

**Report to the Chief Officer (Highways and Transportation)**

**Date: 17 February 2015**

**Subject: B6165 Selby Road/Chapel Street, Halton – Proposed Junction Signalisation**

**Capital Scheme Number: 16287**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Temple Newsam	<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. One of the four key objectives of the Best Council Plan is to ‘promote sustainable and economic growth’ through delivering key infrastructure projects. The proposals within this project will address congestion in the Halton area, delays public transport experience at this junction and provide a safer environment for the general public.
2. The junction of the B6165 Selby Road / Chapel Street, Halton has been identified in discussions with the West Yorkshire Combined Authority and bus operators as a location where buses are experiencing delays, especially during peak times. West Yorkshire Combined Authority (WYCA) have agreed funding from their budget for bus hotspots across West Yorkshire.
3. This report looks to seek approval to introduce traffic signals that will improve the situation for buses, pedestrian facilities to provide safe pedestrian movement in the locality and a Traffic Regulation Order to introduce waiting restrictions around the junction and on sections of Chapel Street and a banned right turn into Chapel Street from Selby Road.

**Recommendations**

1. The Chief Officer (The Chief Officer (Highways and Transportation)) is requested to:
  - i) note the contents of this report;

- ii) approve the proposals to introduce traffic signals at the B6165 Selby Road/Chapel Street junction as shown on drawing number TME/31/1/81/1a, at a total cost of £100,000;
- iii) authorise the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised; and
- iv) give authority to incur expenditure of £90,000 works costs and £10,000 staff costs, to be funded from the WYCA Local Transport Plan Bus Hotspot fund.

## **1 Purpose of this report**

1.1 The purpose of this report is to seek approval to implement a scheme for the introduction of traffic signals at the B6165 Selby Road / Chapel Street junction that will improve the situation for buses, pedestrian facilities to provide safe pedestrian movement in the locality and a Traffic Regulation Order to introduce waiting restrictions and a banned right turn at and around the junction, with the scheme being funded from the WYCA Local Transport Plan Bus Hotspot fund.

## **2 Background information**

2.1 The A6120 Station Road, Green Lane, Chapel Street, B6165 Selby Road corridor has been identified in discussions with the West Yorkshire Combined Authority and bus operators as a route where buses are experiencing delays during peak times at various locations, especially at the B6165 Selby Road /Chapel Street junction in Halton.

2.2 The junction is well used by public transportation with a minimum of 10 bus movements per hour through this junction, however during the AM peak period the average journey delay for buses is approximately 45 seconds compared with the inter peak period, overall 5% of buses lose 12 seconds and 95% of buses lose 1.5 minutes.

2.3 The B6165 Selby Road/Chapel Street is currently a give way controlled staggered crossroads, with a zebra crossing located on the south west arm of the junction. The junction, especially the Chapel Street arm is prone to queuing traffic and the junction has been the site of four slight injury accidents in the past 5 years, with three accidents involving pedestrians.

2.4 Following discussions between Leeds City Council Transport Planning & Policy, West Yorkshire Combined Authority and bus operators, this junction was identified as a source of delays to bus services that operate to, from and through the Halton area.

2.5 It has been an aspiration since the introduction of the East Leeds Quality Bus Scheme in the mid 90s, to address the congestion problems at the Selby Road/Chapel Street junction and it is only now when the delays to public transport are so significant and the West Yorkshire Combined Authority have funding available for bus hotspots, that it has been agreed to address this site.

2.6 The possible impact of introducing traffic signals at the Selby Road/Chapel Street junction has been modelled by the City Council's UTMC, and it has been concluded that the junction has adequate capacity for existing traffic if run on a 90 sec cycle time in peak periods.

2.7 There will be an improvement to traffic flows in an eastbound direction, by replacing the existing zebra crossing with signals and bus journey times will be improved, though delays cannot be removed entirely due to the cycle time and constraints of coordination along Selby Road.

