

Report to the Chief Officer (Highways and Transportation)

Date: 03 March 2015

Subject: B6154 Wellington Road Widening (on approach to Armley Gyratory)

Capital Scheme Number: 32267 / 000 / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Armley	<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. Operators have been extremely positive with the benefits the inbound bus lane on Wellington Road has brought. They have however, consistently raised the pinch point at the entry to Armley Gyratory (after the lane has ended) due to narrow lane markings.
2. This report seeks approval to undertake very minor works to widen the carriageway approaching Armley Gyratory to improve traffic flow and reduce journey times

Recommendations

3. The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) approve the proposals to widen the carriageway on Wellington Road (approaching Armley Gyratory) as shown in drawing No TME/1.1/2 at a total cost of £15,000; and
 - iii) give authority to incur expenditure of £12,000 works cost and £3,000 staff costs, to be funded from the West Yorkshire Local Transport Plan - Bus Hotspot Fund (Transport Policy Capital Programme).

1 Purpose of this report

- 1.1 To seek approval for the implementation of a minor road widening scheme on Wellington Road at the approach to Armley Gyratory, to enable buses to pass through this area more quickly and reliably.

2 Background information

Bus priority measures have been implemented across the Leeds District. These schemes have proved very successful with both operators and passengers. Priority measures have improved journey times and bus performance and have contributed to increased patronage.

- 2.1 The West Yorkshire Combined Authority have set aside a fund of £1million for bus 'hotspots' across West Yorkshire. Funding is from the Department for Transport's Local Transport Plan, and is targeted at alleviating key bus delay points across Leeds and West Yorkshire in a series of quick wins. WYCA have appraised schemes based on value for money (investment appraisal) and deliverability.
- 2.2 The junction of the B6154 Wellington Road / Armley Gyratory has been identified in discussions with WYCA and bus operators as a location where buses are experiencing delays, especially during peak times.
- 2.3 This approach to Armley Gyratory is well served by public transport, with 20 bus movements during the morning peak hour. A similar level of bus movements occurs during the interpeak period.
- 2.4 A successful 400 metre in-bound bus lane was introduced on Wellington Road in 2006 and it has now been identified that this minor widening would bring even greater benefits from the bus lane.
- 2.5 There will be an improvement to traffic flows accessing the junction, as wider lanes will enable longer wheel-based vehicles to navigate past other traffic.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 The objective of the proposal is to reduce bus journey times on the final approach to and through the junction of the B6154 Wellington Road and Armley Gyratory, with the proposals including:
 - Minor realignment of the splitter island, on the north-eastern edge to accommodate a wider carriageway.
 - Relining the new wider carriageway to accommodate three wider traffic lanes. The nearside lane at 4m in width, and the central and offside lanes with a width of 3.5m each.
 - Retainment of the existing informal pedestrian crossing facilities.

3.1.2 These measures have no detrimental impact to the cycling and pedestrian infrastructure presently available.

3.2 Programme

3.2.1 Subject to this report being approved and signed off the works will commence during the 2014/15 financial year as an implementation resource has been identified.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Bus operators have been consulted and positive feedback received. Ward members have been contacted by email on 26th February 2015, to date no adverse comments have been received.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 This scheme will not adversely impact on equality and diversity or cohesion and integration.

4.2.2 The scheme will complete the bus priority measures previously implemented along Wellington Road, thus improving bus journey times and accessibility of destinations that buses, through this junction, serve.

4.3 Council policies and City Priorities

4.3.1 This scheme is consistent with the aims and proposals of the Local Transport Plan:

- Aim 1: Increase economic activity.
- Aim 2: Make substantial progress towards a low carbon transport system.
- Aim 3: Improve quality of life.
- Proposal 4: Use new network management practices to minimise congestion and ensure sufficient recovery from disruption.
- Proposal 13: Define and develop a core, high-quality, financially stable network of sustainable transport services that will provide attractive alternatives to car travel.
- Proposal 18: Improve safety and security
- Proposal 21: Support the efficient and sustainable movement of freight.
- Proposal 24: Get better use from the existing network including investing in additional capacity to address congestion and overcrowding at key locations.

4.3.2 This scheme promotes the priorities of the City Priority Plan through the indicators of:

- Improving journey times and reliability of public transport.
- Improve the environment through reduced carbon emissions.

4.3.3 The scheme is linked to the Council's Environmental Policy by reducing the environmental impact of transport and travel and promotes sustainable alternatives.

4.3.4 Disabled/mobility: There is no alteration to the level of provision available.

4.3.5 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

4.4.2 The total estimated cost of the scheme is £15,000. Comprising £12,000 works cost and £3,000 staffing costs. To be fully funded from the West Yorkshire Local Transport Plan's Bus Hotspots Fund (Transport Policy Capital Programme).

4.4.3 Capital Funding and Cash Flow.

4.4.4 WYCA have made 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	TO MARCH 2014	FORECAST				
			2014/15	2015/16	2016/17	2017/18	2018 on
	£000's	£000's	£000's	£000's	£000's	£000's	£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	TO MARCH 2014	FORECAST				
			2014/15	2015/16	2016/17	2017/18	2018 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	12.0		12.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	3.0		3.0				
OTHER COSTS (7)	0.0						
TOTALS	15.0	0.0	15.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2014	FORECAST				
			2014/15	2015/16	2016/17	2017/18	2018 on
	£000's	£000's	£000's	£000's	£000's	£000's	£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	15.0		15.0				
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	15.0	0.0	15.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number: 99609

Title: LTP Transport Policy Capital Programme

4.5 Legal Implications, Access to Information and Call In

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

4.6 Risk Management

4.6.1 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 Recommendations

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

- i) note the contents of this report;
- ii) approve the proposals to widen the carriageway on Wellington Road (approaching Armley Gyratory) as shown in drawing TME/1.1.2 at a total cost of £15,000); and
- iii) Give authority to incur expenditure of £12,000 works costs and £3,000 staff costs, to be funded from the West Yorkshire Local Transport Plan Bus Hotspot Fund (Transport Policy Capital Programme).

6 Background documents¹

6.1 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: Transport Strategy
Lead person: Nick Hunt	Contact number: 3957200

1. Title: B6154 Wellington Road Widening (on approach to Armley Gyratory)

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify : Highway Scheme to address a congestion hotspot

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 traffic flows at the junction of B6154 Wellington Road and Armley Gyratory.

As part of the works it is proposed to widen the carriageway at the junction of the B6154 Wellington Road and Armley Gyratory to accommodate wider traffic lanes, enabling long wheel-based vehicles to access the stop line quicker during periods of high traffic flows.

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)
- **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)

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

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
Gwyn Owen	Principal Transport Planner (Programmes)	February 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	February 2015
Date sent to Equality Team	February 2015
Date published (To be completed by the Equality Team)	