

# Active Travel Fund – A660 Headingley Lane/Woodhouse Lane, Walking & Cycling Improvements

Date: 23<sup>rd</sup> August 2023

Report of Traffic Engineering

Report to the Chief Officer (Highways & Transportation)

Will the decision be open for call in?

Yes  No

Does the report contain confidential or exempt information?

Yes  No

## BRIEF SUMMARY

The A660 corridor experiences high traffic flows as well as seeing some of the highest volumes of pedestrians and cyclists, often competing for road space with HGVs and more than 60 buses per hour at peak times. Therefore, Leeds City Council are seeking to assist our most vulnerable road users, cyclists, and pedestrians along this corridor.

Leeds City Council, via its Transport Strategy, have an ambition to deliver a safe and coherent network of segregated cycling and walking infrastructure across the city, to help encourage sustainable active travel in line with the priorities of the Best Council Plan 2020-2025. The Active Travel Fund programme offers local authorities the opportunity to deliver such infrastructure and encourage sustainable and active travel choices and as part of Leeds City Council's successful bid, a scheme on the A660 corridor has been developed to make permanent the previous Tranche 2 experimental scheme and provide improved segregated cycling and walking infrastructure.

The Chief Highways and Transportation Officer is requested to give authority to approve a funding agreement with West Yorkshire Combined Authority and approve the full implementation of a package of highway works along the 2.5km A660 corridor between Shaw Lane and St Mark's Road, Leeds, to provide improved segregated cycling and walking infrastructure.

## RECOMMENDATIONS

The Chief Officer Highways & Transportation is recommended to:

- a) Note the contents of this report.
- b) Agree and sign the terms set out in the funding agreement between West Yorkshire Combined Authority (funder) and Leeds City Council (recipient) and note the specific requirements associated to the funding in terms of timescales, consultation, compliance with LTN 1/20 and reallocation of road space.
- c) Note and approve the proposed layout of the project as shown on drawings 1137-LCC-00-XX-DR-TM-GA\_01 to 05.
- d) Give authority to implement the overall project and incur expenditure of £10.705m to deliver the project, with £4.785m funded by the Active Travel Fund Tranche 3 programme, £5.69m funded by the Active Travel Fund Tranche 4 programme and £230,000 funded from Section 106 receipts.

- e) Give authority for the injection of £10.705m (£4.785m from Active Travel Tranche 3, £5.69m from Active Travel Tranche 4 of West Yorkshire Combined Authority (WYCA) grant funding and £230,000 of Section 106 receipts into the Capital Programme to progress scheme development.
- f) Approve the use of the Contractor Framework to procure a contractor to construct the scheme as per the approved detailed design.
- g) Request the City Solicitor to advertise a Traffic Regulation Orders (Movement Order, Waiting Restriction Order or Speed Limit Order) as shown on drawings 1137-LCC-00-XX-DR-TM-TRO\_01 to 03 and, subject to no objections being received, make, and seal the Orders as advertised.
- h) Give authority to display notices on site under the provision of Section 23 of the Road Traffic Regulation Act 1984 in order to inform the public of the proposed formal pedestrian crossings.
- i) Give authority to request the City Solicitor to draft and advertise a Notice under the provisions of Section 90C of the Highways Act 1980 for the implementation of traffic calming to complement some of the pedestrian crossings in the proposed 20mph speed limits.
- j) Approve with reference to powers contained within Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown as cycle tracks on drawing 1137-LCC-00-XX-DR-TM-TRO\_02 are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of Section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.
- k) Approve the conclusion of the necessary land acquisition with WYCA for land at Hyde Park Corner and the dedication of this as adopted public highway, as shown on drawing 1137-LCC-00-XX-DR-TM-LA\_01 at an estimated cost of £500,000; and
- l) To authorise the consultation and subject to no objections, the introduction of moving traffic enforcement using ANPR cameras, at the A660/Shaw Lane, A660/Woodhouse Street/Victoria Road (Hyde Park Corner), A660/Clarendon Road and A660/Rampart Road junctions, in line with powers received from the Secretary of State.

