

Report of the Chief Officer (Highways and Transportation)

Date: 16 June 2020

Subject: Local Transport Plan Integrated Programme Bus Hotspots Scheme – Bus stop build out, Over Lane, Rawdon

Capital Scheme Number: 33302

Are specific electoral wards affected? If yes, name(s) of ward(s): Horsforth	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open 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. Main issues

- This report seeks permission to progress the design and construction of a Bus Hotspot scheme which is to be funded from Local Transport Plan funding.
- The bus stop build out at Over Lane, Rawdon scheme was identified at the Bus Operations and Infrastructure Group which is a regular meeting between bus operators and Leeds Council departments in Highways & Transportation.
- This report seeks approval to improve bus waiting facilities to increase safety, accessibility and encourage bus use.

2. Best Council Plan Implications

- Outcome: Be safe and feel safe. Increasing the safety of bus waiting facilities would be positive for bus users and potential bus users.
- Outcome: Move around a well-planned city easily. Improving access to bus stops enables bus users to move around the city more easily.

- Sustainable Infrastructure: Improving air quality, reducing pollution and noise. Improving waiting facilities and access to them will encourage bus use.
- Priority: Health and wellbeing - Supporting healthy, physically active lifestyles. Reducing health inequalities and improving the health of the poorest the fastest. Percentage of physically active adults. Improving bus waiting facilities benefits bus users, particularly the poorest who do not have access to a car.

3. Resource Implications

- Proposed installation work at the total capital cost of £10,000, being £2,500 staff fees and £7,500 works costs.

Recommendations

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

- i) note the contents of this Report;
- ii) approve the detailed design and subsequent installation of the proposed scheme as noted on drawing TE-17-519-GA; and
- iii) give approval to spend £10,000 on this scheme, being £2,500 staff fees and £7,500 works costs, to be funded by the LTP Transport Policy Capital Programme (100% Government grant funding).

1 Purpose of this report

- 1.1 To seek approval for the funding to enable the design and installation work of the scheme, to be funded from the Local Transport Plan Integrated allocation.
- 1.2 To seek approval for the implementation of the bus stop build out at Over Lane, Rawdon scheme as described in the Report.

2 Background information

- 2.1 The highlighted scheme was identified at the Bus Operations and Infrastructure Group which is a regular meeting between bus operators and Leeds Council departments in Highways & Transportation. At this meeting bus operators providing services within Leeds feedback potential improvements that would benefit bus passengers for officers to investigate.
- 2.2 The bus stop on Over Lane, Rawdon, heading westbound, near the junction with Larkfield Road, has been identified by operators. Bus drivers are unable to park adjacent to the stop because of the current recessed layby design, causing passengers to alight and board to/from the carriageway which incurs a uncomfortable level difference from the bus.

3 Main issues

- 3.1 This report seeks permission to progress the detailed design and construction of the bus stop build out at Over Lane, Rawdon Bus Hotspot scheme which is to be funded from Local Transport Plan funding.
- 3.2 This report seeks approval to improve bus waiting facilities and access for pedestrians alighting and board bus services, which will increase safety and encourage bus use at this point. There will be little detrimental impact on traffic flow along the carriageway, due to the vast majority of bus services currently stopping in the carriageway.
- 3.3 The current bus stop layout is set in a recess back from the main carriageway and at an acute angle, meaning most bus services choose not to pull into the clearway area to alight and board passengers. Furthermore, the footway by the current shelter ends, leaving pedestrians with no crossing provision.
- 3.4 This scheme seeks to effectively build out the existing layby area to the main carriageway, allowing the bus services to consistently pull up against the kerb to alight and board passengers. Furthermore, an informal crossing point will be provided, giving pedestrians a defined point at which to cross the carriageway.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 The scheme was identified and consulted on at the Bus Operations and Infrastructure Group which is a regular meeting between bus operators and Leeds Council departments in Highways & Transportation.
- 4.1.2 Consultation will take place with stakeholders including the relevant LCC internal departments.
- 4.1.3 Consultation has taken place locally with councillors during a site visit where support for the proposals was indicated. A formal consultation will be undertaken to support this initial view and further consultation would be required with immediate businesses and residents. Should there be any objections raised that prevent the scheme being taken forward, these will be reported to the Chief Officer in a further report.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix A) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The screening process identified the following impacts:

Positive Impacts:

- By allowing the bus to pull up against the kerb, passengers can alight and board directly onto the footway, rather than the carriageway, removing the additional height distance. This is particularly beneficial for the elderly with limited mobility, as well as parents/carers with pushchairs and those using wheelchairs.

- By providing a dropped kerb crossing point, it becomes possible for pedestrians to cross the road in an accessible manner, as well as more easily negotiating the wider junction. This is particularly beneficial for those with pushchairs and wheelchairs.

Negative Impacts:

- There are no overriding negative impacts as part of this proposal. However by forcing the buses to always stop in the live carriageway this may introduce some traffic delays as buses may occasionally use the current bus stop layout in its intended format.

