

Report to the Chief Officer (Highways and Transportation)

Date: 09 December 2014

Subject: Garforth Main Street Bus Priority

Capital Scheme Number: 32224

| | | |
|--|---|--|
| Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Garforth and Swillington | <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 junction of the A642 Wakefield Road / Aberford Road/ Main Street/Barrowby Lane has been identified in discussions with the West Yorkshire Combined Authority and bus operators as a location where buses are experiencing delays. This report proposes improvements to the signals that will improve the situation for buses. The West Yorkshire Combined Authority (WYCA) have agreed funding from their recently approved Programme for Bus 'Hotspots' across West Yorkshire.

Recommendations

1. The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) approve the proposal at the 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 WYCA Bus hotspot fund (LTP Transport Policy Capital Programme).

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval to request £15,000 from the West Yorkshire Combined Authority's Bus Hotspot fund to implement an improvement(s) to facilitate bus priority at the junction of the A642 Wakefield Road / A642 Aberford Road / Main Street / Barrowby Lane.

2 Background information

- 2.1 The junction of the A642 Wakefield Road / Aberford Road / Main Street / Barrowby Lane is located in Garforth, within the Garforth and Swillington Ward. The junction is well used by public transportation with a minimum of 16 bus movements per hour through this junction.
- 2.2 Following discussions between Leeds City Council, the West Yorkshire Combined Authority and bus operators, this junction was identified a source of delays to bus services that operate to, from and through Garforth.
- 2.3 The West Yorkshire Combined Authority have made funding available for bus hotspots, and this location was agreed as a site to be progressed.

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 this junction
- 3.1.2 The proposals include:
 - a) Supplying a Chameleon unit, with a router and broadband line to enable computer control. This is essential to allow bus priority to be implemented. It will also enable UTMC to over-ride signal timings if the situation requires manual intervention.
 - b) Installing an IP camera to give live traffic information to the control room. This gives UTMC operators visibility of the traffic, so they can see if there are any unusual traffic problems. A camera will also make commissioning bus priority easier and more efficient.
 - c) Implementing bus priority using UTMC and the STM software. It is envisaged that a specialist contractor will need to be engaged to do this, due to lack of time resources in the UTMC team.
 - d) Some signal equipment may need to be refurbished, and some white lining markings added to maximise the benefit to the junction.

3.2 Programme – Work will commence as soon as the report is approved, and will be complete by the end of March 2015.

- 3.2.1 Under the funding agreement the proposal needs to be implemented before the end of March 2015.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 WYCA and the bus companies have been involved in agreeing this proposal.

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.

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 as follows:

4.3.2 Proposal 4: Use new network management practices to minimise congestion and ensure efficient recovery from disruption. This proposal uses UTMC technology in order to reduce bus delays.

4.4 Resources and value for money

4.4.1 **Full scheme estimate:** the total cost of this proposal is £15,000 consisting of £12,000 works and £3,000 staff.

4.4.2 **Capital Funding and Cash Flow. The Transport Committee of West Yorkshire Combined Authority** at their meeting on 31st October 2014, have made funding of £15,000 available for this project from the Bus Hotspots Programme (part of the LTP Transport Policy Capital Programme).

| Previous total Authority to Spend on this scheme | TOTAL £000's | TO MARCH 2012 £000's | FORECAST | | | | |
|---|-----------------|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | | 2012/13 £000's | 2013/14 £000's | 2014/15 £000's | 2015/16 £000's | 2016 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 2012 £000's | FORECAST | | | | |
| | | | 2012/13 £000's | 2013/14 £000's | 2014/15 £000's | 2015/16 £000's | 2016 on £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 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 |
| Total overall Funding (As per latest Capital Programme) | TOTAL £000's | TO MARCH 2012 £000's | FORECAST | | | | |
| | | | 2012/13 £000's | 2013/14 £000's | 2014/15 £000's | 2015/16 £000's | 2016 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 | 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 | 0.0 | 0.0 | 15.0 | 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 **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 this proposal means that bus delays at the junction will be unchanged.

4.7.2 The UTMC/STM software utilizes a method that either elongates the current green period if the requesting bus is close enough to 'catch' the green or hurry calls the stage back by shortening all opposing green periods. Any movement of green time in this way is then compensated back over subsequent cycles so that the overall effect on general traffic is nil net detriment.

5 Conclusions

5.1 The proposal in this report will reduce bus delays at the junction.

6 Recommendations

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

- i) note the contents of this report;
- ii) approve the proposal at the 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 WYCA Bus hotspot fund(LTP Transport Policy Capital Programme).

7. Background documents¹

7.1 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.