

Connecting West Leeds (CWL) Phase 2 Schemes - Design and Construction

Date: 9th February 2023

Report of: CWL Programme Manager

Report to: Chief Officer of Highways & Transportation

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report sets out consultation undertaken with the key stakeholders and the members of the public and seeks approvals to finalise the designs, options considered, funding, key risks, consultancy support, planning implications, preferred construction route and approval to spend for the seven Phase 2 Levelling Up Fund (LUF) Connecting West Leeds (CWL) schemes, namely:

Section 4: B6156 Calverley Lane Accessible Bridge

Section 5: Rodley Roundabout to Dawsons Corner Pedestrian and Cycle Link

Section 6: Rodley Roundabout Technology Improvements

Section 7: Calverley Lane (North) No Right Turn and Island Safety Measures

Section 8: A6120 to Leeds-Liverpool Canal Accessible Ramp

Section 9: A6120 Horsforth to Pudsey Planting and Landscaping

Section 10: A6120 \ Stanningley By Pass Speed Reduction Enforced by Average Speed Cameras

Recommendations

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

- a) Note the Executive Board approval in June 2021 to support the Round 1 LUF bid for CWL which received approval from The Department of Transport (DfT) in November 2021 and Highway Board approval for Phase 2 schemes design and construction in March 2022;
- b) Note decision was made by Chief Officer of Land & Property and Highways & Transportation to purchase the land for Section 4 of the scheme.
- c) Note third party land is also required for the preferred option (Appendix 5) for Section 8 of the scheme subject to successful land discussions and this will be progressed via negotiations with use of specialist external land agents as consultancy support;
- d) Note alternative option (Appendix 5A) will be progressed for Section 8 of the scheme if **feasible** should the preferred option not go ahead and there are sufficient funding available;
- e) Note planning applications are required for both Sections 4 and 8 and pre-app advise has been sought to inform the main applications;

- f) Note the results of Phase 2 consultation undertaken during July to September 2022, highlight results presented in Appendix 8;
- g) Approve the designs presented in Appendices 1 to 7 for each section within the Phase 2 delivery; Noting detailed designs for Sections 4, 8 and 10 will be commissioned externally via Contract 3602 - Highways and Transportation Services Professional Services Core Contract and detailed designs for Sections 5, 6 and 7 will be progressed via internal H&T teams;
- h) Authorise the expenditure on Phase 2 schemes, which are subject to change upon receipt of tender costs to be funded from LUF. Noting inflationary pressures on the current LUF CWL budget, and the work underway to mitigate this through, exploring opportunities for additional funding, value engineering, alternative materials and the delivery of early advanced works:
- B6156 Calverley Lane Accessible Bridge – initial cost £4.296m (latest £7.00m)
 - Rodley Roundabout to Dawsons Corner Pedestrian and Cycle Link – initial cost £4.849m
 - Rodley Roundabout Technology Improvements – initial cost £0.633m
 - Calverley Lane (North) No Right Turn and Island Safety Measures – initial cost £0.215m
 - A6120 to Leeds-Liverpool Canal Accessible Ramp – initial cost £0.867m
 - A6120 Horsforth to Pudsey planting and landscaping – initial cost £0.663m
 - A6120 Ring Road - Horsforth r/about to Dawson Corner - Speed reduction enforced by new average speed cameras installations – initial cost £0.35.
 - A6120 (Stanningley Bypass) - Dawson Corner to Bramley Town End - Speed Reduction enforced by new average speed cameras installations - initial cost £0.35m.
 - Programme Management – latest £0.369m
- i) Approve a further £0.30m contribution from CRSTS towards the implementation of new average speed camera on the A647 Bradford Road between Dawson Corner to Thornbury Roundabout.
- j) Note S106 contribution of £230k received from Horsforth Campus site to CWL capital budget;
- k) Note construction will be delivered via one of the following frameworks, namely, the Minor, Intermediate or Major Works Contractor Frameworks;
- l) Request the City Solicitor to advertise a Traffic Regulation Speed Limit Order as required to introduce a 50mph speed limit on the A6120 Ring Road (Horsforth r/about to Dawson Corner) and A6120 (Stanningley By-Pass) from Dawson Corner to Bramley Town End as shown on drawing (1091/LCC/08/XX/DR/TM/01_02_SLO) and, subject to no objections being received, make and seal the Orders as advertised;
- m) Note and approval the use of average speed camera enforcement at the 3 locations detailed above in recommendations I and J. The ability to use this technology follows the launch of the new proactive changes adopted by the West Yorkshire Camera Safety Partnerships on the 20th February 2023 which now offers a new proactive and preventative approach to speed camera deployment and casualty reduction. All of the 3 lengths identified in recommendations I and J meet the new criteria for average speed camera deployment.
- n) Note that the Chief Officer (Highways and Transportation) is responsible for the programme delivery, with a target completion date set by the DfT of March 2024.

