

CRSTS Leeds City Links

Date: 1st February 2024

Report of: Principal Transport Planner (Projects)

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report seeks Chief Officer approval for the design and delivery of the Leeds City Links scheme, a street improvement scheme in Leeds City Centre, funded primarily from the Leeds City Region Sustainable Transport Settlement (CRSTS). The successful delivery of recent changes to the city centre, such as the Headrow and Corn Exchange, Infirmary Street and City Square schemes, have transformed city centre streets to make them more attractive for the people who live, work and do business in the city centre. These changes have also removed through traffic from the city centre, which has led to a decrease in traffic volumes on the former City Loop Road. Complementary schemes on the M621 and at Armley Gyratory have ensured that there are good alternative routes for this through traffic. In the city centre, these changes have created an opportunity to transform the streets that made up the former City Loop Road to create a better environment for residents, visitors and businesses in the city centre. This will support the ongoing enhancement of Leeds city centre as a place to live, work and do business. The scheme therefore supports the Council's regeneration ambitions for the city centre while delivering on the goals of the Connecting Leeds Transport Strategy and the Vision Zero Strategy as well as the Zero Carbon, Health and Wellbeing and Inclusive Growth pillars of the Best City Ambition.

Recommendations

- (a) Note the contents of the Report to the Chief Officer (Highways and Transportation) ("the Report");
- (b) Note that full Council (21.2.2024) within the Capital Programme Update for 2023-28 has injected £5,404,000 of City Region Sustainable Transport Funding and £511,488 of Section 106 funding to deliver the scheme;
- (c) Note and approve the proposed layout as per the drawings attached to the Report;
- (d) Give authority to advertise a Traffic Regulation Order and, subject to objections, request the City Solicitor to make, seal and implement the Order;
- (e) Give authority to display notices on site under the provision of Section 23 of the Road Traffic Regulation Act 1984 to inform the public of the proposed formal pedestrian crossings;

- (f) Approve the construction of cycle tracks under the powers contained under the provisions of Section 65(1) of the Highways Act 1980 for segregated or shared use by pedal cyclists and pedestrians;
- (g) Approve the construction of traffic calming measures under the powers contained under the provisions of Section 90 of the Highways Act 1980; and
- (h) Give authority to tender for a contractor to deliver the scheme utilising the Intermediate Works Contractor Framework.

What is this report about?

- 1 This report seeks approval for the design and delivery of the Leeds City Links scheme, a street improvement scheme in Leeds city centre. The scheme improves several of the streets on the north and south sides of the city centre core, which made up the former City Loop Road. Following the City Square scheme, traffic volumes have declined considerably on the former Loop Road and these streets now perform a local access function. The scheme will improve the look and feel of these streets and create a safer environment for people. In doing so, the scheme will help to deliver the Connecting Leeds Transport Strategy, the Vision Zero Strategy and all three pillars of the Best City Ambition.
- 2 The scheme is comprised of two corridors on the north and south sides of the city centre. The northern corridor runs along Great George Street and Merrion Street from the Inner Ring Road footbridge in the west to New Briggate in the east; this corridor incorporates parts of Calverley Street, Cookridge Street and Woodhouse Lane. The southern corridor runs from Kirkgate in the east along High Court, the Calls, Call Lane and Swinegate to Sovereign Street in the west; this corridor incorporates parts of Sovereign Street, Lower Briggate, Kirkgate and Bridge End.
- 3 The former City Loop Road was designed in the 1990s to move large volumes of traffic. Following the closure of City Square and the ongoing work to increase capacity on the M621 and at the Armley Gyratory, much of the through traffic that used the Loop Road has diverted to other routes. Vehicle numbers on the route have fallen considerably. In the morning and evening peak periods, traffic levels decreased by 50% (3968 vehicles) on Merrion Street (east of Wade Lane) between 2019 and 2022; by 52% (5349 vehicles) on Great George Street (between Calverley Street and Cookridge Street) between 2015 and 2023; and by 69% (3918 vehicles) on The Calls (west of Crown Street) between 2019 and 2022. These change in flows has created the opportunity to transform these streets.
- 4 Traffic modelling has shown that transforming these streets will not have a detrimental effect on network performance. The streets will continue to serve the needs local access traffic, and motor vehicles access will be retained at all times. Officers have confidence in the modelling outputs because several sections of the route have already operated successfully with one lane. Merrion Steet, east of Wade Lane, has operated successfully with one lane since September 2021. The whole southern corridor has operated successfully with one lane since September 2022. Parts of Great George Street (between Calverley Street and Woodhouse Lane) operated successfully with one lane during utilities works in 2023 and 2024.
- 5 The scheme improves these streets for visitors to the city centre, as well as businesses and residents. Like the Headrow and Corn Exchange schemes, this scheme will enhance the look and feel of these streets and make them more pleasant as places to spend time in, as well as streets to walk through. It will provide better pedestrian crossing facilities, more legible junction layouts, wider footways, continuous crossing treatments at side roads and new public seating. It will also refresh street furniture in the area and remove redundant “street clutter”.
- 6 The scheme includes measures to make the streets safer for people cycling, including users of the city’s new e-bike hire scheme. A new protected bi-directional cycle track will be provided, with dedicated cycle crossings at junctions and connections to existing and forthcoming cycle facilities on side roads. The cycle connections will fill in key gaps in the existing cycle network. The cycle infrastructure in the scheme has been designed in accordance with local and national

