

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

**Date: 29<sup>th</sup> January 2016**

**Subject: Design & Cost Report for A61 Wakefield Road Stourton Outbound Bus Lane**

**Capital Scheme Number : 16961**

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

**Summary of main issues**

- 1 The length of the A61 Wakefield Road, between its junction with the A639 Pontefract Road to its junction with Wood Lane in Rothwell, has been identified as a bus hotspot, a location where buses are being delayed due to traffic congestion, by the West Yorkshire Combined Authority (WYCA) and Arriva, being the dominant operator on this section of road.
- 2 This section of road is part of the Leeds to Wakefield bus corridor.
- 3 The proposed measures are designed to reduce the delays experienced by bus operators on this length of road.

**Recommendations**

- 4 The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report;
  - ii) give authority to design, tender and implement the A61 Wakefield Road Stourton Outbound Bus Lane scheme at a total estimated cost of £108,000;

- iii) request the City Solicitor to advertise a draft Traffic Regulation Order to introduce movement restrictions in the form of a Bus, Cycle and Taxi lane on the lengths of roads shown on drawing number 716961/LCC/HWT/L2/DR/EP/01\_01\_ and, if no valid objections are received, to make, seal and implement the Order as advertised; and
- iv) give authority to incur expenditure of £23,000 staff design and supervision costs and £85,000 works costs, fully funded from the LTP Transport Policy Capital Programme.

## **1 Purpose of this report**

- 1.1 To seek authority to carry out the consultation, detailed design and construction of the works for the A61 Wakefield Road Stourton Outbound Bus Lane scheme.
- 1.2 To seek authority to incur a total expenditure cost of £108,000 to design, supervise and implement the proposed works.

## **2 Background Information**

- 2.1 The length of the A61, between its junction with the A639 Pontefract Road to its junction with Wood Lane in Rothwell, is part of the Leeds to Wakefield bus corridor. The Leeds to Wakefield corridor has been identified for passenger growth on Arriva's 110 (Leeds-Wakefield-Hall Green) service. Leeds City Council has been working in partnership with WYCA and Arriva in identifying the locations of delays and identifying solutions to these delays. Wakefield Metropolitan District Council has undertaken the same exercise for the 110 route within their geographical limits.
- 2.2 Meetings and site visits with partners reveals that within Leeds a considerable source of delay for buses is when leaving the city at the A61/Pontefract Road junction, through to A61/Wood Lane traffic lights, particularly during the evening peak period.
- 2.3 WYCA have allocated up to £1million during Implementation Plan 2 to the West Yorkshire District Authorities to address bus hotspots. This funding is for lower-costs schemes that can be implemented quickly and bring benefits to passengers. Funding has been secured for an outbound bus lane on the A61 from just after the A639/A61 junction to the Valley Park roundabout.
- 2.4 In addition to the implemented and proposed improvements to the corridor by both Leeds City Council and Wakefield Metropolitan District Council, Arriva have invested £3.8m in 17 new double-decker buses. Buses on this route have had Arriva's 'Sapphire' branding applied, along with route dedicated drivers. Sapphire can be likened to a premium service, with buses having a high specification finish.
- 2.5 Arriva's 110 service operates every 10 minutes during the day (Monday to Saturday), and every 30 minutes in the evenings and on Sundays. Arriva's 444 (every 20 minutes Monday – Saturday day time and hourly on Sundays) and 446 services (hourly) also use this corridor out of Leeds.