What is this report about?

- 1 This report sets out consultation undertaken with the key stakeholders as well as the members of the public and seeks approvals to finalise the designs, funding sources, options considered, opportunities to deliver advanced works, key risks, preferred construction route and approval to spend for the seven Phase 2 Levelling Up Fund (LUF) Connecting West Leeds (CWL) schemes which comprise of seven separate elements outlined in the summary section

- 2 The Leeds Outer Ring Road (A6120 ORR) between Horsforth and Rodley, is an important orbital strategic route. It provides one of very few crossing points of the River Aire, Leeds-Liverpool Canal and the Airedale railway in North-West Leeds. Therefore, the A6120 is a critical corridor providing accessibility north and south of the river.
- 3 However, the A6120 cuts across local communities, affecting accessibility to the transport network, jobs, education, and leisure amenities within West Leeds and beyond. The traffic levels and speeds on the ORR mean that the route is unattractive to, or unusable for active travel modes and severs communities including Calverley, Horsforth, Rodley and Farsley. Orbital walking and cycling routes along this corridor are limited.
- 4 The aim of the CWL programme is to improve connectivity and travel choices for local communities in West Leeds for all road users, with the following scheme objectives:
 - Increased walking and cycling levels within West Leeds especially for short journeys;
 - Improved safety for pedestrians, cyclists, and other road users;
 - Improved access to jobs, education, healthcare, and leisure opportunities;
 - Reduced emissions from transport;
 - Reduced journey times for all vehicles, including buses, using and crossing the ORR; and
 - Improved access to greenspace.

What impact will this proposal have?

- 5 A safe, welcoming network for pedestrians and cyclists is required to achieve the Council's ambitions for levelling up, to tackle climate change, and to improve health and wellbeing, including road safety. This supports the City's transport vision for Leeds to be "a city where you don't need to own a car" through increases in walking by 33% and cycling by 400% by 2030. The aim of the scheme is to improve connectivity and travel choices for and between local communities in West Leeds for all road users. This will help maximise the benefits from previous or planned investments.
- 6 A new accessible bridge at the B6156 Calverley Lane junction to provide dedicated crossing for pedestrians and cyclists across the A6120 ORR. Since this section of ring road was built it has become increasingly dangerous for people to enjoy the numerous walking routes including rights of way that have been effectively cut off.
- 7 The creation of a footbridge/cycle bridge will reunite Farsley and the village of Calverley. The proposals will be welcomed by residents and allow safe pedestrian travel on an extensive rights of way network, and better connect Calverley to rail, bus and cycle opportunities at Pudsey and Stanningley. The new bridge will become part of the adopted highway.
- 8 Currently the A6120 ORR between Rodley to Dawsons Corner is a busy route lacking suitable cycling and walking facilities which can link into the existing public rights of way. A new segregated \ shared route for pedestrians and cyclists will provide dedicated orbital cycling and walking connections between the existing City Connect 1 walking \ cycle superhighway to the south, completing a comprehensive network of safer routes and LCC's aspirations to make the A6120 ORR more accessible for walking and cycling.
- 9 Rodley roundabout can experience delays from all directions, particularly during peak times, causing long queues to develop. Building on previous signalisation work undertaken, the CWL proposals includes adding new, demand-responsive traffic signals technology called MOVA (Microprocessor Optimised Vehicle Actuation) will maximise the capacity of the roundabout, adding value to the junction remodelling completed in recent years.
- 10 A set of key safety interventions are also proposed, namely, a reduction in the national speed limit to 50mph on the A6120 Ring Road between Horsforth r/about and Dawson Corner. To provide a consistent message to motorists, a reduction from the various changing speed limits on the A6120 (Stanningley Bypass) from Dawson Corner to Bramley Town End is also proposed to see the implementation of a new

