

Speed Management Programme 2020/21

New Lane (Acomb)

Review of existing 20mph limit

Purpose

The 2020/21 Speed Management Scheme programme identified a number of potential schemes to be considered at feasibility. One of these schemes is New Lane, Acomb.

This report looks at existing traffic speeds on New Lane, and proposes measures to improve compliance with the signed 20mph speed limit.

The report also looks at opportunities a speed management scheme might present for improving facilities for pedestrians wanting to cross New Lane near the entrance to West Bank Park.

Background

Existing Street Characteristics

New Lane is approximately about 400m and links Hamilton Drive to Acomb Road (see location plan in **Annex A**). Along most of the east side of the road there is housing, mainly semi-detached. To the west lies West Bank Park over most of its length, with just some mixed housing over about 100m at the northern end of the street.

The existing carriageway is 6.1m wide. It is a concrete road, with joints about every 5m, and it has side-entry gullies located at regular intervals within the kerb lines.

There is a wide grass verge on the east side, and a large proportion of the semi-detached houses have vehicle crossovers and off-street parking available. Despite this, there is usually a good scattering of cars parked on-street on the east side of the road between Hill Street and Hamilton Drive. In the northern part of the road, on-street parking occurs mainly near the housing, and takes place on both sides of the road (this alternates, because the road is not wide enough to have cars parked on both sides in any one location).

There is only one road junction along its full length, located about midway. This is with Hill Street, which links New Lane with a large number of other

residential streets (these include Murray Street and Lindley Street which have terraced housing).

Just south of the Hill Street junction (on the western side) is a pedestrian access gateway to West Bank Park. There is a defined pedestrian crossing location close-by, which is a simple pair of dropped-kerb crossing points with tactile paving.

Speed Management History

In the 1990s many streets in the Acomb area had traffic calming schemes introduced. However, New Lane was not considered a priority for action presumably because of its good accident record and low pedestrian activity.

New Lane became a 20mph street in 2014 as part of the city-wide initiative of introducing lower speed limits, wherever feasible, by just signing rather than introducing traffic calming measures. The scheme simply comprises two pairs of “terminal” 20mph signs, one at each end of the street, plus two pairs of smaller “repeater” signs located along the street to remind drivers in each direction of travel of the speed limit.

A speeding complaint made by a local resident in 2019 led to New Lane being fed into the 95 Alive Speed Management process for investigation. As part of this process, a speed survey was undertaken in late 2019, between 5th and 13th December. The speed recorder was positioned on a lamp column (LC8) on the west side of the street, opposite the junction with Hill Street, and measured speeds in both directions.

The main survey results were:-

- mean speeds of 21mph southbound / 16mph northbound, and
- 85th percentile speeds of 28mph southbound / 24mph northbound.

The target for a signed 20mph street is to have mean speeds of 20mph or less, and 85th percentile speeds of 24mph or lower (this is the ACPO enforcement figure). Since the measured speeds in New Lane were higher for southbound traffic, particularly the 85th percentile figure, the recommended action was to consider an engineering solution to slow traffic.

In response to this recommendation, a feasibility study for New Lane was included in the Council’s Speed Management Programme. The brief asked for the study to consider both vertical and horizontal traffic

calming measures, along with possible improvements for pedestrians wishing to cross to / from the West Bank Park access close to the junction with Hill Street.



New Lane looking southwards from Hill Street junction



New Lane top section looking southwards

Petition

The author has become aware of the fact that a petition has been submitted to Full Council in May 2022. The petition, signed by 124 residents, asks for “speed calming measures on New Lane”.

The petition was submitted at the same time as several others, and Highway Regulation are to acknowledge the petitions in a consolidated report to September’s Executive Member decision session meeting.

The findings and recommendations of this feasibility study are to support the petition report.

Speed Management Feasibility Study

Traffic Speeds

Although a speed survey had been carried out in December 2019 near the Hill Street junction (at lamp column 8), New Lane is long and has sections with different characteristics. It was therefore decided to carry out two further speed surveys to give a better understanding of traffic speeds along the whole of the street. The surveys were carried out in November 2021 at lamp columns 4 and 11, as shown on the plan in **Annex B**.

The key results from the three speed surveys are:-

Lamp Column 4 (between Hill Street and Acomb Road - 2021 survey)

- mean speeds - 20mph northward, 20mph southwards
- 85th %ile speeds - 24mph northward, 25mph southwards

Lamp Column 8 (at the Hill Street junction - 2019 survey)

- mean speeds - 16mph northward, 21mph southwards
- 85th %ile speeds - 24mph northward, 28mph southwards

Lamp Column 11 (between Hill Street and Hamilton Drive - 2021 survey)

- mean speeds - 23mph northward, 22mph southwards
- 85th %ile speeds - 27mph northward, 27mph southwards

Reviewing the 2021 surveys further (as this is more current), the percentages of vehicles exceeding the enforcement limit were considerably higher in the southern section (32.9% southbound, 37.5% northbound) than in the northern section (17.4% southbound, 12.9% northbound).

Similarly, the percentages of vehicles exceeding the signed speed limit were also considerably higher in the southern section (62% southbound, 75.3% northbound) compared to 48.4% northbound and 47.1% southbound in the northern section.

The data indicates that the majority of the higher speeding incidents occurred between the hours of 00:00 and 07:00 in both directions, although the numbers of vehicles at these times are low. Throughout the remainder of the day, mean speeds are generally more compliant with the limit or just over, although speeds in the southern section are slightly higher than in the northern section.

The data also indicates the main problem area for traffic speed along New Lane to be the section between Hill Street and Hamilton Drive, where both the target levels for mean and 85th percentile speeds are exceeded.

The survey figures for the section between Hill Street and Acomb Road are lower, and closer to the target values. Over this section, on-street parking occurs on both side of the road, and there is a significant bend that reduces forward visibility for drivers. These factors are thought to make drivers proceed with more caution and generally at a lower speed. The only figure of concern is the 85th percentile speed for southbound drivers approach the Hill Street junction.

Traffic Flows

The 2021 speed surveys also gave a measure of traffic flows along the street. The key results of the surveys are provided below. The main findings are:

Northern Section (Hill Street – Acomb Road)

- Average daily two-way flow - 1032 vehicle movements
- Highest hourly two-way flow – 116 vehicle movements

Southern Section (Hill Street – Hamilton Drive)

- Average daily two-way flow - 868 vehicle movements
- Highest hourly two-way flow – 97 vehicle movements.

These are very low flows, equating to about one vehicle movement every 30 seconds in the peak hour over the busiest section of the street (i.e. Hill

Street to Acomb Road). In the southern section, this falls to about one vehicle movement every 45 seconds.

The daily AM and PM peak flows in either direction are also very low.

	Northern section		Southern section	
	Northbound	Southbound	Northbound	Southbound
Daily Average	616	416	507	361
Weekday average	651	422	578	393
Weekend average	506	394	384	305
Daily Average AM peak	125	59	81	58
Daily Average PM peak	103	79	96	68
Monday average	625	416	561	372
Tuesday average	631	403	582	397
Wednesday average	663	417	581	395
Thursday average	671	436	559	374
Friday average	667	435	587	421
Saturday average	566	384	444	349
Sunday average	446	404	324	262

These figures are significant, because horizontal traffic calming measures on two-way roads tend to rely on a high level of opposing traffic flow to be effective. This is discussed later in the report.

On-site observations confirmed the low traffic flows along of the road. There was also little pedestrian activity observed, with the pedestrian access gate to West Bank Park being the only obvious focal point for crossing movements.

Road Traffic Accidents

One of the main aims of introducing a speed management scheme would be to make the road environment safer. Therefore, it was felt important for the study to investigate the history of road traffic accidents in the street.

The police accident records were looked at going back to 2014, when the 20mph limit was introduced.

Only one injury accident has been recorded along New Lane since 2014, this occurring in 2021 close to the junction with Hill Street. This was a “rear-end shunt” by a car following another travelling northwards. The first car braked suddenly to let a vehicle travelling in the opposite direction pass a parked car, and the following driver did not react quickly enough

and a rear-end collision occurred. The driver of the front car suffered a slight injury. Excessive speed was not recorded as a contributory factor.

This indicates that the street has an excellent road safety record.

Damage-only accidents are usually not recorded, so there is no indication of how many of this type of accident may or may not have occurred.

Speed Management Options

In addition to the very low traffic flows it experiences, New Lane is not a bus route or considered a key strategic road for the emergency services. It is classified as a “residential” area in the Council’s Speed Management Plan, meaning it is considered a suitable location for the application of the full range of traffic calming measures to address speeding issues. These include:-

- Road humps or speed tables (full-width vertical measures)
- Bus-friendly vertical measures – such as speed cushions.
- Horizontal features (e.g. chicanes and build-outs) and mini roundabouts.

As mentioned earlier, the very low traffic flows mean that horizontal measures are not likely to be effective in New Lane. Vertical measures would be more effective, but can be unpopular with local residents due to potential noise and vibration issues. Road humps are the generally the most effective means of slowing all types of vehicle, with round-top humps being the most cost effective solution. However, at key pedestrian crossing locations more expensive flat-top speed tables can offer additional benefits, and on bus routes speed cushions are favoured because of improved passenger comfort.

The design of a speed management scheme appropriate for New Lane, along with potential improvements to the pedestrian crossing point near the West Bank Park access, is discussed in more detail below:

Key considerations:-

- Analysis of the survey data indicates that the main area of concern for speeding along New Lane is the section between Hill Street and Hamilton Drive.
- A road hump scheme would offer the most effective way of reducing speeds to the target levels for a 20mph street

- 75mm high round-top road humps are the standard used in York. They are usually “taper edged” so they do not affect road drainage
- To be most effective, humps should be located at regular intervals along a street, ideally with a spacing of around 75m.
- A road hump scheme should have an initial speed-reducing feature to ensure that approaching drivers are not travelling at excessive speed when encountering the first vertical measure. This might be turning at a road junction before entering the street in question, or passing through a horizontal feature such as a road narrowing. The entry signing for a 20mph limit is also deemed to be adequate warning.

Option A

A road hump scheme could cover the whole length of New Lane, as shown in **Annex C**. The scheme would comprise 6 road humps at regular spacing. Initial speed reduction would be achieved by having to turn into New Lane from the end junctions with Acomb Road or Hamilton Drive, or from Hill Street mid-way along it.

The slowing effect of the humps should make it slightly easier and safer for pedestrians to cross the road anywhere, including near the West Bank Park entrance. However, the improvement will be small, and probably not recognised by local people.

Option B

This would be the road hump scheme in Option A enhanced with a specific measure to help pedestrian cross near the West Bank Park access. The level of pedestrian activity would not justify the introduction of a controlled crossing facility (i.e. Zebra or Puffin), and the road is not wide enough for the introduction of a central refuge. Therefore the most appropriate improvement for pedestrians would be the introduction of a road narrowing feature, as illustrated in **Annex D**.

This would make the crossing point more visible, and reduce the width of carriageway to be crossed. Although the narrowing would have directional priority working signs added, the low probability of meeting an opposing vehicle means that traffic speeds would not be reduced by any significant amount.

Option C

This would target the southern section of the street between Hill Street and Hamilton Drive, where the highest speeds are occurring. The scheme would comprise just three road humps. The need for an initial speed-reducing feature in advance of the road humps would be addressed by including the road narrowing described above, just south of the Hill Street junction. The scheme is illustrated in **Annex E**.

As mentioned earlier, because of the low traffic flows on New Lane, such a feature is unlikely to result in drivers having to slow down significantly to give-way to on-coming traffic. However, it would be sufficient to meet the requirements for having a speed reducing feature at the start of the road hump scheme, and would be viewed as an improvement for pedestrians.

Option D

This does not propose any road humps, and would just have additional 20mph repeater signs along the street to remind drivers of the lower limit and encourage them to slow down, as shown in **Annex F**. The road narrowing near West Bank Park, illustrated in **Annex D**, could be provided to provide an enhanced crossing facility for pedestrians.

Option E

This “do minimum” option does not propose any road humps, or a road narrowing. The additional repeater 20mph signs shown in **Annex F** would be provided, to increase driver awareness and compliance with the existing 20mph limit. At the crossing point near West Bank Park, some guard-railing would be installed to highlight the crossing point and direct people to the existing dropped kerb facility, as shown in **Annex G**.

