

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Newport Road transport corridor improvements			
Coverage:	To cover the proposed corridor improvements on Newport Road between Newport Interchange and Wilson Street			
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 checked="" 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 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 aim of the report and assessment is to evaluate the options around the decision whether to retain the current infrastructure proceed with the proposed scheme implementation. This impact assessment sets out the likely understood impact of a decision to proceed with the scheme implementation.</p> <p><u>Statutory drivers</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.</p> <p>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. Tees Valley Combined Authority (TVCA) gained funding from the Levelling Up Fund (LUF) to support ambitions to improve sustainable transport accessibility. The project is part of a wider, regional delivery programme of sustainable transport projects; delivered under the ‘Local Walking and Cycling Implementation Plan’ (LCWIP) that was introduced at a national level by DfT.</p> <p><u>Differences from any previous approach</u></p> <p>Retaining the corridor layout will not result in any changes.</p> <p><u>Key stakeholders and intended beneficiaries</u> (internal and external as appropriate)</p> <p>Key stakeholders include 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>This impact assessment sets out the impact of the proposal to implement the scheme and how it will allow the increase in sustainable modes, and ensure that accident levels have the best possible chance of remaining low. The consultation responses received illustrated 21.43% of people were “Very Likely” and 7.14% “Likely” to be encouraged to walk/ wheel or cycle more if infrastructure was improved. The corridor currently holds the following traffic levels, illustration the potential impact of the scheme:</p> <ul style="list-style-type: none"> - 92 cycles on average per day. - 580 pedestrians on average per day. - 7,373 cars on average per day.
<p>Live date:</p>	<p>April 2025</p>

Lifespan:	N/A
Date of next review:	March 2027

Screening questions	Response			Evidence
	No	Yes	Uncertain	
Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?	☒	☐	☐	<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>
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?	☒	☐	☐	<p>The proposed scheme consultation exercise has included stakeholders such as the RNIB. As part of the design process the necessary measures have been included to produce a fully accessible scheme proposal. In addition, to extensive road safety audits, Active Travel England reviews and LTN 1/20 compliance.</p> <p>The scheme proposal includes four new two-way cycle and pedestrian crossings across Ironmasters Road and A66 slip roads. New two-way cycleway and raised crossing connecting Parliament Road to the existing Toucan crossing on Haywood Street. Dropped kerb on northern approach from B1272 to Newport junction, to improve access for cyclists and wheelchairs. New signalised two-way cycle and pedestrian crossing at Hartington Road/ Newport Road junction. New offset Sparrow crossing and new pedestrian and cycle crossing both adjacent to Gilkes Street. In addition, to a full lighting level review, and additional lighting to be implemented, if required.</p> <p>It is therefore not anticipated that there would be only beneficial impacts upon equality.</p> <p>Evidence to support this assessment includes analysis of the current provision which allows all people to use the facilities. The proposed decision impact which will be that scheme implementation would increase accessibility to people from all disadvantaged groups.</p>
Community cohesion Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?	☒	☐	☐	<p>There is no evidence and has not been raised as an issue during public consultation that the proposed scheme would impact negatively upon relationships between different community groups. This project would improve sustainable access routes to communities and safe road networks. Anti-social and illegal behaviour remains a global problem, and could create community tension between highway users. This is not an issues specific to this scheme, so it is anticipated that this will not create a specific cohesion issue.</p> <p>Evidence to support this assessment includes analysis of the proposed provision which allows all people to use the facilities. The proposed decision impact which will be that the proposed scheme will increase accessibility to all of the community.</p>

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

Screening questions	Response			Evidence
Armed Forces Could the decision impact negatively on those who are currently members of the armed forces of former members in the areas of Council delivered healthcare, compulsory education and housing policies?*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who access services such as Council delivered Healthcare, compulsory education and housing typically are less affluent, and less likely to have access to a private car. The introduction of the proposed infrastructure supports social mobility will assist these people accessing services. Evidence to support this assessment includes analysis of the proposed provision which allows all people to use the facilities. The proposed decision impact which will be that this will increase accessibility to the Armed Forces.
Care leavers Could the decision impact negatively on those who are care experienced?*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who have been supported by care are typically less affluent, and less likely to have access to a private car. The implementation of the proposed infrastructure supports social mobility will assist these people accessing services. Evidence to support this assessment includes analysis of the proposed provision which allows all people to use the facilities. The proposed decision impact which will be that this will increase accessibility to Care Leavers.
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:	Jack Lowery	Head of Service:	Craig Cowley
Date:	26 th March 2025	Date:	26 th March 2025