50mph speed limit. These new speed limit changes will also be enforced by the introduction of a system of average speed enforcement cameras. In addition to the above, it is also proposed to prohibit right turn manoeuvres from Calverley Lane (north) and Calverley Bridge to address current road collision concerns.

- 11 The speed limit reductions detail above are in accordance with the Department for Transport - 'Setting Local Speed Limits national guidance' and supports the desire to improve road safety through lower traffic speeds. A comprehensive speed limit review was conducted following requests from the local community (in the form of a petition) and elected members for a speed reduction to 40mph. However, the requirements to justify a 40mph reduction were not met and it is therefore proposed to implement a reduction in the speed limit to 50mph, which is more aligned to the national guidance assessment. These changes will therefore result in a consistent, lower speed limit along this section of the A6120 Ring Road, which should result in greater compliance and an improved road environment for all road users, resulting in a reduction in injury collisions.
- 12 Construction of an accessible (ramped) link between the new Horsforth to Rodley cycleway and the Leeds-Liverpool Canal. This will enabling foot and cycle access to the popular canal towpath which is a busy cycle route for trips to/from Leeds urban area and Apperley Bridge (and east/northeast Bradford). It is also a busy leisure destination and will increase accessibility to the amenity from Horsforth and Farsley.
- 13 We are planning to complement our proposals by providing some planting and landscape improvements along the corridor. These will link with existing green routes and infrastructure adjacent to the River Aire and Leeds-Liverpool Canal. This will enhance the environment, particularly for people walking, wheeling and cycling.
- 14 We are developing landscape designs that retain existing trees and shrubs, but also increase opportunities for biodiversity and visual screening. New and existing trees and shrubs will also help to capture carbon and trap air pollution. Where space allows, new trees and shrubs will be planted to create larger areas of green space.
- 15 Planting new trees at a three to one ratio to those removed and including sensitive landscape design, the scheme will also help support the development of new and improved green spaces in the local area.
- 16 The proposed corridor wide schemes fit within the Best Council Plan strategic aims to improve the city's transport infrastructure and tackle climate change issues. This is achieved through improved safety for all road users, providing new crossing facilities for pedestrians and cyclists to improve accessibility, and reducing traffic congestion which will lead to better environment in terms of improved air quality.
- 17 Connecting Leeds Transport Strategy is LCC's ambition to improve travel in Leeds for people who live, work and visit the city. This focuses on all road user safety, improvement to pedestrian and cycle facilities, public transport and reducing congestion. The proposed scheme contributes towards these aims and objectives.
- 18 The new provision of walking and cycle facilities and accessible bridge will enable those local residents without a car to be able to make vital journeys to places of education, work and leisure more accessible, safer and resulting greater health benefits.
- 19 There is also a significant move to incorporate greater social value into future contracts for all Council procurements. Contractor framework proposals will also incorporate performance measures around climate change, risks and air quality. Other key areas to be addressed within the proposed framework will include health and wellbeing, supporting active lifestyles and especially the recovery from the Covid-19 pandemic.
- 20 Under corporate social responsibility tenderers are encouraged to use local firms, local Small and Medium Enterprises (SME's), local supply chains and employ local people in order to support the local

economy. Many of the current delivery mechanisms do not incorporate the levels of social value that are expected hence the Highways & Transportation bespoke contractor frameworks will ensure these are included and form a key requirement as part of the tender evaluation process.

