

**Report of: The Director of City Development**

**Report to: Executive Board**

**Date: 2 April 2014**

**Subject : A6120/A657 RODLEY ROUNDABOUT IMPROVEMENT**

**Capital Scheme Number : 16709 / 000 / 000**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Calverley and Farsley	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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 underperforming key junctions on the network are improved. Improved transport infrastructure, and how this links to supporting housing growth, is key to delivering the Best Council Plan 2013-17 objective, 'Promoting sustainable and inclusive economic growth'.
2. The roundabout that forms the junction of A657 Rodley Lane and A6120 Ring Road Farsley, known locally as *Rodley Roundabout*, has significant importance to the highway network and is the key orbital route to the north west of Leeds. The A657 is an arterial bus route linking into Shipley and the A6120 Outer Ring Road is not only a key route for traffic avoiding the main urban area of Leeds, but is also the main route to Leeds Bradford International Airport from east Bradford, Wakefield, Dewsbury and south Leeds.
3. The roundabout currently experiences significant levels of congestion, especially at peak periods, where long queues develop on approaches forming a significant bottleneck, especially for orbital traffic movement.
4. A scheme has been developed which introduces full traffic signalisation which will include the provision of controlled pedestrian/cycle crossing facilities on all four approaches. This will not only increase the efficiency of the junction but will

improve safety, especially for more vulnerable road users, reducing the number of people killed or seriously injured (KSI) on the city's roads. (See attached plan HDC/257198/CON/01)

5. The scheme proposals will also assist in accommodating the delivery of up to 550 dwellings at a new housing development on the former Clariant and Riverside sites adjacent to the A6120.
6. In December 2013, the council was successful in securing a £2.432million government grant contribution towards this scheme through Tranche 4 of the DfT Local Pinch Point Fund, and the council has also secured a S.106 contribution of £736,761 from the aforementioned housing developer, along with a Local Transport Plan grant allocation of £306,239
7. The scheme proposals now need to be progressed to deliver these improvements on the ground.

### **Recommendations**

8. The Executive Board is recommended to:
  - (i) Approve the construction of the Council's scheme to fully signalise Rodley Roundabout with associated highway works at an estimated cost of £3,475,000;
  - (ii) Inject £3,475,000 into the city development capital programme.
  - (iii) Give authority to incur expenditure of £3,475,000 (comprising of works costs £3,202,375 and staff fee costs £272,625) funded from a DfT Tranche 4 Local Pinch Point Fund Government grant £2,432,000, a Local Transport Plan grant £306,239, and a Private Developer section 106 receipt £736,761.
  - (iv) To note the officer responsible for implementing these proposals is the Acting Head of Transport Policy. The works would be procured through appropriate tender procedures and delivered in line with the dates identified in section 4.7 of this report.
  - (v) To note that it is proposed to deliver the proposals contained in this report with the already approved proposals for Horsforth Roundabout as a single contract.

## **1 Purpose of this report**

- 1.1 The purpose of this report is to advise of the total scheme costs of £3,475,000 and to seek authority to incur this expenditure, seek approval to invite tenders and to implement the proposed highway improvement works to Rodley Roundabout.

## **2 Background information**

- 2.1 The Rodley Roundabout junction where the A657 crosses the A6120 Leeds outer ring road has significant importance to the highway network, for both orbital and radial routes around the north-western 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 is used by 44,000 vehicles per day (AADT) and experiences significant levels of congestion, especially at peak periods, where long queues form on approaches to the roundabout resulting in a significant bottleneck for orbital traffic movement. Analysis of TrafficMaster journey time data has identified this location as one of the top 15 most congested Local Authority junctions in West Yorkshire.
- 2.3 A scheme has been developed to address the current problems which amends the current roundabout layout making improvements to the orbital alignment and also introduces full traffic signalisation. The current proposals can be delivered within the current limit of highway ownership. A funding bid for this scheme was submitted under Tranche 4 of the DfT's Local Pinch Point Fund and confirmation of success was received in December 2013.
- 2.4 In addition to the proposals for Rodley Roundabout contained in this report, a scheme to signalise the Horsforth Roundabout is also currently being progressed by the Council. Authority to implement the proposals for Horsforth Roundabout received Executive Board approval in January 2014. This being the case, it is now proposed to fast track the detailed design for Rodley Roundabout with a view to delivering the proposals for both Rodley and Horsforth as one contract.

