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**Report of Director of City Development**

**To Executive Board**

**Date: 23<sup>rd</sup> January 2007**

**Subject: Design & Cost Report**

**Scheme Title CHAPELTOWN ROAD INTEGRATED TRANSPORT CORRIDOR  
Capital Scheme Number 01691**

**Electoral Wards Affected:**

City & Hunslet  
Chapel Allerton

**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)

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**Executive Summary**

This report seeks approval to the implementation of a scheme to improve bus priority, pedestrian and cycling, road safety and traffic management as part of an integrated scheme at a cost of £580,000, directed to:

- Improving journey times and reliability for bus services by providing an extension to the existing inbound bus lane on Chapeltown Road which data shows could significantly reduce delays during the morning peak period.
- Reduce the accidents along the length of Chapeltown Road from Chapel Allerton Hospital to Sheepscar Interchange, currently ranked number 26 in the Personal Injury Accidents in Leeds – Lengths for Concern (2002–2006) document.
- Improve crossing facilities for pedestrians by converting wide straight across crossings to staggered facilities with a pedestrian island in the centre and provision of a new pedestrian crossing at St Mary's Road.
- Provide improvements to cycle facilities across Sheepscar Interchange and an outbound cycle lane on Chapeltown Road.
- Provide short stay parking laybys to serve frontage commercial properties.

## **Purpose of this Report**

- 1.1 To seek approval for the implementation of bus priority measures, pedestrian & cycling facilities, road safety improvements and traffic management measures as part of an integrated scheme on Chapeltown Road and Sheepscar Interchange.

## **2.0 Background Information**

- 2.1 The provision of a Quality Bus Corridor scheme along Chapeltown Road was identified as part of the Yorkshire Bus Partnership programme. The Yorkshire Bus Partnership is supported by Metro and the five West Yorkshire District Councils and has a key role in improving the quality and attractiveness local bus services in support of the transport objectives of the Local Transport Plan. Other elements of the Yorkshire Bus Partnership include operator investment in new vehicles, modern 'real time' information and ticketing initiatives as well as attention to improving accessibility by public transport for all residents, including those living away from the busiest core bus routes.
- 2.2 As part of previous studies working with bus operators consultants carried out an appraisal of bus facilities on Chapeltown Road. The study recommended an extension to the existing peak hour inbound bus lane that operates between Harehills Avenue and Barrack Road.
- 2.3 Surveys and journey time data shows that the extended bus lane could reduce journey times by upwards of three minutes during the busiest periods with an average of over a minute per vehicle throughout the morning peak period. In addition the variation in journey time will be reduced leading to a greater reliability of services on the whole of the bus routes that use this section.
- 2.4 Chapeltown Road is identified at number 26 in the Personal Injury Accidents in Leeds – Lengths for Concern (2002–2006) document. An in-depth Accident Study to investigate the problems along Chapeltown Road, between the junctions of Barrack Road and Harehills Lane was undertaken in January 1999. This study identified that accidents were predominantly located at the numerous side road intersections along the length and recommended various remedial measures to address both junction related and pedestrian involvement accidents.
- 2.6 At present there are limited facilities provided for cyclists along Chapeltown Road with only a short stretch of inbound cycle lane adjacent to Chapel Way and the two Sikh centres. Improvements for cyclists would therefore contribute to the targets contained within the Leeds Cycling Action Plan and would reinforce the status of Chapeltown Road as part of the Strategic Cycling Network.

## **3.0 Main Issues**

### **Design Proposals / Scheme Description**

- 3.1 The scheme details are shown on drawings numbers 760248/100/001 and 760248/010/101A (enlarged copies will be available at the meeting).
- 3.2 The key requirements of the scheme are to enhance facilities for buses, cyclists and pedestrians whilst maintaining existing traffic lane provision. This has been achieved by reallocating road space where practical but maintaining the same number of traffic lanes throughout the route. All the highway works are accommodated within the existing highway boundaries.
- 3.3 At present buses have problems with parked vehicles in the vicinity of bus stops. The proposed hours of operation for the existing and new sections of bus lane are to

be 7am to 7pm. These hours of operation and clearway restrictions at the stops will ensure bus services are no longer subject to these issues. At the same time the design of the scheme has maintained essential frontage parking provision.

- 3.4 All bus stop are to be improved to meet accessibility requirements by raising kerbs to allow level boarding for passengers and wheel chairs. Where shelters currently exist they will be upgraded in association with Metro as part of their ongoing shelter upgrade programme.
- 3.5 Three pedestrian crossings at Leopold Street, Francis Street and Grange Terrace are to be reconfigured to provide a pedestrian island in the centre of the road. This significantly improves the safety for pedestrians as well as reducing delays to traffic.
- 3.6 Provision of a new pedestrian crossing opposite St Mary's Road as recommended by the 2004 Pedestrian Crossing Review. In order to provide a crossing, bus lane and parking for the businesses on Newton Parade a straight across crossing is proposed in this location. As well as the standard signals, a set of signals will be located on a mast arm above the carriageway to improve visibility of the crossing for safety purposes.
- 3.7 Where there is sufficient carriageway width right turn lanes have been provided to again improve safety and reduce the disruption to traffic flow.
- 3.8 Parking provision is to be managed with waiting restrictions designed to support the short stay uses in associated with the commercial premises on Chapeltown Road.
- 3.9 The junction of Grange Terrace / Chapeltown Road is to be reopened following representations from the Police. The junction was originally closed due to a high number of turning accidents occurring at this location. In order to address this issue the junction will be restricted to left-in left-out movements only.
- 3.10 The scheme has been designed such that signalisation of the junction of Harehills Avenue / Reginald Terrace / Chapeltown Road can be accommodated in the future. This scheme will be progressed with a separate programme and contract as part of the Section 278 highway works fully funded by the associated development of the former 'Hayfield' site off Reginald Terrace.
- 3.11 Cycling across Sheepscar Interchange is to be improved by providing a northbound route to complement existing southbound routes. These measures tie into the proposed outbound cycle lane on Chapeltown Road. Parking is to be restricted to within set-back laybys to ensure the cycle lane does not become blocked by parked vehicles.
- 3.12 Approval will also be sought under the officer delegation scheme to advertise draft Traffic Regulation Orders for the bus and cycle lane, waiting restrictions, road closures, and, if no objections are received, to make, seal and implement the Orders as advertised.