- 21 An Equality, Diversity, Cohesion and Integration (EDCI) screening has been undertaken, refer to Appendix 8 for further details. The walking \ cycling links and accessible bridge proposals will not only cater for able body people but will also accommodate Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters, walking aids and travelling with a pram or pushchair and designed for visually impaired through use of textile paving.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 22 The CWL project will play a key role in addressing health inequalities within and between diverse communities in this constituency, through the delivery of active travel links. The implementation of upgraded pedestrian and cycling infrastructure will provide direct benefits for pedestrians/cyclists and will also work towards the carbon zero targets for the city. Improved areas of greenspace associated with the project will also provide all equality groups with increased health benefits associated with such spaces.
- 23 One of the key points of feedback received from the public consultation was how the residents living either side of the busy ORR show it as a barrier and with respondents wanting the new scheme to address poor pedestrian crossing provision. The proposed improvements help to connect communities south and north of the ring road and therefore improving access to jobs, education, culture and shopping for this neighbourhood and at same encouraging people to undertake short distance trips by active modes, which helps people's health and the environment.
- 24 The Council declared a Climate Emergency in March 2019. The modelling required for the Business Case will assess the scheme's impact on the environment including noise, air quality and carbon dioxide emissions. If general traffic can be encouraged to use the orbital route, then it means less traffic going through our local neighbourhoods therefore creating a more liveable, walkable environment supporting sustainable living and moving around on foot, by bike or public transport. This scheme aims to provide improved journey time experience to facilitate improvements for all road users.

What consultation and engagement has taken place?

Wards affected: Calverley and Farsley, Pudsey, Horsforth, Bramley and Stanningley

Have ward members been consulted?

Yes

No

- 25 **CWL Phase 1 public consultation** was launched on 16th November 2021 and ran until 12th December 2021. Engagement was online via the Connecting Leeds Commonplace <https://connectingwestleeds.commonplace.is/en-GB/proposals/about-the-project/start> with one drop in event. Overview of the CWL Phase 2 schemes was included with a caveat that more detailed consultation would follow in 2022.
- 26 **CWL Phase 2 public consultation** was hosted on the Leeds City Council Connecting West Leeds Commonplace webpage and ran from 12 July 2022 to 11 September 2022, <https://connectingwestleedstwo.commonplace.is/>, this also included five face to face drop in events in Pudsey, Rodley, Farsley, Calverley and Horsforth.
- 27 Consultation Highlight Presentation is included in Appendix 7 and full consultation report has also been published with lessons learnt exercise undertaken. Some key findings as follows:
- 1,230 consultation feedback surveys completed (1,203 online, 25 via events, 2 via post);
 - 5 public drop-in events along the length of the scheme; total of 109 attendees;
 - 49.6% responses from Females (compared to 26.6% for Phase 1);

- 74.4% positive / mostly positive and 11.0% negative / mostly negative for overall scheme;
- 87.1% positive / mostly positive and 5.8% negative / mostly negative for Section 4;
- 85.3% positive / mostly positive and 5.4% negative / mostly negative for Section 5;
- 77.0% positive / mostly positive and 6.3% negative / mostly negative for Section 6;
- 75.7% positive / mostly positive and 10.7% negative / mostly negative for Section 7;
- 83.8% positive / mostly positive and 4.1% negative / mostly negative for Section 8;
- 85.5% positive / mostly positive and 3.2% negative / mostly negative for Section 9;
- 62.3% positive / mostly positive and 26.3% negative / mostly negative for Section 10;

28 Note that the proposals being delivered have political backing both at local and constituent level and are under scrutiny to be delivered to time, cost and quality to ensure drawdown of full funding.