4.3 Council policies and the Best Council Plan

4.3.1 Best Council Plan Implications:

- Outcome: Be safe and feel safe. Increasing the accessibility of bus stops helps older and disabled people get around.
- Outcome: Move around a well-planned city easily. Increasing the accessibility of bus stops improves the ability of bus users to move around.
- Outcome: Enjoy happy, healthy, active lives. Increasing the accessibility of bus stops would be positive for bus users and potential bus users.
- Sustainable Infrastructure: Improving transport connections, safety, reliability and affordability. Increasing the accessibility of bus services would be positive for bus users and potential bus users.
- Priority: Health and wellbeing - Supporting healthy, physically active lifestyles. Reducing health inequalities and improving the health of the poorest the fastest. Percentage of physically active adults. Increasing the accessibility of bus services is positive as it encourages active lifestyles, particularly for those without access to a car.

4.3.2 Climate Emergency: Increasing the accessibility of bus services is positive as it encourages mode shift from cars to buses.

4.3.3 West Yorkshire Transport Strategy 2040: The schemes contribute to the target of 25% more trips bus by 2027 and the objective of a more reliable, less congested, better connected transport network.

4.3.4 The Leeds Integrated Programme as presented directly supports the aspirations of the Leeds Transport Vision, namely;

- *Prosperous Leeds - A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, cementing our long-term economic competitiveness both nationally and internationally.*
- *Liveable Leeds - A transport system which helps Leeds to be a great place to live and work for everyone.*
- *Healthy Leeds - A transport system that has a positive effect on people's health and wellbeing and raises health standards across the city through the promotion of walking and cycling and the reduction of air pollution.*

- *Sustainable Leeds - A transport system that does not harm the environment and will specifically reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption.*

4.3.5 Environment Policy: The scheme will be undertaken in accordance with the principles of the Council's Environmental Policy.

4.4 Resources, procurement and value for money

4.4.1 The £10,000 costs of the scheme will be funded from the Local Transport Plan Sustainable and active travel allocation. Consultation will take place with stakeholders including the relevant LCC internal departments to ensure value for money. These costs are broken down as £2,500 staff fees and £7,500 works costs.

Funding Approval :	Capital Section Reference Number :-		33302				
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH 2020	FORECAST				
	£000's	£000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 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	TO MARCH 2020	FORECAST				
	£000's	£000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	7.5			7.5			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	2.5			2.5			
OTHER COSTS (7)	0.0						
TOTALS	10.0	0.0	0.0	10.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2020	FORECAST				
	£000's	£000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
LTP Government Grant	10.0			10.0			
Total Funding	10.0	0.0	0.0	10.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal implications, access to information, and call-in

4.5.1 There are no significant legal implications arising from the proposed work. All work will lie within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into consideration, including environmental legislation, and the duties under the Equalities Act.

4.6 Risk Management

4.6.1 Risks will be minimised by consultation with stakeholders including the relevant LCC internal departments.

5 Conclusions

5.1 The proposed introduction of a buildout at the location detailed within the report will improve the existing bus provision in this area and increase the accessibility of bus services, allowing pedestrians to access the stop safely and buses to pick up passengers from the kerb.

6 Recommendations

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

- i) note the contents of this Report;
- ii) approve the proposed detailed design and installation subsequent installation of the proposed scheme as shown on drawing TE-17-519-GA; and
- iii) give approval to spend £10,000 on this scheme, being £2,500 staff fees and £7,500 works costs, to be funded by the LTP Transport Policy Capital Programme (100% Government grant funding).

7 Background Documents

7.1 None

8 Appendices

8.1 EDCI Screening

8.2 Over Lane Plans TE-17-519-GA

APPENDIX A

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: Highways Services	Service area: Traffic Engineering
Lead person: Jonathan Waters	Contact number: 0113 3787492

1. Title: Over Lane, Rawdon – Bus Stop Build Out
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other Provision of a constructed bus stop build out

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board, requesting the authority to construct a bus stop build out feature on Over Lane, Rawdon, to improve accessibility to bus stop 45013146 for bus services, meaning passengers can alight and board directly from the bus to the footway, as opposed to the carriageway as at present.

3. Relevance to equality, diversity, cohesion and integration All the council's strategies/policies, services/functions affect service users, employees or
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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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

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
<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"> • 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) <p>Consultation will take place with Ward Members, the Emergency Services and West Yorkshire Combined Authority. All comments received from the consultation will be duly considered prior to scheme implementation.</p>

- **Key findings**

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive Impacts:

- By allowing the bus to pull up against the kerb, passengers can alight and board directly onto the footway, rather than the carriageway, removing the additional height distance. This is particularly beneficial for the elderly with limited mobility, as well as parents/carers with pushchairs and those using wheelchairs.

- By providing a dropped kerb crossing point, it becomes possible for pedestrians to cross the road in an accessible manner, as well as more easily negotiating the wider junction. This is particularly beneficial for those with pushchairs and wheelchairs.

Negative Impacts:

- There are no overriding negative impacts as part of this proposal. However by forcing the buses to always stop in the live carriageway this may introduce some traffic delays as buses may occasionally use the current bus stop layout in its intended format.

- **Actions**

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

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

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:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Nick Borrás	Principal Engineer	13/5/2020
Date screening completed		13/5/2020

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: