

Report to the Chief Officer (Highways and Transportation)

Date: 25 January 2013

Subject: Design & Cost Report for Main Street, Garforth – Proposed Highway Improvement Scheme and 20mph Speed Limit

Capital Scheme Number: 16588

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Garforth & Swillington	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and 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? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The purpose of this report is to seek approval for the detailed design and implementation of a package of traffic management measures on Main Street, Garforth between the A642 Wakefield Road and Church Lane, the provision of a zebra crossing on Ninelands Lane and the advertisement of:
 - i) a Traffic Regulation Order to introduce waiting restrictions on Main Street and surrounding areas of Garforth;
 - ii) a Speed Limit Order to introduce a 20mph Speed Limit in Garforth;
 - iii) a notice for the implementation of traffic calming measures in accordance with Section 90c of the Highways Act 1980; and
 - iv) a notice for the implementation of a formal pedestrian crossing in accordance with Section 23 of the Road Traffic Regulation Act 1984.

2. The Garforth Town and District centre parking strategies was commissioned by Transport Policy in 2010, due to concerns raised about the lack of short stay parking and overflow of rail station parking in the town centre.

3. Surveys of parking were undertaken, focussed around the Garforth S2 centre as defined in the UDP, together with a public involvement event staged in the town centre, to better understand local attitudes and concerns to parking. The final Garforth Parking Strategy report was produced in February 2012 and recommendations were submitted and approved by Joint Highways Board, on the 15 May 2012.
4. Main Street, Garforth between the A642 Wakefield/Aberford Road and Beech Grove Avenue has been identified as a Length for Concern and is currently ranked at No.11 in the City Councils 2011 edition of the Lengths for Concern report, with 12 injury accidents comprising 9 slight and 3 serious in the past five years, with the main accident type being pedestrian related accidents.

Recommendations

5. 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 on Main Street, Garforth between the A642 Wakefield Road and Church Lane and on Ninelands Lane, as shown on attached drawing numbers TME/13/1/131/1C & TME/13/1/131/5, at a total cost of £235,000;
 - iii) approve an injection of £10,000 into the Highways Capital Programme, being an LCC Area Management contribution;
 - iv) give authority to incur expenditure of £235,000, comprising £195,000 works costs, £35,000 staff fee costs and £5,000 legal fee costs, with £225,000 being funded from the LTP Transport Policy Capital Programme and £10,000 being funded from an LCC Area Management contribution;
 - v) give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions on Main Street and surrounding areas of Garforth and a 20mph Speed Limit Order in Garforth as shown on Drawing Nos TME/13/1/131/2B and TME/13/1/131/4A to 4D and to display 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 a draft Traffic Regulation Order and a draft Speed Limit Order as shown on Drawing Nos. TME/13/1/131/2B and TME/13/1/131/4A to 4D and if no valid objections are received, to make, seal and implement the Orders as advertised and advertise a Notice under the provisions of Section 90C of the Highways Act 1980 and display on site a Notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984.

1 Purpose of this report

- 1.1 This report seeks approval for;

- i) the detailed design and implementation of a package of measures on Main Street, Ninelands Lane and surrounding areas in Garforth as shown on the attached Drawing Nos TME/13/1/131/1C, 2B & 05, at an estimated total cost of £235,000, of which £225,000 will be funded from the LTP Transport Policy Capital Programme, and £10,000 will be funded from an LCC Area Management Contribution.
- ii) the detailed design and implementation of a proposed 20mph scheme. Following a study of areas of high injury accidents, Garforth was deemed to be a high priority area that required the implementation of a 20mph zone/speed limit to reduce the number of road accidents and hence the number of road accident casualties, killed or seriously injured; and
- iii) to advertise a Notice under the provisions of Section 90C of the Highways Act 1980 and display on site a Notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984. a draft Traffic Regulation Order (TRO) and a draft Speed Limit Order and if no valid objections are received, to make and seal the Orders as advertised, as shown on the attached drawing numbers TME/13/1/131/4A to 4D.