### **Consultations**

- 3.13 A Comprehensive consultation exercise was held during the preliminary design in June 2005. Letters were distributed to all frontage properties, there was a week long public exhibition at the local library and presentations were made to local community meetings.
- 3.14 All Ward Councillors have been consulted by letter. The majority of the scheme is within the Chapel Allerton Ward and all three member has been consulted at various stages throughout the development of the scheme and all are supportive of the

scheme. No response has been received from City & Hunslet ward members in respect of the small section of the scheme at Sheepscar Interchange within their ward.

## **Programme**

- 3.15 It is intended to advertise the Traffic Regulation Orders in February 2008 with the main work planned commence on site in Summer 2008, subject to no objections being received to the advertised Orders.
- 3.16 The current completion target is Autumn/Winter 2008.

## **4.0 Implications for Council Policy and Governance**

### **Compliance with Council Policies**

- 4.1 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.
- 4.2 Financial Plan 2005 – 2008: Within the Financial Plan, one of the objectives stated is to encourage greater use of public and sustainable modes transport.
- 4.3 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.
- 4.4 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 existing passengers with a greatly improved service.
- 4.5 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.

### **Safety Audit**

- 4.6 Both stage 1 and stage 2 safety audits have been carried out on the scheme and recommendations have been incorporated into the final design.

### **Community Safety**

- 4.7 There are no implications under Section 17 of the Crime and Disorder Act 1998 for the proposed work.

## **5.0 Legal and Resource Implications**

## Scheme Design Estimate

- 5.1 The estimated total cost of the scheme is £745,000. This report seeks approval for £580,000 comprising £520,000 works costs and £60,000 staff costs for supervision.
- 5.2 A report to the Director of Development dated 21 June 2004 gained approval for £50,000 for preliminary design and consultation. A further report to the Director of Development dated 15 August 2005 secured approval to £115,000 for the detailed design of the scheme.

## Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2007 £000's	FORECAST					
			2007/08 £000's	2008/09 £000's	2009/10 £000's	2010/11 £000's	2011 on £000's	
LAND (1)	0.0							
CONSTRUCTION (3)	0.0							
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	165.0	116.0	49.0					
OTHER COSTS (7)	0.0							
<b>TOTALS</b>	<b>165.0</b>	<b>116.0</b>	<b>49.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2007 £000's	FORECAST					
			2007/08 £000's	2008/09 £000's	2009/10 £000's	2010/11 £000's	2011 on £000's	
LAND (1)	0.0							
CONSTRUCTION (3)	520.0			500.0	20.0			
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	60.0			58.0	2.0			
OTHER COSTS (7)	0.0							
<b>TOTALS</b>	<b>580.0</b>	<b>0.0</b>	<b>0.0</b>	<b>558.0</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2007 £000's	FORECAST					
			2007/08 £000's	2008/09 £000's	2009/10 £000's	2010/11 £000's	2011 on £000's	
Supported Capital Expenditure	745.0	116.0	49.0	558.0	22.0			
Total Funding	745.0	116.0	49.0	558.0	22.0	0.0	0.0	
<b>Balance / Shortfall =</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>0.0</b>

**Parent Scheme Number :** 99609  
**Title :** Integrated Transport Package

### Revenue Effects

- 5.3 There are no specific revenue effects of this scheme.

### Risk Assessments

- 5.4 Should the scheme not proceed then the issues relating the road safety "length for concern" will not be addressed and therefore the road safety issues presently identified will remain for road users at this site.
- 5.5 Buses would continue to incur the delays they are currently experiencing along this corridor and may not provide service upgrades planned as part of the Yorkshire Bus Partnership. Furthermore, any future increases in the general traffic flow would exacerbate delays to public transport undermining service quality and passenger confidence. Without the proposed investments in the infrastructure, operator investment in new "state of the art" vehicles on this corridor would be unlikely to take

place. In fact as the general traffic flow increases the delays to public transport are likely to increase.

- 5.6 Should any objections be received to the advertised draft Traffic Regulation Orders then the proposed start on site date maybe delayed dependent upon how quickly the objections can be resolved.

## **6.0 Conclusions**

- 6.1 The integrated transport scheme delivers benefits for all road users in terms of safety, amenity, improved journey times and greater reliability.

## **7.0 Recommendations**

- 7.1 The Executive Board is requested to:

- i) approve the Chapeltown Road Integrated Transport Corridor proposal as shown on drawing numbers 760248/100/001 and 760248/010/101A at an estimated total cost of £745,000;
- ii) approve expenditure of £580,000 comprising £520,000 works costs and £60,000 staff costs for supervision. These costs can be met from the Integrated Transport Scheme 99609 within the approved Capital Programme and is eligible for 100% Government Funding; and
- iii) note the previous approval of staff costs of £165,000 to be met from the Integrated Transport Scheme 99609 within the approved Capital programme;