
Report of the Director of City Development

To: Executive Board

Date: 19 MAY 2010

**Scheme Title: A653 DEWSBURY ROAD BUS PRIORITY MEASURES
RING ROAD BEESTON PARK BUS LANE**

Capital Scheme Number: 13450

Electoral Wards Affected:

BEESTON AND HOLBECK
MIDDLETON PARK

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 for the implementation of a scheme to provide a new northbound bus lane on Ring Road Beeston Park and improve the junction of Ring Road Beeston Park with the A653 Dewsbury Road at a cost of £3,200,000 as part of the Local Transport Plan programme for improving the quality of bus services in the city.

The scheme will:

- i) reduce peak period delays for buses on Ring Road Beeston Park as well as on A653 Dewsbury Road, thereby improving the reliability and punctuality of the bus services;
- ii) improve road safety, especially for pedestrians by the provision of a new Toucan and separate pedestrian crossing at Ring Road Beeston Park either side of the Gipsy Lane junction and improved crossing facilities at the A653 Dewsbury Road/Ring Road Beeston Park junction;
- iii) improve the layout of the junction at A653 Dewsbury Road/Ring Road Beeston Park to reduce congestion on both routes;
- iv) improve conditions for cyclists using Ring Road Beeston Park through the provision of shared use footway/cycleways between the A653 Dewsbury Road and Bodmin Road; and

- v) The scheme provides an integrated approach to transport issues at this location by addressing a number of longstanding problems in a way which seeks to reduce congestion on Ring Road Beeston Park as well as on the A653 Dewsbury Road corridor.

1.0 PURPOSE OF THIS REPORT

- 1.1 To seek approval for the implementation of a scheme to introduce a new northbound bus lane on Ring Road Beeston Park, improve the layout of the A653 Dewsbury Road/Ring Road Beeston Park junction, implement new Toucan and pedestrian crossing facilities at Ring Road Beeston Park as part of the signalisation of the Gipsy Lane junction and introduction of shared use footway/cycleway facilities between the A653 Dewsbury Road and Bodmin Road.

2.0 BACKGROUND INFORMATION

- 2.1 The Ring Road Beeston Park Bus Lane scheme is an integral part of the A653 Dewsbury Road Bus Priority Measures which have been developed to address the Local Transport Plan's objectives for improving the quality of bus services and road safety.
- 2.2 The A653 Dewsbury Road is a major arterial route linking Leeds City Centre to the southern boundary of the city and serving parts of Beeston, Middleton, Morley and Tingley districts of Leeds.
- 2.3 In 1999 consultants for First Group carried out an appraisal of conditions for buses along the A653 corridor as part of the twin track review of buses in Leeds.
- 2.4 The Development Department's Feasibility Section undertook a Quality Bus Study in 2002/03. This included some survey work and a comprehensive cost benefit analysis for each of the scheme components.
- 2.5 On the 4 April 2005 the Director of Development approved a report to undertake a feasibility and detailed engineering assessment for the A653 Dewsbury Road Bus Priority Measures, to allow the development of a Quality Bus Corridor Scheme.
- 2.6 On the 23 January 2006 the Director of Development approved a report for the scheme to be phased so that early benefit would be achieved for individual sections. Phase 1, 2 and 3 of the bus stop improvements have been completed apart from a few outstanding issues which will be included in Phase 4 at a later date. The installation of four Urban Traffic Control (UTC) camera masts on the A653 Dewsbury Road has also been completed.
- 2.7 Approval to commence detailed design of the Ring Road Beeston Park Bus Lane scheme and acquisition of land not in the City Councils ownership by making a Compulsory Purchase Order in the sum of £230,000 was granted by the Director of Development on 20 March 2007.
- 2.8 The Compulsory Purchase Order came into effect on the 18 August 2008 after a General Vesting Declaration was executed by the Council.
- 2.9 Approval to complete the detailed design of the Ring Road Beeston Park Bus Lane scheme and carry out an advance gas main diversion and remove several mature and semi-mature trees was granted by the Director of City Development on 17 November 2009.

3.0 MAIN ISSUES

3.1 Design Proposals/Scheme Description

- 3.1.1 The proposed works comprising the Ring Road Beeston Park Bus Lane scheme are shown on the attached plan number HDC/713450/CO1.

This scheme takes into account wherever possible, comments raised during consultations with Ward Members, Internal Departments, Emergency Services, Metro and Residential Groups.