## **What is this report about?**

1. The A660 is one of the most congested corridors in the city. It experiences high traffic flows as well as seeing some of the highest volumes of pedestrians and cyclists, often competing for road space with HGVs and more than 60 buses per hour at peak times, meaning it's not the most attractive in terms of cycling or walking, providing barriers to community connectivity at certain locations.
2. In the previous 5 year period the A660 corridor between Alma Road and St Mark's Road there have been 128 recorded injury collisions involving 172 casualties, which are made up of 42% involved people cycling, 29% involved people walking or wheeling and 29% involved people in motor vehicles.
3. Leeds City Council has a long-standing ambition to increase and improve safe cycling infrastructure across the city. This includes an ambition to have 500 kilometres of cycle tracks and lanes which can be accessed by all users and the ambitions contribute to several established aims, including reducing carbon emissions, increasing sustainable transport use, improving access to jobs for all and encouraging active healthy lifestyles.
4. Active travel, including cycling and walking, offers several benefits to both the individual and to the wider community. Government recommendations are that all adults should be active and should engage in at least 2.5 hours of moderate physical activity per week to maintain health and improve the mental health of the individual with daily physical activity reducing the risk of depression and dementia by 20-30%.
5. In 2019 Leeds City Council declared a Climate Emergency, which resulted in an increased focus on its efforts to reduce carbon emissions as part of future highway projects. Cycling, walking and other active travel modes can make a major contribution to this work by replacing private cars for short to medium length journeys and the provision of high quality infrastructure creates opportunities for road users to make such journeys either by bicycle or walking instead of car, and to do so with a good level of confidence that their journey will be safe, direct, and comfortable. This is a major element of the modal shift that supports

the reduction in carbon emissions and will achieve the goals set out in the Climate Emergency declaration.

6. The Active Travel Fund programme is a national funding opportunity and aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English City Regions. In 2021 an experimental scheme was introduced as part of the Active Travel Fund Tranche 2 programme.
7. The West Yorkshire Combined Authority, on behalf of the Leeds City Region, submitted proposals to Active Travel England for a package of improvements along the 2.5km long A660 Headingley Lane/Woodhouse Lane corridor between the Shaw Lane and St Mark's Road junctions designed to make permanent the previous Tranche 2 experimental scheme and deliver a transport network which is "more accessible, affordable and attractive" and offers "realistic alternative(s) to the car and the choice to make journeys that are sustainable, healthier, and that ultimately enable our towns and city centres to be re-shaped with people at their heart."
8. Active Travel England confirmed on the 2<sup>nd</sup> January 2023 that the West Yorkshire Combined Authority would receive £36.78m of Active Travel funding. Leeds City Council will receive £10.475m of this allocation to deliver the A660 Headingley Lane/Woodhouse Lane corridor scheme.

### **What impact will this proposal have?**

9. This scheme will introduce fully segregated cycle infrastructure and improved pedestrian facilities along the busy A660 Headingley Lane/Woodhouse Lane corridor from the centre of Headingley to Leeds University linking existing routes across Woodhouse Moor, along Woodhouse Ridge, the Active Travel Tranche 2 scheme on the A660 between Headingley and Lanwswood and the Leeds Core Cycle route between Leeds City Centre and West Park, as well as linking into the proposed Woodhouse Lane Gateway scheme which is currently being considered.
10. The proposed scheme details are shown on the attached Drawing Nos 1137-LCC-00-XX-DR-TM-GA\_01 to 05, with the scheme comprises of the following main elements;
  - The introduction of 4.5km of fully segregated inbound and outbound cycle track, through road space reallocation, to improve and provide safe and attractive cycling facilities along the A660 corridor, address injury collisions involving cyclists and encourage more sustainable travel.
  - The major refurbishment and reconfiguration of the existing A660/North Lane, A660/Hyde Park Corner, A660/Clarendon Road and A660/St Mark's Road traffic signal junctions to provide safer and improved pedestrian and cycling provision and local connectivity, as well as addressing the injury collisions at the junctions.
  - The full signalisation and improvement of the A660/Rampart Road junction to provide safer and improved pedestrian and cycling provision and local connectivity, as well as addressing the injury collisions at the junction.
  - The realignment and improvement of the public transport provision outside and opposite the Headingley Arndale centre and adjacent to the Hyde Park Corner junction to provide enhanced access to public transport provision including new bus shelters and improved real time technology as well as improving and/or relocating the existing bus stops and shelters along the full extents of the scheme.
  - The introduction of a new 'toucan' crossing facility at the A660/Cliff Road junction to provide safer and improved pedestrian and cycling provision and connectivity to Woodhouse Moor and public transport provision for the general public, particularly for the school children of the nearby Leeds City Academy.
  - The introduction of a new 'toucan' crossing facility on the A660 between the Richmond Road and Richmond Avenue junctions to provide safer and improved pedestrian and cycling provision and local connectivity (works associated with the adjacent Golden beam Wetherspoons development);
  - The introduction of a shared pedestrian/cyclist provision on the footway along the northeast footway of Woodhouse Moor running parallel with the A660 Woodhouse Lane.

