



**Joint Report of Director of City Development and Head of Democratic Services
Report to Scrutiny Board (Infrastructure, Investment & Inclusive Growth)**

Date: 4 September 2019

Subject: LPTIP: A660 Lawnswood junction proposals

Are specific electoral wards affected? If yes, name(s) of ward(s): Weetwood, Adel	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- LPTIP aims to transform the bus network, and commits to moving towards doubling patronage on the affected corridors. The city's strategy for dealing with congestion on key routes into the city centre, where only limited amounts of road space exist, is to encourage greater use of public transport amongst those for whom travel by bus offers a viable option.
- The existing Lawnswood roundabout is located in Weetwood, north Leeds, at the junction of the A660 and the outer ring road (A6120). The A660 is also a key corridor in the wider LPTIP programme for bus corridor improvements.
- Forecast traffic growth will mean the Lawnswood junction (if left unchanged) will begin to operate at or close to capacity more frequently and for longer periods, significantly increasing delays at the junction. There are currently no cycling facilities at this junction and very limited pedestrian facilities. As a consequence the junction is potentially a significant deterrent to cycling trips on this corridor beyond the Outer Ring Road and to pedestrian movement.
- The Lawnswood Junction is ranked second in the city for the number of accidents. The "sites for concern" report recommends that signal control be introduced to the junction to improve road safety.
- An Outline Business Case (OBC) was developed to progress a signalised crossroads option to consultation stage.
- Following two periods of consultation the current position is that the original OBC scheme has been paused post consultation with the design consultants undertaking a review to look at alternative options with particular emphasis on the improvement

of road safety and bus priority and having full regard to . There are now currently four options being reviewed.

- This report considers the request from Councillor Jonathan Bentley regarding concerns specifically relating to replacing the roundabout with a multi-lane light-controlled intersection.
- This report also presents concerns highlighted by a local residents group.

2. Best Council Plan Implications

- Leeds' transport infrastructure represents a major challenge for the City. Past under-investment and its impact on the City's economy and quality of life means a comprehensive package of interventions are required over the next decade. Accordingly, in order to achieve our stated ambitions, the Council has secured funds from the £1bn West Yorkshire Transport Fund which and is working in partnership with the West Yorkshire Combined Authority (WYCA) on various projects under the auspices of the £183.3 million LPTIP fund.
- The anticipated benefits of using the £183.3m to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds to be the best city in the UK and the Best Council Plan 2019/20 to 2020/21 priorities for inclusive growth, sustainable infrastructure and being a child-friendly city. The LPTIP funded projects will also contribute to the objectives of the Local Development Framework, Leeds Core Strategy, emerging WYCA Transport Strategy, and Strategic Economic Plan.

3. Resource Implications

- There are no specific funding implications to this report. Funding requirements in relation to any future scheme proposal at this site will follow the normal financial reporting, approvals and procedures.

Recommendations

- That the Scrutiny Board considers the details presented in this report and determines any further scrutiny activity and/or actions as appropriate.

Purpose of this report

- 1.1 To consider concerns specifically relating to replacing the Lawnswood roundabout with a multi-lane light-controlled intersection; alongside the associated response from the Director of City Development.

2. Background information

- 2.1 With anticipated local and private sector contributions, operator investment the Leeds Public Transport Investment Programme (LPTIP) is valued at a total value c. £270million. At present the total public funding confirmed comprises the contributions from Department for Transport (DfT), £173.5million; Leeds City Council (LCC), £8.8million; and West Yorkshire Combined Authority (WYCA) £0.97million altogether totalling £183.3m. Schemes to be delivered from this funding are required by the DfT to be substantially completed by 2020/21.
- 2.2 Working with other partners, including the Combined Authority, Network Rail, bus operators and key businesses, a comprehensive package of interventions has been brought forward and is now being progressed. Projects progressed with LPTIP funding include:
 - bus priority corridors;
 - creation and improvement of the City Centre 'Gateways';
 - expansion of existing bus and rail park & ride sites and creation of new sites;
 - improvements to rail stations accessibility and creation of new stations; and
 - complementary investment in bus services and low emission vehicles.
- 2.3 Each scheme is being progressed as a separate project with a separate business case, albeit the objectives of each independent scheme align with the overall aim of other LPTIP funded schemes in the intention to improve public transport provision across Leeds.
- 2.4 Quicker and more reliable journeys will encourage a greater proportion of people to travel by bus, reducing congestion. Delivering quicker bus journeys and more reliable services along any part of the bus route offers a benefit to passengers traveling by bus along any other part of the route. Doubling bus patronage on the routes could take over 1,800 vehicles off the road. With 35,000 new jobs expected to be created in the city centre over the next 20 years, without a better bus network, congestion impacts could negatively affect the customer experience.
- 2.5 A report providing an update with the wider LPTIP is provided elsewhere on the meeting agenda.

