

# DELEGATED DECISION NOTIFICATION

REF NO<sup>1</sup>  
34694

SERVICE AREA	RESOURCES																		
SUBJECT <sup>2</sup>	A660 Woodhouse Lane/Clarendon Road, Woodhouse Proposed Inbound Bus/Cycle Lane And Junction Improvement Measures																		
DECISION <sup>3</sup>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;">                 COUNCIL FUNCTION <input type="checkbox"/>                   NOT SUBJECT TO CALL IN             </td> <td style="width: 25%; padding: 5px;">                 EXECUTIVE DECISION (KEY) <input type="checkbox"/>   <sup>4</sup>EXEMPT FROM CALL IN: YES / NO             </td> <td style="width: 25%; padding: 5px;">                 EXECUTIVE DECISION (MAJOR) <input checked="" type="checkbox"/>   <sup>4</sup>EXEMPT FROM CALL IN: NO             </td> <td style="width: 25%; padding: 5px;">                 EXECUTIVE DECISION (OTHER) <input type="checkbox"/>                   NOT SUBJECT TO CALL IN             </td> </tr> </table> <p style="margin-top: 10px;">The Director of Resources:</p> <ul style="list-style-type: none"> <li>i) noted the contents of the report; and</li> <li>ii) gave authority to incur expenditure of £135,000 staff costs comprising of £5,000 for the cost benefit analysis and £130,000 design costs, to be met from the Integrated Transport scheme 99609 within the approved Capital Programme.</li> </ul>	COUNCIL FUNCTION <input type="checkbox"/>  NOT SUBJECT TO CALL IN	EXECUTIVE DECISION (KEY) <input type="checkbox"/>  <sup>4</sup> EXEMPT FROM CALL IN: YES / NO	EXECUTIVE DECISION (MAJOR) <input checked="" type="checkbox"/>  <sup>4</sup> EXEMPT FROM CALL IN: NO	EXECUTIVE DECISION (OTHER) <input type="checkbox"/>  NOT SUBJECT TO CALL IN														
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AFFECTED WARDS	HYDE PARK AND WOODHOUSE																		
ADVICE SOUGHT	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;">Yes</th> <th style="width: 20%; text-align: center;">No</th> </tr> </thead> <tbody> <tr> <td>Legal</td> <td style="text-align: center;">✓</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Finance</td> <td style="text-align: center;">✓</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Personnel</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Equal Opportunities</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Other (please specify)</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;">✓</td> </tr> </tbody> </table>		Yes	No	Legal	✓	<input type="checkbox"/>	Finance	✓	<input type="checkbox"/>	Personnel	<input type="checkbox"/>	✓	Equal Opportunities	<input type="checkbox"/>	✓	Other (please specify)	<input type="checkbox"/>	✓
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Legal	✓	<input type="checkbox"/>																	
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Equal Opportunities	<input type="checkbox"/>	✓																	
Other (please specify)	<input type="checkbox"/>	✓																	
DECLARED OFFICER / MEMBER INTERESTS <sup>5</sup>																			

<sup>1</sup> This reference number will be assigned by Governance Services and notified to you

<sup>2</sup> A brief heading should be inserted

<sup>3</sup> Brief details of the decision should be inserted. This note must set out the substance of the decision, options considered and the reason for deciding upon the chosen option, although care must be taken not to disclose any confidential or commercially sensitive information. Guidance on the substance of the note is available from Governance Services

<sup>4</sup> For Key and Major decisions only. If exempt from Call In details to be provided in the report. The Call In period expires at 5.00 pm on the 5<sup>th</sup> working day after publication. Scrutiny Support will notify decision makers of matters called in by no later than 12.00 noon on the 6<sup>th</sup> day.

<sup>5</sup> No officer having a pecuniary interest in any matter should take a decision in relation to that matter. Other interests of a non-disqualifying nature should be recorded here.

DISPENSATION BY STANDARDS COMMITTEE

DATE: .....

