

Report of the Director of City Development

Report to Executive Board

Date: 22nd January 2014

Subject: A6120/A65 HORSFORTH ROUNDABOUT IMPROVEMENT

Capital Scheme Number: 15469 / 000 / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): HORSFORTH	<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 checked="" type="checkbox"/> Yes	<input 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. In order for Leeds to become the best city and Leeds City Council to become the best council in the UK it is vitally important that key junctions on the network are improved. Improved transport infrastructure and its links to supporting housing growth form key parts of the Council's Business Plan.
2. The roundabout junction where the A65 crosses the A6120 Leeds outer ring road, known locally as Horsforth Roundabout, has significant importance to the highway network, for both orbital and radial routes around the northern areas of Leeds. It is also a key junction on one of the main routes to Leeds Bradford International Airport (LBIA).
3. The roundabout experiences significant levels of congestion throughout the day, especially at peak periods, where queuing traffic effectively blocks the junction compounding delays.
4. This junction is also listed number 23 in the road safety "Sites for Concern 2007 - 2011", published in November 2012, with 19 accidents recorded in the past 5 years.

5. The proposal contained in this report will help to ensure this by improving the quality of the highways asset and also by improving safety and reducing the number of people Killed or Seriously Injured (KSI) on the city's roads.
6. A scheme has been developed to introduce traffic signals at this location to improve traffic flow and safety and this report seeks authority to implement the proposals. (see attached plan HDC/715469/01/01)
7. The scheme proposals will also accommodate the new housing development on the site of the former Clariant works.

Recommendations

9. The Executive Board is recommended to:
 - (i) Approve the construction of the Council's preferred scheme to fully signalise Horsforth Roundabout at an estimated cost of £2,770,000;
 - (ii) Inject an additional £1,450,000 into the city development capital programme for this scheme (£1,320,000 is already included in the capital programme). The £1,450,000 is funded from a private developer contribution receipt.
 - (iii) Give authority to incur additional expenditure of £2,520,000 (comprising of works costs £2,380,000 staff fee costs £110,000 and legal/other costs £30,000) funded from the LTP Transport Policy Capital Programme £1,070,000 and a Private Developer contribution receipt £1,450,000. Note that previous design and cost reports approved authority to incur expenditure of £250,000 on initial staff design fee costs on this scheme, funded from the LTP Transport Policy Capital Programme.
 - (iv) To note the officer responsible for implementing these proposals is the Acting Head of Transport Policy. The works would be procured through competitive tender and delivered in line with the dated identified in section 4.7 of this report.

1 Purpose of this report

- 1.1 The purpose of this report is to advise of the total scheme costs of £2,770,000 and to seek authority to incur additional expenditure of £2,520,000 (£250,000 being approved previously) and seek approval to invite tenders and to implement the proposed highway improvement works to Horsforth Roundabout.

2 Background information

- 2.1 The roundabout junction where the A65 crosses the A6120 Leeds outer ring road has significant importance to the highway network, for both orbital and radial routes around the northern areas of Leeds. It is also a key junction on one of the main routes to Leeds Bradford International Airport (LBIA)

- 2.2 The roundabout experiences congestion throughout the day, especially in the peak periods, and experiences traffic queuing on the roundabout which effectively blocks the junction leading to further delay and disruption.
- 2.3 The junction also has a high accident record and is currently number 23 on the latest published "Sited for Concern" having been at number 13 the previous year.
- 2.4 In May 2010, the Chief Officer Highways and Transportation approved £50,000 for preliminary design to produce a scheme to signalise this junction, similar to the earlier scheme undertaken on the outer ring road near the Owlcotes centre at Dawson's Corner.
- 2.5 Following the preliminary design, a further amount of £200,000 was approved by the Chief Officer Highways and Transportation in May 2011 to develop the preliminary design into a fully designed scheme to a position where the detailed proposals could be implemented to address the current issues.
- 2.6 The detailed design was completed in 2012 but due to lack of funding is currently on hold.
- 2.6 The total estimated costs for the current proposals is £2,770,000 (£2,380,000 works costs, £360,000 staff design fees and £30,000 legal and other costs)

3 Main Issues

- 3.1 Following the completion of the preliminary, and subsequent detailed design, a finalised scheme has been prepared – as shown on drawing HDC/715469/01/01 - to a stage where tenders could be sought for implementation.
- 3.2 The signalisation scheme would relieve the current congestion on the highway network and improve road safety at this location. The traffic lights would also provide safer crossing facilities for more vulnerable users including cyclists and pedestrians. The traffic signals would also facilitate bus improvements by giving priority at the signals.
- 3.3 The detailed design was complete in 2012 and the scheme is currently on hold due to the lack of funding.
- 3.4 At the same time as the Council was developing its detailed design of the preferred traffic signal scheme, a planning application for the nearby residential development on the former Clariant site was submitted.
- 3.5 As the application site is in close proximity to Horsforth Roundabout, as part of the planning process, various highway improvements associated with the development were identified which included some non-signalised work to Horsforth Roundabout. These identified works were not as comprehensive as the Council's signal controlled scheme but the Developer is only obliged to mitigate for the impact of his development. The planning application was initially rejected but was granted following appeal.

