

Report to the Chief Officer (Highways and Transportation)

Date: 21 June 2016

Subject: DESIGN & COST REPORT FOR SECTION 278 AGREEMENT WORKS ASSOCIATED WITH A MIXED DEVELOPMENT AT LAND AT COAL ROAD, WHINMOOR, LEEDS, LS14 2AL

Capital Scheme Number : 32368

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If 'yes', name(s) of ward(s): Cross Gates & Whinmoor and Killingbeck & Seacroft		
Are there implications for equality and diversity or cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If 'yes', access to information procedure rule number:		
Appendix number:		

Summary of main issues

- 1 As a result of planning permission being granted (Planning Application No.15/05018/FU – approved 18/01/2016) for a mixed use development at Coal Road, Whinmoor, comprising of general industrial unit, storage and distribution unit and two drive-thru units, off-site highway works are required, to enable the development to proceed and as part of the planning approval the Developer will need to enter a Section 278 Agreement (Highways Act 1980), whereby the off-site highway works are carried out by the City Council at the Developer's cost.
2. This report seeks authority to negotiate terms and enter into an agreement for the off-site highway works, to carry out the detailed design and implementation of a package of traffic management measures as shown on the attached Drawing Nos TM/00/2420/01/01A, 01B, 01C & 03 to improve the layout and provide formal pedestrian facilities at the A6120 Ring Road/Coal Road/Ramshead Approach junctions and the advertisement of the following;
 - i) a Traffic Regulation Order to introduce waiting restrictions on Coal Road;
 - ii) a Speed Limit Order to reduce the existing 40mph speed limit to 30mph, from the A6120 Ring Road to the existing termination point of the 30mph speed limit; and

iii) a notice for the implementation of traffic calming measures on Coal Road in accordance with Section 90c of the Highways Act 1980.

3. The A6120 Outer Ring Road/Ramshead Approach/Coal Road junctions are currently under traffic signal control, although there are no formal facilities for pedestrians at either junction. In the last 5 year period there have been 15 recorded injury accidents which resulted in 10 slight accidents, 2 serious accidents (one pedestrian) and 3 fatal accidents (all pedestrians)

Best City Ambition

4. The Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority and according to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads, with the proposals outlined in this report making a specific contribution to the Best City for Communities and a Child Friendly City.

1. Recommendations

1.1 The Chief Officer (Highways and Transportation) is requested to:

- i) Note the contents of this report;
- ii) Approve the detailed design and implementation of a package of traffic management measures at the A6120 Ring Road/Coal Road/Ramshead Approach junctions and on Coal Road, as shown on the attached Drawing Nos TM/00/2420/01/01A, 01B, 01C & 03 at a total cost of £193,200;
- iii) Give authority to negotiate the terms of and enter into an agreement with the Developer under the provisions of Section 278 of the Highways Act 1980; whereby the works associated with the development are carried out by this Council at the cost of the developer;
- iv) Give authority to incur expenditure of £193,200, comprising £131,000 works costs, £30,000 Statutory Undertakers works, £27,200 staff fee costs and £5,000 legal fee costs, all to be funded by a Section 278 contribution from the developer;
- v) Give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions, and a Speed Limit Order to reduce the existing 40mph speed limit to 30mph, on Coal Road, as shown on Drawing Nos TM/00/2420/01/01A, 01B & 01C and to advertise a notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984 and 90c of the Highways Act 1980; and
- vi) Authorise the City Solicitor to advertise notices under the provisions of Section 23 of the Road Traffic Regulation Act 1984 and Section 90c of the Highways Act 1980 and advertise a draft Traffic Regulation Order and a draft Speed

Limit Order and if no valid objections are received, to make, seal and implement the Orders as advertised.

2. Purpose of this report

- 2.1 The purpose of this report is to seek approval for the detailed design and implementation of a package of traffic management measures as shown on the attached Drawing Nos TM/00/2420/01/01A, 01B, 01C & 03 to improve the layout and provide formal pedestrian facilities at the A6120 Ring Road/Coal Road/Ramshead Approach junctions and the advertisement of the following;
- i) a Traffic Regulation Order to introduce waiting restrictions on Coal Road;
 - ii) a Speed Limit Order to reduce the existing 40mph speed limit to 30mph, from the A6120 Ring Road to the existing termination point of the 30mph speed limit; and
 - iii) a notice for the implementation of traffic calming measures on Coal Road in accordance with Section 90c of the Highways Act 1980.
- 2.2 The purpose of the report is to also note the principle of the implementation of the off-site highway works associated with the approved mixed use development on land at Coal Road, Whinmoor (Planning Application No.15/05018/FU) and to negotiate the terms of and enter into an Agreement under the provisions of Section 278 of the Highways Act 1980, whereby the associated highway works are carried out by Leeds City Council at the expense of the developer.

