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**Report of Director of City Development**

**To Executive Board**

**Date: February 8<sup>th</sup> 2008.**

**Subject: Design & Cost Report**

**Scheme Title Roundhay Road HOV Lane  
Capital Scheme Number 12359**

**Electoral Wards Affected:**

Roundhay

**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)

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**Executive Summary**

This report seeks approval for the implementation of a scheme to improve the existing bus lane on Roundhay Road, to facilitate its use by High Occupancy Vehicles (HOVs) and a more reliable passage for buses at an overall cost of £540,000 from the Integrated Transport parent scheme, some or all of which may be reimbursed at a later date via a developer contribution.

The scheme achieves this by:-

- Developing a signalised junction adjacent to Gledhow Valley Road to provide priority for High Occupancy Vehicles and a more reliable passage for buses on a high frequency bus corridor.
- Improving the bus lane to modern standards to ensure it can safely accommodate buses, high occupancy vehicles and cyclists, on the Strategic Cycle Network, and improving crossing facilities for pedestrians along the extent of the scheme.
- Providing a design which can accommodate the possible re-development of a Superstore along its length but is not dependent upon it, and also accommodates the Oakwood Town and District centre parking scheme immediately to the north.

Simulation modelling has assured as far as possible that the preferred option will provide advantage to HOVs while not disadvantaging buses and single occupancy vehicles.

## **1.0 Purpose of this Report**

- 1.1 To seek authority for the implementation of a scheme for the conversion of the existing Roundhay Road bus lane into a bus and High Occupancy Vehicle (HOV) lane.

## **2.0 Background Information**

- 2.1 The Roundhay Road (Oakwood Clock – Fforde Green) inbound Bus Lane was one of the first bus lanes implemented in West Yorkshire during the 1970s. It is considered to be sub-standard and in recent years it has suffered considerable abuse by other vehicles. This length of road forms part of a high frequency bus corridor and as such the need bring it up to modern standards has been identified.
- 2.2 In reviewing the options for the site it was considered to present the opportunity for developing a second High Occupancy Vehicle (HOV) lane after the successful introduction of the Stanningley HOV lane in 1998. Further examination of the site indicated that whilst well suited to HOV use this could not be achieved in an effective manner simply by changes to the Traffic Orders, signs and road markings and therefore more substantive scheme proposals have been developed.
- 2.3 The scheme proposals allow the proper integration of the Gledhow Valley Road junction with the traffic signals and controls required to ensure the effective operation of the HOV lane. It became apparent at an early stage in the scheme development process that Tesco were preparing proposals for the re-development of their adjacent supermarket site. As such the development of the scheme has become more protracted than originally envisaged due to the need to engage in the necessary planning negotiations to achieve satisfactory arrangements for the supermarket site which complement the HOV scheme.
- 2.4 The scheme proposals have also had regard for local improvement proposals being prepared for Oakwood Town and District Centre.
- 2.5 Simulation modelling has demonstrated that the scheme will be able to assist HOVs without penalising buses and single occupancy vehicles and will provide greater reliability in a safe sustainable manner.

## **3.0 Main Issues**

### **Design Proposals / Scheme Description**

- 3.1 A robust detailed design has developed via an iterative process with the involvement of all stakeholders (see Appendix One).
- 3.2 The scheme developed by the design partner and the Council's Urban Traffic Control section will attain the objectives by introducing the following means:-
- Signal control adjacent to Gledhow Valley Road. This will facilitate the necessary control over traffic as it proceeds to Fforde Green and will ensure that traffic will not weave dangerously as it gets in the correct lane for the Fforde Green junction. It will also provide for a signalised pedestrian crossing which will facilitate the safe passage of pedestrians to the bus stop on the east side of the road.
  - The proposed HOV & bus lane will operate at all times. Waiting and loading will be prohibited within the lane at all times to ensure that the lane will always be available and will ensure the safety of pedestrians at the new crossing. It

should be noted that there is currently no frontage access on this length of road.

- Where the proposed lane will require widening to bring it up to modern standards and to facilitate the new signalised junction it will be constructed entirely within existing City Council land ownership. The proposed lane will require extensive works involving carriageway construction, footway construction, drainage and statutory undertakers' diversions, and bus stop relocation in accordance with current bus stop infrastructure standards.
- Given the various retailing outlets immediately to the north-west of the Fforde Green junction it is not proposed to alter any Restrictions in this area.
- It is proposed to improve the lane for all its current length under this scheme. The proposal is to develop the scheme in such a way that the new signalised junction for the enhanced Tesco scheme can be implemented retrospectively without interfering with the operation of the lane.

