

Stanningley Bottom Improvement Works

Date: 16 January 2023

Report of: Traffic Engineering

Report to: 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

Stanningley Bottom is an area of Leeds split across two wards (Bramley & Stanningley and Calverley & Farsley). The CityConnect cycle superhighway linking Leeds and Bradford was constructed between 2014 and 2016 and included a project at Stanningley Bottom which made changes to the road environment including un-marked 'roundel' junctions. In recent years this project has deteriorated and there have been a number of concerns raised about the junction layouts.

To address these concerns it is proposed to deliver a package of maintenance and improvement works to enhance the existing layout and increase local acceptance. Both Inner West and Outer West Community Committees have endorsed an option which provides enhanced pedestrian crossings, marked junctions and high quality resurfacing works commensurate with the surrounding environment.

Recent audits of S106 contributions have identified some funding for the work and it is proposed to combine this with maintenance and road safety monies to deliver this comprehensive option by the end of 2023.

Recommendations

The Chief Officer is recommended to:

- a) Note the content of this report and the views expressed by Inner West and Outer West Community Committees; and
- b) Approve the detailed design and construction of the improvement and maintenance works detailed on attached drawing TM/00/2687/01/03; and
- c) Approve expenditure of £100,000 to be met from existing annual maintenance and road safety budgets and S106 contributions.

What is this report about?

- 1 CityConnect projects have been introduced across Leeds in recent years, aiming to provide high quality segregated cycle and pedestrian infrastructure along key routes. The first scheme, delivered between 2014 and 2016, was the Leeds – Bradford cycle superhighway which runs along Bradford Road, Stanningley Road and Armley Road and which included many innovative approaches to providing 'step change' improvements to cycling infrastructure in Leeds and the wider City Region. This work has been used to form the basis for many subsequent cycle infrastructure projects which deliver on the key Climate Emergency and Transport Strategy workstreams as well as other major Leeds City Council programmes .
- 2 At Stanningley bottom there was insufficient highway space to provide the segregated cycle tracks which form the main park of CityConnect, so a project was developed that introduced changes to the road environment including coloured materials and changes in kerblines. The project includes two un-marked 'roundel' junctions and two Zebra crossings. This has successfully reduced traffic speeds and queues on the approaches (most noticeably on the southern Richardshaw Lane arm).
- 3 An enhancement scheme was undertaken at the junction in 2018 to provide greater contrast between surface textures and this has been largely successful in improving driver behaviour and understanding. In recent years there has been some deterioration of the carriageway surface and responsive repairs have been enacted.
- 4 There have been local concerns regarding road safety at the un-marked junctions, although the recorded injury collision data indicates that the junctions are performing well. There are ongoing requests for mini-roundabout markings to be provided, although observations show that the majority of motorists use the junction safely and with due care and attention and these markings are not considered necessary to ensure road safety.
- 5 A number of options have been considered to restore the carriageway surface and to address the local concerns regarding the junction operation without compromising the general ethos of the existing design. The costs for this work vary depending on the selected option and it has not been apparent that the more comprehensive option could be funded from existing highway budgets. Local interest from elected ward members led to an options paper being presented at two Community Committees to determine the preferred option and whether some local funding could be injected into a larger project budget to make up the shortfall.
- 6 Both Community Committees endorsed a comprehensive project comprising maintenance work, enhancements to the existing Zebra crossings and the marking of mini-roundabouts at the existing un-marked junctions. The Committees indicated that some funding may be available to add to a project budget.
- 7 Since this time an auditing of S106 contributions has indicated that there are existing monies for highway works in the Stanningley area which can be assigned to the Stanningley Bottom project and this would enable the comprehensive project to be delivered without drawing on Community Committee funds (retaining these for other projects in their respective areas). It is proposed to deliver the comprehensive project endorsed by the Community Committees using a combination of maintenance, road safety and S106 monies.

What impact will this proposal have?

- 8 Delivery of the recommended proposal will have three key impacts:

- a) Restoring the carriageway surface to a high quality standard commensurate with the CityConnect design and footway materials.
- b) Addressing local concerns about the operation of the junction by offering clear priorities for road users with a recognisable mini-roundabout configuration
- c) Enhancing the quality of the pedestrian infrastructure at the two existing Zebra crossings

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

Health and Wellbeing Inclusive Growth Zero Carbon

- 9 The proposed works maintain and improve the Stanningley Bottom scheme originally introduced as part of the CityConnect project. As noted above this was a key demonstrator project for the ‘step change’ in cycle infrastructure which has become prevalent across Leeds, and supporting continued active travel use along this corridor is important in maintaining the status of these projects.
- 10 CityConnect and similar projects enable active travel on some of the key routes around the city, and consequently support the Health and Wellbeing and Zero Carbon Best City Ambitions. By enabling active, affordable, travel these projects also contribute to the Inclusive Growth Ambition by facilitating access to employment and educational facilities.

What consultation and engagement has taken place?

Wards affected: Bramley & Stanningley; Calverley & Farsley

Have ward members been consulted? Yes No

- 11 Dialogue has taken place with ward members from both affected wards at meetings and briefings across 2022.
- 12 On 8th June 2022 the proposals were presented at Outer West Community Committee and the comprehensive option was endorsed.
- 13 On 13th July 2022 the proposals were presented at Inner West Community Committee and the comprehensive option was endorsed.
- 14 Further consultation with the emergency services, WYCA and affected frontagers will take place following the approval of this report.

What are the resource implications?

- 15 As noted above there is a composite budget available for this project, assembled using funding from maintenance, road safety and S106 contributions.
- 16 The proposals in this report are valued at £100,000 works and staff costs.
- 17 Traffic Engineering will design and deliver the works as part of their annual programme of works.

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

- 18 The key risk relates to the perception of this part of the CityConnect project as a viable route for active travel, and without improvements it may be considered that the route is unsuitable for this purpose. As noted above there are local perceptions that this location is unsafe despite the limited number of recorded injury collisions, and the improvement package detailed in this report will address those concerns.

19 There are no specific risks associated with the design and delivery of the works and risks for these activities are limited to those normally encountered when working on the public highway .

What are the legal implications?

20 There are no specific legal implications relating to the design and delivery; all works are within the adopted public highway and can be implemented by Leeds City Council as Highway Authority.

21 This report is subject to Call-In as it affects two electoral wards.

Options, timescales and measuring success

What other options were considered?

22 As noted above there were several other options considered here and presented to the Community Committees:

I. Reactive maintenance of existing layout

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

II. Full resurfacing of the carriageway at Stanningley bottom

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

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

III. Full resurfacing plus additional road markings and crossing enhancements

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

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

23 Both Inner West and Outer West Community Committees endorsed Option III.

How will success be measured?

24 Continued monitoring of recorded injury collisions will quantitatively determine the road safety outcomes of the project.

25 Perceived road safety will be determined through discussions with elected members and feedback from road users. Analysis of cycling use will provide indications of the propensity to use the route for active travel pre- and post-completion.

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

26 The works will be completed within the 2023 calendar year. Traffic Engineering will be responsible for implementation.

Appendices

- Appendix A: Drawing TM/00/2687/01/03 General Arrangement
- Appendix B: EDCI Screening

Background papers

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