3. Background information

- 3.1 Planning permission for a mixed use development at Coal Road, Whinmoor, comprising of general industrial unit, storage and distribution unit and two drive-thru units, was granted on 18th January 2016 (Planning Application No.15/05018/FU)
- 3.2 Highway works are required to provide vehicular and pedestrian access and to mitigate the effect of traffic associated with the development on the adjacent highways. The highway works are shown on the attached Drawing Nos. TM/00/2420/01/01A, 01B, 01C & 03.
- 3.3 To meet the requirements of the planning permission, the applicant has requested that Leeds City Council, as Highway Authority, enters into a Section 278 Agreement to enable the highway works to be carried out.
- 3.4 The A6120 Ring Road/Coal Road/Ramshead Approach junctions were signalised many years ago to improve traffic flows in to and out of both Coal Road and Ramshead Approach. The junctions do not currently incorporate signalised crossing phases for pedestrians.
- 3.5 In the preceding 5 year period there have been 15 recorded injury accidents at these junctions, which resulted in 10 slight accidents, 2 serious accidents (1 pedestrian) and 3 fatal accidents (all pedestrian). The latest fatality was referred to the Coroner's court and it was recommended that formal pedestrian crossing

facilities should be integrated in to the existing traffic signals to provide safe provision for pedestrians and prevent future accidents.

4. Main issues

4.1 Design Proposals/Scheme Description

- 4.1.1 Section 278 of the Highways Act 1980 allows Highways Authorities to enter into agreements with developers for the execution of highway works at the Developer's expense. The preconditions for an agreement under Section 278 of the Highways Act 1980 are, first, that the Highway Authority should be satisfied that it will be of benefit to the public to enter into an agreement for the execution of the works and, secondly, that the work must fall within the Highway Authority's powers of road building, improvement and maintenance.
- 4.1.2 The proposals within this report are concerned only with the delivery of the highway works, the principle of these works having been considered and accepted as part of the planning process in order to ensure that the traffic generated by the new development does not have a detrimental effect on the A6120 Ring Road/Coal Road/ Ramshead Approach junctions in terms of both road users and pedestrians.
- 4.1.3 The Traffic Engineering Section will be responsible for the detailed design and delivery of works, with the developer already having paid an advanced £10, 000 fee to Traffic Engineering Section to undertake the detailed design process in advance of a S278 Agreement being signed.
- 4.1.4 The highway works are required to ensure that the traffic generated by the development does not have a detrimental effect on Coal Road and at the A6120 Ring Road/Coal Road/ Ramshead Approach junctions in terms of both road users and pedestrians. The proposed off-site highway works comprise of:
 - i) The Introduction of formal pedestrian facilities at the A6120 Ring Road/Coal Road/Ramshead Approach junctions to improve pedestrian movement in the locality;
 - ii) The widening and improvement of the existing pedestrian islands at the A6120 Ring Road/Coal Road/Ramshead Approach junctions to facilitate the provision of the formal pedestrian facilities;
 - iii) The widening of the A6120 Ring Road/Ramshead Approach junction to facilitate the improved pedestrian refuges, formal pedestrian facilities and to enable HGVs associated with the neighbouring industrial estate to safely negotiate the junction. This will involve the removal of a section of the existing hedge;
 - iv) The widening of the A6120 Ring Road/Coal Road junction to facilitate the improved pedestrian refuges, formal pedestrian facilities and to enable HGVs associated with the neighbouring industrial estate to safely negotiate the junction;

- v) The widening the eastern side of Coal Road to allow for the provision of a formal right turn lane into Coal Road (south) and enable more queuing at the junction, without obstructing the free flow of traffic;.
- vi) The provision of traffic calming on Coal Road from its junction with A6120 Ring Road tying in to the existing traffic calming to the north of the development site;
- vii) The reduction of the existing 40mph speed limit on Coal Road to 30mph, from the A6120 Ring Road to the existing termination point of the 30mph speed limit;
- viii) The provision of 'No Waiting At Any Time' parking restrictions (double yellow lines) on Coal Road from the A6120 Ring Road to the termination point of the existing parking restrictions; and
- ix) Undertake all ancillary improvement works necessary for the proper implementation of the scheme, including any Statutory Undertakers works, drainage, traffic signing, road markings and street lighting improvements, etc.