guidance, including Local Transport Note 1/20. The role of the scheme in developing the cycle network is shown in Appendix C.

What impact will this proposal have?

Pedestrian experience

- 7 Walking is the principal way that people experience the city centre. By improving streets for people walking, the scheme will make the city centre a more attractive destination for residents, visitors and businesses. This will support the city's economy, its businesses and cultural institutions. The scheme addresses many of the issues that can make walking feel unsafe, unpleasant or inconvenient in the city centre. The design of the former Loop Road does not prioritise pedestrians in many locations. At the junctions, many formal pedestrian crossings are staggered or located some distance away from the main pedestrian desire line, and formal crossings are missing entirely on some junction arms. Footways are narrow in many places and side road treatments tend to prioritise motor vehicles over pedestrians. The sections of multi-lane carriageway can promote higher vehicle speeds. The overall look and feel of these streets does not encourage people to visit or spend time in them.
- 8 The scheme includes a number of measures to address these issues, which will make visiting the city centre a more enjoyable experience for everyone. Wide, single-stage pedestrian crossings, located on pedestrian desire lines, will make crossing the road safer and easier for pedestrians. Walking will feel more comfortable on wider footways and continuous crossing treatments will make side roads safer for everyone. New seating will provide rest opportunities for pedestrians. The removal of street clutter and guard rail will remove obstructions on the footway. Zebra crossings on the cycle tracks will allow pedestrians to cross the cycle track and give pedestrians priority over cycle users. The reduction in the width of the carriageway will promote reduced motor vehicle speeds and reduced vehicle noise, which create a safer and more pleasant environment for pedestrians. Overall, these streets will become more people-focused and more attractive places to visit.

Traffic movement

- 9 The scheme transforms the streets that made up part of the former City Loop Road. Officers have confidence that this will not negatively impact the operation of the city centre highway network because, since the delivery of the City Square scheme, traffic volumes on the former City Loop Road have fallen considerably. Much of this traffic has diverted to the Inner Ring Road, where improvements are being made by ongoing investment at Armley Gyratory and the M621 to ensure traffic can continue to flow around the city centre efficiently. These streets now perform more of a local access function. In the morning and evening peak periods, traffic levels decreased by 50% on Merrion Street (east of Wade Lane) between 2019 and 2022; by 52% on Great George Street (between Calverley Street and Cookridge Street) between 2015 and 2023; and by 69% on The Calls (west of Crown Street) between 2019 and 2022. These changes in traffic volumes have created the opportunity to transform these streets, including the reduction of the carriageway width.
- 10 Traffic modelling has been undertaken to inform the scheme design and this modelling indicates that the scheme will not have an adverse effect on motor vehicle traffic. Alongside traffic modelling, evidence from recent changes to the streets has been used to check that the network can operate efficiently with the removal of a traffic lane. On the whole southern corridor since September 2022 and on Merrion Street east of Wade Lane since September 2021, the network has operated successfully with one carriageway lane. For parts of 2023 and 2024, sections of Great George Street between Calverley Street and Woodhouse Lane have also operated successfully with one lane.

