



Report of the Director of City Development

Report to Executive Board

Date: 22 June 2016

Subject: DEWSBURY ROAD – INTEGRATED ROAD SAFETY SCHEME

Capital Scheme Number : 32367

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): City and Hunslet		
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

Summary of main issues

1. The Best Council Plan 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. For 2016/17, the Best Council Plan contains a specific priority on improving road safety. This report proposes a scheme that will contribute to this objective and improve road safety which is also a priority within the West Yorkshire Local Transport Plan.
2. A653 Dewsbury Road is an important radial route in Leeds that provides access to the motorway network at various points along its length. The particular section covered within this report is between Garnet Road and Hunslet Hall Road which, as well as being an urban distributor road, serves the 'district centre' and its large, diverse and busy shopping parade.
3. After a review of the injury accident collision data for this section of road it was identified that there have been 67 recorded injury accidents. A significant number of these accidents have involved vulnerable road users including cyclists and pedestrians.
4. In order to address this location an improvement scheme has been prepared which seeks to address the identified accident patterns and at the same time address some long identified public realm and street space issues to support local amenities and economic growth in the area. This will be achieved by a package of traffic

management measures including improved pedestrian crossing facilities, segregated cycle infrastructure and sheltered on street parking.

5. This proposal represents a further stage in a programme of Town Centre Road Safety Schemes of which two have already been implemented as part of the road safety programme being followed to meet the challenge of the targets set in West Yorkshire Local Transport Plan 3 (2011 -2026). A package of Traffic Regulation Orders will be promoted as part of the scheme to amend parking arrangements and restrict unnecessary vehicular movements to support the safe movement of all road users and ensure that the flow of traffic is maintained and local parking opportunities are maximised.

Recommendations

6. The Executive Board is requested to:
 - i) Approve the scheme as described in this report and authorise the detailed design and implementation of said package of measures as shown on drawing TM-10-2377-GA-01b;
 - ii) Give authority to incur expenditure of £600,000, comprising of £495,000 works costs, £100,000 staff fees and £5,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme;
 - iii) Note that all remaining decisions following detailed design relating to the proposed Traffic Regulation Orders, Speed Limit Order, Movement Order, Section 90c Notices and the designation of cycle tracks on the public highway will be reported to the Chief Officer (Highways and Transportation) using existing powers under the Officer Delegation Scheme (Part 3, Council Constitution) and sub-delegated by the Director of City Development.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval for the detailed design and implementation of a road safety scheme and the associated Traffic Orders as set out in Section 3 and indicated on the drawing TM-10-2377-GA-01b at a cost of £600,000. These costs will be funded wholly from the Local Transport Plan.

2 Background information

- 2.1 Leeds has been very successful in reducing road casualties. However, since 2011, the authority has faced an underlying increase in some of its casualty figures which has increased the challenge of meeting the road casualty reduction targets set in the West Yorkshire Local Transport Plan (2011-2026). This has been particularly apparent with regards to cycling and pedestrian casualties, which are currently above their target trajectories.

In an effort to ameliorate these casualties the Service has sought to develop a series of Town Centre Road Safety Schemes which directly target pedestrian and cycle casualties, while creating a more conducive environment for local traders. The first such scheme was on Garforth Main Street which has been both effective and popular. A second scheme was introduced on Harehills Lane recently and in the coming financial year further schemes in Harehills and in Pudsey town Centre are being developed. However the Dewsbury Road scheme is the current priority for this programme since it has the most significant casualty issues and a long held aspiration from traders to improve the retail environment.

- 2.2 A653 Dewsbury Road is an 'A' class road which links the motorway network to the city centre and connects together communities in South Leeds. The particular section identified in this report for a road safety intervention is between the Garnet Road and Hunslet Hall Road junctions, within which lies the local 'district centre' and busy shopping parade. The road is single carriageway, which in places is currently three lanes wide and for part of the length contains an evening peak bus lane that operates weekdays between 4pm and 6.30pm.
- 2.3 Daily 24 hour traffic flow on this section of road is 15,000 vehicles and typically traffic queues are not observed outside of the peak periods. There are currently 12 bus services in operation along this corridor to meet local demands. The district centre has a moderate to heavy footfall, for example recently installed pedestrian crossing near to Linden Terrace is used by approximately 1200 pedestrian within a daytime (12 hour) period. There has been no formal cycle survey but spot counts indicate on average around 100 cyclists during the daytime period.
- 2.4 The length of road concerned has a significant casualty rate which has not reduced over the past five years where 67 injury accidents have been recorded. The causation / contributing factors vary, but a significantly large proportion involves vulnerable road users, with 14 (21%) involving cyclists and 22 (33%) involving pedestrians. Five of the pedestrian accidents occurred as results of motorists mounting the kerb and hitting a pedestrian on the footway. Of these accidents 6 involved serious injury and 61 involved slight injuries to road users.