29 Also, the following key stakeholders were also engaged:

- a) Member of Parliament for Pudsey;
- b) Executive Board Member for Infrastructure and Climate;
- c) Local Ward Members for Calverley & Farsley, Pudsey, Horsforth, Bramley and Stanningley;
- d) Internal LCC Officers;
- e) Bus Infrastructure Sub- Group; and
- f) Cycle Sub-Group.

30 The proposals have been well supported by both the Exec. Board Member and Local Ward Members with the need to emphasise that these proposals bring benefits to all users and not just specific groups.

31 During CWL Phase 1 consultation it was noted that there was a wide gap between male (71%) and Females (27%) participation, 2% preferred not to disclose their gender. For Phase 2 consultations we targeted local groups where women would be involved i.e. Women's Action Groups, Leeds Mumbler, targeted female-specific adverts and Safer Streets groups. We also employed the services of Leeds Involving People (LIP) to undertake targeted outreach work. This resulted in the female participation rising to nearly 50%.

32 **CWL Section 10, formal consultation** for average speed cameras (ASC's) to enforce 50mph speed reduction. Traffic Engineering team as the lead for this particular intervention have undertaken a formal consultation with all the council ward members impacted along the CWL Corridor as well as West Yorkshire Police, WYCA and other 'Blue Light' emergency services. Emails were sent out on 16th January 2023 with feedback requested by 31st January 2023. This formal consultation supplements the wider consultations undertaken for Phases 1 and 2 as outlined above.

33 Summary of feedback received as follows:

- Overall supportive of the speed reduction and eager for this to be enforced by ASC's along the entire length. Also, understands the rationale for why it cannot be reduced further to 40mph.
- West Yorkshire Police have given their support to the proposed reduction in speed limit and all they have requested is that consideration be given to the ASC coverage for the full length of the reduced 50 mph limit from Horsforth Roundabout to Bramley Town End.
- In principle support the lower speed limits on these roads, but would like to understand how it will be managed? Confirmed by means of ASC's.
- Entirely in favour of reducing the speed limit to 50mph along Stanningley Bypass and the Outer Ring Road, on road safety grounds.
- Agreed to reducing the speed limit but would prefer reduction to 40mph. The reasons why this cannot be accommodated are outlined in paragraphs 46 to 50.

What are the resource implications?

34 The proposed funding for the whole corridor is split as follows:

- Total Funding - £23.487m (£20m LUF, £3.257m WY+TF & £0.23m S106)
- Phase 1 works – £11.245m
- Phase 2 works - £12.242m

Additional funding has been secured as follows:

- S106 – £230k
- CRSTS - £300k

35 The scheme designs for Phase 2 two elements have been jointly undertaken in-house by LCC Civil Engineering, Urban Traffic Control and Traffic Management teams and supplemented by external resource WSP consultants procured via the Professional Services Contract. The preferred contractor \ contractors will be procured via the existing bespoke LCC Contractor frameworks.

36 Capital Funding and Cashflow

LUF CONNECTING WEST LEEDS 32827/FIN & 33528/Various

Previous Authority to Spend 8th April 2022	TOTAL £000's	TO MARCH 2022 £000's	FORECAST			
			2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
CONSTRUCTION PH1 (3)	8252.5	1100.7	2290.8	4736.0	125.0	
DESIGN FEES PH1 (6)	2992.5	539.7	1027.1	1425.7	0.0	
TOTALS	11245.0	1640.4	3317.9	6161.7	125.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2022 £000's	FORECAST			
			2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
CONSTRUCTION PH2 (3)	11516.0			9394.0	2122.0	
DESIGN FEES PH2 (6)	726.0	0.0		496.0	230.0	
TOTALS	12242.0	0.0	0.0	9890.0	2352.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2022 £000's	FORECAST			
			2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
LCC Supported Borrowing	0.0					
Government Grant	20000.0	1006.2	3317.9	15675.9	0.0	
WY+TF Fink Hill	3257.0	634.2		375.8	2247.0	
Section 106	230.0				230.0	
Total Funding	23487.0	1640.4	3317.9	16051.7	2477.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0