- 11 The impact of the scheme on motor vehicle movements is limited. Motor vehicle access to all streets will be retained throughout the day. The scheme does not include any new bus gates, bus lanes, or pedestrian zones. The only restrictions on motor vehicle movements in the scheme are: a one-way (westbound) restriction Great George Street between Oxford Place and Park Street; a one-way (southbound) restriction on Park Street; a mandatory ahead restriction for vehicles entering the junction of Great George Street and Calverley Street from Calverley Street; and a mandatory right turn restriction for vehicles entering the junction of Cookridge Street and Great George Street from Cookridge Street. These restrictions are shown in Appendix E. The restrictions do not affect the vast majority of vehicles using the scheme area. They do affect certain access and egress routes to some city centre car parks, but alternative access and egress routes will remain available to those car parks.
- 12 The scheme will impact network resilience and require changes to the way the network is managed during various road closure scenarios, such as utilities works, general highway maintenance and Inner Ring Road works. These impacts have been modelled and various mitigations have been devised, including outline diversion plans and amendments to the scheme design. Officers are satisfied that these impacts are acceptable and can be properly managed. The implications of the scheme for network resilience, and the proposals for managing these implications, are set out in detail in Appendix D.

Buses

- 13 Buses are central to the city's sustainable transport offer and by promoting the efficient operation of bus services highway schemes can support more reliable bus services. Traffic modelling has been used to assess the impact of the scheme on bus services and this indicates that there will be no adverse impacts on bus services in the scheme area. The junctions have been carefully designed to ensure that bus services will not be delayed by the scheme. Bus users will benefit significantly from the improvements for pedestrians, as the scheme extents are well used by bus users traveling to and from bus stops.
- 14 Compared to other recent city centre schemes, the impact of this scheme on bus services is also limited simply because most of the scope does not overlap with major bus routes. While several north-south bus services intersect with the route at some of the junctions, comparatively few services run across the lengths covered by the scheme, and there is only one bus stop in the scheme scope. The scheme does not require the provision of any bus stop by-passes treatments, so the impact of the scheme on bus users boarding and alighting buses is limited to this single bus stop relocation. One northbound bus stop at the southern end of Woodhouse Lane, used by two services per hour, will be relocated to a location agreed by the bus operator and the West Yorkshire Combined Authority.

Disabled people

- 15 The impact of the scheme on disabled people and other groups with protected characteristics has been carefully considered in the EDCI Impact Assessment (see Appendix B), but some key points are noted here regarding the impact of the scheme on disabled users.
- 16 New, wide, direct pedestrian crossings will be provided at several junctions, which will render pedestrian crossing arrangements more legible, reducing the confusion caused by current layouts for many disabled users. The cycle track will be delineated from the footway by a kerb upstand and a surface that contrasts with the surrounding footway. This will enable blind and partially sighted users to detect the cycle track. Pedestrian crossing points over the cycle track will be clearly marked with zebra crossings, provided with tactile paving. This will provide all users, including disabled users, with a safe and identifiable crossing points. By providing attractive cycle routes, the scheme will reduce the incidence of footway cycling, which is a barrier for many disabled users. The reduction in vehicle speeds, which will be promoted by the narrower carriageway, will reduce traffic noise, and the scheme will apply a consistent approach

to pedestrian and cycle facilities. This will benefit neurodivergent users who often find city centre streets inaccessible due to vehicle noise, vehicle speeds and complex road layouts.

Cycle users

- 17 The city centre has traditionally been a barrier for many existing and prospective cycle users due to the high volumes of motor vehicle traffic and the predominance of infrastructure designed for motor vehicles. The central pedestrian zone, while generally traffic-free, is not always a suitable route for cycling due to the high numbers of pedestrians. While several streets have bus-only restrictions, the high volume of buses and numerous bus stops is a deterrent to cycling. During the development of recent schemes, the decision was made to prioritise buses and pedestrians on the “Bus Box”, the streets that surround the central pedestrian zone, and to provide alternative protected cycle routes to allow cycle users to bypass the Bus Box. In recent years, Leeds has begun to develop a network of protected cycle facilities in the city centre, which link up with an emerging network radial cycle routes on corridors leading into the city centre. However, several gaps in the city centre network remain, so it is difficult to complete cycle trips on safe infrastructure; the need to rejoin the carriageway deters many users from cycling.
- 18 This scheme fills several key gaps in the city centre protected cycle network, connecting existing and planned cycle facilities in several locations. Along with schemes currently planned or under development, it makes a significant contribution to the creation of a “cycle loop” of protected cycle tracks around the city centre core. This “cycle loop” will allow cycle users to bypass both the heavily busied streets on the edge of the central pedestrian zone and the central pedestrian zone itself. It will also provide connections to links to radial cycle routes. Appendix C shows how the scheme fills gaps in the existing protected cycle network and illustrates the emerging “cycle loop”.
- 19 The scheme follows national guidance in LTN 1/20 regarding the design of cycle facilities. This will ensure that the cycle facilities are used, which will benefit everyone. At present, cycle users must share carriageway space with motor vehicle traffic, which deters most prospective cycle users. Side road junction design tends to prioritise motor vehicle movements over cycles, which creates a collision risk at side roads. One-way restrictions lengthen cycle journeys. The lack of dedicated cycle provision prompts some people to cycle on the footways, which is challenging for pedestrians. The scheme will provide protected cycle tracks that will separate cycle users from both motor vehicles and pedestrians, thereby reducing conflicts between cycle users and both motor vehicles and pedestrians. At signalised junctions, cycle users will be provided with dedicated cycle crossings, allowing them to cross in safety. The bi-directional tracks will allow cycle users to cycle in both directions on the route, without using the footway. Continuous crossing treatments will make side roads safer.