2.5 A review of these injury collisions, with particular attention being paid to those involving pedestrians and cyclist, has contributed to the development of a package of measures to improve road safety and also compliments phase 2 of the local Town and District Centre Scheme which is being developed alongside this proposal to enhance the district centre environment and experience.

3 Main issues

- 3.1 The aim of this scheme is to achieve improved conditions for the safe movement of all road users whilst maintaining the movement of traffic on this radial route. To achieve this it is proposed to reassign highway space to accommodate segregated cycle measures, create sheltered on street parking for local business, assist pedestrian passage and manage vehicular speeds by reducing carriageway widths. To complement these proposals Traffic Regulation Orders are needed to formalise the parking and restrict vehicle movement and access points.
- 3.2 The proposals involve removing the short outbound bus lane of approximately 450 metres long. Previous surveys have shown that this long standing bus lane which is situated on a length of road that is generally free flowing serves a limited function in terms of providing sheltered bus stops and outside its hours of operation is largely used for parking. For the two hour peak period in which the bus lane currently operates it is considered that the scheme, which will provide wider road safety benefits, will have marginal impacts on the journey speed at this location and an insignificant impact on the overall timetabled service.
- 3.3 The detailed proposals are summarised in the list below and shown on the appended drawing TM-10-2377-GA-01b
- Reduction in carriageway lane widths to encourage slower vehicle speeds throughout the length;
 - Introduction of a central reservation between Tunstall Road and Garnet Road which will reduce turning conflicts, improve pedestrian crossing opportunity and safety, and will reduce vehicular speeds without restricting emergency vehicles;
 - Introduce a point closure on Trentham Street and Oakley Grove to remove vehicle conflict collisions;
 - Assess and refine where possible the current provision of bus stops with the support of West Yorkshire Combined Authority to ensure coherent cycle infrastructure can be accommodated and the potential impact on bus delays are minimised;
 - Provide on street time limited sheltered parking. It is anticipated the scheme will create approximately 33 on street parking spaces to assist the business community where there is currently no formal provision. Provision of time limited restriction will ensure a turnover of parking opportunity;

- Introduction of a one-way system on Linden Grove and a short section of Linden Road in order to remove the vehicle conflict experienced at the junction of Linden Road and Dewsbury Road and around the petrol station;
 - Introduction of a series of Traffic Regulation Orders to support the design are proposed in the form of Movement, Waiting and Loading restrictions;
 - Provide northbound and southbound segregated cycle facilities between Hunslet Hall Road and Tunstall Road;
 - Introduction of a Speed Limit Order to support the design initiative by reducing the speed limit through this district centre to 20mph.
- 3.4 The scheme design will not impact on the capacity of existing signalised junctions. Nevertheless where highway space is being reassigned in the interests of road safety and the movement of non-motorised road users, there is a possibility the design could lead to a small increase in journey delays. However, by including dedicated lay-bys for buses and parking and revised traffic restrictions delays are likely to be negligible and, as mentioned above in relation to bus services, unlikely to have a significant detrimental effect on general journey times.
- 3.5 Once approval in principle is received the detailed design will fine tune and optimise all aspects of the scheme. The costs of this proposal provides for the scheme to be implemented in two phases (1) Hunslet Hall Road to Tunstall Road and (2) Tunstall Road to Garnet Road, the timing of which will be determined after the final design is complete during the construction planning phase.
- 3.6 The proposed works will be co-ordinated with a complimentary Town and District Centre scheme. This is a package of measures to aid the regeneration of the Dewsbury Road commercial area by making significant improvements to the streetscape. A programme of proposed enhancement to the streetscape will aim to create a safe and secure environment for shoppers, visitors and residents, which will be developed in conjunction with Ward Members.
- 3.7 All remaining decisions following detailed design relating to the proposed Traffic Regulation Orders, Speed Limit Order, Movement Order, Section 90c Notices and the designation of cycle tracks on the public highway will be reported to the Chief Officer (Highways and Transportation) using existing powers under the Officer Delegation Scheme (Part 3, Council Constitution) and sub-delegated by the Director of City Development.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 City and Hunslet Ward Members have been consulted on the proposals. Also the proposals were presented at a local business/ public forum where support from the local community was expressed towards the aim of the project and the proposals tabled. To date a formal response in support has been provided from one of the Councillors, stating that due to the accident record something must be done.

