



Report of the Director of City Development

Report to Executive Board

Date: 19 June 2013

Subject: Roundhay Road, Highway Improvements

Capital Scheme Number: 16738

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Gipton & Harehills	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Roundhay Road is ranked 9th on the Council's Accident Lengths for Concern List 2007-2011. During a review of the accidents occurring, it was identified that one of the main influences of the accidents was congestion at periods when traffic normally began to queue in two lanes. The situation led to pedestrians being masked and drivers failing to see one another when carrying out turning manoeuvres and emerging from side streets. A substantial portion of these accidents occurred at or near the Shepherd's Lane junction.
2. In addition, after the A660, this stretch of Roundhay Road has been the primary length for concern for bus operators for many years.
3. Consequently, a highway improvement scheme has been drafted to include an enforced peak period outbound bus/cycle/taxi lane; the introduction of traffic signals at the Shepherd's Lane junction; the introduction of one-way streets to facilitate traffic signals; improvements to and the provision of additional pedestrian crossing facilities; formalised traffic lanes and turning manoeuvres to improve road safety; and finally a review of the parking restrictions along this section of Roundhay Road to meet local needs.

Recommendations

4. The Executive Board is requested to:

- i) Note and approve (subject to TROs) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: HDC-716738-TRO-03, at an estimated cost of £550,000;
- ii) Give authority to incur expenditure of £458,000 works costs, £90,000 staff costs and £2,000 Legal costs, to be funded from the LTP Transport Policy Capital Programme.
- iii) Instruct the City Solicitor to revoke relevant items currently in force in an existing waiting restriction Traffic Regulation Order and to advertise draft Traffic Regulation Orders in relation to various waiting and loading restrictions, Movement Restriction Order for the three proposed one-way streets; and a peak time outbound bus/cycle/taxi lane, as indicated on drawings referenced HDC-716738-TRO-03 & Oakwood/TRO/002 and, if no valid objections are received then make, seal and implement the orders.

1 Purpose of this report

- 1.1 This report seeks the authority for preparing the detailed design and construction of the works, in addition to revocation of the relevant items currently in force in an existing Waiting Restriction Traffic Regulation Order and the provision of both a new Waiting/Loading Restriction Order and a Movement Restriction Order. The total estimated cost of the proposed scheme is £550,000.

2 Background information

- 2.1 Roundhay Road, between its junctions with Roseville Road and Harehills Road, is a single carriageway approximately 13-14 metres wide, the majority of which is marked as a single running lane in each direction, except on the immediate approaches to the signalised junctions at Roseville Road and Harehills Road. During peak periods, traffic tends to form two lanes throughout the length and in each direction, which in turn has had a negative effect on road safety.
- 2.2 Roundhay Road has featured in the Lengths for Concern list for a number of years. It is currently ranked 9th, and of the 42 accidents (6 serious and 36 slight severity) over the period 2007-2011, twelve involved pedestrians with 7 of the victims being masked to the vehicles that hit them and 5 being hit by turning vehicles. There were 7 nose to tail collisions, 10 cases involving vehicles emerging from minor roads into the path of main road traffic and 3 were cases of right turn conflicts. The remaining accidents comprised of various types, all of which occurred in low numbers, and can be found in the background documents 'Lengths for Concern 2007-2011'.

- 2.3 An accident study identified that one of the main influences of the accidents was congestion at peak periods when traffic informally begins to queue in 2 lanes. This situation leads to pedestrians being masked and drivers failing to see one another when carrying out turning manoeuvres and emerging from side streets.
- 2.4 Frontages on Roundhay Road are occupied by a mixture of residential, commercial and retail properties, as well as two churches, a nursery and a park. The west side of the road is mostly made up of long frontages with few side junctions. The east side of the road has numerous junctions and short frontages (most of only one or two properties) due to the many side roads leading into an area of dense terraced housing.
- 2.5 There are two pelican crossings along this length of Roundhay Road, neither of which meets current design standards in accordance with the requirements of the Disability Discrimination Act.
- 2.6 After the A660, this stretch of Roundhay Road has been the primary length for concern for bus operators in terms of unreliable journey times for many years. Extensive analysis using the Real Time Information (RTI) system, has confirmed that this is the case. Study of the year from September 2011 – August 2012 the RTI found significant delays in journey times in the outbound direction, particularly between the hours of 16:30 and 18:30 on Roundhay Road.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