Request for Scrutiny

- 2.6 In January 2019, a request for scrutiny was submitted by Councillor Bentley regarding the A660 Lawnswood junction scheme. The request was subsequently accepted by the Scrutiny Board. Given the passage of time, and at the request of the Chair of the Scrutiny Board, Councillor Bentley was invited to identify any further / relevant matters relating to the original request accepted by the Scrutiny Board. A local residents / community group was also contacted and invited to provide any further details that may assist the Scrutiny Board consider the matter in more detail.

2.7 As such, the following details are presented at Appendix 1 for consideration by the Scrutiny Board:

- The initial concerns raised by Councillor Bentley in January 2019.
- Some additional matters recently raised by Councillor Bentley.
- Details provided by representatives of a local residents / community group.

2.8 Details presented elsewhere within this report seek to address the concerns raised.

3 Main issues

Justification for scheme

- 3.1 LPTIP aims to transform the bus network, and commits to moving towards doubling patronage on the affected corridors. The city's strategy for dealing with congestion on key routes into the city centre, where only limited amounts of road space exist, is to encourage greater use of public transport amongst those for whom travel by bus offers a viable option.
- 3.2 The existing Lawnswood roundabout is located in Weetwood, north Leeds, at the junction of the A660 and the outer ring road (A6120). Forecast traffic growth will mean the Lawnswood junction (if left unchanged) will begin to operate at or close to capacity more frequently and for longer periods, significantly increasing delays at the junction. The average bus journey time through the junction is expected to extend towards 6 minutes by 2020 unless significant changes are made. In addition reliability on the route ranges between 8 minutes but the proposals would have eliminated this range and protected services from future traffic growth.
- 3.3 The A660 is the busiest corridor for cycling in Leeds (according to DfT traffic counts). Although significant investment has been made improving cycling infrastructure elsewhere in the city, little has changed on the A660 in the past 5 years, largely due to the history of the route and several abandoned transport schemes. There are currently no cycling facilities at this junction and consequently the junction acts as a significant deterrent to cycling trips on this corridor beyond the Outer Ring Road.
- 3.4 The Lawnswood Junction is ranked second in the city for the number of road injury collisions recorded in the preceding 5-year period, 30 collisions were recorded between 2013 and 2017, 10 of which were recorded in 2017 (2018 Road Injury Sites for Concern Report). Of these 14 involved pedal cyclists and 3 motorcyclists. Since the start of 2018 up to August 2019 there have been 4 collisions (3 involving cyclists). Over this entire period five of the six serious injury collisions involved cyclists, however over the same period there were no pedestrian casualties. A recent rise in the number of collisions accidents has contributed to the junction being elevated in the rankings from sixth in the preceding 2017 report. Only Armley Gyratory has recorded a higher number of collisions accidents in the city, where a substantial improvement scheme is also proposed. The sites for concern report in 2018 identified that traffic signal control was being considered for the site. No other remedial measures were identified.
- 3.5 The lack of facilities for pedestrians can make accessing bus stops difficult, particularly for the elderly and mobility impaired as well as clearly being a barrier to wider mobility at this location. The introduction of crossing facilities at the junction will therefore also contribute to improving bus passenger experience and making services more attractive.