Analysis and Cost Estimates

The study has confirmed that New Lane is a very lightly trafficked road, with a very good safety record. Speed surveys show that the existing 20mph restriction is working adequately over much of the street, but there is an issue with higher speeds on the section between Hill Street and Hamilton Drive. This section also includes the entrance to West Bank Park, the only obvious attractor for pedestrian crossing movements in the area.

The petition submitted by residents has indicated a general concern about speeding on New Lane (124 signatures) and requests the installation of speed calming measures. The proposal for calming measures is supported by at least one of the ward members.

Option A, a road hump scheme covering the full street, would certainly address the speed issue and generally improve safety for pedestrians seeking to cross road. However, it would be introducing traffic calming measures into the northern half of New Lane, where speeding has been proven not to be an issue, and would not provide obvious improvements to help pedestrians cross near the West Bank Park access. It would be an expensive option (estimated scheme cost £20K).

Option B, would enhance the road hump scheme proposed in Option A by the addition of a road-narrowing just south of Hill Street. This would provide a more obvious improvement for pedestrians, but would add significantly to the scheme cost (estimated scheme cost £25K).

Option C, a reduced road hump scheme within the southern section, with a road narrowing near Hill Street, would address the main speeding issue and introduce an obvious facility to help pedestrians crossing near the West Bank Park access. In cost terms, this would only be removing three road humps from Option B, so the scheme cost would still be high (estimated scheme cost £18K).

Option D - just the road narrowing plus some extra 20mph signing - would be less effective on traffic speeds than road humps and the evidence suggests there is not a serious safety problem to address. Removal of the road humps would reduce the scheme cost by about £6K. The road narrowing would highlight and improve the pedestrian crossing point, but it remains an expensive feature (estimated scheme cost £12K).

Option E - 20mph signing improvements - could bring about a small improvement in driver awareness and compliance with the speed limit. The introduction of guardrail near the West Bank Park access would help highlight the crossing point and direct people to the existing dropped kerb facility. It would be a low cost scheme (estimated scheme cost £5K).

Conclusion

Given the scale of problems to be addressed, it is considered that **Option E** represents the most appropriate way forward. Although improved

signing would be a very low level of intervention, the evidence gathered by the study shows that the street is a safe environment with low traffic levels and pedestrian activity. The surveys showed speeds are higher than desired for a 20mph restriction, but are not considered to be a serious safety concern. Similarly, the study has shown that pedestrians have little difficulty, or face serious safety issues, crossing the road near West Bank Park access. The small measures proposed as part of the Option E scheme should improve driver awareness of the crossing point, and encourage more use of the existing crossing facility.

Whatever is introduced, it would be prudent to out further speed monitoring out a few months after implementation to assess the scheme's success and whether further consideration needs to be given to further action.

Recommendation

Officers consider that the recommended action would be to progress the measures outlined in Option E. Transport Board had earlier approved this recommendation.

However, given the concerns raised through the petition and subject to the decision of the Executive Member following September's meeting, Officers consider that consultation could take place on a number of options and be reported back to Executive Member for a decision on which option to progress to delivery.

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Annexes:

Annex A – Location plan

Annex B – Speed survey locations

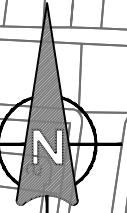
Annex C – Road hump scheme (full street)

Annex D – Road narrowing feature


Annex E – Road hump scheme (part of street)

Annex F – Additional 20mph repeater signs

Annex G – Pedestrian guardrailing



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NEW LANE (ACOMB)

SPEED MANAGEMENT STUDY - LOCATION PLAN

REV	AMENDMENTS	DATE	DRAWING_No	SCALE
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ANNEX B