## **3 Main Issues**

- 3.1 Rodley Roundabout sits on the outer ring road and is used by 44,000 vehicles per day. With these volumes of traffic, it is subject to high levels of peak period congestion that affects both radial and orbital movements. Along with the A65/A6120 Horsforth roundabout, these junctions form a significant bottleneck for orbital movements along the Leeds Outer Ring Road. This is not only a key route for traffic avoiding the main urban area of Leeds, but is also the main route to Leeds Bradford International Airport from east Bradford, Wakefield, Dewsbury and south Leeds.
- 3.2 The proposed signalisation scheme for Rodley 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 A6120 between Horsforth and Rodley is the only crossing point of the River Aire between the A658 Apperley Lane to the west and the B6157 in Kirkstall to the east – a distance of around 7 kms – meaning that route choice is limited for many of the vehicles using the junction so the majority of traffic using these junctions travels along the ring road at this location.
- 3.4 Current provision for pedestrians is minimal at Rodley roundabout, being limited to uncontrolled at-grade crossings. Although pedestrian flows are low, travel to school data shows that there are a number of pupils attending the two primary schools in Calverley that live to the east of the roundabout and walk to school, a distance of around 1.5km. There is no provision for cyclists.
- 3.5 Five bus services pass through the junction at a combined two-way frequency of 10 buses per hour. These are primarily on the A657, comprising the 670/671 service between Leeds-Calverley-Greengates-Bradford and the 760 Leeds-Keighley (8 buses/hr, two way) and the 8/9 ring road services which have an hourly frequency in each direction. All these services are affected by the peak period delays on the A657 approaches to the roundabout.
- 3.6 To the west of the A6120, located in between the A657 and A65 radials, are the Clariant Works and Riverside Mills housing development sites. Following a planning appeal, these sites have been granted planning permission for 400 and 150 dwellings respectively. The Clariant and Riverside developers are required to fund capacity improvements to the Rodley and Horsforth roundabouts commensurate with the impact caused by these developments. The Council has negotiated financial settlements in lieu of these requirements in order to deliver the Council's preferred schemes at both locations.
- 3.7 A major study into Leeds Outer Ring Road was undertaken in 2003-05. This identified a number of options to deliver a long term strategy for the A6120. This recommended a highways based strategy, including junction signalisation and dualling of sections of the A6120. Subsequently, further work was undertaken in 2008 which due to funding pressures focused mainly on junction improvements at six locations which would form initial stages of a wider strategy. This included schemes at the A65 Horsforth and A657 Rodley roundabouts. It is now intended to deliver these schemes as individual junction improvements within an incremental programme. With the pinch point funding, and developer contributions, Horsforth and Rodley are now affordable to be delivered as a single contract.
- 3.8 The overall objectives of the scheme which are consistent with the LTP are:
- a. To reduce peak period delays for orbital traffic on the A6120
  - b. To reduce peak period delays for radial traffic and buses on the A657
  - c. To accommodate traffic generations associated with the planned Clariant and Riverside development sites
  - d. To encourage greater levels of walking and cycling and improve accessibility
  - e. To improve safety

- f. To reduce carbon

## **4. Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Local Ward Councillors from Calverley & Farsley and Horsforth were consulted during the preliminary and detailed design stages of the scheme development. 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 A briefing session was held with Ward Councillors from Calverley & Farsley on 31 January 2014 to update on progress and to inform them of the current position regarding the successful Local Pinch Point Bid for Rodley Roundabout. It was explained that it was now proposed to construct both the proposed Rodley Roundabout and Horsforth Roundabout schemes as a single contract in order to minimise the impact on the works. The Councillors were very much in favour of this approach.
- 4.1.3 Following earlier consultation with the Councillors from Horsforth regarding Horsforth Roundabout, further consultation with all Ward Councillors from both Horsforth and Calverley & Farsley was undertaken, by email on 19 December, when the pinch pint funding was announced. The situation regarding the proposal to deliver Horsforth and Rodley Roundabouts as a single contract was explained. Cllr Marjoram was supportive of the proposal but asked that consideration be given to linking works at Rodley with the proposed cycle superhighway along the Leeds/Liverpool Canal. This can be done with minor footway works.
- 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 during the detailed design stage prior to any works starting. The small number of frontagers will be consulted as the scheme proposals are finalised and the use of advanced information road signs will be used to advise road users of the proposed works and direct them to the Council's web pages for further information. Dedicated web pages are being developed to provide this information.

Details of the current proposals have been placed on the Council's Talking Point database and future consultation will be signposted.

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

- 4.2.1 An EDCI Screening exercise has been carried out and published as part of the Pinch Point bid process. The key findings of the screening (attached as an appendix) will be considered during the detailed design of the final proposals.
- 4.2.2 The equality and diversity issues identified include the provision of formal pedestrian crossing points on all four arms of the roundabout with associated

dropped kerbing and tactile paving. The scheme will also significantly reduce peak period delays and will improve the accessibility and reliability of public transport which will be particularly helpful to those most dependant on it.

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

- 4.3.1 The roundabout junction where the A657 crosses the A6120 Leeds outer ring road has significant importance to the highway network, for both orbital and radial routes around the north-western 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 causing a pinch point on the highway network.
- 4.3.3 One of the Council's 6 Best Plan objectives for 2013-17 is 'Promoting sustainable and inclusive economic growth' with a focus on providing a good and efficient transport infrastructure.

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

- 4.4.1 The total estimated costs for the current proposals is £3,475,000 (comprising of works costs £3,202,375 and staff fee costs £272,625), funded from a Tranche 4 DfT Local Pinch Point Fund Government grant £2,432,000, a Local Transport Plan grant £306,239, and a Private Developer S.106 receipt £736,761 (being a modification to the planning obligation under Section 106 of the Planning Act).