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

37 Top five risks are as follows:

- INFLATION, materials and labour prices far higher than expected, especially cost of steel for the accessible bridge - contractors to state how this is incorporated into their tender prices, explore opportunities for advance purchases and revise designs.
- THIRD PARTY LAND take in particular for elements 4, 5 and 8 – early negotiations through involvement of external specialist land agents, Section 4 land completion due end of 2022.
- UNFORESEEN GROUND CONDITIONS may increase project costs / cause delays – ground investigations, topographical surveys and trial holes will be undertaken, and data reviewed to understand design impacts.
- CYCLING AND WALKING PROVISIONS are not LTN 1\20 compliance – ensure these are to DMRB standards and engage with Active Travel England and Cycle Sub-Group for advice and steer.

- TRAFFIC CONGESTION during construction – liaise with LCC network management and Planning for Growth Group to formulate a robust Traffic Management plan.

38 The project team has appointed the multi-disciplinary consultants Matthews Construction Consultants Limited (MCC) to provide specialist resource and commercial expertise to manage the CWL Programme. A recent risk workshop has been facilitated by MCC and will continue to update the risk register as each scheme is progressed.

What are the legal implications?

- 39 Accessible bridge and the accessible ramp down to the canal are the two elements which are going to require planning applications, application for pre-app have been submitted for both and we currently waiting on planning officer advice.
- 40 The Phase 2 elements require both permanent land purchase and temporary licences. The purchase of the permanent land for the accessible bridge will be completed by end of 2022 and temporary licences have been secured for site investigation works.
- 41 To support this speed limit reduction, West Leeds will see the first average speed cameras introduced within West Yorkshire on this section of the A6120 Ring Rd (Horsforth r/about to Dawsons Corner). This ability to enforce in this manner follows the launched of a new Speed Enforcement Strategy by the West Yorkshire Safety Camera Partnership. The new camera deployment criteria changes were developed in partnership between the Police and Leeds City Council's Highway Services, which are in advance of, but in line with, a delayed Department for Transport review.
- 42 The required TROs will be secured using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489. Pedestrian and cycle facilities 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.
- 43 If any objections are received to the draft TROs once advertised by the City Solicitor, these will be the subject of further consideration by the Chief Officer (Highways and Transportation) and detailed within a supplementary report to Highways Board.

Options, timescales and measuring success

What other options were considered?

- 44 For the **accessible bridge** four options have been considered and assessed against following criteria's:
- Attractiveness,
 - Directness
 - Perception of route
 - User safety
 - Inclusivity
 - Openness
 - Visual Legibility
 - Elegance
 - Coherent design
 - Buildability

Options:

- STRAIGHT RAMPS – unlikely to be used, unsafe, unpleasant for pedestrians, not accessible or inclusive for cyclists and wheelchair users.
- STACKED SPIRAL RAMPS – does not comply with the desirable minimum headroom and dark and unpleasant user experience.

- LOOPING OUTWARDS SPIRAL RAMPS – complex to build many aspects can be rationalised to reduce the cost and complexity of design, production, transportation and construction.
- LOOPING OUTWARDS SPIRAL RAMPS (Value Engineered Option) – **preferred** solution to provide inclusive crossing, taking location and cost constraints into consideration.

45 For the **accessible ramp** down to the Leeds-Liverpool canal the following options have been considered:

- Option 1: Earth embankment parallel to A6120
 - ✓ No land acquisition required
 - × Significant temporary works required during construction to protect the existing highway.
 - × Significant disruption to the A6120 during construction due to extensive traffic management requirements including extensive sheet piling works.
 - × Extensive tree removal to facilitate the construction of the ramp and removal of mature oak trees.
 - × Ramp layout will likely feature a steep gradient that is non-compliant to desirable maximum standards in LTN1/20.
 - × Clash with the indicative 11kV buried cable(s), construction method and type to be agreed with statutory undertaker.