BACKGROUND PAPERS<sup>6</sup>

- A design instruction issued by the Transport Strategy Group in January 2008.
- Consultation letters to Ward Members, local MP, Emergency Services and Metro.
- NGT Preliminary Proposals.
- Traffic Survey Results.

CONFIDENTIAL REPORT

YES  NO  RULE NO 10.4<sup>7</sup> ( )

DETAILS OF CONSULTATION UNDERTAKEN (OTHER REASONS/ ORGANISATIONS CONSULTED)

	Yes	No	Date
Executive Member	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ward Councillors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 September 2008
Chief Officers Affected	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Others (Specify)			
Emergency Services and Metro (WYPTE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 September 2008
NGT Project Team	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Unknown
NorthWest (Inner) Area Committee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	15 September 2008
Local Residents and Businesses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Unknown

CONTACT PERSON

N BORRAS

CONTACT NO

3951431

AUTHORISED SIGNATORY<sup>8</sup>

*M Taylor*

DATE

2<sup>nd</sup> December 2008

	KEY	MAJOR	OTHER
<sup>9</sup> *First publication (5 day notice)			
Commencement for Call In		4/12/2008	
Last date for Call In		11/12/2008	
Implementation Date		12/12/2008	

\* If key decision not on Forward Plan, the reason and need that the decision be taken are that:

<sup>6</sup> A separate Index should be prepared if necessary. ALL DOCUMENTATION UPON WHICH THE DECISION WAS BASED MUST BE RETAINED AND BE READILY ACCESSIBLE SO IT CAN BE PRODUCED SHOULD THE DECISION BE CHALLENGED

<sup>7</sup> Access to Information Procedure Rules

<sup>8</sup> The signatory must be duly authorised by the Director to make the decision in accordance with the Department's scheme. It is not acceptable for the signature to be 'pp' for an authorised signatory. For Key Decisions only, the date of the authorised signature signifies that, at the time, the Officer was content that the decision should be taken. However, should representations be received following public availability of reports the signatory will consider the effect which such representations should have upon the final decision.

<sup>9</sup> Governance Services will enter these dates

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**REPORT TO THE CHIEF HIGHWAYS OFFICER AND DIRECTOR OF RESOURCES**

**DATE: 24 NOVEMBER 2008**

**Subject: Design & Cost Report**

**Scheme Title: A660 WOODHOUSE LANE/CLARENDON ROAD, WOODHOUSE  
PROPOSED INBOUND BUS/CYCLE LANE AND JUNCTION  
IMPROVEMENT MEASURES**

**Capital Scheme Number: 14893**

**Electoral Wards Affected:**

HYDE PARK AND WOODHOUSE

**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 is to seek approval for the detailed design and public consultation of a scheme to introduce an inbound bus/cycle lane on the A660 Woodhouse Lane between Rampart Road and Clarendon Road and junction improvement measures at the A660 Woodhouse Lane/Clarendon Road junction and the advertisement of a Traffic Regulation Order (TRO) to introduce the bus/cycle lane.

**1.0 PURPOSE OF THIS REPORT**

1.1 The purpose of this report is to seek approval for the detailed design and public consultation of a scheme to introduce an inbound bus/cycle lane on the A660 Woodhouse Lane between Rampart Road and Clarendon Road, undertake junction improvement measures at the A660 Woodhouse Lane/Clarendon Road junction and advertise a draft TRO to introduce a bus/cycle lane along the length, as shown on the attached drawing number TMW-17-1183-02C.

**2.0 BACKGROUND INFORMATION**

2.1 The A660 is currently the most congested transport corridor in Leeds and Metro and the bus operators have stated that this route is of most concern in terms of delays to public transport. As a result of this, the Woodhouse Lane/Clarendon Road junction is the first phase of a proposed package of works to be undertaken along the A660 corridor.

