

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

**Date: February 2015**

**Subject: A660 Otley Road and A65 Kirkstall Road – Road Safety Cycle Improvement Scheme**

**Capital Scheme Number: 16302**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Weetwood, Hyde Park & Woodhouse, Kirkstall and City & Holbeck.	<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 Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured (KSI) on the city's roads. By enhancing the local residential environments and facilities for cyclist will therefore provide a safer and more user friend road environment for all road users.
2. By improving the local road environment this will actively encourage children in more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of the objective to build a child friendly city, delivery of the Better Lives programme and contribution to "Public Health which is embedded and effectively delivering health protection and health improvement".
3. Cycle injuries in Leeds are concentrated along two main radial corridors: the A65 Kirkstall Road and the A660 Woodhouse Lane/Otley Road. Both corridors run between the city centre and the Outer Ring Road. They are both heavily trafficked and congested particularly during the peak periods. The primary accident pattern relates to collisions between cycles on main road and motor vehicles turning into and out from side road junctions.

4. In the past five years, 34% of all cyclists KSI (38% of all adult cycle casualties) on A-roads in Leeds have occurred on the A660 and A65 between the city centre and the Outer Ring Road strongly indicating, from this concentration, that an overall treatment of these corridors is needed and appropriate.
5. This report seeks approval to emphasise the junctions and cycle lanes across the many side roads by introduction of red anti skid material to help highlight the presence of cyclists to reduce the frequency and severity of collisions accidents between cyclists and vehicles at these conflict points.

## **Recommendations**

6. The Chief Officer (Highways and Transportation) is requested to:
  - i) Authorise the design and subsequent implementation of a scheme to introduce red surfacing across the side road junction mouths to highlight these potential conflict points and highlight the presence of the advisory cycle lane to all motorists; and
  - ii) give authority to incur expenditure of £78,000 works costs and £18,000 staff fee costs, to be funded from the Transport Policy Local Transport Plan Capital Programme;

### **1 Purpose of this report**

- 1.1 To obtain authority to undertake the design and subsequent implementation of a scheme to introduce red surfacing across the side road junction mouths to highlight these potential conflict points and to highlight the presence of the advisory cycle lane to all motorists.
- 1.2 To seek approval to incur costs of £96,000 for the design, supervision and implementation of road safety measures described within this report.

### **2 Background information**

- a. There has been an upward trend in the number of cycle injuries in Leeds, which is a direct result of an upward trend in the number of cyclists. A rigorously appropriate comparison between the two, in order to establish changing level of risk, is difficult to achieve. However, plotting the numbers of cyclists crossing the city centre cordon from the relevant corridors and the number of injuries occurring along the corridors suggests that the level of risk to an individual cyclist using the A65 and A660 corridors may be reducing over time.
- b. The A660 and A65 cycle lanes were originally provided in response to cyclists' requests arising from perceptions of risk and have been popular. They are not continuous and there, have been requests to provide greater continuity. Where the lane width permit this will be incorporated into the design.

- c. These two key corridors provide essential transport links between the Outer Ring Road and the City Centre and serve two universities campuses and numerous colleges. The routes also support large employment areas, which has many leisure and shopping opportunities.
- d. The A65 has been subject to considerable change in road layout as part of the Quality Bus Initiative in 2012. Broadly; this has provided increased carriageway space with wide bus lanes and careful consideration has been given to cyclists needs. However, that scheme did not result in treatment to all side roads. Side roads unaffected by the scheme will be treated as part of these proposals.
- e. The A660 corridor from the Leeds Outer Ring Road has not yet seen such major investment which is anticipated to flow from the proposed New Generation Transport (NGT) scheme. This scheme has recently concluded a comprehensive Public Inquiry which is currently under evaluation and consideration by the Secretary Of State.
- f. The reason for treating these corridors is that the A660 and A65 corridors are the most cycled in Leeds, they have the greatest number of cycling casualties, and so form the best opportunity to reduce the total number of KSI and Slight cycle casualties.
- g. Below are traffic flow, modal split and casualty data to support these proposals.

**Traffic flows for the two routes:  
Source ATC Cordon Counts (2012)**

A660	SB = 11,410	NB = 11,176	2WAY = 22,586
A65	EB = 21,739	WB = 21,373	2WAY = 43,112

**Source Modal Split Surveys 2011 Inbound 7am – 10am (vehicles rather than passengers)**

	A660	A65
Pedestrians	15.2%	3.4%
Pedal Cyclist	7.8%	3.1%
Motor Cyclist	0.9%	1.0%
Cars	68.1%	81.8%
Other (including buses)	8.0%	10.7%

2.8 These two routes have now recorded the greatest number of KSI and Slight cycle casualties in Leeds as shown below.

**Cycle Injuries on A65 and A660 corridors for the past 5 year period.**

	Adult Cycle Injuries on Leeds A Roads	A660 – A65 Cycle Injuries
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All	497	188 (38%)
KSI	91	31 (34%)