- 4.1.2 The Emergency Services were consulted via email dated Friday 2 October 2015. To date a response has been received from West Yorkshire Fire Service confirming they have no adverse comments.
- 4.1.3 West Yorkshire Combined Authority (WYCA) was consulted via email dated Friday 2 October 2015.
- 4.1.4 The scheme has been presented at the Leeds Bus Partnership on Thursday 8 October, at this meeting a representative of WYCA, First Group and Arriva were present. Following this meeting First Group and WYCA have provided written comments that appreciate the scheme's rationale, nevertheless they do have reservations that the proposal and loss of bus priority will adversely affect bus service punctuality and congestion. They do however offer a positive attitude to exploring measures for mitigation. Recommendations such as amending the Tunstall Road signals to provide additional green time to northbound and southbound traffic, introducing turning restrictions to minimise delays and possible rationalisation of the bus stops are to be considered during detailed design.
- 4.1.5 Leeds Cycle Forum were consulted and presented with the scheme on Wednesday 14 October 2015. The comments received were positive and supportive of the proposals, particularly the segregated cycle facilities, whilst also understanding the site constraints along certain sections. Various suggestions were made including providing a buffer zone between cycle track and parking spaces; for cycle friendly improvements to the signalised junction of Tunstall Road and Dewsbury Road, which will be explored during detailed design.
- 4.1.6 Dewsbury Road Town Team (a group of businesses working closely with colleagues within Regeneration to improve the area) was consulted and presented with the scheme on Tuesday 13 October 2015. The group recognised the problems experienced along this length and supported the proposals especially the introduction of on street short stay parking and they suggested that consideration be given to loading bays.
- 4.1.7 Local residents; the scheme has been presented at a resident's meeting with the opportunity to discuss the scheme in detail, from which feedback was generally supportive of the proposals. More detailed consultation is planned and once the proposal is approved in principle, all properties directly affected will be sent a formal letter and plan before the final design process.
- 4.1.8 The scheme has been considered by the Chief Officer (Highways and Transportation) and senior officers, and has approval in principle within the service.
- 4.1.9 Internal consultation will be undertaken at a later date, however, Urban Traffic Management Control have been made aware of the proposals and provided comment. They accept the scheme does not impact on capacity at the signalised junction but do have concern that congestion might be experienced, particularly between Tunstall Road and Garnet Road, due to the proposed central median.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An EDCI screening document has been prepared (Appendix 1) which shows that a full impact assessment is not required for this scheme. The main findings of the screening process are summarised below.

4.2.2 Positive Impacts;

The scheme will reduce road injuries and improve the safety of all road users in particular pedestrians and cyclists and will support safer movements including journeys to the shops and schools. New parking arrangements will improve access to adjacent premises including for Blue Badge holders and help to eliminate current issue of footway parking which will assist the movement of all pedestrians, including wheelchair users and prams. By providing improved facilities for movement access within the local area the severance effects of the main road and including the accessibility of bus stops and other local amenities and destinations.

4.2.3 Negative Impacts;

The scheme manages parking and will reduce footway parking which may raise issues with businesses, similarly better management and movement restrictions may be seen as reducing access although there will always be an alternative route and this measure will improve road safety. For the most part, however, segregation will be maintained between pedestrians and cyclists will be in closer proximity which will be managed by careful design.

The rationalisation of bus stops may marginally reduce accessibility but will reduce delays and by improving and carefully siting new positions this should minimise adverse effects for users. The loss of the outbound bus lane is however not expected to have any significant impact on journeys.

- 4.2.4 The scheme has been well received from varying groups of stakeholders and the positive impacts are welcomed by all. Some of the negative aspects will be mitigated by during the detailed design and further discussion with key stakeholders. What will be achieved is a safer environment for more vulnerable pedestrians and the potential for preventing accidents.