2.8 Pedestrians will incur a slight increase in delay at the existing pelican crossing located outside Tesco Express, but this disadvantage will be offset by the provision of pedestrian crossing facilities on 3 arms of the new traffic signal junction.

### **3 Main issues**

#### **3.1 Design Proposals and Full Scheme Description.**

3.1.1 The objective of this proposal is to reduce bus journey times through the B6165 Selby Road/Chapel Street junction, with the proposals including;

- a) The removal of the existing zebra crossing and the introduction of traffic signals with associated pedestrian facilities across both legs of Selby Road and Chapel Street and equipment to aid bus priority along this route;
- b) Realignment of the kerblines on Selby Road, Chapel Street and Hunters Way and reconstruction of the adjacent footways;
- c) Introduction of formal parking restrictions around the junction and on sections of Chapel Street to prevent on street parking and a right turn ban from Selby Road into Chapel Street to enable the safe and efficient working of the traffic signal junction; and
- d) All ancillary works including road markings, traffic signing, drainage and relocation of the bus stop on Selby Road.

3.2 **Programme** – Subject to this report being approved and signed off the works will commence during the 2014/15 financial year.

### **4 Corporate Considerations**

#### **4.1 Consultation and Engagement**

4.1.1 Ward Members and the Local MP were consulted on the proposals by email on 20 December 2014. The Ward Members support the proposals and feel that they can only serve to improve the Halton area.

- 4.1.2 West Yorkshire Police, WYMAS and West Yorkshire Fire Service were consulted on the proposals by email on 20 December 2014. The local Neighbourhood Policing team responded in favour of the scheme. No other adverse comments have been received to date against the proposals.
- 4.1.3 The West Yorkshire Combined Authority and the bus operators were consulted by email on the 20 December 2014. WYCA and the bus operators initially raised this junction as a bus hotspot and have been involved in agreeing this proposal. A site meeting is to be held to agree a suitable new location for the bus stop on Selby Road.
- 4.1.4 All local businesses directly affected by the proposals were consulted via letter drop in January 2015. Various comments and suggestions were raised by numerous business proprietors about certain elements of the proposals and subsequent adjustments have been made to reflect these comments and suggestions.
- 4.1.5 The Safety Audit Team were consulted on the scheme proposals on the 20 January 2015 and asked to carry out a Stage 1 Safety Audit. A Stage 1 Safety Audit was carried out on the 26<sup>th</sup> January 2015 and the Safety Audit report raised 4 issues, with the main one requesting pedestrian facilities on the eastern arm of Selby Road which will be included in the final design along with the other 3 recommendations.
- 4.1.6 The Cycling and Access Officers were consulted on the proposals by email on the 22 January 2015. The proposals were presented to the Cycling Forum, who requested a segregated left turn facility into Chapel Street, however due to the footway in front of the library only being partially adopted highway we are unable to facilitate this request, however advanced stop lines (ASLs) will be provided at the new traffic signals. No other adverse comments have been received to date.

## **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 Halton, children travelling to and from the local schools and improving the situation for the residents of the various areas;
  - 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 centre of Halton for those residents 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 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26. The proposals contained in this report are in accordance with Local Transport Plan 3 - Strategic Approaches:

<b>Transport Assets:</b>	P2.	Maintain to a suitable and sufficient standard.
	P4.	Use new network management practices to minimise congestion and ensure efficient recovery from disruption.
<b>Travel Choices:</b>	P10.	Promote the benefits of active travel.
<b>Connectivity:</b>	P18.	Improve safety and security
	P22.	Develop networks and facilities to encourage cycling and walking.

4.3.1 Disabled/Mobility: The provision of level crossing points and dropped crossings will Formal pedestrian facilities will provide a positive aid to all pedestrians especially disabled and will ease pedestrian movement across the busy B6165 Selby Road and Chapel Street.

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

### 4.4 Resources and value for money

4.4.1 **Full scheme estimate:** The total estimated cost of the scheme is £100,000, comprising £90,000 works costs and £10,000 staff fee costs fully funded from the WYCA Local Transport Plan Bus Hotspot fund.