### **3 Main issues**

- 3.1 The extent and proposals of the scheme are shown in the following drawings: 716961/LCC/HWT/XX/EP/DR/00\_01\_, 716961/LCC/HWT/L1/EP/DR/01\_01\_, 716961/LCC/HWT/L2/EP/DR/01\_01\_, 716961/LCC/HWT/L3/EP/DR/01\_01\_.
- 3.2 Meetings with Arriva and WYCA showed that buses experience delays on journeys from Leeds between A61/Pontefract Lane junction and A61/Wood Lane junction. Analysis of bus journey time data shows that buses on this route are taking up to 5 minutes longer during the evening peak period (16:00-19:00), compared to the interpeak period (10:00-16:00). Within this area, buses are losing 2-3 minutes between the A61/A639 junction and Leeds Valley park roundabout.
- 3.3 One problem with the existing road layout is that when approaching the roundabout in a southerly direction, the left hand lane is for traffic turning left and travelling straight ahead, whereas the right hand lane is for vehicles turning right only. This leads to long queues in the left hand lane, which encourages people to use the right hand lane to bypass the queue by circulating the roundabout and then cutting into the queue that was travelling straight ahead.
- 3.4 The proposals include introducing a 24 hour outbound bus lane on this section of road, for a distance of approximately 550m and changing the priorities at the roundabout so that the left hand lane is for left-turning vehicles and buses only, and that the right hand lane is for traffic travelling straight ahead or turning right.
- 3.5 The private coaches that currently run shuttle services from Leeds City Centre to Leeds Valley Park will also be able to utilise the proposed bus lane.
- 3.6 One of the main concerns associated with the implementation of the scheme is the risk of creating congestion issues back along the road. However, it is anticipated that the introduction of the bus lane will, in reality, not have an effect on traffic back along the road due to the fact that traffic tends to queue in the nearside lane to travel straight ahead at the roundabout. In January 2014, repairs were undertaken on the vehicle parapets on the bridge as the A61 crosses the M621. A nearside lane closure was necessary in order to undertake these works. No issues were observed of the lane closure affecting the previous junctions back along the road.
- 3.7 The proposed change of priorities will relocate this queuing traffic into the outside lane and allow buses to utilise the proposed bus lane to bypass the queue.
- 3.8 As the proposed bus lane is within a 50mph speed limit, the size of the traffic signs associated with the proposed bus lane requires authorisation from the Department for Transport (DfT). A request for authorisation has already been submitted to the DfT and approval is expected by the time the traffic signs are ready to be installed.
- 3.9 The existing bus layby located southeast of Valley Farm Way roundabout has been the subject of concern from bus operators. Buses experience delays in turning out of the bus layby due to the volume and speed of traffic.

- 3.10 The bus stop only serves a small section of the Valley Farm Way industrial estate and there are other bus stops located close by, both upstream and downstream of the desired bus route (See Appendix 3).
- 3.11 The proposals include removing this bus stop in order to reduce delays experienced by buses using this route, and to reduce the potential for collisions with fast-moving vehicles.
- 3.12 The removal of the bus stop will have a negative effect on a small number of bus-users, who will have to walk approximately 200 metres further in order to access the nearest bus stop.
- 3.13 Concerns have also been raised about the junction of the A61 Wakefield Road with Wood Lane in Rothwell. The junction has been identified as a congestion hotspot in need of investment to increase traffic capacity to deal with existing and future growth.
- 3.14 The length of the right-turn lane when turning right onto Wood Lane from the A61 Wakefield Road is insufficient and subsequently traffic travelling straight ahead is often blocked by vehicles waiting to turn right. The proposals include extending the right turn lane, thus creating extra waiting space for vehicles and removing any obstructions to traffic travelling straight ahead.
- 3.15 The proposed works would take approximately 4 weeks to complete and would be completed within the current financial year.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 A Stage 1 Road Safety Audit has been carried out and all recommendations have been included in the design of the scheme. A Stage 2 Road Safety Audit has been requested, with outcomes of the audit expected imminently.
- 4.1.2 Ward Members of City & Hunslet were consulted on 4<sup>th</sup> January 2016 and no comments have been received. Ward Members of Rothwell were consulted on 19<sup>th</sup> January 2016 with one Councillor supporting the proposals and one Councillor having no objections to the proposals.
- 4.1.3 Relevant sections in Highways and Transportation have been consulted and their comments have been considered and where possible incorporated in the proposals.
- 4.1.4 The emergency services and WYCA were consulted on 4<sup>th</sup> January 2016. No objections have been received, with WYCA supporting the proposals.
- 4.1.5 Residents and local businesses within the immediate vicinity of the works were consulted on the 8<sup>th</sup> January 2016. Furthermore, consultation documents were placed on Talking Point with a tweet sent out from @Leeds\_Highways on the 8<sup>th</sup> January 2016 to encourage followers to take part in the consultation event.

4.1.6 The majority of comments received from this consultation exercise were in support of the proposals.

## **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An equality, diversity, cohesion and integration screening has been carried out on the proposals and confirmed that an impact assessment is not required. Report attached as Appendix 1.

4.2.2 The proposals to remove the bus stop will affect everyone, but may have a particular impact on; disabled people, carers, people with push chairs, children and older people, who will have to walk approximately 200 metres to the next stop. However, this will be mitigated by the reduction in delays experienced by bus operators.

## **4.3 Council policies and City Priorities**

4.3.1 Development of bus priority measures supports the Local Transport Plan objectives to improve connectivity to support economic activity, to make substantial progress towards a low carbon transport system, and to improve quality of life.