- 2.2 In recent years, the corridor has endured blight as a result of being part of the former Supertram proposals. These proposals have now been superseded by the New Generation Transport proposals (NGT). However, although the A660 corridor forms part of those proposals, it is currently envisaged that the A660 will not form part of the initial scheme. Therefore, it has been agreed between the City Council and Metro that other proposals for the A660 should be developed.
- 2.3 The Woodhouse Lane/Clarendon Road junction is a current Site for Concern ranked as number 79, in the Council's "Sites for Concern" Accident framework, with 15 personal injury accidents, consisting of 12 slight and 3 serious accidents.
- 2.4 The site has a very high PV<sup>2</sup> count showing very high pedestrian flows to and from the university. Clarendon Road, adjacent to 'The Library' public house, was recommended for a signalised pedestrian crossing and approved in the Pedestrian Crossing Review in March 2007.

### **3.0 MAIN ISSUES**

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

- 3.1.1 It is proposed to introduce an inbound bus and cycle lane, improve the existing traffic signals at the A660 Woodhouse Lane/Clarendon Road junction and introduce pedestrian and cycle facilities in order to improve vehicular and pedestrian movements and reduce the number of injury accidents.
- 3.1.2 In order to facilitate the provision of the bus priority and improvement scheme, the intentions are to:
- i) provide an inbound bus and cycle lane starting 60m east of Rampart Road by widening the existing carriageway on the north eastern side of Woodhouse Lane;
  - ii) widen the existing carriageway on the south western side of Woodhouse Lane to facilitate the proposed bus and cycle lane and aid the maximization of the junction capacity;
  - iii) provide formal pedestrian facilities on the Clarendon Road leg of the junction and improve the existing pedestrian facilities on the north western leg of Woodhouse Lane;
  - iv) construct pedestrian islands on both legs of Woodhouse Lane and realign the existing central island on the north western leg of the junction to allow for the provision of traffic signals and pedestrian facilities;
  - v) take up and relay the existing Yorkstone flagged footways on both sides of the north western leg of Woodhouse Lane and relay/renew the concrete paved footways on the southern leg of Woodhouse Lane outside the university;
  - vi) remove 7 no. trees along the north eastern side of Woodhouse Lane, which will then be replaced with 12no. new trees at locations to be agreed with the City Council's Forestry Section;
  - vii) undertake all ancillary improvement works necessary for the proper implementation of the scheme including carriageway resurfacing, traffic signing and road markings and street lighting works; and
  - viii) advertise and implement a draft TRO to introduce a bus/cycle lane along the A660 Woodhouse Lane.

- 3.1.3 All works are to be undertaken within the boundary of the adopted highway and will not encroach onto or affect either Woodhouse Moor or Cinder Moor.
- 3.1.4 In addition to the above works it is also proposed to undertake a cost benefit analysis on the future phases of work proposed for the A660 Corridor between Clarendon Road in Woodhouse and St Michael's Road in Headingley.
- 3.1.4 The total estimated staff costs for the required highway works and the cost benefit analysis are £135,000, comprising of £5,000 for the cost benefit analysis and £130,000 design costs, which can be met from the Integrated Transport scheme within the approved Capital Programme and is eligible for 100% Government funding.
- 3.1.5 The scheme proposals are illustrated on the attached drawings number TMW-17-1183-02c.

## 3.2 Consultations

- 3.2.1 Ward Members and Local MPs: Ward Members and the Local MPs were consulted by letter dated 15 September 2008. One Councilor was concerned about the removal of part of the grass verge to accommodate the proposed inbound bus/cycle lane. Another was concern about the removal of the existing bus lay-by, which is used illegally by pizza delivery vehicles. He questioned as to where these vehicles will be able to park and was informed that there is ample parking on Raglan Road. No other adverse comments or objections were received.
- 3.2.2 Emergency Services and Metro (WYPTE): Emergency Services and Metro were consulted by letter dated 15 September 2008. West Yorkshire Police have no objections towards the scheme proposals. Metro identified the need to relocate the inbound bus stop, which will be discussed as part of the detailed design. No other comments or objections were received.
- 3.2.3 NGT Project Team: The preliminary scheme proposals have been discussed at great length with the NGT Project Team in order to ensure that any proposals implemented at this time would not be detrimental to future NGT proposals.
- 3.2.3 North West (Inner) Area Committee: North West (Inner) Area Committee were consulted by letter dated 15 September 2008 with a view to obtaining their comments and those of The Friends of Woodhouse Moor. No adverse comments or objections were received.
- 3.2.5 Local Residents and Businesses: As part of the ongoing detailed design, a substantial consultation process with local residents and businesses will be undertaken and the comments presented to the Joint Highways Board prior to implementation of the scheme.