4.4.2 **Capital Funding and Cash Flow.** West Yorkshire Combined Authority have funding available for bus hotspots, and this location was agreed as a site to be progressed.

Complete the embedded table below:

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	90.0		43.0	47.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	10.0		7.0	3.0			
OTHER COSTS (7)	0.0						
TOTALS	100.0	0.0	50.0	50.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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	100.0		50.0	50.0			
SCE ( C )	0.0						
SCE ( R )	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income ( Specify )	0.0						
Total Funding	100.0	0.0	50.0	50.0	0.0	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

4.5 **Revenue Effects.** The cost of maintaining the broadband line will be £300 per year

#### 4.6 Legal Implications, Access to Information and Call In

4.6.1 The scheme is not eligible for call in because it falls below the relevant thresholds.

## **4.7 Risk Management**

4.7.1 Failure to implement these proposals mean that bus delays and general congestion at the junction will be unchanged and the small number of recorded injury accidents could rise.

## **5 Conclusions**

5.1 The proposal in this report will help reduce delays to public transport and the continuing congestion at the junction, as well as providing safe pedestrian facilities across both arms of B6165 Selby Road and across Chapel Street.

## **6 Recommendations**

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

- i) note the contents of this report;
- ii) approve the proposals to introduce traffic signals at the B6165 Selby Road/Chapel Street junction as shown on drawing number TME/31/1/81/1a, at a total cost of £100,000;
- iii) authorise the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised; and
- iv) give authority to incur expenditure of £90,000 works costs and £10,000 staff costs, to be funded from the WYCA Local Transport Plan Bus Hotspot fund.

## **5 Background documents<sup>1</sup>**

7.1 None.

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<sup>1</sup> 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.

<b>Directorate:</b> City Services	<b>Service area:</b> Traffic Management
<b>Lead person:</b> Nick Borrás	<b>Contact number:</b> 3951431

#### 1. Title: B6165 Selby Road/Chapel Street, Halton – Proposed Junction Signalisation

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

The proposals aim to predominantly address the congestion and delays to public transport and improve general road safety and reduce the number of injury accidents at the B6165 Selby Road/Chapel Street junction.

As part of the works it is also proposed to introduce traffic signals that will improve the situation for buses, pedestrian facilities to provide safe pedestrian movement in the locality and a Traffic Regulation Order to introduce waiting restrictions around the junction.



### 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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		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)

The introduction of traffic signals and incorporated pedestrian facilities will benefit the local Halton community, by removing congestion and delays to public transport, increasing pedestrian safety and reducing the likelihood of personal injury accidents by providing a safer and more attractive

environment when travelling around the local residential and commercial areas, especially in the vicinities of the various schools.

Numerous consultations have been carried out with local Councillors, emergency services and local businesses in the areas affected by the works to make everyone aware of the proposals, the aims of the proposals in terms of reduce congestion and delays to public transport and improve general road safety and reduce the number of personal injury accidents at the B6165 Selby Road/Chapel Street junction and promote safer roads in the Halton area.

Additional consultation/engagement will take place prior to the works being carried by means of the legal advertisement of the Traffic Regulation 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 proposed highway scheme at the B6165 Selby Road/Chapel Street junction 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 Halton, children travelling to and from the local schools and improving the situation for the residents of the various areas;
- 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 centre of Halton for those residents 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..

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 around the B6165 Selby Road/Chapel Street junction and parking may be displaced to the surrounding residential streets.

Whilst the proposals will benefit the local community and the public transport provision in the Halton area, there is a possibility that during the legal advertisement of the Traffic Regulation 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, businesses and WYCA and the bus operators of 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, it is possible that further parking restrictions will be required to address any displacement 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

<b>Name</b>	<b>Job title</b>	<b>Date</b>
Nick Hunt	Traffic Engineering Manager	January 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

<b>Date screening completed</b>	January 2015
<b>Date sent to Equality Team</b>	January 2015
<b>Date published</b> (To be completed by the Equality Team)	