- 3.6 The Developer's works to Horsforth Roundabout would need to be implemented when the housing development reaches a certain size (100 houses occupied) and would therefore be dictated by the speed of development.
- 3.7 This being the case, there could be a situation where the developer firstly undertook the obligatory non-signalised works associated with the development, to an undeterminable timescale, followed by LCC carrying out further works, including the installation of traffic signals, at a later date.
- 3.8 To avoid this, the Council has negotiated an up-front contribution of £1,450,000 from the developer to enable the full signalised scheme to be progressed as a combined scheme. The developer's contribution forms a significant contribution towards the cost of the councils preferred scheme and also makes the proposal affordable from within the Local Transport Fund budget.

4. Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Local Ward Councillors from Horsforth were consulted during the preliminary and detailed design stages. Some concerns were raised regarding the impact of the, as then, undetermined planning application on the nearby Clariant and Riverside sites but they generally agreed that this was a workable solution.
- 4.1.2 The Horsforth Councillors also raised concerns with regard to Rodley Roundabout, which is the next roundabout along the ring road, and the knock-on effect that these proposals may have.
- 4.1.3 This being the case, consultation was also undertaken with the adjacent Councillors in Calverley and Farsley. This confirmed the political concern over the effect the Horsforth Roundabout proposals might have on Rodley Roundabout and also with the on-going planning application to the former Clariant site.
- 4.1.4 With limited frontagers on the site of the roundabout, the opportunity for public consultation was very limited. The key stakeholders include the high volumes of traffic using the junction on a daily basis. Further publicity using scheme information board and a dedicated web page will be undertaken prior to any works starting.
- 4.1.5 The detailed proposals have remained unchanged but with the planning approval for the Clariant and Riverside sites being granted at appeal and the Developer's contribution being made, now makes the scheme affordable.
- 4.1.6 Ward Councillors were updated on by email on 26 November 2013 explaining that the scheme now has a funding package in place and that Executive approval to implement the works was being sought.
- 4.1.7 In addition to this, Ward Councillors were updated on the status of Rodley Roundabout. A pinch-point funding bid has been submitted to DfT to deliver major improvement works to this roundabout and a decision is expected around

Christmas 2013. Again, this scheme could be delivered using a further developer contribution in lieu of the identified planning obligations. Should the pinch-point bid be successful, careful consideration will be required on how to deliver both the Horsforth and Rodley schemes to minimise the impact.

- 4.1.8 The response received from the latest update to ward members has been positive especially with the imminent announcement on the Rodley pinch point bid.
- 4.1.9 On December 13th 2013, the Department for Transport announced that the pinch point funding bid for Rodley Roundabout had been successful. This would now mean that major improvement works would also be carried out at Rodley. It is proposed to continue with the current approval and programme of works for Horsforth Roundabout, as advanced utility diversions are a critical part of the delivery programme. An additional report regarding Rodley Roundabout will be presented to Executive Board early in 2014 outlining the strategy to align the delivery of both Horsforth and Rodley at the same time. Ward Members will be updated of progress.
- 4.1.10 The proposals have also been presented to the Horsforth Town Council at a recent planning meeting. The proposals were well received and they asked to be kept informed of progress.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 It is currently not applicable for an Equality, Diversity, Cohesion and Integration Screening / Impact Assessment to be undertaken at this time, as this is a high level strategic report seeking approval to invite tenders to implement the proposed highway improvement works to Horsforth Roundabout. However, if approval is given by the Executive Board, equality will be given due regard as part of the procurement process and at further stages throughout the planning and design stages as appropriate.

4.3 Council policies and City Priorities

- 4.3.1 The roundabout junction where the A65 crosses the A6120 Leeds outer ring road has significant importance to the highway network, for both orbital and radial routes around the northern areas of Leeds. It is also a key junction on one of the main routes to Leeds Bradford International Airport (LBIA)
- 4.3.2 Due to the current traffic flows, and configuration of the road, the junction experiences significant congestion and a high incidence of injury accidents.
- 4.3.3 Objectives within the Best Council Plan aim to ensure high quality public services with a focus on improving roads and also target the reduction of people KSI on the city's roads. The proposals in this report are consistent with the Plan.

