

Report of: Gary Bartlett - Chief Officer (Highways & Transportation)

Report to: Inner West Community Committee [Armley, Bramley & Stanningley, Kirkstall]

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To note

Highways & Transportation - Stanningley Bottom Review

Purpose of report

1. This report asks the Community Committee to note the current Highways & Transportation position regarding the highway at Stanningley bottom.
2. The report asks members of the Committee to consider the future layout and operation of the Stanningley bottom scheme and what funding options may be available to contribute to requested maintenance and/or traffic improvements.
- 3.

Main issues

4. CityConnect projects have been introduced across Leeds in recent years, aiming to provide high quality segregated cycle and pedestrian infrastructure along key routes. The first scheme was the Leeds – Bradford cycle superhighway which runs along Bradford Road, Stanningley Road and Armley Road.
5. At Stanningley bottom there was insufficient space to provide cycle tracks, so a project was developed that introduced changes to the road environment including coloured materials and changes in kerblines. The project includes two un-marked ‘roundel’ junctions and two Zebra crossings.
6. The project has successfully reduced traffic speeds and queues on the approaches (most noticeably on Richardshaw Lane).

7. An enhancement scheme was undertaken in 2018 to provide greater contrast between surface textures and this has been largely successful in improving driver behaviour and understanding.
8. In recent years there has been some deterioration of the surface and responsive repairs have been enacted.
9. There have been local concerns regarding road safety at the un-marked junctions, although the recorded injury collision data indicates that the junction is performing well. There are ongoing requests for mini-roundabout markings to be provided, although observations show that the majority of motorists use the junction safely and with due care and attention and these markings are not considered necessary to ensure road safety.

Options

I. Reactive maintenance of existing layout

Damage to the carriageway can be identified as a defect and repaired by Leeds City Council's maintenance depot as part of their ongoing programmes of works without incurring additional capital costs. This repair would be in available materials and may not match the premium material selected in the scheme design.

II. Full resurfacing of the carriageway at Stanningley bottom

This is a significant undertaking and is estimated at £80,000. Given the current maintenance backlog across Leeds it is not considered that this can be fully met from the 2022/23 programme although a smaller contribution to a larger capital project may be available.

It is estimated that a shortfall of £40,000 would need to be made up.

III. Full resurfacing plus additional road markings and crossing enhancements

To fully address both concerns (maintenance and perception of road safety) a more involved scheme could be delivered. This would resurface the road and add road humps at both Zebra crossings and mini-roundabout markings at both un-marked junctions.

This project is estimated at around £100,000. Contributions from Maintenance (£30k) and Traffic Engineering (£30k) could be provided leaving a shortfall of £40,000 into this project.

Recommendations

8. The Inner West Community Committee is asked to note the contents of the report and to offer a view on the suitability of the three presented options.