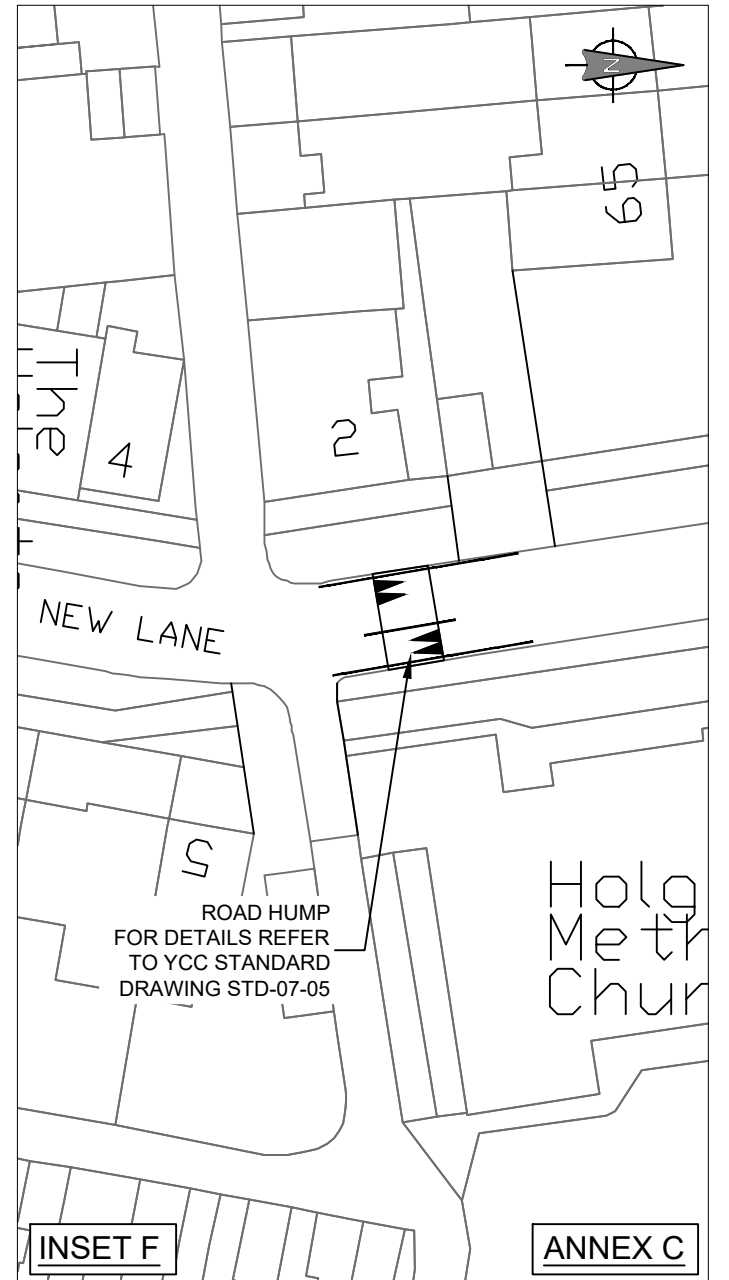
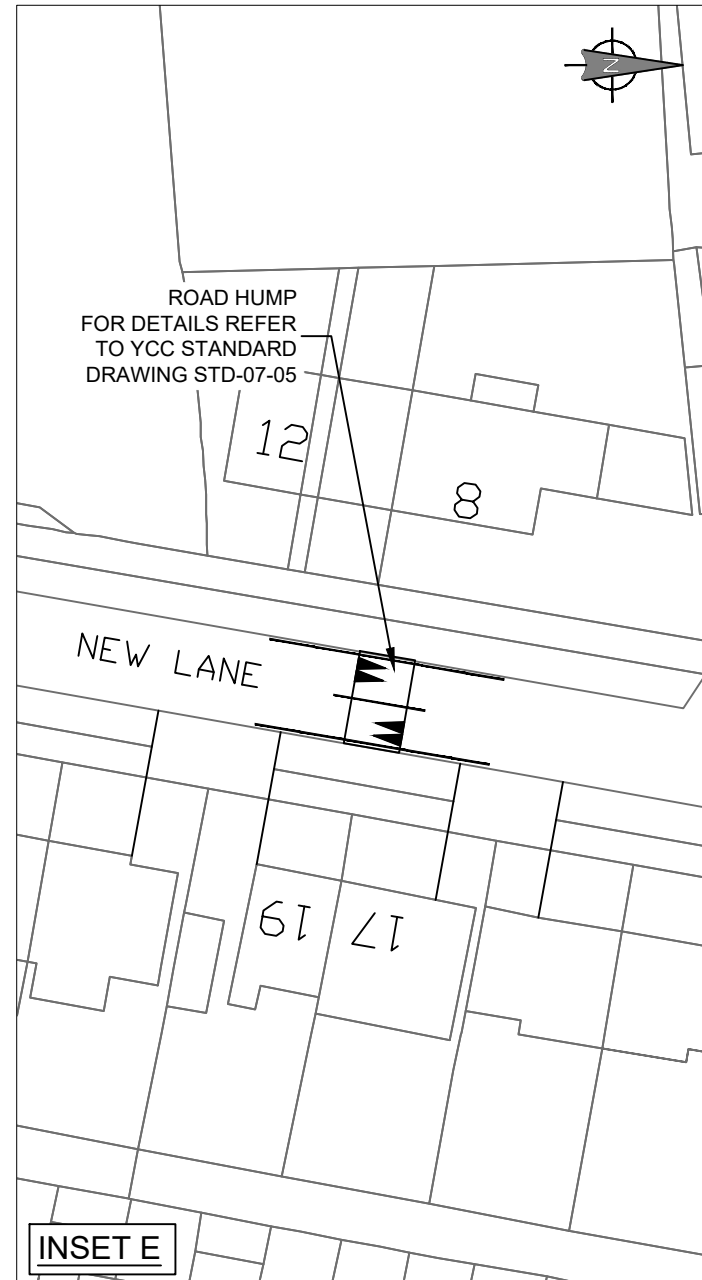
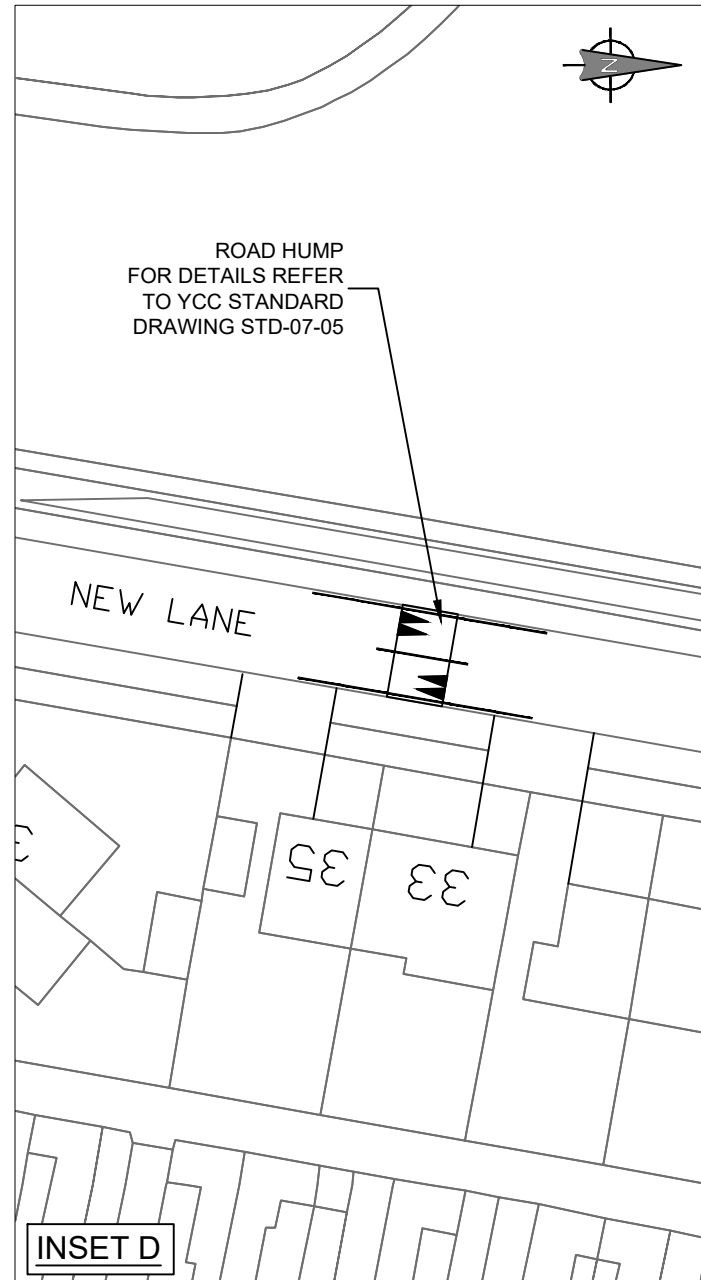
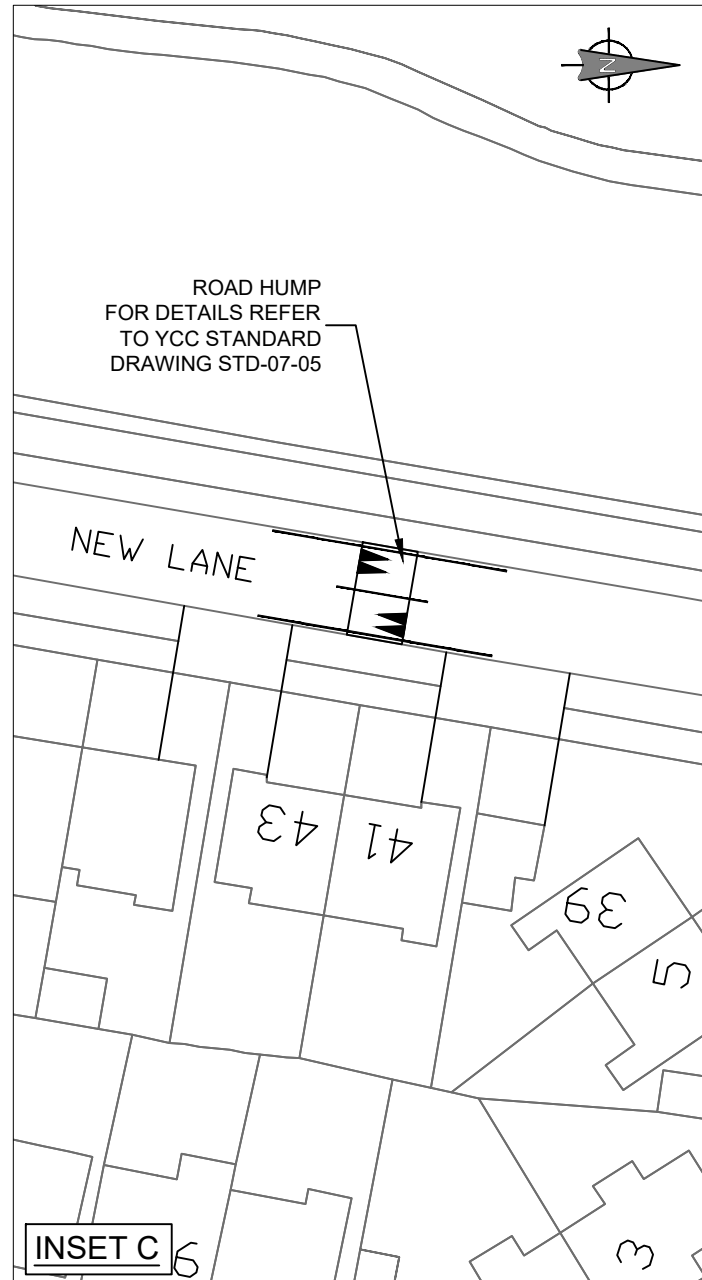
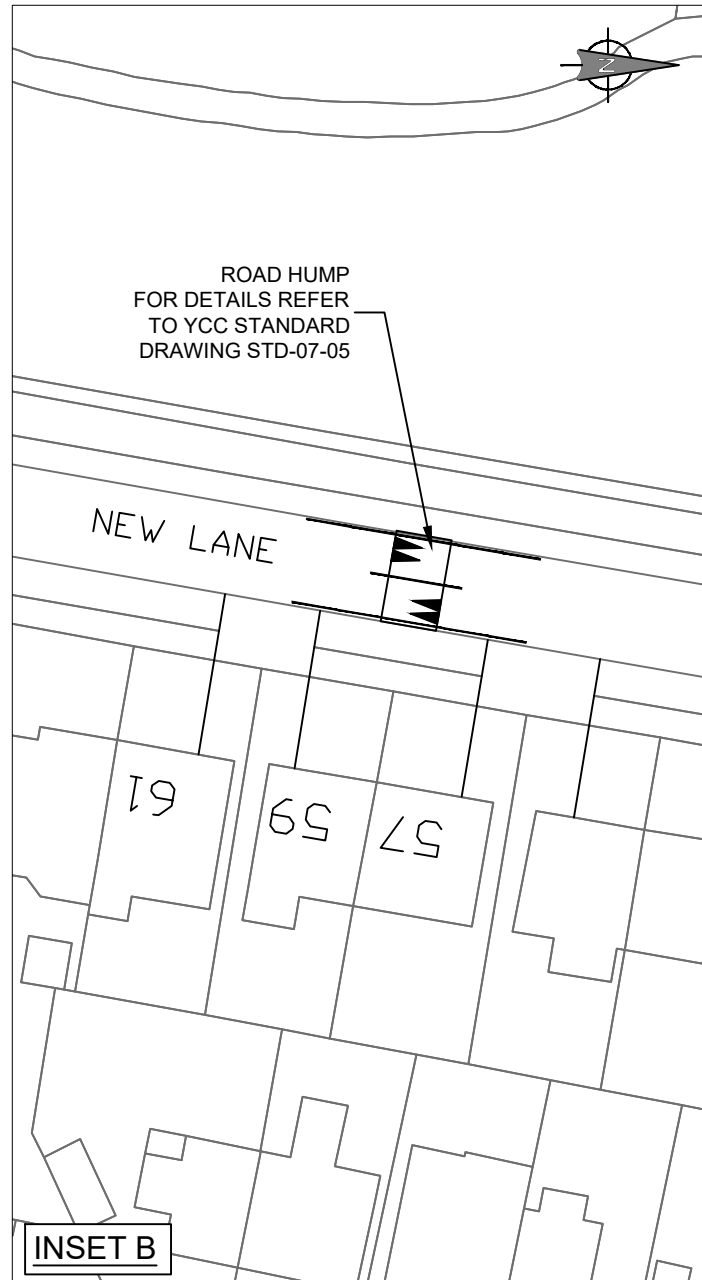
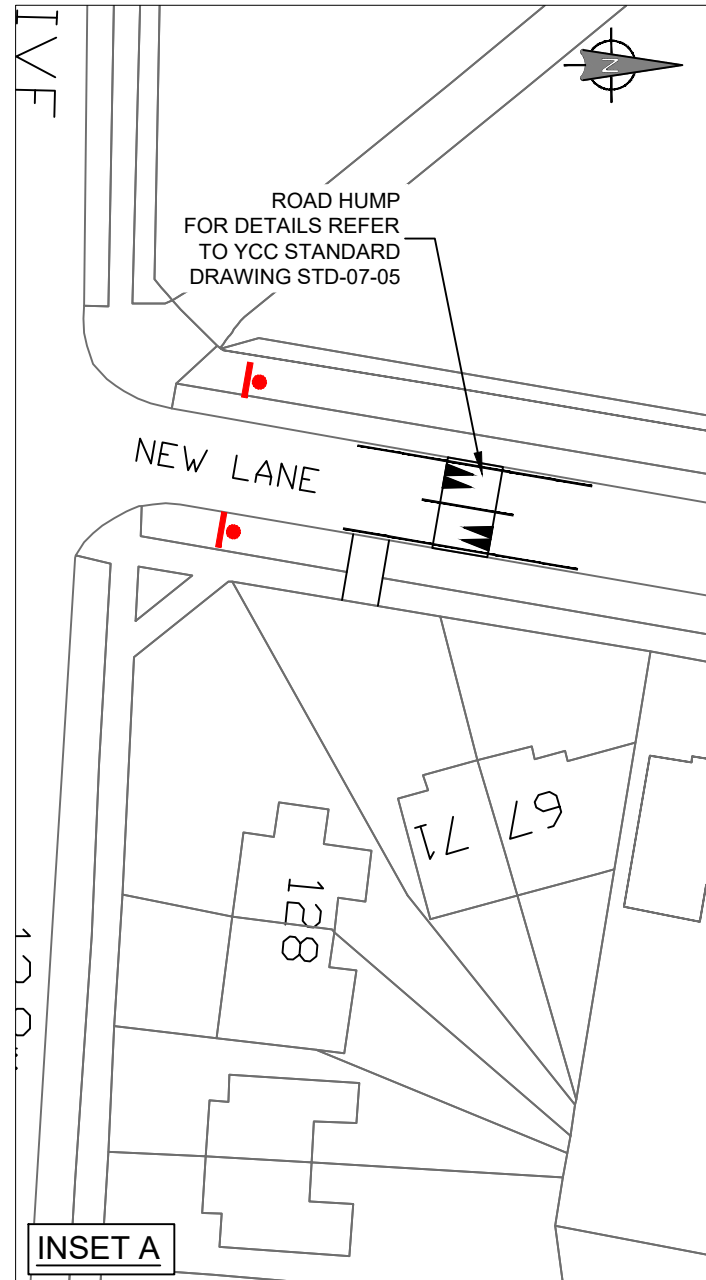
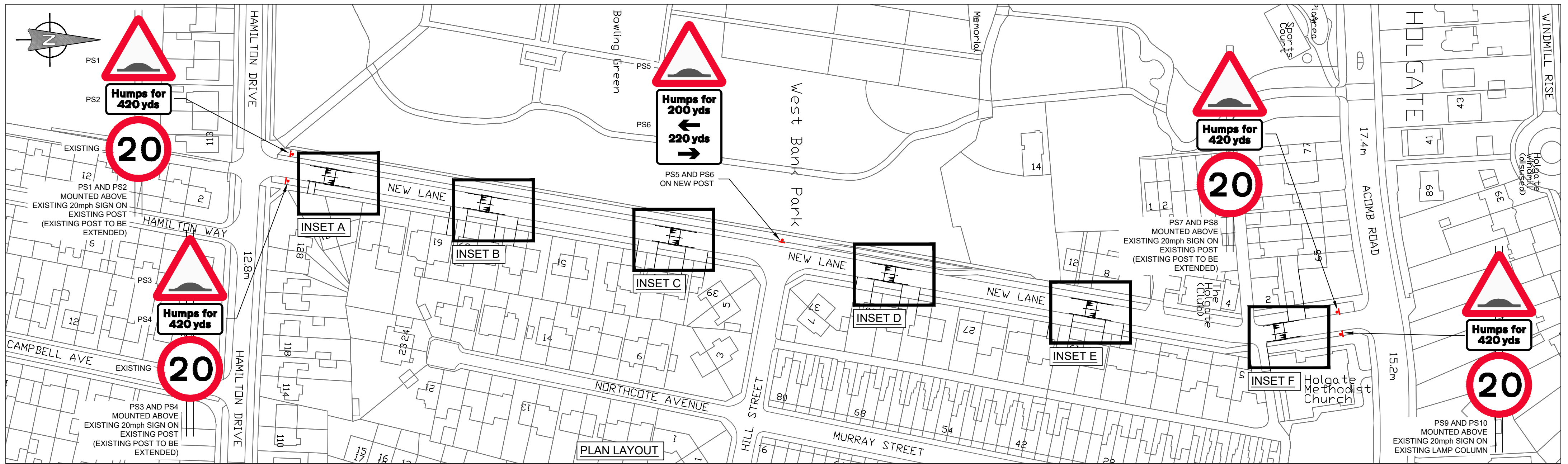


