

REPORT TO THE CHIEF OFFICER (HIGHWAYS AND TRANSPORTATION) AND THE DIRECTOR OF RESOURCES

DATE: 20 OCTOBER 2009

Subject: Design and Cost Report

**Scheme Title: A63 SELBY ROAD/B6137 LEEDS ROAD, JUNCTION
SIGNALISATION**

Capital Scheme Number: 15479

Electoral Wards Affected:

KIPPAX AND METHLEY

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In
(Details contained in the report)

EXECUTIVE SUMMARY

This report seeks approval to incur expenditure and undertake the detailed design and implementation of a junction signalisation scheme on the A63 Selby Road at its junction with the B6137 Leeds Road.

1.0 PURPOSE OF THIS REPORT

1.1 The purpose of this report is to:

- i) obtain approval to incur expenditure for the detailed design and implementation of a traffic signalisation scheme at the junction of the A63 Selby Road/B6137 Leeds Road as shown on drawing reference TM-E-21-1_32_j at an estimated cost of £282,000; and
- ii) obtain authority to incur expenditure of £289,500.

2.0 BACKGROUND INFORMATION

2.1 The A63 Selby Road was detrunked on 10 December 2004 and is subject to a speed limit of 40mph. Prior to the road being detrunked, many requests for the improvement of safety at the junction of the A63 Selby Road with the B6137 Leeds Road were received by Leeds City Council (LCC) and forwarded to the Highways Agency. No proposals for a scheme to improve safety at this junction were recommended by the Highways Agency.

- 2.2 The junction currently operates as a priority/give-way junction with a dedicated right turn lane into Leeds Road. Due to the speed and volume of traffic along Selby Road and the reduced visibility due to the 'sweeping' curve, vehicles frequently have difficulty in making the right turn into Leeds Road. The right turn from Leeds Road into Selby Road is also compromised due to these factors in both cases resulting in traffic delays.
- 2.3 The junction has also been identified in the Bus Hotspots Report as being a contributor to service delays which affects adherence to timetables and leads to a lack of public confidence in the service. There are four poorly sited bus stops located around the junction which also have a detrimental effect on traffic flow and turning movements.
- 2.4 The pedestrian desire line is predominantly to the west of the junction across Selby Road. The majority of pedestrians using this route are school children, crossing the road to make use of the bus stop facilities. The speed and volume of traffic and the existing sub-standard pedestrian refuge island which is only 1.4 metres wide makes crossing the road particularly difficult at this location.
- 2.5 There have been seven slight and one serious personal injury accidents at the junction in the last five-year period. The majority of which were failures to give-way.

3.0 MAIN ISSUES

3.1 Design Proposals/Scheme Description

- 3.1.1 The scheme proposes to introduce traffic signal control including pedestrian crossing facilities at the junction of the A63 Selby Road/B6137 Leeds Road in Garforth.
- 3.1.2 The main elements of the scheme proposals include carriageway widening to provide additional lane capacity, the construction of two pedestrian refuge islands and two bus lay-bys with associated traffic signal apparatus and road markings.
- 3.1.3 The scheme proposals are shown on drawing reference TM-E-21-1_32_j.

3.2 Risk Assessment

- 3.2.1 A stage one and two safety audit was conducted in October 2008 and the majority of its recommendations have been incorporated into the scheme.
- 3.2.2 There are no risk assessment issues over and above those expected when working within the public highway, generated by the proposal in this report.

3.3 Consultation

- 3.3.1 Ward Members: Ward Members were consulted on the proposals by letter dated 22 September 2008. No replies to the consultation letters were received from Ward Members.
- 3.3.2 Emergency Services and Metro (WYPTE): WYMAS, West Yorkshire Fire Service, West Yorkshire Police and Metro were consulted on the proposals by letter and email dated 22 September 2008. No replies to the consultation letters have been received.

3.4 Programme

3.4.1 The work envisaged would be carried out within the 2009/2010 financial year.

4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

4.1 Compliance with Council Policies

4.1.1 Environmental Policy: The proposal contained in this report is in accordance with Aims 6 and 7 of the Policy in that the proposals will reduce the number and severity of accidents thereby creating a safer environment.

4.1.2 Local Transport Plan (LTP): The proposal contained in this report is in accordance with a Primary Objectives of the Local Transport Plan (LTP2): to improve safety, security and health to reduce the number and severity of accidents thereby creating a safe environment. The proposals will also benefit all road users, in particular those road users who feature prominently in the Hierarchy of Consideration in the LTP.

4.1.3 Cycling: The proposed introduction of advanced cycle stop lines and feeder lanes will improve safety for cyclist negotiating the junction.