2 Background information

- 2.1 The B6137 Main Street, Garforth is the main route through the commercial shopping centre of Garforth and runs between the A642 Wakefield/Aberford Road and Lidgett Lane, which continues onto the A63 Selby Road.
- 2.2 The length is predominately commercial in nature but there are small areas of residential properties, three public car parks and other amenities served by Main Street, which leads to high volumes of both residential and non-residential traffic.
- 2.3 Main Street, Garforth between the A642 Wakefield/Aberford Road and Beech Grove Avenue has been identified as a Length for Concern and is currently ranked as No.11 in the City Council's 2011 edition of the 'Lengths for Concern' Accident Framework report, with 12 injury accidents comprising of 9 slight and 3 serious in the past five years, with the main accident type being pedestrian related accidents.
- 2.4 The Garforth Town and District centre parking strategies was commissioned by Transport Strategy in 2010, due to concerns raised about the lack of availability of short stay parking and overflow of rail station parking in the town centre.

Surveys of parking were undertaken, focussed around the Garforth S2 centre as defined in the UDP, together with a public involvement event staged in the town centre, to better understand local attitudes and concerns to parking. The final Garforth Parking Strategy report was produced in February 2012 and the recommendations were submitted and approved by Joint Highways Board, on the 15 May 2012

- 2.5 The city wide 20mph schemes programme which prioritises residential areas in Leeds has ranked this area of Garforth as high priority. The area suffers from high

injury accidents and had been included for inclusion into the implementation programme.

- 2.6 Garforth Main Street was also identified as a length for concern and therefore the two elements were issued together as one scheme. Initial feasibility and surveys carried indicate the identified an area bounded by the A642 Wakefield Road, A63 Selby Road, Ninelands Lane and the railway line, is suitable for a 20mph speed limit.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 As part of the proposed Highway Improvement scheme it is intended to improve the general safety and general appearance of Main Street, thus reducing vehicle speeds and improving road and pedestrian safety, whilst also carrying out the elements of the Garforth Parking Strategy which the local community has previously been consulted on.

- 3.1.2 Leeds City Council and the Garforth & Swillington Ward Councillors want Garforth to be the town centre of choice for people who live in this part of Leeds, with an excellent range of facilities and a high-quality environment. The revitalisation of the town centre will be achieved through a number of different schemes, each of which form part of a phased approach comprising of;

Phase 1: The refurbishment of the Main Street (old Tesco's) car park, with the demolition of the derelict garages and increased capacity of the car park by 25 spaces;(covered by a separate report)

Phase 2: The Highway Improvement Scheme on Main Street, with formalised on street parking;

Phase 3: The introduction of a 20mph speed limit encompassing Main Street and the area of Garforth bordered by the A63 Selby Road, Ninelands Lane, the A642 Wakefield Road and the railway; and

Phase 4: The introduction of 2 and 4 hour limited waiting in the Barleyhill Road and Main Street car parks as set out in the Garforth Parking Strategy.

- 3.1.3 With Phase 1, the refurbishment of the Main Street (old Tesco) car park, already being progressed by Transport Strategy, Traffic Management are progressing phases 2 and 3, which will consist of the following elements:

Main Street - Highway Improvement Scheme

- The Introduction of two humped zebra crossings, a junction plateau at the three existing zebra crossings along Main Street to help reduce vehicle speeds, realign and improve the drainage and general condition of adjacent footways;

- Reconstruct / resurface areas of the existing footways and improve the general condition of the pedestrian routes along various sections of Main Street;
- Reconstruct / resurface areas of private frontages and improve the general appearance of the shop frontages and pedestrian routes at various locations along Main Street; and
- The introduction of 1 hour limited waiting on various sections of Main Street to provide on-street parking spaces and improve parking provision as set out in the Garforth Parking Strategy.
- The introduction of waiting restrictions in the Main Street, Lidgett Lane, Oak Road, Green Lane and Station Fields areas, to remove indiscriminate and obstructive parking.

Garforth 20mph Speed Limit

- The introduction of a 20mph speed limit on the residential streets across west Garforth in the area bounded by the A642 Wakefield Road, A63 Selby Road, Ninelands Lane and the railway; and

