

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Linthorpe Road Local Cycling and Walking Implementation Plan (phase 2)			
Coverage:	To cover the proposed Cycle lane introduction on Linthorpe Road between Ayresome Street and Devonshire/Cumberland Road			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	<input checked="" type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input checked="" 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 type="checkbox"/>

<p>Description:</p>	<p><u>Key aims, objectives and activities</u></p> <p>The Local Cycling and Walking Implementation Plan (LCWIP) phase 2 aims to install segregated cycle lanes along Linthorpe Road Ayresome Street and Devonshire Road/Cumberland Road. This will create a safe environment for people to cycle, and help to encourage the uptake of more active travel, whilst improving the local streetscape and environment quality; continuing the provision for the to be installed phase 1 section between Borough Road and Ayresome Street. The reliance upon private cars for transport is unsustainable, and something other than making more provision for cars must be done in order to address this imbalance to make the network safer, and more accessible.</p> <p><u>Statutory drivers (set out exact reference)</u></p> <p>As a Highway Authority, the Council has statutory duties, as set out within the Traffic Management Act 2004. “It is the duty of a Local Traffic Authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives;</p> <p>(a) Securing the expeditious movement of traffic on the Authority’s road network; and</p> <p>(b) Facilitating the expeditious movement of traffic on road networks for which another Authority is the Traffic Authority.”</p> <p>The introduction of cycle facilities will allow the Council to provide safe, attractive facilities to encourage uptake of active, sustainable transport. The proposals follow Department for Transport (DfT) guidance in the form of LTN 1/20, which sets out the requirements to install quality infrastructure to enable more people to cycle safely and more often.</p> <p><u>Differences from any previous approach</u></p> <p>Due to limited highway land available on the corridor, removal of car parking spaces will be required in order to install the cycle facilities. This will afford the capability to install physical, on carriageway segregation between cycles and vehicles. This has been adopted in Middlesbrough previously as part of the phase 1 to be implemented approach, which has been showcased successful around the country, and fits with DfT LTN 1/20 guidance.</p> <p><u>Key stakeholders and intended beneficiaries (internal and external as appropriate)</u></p> <p>Residents, Businesses, Politicians, Council Officers, Public Transport operators, disability groups, taxis, Emergency services, Tees Valley Combined Authority and visitors to the area.</p> <p><u>Intended outcomes.</u></p> <p>The Council intends to increase the number of people cycling, and reducing the number of accidents on the network. This will ensure that the Council meets with statutory requirements of the Traffic Management Act 2004, and to the benefit of the Council and its stakeholders.</p>
<p>Live date:</p>	<p>November 2021</p>
<p>Lifespan:</p>	<p>N/A</p>
<p>Date of next review:</p>	<p>N/A</p>

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights</p> <p>Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The project aims to improve access to sustainable transport for all residents. This will assist in improving accessibility to education, employment, training, retail and leisure facilities by making reasonable adjustments to services provided to new proposals, and retrofitting existing infrastructure, and therefore not impact negatively upon human rights.</p> <p>Evidence used to inform this assessment includes analysis of the Human Rights Act 1998.</p>
<p>Equality</p> <p>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?*</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Public Sector Equality Duty (PSED) requires that when exercising its functions the Councils must have due regard to the need to:-</p> <ul style="list-style-type: none"> eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and foster good relations between persons who share a relevant protected characteristic and persons who do not share it. <p>In having due regard to the need to advance equality of opportunity, the Council must consider, as part of a single equality duty:</p> <ul style="list-style-type: none"> removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it; and; encouraging people who share a protected characteristic to participate in public life or in any other activity in which participation is low.

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

Screening questions	Response			Evidence
				<p>The project aims to improve transport access to all residents. The Council is bound by legislation, which includes ensuring that those with physical and learning disabilities, and inhibited mobility are not detrimentally impacted upon.</p> <p>Consultation on the proposals will be undertaken in advance of detailed design.</p> <p>The removal of car parking spaces will impact on the available number of spaces in the vicinity along the circa 600m stretch of highway, exact numbers to be determined. This proposal will be particularly relevant to those with the disability protected characteristic, in particular upon those with mobility issues and visual impairments.</p> <p>The stretch of highway currently hosts 5 designated disabled on-carriage bays. This level of provision will be maintained, albeit, the final design may require the current locations to be adjusted. There are also a number of off-street car parks available to vehicles wishing to access the facilities on Linthorpe Road within a short distance. Disabled persons can access these facilities, and blue badge holders will still be able to make benefit of the provision/access disabled spaces within these alternate locations.</p> <p>As there are no proposed alterations to the provision, it is believed that there will not be an impact upon this group of people.</p> <p>From a visual impairment/accessibility perspective, the cycle lane will be physically segregated (via a kerb) from the footway, and physically segregated from the carriageway with bollards. This will ensure that there is no mixing of pedestrians/cyclists/vehicles on a busy retail lined transport corridor, which will minimise potential conflict, and make the corridor safer.</p> <p>The Council will follow LTN 1/20 guidance (which has been consulted upon with national disability groups), and will comply with Access for All legislation throughout the design and construction process.</p> <p>Evidence used to inform this assessment includes analysis of statutory guidance in relation to accessibility, including the Access for All legislation.</p> <p>The Council will re-visit this position following consultation conclusion, however at this point in time, it is believed that there are no detrimental impacts associated with the proposals.</p>
<p>Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Although the first phase received significant criticism (removal of car parking spaces outside businesses) there is no guarantee that this will occur as part of phase 2, or there is any evidence to suggest that if raised, this will impact negatively upon relationships between different community groups. The Council has a duty to consult proposals with the community, and will do so in order to gauge community opinions.</p> <p>The consultation responses will be assessed, and responses re-visited should this be required. It is not considered that this will have a negative impact upon community cohesion. This project will help to maintain sustainable access routes to communities and safe road networks.</p>

Screening questions	Response	Evidence
<p>Next steps:</p> <ul style="list-style-type: none"> ➡ 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:	Chris Orr	Head of Service:	Sam Gilmore
Date:	11/11/2021	Date: / December/ 2021	