- 4.2.5 The need to improve road safety along this length is the priority for the scheme and in order to achieve this reduced vehicular access, prevention of certain turning movements and the loss of the bus lane is essential.

4.3 Council policies and Best Council Plan

- 4.3.1 The Best Council Plan sets out a vision for Leeds to be a compassionate, caring city that helps all its residents benefit from the effects of the city's economic growth. Creating the right conditions for the economy in Leeds to prosper and grow, whilst ensuring that a consequence of growth is a reduction in inequalities, is a key focus. This proposal targets improving the safety of road users in an inner city priority area and the improvement of the environment of a local district centre. The proposals therefore contribute to delivery of the Best Council Plan outcomes for everyone in Leeds to 'be safe and feel safe' and 'move around a well-planned city easily' and

the Best Council Plan 16/17 priorities on improving road safety and helping deliver a well-connected transport system.

- 4.3.2 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.”
- 4.3.3 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.

- 4.3.4 Disabled/Mobility: The provision of improved pedestrian crossing facilities and narrow lane widths will provide a positive aid to all pedestrians, especially disabled and will improve pedestrian safety along and across Dewsbury Road.

4.4 Resources and value for money

- 4.4.1 **Full scheme estimate:** The total estimated cost of the required highway works is £600,000 comprising £495,000 works costs, £100,000 staff fees and £5,000 legal fee costs, all to be funded from the LTP Transport Policy Capital Programme.
- 4.4.2 It is anticipated, subject to approval that the scheme will commence on site summer 2016 and will be completed in the 2016 – 17 financial year.

4.4.3 Capital Funding and cash flow :

Funding Approval :	Capital Section Reference Number :-							
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2015 £000's	FORECAST					
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 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	
<hr/>								
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2015 £000's	FORECAST					
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's	
LAND (1)	0.0							
CONSTRUCTION (3)	495.0				495.0			
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	100.0	0.0	10.0	90.0				
OTHER COSTS (7)	5.0		5.0	0.0				
TOTALS	600.0	0.0	15.0	585.0	0.0	0.0	0.0	
<hr/>								
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2015 £000's	FORECAST					
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's	
LCC Supported Borrowing	0.0							
Revenue Contribution	0.0							
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- LTP	600.0	0.0	15.0	585.0				
SCE (C)	0.0							
SCE (R)	0.0							
Departmental USB	0.0							
Corporate USB	0.0							
Any Other Income (Specify)	0.0							
Total Funding	600.0	0.0	15.0	585.0	0.0	0.0	0.0	
<hr/>								
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Parent Scheme Number : 99609
Title : Transport Policy LTP Capital Programme

4.4.4 Contributions of £25k and £15k from Highway Maintenance and the Town and District Centre 2 scheme respectively have been committed.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 There are no specific Legal implications included within this report, nor is any information contained within the report to be deemed confidential.
- 4.5.2 The decision was placed on the list of forthcoming Key Decisions on 5 November and will be subject to Call-In.

4.6 Risk Management

- 4.6.1 There is no risk, over and above those expected when working in the public highway, generated by the proposals contained within this report.
- 4.6.2 If the scheme is not approved there is a risk that the accident rate will continue to be raised along this length of road.
- 4.6.3 If the scheme is approved there is a risk that delays and congestion may be increased, however the report seeks to demonstrate that this risks is to be minimised by careful design.

5 Conclusions

- 5.1 In order to improve road safety, assist vulnerable road users and support economic growth within this section of Dewsbury Road a review of the allocation and use of the available road space has been undertaken out of which revised traffic management and street design arrangements have been proposed. Initial consultation indicates the main proposals are supported by key stakeholders and will be refined during the final design process.
- 5.2 Whilst the revised arrangements may have marginal effects on travel times, traffic movements will be maintained and the removal of the existing bus lane which provides little present benefit will be offset by improved street frontages, better pedestrian and cycling facilities and mitigated by the careful sighting and provision at new bus stops. Overall the proposals are expected to lead to significant improvement road safety and casualty reduction with better mobility and reduced severance for local pedestrians.

6 Recommendations

- 6.1 The Executive Board is requested to:
 - i) Approve the scheme as described in this report and authorise the detailed design and implementation of said package of measures as shown on drawing TM-10-2377-GA-01b;
 - ii) Give authority to incur expenditure of £600,000, comprising of £495,000 works costs, £100,000 staff fees and £5,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme;
 - iii) Note that all remaining decisions following detailed design relating to the proposed Traffic Regulation Orders, Speed Limit Order, Movement Order, Section 90c Notices and the designation of cycle tracks on the public highway

will be reported to the Chief Officer (Highways and Transportation) using existing powers under the Officer Delegation Scheme (Part 3, Council Constitution) and sub-delegated by the Director of City Development.