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NEW LANE (ACOMB)
SPEED MANAGEMENT STUDY - SPEED SURVEYS


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West Bank Park

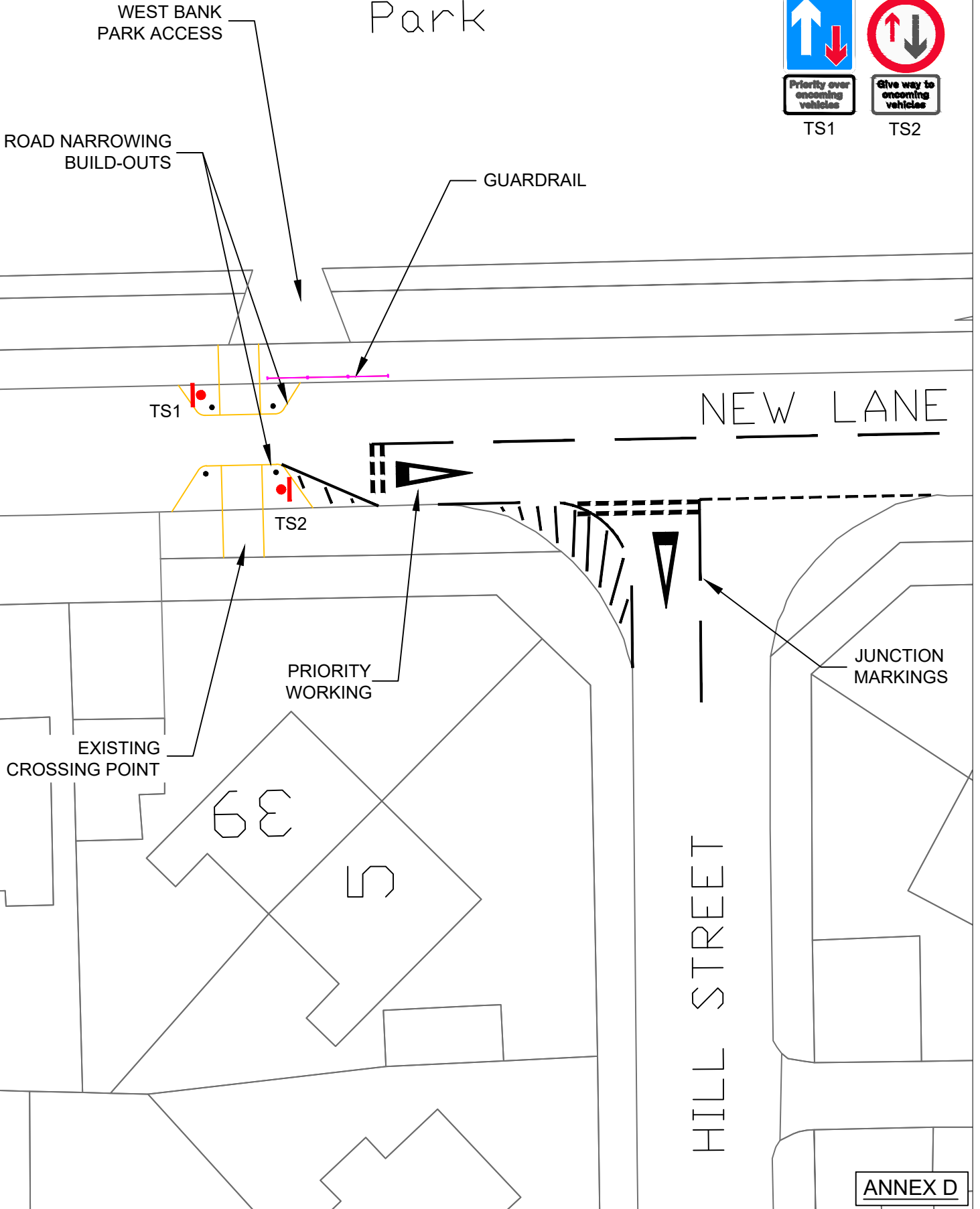
TRAFFIC SIGNS 



Priority over oncoming vehicles
TS1



Give way to oncoming vehicles
TS2



ANNEX D

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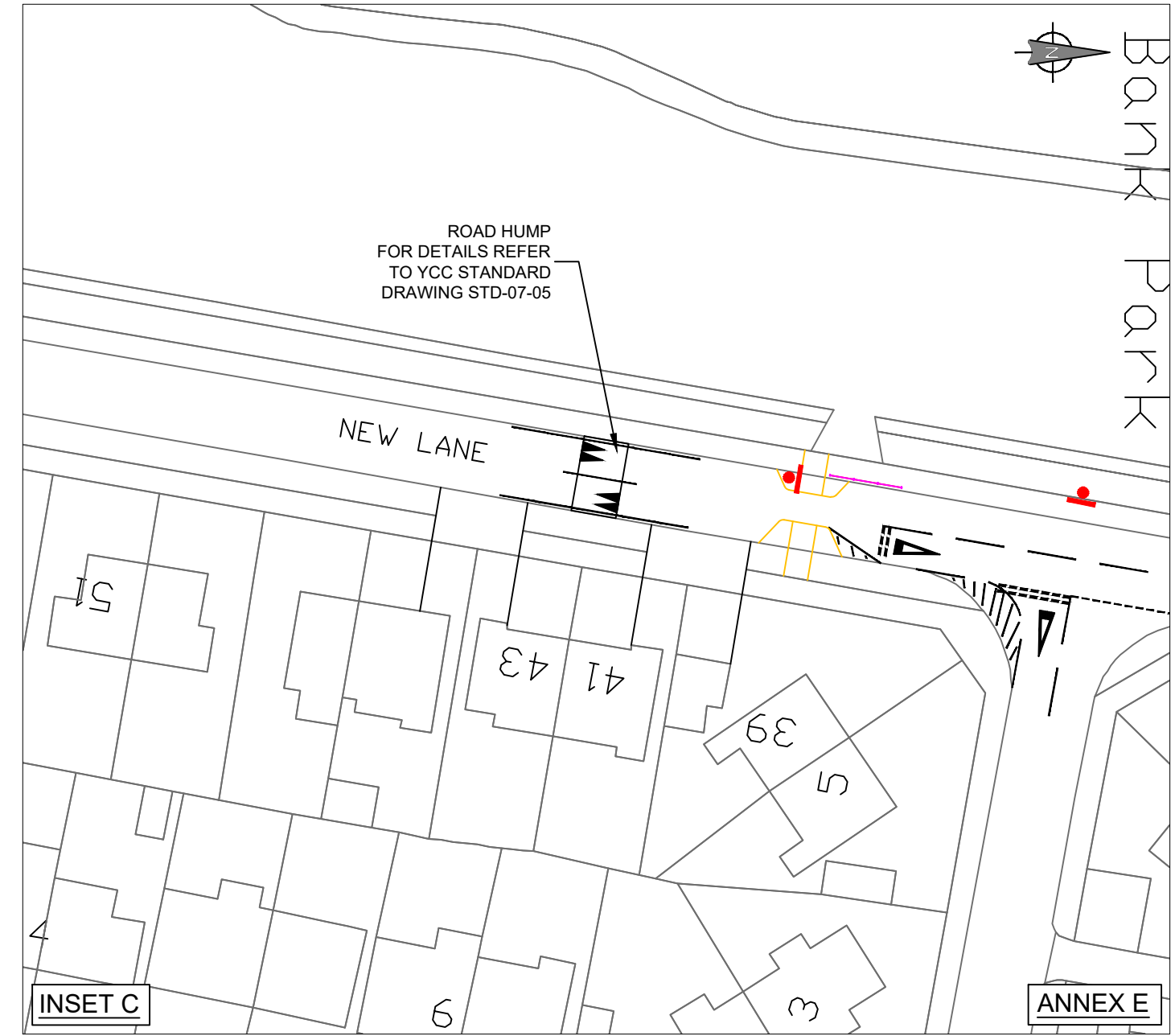
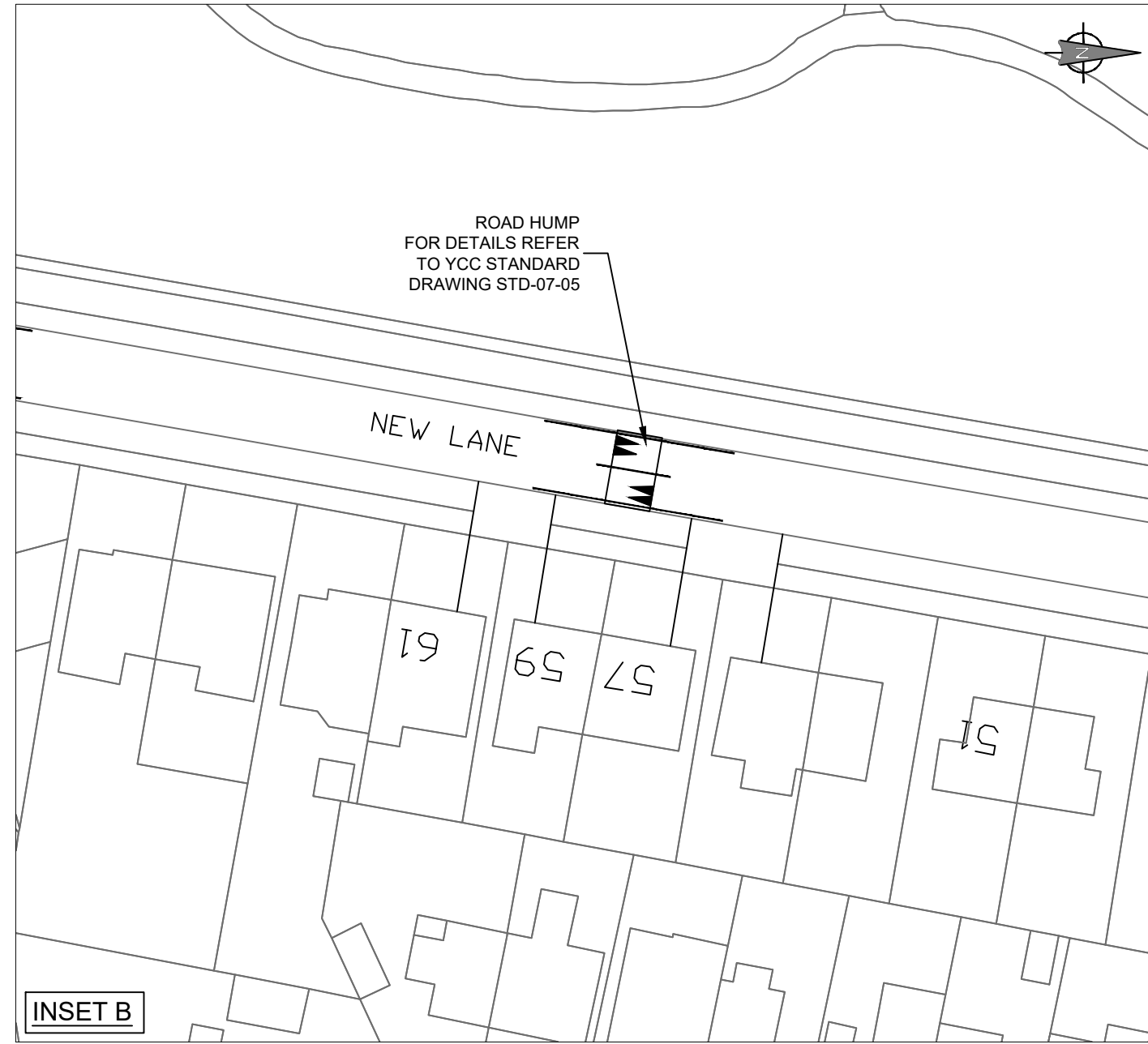
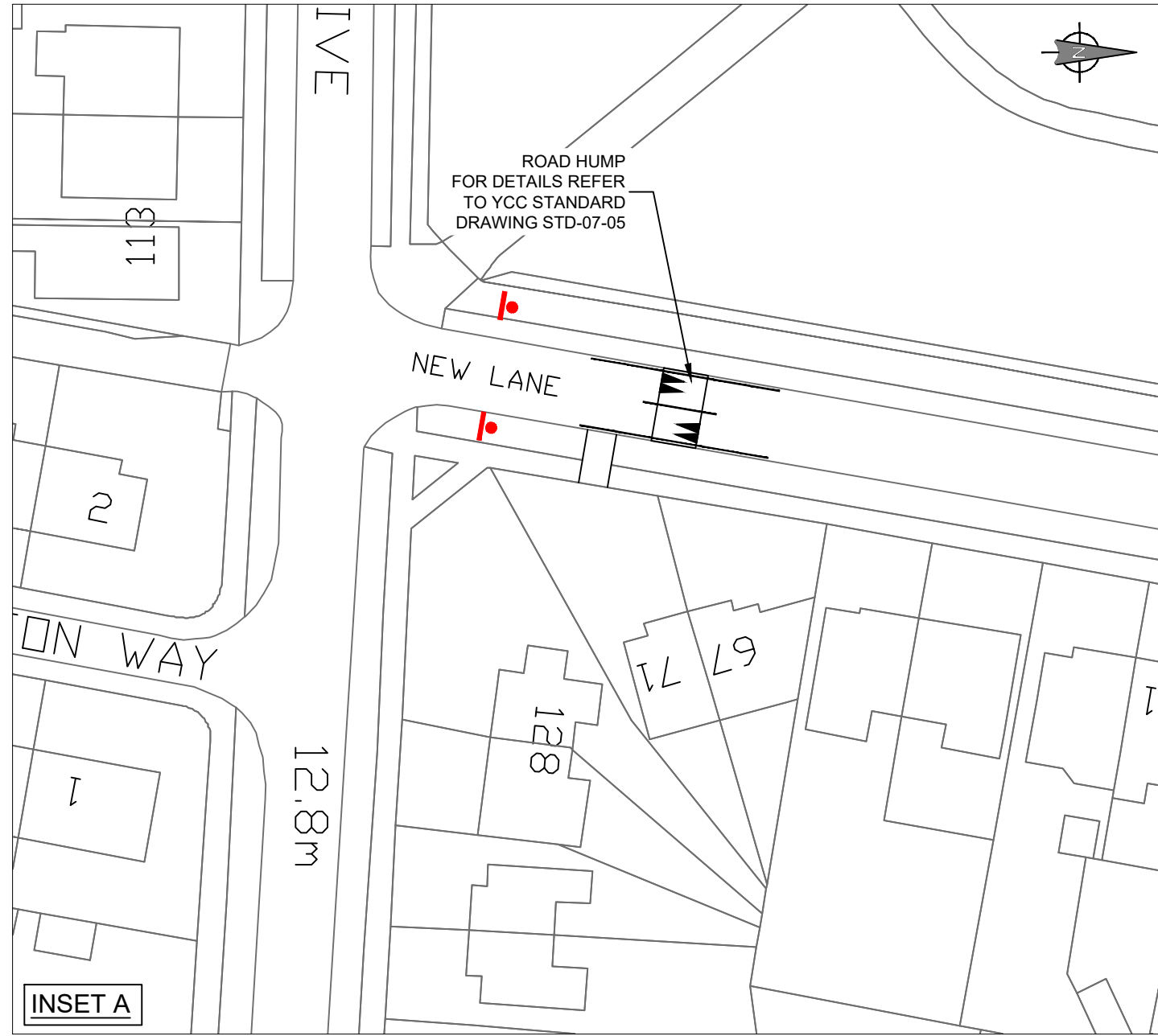
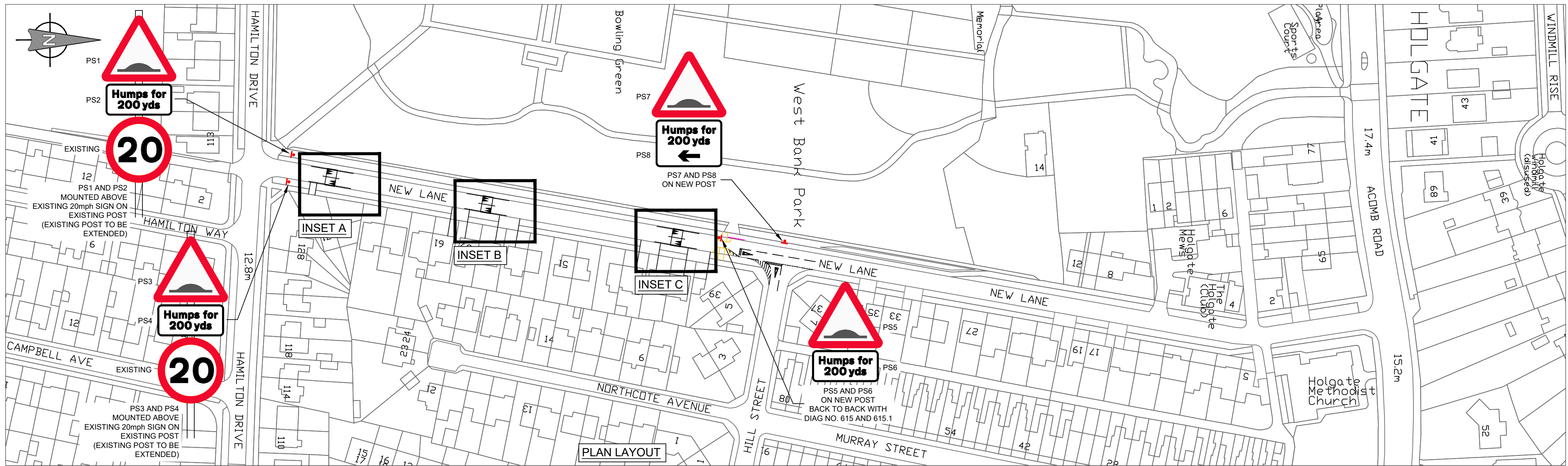
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NEW LANE (ACOMB) SPEED MANAGEMENT STUDY ROAD NARROWING