- Option 2: Structural ramp parallel to A6120 adjacent to field boundary - second preference in the absence of preferred option and only if feasible to deliver.
 - ✓ Close to indicative LCC land boundary fence, resulting in less tree removal for construction when compared to option 1, subject to tree survey findings.
 - ✓ Ramp layout likely to result in shallow gradient, creating a pleasant user experience for pedestrians and cyclists, subject to topographical survey.
 - × Potential clash of structural supports with the indicative 11kV buried cable(s).
 - × Removal of mature oak trees and extensive tree removal to facilitate construction.
 - × Variation to alignment is possible to prevent oak tree removal but this will lead to land acquisition.

- Option 3: **preferred** Structural ramp curved from A6120 to the canal towpath – subject to the successful purchase of third-party land.
 - ✓ Layout avoids the indicative 11kv buried cable(s).
 - ✓ Fewer trees to remove when compared to option 1 and 2, subject to tree survey findings. Avoids the mature oak trees.
 - ✓ Structure will minimise the requirement to support the A6120 both temporarily and Permanently
 - ✓ Opportunity to introduce biodiversity within the land purchased area and develop into public realm space.
 - × Land acquisition required leading to additional cost and potential programme delays.

46 A request in the form of a petition was presented to the council, together with separate request for the speed limit on the A6120 Ring Road between Horsforth r/about to Rodley r/about be reduced to 40mph. A comprehensive review of this request was therefore conducted in accordance with the national Department for Transport's 'Setting Local Speed Limits' guidance.

47 The national guidance reminds all local authorities that effective speed management is part of creating a safe road environment which is fit for purpose. Effective speed management involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds below the posted speed limit. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. Speed limits should, therefore, be evidence-led and self-explaining, and seek to reinforce people's own assessment of what is a safe speed to travel and encourage self-compliance. It is important to remember that speed limits should be seen by drivers as

the maximum speed rather than as a target speed at which to drive irrespective of conditions. It is often not appropriate or safe to drive at the maximum speed limit.

48 The underlying principles of the national guidance are:

- The aim of speed management should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This should imply a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds below or at the posted speed limit, while having regard to the traffic conditions.
- A key factor when setting a speed limit is what the road looks like to the road users. Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.
- Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards.

49 This assessment concluded that a reduction in the speed limit on the section of the A6120 Ring Road between Horsforth r/about and Rodley r/about (which the petition referred to) to 40mph was not considered appropriate. However, a reduction of the speed limit to 50mph was justified and is what is recommended on the section of the Ring Road. This approach would then provide a consistent 50mph speed limit on the A6120 from Horsforth r/about, along Stanningley Bypass to Bramley Town End.

50 As detail earlier in this report, the proposed speed limit reductions, will see the introduction of the first average speed cameras introduced within West Yorkshire. This ability to enforce in this manner follows the launched of a new Speed Enforcement Strategy by the West Yorkshire Safety Camera Partnership. The new camera deployment criteria changes were developed in partnership between the Police and Leeds City Council's Highway Services, which are in advance of, but in line with, a delayed Department for Transport review. The detailed design works to implement these average speed cameras has already commenced and the infrastructure will start to be erected on site over the next few months and be operational by the summer 2023.

How will success be measured?

51 For CWL, the monitoring and evaluation arrangements will include significant reporting against the project's business plan and financial performance, as well as the required construction monitoring and evaluation. The design of the monitoring and evaluation approach will be proportionate to the size of the investment, the risks, and the novelty of each project.

52 Several data sources will feed into monitoring and evaluation activity and are currently readily available and additional data will be collected to fill gaps. Existing data collected for the A6120 ORR transformational scheme will be used as a baseline and more recent data to fill the gaps was collected in March 2022.

53 Following project **output indicators** will be measured:

- Total length of new cycle ways;
- Total length of new pedestrian paths;
- Number of new trees planted;
- Total length of resurfaced/improved road;
- Speed limit reduction / safety improvement.