#### 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)	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	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)	3202.4			2000.0	1100.0	102.4	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	272.6	54.3	41.7	116.0	58.0	2.6	
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>3475.0</b>	<b>54.3</b>	<b>41.7</b>	<b>2116.0</b>	<b>1158.0</b>	<b>105.0</b>	<b>0.0</b>
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
Section 106	736.8			736.8			
Government Grant - LTP	306.2	54.3	41.7	210.2			
Government Grant - DfT	2432.0			1169.0	1158.0	105.0	
<b>Total Funding</b>	<b>3475.0</b>	<b>54.3</b>	<b>41.7</b>	<b>2116.0</b>	<b>1158.0</b>	<b>105.0</b>	<b>0.0</b>
<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>

#### 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 Rodley Roundabout can be significantly improved by implementing the current proposals at this location.

4.6.2 The Developer of the nearby housing development has a planning obligation to undertake some lesser work to Rodley 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. To avoid this risk, a negotiated contribution has been agreed to allow the Council's preferred scheme to be delivered.

- 4.6.3 With the success of the Pinch Point bid, the scheme proposals have to expend the pinch point funding by March 2015. Also with the significant developer contributions to both Rodley and Horsforth roundabouts both schemes are now affordable. To avoid the risk of prolonged disruption by delivering both schemes separately, it is now proposed to fast track the detailed design for Rodley and deliver both roundabout schemes as one contract.

#### **4.7 Programme**

- 4.7.1 The current programme is for the design work to be fast tracked to align with the delivery of Horsforth Roundabout. It is programmed for construction works to commence in August 2014 to take advantage of the reduced summer traffic. The works to Rodley Roundabout are expected to be complete by summer 2015.
- 4.7.2 Other major highway works are also planned in the north-west areas of Leeds which include improvements to Thornbury Roundabout and the City Connect cycle scheme, between Leeds and Bradford, which runs through Stanningley. The works to Thornbury are planned to be delivered within a similar timeframe to Horsforth and Rodley. The City Connect cycle scheme is currently being developed and is also being delivered with similar time constraints. All the works are being carefully planned to protect peak hour traffic flows and to co-ordinate these schemes in order to minimise disruption and minimise overall impact.
- 4.7.3 Works on site would be programmed to avoid any disruption to the Tour de France in July 2014.

#### **5 Conclusion**

- 5.1 Rodley Roundabout, where the A657 crosses the A6120 Leeds outer ring road, continues to experience severe congestion, creating a bottleneck at a key junction on the highway network.
- 5.2 In 2008, a feasibility study was undertaken to establish the most appropriate solution to address the current issues not only for Rodley, but for a number of junctions on the outer ring road. This resulted in a fully signalised roundabout arrangement being developed for Rodley Roundabout.
- 5.3 In December 2013, the Council successfully bid for a Pinch Point Funding contribution to help deliver these improvements at Rodley.
- 5.4 As a condition of the planning approval for the nearby residential development on the Clariant site, the Developer was also obliged to undertake works to Rodley and also Horsforth Roundabouts.
- 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 obligation by installing traffic signals at a later date, the Council has negotiated a sum of £736,761 from the Developer to contribute towards the preferred scheme. This has been done under a



Section 106 and Section 106A of the Town & Country Planning Act 1990 agreement which modifies the developer's planning obligation for Rodley Roundabout.

- 5.6 This Developer contribution coupled with the successful pinch point bid makes the Council's preferred scheme affordable from within the Local Transport Plan budget but the scheme needs to be delivered to satisfy the time constraints of the Pinch Point bid.
- 5.7 In addition to this, a separate contribution from the Developer towards Horsforth Roundabout also makes that scheme affordable. Executive approval has already been given for Horsforth in January 2014.
- 5.8 This report is now seeking approval for the proposed improvements to Rodley Roundabout and it is proposed to deliver the improvements to both Horsforth and Rodley as a single contract.

## **6 Recommendations**

- 6.1 The Executive Board is recommended to:
- (i) Approve the construction of the Council's scheme to fully signalise Rodley Roundabout with associated highway works at an estimated cost of £3,475,000;
  - (ii) Inject £3,475,000 into the city development capital programme.
  - (iii) Give authority to incur expenditure of £3,475,000 (comprising of works costs £3,202,375 and staff fee costs £272,625) funded from a DfT Tranche 4 Local Pinch Point Fund Government grant £2,432,000, a Local Transport Plan grant £306,239, and a Private Developer section 106 receipt £736,761.
  - (iv) To note the officer responsible for implementing these proposals is the Acting Head of Transport Policy. The works would be procured through appropriate tender procedures and delivered in line with the dates identified in section 4.7 of this report.
  - (v) To note that it is proposed to deliver the proposals contained in this report with the already approved proposals for Horsforth Roundabout as a single contract.

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

- 7.1 None

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<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.