4.4 Resources and value for money

- 4.4.1 The total estimated costs for the current proposals is £2,770,000 (£2,380,000 works costs, £360,000 staff design fees and £30,000 legal and other costs), funded from

the LTP Transport Policy Capital Programme £1,320,000 and a Private Developer contribution receipt £1,450,000.

4.4.2 Capital Funding and Cash Flow

Funding Approval :		Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH	FORECAST					
	£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's	
LAND (1)	0.0							
CONSTRUCTION (3)	0.0							
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	250.0	187.7	30.0	32.3				
OTHER COSTS (7)	0.0							
TOTALS	250.0	187.7	30.0	32.3	0.0	0.0	0.0	
Authority to Spend required for this Approval		TOTAL	TO MARCH	FORECAST				
		£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0							
CONSTRUCTION (3)	2380.0			600.0	1767.0	13.0		
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	110.0				108.2	1.8		
OTHER COSTS (7)	30.0	18.8		2.2	9.0			
TOTALS	2520.0	18.8		602.2	1884.2	14.8	0.0	0.0
Total overall Funding (As per latest Capital Programme)		TOTAL	TO MARCH	FORECAST				
		£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LTP / TSG Grant	1320.0		206.5	148.7	950.0	14.8		
Private Developer Receipt	1450.0			483.5	966.5			
Total Funding	2770.0		206.5	632.2	1916.5	14.8	0.0	0.0
Balance / Shortfall =	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Scheme Title : LTP Transport Policy Capital Programme

4.4.3 Revenue Effects

There are no direct revenue effects as a result of this capital scheme.

4.5 Legal Implications, Access to Information and Call In

4.5.1 Other than the normal statutory processes involved in procuring and carrying out works on the highway, there are no further legal implications directly related to this report.

4.6 Risk Management

- 4.6.1 The current issues at Horsforth Roundabout can be significantly improved by implementing the detailed design which has been developed by the Council's Engineering Projects section.
- 4.6.2 The Developer of the nearby housing development has a planning obligation to undertake some lesser work to Horsforth Roundabout to accommodate generated traffic. There is no fixed timescale for this work and the Council could then have to do additional work to install traffic signals.
- 4.6.3 To avoid the risk on programme, and the risk of undertaking two separate schemes on the ring road, the Council has negotiated a contribution from the Developer towards the full signalised scheme which also now makes this scheme affordable.

4.7 Programme

- 4.7.1 The current programme is for works to commence in the 2013/14 financial year with advanced utility diversions taking place between February and July. The main construction works are programmed to follow in August 2014 to March 2015.
- 4.7.2 Works on site would be programmed to avoid any disruption to the Tour de France in July 2014. Advance utility diversion works should be complete and the main contract works are programmed to commence in August.

5 Conclusion

- 5.1 Horsforth Roundabout, where the A65 crosses the A6120 Leeds outer ring road, continues to experience severe congestion, and has a high incidence of injury accidents.
- 5.2 In 2010, a feasibility study was undertaken to establish the most appropriate solution to address the current issues. This resulted in a fully signalised roundabout arrangement similar to the roundabout at Dawson's Corner further along the ring road.
- 5.3 In 2011/12, detailed design was completed on the fully signalised scheme identified by the feasibility study. The scheme was put on hold due to lack of funding for construction.
- 5.4 As a condition of the planning approval for the nearby residential development on the Clariant site, the Developer was obliged to undertake a lesser scheme, without signals, to Horsforth Roundabout. This was dependant on the pace of development and house occupancy.
- 5.5 In order to deliver the Council's preferred scheme, and to avoid the risk of the Council having to further amend the Developer's scheme by installing traffic signals at a later date, the Council has negotiated a sum of £1,450,000 from a Private Developer to contribute towards the preferred scheme.

5.6 This Developer contribution makes the Council's preferred scheme affordable from within the Local Transport Plan budget.