## 3.3 Programme

- 3.3.1 It is anticipated that the detailed scheme design and public consultation can be undertaken during the 2008/2009 financial years, subject to approval.

## **4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE**

### **4.1 Compliance with Council Policies**

- 4.1.1 Environmental Policy: The proposals contained within this report are in accordance with the aims of the Policy since the improvement works will reduce the number and severity of accidents, thereby creating a safer local environment, and will help encourage the use of public transport
- 4.1.2 Mobility: The provision of dropped crossings and pedestrian facilities will provide a positive aid to all pedestrians and ease pedestrian movement across the A660 Woodhouse Lane and Clarendon Road.
- 4.1.3 Local Transport Plan (LTP): The proposals contained in this report are in accordance with Primary Objectives of the Local Transport Plan: To improve safety, security and health in particular to reduce the number and severity of accidents thereby creating a safe environment, making public transport more accessible for the public and improve the highway network and provide facilities for each road user.
- 4.1.4 Ethnic minorities, women and disabled people: This report has no implication for ethnic minorities, women or disabled people.
- 4.1.5 LTP Policy Approval: A Design Instruction was issued by Transport Policies and Programme Section in January 2008
- 4.1.5 Safety Audit: A Stage 1 Safety Audit was undertaken on the 8 October 2008. Comments based on a preliminary scheme drawing were received from Accident Studies and will be addressed as part of the detailed design process

### **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 1988.

## **5.0 LEGAL AND RESOURCE IMPLICATIONS**

### **5.1 Scheme Design Estimate**

- 5.1.1 Funding: The total estimated staff costs for the required highway works and the cost benefit analysis are £135,000, comprising of £5,000 for the cost benefit analysis and £130,000 staff costs, which can be met from the Integrated Transport scheme within the approved Capital Programme and is eligible for 100% Government funding.
- 5.1.2 Staffing: There are no additional staffing implications arising from these proposals.

### **5.2 Capital Funding and Cash Flow**

Parent Scheme Number : 99609

Title : LTP Integrated Transport Scheme

## **6.0 CONCLUSIONS**

- 6.1 The proposed introduction of an inbound bus/cycle lane, the improvements to the A660 Woodhouse Lane/Clarendon Road junction and the associated Traffic Regulation Order (waiting and loading restrictions and bus lane ) will reduce the number and severity of injury accidents at the A660 Woodhouse Lane/Clarendon Road junction and serve to greatly improve the service and reduce the delays of public transport.

## **7.0 RECOMMENDATIONS**

### CHIEF HIGHWAYS OFFICER

- 7.1 The Chief Highways Officer is requested, subject to approval of the Director of Resources to:
- i) approve the design and public consultation of the junction improvement scheme at the A660 Woodhouse Lane/Clarendon Road junction and an inbound bus/cycle lane along the A660 Woodhouse Lane between Rampart Road and Clarendon Road, as shown on the attached drawing number TMW-17-1183-02C, at a total cost of £135,000; and
  - ii) request the Assistant Chief Executive (Corporate Governance) to advertise the draft Traffic Regulation Order to introduce a bus/cycle lane on Woodhouse Lane as shown on attached drawing number TMW-17-1183-02C and, if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised.

### 7.2 DIRECTOR OF RESOURCES

The Director of Resources is requested to:

- i) note the contents of the report; and
- ii) give authority to incur expenditure of £135,000 staff costs comprising £5,000 for the cost benefit analysis and £130,000 design costs, to be met from the Integrated Transport scheme 99609 within the approved Capital Programme.