- 3.1.4 Phase 4 of the proposed works, the introduction of 2 and 4 hour limited waiting in the Barleyhill Road and Main Street car parks as set out in the Garforth Parking Strategy, to provide a continuous turnover of off street parking that can be utilised by customers of the surrounding businesses, will be progressed once alternative long stay car parking in the area has been sourced and agreed.
- 3.1.5 In addition to the above proposals it is also proposed to introduce an improved pedestrian crossing facility on Ninelands Lane (subject to the outcome of the Pedestrian Crossing Review) adjacent to the Glebelands playing fields and car park and the 'Monkey Maze' children's play area, subject to the Pedestrian Crossing Review. Funding for this element will be from LCC Area Management.
- 3.1.6 All the proposed works in Garforth will reduce the number and severity of injury accidents along Main Street and the surrounding residential areas,. In addition the increase in parking both on Main Street and regulating the car parks to provide an increased turnover will revitalise the area and make Garforth Main Street a more attractive shopping area..
- 3.1.7 The total estimated cost of the required highway works is £235,000 comprising £195,000 works costs, £35,000 staff fee costs and £5,000 legal fee costs, with £225,000 being funded from the LTP Transport Policy Capital Programme, and £10,000 funded from an LCC Area Management Contribution.
- 3.2 **Programme** - Subject to approval being granted it is proposed to advertise the Traffic Regulation Order for the waiting restrictions, the Speed Limit Order for the 20mph speed limit and the Section 23 and 90c Notices in February 2013 and dependent on any objections being received, to seal and implement the restrictions in May 2013. The actual construction works on Main Street and Ninelands Lane will be undertaken between February and May 2013.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members and a Local MP were consulted on the proposals by email on 29 May 2012. The Ward Members were party to the Garforth Parking Strategy and have been actively involved in drawing up the proposals so the members are in support of the proposals and eager to see them implemented.
- 4.1.2 West Yorkshire Police, WYMAS, West Yorkshire Fire Service and Metro were consulted on the proposals by email on 29 May 2012. Metro and the bus operators raised concerns that the introduction of traffic calming on Main Street and the 20mph speed limit in Garforth would cause unnecessary delays to their services and damage to vehicles. A site meeting was held on the 29th October to discuss the proposals and revised scheme proposals have been drawn up. West Yorkshire Police have no issues with regards the proposals for Main Street, but commented that the proposed 20mph speed limit will encompass a very large area and there is a concern that unless the area is adequately calmed, there is unlikely to be a high degree of self enforcement over such a large area. The results of the 30 speed surveys showed that the average speeds on all streets in the proposed 20mph speed limit area are under 24mph with the exception of Main Street and Ninelands Lane, where traffic calming will be introduced. No other adverse comments or objections were received against the proposals.
- 4.1.2 All local residents and businesses directly effected by the proposals on Main Street were consulted via letter drop in October 2012. In addition to the public letter drop, the proposals for both Garforth Main Street and the Garforth 20mph speed limit were displayed in Garforth Library and in the local Garforth Community Notice boards around the community. Various comments and suggestions were raised by numerous local residents and business proprietors about certain elements of the proposals and subsequent adjustments have been made to reflect these comments and suggestions.

All residents directly effected by the proposed Traffic Regulation Order were consulted by letter dated 29 November 2012. A mixture of comments have been received some supporting the proposals, some objecting to the proposals and others requesting minor changes. All the comments have been taken into account and the proposals have been amended to reflect all comments received from local residents.

- 4.1.3 All the schools in the area of the proposed works were consulted by letter dated 29 November 2012 on the 20mph speed limit and various elements of the waiting restrictions. All schools were in favour of the 20mph speed limit and waiting restrictions as both elements add to the safety of the school children.

4.1.4 The Safety Audit Team were consulted on the preliminary scheme proposals on the 03 September 2012 and asked to carry out a Stage 1 Safety Audit. Two options were submitted for the Stage 1 Safety Audit, Option 1 being a proposed two-way scheme and Option 2 being a proposed one-way system.

The Safety Audit team response stated that the 20 mph zone, has the Audit teams full support and does not raise any Stage 1 issues. With regard to the two options for Main Street, the Audit team strongly advised against the one-way option (Option 2) on safety grounds as there is no single clear alternative route for the displaced traffic and there could be significant increases on residential streets. The Audit team stated that they look forward to carrying out a Stage 2 RSA when the proposals have been finalised .

4.1.5 The Cycling and Access Officers were consulted on the proposals by email on the 27 November 2012. The proposals will replace sub standard dropped crossing at Church Lane, will improve the permeability of Main Street by introducing additional formal and informal crossing facilities and ensure that the layout of all crossings conforms to DfT guidelines in *Inclusive Mobility* and the *Guidance on the provision of tactile surfaces*.

4.1.6 The Maintenance Asset Management Team have requested that the carriageway on approach and immediately after the physical traffic calming features are monitored for five years post scheme and that funding will be found should remedial works be required.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested. The screening document has been sent to the Equality Team to be approved and published.

