

Template for Impact Assessment Level 1: Initial screening assessment
Appendix 3

Subject of assessment:	2026/27 Transport and Infrastructure Capital Programme			
Coverage:	To cover the proposed funding allocations and projects within the 2026/27 Capital programme for Transport and Infrastructure			
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 checked="" type="checkbox"/> Programme	<input 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:	<p><u>Key aims, objectives and activities</u></p> <p>The 2026/27 Capital Programme sets out the projects that will be delivered within the financial year based on the available funding. The projects are derived from the available funding, ensuring fit with Council aims, objectives and policies.</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 projects within this programme are aimed at ensuring compliance with this requirement.</p> <p><u>Differences from any previous approach</u></p> <p>No changes are anticipated from any previous approaches adopted.</p> <p><u>Key stakeholders and intended beneficiaries (internal and external as appropriate)</u></p> <p>Residents, Businesses, Politicians, Council Officers, Public Transport operators, and visitors to the area.</p> <p><u>Intended outcomes.</u></p> <ul style="list-style-type: none"> To ensure that the Council is delivering projects that meet with statutory requirements of the Traffic Management Act 2004, and to the benefit of the Council and its stakeholders. 			
Live date:	2026			
Lifespan:	This will be live throughout the duration of the 2026/27 programme			
Date of next review:	The EIA will be formally reviewed in February 2027 in line with the programme's annual review cycle.			

Screening questions	Response			Evidence
	No	Yes	Uncertain	
<p>Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*</p>	☒	☐	☐	<p>The programme aims to improve access to 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. The proposed investments have been reviewed against the Act's protected rights, and no concerns have been identified that they would adversely impact any of these protections.</p>
<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>	☒	☐	☐	<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 for details on the issues covered by each of these broad questions prior to completion.

Screening questions	Response			Evidence
<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>Evidence</p> <p>The projects within this programme are designed to improve transport access and connectivity for all residents across the town. Their primary focus is to enhance safe, sustainable and inclusive travel routes between neighbourhoods, which is expected to support rather than undermine community cohesion.</p> <p>Although some individual schemes may generate differing opinions among residents, there is no evidence to suggest that the proposals would negatively affect relationships between community groups or contribute to tensions between neighbourhoods. The programme's emphasis on accessibility, improved connectivity and equitable transport access aligns with the Council's statutory duties to promote equality, reduce barriers and foster good relations between communities.</p> <p>The Council also has a clear duty to consult with stakeholders and the wider community on any significant transport or public-realm proposals. Engagement and consultation activities will be undertaken before the implementation of each project to ensure that local perspectives are understood and any emerging concerns can be mitigated at an early stage. This process is intended to help maintain trust, transparency and positive relationships between different groups.</p> <p>Based on the available evidence including statutory accessibility guidance, local transport policy objectives and previous community engagement the programme is not expected to have a detrimental impact on community cohesion. Instead, by supporting safer and more accessible movement throughout the town, it is anticipated that the programme will contribute positively to the connectivity and cohesion of local communities.</p> <p>There is no indication that the proposed decision will negatively impact relationships between different groups, communities of interest or neighbourhoods. Ongoing engagement and consultation will continue to ensure that any potential issues are identified and addressed prior to project delivery.</p>

Screening questions	Response			Evidence
<p>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?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Evidence</p> <p>The Council is a signatory to the Armed Forces Covenant, which requires public bodies to ensure that members of the Armed Forces community are not disadvantaged when accessing local services or public infrastructure. In the context of transport and infrastructure, this includes ensuring that road networks, public transport access, walking and cycling routes, and public realm improvements do not create barriers for this group.</p> <p>Relevant national guidance, including duties arising from the Armed Forces Act 2021, has been reviewed to understand expectations relating to fair access and community inclusion. Evidence indicates that this group may rely on accessible transport links for work, training, medical appointments, social support and reintegration activities. There is no indication that the proposed transport or infrastructure decision would create obstacles to such access.</p> <p>Transport-related Council policies, including the Local Transport Plan, accessibility strategies and infrastructure maintenance programmes, have been reviewed. These confirm the Council's commitment to maintaining safe, reliable and equitable transport routes for all communities, including those with specific needs such as injured veterans or individuals with reduced mobility. No evidence suggests that the proposal conflicts with these commitments.</p> <p>Feedback from consultations on previous transport schemes has also been considered. No concerns have been raised historically indicating that transport decisions have disproportionately impacted members of the Armed Forces community or their ability to access key destinations.</p> <p>Based on the available transport and infrastructure evidence, there is no indication that the proposed decision would negatively impact serving personnel, veterans or their families. Ongoing monitoring and engagement will ensure that any emerging issues affecting the Armed Forces community are identified and addressed appropriately.</p>