3.1.1 The highway works will consist of the following:

- i) A new build-out on the eastern radius of the junction of Gledhow Road and Roundhay Road, which will encourage a reduction in vehicle speeds and thereby improve road safety and assist safe access for all users;
- ii) Relocation of a point closure on Bankside Street, situated directly behind 109 Roundhay Road. to create a larger turning head to accommodate vehicle deliveries;
- iii) A new pelican crossing, located outside property number 164, 166 and 119 Roundhay Road, which will improve visibility and access for pedestrians, as well as providing parking facilities to local businesses;
- iv) A new outbound peak-period shared bus/cycle/taxi lane, including enforcement cameras, to improve bus journey travel times and promote sustainable travel, will be situated between property No 121 Roundhay Road and the Bangladeshi Community Centre to the west of Shepherd's Lane;
- v) An upgrade of an existing pelican crossing to a toucan, situated directly west of Banstead Terrace West, will improve and encourage pedestrian and cyclists access, as well as promoting sustainable travel;

- vi) The provision of several parking lay-bys outside Trinity United Church, Montague Burton Resource Centre and local businesses, which will improve access and therefore encourage visitors;
- vii) New traffic signals at the Shepherd's Lane junction, with the addition of appropriate dropped crossings and tactile facilities, which will improve road safety and assist safe access for all users;
- viii) Three new one-way traffic flow provisions to facilitate the new traffic signals at the Shepherd's Lane junction, with two traffic flows in a easterly direction and one westerly, and all located between Roundhay Road and Harehills Road;
- ix) A new pedestrian island will be implemented, outside properties 213 and 216 Roundhay Road, which will improve facilities for pedestrians;
- x) Reviewed and relaxed parking restrictions along the length of Roundhay Road, between its junction with Gledhow Road and Harehills Lane, following extensive consultation with local businesses. All of which will improve access and therefore encourage visitors to support the local economy;
- xi) All associated Civil works including (inter alia) signs, lighting, road markings and drainage;
- xii) Any works reasonably required following safety audits of the design and construction of the highway works; and
- xiii) Any associated statutory undertakers' work resulting from the Works.

3.1.2 A plan of the works is attached, referenced: HDC-716738-TRO-03.

3.1.3 Comments received following the completed Stage 1 Road Safety Audit are to be addressed during the detailed design stage and incorporated into the scheme where possible. Any issues where the safety audit recommendations cannot be met will be reported to Highways Board prior to construction.

3.1.5 A Highways Maintenance scheme is proposed to resurface the length of Roundhay Road, from it's junction with Roseville Road to it's junction with Harehills Road and will be carried out alongside this scheme.

3.1.6 As part of an earlier Town and District Centres Project, an outstanding Traffic Regulation (Waiting Restrictions) Order is to be addressed and incorporated into this scheme, as indicated on attached drawing Oakwood/TRO/002.

3.2 **Programme** - The design and construction of the works will be delivered in the 2013/2014 programme, procured using the Highways Term Contract. Estimated to start on site in July 2013 and an anticipated completion date in November 2013.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 An initial meeting was held with one Ward member and the local MP in May 2011 when the scheme was still at the Feasibility stage. Each had a number of issues which have largely been accommodated in the design.
- 4.1.2 Ward Members: Ward Members and the Local MP were consulted by email dated 14 September 2012; receipt was acknowledged by one Ward Councilor, with no further comments received. In addition the Executive Board Member for Development & Economy has been briefed on 25 October 2012 and is fully supportive of the project proposals.
- 4.1.3 On 19 November 2012, after the initial Highways Board approval of the scheme on 13 November 2012, an objection to the scheme was received from the local MP. A meeting was held with Highways Projects and Traffic Officers, local ward members, the local MP and the Executive Board Member for Development & Economy and the objection withdrawn pending the finer details of issues raised.