- 2.9 The collisions and associated risks have been identified through Stats19 Police reports as being at side roads along the A660 and the A65. The proposals address the risks very directly, by highlighting with markings and coloured surfaces locations along the A660 and A65 where additional care is needed.
- 2.10 As part of an ongoing initiative to reduce cycle accidents, earlier this year a series of Temporary Information Placards (TIPs) have been erected along the A660 corridor. There are five different designs and in total 27 placards have been erected between Victoria Road and Glen Road. The posters draw attention to motorists of the possible presence of cyclists crossing the side road, and to cyclists of the possibility of motorists crossing through their path. To prevent road users developing 'sign blindness' further sets of designs will be produced in the future.
- 2.11 In the longer term, the (NGT) trolleybus scheme will change the road environment along the A660 corridor but the renewal and placing of additional markings will have given value by that time this scheme starts on site.
- 2.12 Onsite observations during the morning and evening peak periods identified that there were still a very high proportion of cyclists who still were not either wearing reflective tabards or lights during the hours of darkness. A pilot scheme to offer such cycle aids and to educate cyclists along the route is also requested to be piloted as a holistic approach to address the upward cycle collision statistics.
- 2.13 By improving the quality of the routes, it is expected that more people will choose to cycle and consequently gain the health and transport benefits from doing so. The improved cycle routes to the city centre will enhance the efforts of all the stakeholders to improve cycle safety in a more holistic approach.

### **3 Main issues**

#### **3.1 Design Proposals and Full Scheme Description**

3.2 The proposals for this scheme include:

- Refreshment of white lining and red surfacing where appropriate with the addition of further cycle icons to Sign No 1057 placed prominently at the point where motorists cross the cycle lanes.
- Provision of red surface and cycle icons to Sign No 1057 to side roads without cycle lane markings will be investigated and if the width permits will be implemented.
- The onsite education and distribution of reflective tabards, reflectors and lights as a pilot initiative to promote safe and sensible cycling in these areas.

#### **3.3 Programme**

3.2.1 It is programmed that the works will be carried out in the current 2014/15 financial year.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 The Ward Members were consulted via email dated November 2014 and again in February 2015 and no adverse comments were received.

4.1.2 Emergency Services and Metro were consulted via email dated November 2014. No adverse comments were received.

4.1.3 The proposals have been previously discussed with and supported by Leeds Cycle Action Group as identified in previous funding bids. Broader stakeholder support was subsequently gained when discussed at the Cycling Consultation Forum. The A660 and A65 are the primary corridors used by cyclists attending the University of Leeds and Leeds Metropolitan University due to campus and hall locations and their support has been obtained.

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

4.2.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was carried out on which found the following positive and negative impacts;

4.2.2 Positive Impact:

The introduction of the scheme will:

- By improving the quality of the routes, it is expected that more people will choose to cycle and consequently gain the health and transport benefits from doing so. The improved cycle routes to the city centre will enhance the efforts of all the destinations/stakeholders to improve the sustainability of their operations.
- It is expected that the risk and fear of injury to existing and new cyclists travelling to/from the universities, city centre, bus and rail stations and other locations for commuting and leisure purposes will be reduced.
- The treatment along these corridors (A660 and A65) which are the most cycled in Leeds and which have the greatest number of cycling casualties; form the best opportunity to most reduce the total number of KSI and Slight cycle casualties.

4.2.3 The only negative impact the proposals have is that if this scheme is not approved, then the number and severity of cycle casualties will not be reduced.

### **4.3 Council Policies and City Priorities**



**Parent Scheme Number : 99609**

**Title : LTP Transport Policy Capital Programme**

### **5.3 Legal Implications, Access to Information and Call In**

5.3.1 The scheme is in the Annual Programme and it is programmed to be completed in 2014/15

### **5.4 Risk Management**

5.4.1 This area is a very heavily populated area with high volumes of both pedestrians and vehicles. Careful consideration and planning will therefore be given to the traffic management arrangements throughout the works to minimise any disruption to either pedestrians, motorist or the retail establishments.

## **6 Conclusions**

6.1 The proposed schemes aims to provision safer cycling provision along the two strategic network corridors of the A660 and the A65 for one of our most vulnerable road users, by highlight their presence at locations where conflict collisions have occurred by the introduction of red high friction surfacing. It is considered that this low cost intervention measure will help reduce the number, severity and likelihood of further injury recorded collisions. The aim being to promote more cycling within the City, which will reduce levels of congestion, air pollution and will help support the City councils wider health agendas.

## **7 Recommendations**

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

- i) Authorise the design and subsequent implementation of a scheme to introduce red surfacing across the side road junction mouths to highlight these potential conflict points and to highlight the presence of the advisory cycle lane to all motorists; and
- ii) give authority to incur expenditure of £78,000 works costs and £18,000 staff fee costs to be funded from the Transport Policy Local Transport Plan Capital Programme;

## **8 Background Papers<sup>1</sup>**

8.1 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.