### **Interaction With Other Schemes**

- 3.3 The scheme details are shown on drawings number 760217/002.
- 3.4 It is proposed that this scheme will be developed concurrently with 2 two other schemes; the re-development of the Tesco store with the associated access and egress, and the Oakwood Town and District Centre parking scheme.
- 3.5 The application on the re-development of the Tesco store is expected early in the New Year. The intention is that Tesco will provide the junction outside their re-developed store via a 278 agreement (see 2.1.7), and the improved bus and HOV lane will continue to run beyond it to Ravenscar Avenue. Therefore this scheme is able to proceed irrespective of the outcome of the Tesco planning application.
- 3.6 This scheme is adjacent to the proposed Oakwood Town and District Centre parking scheme. Engineering representatives from each scheme have liaised at a series of meetings to ensure that the benefits can be maximised from both schemes without adversely affecting the other.
- 3.7 The street lighting on this corridor was scheduled to be renewed under the Street Lighting PFI in 2009/10. Agreement has been reached for the street lighting to be upgraded at the same time as these schemes and hence no cost will be borne by this scheme or the Town and District Centre scheme.
- 3.8 Approval will also be sought under the officer delegation scheme to advertise draft Traffic Regulation Orders for the bus and cycle lane, waiting restrictions, road closures, and, if no objections are received, to make, seal and implement the Orders as advertised.

### **Consultations**

- 3.9 The Executive Member and Ward Members: The Executive Member and Ward Members were consulted during the feasibility and engineering assessment stages, and again at the detailed design stage. They were also supportive of the decision to proceed with the scheme with funding from the LTP with the prospect of recouping the funding via Section 106 contributions.
- 3.10 Emergency Services: The Emergency Services and the Police were consulted during the stakeholder consultation and their comments were received. Further consultation will occur as part of the Traffic Regulation Order process.

- 3.11 Metro (WYPTE): Metro have been involved in the scheme and support the proposals. Along with the bus operators their views informed the scheme as it has developed.
- 3.12 Full officer consultations have been undertaken in relation to the Tesco redevelopment proposals and the proposals for the Oakwood Town and District Centre improvement scheme.
- 3.13 Further consultations will be carried out as part of the Traffic Regulation Order process. This will include consultation with local residents. It should be noted that the scheme has a very limited effect on frontagers.

### **Programme**

- 3.14 It is intended to advertise the Traffic Regulation Orders in February 2008 with the main contract work planned to commence on site in Spring 2008, subject to no objections being received to the advertised Orders.
- 3.15 The current completion target is Summer 2008.

## **4.0 Implications for Council Policy and Governance**

### **Compliance with Council Policies**

- 4.1 Vision for Leeds 2004 – 2020: During consultations for the preparation of the “Vision”, improving public transport was identified as the most important priority. One of the eight main themes of the “Vision” is to provide safe, sustainable and effective transport - meeting people’s need to get about while affecting the environment as little as possible.
- 4.2 Financial Plan 2005 – 2008: Within the Financial Plan, one of the objectives stated is to encourage greater use of public and sustainable modes transport.
- 4.3 People Strategy: The proposed measures will provide a benefit for disabled, elderly and less agile members of the community wishing to use the available public transport services.
- 4.4 Local Transport Plan: These proposals are fully in accordance with the objectives of the Plan. In conjunction with the planned improvement of the bus lane and introduction of the HOV lane the proposals will ultimately provide more attractive travel choices, thereby encouraging modal transfer from solo use of the private car as well as providing existing bus passengers with a greatly improved service.
- 4.5 Environmental Policy: The measures are in line with Aim 6 of the Policy, by introducing measures to encourage alternatives to the private car and improving overall road safety.

## Safety Audit

- 4.6 A safety audit has been carried out on the scheme and the recommendations have been incorporated into the final design.

## Community Safety

- 4.7 There are no implications under Section 17 of the Crime and Disorder Act 1998 for the proposed work.