4.1.5 The total estimated cost of the required highway works is £131,000 works costs, £30,000 Statutory Undertakers works, £27,200 staff fee costs and £5,000 legal fee costs all to be funded by a Section 278 contribution from the developer.

5.0 Programme

5.1 It is anticipated that the proposal will be commenced within the 2016/ 2017 financial year, with completion in August/September 2016.

6. Corporate considerations

6.1 Consultation and engagement

6.1.1 Ward Members: Cross Gates & Whinmoor and Killingbeck & Seacroft Councillors were consulted by e-mail on 15th January 2016 and again on 2nd February 2016. One Ward Member approved the scheme providing that HGVs could turn in and out of the A6120 Ring Road/Coal Road junction. The Councillor was informed that the carriageway widths are being increased in order to allow this movement. All other Ward Members replied giving their approval of the scheme.

6.1.2 Emergency Services were consulted via email on 15th January 2016. The police were in full support of the scheme and no other adverse comments were received from the blue light services.

6.1.3 West Yorkshire Combined Authority were consulted via email on 15 January 2016 and responded with no objections to the proposals.

6.1.4 The Safety Audit Team was requested to undertake a Stage 1 Safety Audit on the 14 January 2016 and a Stage 2 Safety Audit on the 21 March 2016. A formal Stage 1 Audit report was received on the 9 February 2016 and outlined two issues, which have been considered and the proposals amended to reflect these during the design stage, these issues being;

- Issues with the condition of the carriageway on the A6120, which could deteriorate further with the removal of redundant white lining. Consideration needs to be given with regards improving the carriageway surface; and
- Due to a reverse stagger being introduced at the pedestrian facilities, to accommodate other aspects of the highway layout, LOOK LEFT/LOOK RIGHT markings should be laid in the carriageway as appropriate, to ensure pedestrians look in the correct direction before crossing at this point.

The Stage 2 Audit report was received on the 7 April 2016 and outlined several issues, which will be considered and the proposals amended to reflect these during the detailed design stage, these issues being;

- New Road Layout Ahead signs should be introduced, if not for all directions of travel, then certainly for vehicles approaching the respective junctions from the minor arms;
- The informal pedestrian crossing point located on the eastern kerbline of Coal Road to the southern extent of the scheme, should be protected by parking restrictions, to restrict parking and to thus ensure that pedestrians do not cross here masked by parked vehicles;
- At various locations, it would seem that pedestrian crossing points traverse utility covers, presenting slip/trip hazards. These covers should either be relocated or treated with appropriate pedestrian-friendly surfacing; and
- There is a discernible low point on the western kerbline of A6120 Ring Road, adjacent to the existing crossing point at the junction with Coal Road. This should be rectified during construction to alleviate this situation and the prospect of slip/trip hazards for pedestrians.

All the above points have been addressed within the final detailed design and reported to the Safety Audit team.

6.1.5 Internal consultation has been carried out with UTM, the Access and Cycling officers and the Abnormal Loads officer. All relevant comments received have been taken on board and incorporated into the detailed design.

6.2 Equality and diversity, cohesion and integration

6.2.1 A screening document has been prepared an independent impact assessment is not required for the approvals requested.

Positive Impacts

- i) Reducing the number of injury accidents on the highway network, by providing formal pedestrian facilities, reducing the speed limit and removing obstructive parking;

- ii) Providing a safer environment for members of the public when visiting the locality, especially the new development, children travelling to and from the schools in the area and improving the situation for the residents in the areas adjacent to the A6120 Ring Road and the workers of the various businesses in the locality;
- iii) Benefiting those members of the public who, through infirmity, may have difficulty in keeping out of the way of motor traffic, typically older people, school children, parents, carers and supporting wheelchairs and pushchairs; people who are visually impaired and disabled people;
- iv) Maintaining access to the locality, especially the new development and adjacent businesses for those members of the public who may have mobility issues by means of providing DDA compliant crossing facilities; and
- v) The scheme provides a formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.