7 Background documents¹

7.1 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: David O'Donoghue	Contact number: 2477559

1. Title: Dewsbury Road – Road Safety Scheme

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify : Highway Scheme to address Length for Concern

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

Dewsbury Road - Road Safety scheme is a combination of engineering measures being introduced on highway in a bid to help improve road safety and reduce the number of injury recorded accidents.

Dewsbury Road - Road Safety Scheme addresses the safety issues experienced by introducing segregated cycle infrastructure and improved pedestrian facilities as well as a package of Traffic Regulation Orders. It also provides on street parking to support local amenities and economic growth of the area.

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)

- Dewsbury Road – Road Safety Scheme has been the subject of considerable consultation with emergency services, bus operators, West Yorkshire Combined Authority, ward

members, business groups and Leeds Cycle Forum. In all cases there has been positive feedback regarding the scheme. These stakeholders have a clear understanding of the problems experiences and shared interest towards reducing the number of accidents. Liaising with these consultees and listening to their concerns has also helped towards refining and improving the scheme.

- Properties directly affected by the proposal have not been consulted to date. It is intended a formal consultation letter and plan will be sent out in the near future requesting feedback and comments. However, the scheme has been presented at resident's meeting giving those present the opportunity to discuss the scheme in detail. The feedback received was generally supportive of the proposals.
- 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)

Positive Impacts:

- Scheme will reduce the number of injury accidents on the highway network;
- Scheme will provide a safer environment for members of the public when visiting the locality, especially shoppers using Dewsbury Road, children travelling to and from school and improving the situation for the residents in the areas adjacent;
- Scheme will benefit visitors to the area, particularly blue badge holders, that will be able to park on street and have improved access to the local amenities;
- Scheme will improve pedestrian facilities and connectivity, this will be achieved through providing designated parking spaces there will be less need for motorists to park indiscriminately obstructing the footway. This will benefit all pedestrian, particularly those in wheelchairs, with mobility issues and parents with pushchairs;
- Scheme will maintain access to the locality, especially the commercial area of Dewsbury Road for those members of the public who may have mobility issues by means of providing DDA compliant crossing facilities ;
- Scheme will ensure 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;
- Scheme provides the infrastructure to facilitate an affordable means of transport accessible to all income and employment classes;
- Scheme creates a safe cycling environment by introducing dedicated cycle facilities suitable for all abilities, but in particular the more vulnerable in society – children and senior citizens, and
- Scheme will support the integration of communities through improved accessibility.

The scheme may create negative impacts such as;

- Certain businesses may perceive an adverse impact on their trade due to loss of footway parking (which in itself causes problems for pedestrians); although this will be mitigated through the inclusion of dedicated on street parking;
- More vulnerable pedestrians may feel uneasy mixing with cyclists in key locations such as bus-stops and signalised crossings. However, cycle routes are being conspicuously

designed using textured paving and appropriate signing - this will particularly assist pedestrians with hearing impairments.

- Reduced vehicular access and turning moving to and from Dewsbury Road may be a consequence of the scheme but is deemed essential if delays are to be minimised and the number of collisions reduced;
- Reduced number bus stops. As part of the design consideration is being given to combining and removing some bus stops in order to minimise the impact to congestion and delays; and
- Loss of short outbound bus lane. This may increase bus passenger times during the evening peak but is deemed necessary if improvements to reduce the number of accidents along the length and make improvements to both pedestrian and cycle facilities.

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

- To date the scheme has been well received from varying groups of stakeholders and the positive impacts are welcomed by all.
- The negative impacts will be reduced or removed through the detailed design, however, the need to improve road safety along this length is the priority for the scheme and in order to achieve this reduced vehicular access to areas of Dewsbury Road and the loss of the bus lane must take place.
- Some of the bus stops along this length are very close to each other and can be rationalised. Consideration is being given to combining some of the stops due to the short distances between them and will be subject to further discussion with stakeholders.

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	14 December 2015

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	14 December 2015
Date sent to Equality Team	14 December 2015
Date published (To be completed by the Equality Team)	