Options appraisal

- 3.6 Approximately 54,000 people live within walking distance of bus services using the bus corridor between Adel and Leeds. One in four workers who live on the route commute to Leeds city centre and could therefore potentially travel by bus. However, only 20% of those that could currently do so.
- 3.7 Traffic survey data suggests that flows and turning proportions vary significantly at the junction throughout the morning peak period. Early in the peak (07:15-07:45), an average of 544 vehicles enter the A660 towards Headingley. Later in the peak (08:15-08:45), this flow drops to an average of 270 vehicles due to the congestion associated with general traffic levels significantly exceeding available capacity (delays resulting as traffic merges from two lanes to one prior to the start of the existing bus lane to the south of the junction).
- 3.8 Forecasts indicate future growth in traffic which would exacerbate the current problems. With multiple constraints on the network, especially the A660 through Headingley, it will not be feasible to provide for all potential traffic growth so potential solutions have been focussed on accommodating general traffic when and where practical, whilst protecting and improving bus journey times during peak traffic periods.
- 3.9 Following the consideration and discounting of alternative options as part of the optioneering process employed at the earlier feasibility design stage, two options were advanced to preliminary design:
- Signalised crossroads at A660/A6120 junction (see Appendix 2); and
 - Signalised roundabout at A660/A6120 junction (see Appendix 3).
- 3.10 The concept of a 'do-minimum' proposal, involving isolated introduction of pedestrian and cycle crossing facilities to the existing highway network, was initially discounted as it would have a negative impact on general traffic and bus journey times whilst also failing to fully address the issues of cyclist safety on the roundabout (failure to give way). This is partly because not all cyclists will choose to use toucan crossings when off the desire line.
- 3.11 Taking into account the advantages and disadvantages of the two proposals, it was recommended to the LPTIP Package Board in May 2018 to progress only the signalised crossroads option to consultation stage and not progress the signalised roundabout option any further.
- 3.12 The reasoning behind this recommendation was as follows:
- Whilst the signalised roundabout option provides the least risk to trees within the central reserve on the A660, its disadvantages in terms of operation and safety significantly outweigh any associated benefits. Most notably, the scheme offers only limited ability to accommodate and control traffic through the junction, with modelling predicting queuing on the A660 to be worse than what is currently observed.
 - The signalised crossroads provides a much more operationally robust solution which can be configured to be responsive to traffic (using MOVA) and provide active bus priority. In combination with proposed bus lanes and signal control of Otley Old Road, it provides an improvement in capacity and the ability to manage the network in line with strategic objectives, including improving bus journey times.

- The benefits to the safety of the junction for all users was considered to outweigh the loss of trees. Further options and mitigation measures are being reviewed to minimise those at risk in advance of further consultation.

Approvals

- 3.13 The cost of the scheme at Outline Business Case was £13.5 million this included works to the north at Holt Lane as well as the introduction of a bus cycle corridor on the approach to the junction from Adel. The OBC also had a Benefit Cost Ratio of over 3.4, which offered high value for money against Department of Transport assessment criteria. The OBC was taken to Combined Authority Project Appraisal Team on 14 May 2019 but was never taken to the approval stage or Executive Board following consultation with the new Executive Member. A Public Transport S106 contribution of £644,820.24 and a Highways S106 contribution of £133,765.70 were also secured.

Scheme consultation and engagement

- 3.14 Phase 1 of public engagement for the Adel to Leeds route took place in July/August 2018. In total over 350 people attended five public events completing feedback forms and speaking with Leeds City Council officers and their consultants. During the same period over 8,000 people visited the relevant webpages on the Commonplace online portal which hosted the materials and offered consultees the opportunity to provide feedback. A total of 369 individual respondents provided feedback with the majority (57%) being negative/slightly negative, 31% slightly positive/positive and 12% neutral.
- 3.15 Prior to any further public engagement on the principles of transforming the junction WSP and LCC officers met representatives of the First Group who operate a number of high frequency services through (north to south) and across (west to east) the junction in question. Local Ward members and the relevant Executive Board members were offered and received private briefing sessions to discuss the scheme with officers. In addition discussions took place with civic groups such as the Leeds Cycling Campaign (on several occasions), local residents groups and local landowners such as the University of Leeds and the Weetwood Hall Estate
- 3.16 Feedback from consultees was used to refine the design of the scheme and prompted Leeds City Council and its design consultants to undertake additional work to explore alternative options. The latest proposals were different to those presented earlier in the year. Work was still ongoing to develop the scheme and more input was due to be sought from residents and other stakeholders up to and during future development stages.
- 3.17 Further consultation on revised plans for the Lawnswood junction and Otley Old Road took place in September 2018, with a public meeting hosted on 13th September at the Lawnswood YMCA and subsequently via the consultation platform Commonplace.
- 3.18 Whilst the revisions had sought to address where possible concerns raised at the first round of consultation, responses at the September 2018 consultation remained predominantly negative. Overall, 65% of responses at this stage were negative, and 20% positive. Respondents indicated that they believed the updates made had improved the proposals.