Negative Impacts:

- i) The introduction of formal pedestrian facilities may add to the waiting time for motor vehicles, leading to longer queues, however the signal timings will be amended to facilitate this and minimise the impact on vehicular traffic; and
- ii) The removal of on street parking on Coal Road could lead to parking being displaced to the surrounding residential streets, but this will be monitored following the implementation of the parking restrictions..

6.3 Council policies and the Best Council Plan

- 6.3.1 The proposals contained in the report have no implications for the council constitution.
- 6.3.2 Environmental Policy; the proposals contained in this report are in accordance with Aims 6 and 7 of the Policy in that the proposals will aid to “reduce the impact of traffic in the city by changes to the road system” and “develop a safe, healthy local environment which provides the best quality of life for Leeds residents.
- 6.3.3 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:

Transport Assets:	P2.	Maintain to a suitable and sufficient standard.
Travel Choices:	P10.	Promote the benefits of active travel.
Connectivity:	P18.	Improve safety and security
	P22.	Develop networks and facilities to encourage cycling and walking.

6.3.4 Disabled/Mobility: The provision of formal pedestrian facilities, improved pedestrian islands and level crossing points will provide a positive aid to all pedestrians especially disabled and will ease pedestrian movement along and across the A6120 Ring Road and the surrounding locality..

6.4 Resources and value for money

6.4.1 **Full scheme estimate:** The total estimated cost of the required highway works is £131,000 works costs, £30,000 Statutory Undertakers works,, £27,200 staff fee costs and £5,000 legal fee costs, all to be funded by a section 278 contribution from the developer

6.4.2 Capital Funding and cash flow :

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	161.0		161.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	27.2	11.5	15.7				
OTHER COSTS (7)	5.0		5.0				
TOTALS	193.2	11.5	181.7	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Section 278	193.2	11.5	181.7				
Total Funding	193.2	11.5	181.7	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

7. Legal implications, access to information and call-in

7.1 There are no specific Legal implications included within this report, nor is any information contained within the report to be deemed confidential.

7.2 The scheme is in the annual programme and will be completed in the 2016-2017 financial year.

8.0 Risk management

- 8.1 There is no risk, over and above those expected when working in the public highway, generated by the proposals contained within this report.

9.0 Conclusions

- 9.1 This report seeks authority to negotiate terms and enter a Section 278 Agreement for the proposed improvements to the A6120 Ring Road/Coal Road/Ramshead Approach junctions, the associated Traffic Regulation/Speed Limit Orders (waiting restrictions/30mph speed limit) and the introduction of traffic calming, all of which will help to reduce the number and severity of injury accidents and accommodating the increased traffic associated with the new development, whilst also addressing the obstructive parking problems and providing safer pedestrian and vehicular routes through the A6120 Ring Road/Coal Road/Ramshead Approach junctions and along Coal Road.

10.0 Recommendations

- 10.1 The Chief Officer (Highways and Transportation) is requested to:

- i) Note the contents of this report;
- ii) Approve the detailed design and implementation of a package of traffic management measures at the A6120 Ring Road/Coal Road/Ramshead Approach junctions and on Coal Road, as shown on the attached Drawing Nos TM/00/2420/01/01A, 01B, 01C & 03, at a total cost of £193,200;
- iii) Give authority to negotiate the terms of and enter into an agreement with the Developer under the provisions of Section 278 of the Highways Act 1980; whereby the works associated with the development are carried out by this Council at the cost of the developer;
- iv) Give authority to incur expenditure of £131,000 works costs, £30,000 Statutory Undertakers works,, £27,200 staff fee costs and £5,000 legal fee costs, all to be funded by a Section 278 contribution from the developer;
- vi) Give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions, and a Speed Limit Order to reduce the existing 40mph speed limit to 30mph, on Coal Road, as shown on Drawing Nos TM/00/2420/01/01A, 01B & 01C and to advertise a notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984 and 90c of the Highways Act 1980; and
- vii) Authorise the City Solicitor to advertise notices under the provisions of Section 23 of the Road Traffic Regulation Act 1984 and Section 90c of the Highways Act 1980 and advertise a draft Traffic Regulation Order and a draft Speed Limit Order and if no valid objections are received, to make, seal and implement the Orders as advertised.

