 places a statutory duty on the Council, as the local Highway Authority, to manage its network with a view to achieving the expeditious movement of traffic. The actions that the Council may take in performing that duty include, in particular, any measures that it considers will contribute to the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on the local road network.

Differences from Any Previous Approach

Unlike previous highway improvements, both the proposed scheme and the wider package of highway improvement measures of which it forms a key part have been developed following a comprehensive traffic modelling exercise covering the south of the Borough, taking into account vehicle trips generated by new residential developments and other relevant factors such as background traffic growth. The robust approach adopted during its development means that the risks associated with the proposed scheme have been minimised, thereby giving the Council, as Highway Authority, confidence that it will deliver the intended benefits in terms of reduced congestion and improved journey times during the busiest periods of the day.

Key Stakeholders and Intended Beneficiaries

The key stakeholders are the occupiers of the properties directly adjacent to the two lengths of road over which carriageway widening is proposed and the Councillors representing Marton West and Nunthorpe Wards, together with the bus operators and emergency services, all of whom will be affected by the proposed scheme. The intended beneficiaries are the users of the road network in south Middlesbrough, all of whom will benefit from a reduction in traffic congestion and improved journey times during the busiest periods of the day.

Intended Outcomes

The proposed scheme is intended to deliver a reduction in traffic congestion and an improvement in vehicle journey times during the AM and PM peak periods. The realisation of the full benefits of the scheme is dependent upon the introduction of the other elements of the package of highway improvements of which it forms a key part.

Live date:	This assessment will become live if and when a decision is made to proceed with the proposed scheme.
Lifespan:	The lifespan of this assessment will be from its 'go live' date to the completion of works and the opening of the new road layout to traffic.
Date of next review:	No reviews are envisaged during the lifespan of this assessment. A review will only be necessary if the form of the scheme changes significantly, resulting in a change in its impact.

Screening questions	Response			Evidence
	No	Yes	Uncertain	
Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*	■	□	□	All of the proposed works are within the adopted highway. The individual human rights set out in the Human Rights Act 1998 will, therefore, be unaffected by the proposed scheme.
Equality Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?*	■	□	□	The proposed scheme comprises a number of upgrades to existing highway infrastructure. It will not result in adverse differential impacts on any of the groups or individuals with protected characteristics identified in the Equality Act 2010.
Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*	■	□	□	The proposed scheme comprises a number of upgrades to existing highway infrastructure. It will not have an adverse impact on existing relationships between different groups, communities of interest or neighbourhoods within the Borough.
Next steps: ➡ If the answer to all of the above screening questions is No then the process is completed. ➡ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed.				

Assessment completed by:	Rob Farnham	Head of Service:	David Carter
Date:	19 th June 2018	Date:	19 th June 2018

* Consult the Impact Assessment further guidance appendix for details on the issues covered by each of these broad questions prior to completion.