- 3.19 Local Lawnswood residents also put forward their own suggestions as to what type of scheme should be delivered at the junction. They would like to see toucan crossings introduced on four arms of the junction. Road markings would be used on the roundabout itself to stop traffic blocking back across the junction in the event a pedestrian or cyclist using one of the crossings. Although initial modelling indicated this solution would deliver highway dis-benefits more work was undertaken, using a more robust modelling software platform (Visum) to fully understand the impacts/benefits.
- 3.20 As a result of feedback from residents, the community and elected members further reviews and consideration of the design proposals was instituted late in 2018 and continued into the present year. Subsequently meetings have taken place with local residents and ward members, but as no proposals have been confirmed since this time no further formal consultation or engagement has taken place.

Environmental impact

- 3.20 The most advanced designs indicated a requirement for removal of 17 trees as a result of changes to the road layout. This had increased slightly from the numbers previously communicated in early consultation as a result of changes to the design to introduce a new right turn into the Weetwood Hall estate from Otley Road.
- 3.21 A further 20 trees could potentially be impacted due to works being required within the root zone – but this did not mean they would need to be felled. Depending on their location, some would have been at greater risk than others due to the extent of works necessary within their root zone. However, best practice construction techniques (including hand digging, where appropriate) was proposed to be employed to minimise the risk of tree loss.
- 3.22 Initial landscaping design included proposals to plant up to 400 new trees as part of the scheme. Up to the point where design work stopped we had only identified opportunities to plant trees within the highway boundary but planned to work with the local community to identify further opportunities for tree planting on adjacent land outside the Council's ownership. It was planned that wherever possible extra heavy standard or semi mature trees will be planted.
- 3.23 The proposals meant that some grass verges and grassed central reservations would have to be reduced in width. Any verges retained were required to avoid falling below a minimum width of 1 metre to ensure they could be maintained in good condition.
- 3.24 Whilst conversion of the roundabout involved the loss of the central island, the design team were exploring ways to introduce new landscaping features as part of the junction design, including opportunities for landscaping and seasonal bulb planting in the islands created by the various left turn slip roads.

Way forward

- 3.25 Following the consultation exercises and a review earlier this year. In consultation with the Executive Member for Climate Change, Transport and Sustainability the scheme concept and principles have been revisited. Whilst the principles embedded in LPTIP have been retained it is agreed that in the circumstances at the site are such that improving its road safety record should be a priority.

- 3.26 In the context of this further review alternative proposals that have been suggested by consultation respondents have also been assessed alongside other potential options, retaining the possibility of a signalised junction in scope for a scheme. A key element is seeking to reduce the impacts of any scheme on the environment including landscaping trees and planting.

Option 0) Do-minimum to the existing junction

- 3.27 This approach would look to introduce cycle lane facilities through the existing roundabout and bus lanes as practicable. It has not been pursued beyond an initial assessment since it was concluded that this approach did not manage traffic speeds and conflicts within the circulatory area. Therefore in this regard and without much more fundamental changes could not be expected to achieve meaningful improvements to road safety for cyclists or pedestrians.

Option 1) Introduction of Toucan crossings over the entry/exit slips

- 3.28 In the short term it is envisaged this change will lead to a 10-20% increase in delay (second per vehicle) during the AM peak period. During the AM peak hour it is likely southbound queues will extend north towards Otley Old Road and lead to longer delays here also. In the longer term the scheme will have a similar detrimental impact but it should be noted journey times are expected to increase significantly meaning this solution would have a minimal impact on an already bad situation (in terms of traffic flow). Appendix 4 illustrates this.
- 3.29 It is not known what proportion of cyclists would use the toucan crossings as many of the cyclists who travel through this junction are confident commuters. This being said it would offer all cyclists a safe facility not available at present. A road safety audit has not yet been done but it is unlikely this scheme will address road safety concerns relating to cars and general traffic as most incidents involve failure to give way. The junction itself would remain uncontrolled.
- 3.30 Given this intervention is not optimal in terms of its utility for cyclists users involving significant extra time in using the junction and therefore not likely to be attractive to such users and that a likely negative impact on traffic flows including bus journey times funding streams such as LPTIP it is not considered to be a good option.