One major issue raised was the proposal of a new signalised crossing on Roundhay Road, following which a number of site meetings took place with ward members, the local MP, officers and the local businesses. After much investigation, and several further meetings, a final decision was reached upon the majority agreement to locate the signalised crossing outside properties 164, 166 and 119 Roundhay Road. Local businesses situated at 164 and 166 Roundhay Road, have stated their objection to the proposals as they feel it will have a detrimental effect on their businesses.

- 4.1.4 Emergency Services: The Emergency Services were consulted by email dated 14 September 2012; receipt was acknowledged by the Police, who queried whether the bus lane would utilise enforcement cameras as Police resources would be unlikely to be able to offer targeted enforcement. It was confirmed that the proposed bus lane will utilise enforcement cameras, and no other comments added.
- 4.1.5 Metro (WYPTE): Metro were consulted by email dated 14 September 2012; receipt was acknowledged. Metro have advised that the introduction of the bus and cycle lane will enable buses to keep to time, reduce congestion with an outcome of producing a more attractive product to current and new users alike. The services operating on this route already benefit from similar measures introduced in the south of the city and the local bus operator has advised that any cost savings, resulting from the bus and cycle lane investment, will be reinvested in to improving frequency.
- 4.1.6 A substantial public engagement exercise was undertaken late in 2011. A leaflet explaining the proposals together with a questionnaire was distributed during October to 3,000 properties in close proximity to the proposals; bus passengers,

pedestrians and vehicle users along Roundhay Road; and copies were placed in local libraries.

Temporary signs were also positioned on-street to inform all highway users about the consultation exercise. An on-line version of the questionnaire was also made available via a link on this webpage and paper leaflet/questionnaire were made available to those who enquired via telephone.

Staff from Highways and Transportation subsequently held public consultation exhibitions at both The Compton Centre, on Harehills Lane, on 2 November 2011 between 11am - 2pm and 5pm – 7pm and at The Bangladeshi Centre, on Roundhay Road, 8 December 2011 between 6pm and 8pm. Both were to discuss any queries members of the public had from the information distributed by leaflet and/or other means.

The public engagement exercise received a total of 377 responses, of which approximately 60% were in support of the proposed bus lane, signalisation of Shepherd's Lane junction and a joint pedestrian cycle crossing, in addition to approximately 80% support of proposed pedestrian refuges (taken from the Roundhay Road Highway Improvement Proposals, Public Engagement Report, May 2012 which can be located as a background document). The high level of support received for the proposals, ensured the design details have remained, with the exception of an additional Category A formal signalised crossing facility, supported by both the Annual Pedestrian Crossing Review 2011 and more recently a Pedestrian Crossing Count Analysis completed in February 2013.

Further consultation took place on 18 September 2012 with local residents and businesses who are directly affected by the proposals, both on Roundhay Road and the side streets.. Consultation letters and plans, identifying the extent of the works and Traffic Regulation Orders proposed, were hand-delivered and discussed where requested. At the time of writing this report, seven of the local residents/businesses have made general queries regarding the proposals, which will be incorporated where possible during the detailed design stage.

In addition, those who wished to be kept informed of the scheme's progress following the initial public consultation in October 2011, were e-mailed on 30 October 2012. The e-mail included a summary of the scheme proposals to date, a PDF of the latest proposals and a link to the scheme's web page (www.leeds.gov.uk/roundhayrd). At the time of writing this report, eight of the contacts have made general queries and/or comments regarding the proposals, which have been answered.

- 4.1.7 All the service areas on the Internal Scheme Development Consultation List (technical) were consulted on 14 September 2012.
- 4.1.8 No significant environmental problems are anticipated, however noise surveys, both before and after construction, will be carried out and £1000 has been allocated.
- 4.1.9 During the internal consultation process, concerns were raised regarding the signalisation of Shepherds Lane and the inbound lane changing / capacity constraints at this junction. Though it was accepted that the potential accident reduction benefits justify the signalisation of the junction.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality and Diversity / Cohesion and Integration screening document, attached as an appendix, has been prepared and an independent impact assessment is not required for the approvals requested. The Pedestrian Crossing Review (2011) and the Cycle Infrastructure Equality, Diversity, Cohesion and Integration Impact Assessment (2011) documents have been consulted and utilised during the development of this scheme.
- 4.2.2 The proposed highway improvement scheme will positively impact all users of the highway network. In particular, vulnerable road users such as those with mobility issues/disabilities, the elderly, young and carers (prams and wheelchairs) will be aided by the introduction of new and upgraded crossing facilities, with associated dropped kerbs and tactile paving. The new outbound shared bus/cycle/taxi lane will encourage confidence in cycle users and promote sustainable travel as well as the provision of parking facilities and relaxation of parking restrictions encouraging visitors to the area and supporting local need.
- 4.2.3 Finally, the introduction of traffic signals at the Shepherd's Lane junction, including three new one-way streets at key locations to facilitate the traffic signals and formalising the traffic lanes and turning manoeuvres will improve road safety for all.