4.2.2 The Equality, Diversity, Cohesion and Integration screening identified that the introduction of the various parking restrictions will provide positive impacts to all road users, especially those with mobility issues, school children and old people by;

- Reducing the number of injury accidents on the highway network;
- Providing a safer environment for members of the public when travelling around the locality, especially shoppers using Main Street, children travelling to and from school and improving the situation for the residents of the various areas which currently suffer from the indiscriminate and obstructive commuter or school related parking;
- Reducing vehicle speeds both on Main Street and in the wider residential area;
- Benefiting those members of the public who, through reduced mobility may have difficulty in keeping out of the way of motor traffic, typically older people, disabled people, school children, parents and the school crossing patrols;
- Maintaining access to the locality, especially the commercial area of Main Street for those residents of Garforth who may have mobility issues by means of providing fully accessible crossing facilities; and

- Ensuring that the routes for public transport in the locality are accessible and that those with mobility issues can access public transport to enable them to travel to local amenities.

4.2.3 The Equality, Diversity, Cohesion and Integration screening (Appendix 1) identified that whilst the parking restrictions will improve road safety, the reduction of on street parking could possibly provide a negative impacts in that on street parking may be displaced to adjacent unrestricted residential streets, although this can be addressed by monitoring and if necessary introducing further parking restrictions.

4.3 Council policies and City Priorities

4.3.1 Local Transport Plan (LTP): The proposals contained in this report are in accordance with Local Transport Plan 3 - Strategic Approaches:

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.

4.3.2 Disabled/Mobility: The provision of level crossing points and dropped crossings will provide a positive aid to all pedestrians especially disabled and will ease pedestrian movement along Main Street.

4.3.3 Ethnic minorities and women: This report has no implications for ethnic minorities or women.

4.3.4 LTP Policy Approval: A Design Instruction was issued by Transport Strategy Section dated 02 March 2012. The final costed proposal has been reviewed and agreed as an LTP Integrated Transport scheme.

4.4 Resources and value for money

4.4.1 **Full scheme estimate:** The total estimated cost of the scheme is £235,000, comprising £195,000 works costs, £35,000 staff fee costs and £5,000 legal fee costs, with £225,000 being funded from the LTP Transport Policy Capital Programme, and £10,000 funded from an LCC Area Management Contribution.

4.4.2 Capital Funding and Cash Flow.

Complete the embedded table below:

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2012 £000's	FORECAST				
			2012/13 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016 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 2012 £000's	FORECAST				
			2012/13 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	195.0		27.0	168.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	35.0		20.0	15.0			
OTHER COSTS (7)	5.0		3.0	2.0			
TOTALS	235.0	0.0	50.0	185.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2012 £000's	FORECAST				
			2012/13 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	10.0		10.0				
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	225.0		40.0	185.0			
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	235.0	0.0	50.0	185.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

4.3 Legal Implications, Access to Information and Call In

4.2.1 The scheme is in the Annual Programme and subject to resolving any objections that may be received to the advertised Traffic Regulation or Speed Limit Orders it is programmed to be completed in May 2013.

4.4 Risk Management

4.3.1 There is a risk that the recorded injury accidents on Main Street and in the surrounding residential areas would continue and potentially increase if the works were not approved and implemented. Also there are the specific risks encountered when working on the public highway, associated with the construction of this scheme.

5 Conclusions

5.2 The proposed improvements to Main Street and the associated Traffic Regulation Orders (waiting restrictions) will help reduce the number and severity of injury accidents whilst also addressing the recommendations of the Garforth Parking Strategy, by providing a safer pedestrian and vehicular routes through the centre of Garforth and on the surrounding residential streets and providing a continuous turnover of on street parking for the customers of the local businesses.

5.2 The implementation of the 20mph speed limit in the West Garforth area and on Main Street will also contribute to delivering reduced traffic speeds in both the commercial and residential areas, which is aimed at reducing the number and severity of road accidents in the community.