## **8.0 BACKGROUND PAPERS**

- A design instruction issued by the Transport Strategy Group in January 2008.
- Consultation letters to Ward Members, local MP, Emergency Services and Metro.
- NGT Preliminary Proposals.
- Traffic Survey Results.

1. CURRENT APPROVAL FUNDING (£000'S)

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.08	2008/09	2009/10	2010/11	2011/12	2012 ON
Parent Balance		19,041.0	68.9	1,832.1	8,120.2	9,019.8		

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

Gross Expenditure by CPRH SCHEME NO:		TOTAL	ACTUAL TO 31.03.08	2008/09	2009/10	2010/11	2011/12	2012 ON
Previous Approvals :		3,833.3	68.9	242.6	3,263.2	258.6	0.0	0.0
This Approval :	Staff (06)	135.0		70.0	65.0	0.0	0.0	0.0
	Works (03)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Other (07)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Balance		15,072.7	0.0	1,519.5	4,792.0	8,761.2	0.0	0.0
Total =	B	19,041.0	68.9	1,832.1	8,120.2	9,019.8	0.0	0.0
Less Income *		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Net Cost	C	19,041.0	68.9	1,832.1	8,120.2	9,019.8	0.0	0.0
Less 100% Gov Funding		19,041.0	68.9	1,832.1	8,120.2	9,019.8	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 (£)

Code <u>27/294</u>		Latest Estimated Revenue Effect			
		2008/09	2009/10	2010/11	2011/12
Employees					
Running Costs					
Capital Financing		2,785	8,103	10,532	10,324
Income					
Net Service Cost	E	2,785	8,103	10,532	10,324