- 3.1.2 The proposed bus lane will operate at all times. It should be noted that there are currently no frontages accessing this length of road.
- 3.1.3 The introduction of a dedicated left turn lane from Ring Road Beeston Park onto the A653 Dewsbury Road should have a beneficial effect on traffic congestion on both routes due to the implementation of improved phasing of the traffic signals.
- 3.1.4 The new bus lane and dedicated left turn lane will be provided mainly on new carriageway and will be constructed entirely within existing highway or existing City Council land. The scheme also includes footway construction, ground stabilisation, new drainage and statutory undertakers' diversions.
- 3.1.5 To improve vehicular access and egress at the junction of Ring Road Beeston Park and Gipsy Lane, new traffic signals will be introduced incorporating Toucan and pedestrian crossings at Ring Road Beeston Park. This area is well used by local school children and the new crossings will significantly improve pedestrian safety at this location.
- 3.1.6 Consultations were carried out with the cycling team in Transport Policy and they requested that as the route forms part of the Strategic Cycle Network, a shared use footway/cycleway should be introduced. This was the preferred option as width constraints meant that the construction of a 4.0 metre bus/cycle lane could not be achieved. Following Ward Councillor representation, a 3.50 metre segregated footway/cycleway is now proposed between Bodmin Road and the start of the bus lane, separated by a raised white line. The remaining shared use facility will be unsegregated at 3.0 metres wide.
- 3.1.7 A number of trees and shrubs have been removed in advance of the main contract works in order to avoid the bird nesting season. The trees were affected due to the extent of the excavation works required to widen the existing carriageway. A new planting scheme is being developed by the Landscape Architects team and will be implemented on completion of the main contract works.
- 3.1.8 An assessment will be undertaken in accordance with the Noise Insulation Regulations 1975 following the installation of the proposed bus lane and left turn lane. A provisional sum for meeting the requirements of these regulations has been included in the scheme estimate.
- 3.1.9 Approval will also be sought under the officer delegation scheme to advertise a draft Traffic Regulation Order for the introduction of the bus lane and waiting restrictions, and, if no objections are received, to make, seal and implement the Order as advertised.

3.2 Consultations

- 3.2.1 Ward Members: Consultation was carried out with Ward Members on all aspects of the A653 Dewsbury Road Bus Priority Measures as part of the main feasibility study in June 2003 and during the Engineering feasibility study in August 2005.

Ward Members were consulted specifically for the Ring Road Beeston Park Bus Lane scheme during the preliminary design stage in February 2008 and again during the detailed design stage in July and September 2009.

The Beeston and Holbeck Ward Members were fully supportive of the scheme. The Middleton Park Ward Members expressed various concerns.

The 3 main issues raised were:

- i) the road should be widened, particularly as increased traffic is expected if a new supermarket is built in Middleton;
- ii) pedestrian safety issues due to a potential conflict with cyclists on the footway; and
- iii) a pedestrian crossing should be provided to the south of Gipsy Lane in addition to that proposed to the north.

The design team attended two public meetings which were attended by Ward Members to discuss the above concerns. After further consultations, the design was amended to incorporate measures that dealt with the last point raised.

The issue raised in point 2 was partially addressed by a revised proposal to further widen the section of proposed footway/cycleway between Bodmin Road and the start of the new bus lane to 3.50 metres to allow for a segregated facility. It was not practicable to widen the remaining footway/cycleways beyond 3.0 metres and after further consultations carried out with the Cycling and Road Safety teams, it is proposed to introduce these as unsegregated shared use facilities.

With regard to the first point, where the carriageway is not being widened, the existing width of 7.3m is considered appropriate. The proposed Asda supermarket in Middleton was agreed in principle on 23 February 2010 and the Tesco site refused. However it is not known at this stage when the development will come forward. The traffic effect at the Tommy Wass junction is not likely to be significant from this development.

3.2.2 Emergency Services

and Metro (WYPTE): Emergency Services and Metro were originally consulted on the Ring Road Beeston Park Bus Lane scheme in August 2005 as part of the feasibility study and in February 2008 during the preliminary design stage. They were contacted again in February 2010 with the current proposals. No adverse comments have been received from the Emergency Services and Metro are fully supportive of the scheme.

- 3.2.3 Area Committee: The South Leeds Area Committee were consulted in February 2008 and again in February 2010. No adverse comments have been received to date.
- 3.2.4 Southleigh Residents Association: The Southleigh Residents Association were consulted during the preliminary design stage in February 2008. A number of comments were received, several of which were incorporated into the design layout. They were consulted again in July 2009 and members of the design team met with representatives of the Association Committee in March 2010 to discuss the proposals. They stated that they are generally supportive of the scheme but had some concerns on how the new traffic signals at Gipsy Lane would affect the already severe traffic queues that develop on Gipsy Lane at peak periods during the school run. The design team stated that these would be monitored and pointed out that installing the traffic signals will make it much safer to egress Gipsy Lane than is currently the case.
- 3.2.5 Beeston Community Forum: Communications were held with The Beeston Community Forum in January 2008 regarding the land acquisition carried out adjacent to numbers 4 and 6 Ring Road Beeston Park. They were consulted again in July 2009 and had no comments to make.
- 3.2.6 Westwood Community Association: The Westwood Community Association were consulted during the detailed design stage in November 2009 as they had particular concerns regarding the shared use footway/cycleway facility and the location of the proposed pedestrian crossing. In March 2010, members of the design team attended two meetings with representatives of the Association and their main concerns have now been addressed with the current scheme proposal.
- 3.2.7 Further consultations will be carried out as part of the Traffic Regulation Order process. This will include consultation with local residents.

