

**Report to the Chief Officer (Highways and Transportation)**

**Date: 13 February 2018**

**Subject: A6120/A65 Horsforth Roundabout Improvement Measures**

**Capital Scheme Number: 15469 / 000 / 000**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):HORSFORTH	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" 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. In 2015/16 a scheme was implemented to provide traffic signals at the A65 New Road Side / A6120 Ring Road, Horsforth Roundabout junction, which had been a long standing road casualty Site for Concern and congestion hot spot.
2. Following the completion of the scheme, a 'before and after' monitoring survey was completed. This showed that the scheme had significantly improved the flow of traffic and alleviated previous problems of traffic blocking the junction, especially in the peak periods. The improvements have also provided major benefits to pedestrians and cyclists through the new dedicated provision made for them. Since the improvement, road traffic collisions have reduced from 14 in the 3 years preceding the scheme to 1 in the period since completion at the end of 2015.
3. Nevertheless, whilst the junction as a whole has been improved, the exit leading towards Rodley has remained a point of congestion at the busiest times.
4. This issue has been monitored carefully including on-site observations which have suggested that further improvements to the capacity of the junction could be made by altering the lane allocation on the A6120 towards Rodley. It is considered that this can be achieved at modest cost from the remaining project budget and that it should represent a good value for money measure by enhancing the scheme and maximising the benefit of the investment made in signalling the junction. This report therefore sets

out a proposal to trial these measures over a short term period, during which they will be evaluated with a view to making them permanent thereafter.

## **Recommendations**

5. The Chief Officer (Highways and Transportation) is requested to:

- i) note the contents of this report; and
- ii) give authority to implement the proposed changes to the lane designation on the outer ring road on a trial basis, and if proven successful, make them permanent.
- iii) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on the attached plans HDC/715469/MIS/32 and HDC/716709/MIS/41 as proposed cycle tracks 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 shared joint use by pedal cyclists and pedestrians.

## **1 Purpose of this report**

- 1.1 The purpose of this report is to provide an update on the post scheme monitoring following the alterations to and signalisation of Horsforth Roundabout which were undertaken in 2015/16.
- 1.2 The report also seeks approval to make further changes to the road markings and traffic lanes on the A6120 Ring Road between Horsforth and Rodley Roundabouts in order to try and further improve capacity.

## **2 Background information**

- 2.1 The roundabout junction, known locally as Horsforth Roundabout, where the A65 crosses the A6120 Leeds outer ring road, has significant importance to the highway network, for both orbital and radial routes around the northern areas of Leeds. It is also a key junction on one of the main routes to Leeds Bradford International Airport (LBIA)
- 2.2 In 2015/16 significant alterations were made at the roundabout with the introduction of full time signals to manage traffic through this heavily congested junction.
- 2.3 Post-scheme monitoring has shown that there has been a general improvement in the 24-hour traffic flows through the junction, although the level of improvement differs throughout the day and has not been as great as anticipated, especially in the evening peak period. As well as the benefits of providing dedicated facilities for cyclists and pedestrians where none previously existed, there has been a very significant reduction to date in the road casualty record, from 14 collisions in the preceding 3 years to 1 since the completion of the scheme in late 2015.

## **3 Main issues**

- 3.1 Site inspections have shown that one specific leg of the roundabout appears to be a key factor in continuing to cause congestion in the evening peak. This is the downhill exit onto the Ring Road, from Horsforth Roundabout, heading towards Rodley.
- 3.2 The revised layout incorporates two lanes exiting the roundabout which then merge back to a single lane. The effect of the merge taking place shortly after leaving the roundabout is twofold. Firstly, the slow moving traffic can become stationary in the process of merging which can quickly back up into the junction and secondly, due to the difficulties in making the merge, the outside lane is underutilised as the slow moving queue in the inside lane seems reluctant to let traffic in the outside lane merge.
- 3.3 Some minor alterations to the road markings have already been made to lengthen the merge slightly, and additional "merge in turn" signs were installed to try and improve the merging. This was relatively low cost but has had little effect.
- 3.4 The section of the outer ring road in this area is three lanes wide and is currently configured with two lanes uphill and a single lane, post merge, in the downhill direction.
- 3.5 It is proposed to alter the current lane designation on this section of the ring road to a single lane uphill enabling two lanes to be maintained for a much greater length in the downhill direction which will significantly extend the merge length. It

will also move the merge away from the roundabout which should enable traffic to exit more efficiently and have a positive effect on overall capacity.