- The full closure of the A660/St Michael's Road (outside the Skyrack) and A660/Regent Park Avenue junctions and the introduction of model filters to provide a public open space with landscaping and planting, as well as safe and improved pedestrian, cycling and public transport provision.
- The introduction of a shared pedestrian/cyclist provision along the southwest side of Cliff Road, to provide a continuous link from works carried out on Woodhouse Street to the A660 corridor and beyond.
- The introduction of 'Copenhagen' style side road treatment at all side road junctions along the full extent of the scheme, to provide safer and improved pedestrian and cycling priority and provision.
- The full upgrade and the introduction of a speed table features at the existing pedestrian crossings on the A660 Headingley Lane crossing outside Headingley Arndale Centre, the Original Oak and adjacent to North Hill Road and on North Lane outside Manhatta Bar, with their conversion to 'toucan' crossings to provide safer and improved pedestrian and cycling crossing provision and local connectivity.
- The introduction of a one-way traffic flows on Cliff Road and St Mark's Street to facility other aspects of the scheme and provide a safe highway network.
- The introduction of banned manoeuvres to provide safer and improved pedestrian and cycling crossing provision, which will be enforced by movement violation cameras, at the following locations;
  - I. The left turn from Clendon Road onto the A660 Woodhouse Lane.
  - II. The right turn from the A660 Headingley Lane onto Victoria Road.
  - III. The right turn from Rampart Road onto the A660 Woodhouse Lane.
  - IV. The left turn from Victoria Road onto the A660 Headingley Lane.

All existing banned manoeuvres along the extents of the scheme will be retained, with a movement violation camera introduced at the A660 Otley Road/Shaw Lane/St Anne's Road junction to enforce the banned right turn into St Anne's Road from the A660 Otley Road.

- The introduction of a 20mph speed limit in the centre of Headingley along the A660 Headingley Lane between Shaw Lane and Bainbrigge Road and on the full extent of North Lane and on the A660 Woodhouse Lane between Clendon Road and St Mark's Road adjacent to Notre Dame school and Leeds University.
  - The introduction of a Traffic Regulation Order for a package of waiting restrictions along the corridor, including No Motor Vehicle parking or loading on footway and cycletrack, No Waiting At Any Time, No Loading or Unloading during peak hours, Limited Waiting, Disabled Parking, Resident Permit Parking and a Hackney Carriageway rank.
  - Carriageway resurfacing at specific locations along the A660 corridor (locations to be agreed with Highway Maintenance colleagues).
  - The planting of at least 24 trees (locations to be agreed with Ward Councillors) following the removal of 8 trees to facilitate the works; and
  - All ancillary works such as street lighting, drainage, road markings, signage, landscaping/planting, etc.
11. All the above proposals will complement the recently introduced Active Travel – Tranche 2 scheme at the A660/Shaw Lane/St Annes Road junction and along the A660 corridor between Shaw Lane and Lawnswood High School and will provide improved infrastructure for approx. 4.5km along the A660 corridor from Leeds University to Lawnswood High School.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