6 Recommendations

6.1 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 on Main Street, Garforth between the A642 Wakefield Road and Church Lane and on Ninelands Lane, as shown on attached drawing numbers TME/13/1/131/1C & TME/13/1/131/5, at a total cost of £235,000;
- iii) approve an injection of £10,000 into the Highways Capital Programme, being an LCC Area Management contribution;
- iv) give authority to incur expenditure of £235,000, comprising £195,000 works costs, £35,000 staff fee costs and £5,000 legal fee costs, with £225,000 being funded from the LTP Transport Policy Capital Programme and £10,000 being funded from an LCC Area Management contribution;
- v) give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions on Main Street and surrounding areas of Garforth and a 20mph Speed Limit in Garforth as shown on drawing numbers

TME/13/1/131/2B and TME/13/1/131/4A to 4D 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 a draft Traffic Regulation Order and a draft Speed Limit Order as shown on Drawing Nos. TME/13/1/131/2B and TME/13/1/131/4A to 4D and if no valid objections are received, to make, seal and implement the Orders as advertised and advertise a Notice under the provisions of Section 90C of the Highways Act 1980 and display on site a Notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984.

7 Background documents¹

- 7.1 Consultation documents to Councillors, MP, local residents and businesses.
- 7.2 Public Consultation Display documents.

¹ The background documents listed in this section are available for 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: Main Street Garforth – Proposed Highway Improvement Scheme and 20mph Speed Limit
Is this a:
<input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify : Highway Scheme to address Length for Concern

2. Please provide a brief description of what you are screening
<p>The proposals aim to predominantly address the injury accident problems on the length for concern of Main Street in Garforth and provide a 20mph speed limit in the wider residential area of Garforth and a formal zebra crossing on Ninelands Lane, to reduce vehicles speeds, improve general road safety and reduce the number of injury accidents in the Garforth community and promote safer roads.</p> <p>The purpose of the highway improvement proposals are to provide a safer and more attractive commercial area that will attract members of the public to Garforth and provide a safer residential area for local residents. As part of the works it is also proposed to relax the existing parking restrictions and provide an element of short stay on street parking to facilitate customer parking along Main Street, and introduce parking restrictions in surrounding areas of Garforth to address obstructive, indiscriminate and problematic</p>

commuter, and school related parking as well as improving the overall Main Street environment and providing a formal zebra crossing facility on Ninelands Lane.

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 and they being road safety and traffic calming measures on Main Street, a zebra crossing on Ninelands Lane and the introduction of a 20mph speed limit and various parking restrictions, these will benefit the local residents and businesses, by removing indiscriminate and obstructive parking, reducing the likelihood and number of personal injury accidents and providing a safer and more attractive environment when travelling around the local residential and commercial areas, especially in the vicinities of the various schools in the village.

Numerous consultations have been carried out with local Councillors, emergency services, local schools, local residents and local businesses in the areas effected by the works and the general public to make everyone aware of the proposals, the aims of the proposals in terms of reduce vehicles speeds, improve general road safety and reduce the number of personal injury accidents in the Garforth community and promote safer roads and their likely impact on the local communities.

A couple of the businesses on Main Street feel that the timeframe of the limited waiting proposed for Main Street is too long and have asked for it to be reduced. Discussions were held and a compromise was subsequently agreed.

Additional consultation/engagement will take place prior to the works being carried by means of the legal advertisement of the Traffic Regulation and Speed Limit Orders both 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, the introduction of the zebra crossing on Ninelands Lane and the introduction of the various parking restrictions throughout Garforth will provide positive impacts to all road users, especially those with mobility issues, young and old people by;

- Reducing the number of injury accidents on the highway network;
- Providing a safer environment for members of the public when travelling around the locality, especially shoppers using Main Street, children travelling to and from school and improving the situation for the residents of the various areas which currently suffer from the indiscriminate and obstructive commuter or school related parking;
- Reducing vehicle speeds both on Main Street and in the wider residential area; and
- 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 and the school crossing patrols;
- Maintaining access to the locality, especially the commercial area of Main Street for those residents of Garforth who may have mobility issues by means of providing DDA compliant crossing facilities ; and
- Ensuring that the routes for public transport in the locality are accessible and that those with mobility issue can access public transport to enable them to travel to local amenities.

The only negative impact that the scheme proposals may have, is that due to the introduction of parking restrictions, the amount of on street parking will be reduced in the numerous residential areas of Garforth and problems may be displaced to the surrounding streets.

Whilst the proposals will benefit the local community and the local businesses of Garforth there is

a possibility that during the legal advertisement of the Traffic Regulation and 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 Councillors, residents and businesses and the headteachers and governors of the various schools in the area 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 parking restrictions 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
Howard Claxton	Traffic Engineering Manager	10 January 2013

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	10 January 2013
Date sent to Equality Team	10 January 2013
Date published (To be completed by the Equality Team)	