Kerbside uses

- 20 The scheme requires the removal of 38 pay-and-display parking bays on Great George Street and 3 pay-and-display parking bays on Thoresby Place to deliver improvements for pedestrians and cycle users. These improvements also support the wider regeneration goals of the Council and its partners. Parking Services have been consulted. Despite this change, there will still be 3,300 public parking spaces within 0.5 miles of this part of Great George Street, including 276 on-street spaces.
- 21 No blue badge holder parking is impacted by the scheme. The scheme retains all coach parking, car club and motorcycle parking in its scope.
- 22 The scheme has ensured that adequate loading opportunities have been provided. The scheme retains most loading bays in their current location. A small number of loading bays will be modified or relocated slightly.

23 The scheme retains most hackney carriage ranks in their current location. Two hackney carriage ranks will re-located by around 100m.

Transport and Regeneration Strategy

- 24 The Connecting Leeds Transport Strategy articulates a vision for Leeds as ‘a city where you don’t need a car’ and ‘where everyone has an affordable and accessible zero carbon transport choice in how they travel’. The strategy explains that this means Leeds will become a city ‘where walking and cycling are the first and easy choice for short journeys, creating safe and healthy environments where active travel is prioritised and road danger is eliminated.’ The strategy sets a goal of increasing the mode share of cycling by 400% and walking by 33%. This is part of a goal of decreasing the mode share of the car by 30%. This scheme supports the Connecting Leeds vision and mode share goals by enhancing the quality of walking and cycling infrastructure in the city centre, which will encourage more people to walk and cycle, rather than use the car.
- 25 The Vision Zero Strategy is centred on the ambition that ‘by 2040 no one will be killed or seriously injured on roads in Leeds’. The ‘Safe Roads’ pillar of this strategy entails designing ‘streets that put the needs of people and communities over those of vehicles [by] creating streets that are safer for active travel through design, implementing a network of safer routes...and measures to reduce the dominance of motor vehicles.’ The ‘Safe Speeds’ pillar comprises measures to realise safe vehicle speeds including ‘improving speed compliance through design.’ This scheme will transform city centre streets in a way that will make them safer for everyone. In doing so, the scheme will contribute to the realisation of the Vision Zero Strategy.
- 26 The Innovation Arc Supplementary Planning Document (SPD) aims to make the Innovation Arc, a 132-hectare area on the west side of Leeds city centre, ‘a nationally important and internationally recognised economic and knowledge engine.’ The SPD sets out a vision for ‘a place where the best talent wants to work, live and play; employers want to locate and invest; and a place that directly benefits the residents of Leeds. The SPD supports improved pedestrian and cycle connections between the key innovation institutions in the area, and measures to reduce the dominance of motor vehicles. The western part of the northern corridor of this scheme falls within the Innovation Arc area. Public sector investment in streets, such as that proposed in this scheme, will help to encourage private sector investment in businesses and people. More specifically, by improving pedestrian facilities and reducing the dominance of motor vehicles on Great George Street, the scheme supports the shared ambition of the Council and the Leeds NHS Teaching Hospitals Trust around promoting innovation-led investment in the Trust’s estate near Great George Street and Thoresby Place.
- 27 The Council’s ‘Our Spaces’ Strategy seeks ‘to transform how the city looks and feels’. It aims to address the challenge of ‘severance and disconnection’ posed by the design of several city centre streets (including the former Loop Road) and to improve public space around landmark buildings and public transport hubs. This scheme will contribute to realisation of this strategy by transforming the streets that make up the former Loop Road. It follows the ‘Our Spaces’ principles of putting people first in a way that makes economic sense, celebrates the city’s identity and ensures everyone feels welcome.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

28 The scheme impacts the Health and Wellbeing pillar by making active modes of transport safer and more accessible to a wider range of people. Currently, the perception that active modes of

travel are not safe is a significant barrier to use of active travel modes. Active travel modes promote physical and mental health and wellbeing.