11.0 Background documents¹

11.1 None.

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix 1

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Services	Service area: Traffic Management
Lead person: Nick Borrás	Contact number: 3951431

1. Title: A6120 Ring Road/Coal Road/Ramshead Approach, Whinmoor
Proposed Highway Improvement Scheme

Is this a:

☐

Strategy / Policy

☐

Service / Function

☒

Other

If other, please specify: Highway Improvement Scheme to address accident pattern and accommodate increased traffic volume associated with new development.

2. Please provide a brief description of what you are screening

A6120 Ring Road is a main route through Killingbeck & Seacroft with links to A64 York Road, A58 Wetherby Road and access to an industrial estate and residential areas. The junctions were signalised many years ago to improve traffic flows in and out of Ramshead Approach and Coal Road, which included informal pedestrian crossing points with tactile paving.

In the last 5 year period there have been 15 recorded injury accidents which resulted in 10 slight accidents, 2 serious accidents (one pedestrian) and 3 fatal accidents (all pedestrians). The case was referred to the coroner's court and it was recommended that dedicated pedestrian facilities were integrated into the signals at this junction.

The purposes of the highway improvement proposals are to provide a safer area that will attract members of the public to the new development and provide a safer area for the local community. As part of the works it is proposed to improve both junctions and introduce formal pedestrian facilities, introduce formal parking restrictions on Coal Road to remove obstructive and problematic parking and introduce traffic calming and a reduced speed limit to address the concerns of local residents.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

Due to the nature of the works the proposals will benefit the locality by providing formal pedestrian facilities at the busy A6120 Ring Road/Coal Road/Ramshead Approach junction

reducing vehicles speeds on Coal Road by reducing the designated speed limit and introducing traffic calming measures and remove obstructive parking by introducing formal parking restrictions, thus reducing the likelihood and number of personal injury accidents and providing a safer and more attractive environment of the local community.

Numerous consultations have been carried out with local Councillors, emergency services and the general public to make everyone aware of the proposals, the aims of the proposals in terms of improving general road safety and reduce the number of personal injury accidents in the Whinmoor area promoting safer roads in the local community.

Various comments, suggestions and issues have been raised, all of which have been taken into account, addressed and where feasible included in the scheme proposals.

Additional consultation/engagement will take place prior to the works being carried by means of the legal advertisement of the Traffic Regulation & Speed Limit Order and the Section 90C notice for Traffic Calming all which will be displayed in the local media and on street by means of a public notice.

- **Key findings (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)**

The implementation of the highway improvement scheme at the A6120 Ring Road/Coal Road/Ramshead Approach junction and along Coal Road itself will provide positive impacts to all road users, especially those with mobility issues, young and old people by;

Positive Impacts:

- Reducing the number of injury accidents on the highway network, by providing formal pedestrian facilities, reducing the speed limit and removing obstructive parking;
- Providing a safer environment for members of the public when visiting the locality, especially the new development, children travelling to and from the schools in the area and improving the situation for the residents in the areas adjacent to the A6120 Ring Road and the workers of the various businesses in the locality;
- Benefiting those members of the public who, through infirmity, may have difficulty in keeping out of the way of motor traffic, typically older people, school children, parents, carers and supporting wheelchairs and pushchairs; people who are visually impaired and disabled people;
- Maintaining access to the locality, especially the new development and adjacent businesses for those members of the public who may have mobility issues by means of providing DDA compliant crossing facilities; and
- The scheme provides a formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.

The scheme proposals may have also provide negative impacts on road users by,

Negative Impacts:

- The introduction of formal pedestrian facilities may add to the waiting time for motor vehicles, leading to longer queues, however the signal timings will be amended to facilitate this and minimise the impact on vehicular traffic; and

- The removal of on street parking on Coal Road could lead to parking being displaced to the surrounding residential streets, but this will be monitored following the implementation of the parking restrictions. There is a possibility that during the legal advertisement of the Traffic Regulation and the Speed Limit Orders, objections could be received from members of the public and even those not local to the area.

- **Actions (think about how you will promote positive impact and remove/ reduce negative impact)**

The continuous support from local Ward Members, residents and businesses has helped to maintain a positive impact on the local communities and the various road users of the area.

In order to negate the negative impact that the introduction of parking restrictions may have and the possible displacement of parking which may occur in areas surrounding the scheme, it is possible that further consideration/action will be required to address these future problems.

5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment**.**

Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	26 May 2016

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	26 May 2016
Date sent to Equality Team	26 May 2016
Date published (To be completed by the Equality Team)	