4.3 Council policies and City Priorities

- 4.3.1 Environmental Policy; the proposals contained within this report are in accordance with aims 6 and 7 of the Policy in that the proposals will aid to "reduce the impact of traffic in the city by changes to the road system" and "develop a safe, healthy local environment which provides the best quality of life for Leeds residents.
- 4.3.2 The proposals contained in this report are in accordance with all the 3 Objectives of Local Transport Plan 3 :-
- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
 - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
 - To enhance the quality of life of people living in, working in and visiting West Yorkshire.

4.4 Resources and value for money

- 4.4.1 **Full scheme estimate** The total estimated cost of the scheme is £550,000, comprising £458,000 works costs, £90,000 staff costs and £2,000 Legal costs.

4.5 Capital Funding and Cash Flow.

4.5.1 Funding: The scheme is to be funded entirely from the LTP Transport Policy Capital Programme.

4.5.2 Staffing: The design and supervision of the works can be carried out within the existing staff resources.

Complete the embedded table below:

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	458.0	0.0	458.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	90.0	41.6	48.4				
OTHER COSTS (7)	2.0	0.8	1.2				
TOTALS	550.0	42.4	507.6	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	550.0	42.4	507.6				
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	550.0	42.4	507.6	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

4.6 Legal Implications, Access to Information and Call In

- 4.6.1 The decisions taken in respect of this report are eligible for call in.
- 4.6.2 The scheme was placed on the Forward Plan on 04 October 2012, with the first date on which the decision can be taken being May 2013. No comments or queries have been received to date.

4.7 Risk Management

- 4.7.1 The ongoing work will identify design, cost and programme risks for subsequent stages.
- 4.7.2 Not progressing the project will compromise the ability of the Council to meet the objectives of the Local Transport Plan and the council's responsibilities as the Highway Authority.

5 Conclusions

- 5.1 This report seeks the authority to implement a highway improvement scheme, including completion of detailed design and constructing the works as part of the LTP Capital Programme for 2013-2014.
- 5.2 The proposals incorporate a peak period outbound bus/cycle/taxi lane; the introduction of traffic signals at the Shepherd's Lane junction; the introduction of one-way streets to facilitate traffic signals; improvements to and the provision of additional pedestrian crossing facilities; formalised traffic lanes and turning manoeuvres to improve road safety; and finally a review of the parking restrictions along this section of Roundhay Road to meet local needs. The total estimated cost of the proposed scheme is £550,000.

6 Recommendations

- 6.1 The Executive Board is requested to:
 - i) Note and approve (subject to TROs) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: HDC-716738-TRO-03, at an estimated cost of £550,000;
 - ii) Give authority to incur expenditure of £458,000 works costs, £90,000 staff costs and £2,000 Legal costs to be funded from the LTP Transport Policy Capital Programme.
 - iii) Instruct the City Solicitor to revoke relevant items currently in force in an existing waiting restriction Traffic Regulation Order and to advertise draft Traffic Regulation Orders in relation to various waiting and loading restrictions, Movement Restriction Order for the three proposed one-way streets; and a peak time outbound bus/cycle/taxi lane, as indicated on drawings referenced HDC-716738-TRO-03 & Oakwood/TRO/002 and, if no valid objections are received then make, seal and implement the orders.

7 Background documents¹

- 7.1 Roundhay Road Highway Improvement Proposals, Public Engagement Report, May 2012.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.