- 3.6 Before committing to a permanent change, it is proposed to make the change on a temporary basis and to monitor the impact of the change. If it proves to be successful, then the changed lane designation can be made on a permanent basis.
- 3.7 The temporary change will have traffic cylinders in the carriageway, to enforce the single lane uphill, and as such will make it difficult for traffic to pass cyclists in a safe manner. This being the case, it is proposed that cyclists will be directed by additional signing to use the existing footways both on Horsforth Roundabout, Rodley Roundabout and on sections of existing footway between, on a shared used basis. Prior to the implementation of the scheme, the tree line will be trimmed to a minimum height of 2.5m along this footway. Pedestrian and cycle numbers have been observed to be very low in this location.
- 3.8 It is recognised that this route provides the only route where cyclists and pedestrians can cross the valley between Horsforth and Rodley and therefore any future permanent change to the traffic arrangements would be accompanied by a review of the provision made for cyclists.
- 3.9 In addition to the above, the speed limit will be reduced to 40mph on a temporary basis during the trial and evaluation period.
- 3.10 Advance signing to highlight the revised road layout and publicising the 6 week temporary trialling element of the scheme will be installed on site.
- 3.11 The effects of the temporary change will be closely monitored by on-site observations and the use of CCTV cameras based at Horsforth and Rodley Roundabouts, to ensure that the arrangement operates safely. The effects on traffic delay will also be monitored to enable a decision to be made as to whether to effect a permanent change.
- 3.12 These proposals can be seen on the attached plan HDC/715469/MIS/52f.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 The proposed changes are relatively minor and in the first instance will be trialled on an experimental basis. Internal sections within Highways and Transportation have been consulted with no objections.
- 4.1.2 Ward Members for Horsforth were consulted on 6 September and again on 7 December 2017. No adverse comments have been received and to date. One response supported making improvements but observed that an alternative form of junction should have been considered (this comment will be borne in mind when considering the longer term).
- 4.1.3 Ward Members for the adjacent ward of Calverley and Farsley have also been informed of the proposals as a matter of courtesy. No comments were received.

4.1.4 The emergency services and West Yorkshire Combined Authority have been consulted on the scheme proposals and no comments have been received at the time of writing.

## **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An equality, diversity, cohesion and integration screening was completed for the original alterations at Horsforth Roundabout and as this is simply a further extension of the original proposals the same indication is that a full EDCI Impact Assessment is not required.

4.2.2 The original screening report did not identify any positive/negative impacts that would have an impact on the equality characteristics

## **4.3 Council policies and the Best Council Plan**

4.3.1 The roundabout junction where the A65 crosses the A6120 Leeds outer ring road has significant importance to the highway network, for both orbital and radial routes around the northern areas of Leeds. It is also a key junction on one of the main routes to Leeds Bradford International Airport (LBIA)

4.3.2 Prior to the most recent changes, the junction experienced significant congestion and had a high incidence of road casualties and collisions. As described in section 3 there has, to date, been a very significant reduction in the number of collisions since completion in late 2015.

4.3.3 Objectives within the Best Council Plan aim to ensure high quality public services with a focus on improving roads and also target the reduction of people KSI on the city's roads. The proposals in this report are consistent with the Plan.

## **4.4 Resources and value for money**

4.4.1 The proposals within this report can be accommodated within the existing financial approvals for Horsforth Roundabout and with the current level of staff resource.