12. This project makes a major contribution towards Leeds City Council's response to the Climate Emergency. Cycling and walking are key alternatives to the use of the private car for short-and medium-term journeys, and the provision of safe cycling and walking infrastructure has been proven to increase sustainable travel on such routes.
13. The proposals contained in this report contribute to the Leeds target of 50% reduction in carbon emissions by 2030 by improving facilities for cycling and walking close to the city centre, facilitating linkages to further develop the cycle network, and to encourage these transport choices as an alternative to short (and longer) car journeys.
14. This ambition contributes to several established aims, including reducing carbon emissions, increasing sustainable transport use, improving access to jobs for all and encouraging active healthy lifestyles. This lifestyle has been shown to improve the mental health of the individual with daily physical activity reducing the risk of depression and dementia by 20-30%.

## What consultation and engagement has taken place?

Wards affected: Headingley & Hyde Park and Little London & Woodhouse

Have ward members been consulted?  Yes  No

15. Consultation was carried out with Ward Councillors of Headingley & Hyde Park, Little London & Woodhouse wards and the neighbouring Weetwood ward in November 2022, who all responded in support of the overall scheme, albeit some concerns were raised by Weetwood Ward Members regarding the proposals adjacent to the Headingley Arndale Centre and the removal of the bus shelter and introduction of a bus stop bypass. Discussions have continued throughout the design process to keep Ward Councillors up to date with progress and the proposals adjacent to the Headingley Arndale Centre have been revised to retain the bus shelter and improve the alignment of the bus stop bypass.
16. A number of briefings and meetings have taken place with the Executive Member for Infrastructure and Climate and local ward members, most recently in June 2023. These have enabled these proposal to focus on the key areas and elements of concern and keep the Executive Member and Ward Members up to date with scheme development.
17. Public consultation was facilitated and completed through the Connecting Leeds Commonplace online platform between 30th January and the 5th March 2023. The overall public consultation returned the following response:
  - 1709 respondents (those who completed the survey)
  - 12,794 visitors to page (visited but may not have completed anything)
  - 13.4% of viewers filled in the survey (conversion rate)
  - 63.3% positive sentiment
  - 25.7% negative sentiment
  - 11.1% neutral sentiment

A full summary of the consultation is appended to this report and outlines both the positive and negative opinions for each individual section of the corridor, along with mitigation measures and recommendations that have been included in the detailed design.

In addition to the online consultation platform, all commercial and residential properties along the whole route were consulted by letter drop/postal, posters and leaflets were distributed, and various press and social media platforms were used, details of which are outlined in the summary appended to this report.

18. Consultation and engagement with Active Travel England (ATE) has continued throughout the feasibility and design process, with 6 critical fails being identified by ATE, all of which have been addressed within the scheme design.

19. Emergency Services and West Yorkshire Combined Authority and the bus operators were consulted in July 2023 and no adverse comments have been received to the proposals. The proposals have also been submitted to the Bus Advisory Group with specific regard to the inclusion of traffic calming measures on the A660 and North Lane. No adverse comments were received as the traffic calming features will be constructed in accordance with the specification for bus routes.
20. A Stage 1 Road Safety Audit has been undertaken and all points raised in the audit report been considered as part of the design process and included where feasible. A Stage 2 Road Safety Audit has been requested and will be considered prior to delivery.
21. User groups have been consulted during development of the scheme and comments have been taken on board and implemented in the scheme where feasible. This includes Leeds City Council's Cycle Forum, WYCA's Quality Board, British Guide Dogs, National Federation of the Blind UK, Headingley Town Team, Hyde Park Businesses, the Friends of Woodhouse Moor and Northwest Transport Forum, who all generally supported the premise of the scheme. The Friends of Woodhouse Moor have objected to the tree loss along the section of the A660 adjacent to Woodhouse Moor, although a full tree survey was undertaken by LCC Forestry team. The scheme proposals have been amended to reduce the tree loss to an absolute minimum and those trees being removed are all ones that are reaching the end of life.
22. Leeds Rugby and Yorkshire County Cricket Club were consulted on the scheme proposals in July 2023 and whilst they are not directly affected, it is recognised that the construction phase may have an impact on games or events scheduled for Headingley Stadium and therefore continued engagement throughout the construction phase, will take place to ensure both parties are aware of any restrictions on the surrounding highway network, so these can then be relayed to those attending Headingley Stadium.
23. Further engagement will take place with affected frontages and stakeholders as the project moves into the construction phase with the contractor employing a specific Public Liaison Officer for the scheme. This approach has worked well on previous projects and ensures that residents, businesses, and other stakeholders have direct sight of the scheme specifics to ensure that their requirements are facilitated where feasible, during construction.