REMARKS

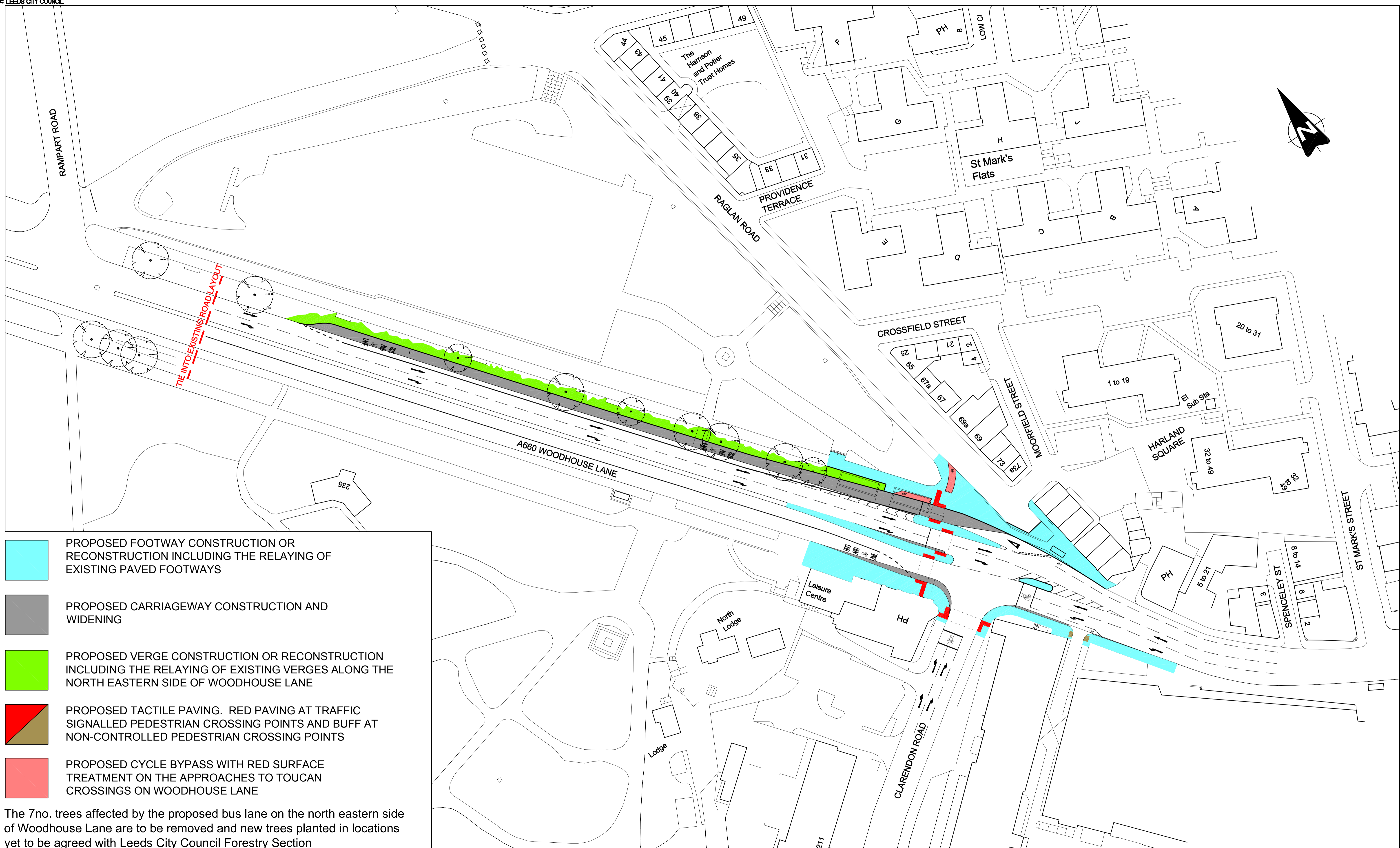
4. REVISED CASH FLOW IN ISMUS FOR CHILD SCHEME NO: 14893

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.08	2008/09	2009/10	2010/11	2011/12	2012 ON
Staff (06)		135.0	0.0	70.0	65.0	0.0	0.0	0.0
Works (03)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (07)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditure	A	135.0	0.0	70.0	65.0	0.0	0.0	0.0

5. REVISED CASH FLOW IN ISMUS FOR PARENT SCHEME NO: 99609

<u>CPRH</u>		TOTAL	ACTUAL TO 31.03.08	2008/09	2009/10	2010/11	2011/12	2012 ON
Parent Balance		15,072.7	0.0	1,519.5	4,792.0	8,761.2	0.0	0.0





- PROPOSED FOOTWAY CONSTRUCTION OR RECONSTRUCTION INCLUDING THE RELAYING OF EXISTING PAVED FOOTWAYS
- PROPOSED CARRIAGEWAY CONSTRUCTION AND WIDENING
- PROPOSED VERGE CONSTRUCTION OR RECONSTRUCTION INCLUDING THE RELAYING OF EXISTING VERGES ALONG THE NORTH EASTERN SIDE OF WOODHOUSE LANE
- PROPOSED TACTILE PAVING. RED PAVING AT TRAFFIC SIGNALLED PEDESTRIAN CROSSING POINTS AND BUFF AT NON-CONTROLLED PEDESTRIAN CROSSING POINTS
- PROPOSED CYCLE BYPASS WITH RED SURFACE TREATMENT ON THE APPROACHES TO TOUCAN CROSSINGS ON WOODHOUSE LANE

The 7no. trees affected by the proposed bus lane on the north eastern side of Woodhouse Lane are to be removed and new trees planted in locations yet to be agreed with Leeds City Council Forestry Section

O.S. SHEET REF.: VARIOUS  
 This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Leeds City Council 100019567 (2008)

## A660 WOODHOUSE LANE/CARDIGAN ROAD, LEEDS PROPOSED HIGHWAY IMPROVEMENT SCHEME GENERAL SCHEME ARRANGEMENTS

AMENDMENTS		DRAWN	CHECK	DATE	DRAWN BY		SCALE	
FIRST APPROVED		NAB			INITIALS	DATE	1:500	
					NAB	9/08		
					AutoCAD BY			
					INITIALS	DATE		
					NAB	9/08		
					CHECKED BY			
					INITIALS	DATE	ORIGINAL SHEET SIZE	
							A1	

# DRAFT



DRAWING NUMBER:  
**TMW-17-1183-02C**

DATE: September 2008