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ANNEX F

**NEW LANE (ACOMB)
SPEED MANAGEMENT STUDY - ADDITIONAL 20mph SIGNING**

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West Bank Park

WEST BANK
PARK ACCESS

PROPOSED
GUARDRAIL

NEW LANE

HILL STREET

ANNEX G

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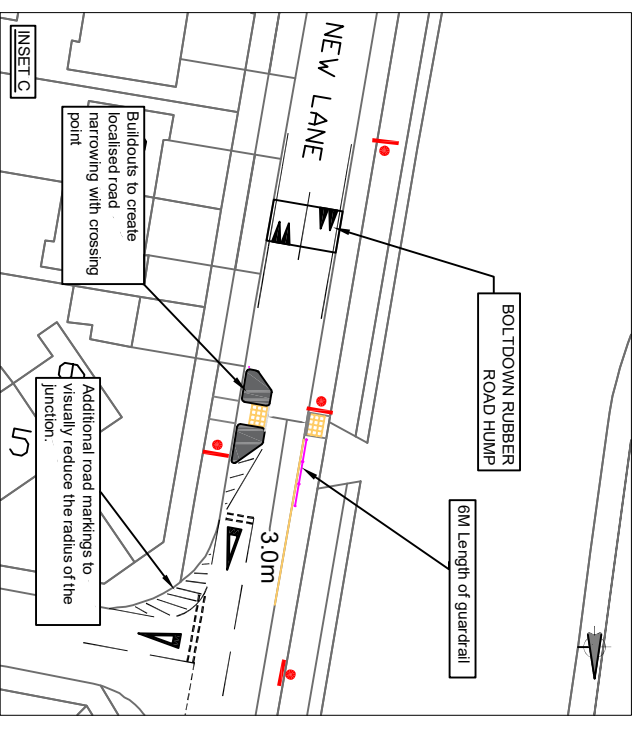
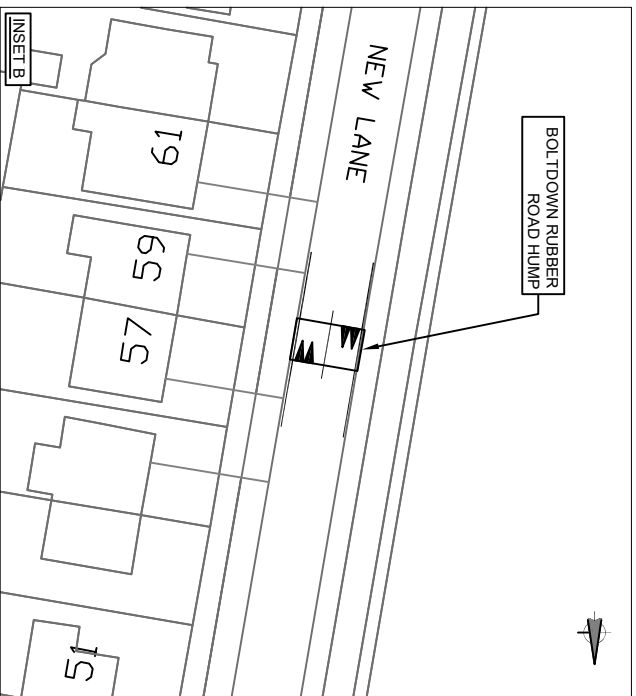
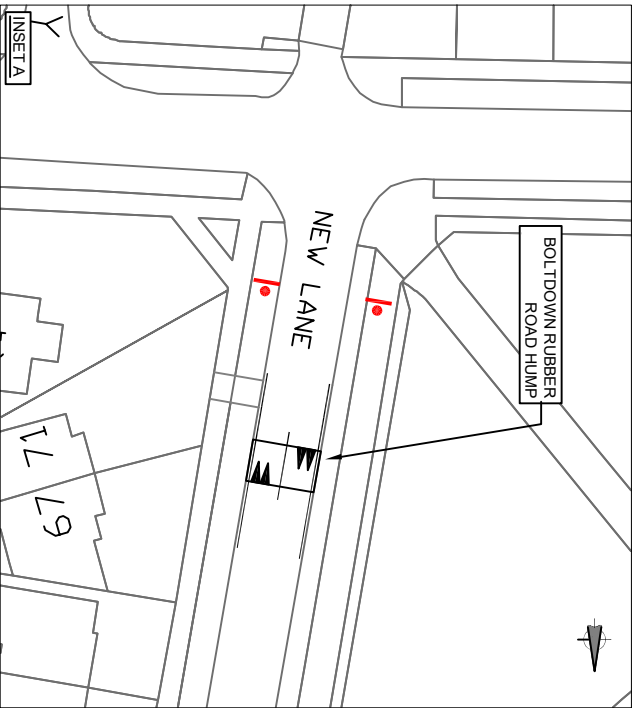
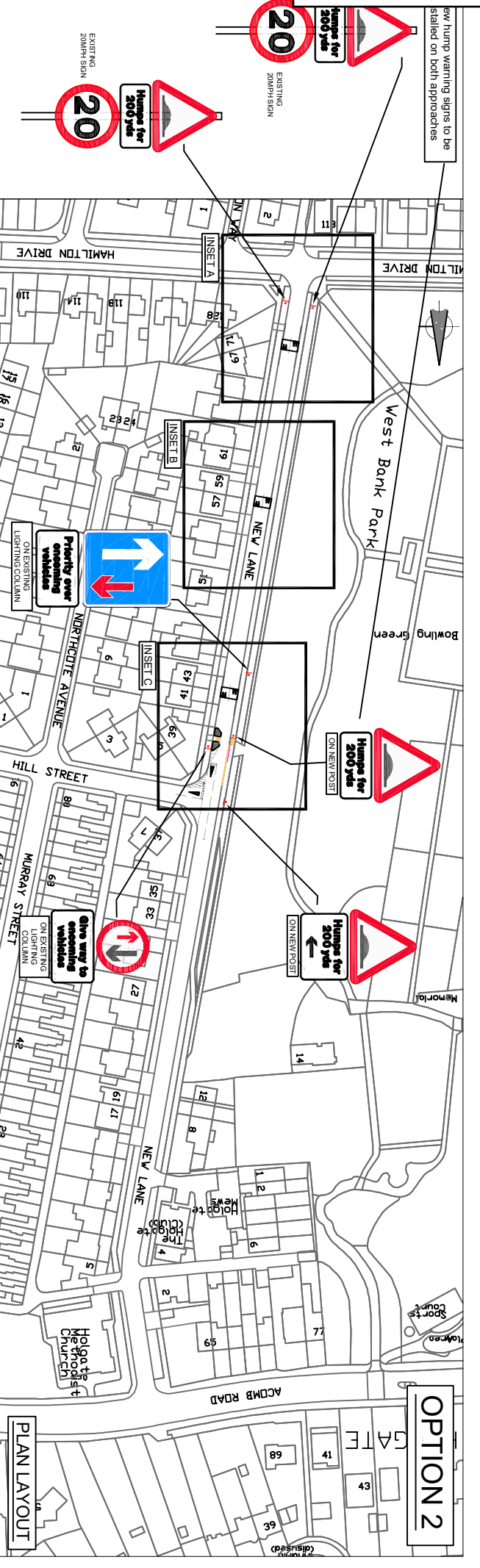
NEW LANE (ACOMB) SPEED MANAGEMENT STUDY PEDESTRIAN GUARDRAIL SCHEME