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

24. The project estimate includes funding for risk, inflation and contingency and the project team will continually review the project with commercial colleagues against the funding envelope to control costs.
25. The works will be delivered through a framework contract utilising early contractor involvement to identify any potential risk areas and therefore minimise risk during the construction phase.
26. Extensive consultation and engagement have taken place to develop support for the project and this is considered to minimise reputational risk to the project from negative publicity.
27. The ongoing issue of purchasing third party land is constantly being reviewed by the project team and the senior management of LCC and WYCA.

### **What are the resource implications?**

28. The Active Travel Project is valued at £10.705M, which is funded mainly through the Active Travel Fund through Active Travel England, with £4.785m funded from the Active Travel Fund Tranche 3 programme, £5.69m funded from the Active Travel Fund Tranche 4 programme and £230,000 funded from Section 106 receipts and will be delivered using Leeds City Council's framework contract, which have been competitively awarded.
29. A full business case was approved in principle by WYCA on 27<sup>th</sup> June, subject to tendered costs remaining within the funding envelope and meeting timescales for delivery.
30. The detailed design and project management of the scheme's delivery rests with Leeds City Council and will be carried out by the Traffic Engineering section, with the funding provided by the Combined Authority through the Active Travel Tranche 3 & 4 packages. The Chief Officer (Highways &

Transportation) will be responsible for the overall implementation of the project.

31. Recent projects, including the City Connect 3 and Transforming Cities Fund projects have demonstrated that the design and delivery method will ensure a high-quality project with sufficient flexibility to ensure that the project reflects both user needs, but also the needs of residents and businesses who are on or are adjacent to these routes.
32. Construction is expected to start in Autumn 2023, with full completion of the entire corridor expected in Spring 2025.
33. Maintenance of the new infrastructure will be undertaken as part of Leeds City Council's ongoing annual maintenance programmes as all new infrastructures will form part of the adopted public highway. Winter maintenance will be carried out as per the established practices for previous cycleways and will utilise existing equipment.

<b>Funding Approval :</b>	<b>Capital Section Reference Number :-</b>						
<b>Previous total Authority to Spend on this scheme</b>	<b>TOTAL</b>	<b>TO MARCH</b>	<b>FORECAST</b>				
			<b>2022</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>
	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Authority to Spend required for this Approval</b>	<b>TOTAL</b>	<b>TO MARCH</b>	<b>FORECAST</b>				
	<b>£000's</b>	<b>2022</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026 on</b>
	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>
LAND (1)	500.0			500.0			
CONSTRUCTION (3)	9200.0			1200.00	7000.0	1000.0	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	955.0			250.0	500.0	205.0	
OTHER COSTS (7)	50.0			50.0			
<b>TOTALS</b>	<b>10705.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2000.0</b>	<b>7500.0</b>	<b>1205.0</b>	<b>0.0</b>
<b>Total overall Funding (As per latest Capital Programme)</b>	<b>TOTAL</b>	<b>TO MARCH</b>	<b>FORECAST</b>				
	<b>£000's</b>	<b>2022</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>2026 on</b>
	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>	<b>£000's</b>
LCC Supported Borrowing	10475.0			1770.0	7500.0	1205.0	
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	230.0			230.0			
Government Grant	0.0						
SCE ( C )	0.0						
SCE ( R )	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income ( Specify)	0.0						
<b>Total Funding</b>	<b>#####</b>	<b>0.0</b>	<b>0.0</b>	<b>2000.0</b>	<b>7500.0</b>	<b>1205.0</b>	<b>0.0</b>