4.4.2 A number of alternatives were explored with regards to improving the capacity of the A6120 exit towards Rodley. Altering the current lane designation offered the best value for money option, avoiding the need to realign kerbing, relocate the concrete bus layby and divert existing underground services.

## **4.5 Legal Implications, Access to Information and Call In**

4.5.1 Other than the normal statutory processes involved in procuring and carrying out works on the highway, there are no further legal implications directly related to this report.

## **4.6 Risk Management**

4.6.1 The proposals contained within this report will be initially installed on a temporary basis and the effects carefully monitored. Only when there is sufficient evidence that the changes are having the required positive impact will they be made permanent, thus avoiding the risk of further changes being required.

## **5 Conclusions**

- 5.1 The changes that were made to Horsforth Roundabout in 2015/16 have had a largely positive impact with increased capacity and more consistent journey times through the junction.
- 5.2 However, post scheme monitoring has identified times when congestion continues to occur and on-site inspections have identified possible mitigation measures. Proposals to alter the traffic lane designations are considered to offer an opportunity to smooth the flow and further reduce congestion at a modest cost, which will represent a good value for money enhancement to the improvements already made.

## **6 Recommendations**

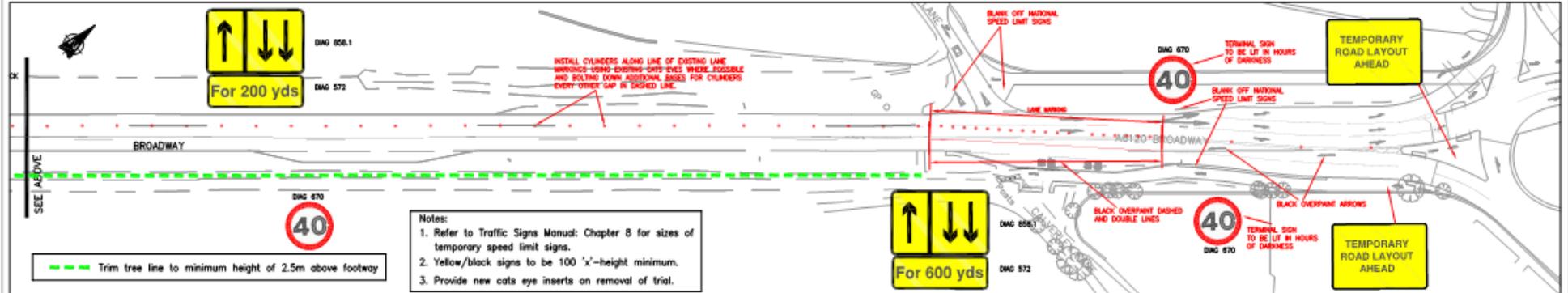
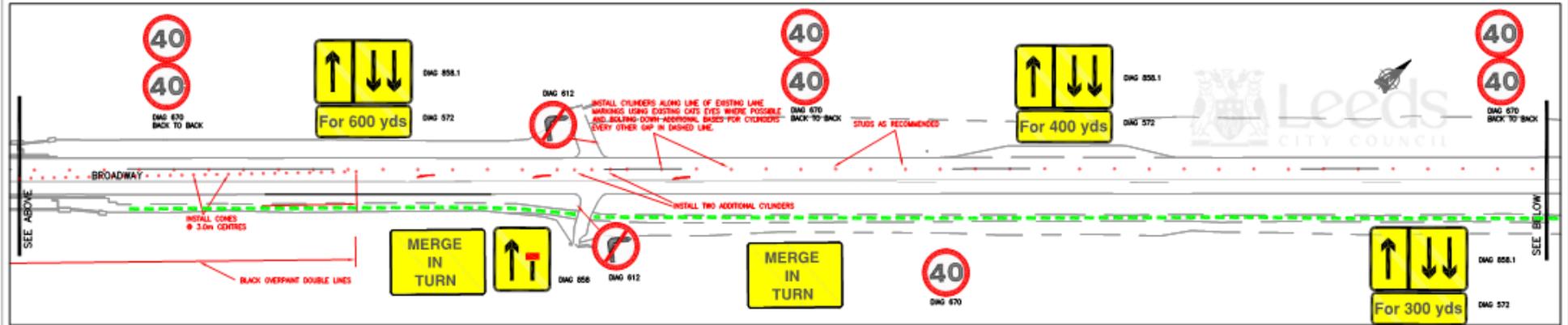
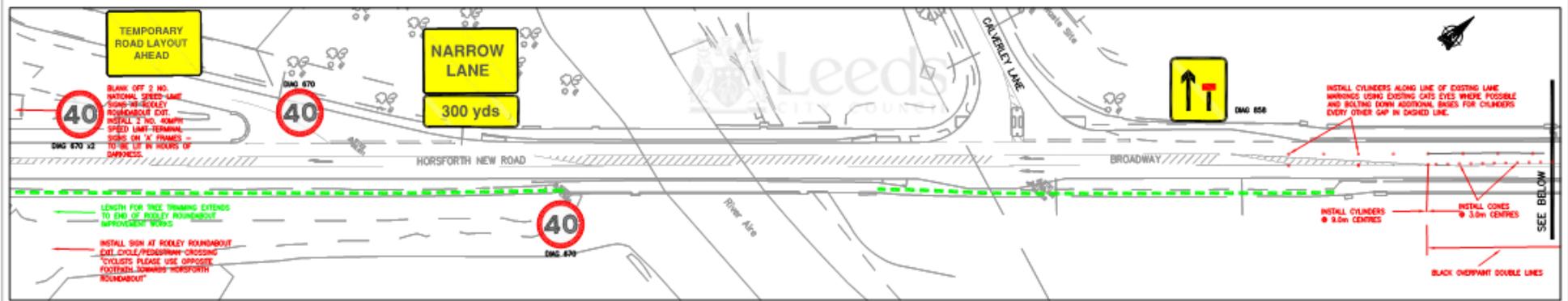
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## **7 Background documents<sup>1</sup>**