Option 2) Introduction of Toucan crossings over the entry/exit slips & a bus lane along the A660

- 3.31 Noting the marginal negative impact option 1 would have on general traffic and buses consideration has been given to its introduction alongside a bus lane on the A660 between Lawnswood cemetery and Lawnswood roundabout (southbound). This is a variation on Appendix 4.
- 3.32 Modelling suggests delivering this bus lane creates significant problems at the junction of the A660 and Otley Old Road. As noted above the introduction of option 1 would have a negative impact on the performance of this junction. Once the bus lane is introduced journey times for general traffic extend by 40%+ in the short term. Buses traveling along the A660 itself would benefit but any buses traveling southbound on Otley Old Road would suffer significant detriment.
- 3.33 Option is similar for (1) above. In addition the method of traffic control suggested here is not best practice and it is considered that to effectively use the Toucan

crossing designed for pedestrian and cyclists to meter and actively manage traffic through the junction present potential road safety issues through the potential for confusion to both drivers and pedestrian by such use of traffic signals. This approach could not therefore be recommended.

Option 3) Full signalisation of the roundabout

- 3.34 This option is a variation to the signalised roundabout (Appendix 3) that was considered in the previous option development and consultation. It is being evaluated with revised traffic signal modelling and detailed assessment of the environmental impacts.
- Re-instated left turn from Otley Old Road onto Otley Road (northbound) – as a result of concerns that the banned left turn out of Otley Road would lead to rat-running and increased journey times.
 - Minor changes to U-turn facilities on Otley Road to allow for storage of more than one vehicle and deceleration space – due to previous concerns that u-turning traffic would block traffic travelling towards the junction.
 - Improved pedestrian crossing facilities on Otley Old Road to access city bound bus stop – due to previous concerns raised about safe access.
 - Changes to traffic island and signalised crossing close to numbers 11/15 Otley Old Road – due to previous concerns raised about safe access to the properties.
 - Relocation of 30mph limit on Otley Old Road to junction of Otley Road – due to vehicles travelling too fast on Otley Old Road, making it difficult to cross safely.
 - Repositioning of grass verge and cycle/footway on the Outer Ring Road – due to previous concerns about the loss of verge and trees outside properties on the Outer Ring Road and the proximity of the proposed shared cycle/footway to private drives.
- 3.35 This is considered to have the potential to provide the significant improvements to road safety desired at this site and to also provide the required dedicated pedestrian facilities as well introducing more direct control of the junction. Whilst providing some extra degree of control to traffic it is less flexible in terms of providing bus priorities. The option also eliminates the tree loss to a great extent of the initial signalised crossroads option, although there will be some lesser implications in terms of providing for the required pedestrian crossing points. This option on balance may have the best potential for locking in permanent and significant improvements to road safety and therefore worthy of further development.

Commentary

- 3.36 Whatever option is chosen it is key that it is a design fit for the future that addresses road safety. Given the focus of any revised recommendations is likely be around road safety concerns which is a different scope to that of the previous scheme alternative funding routes are also being investigated alongside the place of LPTIP budget. This is taking place alongside on-going review and challenge to the wider LPTIP budget.
- 3.37 Treatment of the A660 Lawnswood junction was being considered as part of a whole route approach to the A660 bus corridor. In common with this scheme no further proposals have been shared regarding the corridor as whole. Work is continuing reflecting again on the consultation findings from 2018 to identify

appropriate and achievable interventions to improve bus service operation, reliability and journey times in line with the LPTIP aims.

3.38 It is also noted that any improvements to the A660 Lawnswood junction will also sit within the wider context of the A6120 Leeds Ring Road which is part of the national Major Route Network and the only Primary Route within the north of the city providing for strategic orbital journeys around and within the city. Future proposals at Lawnswood would complement the strategy for this route and past, present and planned improvements.

3.39 No further consultation has taken place regarding proposals for this junction since early 2018 during the period when progress was paused and reviews were being undertaken. A resumption of consultation and engagement will be given further consideration following the conclusions of this Board and the completion of the remaining review work now in progress.