Screening questions	Response			Evidence
<p>Care leavers Could the decision impact negatively on those who are care experienced?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Evidence</p> <p>Evidence informing this assessment includes statutory duties relating to care-experienced young people, alongside local transport and infrastructure data that helps identify how changes to the built environment may affect this group's access to services, opportunities and support.</p> <p>The Council's statutory obligations under the Children and Social Work Act 2017 have been considered. These duties require the Council to act in the best interests of care-experienced young people and ensure they have equitable access to the services and opportunities they need to thrive. In the context of transport and infrastructure, this includes ensuring that routes to education, employment, health services and social support are accessible, safe and affordable.</p> <p>Relevant transport-related evidence has been reviewed, including the Local Transport Plan, active travel assessments, public transport accessibility data, and infrastructure condition reports. This evidence demonstrates that reliable and safe transport infrastructure plays a significant role in supporting care-experienced young people, who may rely more heavily on public transport, walking and cycling routes to access essential services or maintain independence.</p> <p>There is no evidence to suggest that the proposed decision will reduce transport accessibility for this group. Local insight from service engagement work has also been considered, including feedback from participation groups and consultations on previous transport schemes. Common themes raised by care-experienced young people relate to the importance of safe routes, well-lit public spaces, the availability of affordable public transport, and access to key destinations such as colleges, training providers, job centres, and health services. Nothing in the proposed decision indicates that these concerns would be worsened.</p> <p>Based on the available transport and infrastructure evidence, there is no indication that the proposed decision would negatively impact care-experienced young people or adults. Ongoing monitoring and engagement with relevant services will ensure that any emerging issues affecting this group are identified and addressed at an early stage.</p>

Screening questions	Response			Evidence
<p>Reducing Poverty Could the decision impact negatively on the Council's ambitions to reduce poverty in the town?</p>	☒	☐	☐	<p>Evidence</p> <p>Evidence used to inform this assessment includes Middlesbrough Council's transport and infrastructure strategies, accessibility guidance, and local data on travel patterns and connectivity. This evidence base highlights the importance of affordable, reliable and safe transport networks in supporting residents particularly those on low incomes to access employment, education, healthcare and essential services.</p> <p>Relevant documents such as the Local Transport Plan (LTP), walking and cycling strategies, public transport accessibility assessments, and infrastructure condition data have been reviewed. These sources provide a clear understanding of how transport improvements can support economic participation and reduce barriers for residents living in more deprived neighbourhoods. No evidence suggests that the proposed decision would worsen transport access or increase travel costs for low-income households.</p> <p>Insight gathered through previous consultation and engagement on transport schemes has also been considered. Feedback from residents consistently highlights concerns around the affordability of public transport, safe walking and cycling routes, and connectivity to key destinations. The proposed decision does not indicate any risk of reducing access or creating new barriers for communities experiencing financial hardship.</p> <p>Based on the available transport and infrastructure evidence, there is no indication that the decision would negatively impact the Council's ambitions to reduce poverty in the town. Improvements to connectivity, safety and accessibility are expected to support inclusive access to services and economic opportunities. The programme will continue to be monitored to ensure that any unintended impacts on low-income households or deprived areas are identified and addressed promptly.</p>
<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:	Liyaqat Ud-Din	Head of Service:	Craig Cowley 
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