- 7.1 None.

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<sup>1</sup> 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.



- Notes:
1. Refer to Traffic Signs Manual: Chapter 8 for sizes of temporary speed limit signs.
  2. Yellow/black signs to be 100 'x'-height minimum.
  3. Provide new cats eye inserts on removal of trial.

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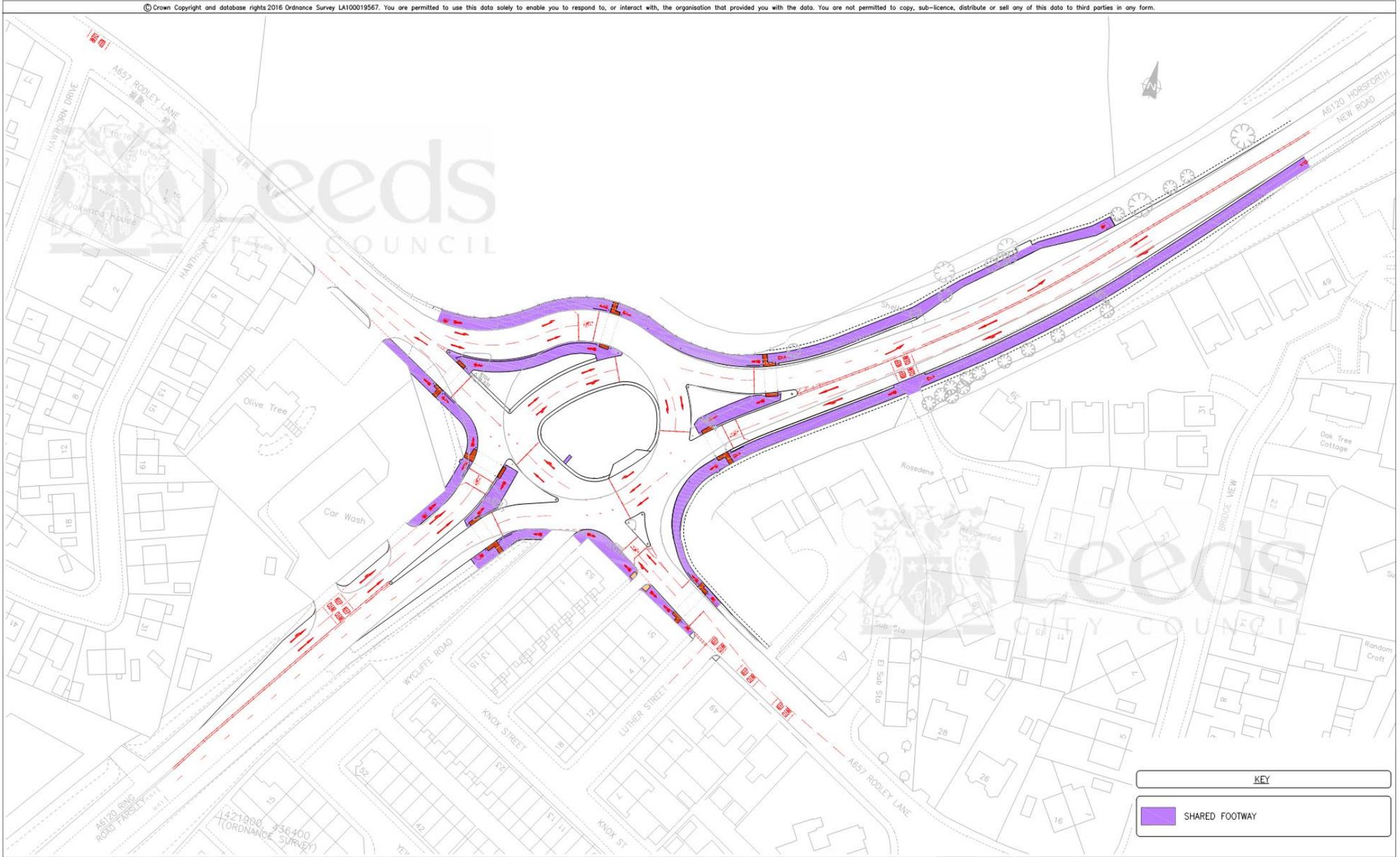
**HORSFORTH AND RODLEY ROUNDABOUTS  
 A6120 BROADWAY  
 TRIAL OF NEW 2+1 LAYOUT**

AMENDMENTS	DATE	BY	SCALE
1. Sign added, cylinder spacing changed, shade added	09/11/17	SAJ	1:500
2. Narrow lane sign added	16/01/17	SAJ	
3. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	
4. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	
5. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	
6. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	
7. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	A1
8. Arrow signs added, limited signs to be 8. signs added	16/01/17	SAJ	



DRAWING NUMBER:  
**HDC/715469/MIS/521**  
 DATE: **October 2017**





**KEY**

 SHARED FOOTWAY

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**RODLEY ROUNDABOUT (A6120/A657 JUNCTION)**  
**EXTENTS OF SHARED FOOTWAY**

AMENDMENTS FIRST APPROVED	DRAWN RS	CHECK MOC	DATE 25/06/14	DRAWN BY DATE 8/17	SCALE 1:500
				AutoCAD BY DATE 8/17	
				CHECKED BY DATE 8/17	
				INITIALS DATE 8/17	ORIGINAL SHEET SIZE A1

APPROVED



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 CITY COUNCIL  
 HIGHWAYS AND TRANSPORTATION

DRAWING NUMBER: <b>HDC/716709/MIS/41</b>
DATE: <b>August 2017</b>