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ANNEX 3



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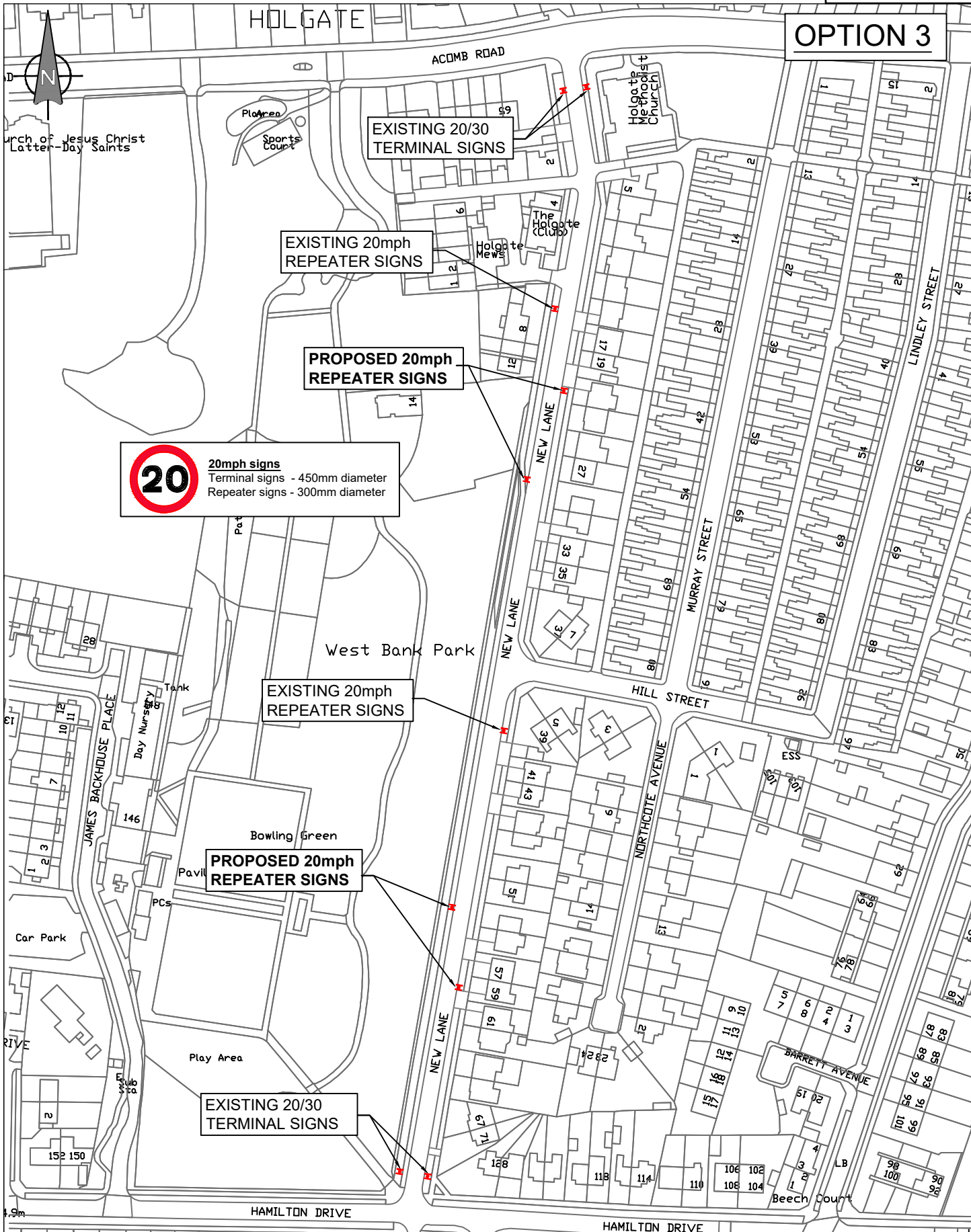
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**NEW LANE, ACOMB SPEED MANAGEMENT SCHEME
 OPTION 2 - SPEED HUMPH SCHEME WITH CROSSING POINT IMPROVEMENT**

SCALE: NTS
 DWG No. HED/200016/NL/EX/02

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Place Directorate

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West Offices
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YO1 6GA

Our Ref: 200016_NL_01
3 March 2023

Dear Resident,

Consultation: New Lane, Acomb – Speed Management Proposals

A recent speed concern report and petition has led to a review of vehicle speeds on New Lane. City of York Council are now considering options for speed reducing measures on the street and we are writing to you to gather your views on the options and for your preference.

New Lane has a signed 20mph speed limit. The target for this type of street is mean speeds of 20mph or less, and 85th percentile speeds (the speed at or below which 85 percent of people drive) of 24mph or lower.

To gain a better understanding of the speed profile for the full length of the street speed surveys were undertaken at three locations. A summary of the speed data is shown on an attached plan. The results indicate that through the northern section vehicle speeds are within the expected range. South of the Hill Street junction the mean speeds are still acceptable, but the 85th percentile speeds for southbound traffic increases close to the Hill Street junction and beyond.

To help reduce vehicle speeds three options are now being considered. As the highest vehicle speeds are on the southern section of New Lane any proposed physical traffic calming measures are contained to this end of the street. The proposed options are described below and drawings for each scheme are attached to illustrate the proposals:

Option 1: Traffic Calming.

A series of three speed humps on the southern half of the street along with the relevant signing.

Option 2: Traffic Calming and crossing point improvement.

A series of three speed humps on the southern half of the street along with the relevant signing. In addition, a localised narrowing of the carriageway

to a single lane, this creates an opportunity to provide a better crossing point in the vicinity of the access to West Bank Park. A section of guardrail to slow pedestrians as they approach the carriageway is also proposed.

Option 3: Signs only.

Eight additional repeater signs to be provided the full length of New Lane to support the existing signage.

We are now seeking residents' views which will be presented to the Executive Member for Transport to help decide which option proceeds. The deadline for responses is **Friday 24th March 2023**. Please provide any feedback in writing or via email to ben.potter@york.gov.uk.

Yours faithfully,

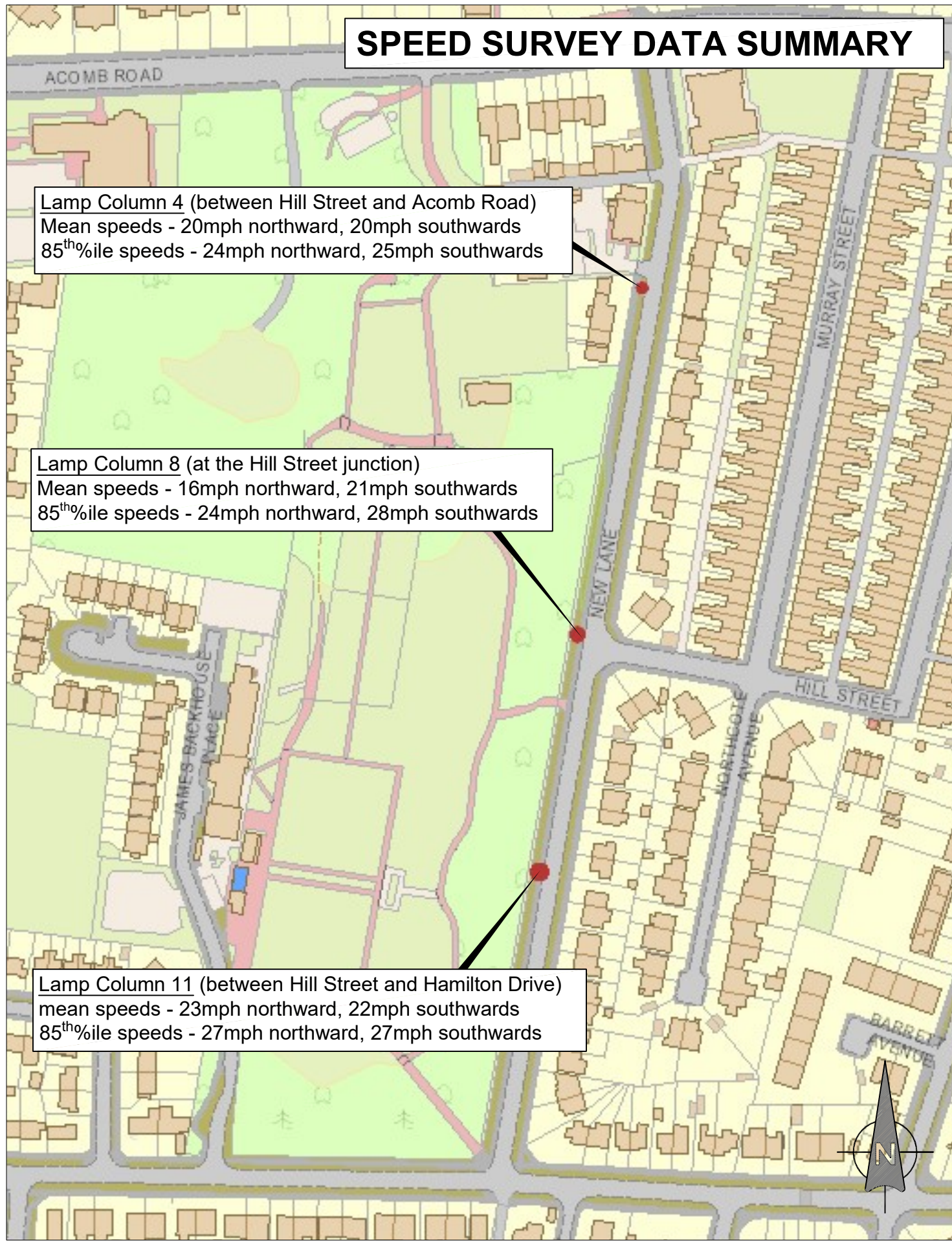
Ben Potter
Engineer
Highways Engineering Design

SPEED SURVEY DATA SUMMARY

Lamp Column 4 (between Hill Street and Acomb Road)
 Mean speeds - 20mph northward, 20mph southwards
 85thile speeds - 24mph northward, 25mph southwards

Lamp Column 8 (at the Hill Street junction)
 Mean speeds - 16mph northward, 21mph southwards
 85thile speeds - 24mph northward, 28mph southwards

Lamp Column 11 (between Hill Street and Hamilton Drive)
 mean speeds - 23mph northward, 22mph southwards
 85thile speeds - 27mph northward, 27mph southwards