4.1.4 Ethnic minorities, women and disabled people: There are no specific implications for ethnic minorities, women or disabled people.

4.1.5 123 Strategy Approval: A Design Instruction issued as a result of a TPP1 application in April 2007 and continually reviewed by the client as the scheme has evolved.

4.2 Community Safety

4.2.1 The proposals contained in this report have no implications under Section 17 of the Crime and Disorder Act 1998.

5.0 LEGAL AND RESOURCE IMPLICATIONS

5.1 Scheme Design Estimate

5.1.1 The total estimated costs of the required highway works is £289,500; comprising £120,000 highway works, £35,000 UTC, £3,500 street lighting, £88,000 British Telecommunications diversion works and £43,000 staff costs.

5.2 Capital Funding and Cash Flow

5.2.1 The total estimated cost of £289,500 is to be funded from the Integrated Transport Scheme 99609 within the approved Capital Programme and is eligible for 100% Government Funding.

Parent Scheme Number: 99609

Title: Integrated Transport Scheme

5.3 **Staffing**

5.3.1 There are no additional staffing implications arising from the proposals.

6.0 **CONCLUSIONS**

6.1 The implementation of a junction signalisation scheme will improve road safety and reduce delays for road user's in particular public buses at this busy junction.

7.0 **RECOMMENDATIONS**

CHIEF OFFICER (HIGHWAYS AND TRANSPORTATION)

7.1 The Chief Officer (Highways and Transportation) is requested subject to the approval of The Director of Resources to:

- i) note the contents of the report; and
- ii) approve the undertaking of the detailed design and implementation of the signalisation scheme on the A63 Selby Road at its junction with the B6137 Leeds Road as shown on drawing number TM-E-21-1_32_j; at a total estimated cost of £289,500.

DIRECTOR OF RESOURCES

7.2 The Director of Resources is requested to:

- i) note the contents of the report; and
- ii) give authority to incur expenditure of £246,500 works and £43,000 staff costs to be met from the Integrated transport scheme 99609 within the approved Capital Programme.

8.0 **BACKGROUND PAPERS**

None

1. CURRENT APPROVAL FUNDING (£000'S)

INTEGRATED TRANSPORT PACKAGE

99609

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.09	2009/10	2010/11	2011/12	2012/13	2013 ON
Parent Balance		10,912.8	68.5	2,177.9	8,666.4	0.0	0.0	0.0

2. CURRENT FORECAST OF EXPENDITURE (£000'S)

Gross Expenditure by CPRH SCHEME NO:		TOTAL	ACTUAL TO 31.03.09	2009/10	2010/11	2011/12	2012/13	2013 ON
Previous Approvals :		9,288.8	68.5	2,014.9	7,205.4	0.0	0.0	0.0
This Approval :	Staff (06)	43.0	0.0	23.0	20.0	0.0	0.0	0.0
	Works (03)	246.5	0.0	107.5	139.0	0.0	0.0	0.0
	Land (01)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Balance		1,342.0	0.0	40.0	1,302.0	0.0	0.0	0.0
Total = B		10,912.8	68.5	2,177.9	8,666.4	0.0	0.0	0.0
Less Income *		0.0		0.0	0.0	0.0	0.0	0.0
Total Net Cost C		10,912.8	68.5	2,177.9	8,666.4	0.0	0.0	0.0
Less 100% Gov Funding TSG		10,912.8	68.5	2,177.9	8,666.4	0.0	0.0	0.0
GENERAL RESOURCE REQUIRED D		0.0	0.0	0.0	0.0	0.0	0.0	0.0

* FOR EXAMPLE : Grants/Contributions/Operating Leasing

3. REVENUE IMPLICATIONS OF THIS APPROVAL (£)

		Latest Estimated Revenue Effect			
Code <u>27/294</u>		2009/10	2010/11	2011/12	2012/13
Employees Running Costs Capital Financing Income		4,894	16,021	22,036	21,601
Net Service Cost E		4,894	16,021	22,036	21,601