4.3.2 Furthermore, the scheme is consistent with the detailed aims and proposals of LTP3, particularly:

- i) Proposal 11: 'Strengthen demand management and enforcement to gain maximum benefit from measures to enable more sustainable choices' with a focus on the re-allocation of existing road space towards buses and improving the reliability and speed of buses;
- ii) Proposal 13: 'Define and develop a core, high-quality, financially sustainable network of transport services that will provide attractive alternatives to car travel'; and
- iii) Implementation priority - stronger demand management measures to encourage less car use.

## **4.4 Resources and value for money**

4.4.1 The total estimated cost of the scheme is £108,000, comprising £85,000 Works costs and £23,000 Staff design costs.

4.4.2 The proposals would reduce bus journey times during the evening peak period for approximately one hour on a working day. 14 buses an hour would have delays reduced by between 2-3 minutes, equating to time savings of 117-175 hours per annum. This represents cost savings equivalent to £53,235 - £79,450 per annum making the cost benefit ratio of the scheme very favourable.

4.4.3 The scheme will be fully funded from the LTP Transport Policy Capital Programme.

4.4.4 The design and supervision of the works can be carried out within the existing staff resources.

## 4.5 Capital Funding and Cash Flow

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO 2014/2015 £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		0.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0	0.0	0.0				
OTHER COSTS (7)	0.0						
<b>TOTALS</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>
Authority to Spend required for this Approval	TOTAL £000's	TO 2014/2015 £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)	85.0	16.5	68.5				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	23.0	5.5	17.5				
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>108.0</b>	<b>22.0</b>	<b>86.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO 2014/2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
Government Grant - LTP / TSG	108.0	22.0	86.0				
Total Funding	108.0	22.0	86.0	0.0	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

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

4.6.1 There are no legal implications arising from this proposal

4.6.2 The works are exempt from call in as the cost is below £250k and the proposals do not have a significant effect on communities living or working in 2 or more wards.

## 4.7 Risk Management

4.7.1 Failure to implement these proposals means that delays experienced by bus operators on this section of the A61 will be unchanged.

## **5 Conclusions**

- 5.1 The scheme aims to reduce the delays encountered by bus operators on the section of the A61 Wakefield Road, between its junction with the A639 Pontefract Road and its junction with Wood Lane in Rothwell.

## **6 Recommendations**

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

- i) note the contents of this report;
- ii) give authority to design, tender and implement the A61 Wakefield Road Stourton Outbound Bus Lane scheme at a total estimated cost of £108,000;
- iii) request the City Solicitor to advertise a draft Traffic Regulation Order to introduce movement restrictions in the form of a Bus, Cycle and Taxi lane on the lengths of roads shown on drawing number 716961/LCC/HWT/L2/DR/EP/01\_01\_ and, if no valid objections are received, to make, seal and implement the Order as advertised; and
- iv) give authority to incur expenditure of £23,000 staff design and supervision costs and £85,000 works costs, fully funded from the LTP Transport Policy Capital Programme.

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

- 7.1 None

---

<sup>1</sup> <sup>1</sup> 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.

<b>Directorate: City Development</b>	<b>Service area: Engineering Projects</b>
<b>Lead person: Jonathan Allchin</b>	<b>Contact number: 0113 2475391</b>

### 1. Title: A61 WAKEFIELD ROAD STOURTON OUTBOUND BUS LANE

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

The screening focuses on the proposals by Highways & Transportation to introduce a bus lane on the A61 and to remove a bus stop southeast of the Valley Farm Way industrial estate.

### 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
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (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)</li> </ul> <p>The proposals to remove the bus stop will affect everyone, but may have a particular impact on; disabled people, carers, people with push chairs, children and older people, who will have to walk approximately 200 metres to the next stop.</p> <ul style="list-style-type: none"> <li>• <b>Key findings</b></li> </ul> <p>(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)</p> <p>The removal of the bus stop will have a negative effect on the user groups mentioned above.</p>

- **Actions**

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

The negative impact will be mitigated against by reducing the delays experienced by users of the bus services at this location.

**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
Sabby Khaira	Principal Engineer	07/01/16

**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.

If this screening relates to a **Key Delegated Decision, Executive Board, full Council** or a **Significant Operational Decision** a copy should be emailed to Corporate Governance and will be published along with the relevant report.

A copy of **all other** screenings should be sent to [equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk). For record keeping purposes it will be kept on file (but not published).

<b>Date screening completed</b>	11/01/16
If relates to a Key Decision - <b>date sent to Corporate Governance</b>	
Any other decision – <b>date sent to Equality Team (equalityteam@leeds.gov.uk)</b>	11/01/16