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NEW LANE SPEED MANAGEMENT SCHEME SPEED SURVEY DATA SUMMARY

SCALE NTS

DATE 23/02/2023

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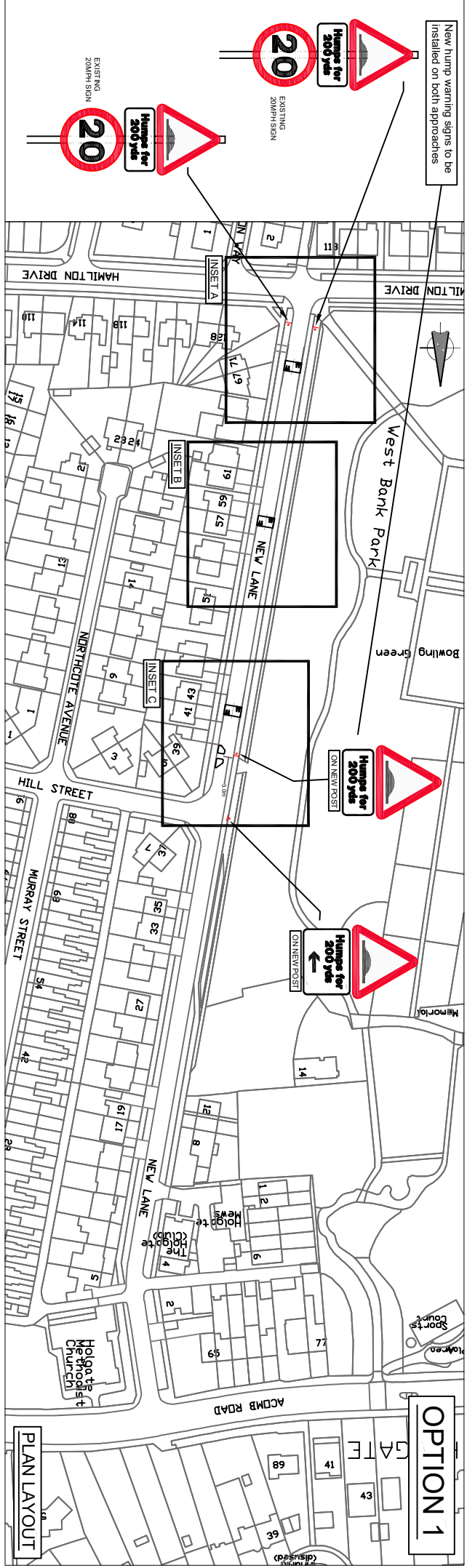
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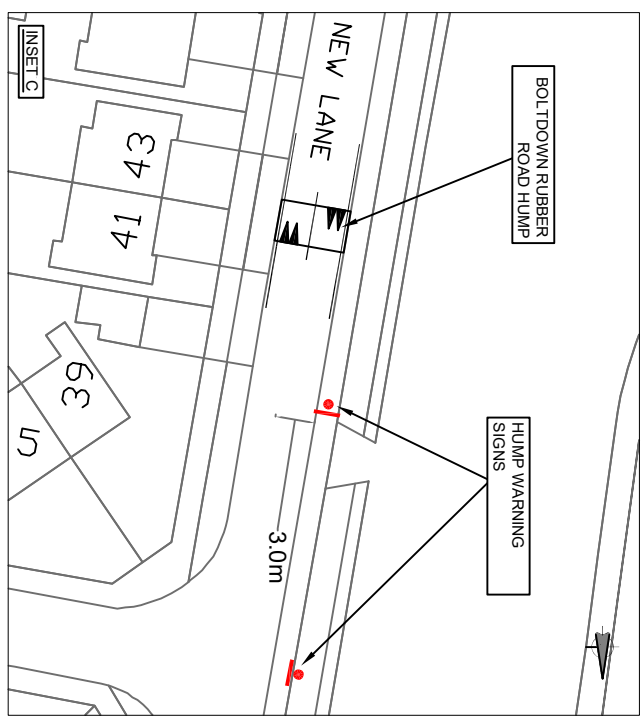
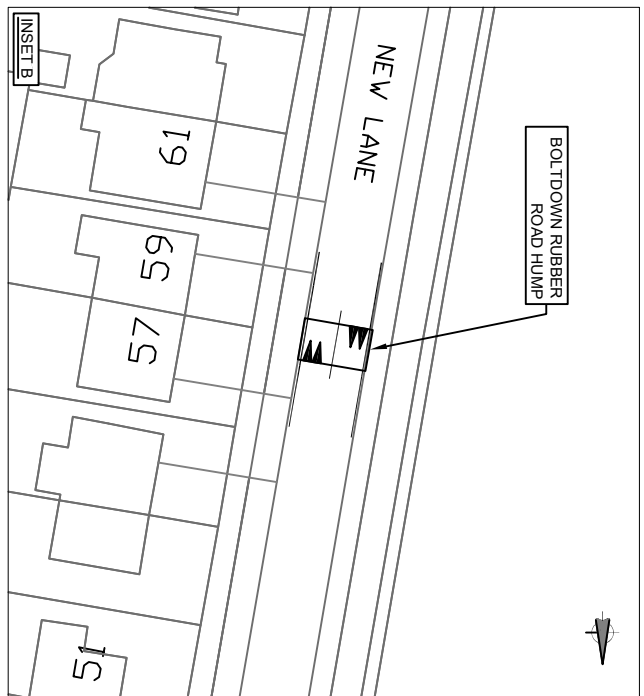
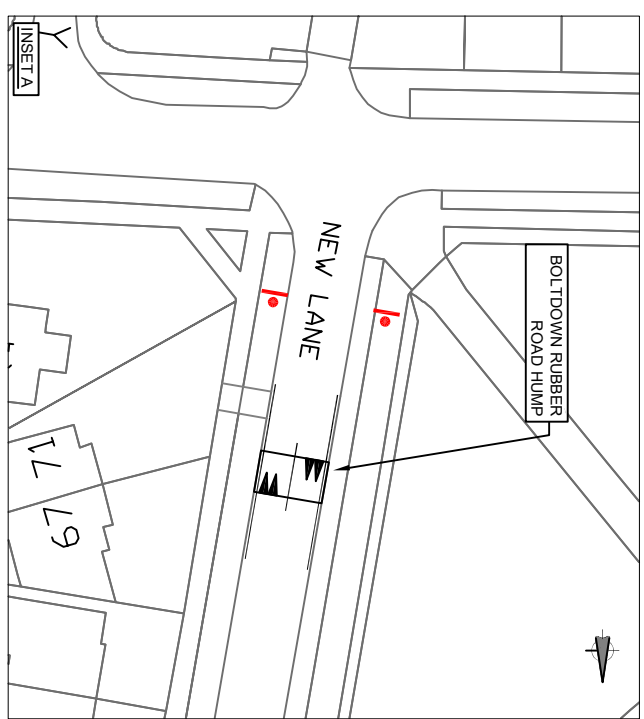


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OPTION 1

PLAN LAYOUT



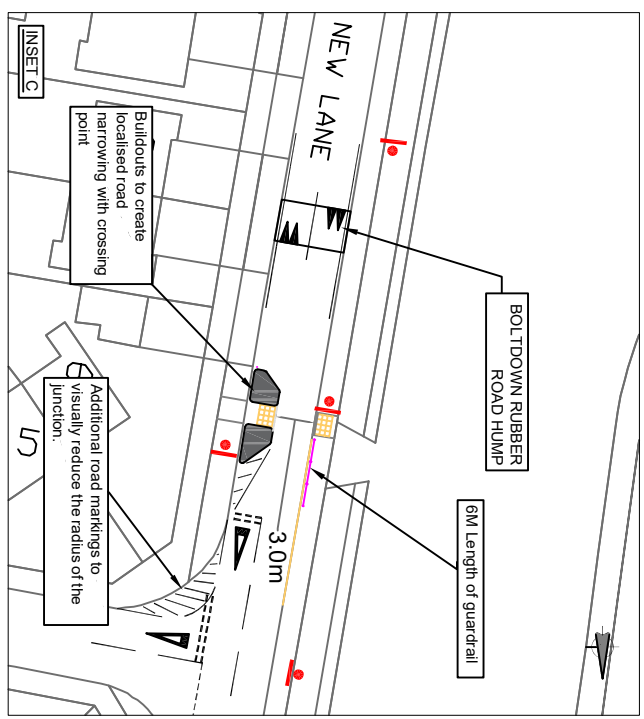
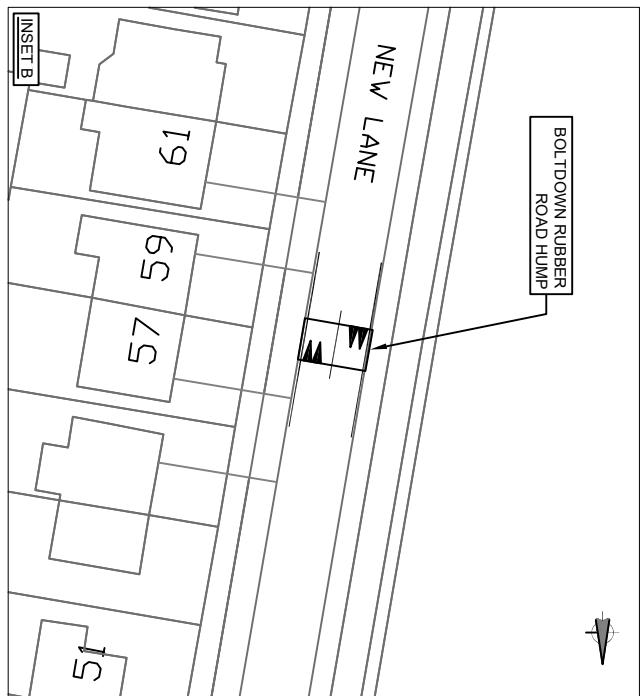
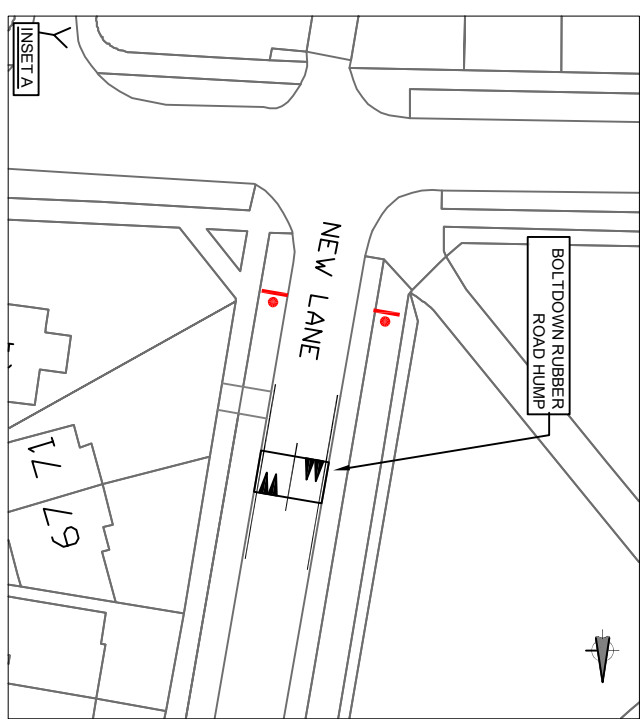
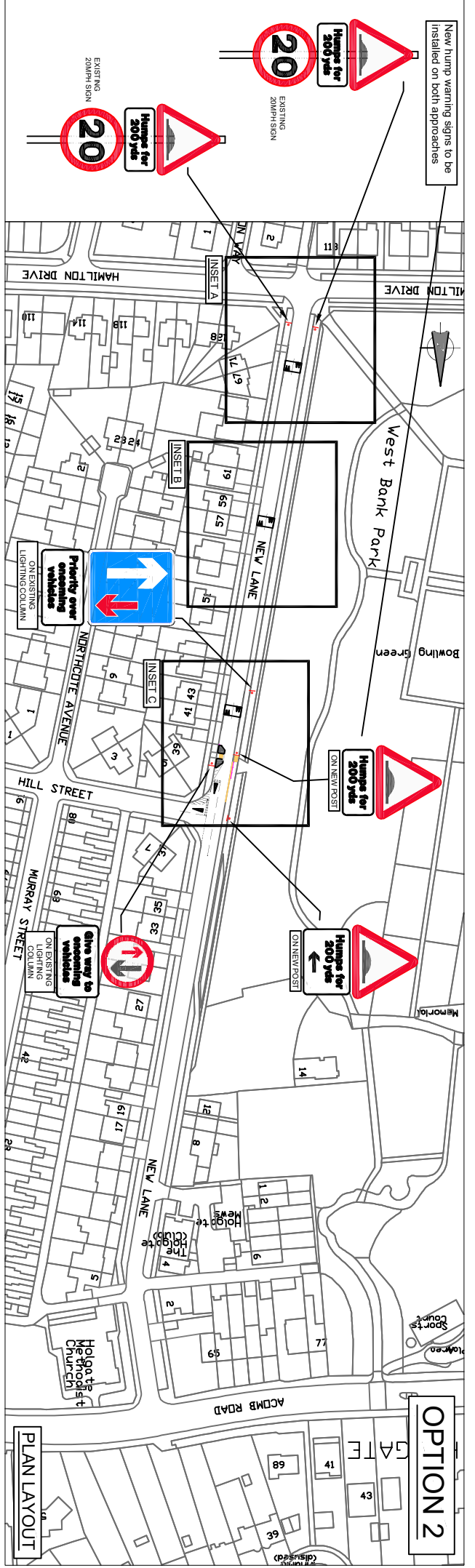
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DATE	28/02/23	A3			