4 Corporate considerations

4.1 Consultation and engagement

4.1.1 LPTIP was developed off the back of extensive consultation as part of the Leeds Transport Conversation. This process involved engaging a wide range of groups including but not limited to Child Friendly Leeds, Older People's Forum, Access Groups, BME Hub, Disability Hub, LGBT* Hub, Hub Reps Network, Womens' Lives Leeds, Access and Use-Ability Group, Physical and Sensory Impairment (PSI) Network and the Equalities Assembly Conference.

4.1.2 The consultation and engagement strategy for LPTIP has been extensively planned, making best use of on-line, social media, off-line publicity, stakeholder meetings, local consultation events, specific children and youth focused questionnaire and a range of additional neighbourhood forum and local community events- either where these have been requested, or to explain details, and scheme impacts as locally and specifically as possible.

4.2 Equality and diversity / cohesion and integration

4.2.1 Road safety affects everyone. However, certain groups are more likely to suffer the adverse effects of traffic, be it in terms of the likelihood of collision or poorer outcomes if they are involved in a road traffic collision.

4.2.2 Key stakeholders have been identified by WSP and LCC, including members of the Access and Use-ability group, who will play a crucial role in ensuring that the scheme will be delivered successfully, as well as be operated and maintained in future.

4.3 Council policies and the Best Council Plan

4.3.1 Best Council Plan Implications

- Outcome: Be safe and feel safe.
- Outcome: Move around a well-planned city easily.
- Sustainable Infrastructure: Improving transport connections, safety, reliability and affordability.
- Sustainable Infrastructure: Improving air quality, reducing pollution and noise.

- Priority: Health and wellbeing - Supporting healthy, physically active lifestyles.

Climate Emergency

4.3.2 By improving bus journey times and reliability, and improving facilities for cyclists, the Lawnswood Junction improvements proposed through LPTIP were anticipated to encourage modal shift from private car to bus and cycling. This would have resulted in a reduction in greenhouse gas emissions. The anticipated reduction in car usage would also have had a beneficial impact on air quality. Transport modelling undertaken in support of the Business Case would have taken cars off the road and therefore would have had a positive effect on greenhouse gas emissions. This was valued in the OBCs using Marginal External Costs.

4.4 Resources, procurement and value for money

4.4.1 The necessary funding approvals would be sought from Executive Board and the WYCA Assurance Framework to release any expenditure. There are no budget implications for Scrutiny Board.

4.5 Legal implications, access to information, and call-in

4.5.1 There are no specific legal implications arising from this report for Scrutiny to consider.

4.6 Risk management

4.6.1 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each project. Risks are actively managed through these Boards with due regard given to risk management through project governance. This supports the processes of formal decision making and reporting.

5 Conclusions

5.1 The LPTIP aims to transform the bus network, and commits to moving towards doubling patronage on the affected corridors. The city's strategy for dealing with congestion on key routes into the city centre, where only limited amounts of road space exist, is to encourage greater use of public transport amongst those for whom travel by bus offers a viable option.

5.2 Improvements at the Lawnswood roundabout have the potential to benefit thousands of users. Improving the existing transport network is an important enabler helping Leeds be a liveable and healthy city.

5.3 The junction ranked second in the road injury sites for concern review for the city with collisions involving cyclists being half the total number. The most common cause of conflict at the roundabout is drivers failing to give way when approaching the junction. It is believed that traffic signal control of the junction and the provision of dedicated facilities will significantly reduce these conflicts, casualty risk and the number of collisions.

5.4 The results of previous consultation exercises have been considered alongside a wide range of other inputs such as traffic modelling evidence and Leeds City Council transport policy when looking at all options to take forward.

5.5 In terms of alternative schemes to the original proposals which sought to provide an element future proofing and room for growth in bus use and anticipated increases in

general congestion delays, the revised options which give priority to seeking an effective road safety solution do not meet these to the same degree. Therefore the benefits will rest more upon their ability to reduce the road collision record.

- 5.6 As a result of the review work it is not necessarily considered that a revised scheme would fulfil the criteria for funding solely from within the LPTIP programme. Other sources of funding are being investigated before progressing more detailed work and for this reason its programming and deliverability as part of the LPTIP is being reviewed.

6 Recommendations

- 6.1 That the Scrutiny Board considers the details presented in this report and determines any further scrutiny activity and/or actions as appropriate.

7 Background Documents¹

None used

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.