**What are the legal implications?**

34. A Traffic Regulation Order is required to support the delivery of this project the details of which are shown on the attached drawings 1137-LCC-00-XX-DR-TM-TRO\_01 to 03 and comprise of:

- A No Motor Vehicle Parking or Loading on Footway on Cycle Track restriction on all parts of the new infrastructure.
- The introduction of No Waiting at Any Time restrictions (double yellow lines) at various locations along the route.
- The introduction of No Loading or Unloading during peak hours at various locations along the route.
- The introduction of Limited Waiting, Disabled Parking, Resident Permit Parking and a Hackney Carriageway rank at various locations along the route.
- The prohibition of a left turn from Clarendon Road onto the A660 Woodhouse Lane, the right turn from the A660 Headingley Lane into Victoria Road, the left turn from Victoria Road onto the A660 Headingley Lane and the right turn from Rampart Road onto the A660 Woodhouse Lane, as well as the retention of the existing banned manoeuvres along the A660 corridor.
- The introduction of a 20mph speed limit in the centre of Headingley along a section of the A660 Headingley Lane and on the full extent of North Lane as well on a section of the A660 Woodhouse Lane adjacent to Notre Dame school and Leeds University.
- The introduction of a one-way traffic flows on Cliff Road between Woodhouse Street and the A660 and on St Mark's Street for the first 15m; and
- The revocation of any existing restrictions along the route that may conflict with the scheme proposals.

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

## **Options, timescales and measuring success**

### **What other options were considered?**

36. The scheme has been designed from first principals in line with advice from Active Travel England engineer's and the Local Transport Note 1/20; Cycle infrastructure design, which lays out how cycling infrastructure should be designed and delivered which has shaped much of the layout of the schemes.

37. Following engagement with Active Travel England and their identification of 6 critical fails, as part of the design process, using the latest guidance detailed in LTN1/20, several different considerations and layouts were considered, particularly at signalised junctions and along the frontage of the Headingley Arndale centre, to ensure the safety, efficiency, and cost effectiveness of what is being delivered. The layouts that have been chosen, reflect the balance between these three factors, with providing high-quality and direct cycling infrastructure and safe pedestrian provision being paramount within the design.

38. The other options would be to deliver a lesser standard of infrastructure not in accordance with LTN 1/20 or not deliver this project at all and leave this busy corridor as it currently is. Neither option would deliver the benefits that are outlined within this report and would leave gaps between other pieces of cycling infrastructure in key strategic locations along this busy City Centre bound corridor.

### **How will success be measured?**

39. The Active Travel fund programme offers an opportunity to provide high-quality segregated cycling and walking projects, alongside similar pedestrian improvements which will make a major contribution towards Leeds City Council's ambition to deliver a comprehensive, city-wide cycle network.



40. The success of this project would create modern, sustainable infrastructure along a busy primary route, allowing residents to choose alternative sustainable travel choices away from private vehicles helping to achieve the goals of the Climate Emergency, Best Council Plan and helping create a healthier city.

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

41. Construction of the A660 Headingley Lane/Woodhouse Lane scheme is expected to start in Autumn 2023, with completion expected in Spring 2025.

### **Appendices**

- Appendix A – General Arrangements (1137-LCC-00-XX-DR-TM-GA\_01 to 05)
- Appendix B – Speed Limit Order (1137-LCC-00-XX-DR-TM-TRO\_01)
- Appendix C – Movement Order (1137-LCC-00-XX-DR-TM-TRO\_02)
- Appendix C – Traffic Regulation Orders (1137-LCC-00-XX-DR-TM-TRO\_03)
- Appendix D - Land Acquisition (1137-LCC-00-XX-DR-TM-LA\_01)
- Appendix E – A660 Consultation Report
- Appendix F – LCC Arboricultural Tree Survey
- Appendix G – EDCI report

### **Background papers**

N/A