NEW LANE, ACCOMB SPEED MANAGEMENT SCHEME OPTION 1 - SPEED HUMPS SCHEME

SCALE	NTS
DWG No.	HED/200016/NL/EX/01



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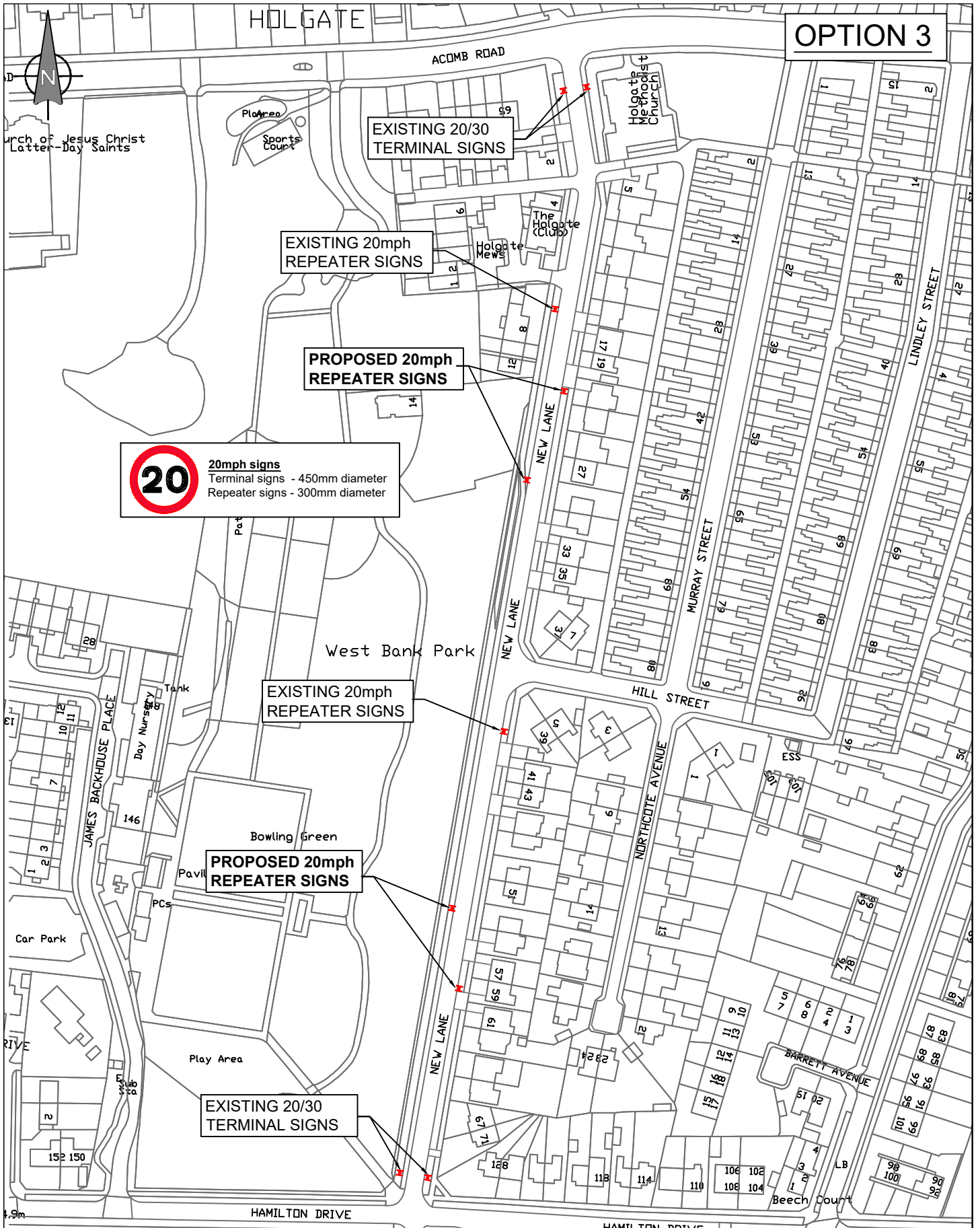
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NEW LANE, ACOMB SPEED MANAGEMENT SCHEME

OPTION 2 - SPEED HUMPS SCHEME WITH CROSSING POINT IMPROVEMENT

SCALE	NTS
DWG No.	HE/D/200016/NL/EX/02



OPTION 3

20 20mph signs
Terminal signs - 450mm diameter
Repeater signs - 300mm diameter

EXISTING 20/30
TERMINAL SIGNS

EXISTING 20mph
REPEATER SIGNS

PROPOSED 20mph
REPEATER SIGNS

EXISTING 20mph
REPEATER SIGNS

PROPOSED 20mph
REPEATER SIGNS

EXISTING 20/30
TERMINAL SIGNS

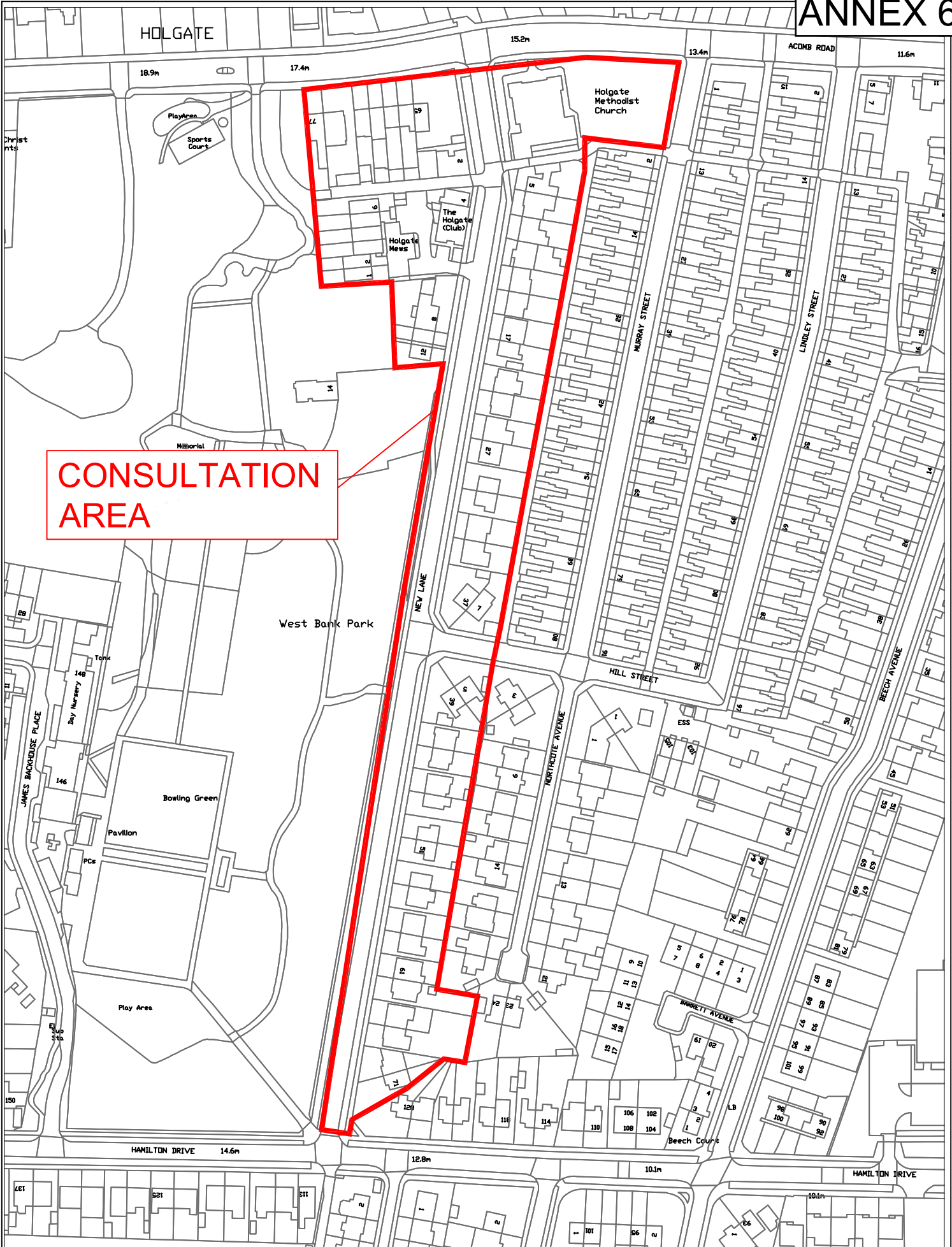
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**NEW LANE, ACOMB - SPEED MANAGEMENT SCHEME
OPTION 3 - SIGNING ONLY**

REV	AMENDMENTS	DATE	HED/200016/NL/EX/03	SCALE	NTS	A3
			Drawn: BP	DATE	30/01/2023	
			Checked:			

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 <p>CITY OF YORK COUNCIL Highways Engineering Design Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	<p>New Lane, Acomb Speed Management Scheme Consultation Area</p>		SCALE	NTS							
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City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Highways Asset Management		
Name of the proposal :	New Lane (Acomb) Speed Management Scheme		
Lead officer:	Mike Durkin / Ben Potter		
Date assessment completed:	03/05/2023		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Mike Durkin	Engineer (Highways Engineering Design)	CYC	Transport engineering and road safety
Ben Potter	Engineer (Highways Engineering Design)	CYC	Highways engineering and road safety

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>Speed Management Schemes (SMS) are part of the Council's speed review process, carried out in partnership with North Yorkshire Police, which provides a framework for responding to complaints about traffic speed.</p> <p>The aim of this specific scheme is to review to operation of the existing 20mph speed restriction along New Lane in Acomb, develop and assess options for improving driver compliance, and implement a suitable solution.</p>
1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>Department for Transport Circular 01/2013 - SETTING LOCAL SPEED LIMITS</p> <p>Local Transport Note 1/07 - TRAFFIC CALMING</p>

1.3	Who are the stakeholders and what are their interests?
	<p>CYC - as the Highway Authority responsible for road safety and setting speed limits. Local Residents - can be affected both by traffic speeds and the measures introduced to control them. Ward Councillors - they represent the local residents and can help get appropriate action taken. North Yorkshire Police – the scheme is derived from a long-standing speed management partnership.</p>

1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>Reduction in the speed of vehicles to improve the area for local residents and other road users, particularly in terms of road safety, and to ensure greater compliance with the signed speed limit.</p>

Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
Source of data/supporting evidence	Reason for using	
Speed surveys	For substantiation of perceived speeding problems and assessing the need for improvements to reduce the speeding issues. Automatic measuring equipment was used to record speeds over a full week for both directions of travel at each of three survey sites along the street.	
On-site observations	The Designer, who is a very experienced Traffic Engineer, spent several hours on-site observing traffic conditions and gaining an appreciation of how the street operates.	
Designer's experience	The Designer considered a wide range of options for reducing vehicle speed, and from previous experience had a good understanding of how these could impact road users and other stakeholders.	
Consultation responses	<p>Local residents are the stakeholder group most effected by speed reduction measures so their opinions give us a good understanding of how the proposals will impact the local community.</p> <p>CYC Officers were also consulted giving a good range of opinions with regard the impact of the options presented. Additional issues on the street were also raised which were outside the scope of this scheme.</p>	
Petition	The receipt of a petition calling for action to reduce speeds helps us understand that there is support for measures on the street. However, it must be treated carefully and it is unclear where the signatures were gathered from.	

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.		
Gaps in data or knowledge		Action to deal with this	
There are not considered any significant technical gaps in information or understanding. The speed surveys, backed up by on-site observation, produced very robust data and understanding of the current situation.			

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)

Age	No Impacts	0	L
Disability	No Impacts	0	L
Gender	No Impacts	0	L
Gender Reassignment	No Impacts	0	L
Marriage and civil partnership	No Impacts	0	L
Pregnancy and maternity	No Impacts	0	L
Race	No Impacts	0	L
Religion and belief	No Impacts	0	L
Sexual orientation	No Impacts	0	L
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	No Impacts	0	L
Low income groups	No Impacts	0	L
Veterans, Armed Forces Community	No Impacts	0	L

Other			
Impact on human rights:			
List any human rights impacted.	None	0	L

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a **POSITIVE** impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a **NEGATIVE** impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a **NEUTRAL** effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
No actions considered necessary.	

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
- No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	Consideration of all the evidence gathered as part of scheme has not highlighted any potential for unlawful discrimination or adverse impacts. If the proposed measures are introduced monitoring of the situation would be continued, and opportunity for further review if unforeseen issues become apparent.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
N/A	N/A	N/A	N/A

Step 8 - Monitor, review and improve

	<p>How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<ul style="list-style-type: none">• Customer feedback post-completion.• Road safety audit review post-completion.• Monitoring and review of accident records, if any.• Follow up speed surveys. <p>The results of the above will provide a means of measuring the success of the scheme and identify if any further modifications may be required.</p>