REMARKS

4. REVISED CASH FLOW IN ICS FOR CHILD SCHEME NO:

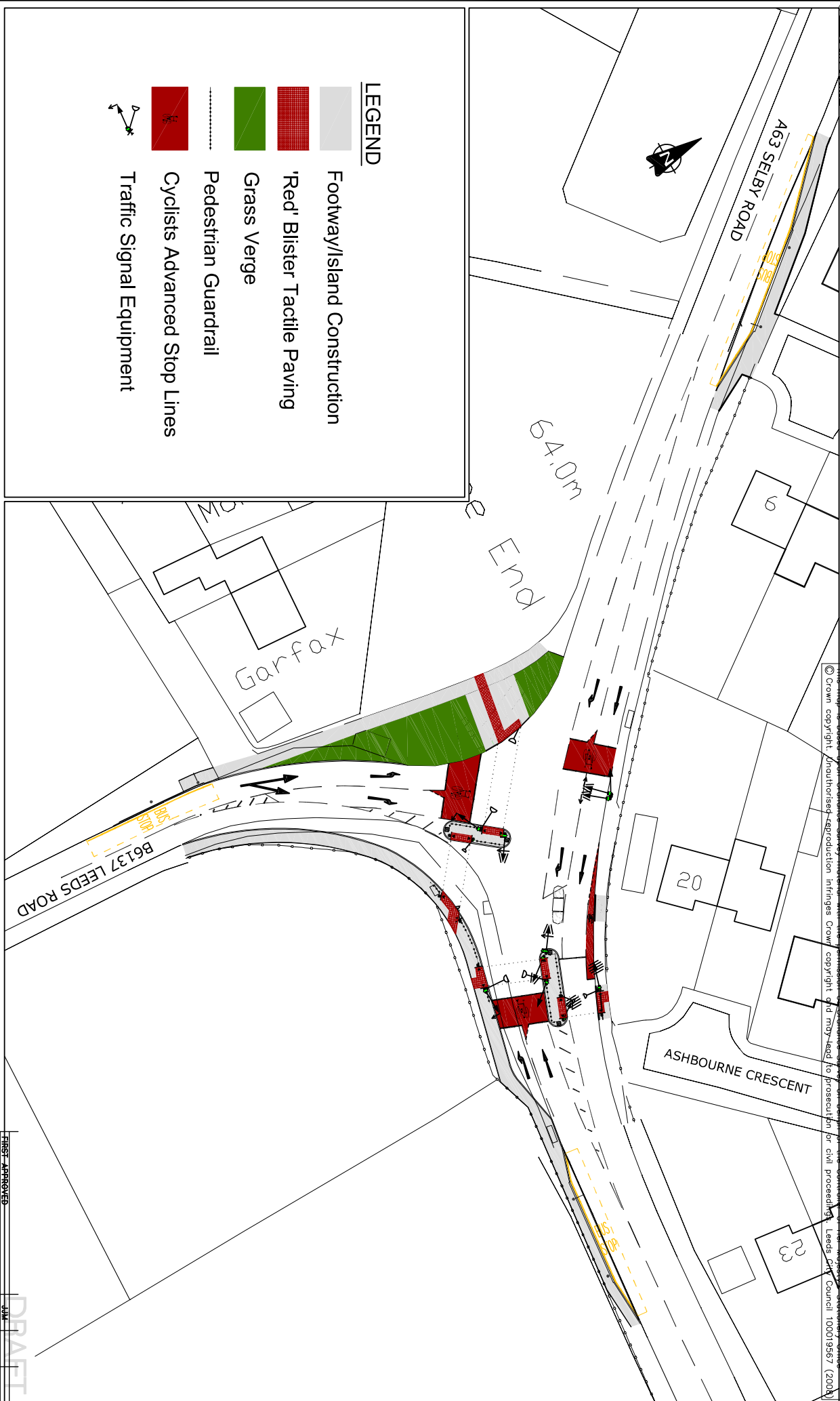
15479

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.09	2009/10	2010/11	2011/12	2012/13	2013 ON
Staff (06)		43.0	0.0	23.0	20.0	0.0	0.0	0.0
Works (03)		246.5	0.0	107.5	139.0	0.0	0.0	0.0
Land (01)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditure A		289.5	0.0	130.5	159.0	0.0	0.0	0.0

5. REVISED CASH FLOW IN ICS FOR PARENT SCHEME NO:

99609

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.09	2009/10	2010/11	2011/12	2012/13	2013 ON
Parent Balance		1,342.0	0.0	40.0	1,302.0	0.0	0.0	0.0

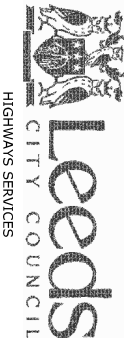


- LEGEND**
- Footway/Island Construction
 - 'Red' Blister Tactile Paving
 - Grass Verge
 - Pedestrian Guardrail
 - Cyclists Advanced Stop Lines
 - Traffic Signal Equipment

**A63 SELBY ROAD/B6137 LEEDS ROAD
GARFORTH AND SWILLINGTON WARD
JUNCTION SIGNALISATION SCHEME
GENERAL LAYOUT**

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INITIALS	DATE	SCALE
DRAWN BY: JLM	9/08	1:500
AUTOCAD BY: JLM	9/08	
CHECKED BY:		SHEET 32A/3



DRAWING NUMBER	DATE
TM-E-21-1_32_J	September 2008