- 29 The scheme impacts the Inclusive Growth pillar by improving the quality of active travel provision in the city centre, where a large proportion of jobs and services in the city are concentrated. This will make those jobs and services more accessible to a wide range of people. Active travel is an inclusive mode of travel because the costs to the user are significantly lower than modes such as the private car. The scheme improvements will therefore help people to secure employment and it will make it easier for employers to attract and retain employees.
- 30 The scheme impacts the Zero Carbon pillar by making active modes of travel more attractive to users. This will help users to transition from modes of transport that emit high levels of greenhouse gases to active modes of transport, which emit zero greenhouse gas emissions.

What consultation and engagement has taken place?

Wards affected: Little London and Woodhouse; Hunslet and Riverside

Have ward members been consulted? Yes No

- 31 The Executive Member has been consulted throughout the development of the scheme.
- 32 Ward members were consulted on 3 March 2023 and 5 October 2023.
- 33 The West Yorkshire Combined Authority has been consulted throughout the development of the scheme. The Strategic Assessment for the scheme was approved by the Combined Authority in 20th December 2022. The Strategic Outline Case for the scheme was approved by the Combined Authority in 22nd June 2023. The scheme was approved by the Combined Authority's Quality Panel in 23rd January 2024. A Full Business Case for the scheme will be submitted to the Combined Authority in March 2024.
- 34 The emergency services have been consulted.
- 35 The bus operators and the Combined Authority's Bus Network team have been consulted throughout the development of the scheme.
- 36 Active Travel England (ATE) was consulted in 2023. Changes to the design were made in response to feedback from ATE.
- 37 Stakeholders with a physical presence in the scheme area were consulted. Letters were sent to addresses within the scheme area (2276 in total), including properties with frontages. Meetings were held with stakeholders upon request. Meetings have been held with several stakeholders, including the Leeds Teaching Hospitals NHS Trust, Town Centre Securities, the Merrion Centre, the Leeds Cathedral, Global Mutual and the St John's Centre. Face-to-face engagement has been carried out with businesses in the western section of Great George Street and on parts of The Calls, where there are small businesses with street frontages. The Leeds Teaching Hospitals NHS Trust is supportive of the scheme. Certain stakeholders have raised concerns about localised design issues and the project team are addressing these concerns as part of the ongoing design process.
- 38 Stakeholders representing disabled people, cycle users, pedestrians, the private hire trade, the hackney carriage trade and businesses across Leeds have been consulted. Further information on stakeholder engagement is provided in Appendix B.
- 39 A public consultation for the scheme was held for a six-week period between 9th October 2023 and 19th November 2023. This included online webpages and in-person events held on 24th October 2023 and 1st November 2023. There were 2,182 responses to the consultation survey. The survey found that 58.4% of respondents held positive or mostly positive sentiments towards the scheme as a whole; 7.7% held neutral sentiments; and 33.7% held negative or mostly negative sentiments. The survey divided the scheme into five segments and a clear majority of

respondents indicated they were either happy or satisfied with the proposals for each segment: 63% for the western portion of Great George Street; 60% for the eastern portion of Great George Street; 62% for Merrion Street; 61% for the eastern portion of the southern corridor; and 61% for the western portion of the southern corridor. The remainder were neutral, dissatisfied or unhappy. A wide range of comments were received. Respondents who held more positive sentiments supported improvements to pedestrian facilities, praised the proposals for safe cycle routes, supported the changes to road layouts, and agreed with the emphasis on active forms of travel. Respondents who held more negative sentiments disagreed with the focus on improving walking and cycling facilities, raised issues with the behaviour of some cycle users, expressed concerns about congestion, and believed the scheme was unfair to car users.

40 Design meetings and site visits have taken place with officers across the City Development Directorate, including Highways and Transportation, Asset Management and Regeneration, Economy and Culture and City Centre Management. Within Highways and Transportation, there has been extensive consultation with officers in UTMC, Traffic Engineering, Transport Strategy, Network Management, Bridges, Highways Asset Management and Highways Development Services. Improvements to the design have been made in response to feedback from colleagues across the Directorate.

What are the resource implications?