54 Data on the following **outcome indicators** will be collected:

- Change in cycle flow;
- Change in pedestrian flow;
- Change in vehicle flow;

- Change in vehicle journey time;
- Passenger experience \ satisfaction;
- Change in air quality;
- Improved safety for pedestrians, cyclists and other road users.

55 A set of baseline data will be produced before construction begins and reported via DfT's quarterly monitoring and reporting tool. This will identify a baseline for the project against which the impacts of the intervention can be measured.

56 A M&E report will be produced one year and five years after the completion of the scheme. This monitoring report will analyse the implementation, outputs, and outcomes identified within this M&E plan, in addition to providing an accompanying qualitative assessment of the project.

57 An Evaluation Report will be published in 2028 as agreed with the funder following the project's completion and first few years of operation. This will evaluate the project with respect to its impacts on the local area, and will report the results, findings, interpretations, conclusions, and recommendations of the evaluation.

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

58 The key scheme milestones for the Phase 2 schemes are as follows:

Section 4: B6156 Calverley Lane accessible bridge *(we have gone with a more ambitious programme, conservative alternatives have also been reviewed, refer to Appendix 10 for more details).*

- Consultation: Jul – Sep 2022
- Options appraisal: Nov – Dec 2022
- Land purchased: Oct – Dec 2022
- Detailed design: Jan – Apr 2023
- Tender process (IC: Apr – Jul 2023
- Fabrication / Construction: Jul 2023 – Mar 2024

Section 5: Rodley Roundabout to Dawsons Corner pedestrian and cycle link

- Consultation: Jul – Sep 2022
- Feasibility design: Dec 2022 – Jan 2023
- Detailed design: Feb – Mar 2023
- Road safety audit: Mar – Apr 2023
- Construction: Oct 2023 – Jun 2024

Section 6: Rodley Roundabout technology improvements

- Consultation: Jul – Sep 2022
- Detailed design: Oct - Dec 2022
- Construction: Jul – Aug 2024

Section 7: Calverley Lane (north) no right turn and island safety measures

- Consultation: Jul – Sep 2022
- Detailed design: Oct 2022 – Jan 2023
- Road Safety audit: Feb – Mar 2023
- Construction: Oct 2023 – Nov 2023

Section 8: A6120 to Leeds-Liverpool Canal accessible ramp *(we have gone with a more ambitious programme, conservative alternatives have also been reviewed, refer to Appendix 10 for more details).*

- Consultation: Jul – Sep 2022
- Land purchase: Dec 2022 – Apr 2023
- Feasibility \ Options Appraisal: Dec 2022 – Mar 2023
- Site investigation: Jan 2023 – Mar 2023
- Detailed design: Apr – Jul 2023
- Construction: Dec 2023 – Mar 2024

Section 9: A6120 Horsforth to Pudsey planting and landscaping

- Consultation: Jul – Sep 2022
- Design development: Jun – Sep 2023 (*relies on completion of DD of all other elements*)

Section 10: A6120 \ Stanningley By Pass speed reduction enforced by average speed cameras

- Consultation: Jul – Sep 2022
- Development \ Preferred Supplier: Oct – Dec 2022
- Advertise speed limit enforcement: Feb – Mar 2023
- Implementation: Mar – Jun 2023

- 59 **Appendix 1.** B6156 Calverley Lane Accessible Bridge - General Arrangement Drawing
- 60 **Appendix 2.** Rodley Roundabout to Dawsons Corner Pedestrian and Cycle Link - General Arrangement Drawing
- 61 **Appendix 3.** Rodley Roundabout Technology Improvements - General Arrangement Drawing
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- 65 **Appendix 6.** A6120 \ Stanningley By Pass Speed Reduction Enforced by Average Speed Cameras - General Arrangement Drawing
- 66 **Appendix 7.** CWL Phase 2 Consultation – Highlights Presentation
- 67 **Appendix 8.** Equality, Diversity, Cohesion and Integration (EDCI)
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- 69 **Appendix 10.** Programme and Delivery Options for Sections 4 and 8

Background papers