3.3 Programme

- 3.3.1 Subject to approval, it is anticipated that construction of the main contract work will commence in August 2010 with completion due in August 2011.

4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

4.1 Compliance with Council Policies

- 4.1.1 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.

- 4.1.2 Leeds Strategic Plan 2008 - 2011: Improvement Priorities: By 2011 we want to:
- i) deliver and facilitate a range of transport proposals for an enhanced transport system, including cycling and walking;
 - ii) improve the quality, capacity, use and accessibility of public transport services in Leeds;
 - iii) improve the condition of the streets and transport infrastructure by carrying out a major programme of maintenance and improvements; and
 - iv) improve road safety for all users, especially motor cyclists, pedal cyclists and pedestrians.
- 4.1.3 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.
- 4.1.4 Local Transport Plan: These proposals are fully in accordance with the objectives of the plan. In conjunction with the planned introduction of a Quality Bus Corridor the proposals will ultimately make bus services a more attractive travel choice, thereby encouraging modal transfer from the private car as well as providing passengers with a greatly improved service. They will provide the catalyst for complementary operator investment in new vehicles and will contribute to the wider Yorkshire Bus Initiative.
- 4.1.5 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.

4.2 Safety Audit

- 4.2.1 A Stage 1 Safety Audit was carried out in September 2008. A Stage 2 safety Audit was carried out in March 2010 and the current scheme proposal has addressed the issues raised.

4.3 Community Safety

- 4.3.1 The proposals contained within 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 estimated cost of the scheme is £2,860,000 works costs and £340,000 staff costs, comprising the following elements:

	TOTALS	PREVIOUS APPROVALS	NET
Construction Costs	£1,410,000	£10,000	£1,400,000
UTC Costs	£70,000	£0	£70,000
Statutory Undertakers Costs	£1,030,000	£220,000	£810,000
Ancillary Costs	£350,000	£120,000	£230,000
Total Works Costs	£2,860,000	£350,000	£2,510,000
Staff Costs	£340,000	£230,000	£110,000

5.3 Risk Assessments

- 5.3.1 Not providing the new Ring Road Beeston Park Bus Lane and associated junction improvements with the A653 Dewsbury Road would lead to increased congestion along the routes, with associated knock on effects to the bus services that use these roads. Bus operators may not provide service upgrades planned as part of the Local Transport Plan which may make the use of public transport less desirable to the public.
- 5.3.2 During the design process, geotechnical survey work has identified that there are shallow mine workings below an area of the verge on which the bus lane is to be constructed as well as beneath a section of the existing carriageway. There is evidence that these workings have had an adverse affect on the existing carriageway construction which has been subject to numerous repairs over the length of the mine workings and some areas are displaying further signs of distress. The proposals include work to fill these voids with grout, where they are accessible, which should stabilise the ground conditions and minimise any future maintenance work. Therefore, if the scheme is not constructed, it is likely that the carriageway construction will continue to deteriorate, resulting in future maintenance liabilities.
- 5.3.3 Should any objections be received to the advertised draft Traffic Regulation Orders then the proposed start on site date may be delayed dependant upon how quickly the objections can be resolved.

6.0 CONCLUSIONS

- 6.1 Improvements to the junction of A653 Dewsbury Road and Ring Road Beeston Park will help to reduce congestion on both routes, bringing benefits to all road users.
- 6.2 The Ring Road Beeston Park Bus Lane Scheme is completely in line with the objectives of the Vision for Leeds and the Leeds Strategic Plan.
- 6.3 The scheme will provide benefits for pedestrians and cyclists as well as the provision of Disability Discrimination Act compliant bus stops.

7.0 RECOMMENDATIONS

- 7.1 The Executive Board is requested to;
- i) note the contents of this report;
 - ii) approve the Ring Road Beeston Park Bus Lane proposal as shown on the attached drawing number HDC/713450/CO1 at an estimated cost of £3,200,000;
 - iii) give authority to incur additional expenditure of £2,620,000 comprising £2,510,000 works costs and £110,000 staff costs to be met from the Integrated Transport Scheme 99609, within the agreed Capital Programme; and
 - iv) note the previous approvals totaling £580,000 comprising £230,000 staff costs, £120,000 ancillary costs, £220,000 for advance statutory undertakers' diversion costs and £10,000 for advance site clearance costs.

8.0 BACKGROUND PAPERS

- 8.1 None.