41 The scheme is wholly funded by the City Region Sustainable Transport Settlement (CRSTS), a government grant for capital schemes held by the West Yorkshire Combined Authority, and developer contributions secured through the planning system. This CRSTS and developer funding will cover all development and delivery costs. There is no cost to Leeds City Council's own resources.

42 It is possible that construction costs will exceed the current funding envelope. Should this occur, the Council will seek additional funding from the West Yorkshire Combined Authority to cover any funding gap, or an appropriate phasing strategy will be developed. This will ensure there is no additional cost to Leeds City Council's own resources.

What are the key risks and how are they being managed?

43 A risk register, which is reviewed at regular intervals, is being used to manage risk in the scheme. The risk register identifies key risks, describes the mitigations for each risk and assigns an owner to each mitigation. The five most significant risks and their respective mitigations are:

- a) There is a risk of pain share exposure through the single stage competitive bid process. This will be mitigated by reviewing the defined cost compared to the target cost.
- b) There is a risk that the design is more expensive or complicated for the contractor to deliver than anticipated. This will be mitigated by developing area of detailed design to a greater level of detail than standard construction items and by providing a detailed specification document.
- c) There is a risk of site instructed changes to resolve minor details and clashes. This will be mitigations through the provision of robust works information and the identification of clashes in advance using BIM technologies.
- d) There is a risk of general scope change. This will be mitigated by roust change control processes and limitations to restrict change to essential items.re
- e) There is a risk that the poor performance of UTC contractors impacts the main works delivery. This will be mitigated by giving consideration to including UTC works within the main tender.

44 There is a risk of a public inquiry if there are objections to proposed restrictions on loading outside of the peak periods, but this has been mitigated in the design by the provision and retention of loading facilities.

What are the legal implications?

45 There is a requirement to promote a Traffic Regulation Order for the movement and waiting restrictions needed to deliver the scheme. This will be advertised and, subject to objections, sealed.

46 The scheme includes the provision of segregated cycle tracks or shared joint use by pedal cyclists and pedestrians at various locations along the route. These provisions are created by a highway authority under sections 65 and 66 of the Highways Act 1980.

47 The scheme includes traffic calming measures at various points on the route. These provisions are created by a highway authority under Section 90 of the Highways Act 1980

48 The scheme includes the creation of new formal pedestrian crossings. These are created by a highway authority under Section 23 of the Road Traffic Regulation Act 1984 and site notices will be displayed to inform the public.

49 An EDCI Impact Assessment has been undertaken as part of the design process (see appendix B).

Options, timescales and measuring success

What other options were considered?

50 A scheme was considered in which only the southern corridor was delivered. This option was rejected because it would not deliver the benefits in the northern corridor area.

51 A scheme was considered in which only the northern corridor was delivered. This option was rejected because it would not deliver the benefits in the southern corridor.

52 A variant of the scheme was considered in which only cycle tracks were provided with minimal changes at junctions. This option was rejected because it would not provide benefits for pedestrians who are at the top of the transport user hierarchy,

53 A variant of the scheme was considered in which only contraflow cycle tracks were installed across the full scheme area. This option was rejected because it would not provide safe cycle facilities for cycle users in both directions.

54 A variant of the scheme was considered in which shared space, rather than protected cycle tracks, was provided at the junctions. This option was rejected because it would have contravened national and local design guidance on cycle infrastructure, which states that cycle and pedestrian facilities should be separated in busy urban areas to minimise conflicts between users. Shared space would not be accessible to disabled users and it would not be legible for cycle users.

How will success be measured?

55 Success will be measured in accordance with the Council's Monitoring and Evaluation procedure for highway schemes with evaluations after one year and after five years. A bespoke Monitoring and Evaluation Plan will be devised.

56 The contribution of the scheme to the Connecting Leeds and Vision Zero strategies will be measured as part of the monitoring and reporting frameworks for those strategies.

What is the timetable and who will be responsible for implementation?

57 The Council will tender for a contractor to construct the scheme using the Intermediate Works Contractor Framework.

58 The anticipated construction start date is August 2024 and the anticipated completion date is August 2025. These dates are subject to confirmation by the chosen contractor.

Appendices

- Appendix A: General arrangement drawings
- Appendix B: Equality, Diversity, Cohesion and Integration (EDCI) Impact Assessment
- Appendix C: Leeds city centre cycle network status
- Appendix D: Network management impacts and mitigations
- Appendix E: Selected TRO proposals

Background papers

- None