6 Recommendations

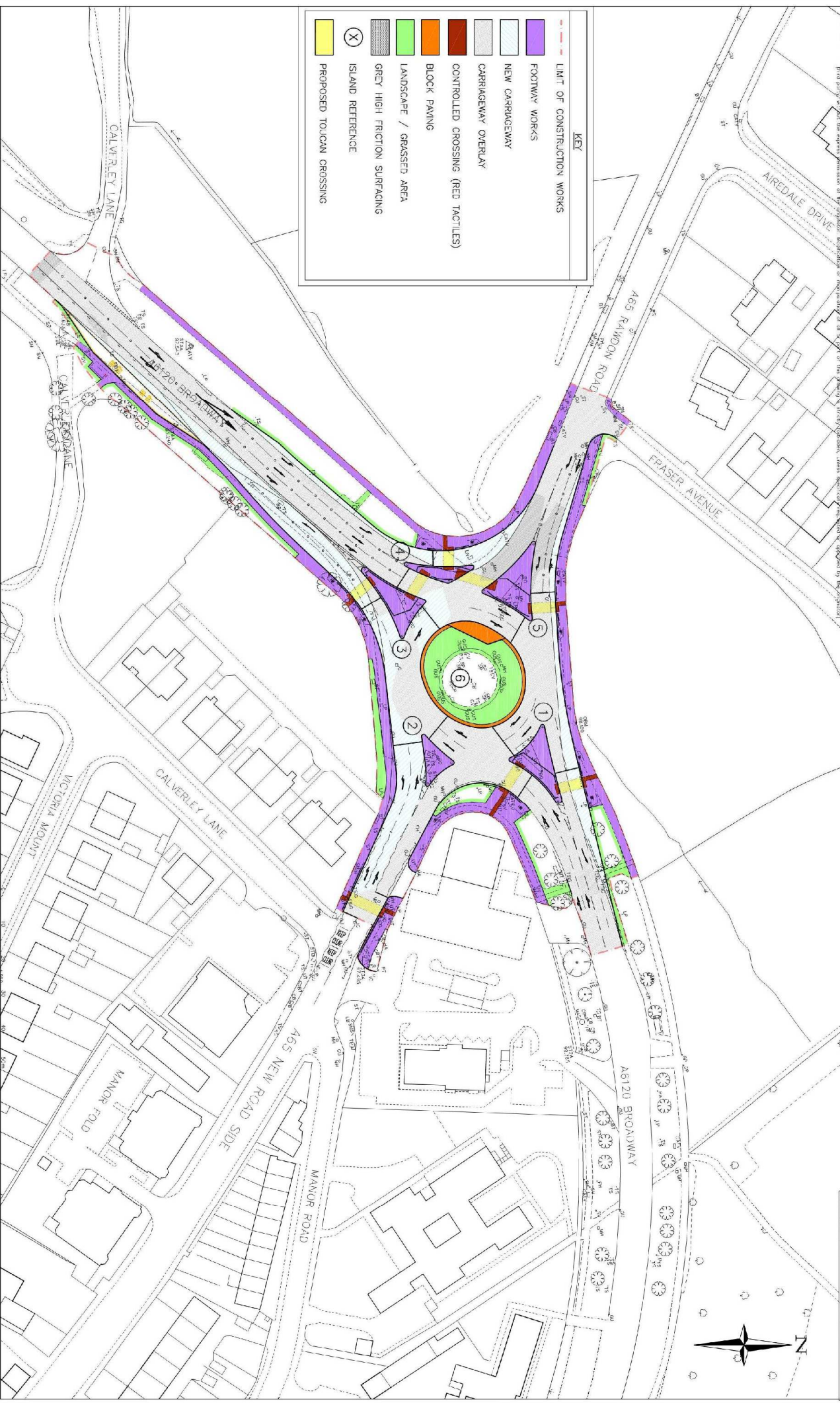
6.1 The Executive Board is recommended to:

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- (iv) To note the officer responsible for implementing these proposals is the Acting Head of Transport Policy. The works would be procured through competitive tender and delivered in line with the dated identified in section 4.7 of this report.

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.



KEY

- - - LIMIT OF CONSTRUCTION WORKS
- FOOTWAY WORKS
- NEW CARRIAGEWAY
- CARRIAGEWAY OVERLAY
- CONTROLLED CROSSING (RED TARMAC)
- BLOCK PAVING
- LANDSCAPE / GRASSED AREA
- GREY HIGH FRICTION SURFACING
- X ISLAND REFERENCE
- PROPOSED TARMAC CROSSING

**HORSFORTH ROUNDABOUT
A6120/A65 JUNCTION
GENERAL ARRANGEMENT**

DRAFT

DRAWING NO.		DATE		SCALE	
1500		A1		1:500	
DRAWING TITLE		DATE		DATE	
HORSFORTH ROUNDABOUT		A6120/A65 JUNCTION		GENERAL ARRANGEMENT	
DRAWING NO.		DATE		DATE	
HDC/715469/01/01		September 2012		September 2012	