## 5.0 Legal and Resource Implications

### Scheme Design Estimate

- 5.1 The current estimate for the scheme is for a total of £538,717 comprising the following:-

Works	£	336,354
Statutory Undertakers	£	103,619
Staff	£	71,744
Total	£	511,717
Previous Approvals	£	27,000
<b>Total</b>	<b>£</b>	<b>538,717</b>

- 5.2 Bearing in mind a continuing degree of uncertainty over the final timing of the supermarket development, it is proposed to progress the scheme from the Local Transport Plan Integrated Transport Scheme programme immediately, with the prospect of the reimbursement of a proportion of the costs through the planning process in due course.
- 5.3 The total cost of £538,717 can be met from the Integrated Transport Scheme 99609 within the approved Capital Programme and is eligible for 100% Government Funding (£27,000 staff costs have been previously approved).
- 5.4 Should the Tesco development go ahead then the Bus and HOV scheme, which is referenced within the new *Supplementary Planning Document for Public Transport Improvements and Developer Contribution*, would be eligible for a further contribution.
- 5.5 The size of this payment would depend on the size of the development and how it is classed. The contribution would vary depending on whether it is based on the scale of the new development on the site or just the increased scale and trip generation arising from the development. The estimates (see Appendix Two) range from £2.25million for the former to £0.5million for the latter.
- 5.6 Therefore it is possible that the entire cost of the scheme might be borne by the developer. It is proposed that the Integrated Transport Parent Scheme would be reimbursed the funding should the developer contribution emerge, with the surplus being held in the Developer Contribution pot for when other schemes referenced within the SPD are developed.

## Capital Funding and Cash Flow

	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	27.0	18.1	8.9				
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>27.0</b>	<b>18.1</b>	<b>8.9</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 £000's	TO MARCH 2007 £000's	FORECAST				
			2007/08 £000's	2008/09 £000's	2009/10 £000's	2010/11 £000's	2011 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	440.0			400.0	40.0		
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	71.7		27.7	40.0	4.0		
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>511.7</b>	<b>0.0</b>	<b>27.7</b>	<b>440.0</b>	<b>44.0</b>	<b>0.0</b>	<b>0.0</b>

Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2007 £000's	FORECAST				
			2007/08 £000's	2008/09 £000's	2009/10 £000's	2010/11 £000's	2011 on £000's
Supported Capital Expenditure	538.7	18.1	36.6	440.0	44.0		
Total Funding	538.7	18.1	36.6	440.0	44.0	0.0	0.0
<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>

**Parent Scheme Number : 99609**  
**Title : Integrated Transport Package**

### Revenue Effects

- 5.7 There are no specific revenue effects of this scheme.

### Risk Assessments

- 5.8 Through the Local Transport Plan the Council is committed to tackling congestion through promoting smarter travel choices and making the best use of existing capacity. This scheme represents a significant step towards attaining these objectives, and without the scheme the Council would be less likely to achieve its LTP targets with regard to tackling congestion.
- 5.9 Buses are currently experiencing significant reliability issues using the current lane and the improvement of the bus lane and the signalisation of the Gledhow Valley Road should alleviate these issues. Furthermore, any future increases in the general traffic flow would exacerbate these issues undermining service quality and passenger confidence.
- 5.10 Should any objections be received to the advertised draft Traffic Regulation Orders then the proposed start on site date may be delayed dependent upon how quickly the objections can be resolved.
- 5.11 Should the Tesco re-development not proceed or be significantly delayed such that the scheme has been completed well before planning permission is granted, then it is likely that the full cost of the scheme is borne by the LTP as was originally intended.

## **6.0 Conclusions**

- 6.1 This scheme delivers benefits for all road users in terms of improved journey times, reliability, and amenity. It will provide Leeds with a second High Occupancy Vehicle lane following on from the success of the first.

## **7.0 Recommendations**

- 7.1 The Executive Board is requested to:

- i) approve the Roundhay Road Bus and High Occupancy Vehicle Corridor Scheme as shown on drawing numbers 760217/002 at an estimated total cost of £538,717;
- ii) approve expenditure of £511,717 comprising £336,354 works costs, statutory undertakers costs of £103,619, and a further £71,744 staff costs for supervision, monitoring and enforcement. These costs can be met from the Integrated Transport Scheme 99609 within the approved Capital Programme which is eligible for 100% Government Funding and may be reimbursed at a later date via Section 106 contributions;
- iii) note the previous approval of staff costs of £27,000 which were met from the Integrated Transport Scheme 99609 within the approved Capital program.