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Meadow Lane/Great Wilson Street – Junction Improvements

Date: December 2023

Report of: Traffic Engineering Technician

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

Leeds City Council has an ambition to deliver a safe and coherent network of cycling and walking infrastructure across the city, to help encourage sustainable active travel in line with the priorities of the Best Council Plan 2020-2025.

The project seeks to improve and introduce new facilities for pedestrians, cyclists and motorists heading inbound and outbound of Leeds City Centre. It looks to introduce junction improvements at Meadow Lane and Great Wilson Street providing the missing linkage between the Neville Street, Dewsbury Road, and A61 Stourton Park & Ride cycle schemes.

The project cost is £480,000 with £350,000 funded from S106 contributions planning application 17/02501/OT and £130,000 funded from UTMC CRSTS fund and is to be introduced during the 23/24 and 24/25 financial year.

Recommendations

The Chief Officer Highways & Transportation is requested to:

- a) Note and approve the proposed layout of the project show in drawing 1020/LCC/00/XX/DR/TM/01_06.
- b) Give authority to undertake the detailed design and subsequent implementation of the overall project;
- c) Note the required expenditure of £480,000 comprising £430,000 works, £50,000 legal and staff fees, to be funded through Section 106 contribution and UTMC CRSTS fund.

- d) Request the City Solicitor to advertise Traffic Regulation Waiting Restriction Orders as required to introduce waiting and stopping restrictions upon the cycle track on Great Wilson Street, subject to no objections being received, make and seal the Orders as advertised;
- e) Give authority to display notices on site under the provision of Section 23 of the Road Traffic Regulation Act 1984 in order to inform the public of the proposed formal pedestrian crossings;

What is this report about?

- 1 Leeds City Council has a long-standing ambition to increase and improve safe cycling infrastructure across the city including a desire to have 500 kilometres of cycle tracks and lanes that can be accessed by all users.
- 2 As part of the introduction of this dedicated provision, infrastructure improvements are designed to benefit both cyclists and pedestrians, such as controlled crossings, higher quality footways and priority for cyclists and pedestrians across junctions where safe to do so.
- 3 Projects such as this, introducing the noted infrastructure, encourage active travel choices over short and medium length journeys which are beneficial to the health and wellbeing of individuals as well as working towards Leeds City Councils Climate Emergency ambitions to reduce carbon emissions across the city as residents choose active travel rather private vehicle journeys.

What impact will this proposal have?

- 4 This scheme will look to provide the missing linkage into the wider City Connect, TCF and A61 Stourton Park and Ride cycle scheme projects. The infrastructure will adjoin three existing sections of cycle infrastructure, the first being City Connect 3 at the Dewsbury Road interchange, the second being the Neville Street TCF project and the latter, the existing segregated cycle track Stourton Park and Ride cycle scheme.
- 5 The dedicated cycle infrastructure will take the form of segregated cycle tracks where the layout and the geometry of the existing highway permits.
- 6 Where it is necessary for cyclists to cross carriageways not at junctions, for the continuation of the route, new signal-controlled crossing facilities shall be introduced. This provision shall be included across the junctions of Great Wilson Street and Meadow Lane, inbound and outbound of Leeds city centre.
- 7 Footway improvements shall be undertaken in the form of new surfacing and kerbing where required along with traffic islands and buffer islands to accommodate turning movements and protection of cyclists. Traffic signal equipment shall be upgraded and be inclusive of cycle infrastructure as required.
- 8 It is proposed to introduce a 'No stopping or loading on footway or cycle track' restriction upon the route to ensure that the new infrastructure is left open for use, maximising the efficiency of users' journeys.
- 9 The measures to be introduced have been designed in accordance with Local Transport Note 1/20 'Cycle Infrastructure Design'.

Key findings are:

- Safe cycling facilities and associated improvements to the adjacent footways open up opportunities to people with disabilities as well as young and old people.
- Segregated facilities reduce conflict between pedestrians and cyclists, which in turn has a positive impact on older people and people with disabilities.

- Safe cycling facilities allow old and younger people, as well as those with mobility impairments, to travel more freely and with confidence that they can do so without conflict from motor traffic and other road users.

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

- Health and Wellbeing Inclusive Growth Zero Carbon

- 10 Government advice centres on 2.5 hours of activity per week and by offering dedicated infrastructure for sustainable travel choices, there becomes genuine opportunities for residents to choose healthier methods of travel in the area of the city that the scheme is to be introduced, therefore giving users the opportunity to achieve and exceed the desired levels of physical activity, benefitting their own physical and mental health. Provision of safe-segregated infrastructure reduces the risk to vulnerable road users, thus contributing to our Vision Zero strategy.
- 11 The scheme contributes to Inclusive Growth by enabling sustainable low-cost access to education, leisure, and employment in the area.
- 12 The proposals contained in this report contribute to the Leeds target of net zero carbon emissions by 2030 by improving facilities for cycling close to the city centre, facilitating linkages to further develop the cycle network, and to encourage these transport choices as an alternative to short (and longer) car journeys.

What consultation and engagement has taken place?

Wards affected: Hunslet & Riverside / Beeston & Holbeck

Have ward members been consulted? Yes No

- 13 Consultation with Ward Members has been completed.
- 14 Consultation with West Yorkshire Combined Authority (WYCA) and the Emergency Services has been completed.
- 15 Consultation with Highways & Transportation has been completed.

What are the resource implications?

- 16 The required expenditure of £480,000 comprising £430,000 works, £50,000 legal and staff fees, to be funded through Section 106 contribution 24955/660 and UTMC CRSTS fund during the 2023/2024 and 2024/2025 financial year.

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

- 17 The project estimate includes funding for risk and contingency and the project team will continually review the project against the funding envelope to control costs.
- 18 The works will be delivered through a framework contract utilising early contractor engagement to identify any potential risk areas and therefore minimise risk during the delivery phase.

What are the legal implications?

- 19 Request the City Solicitor to advertise Traffic Regulation Waiting Restriction Orders as required to introduce waiting and stopping restrictions upon the cycle track on Great Wilson Street, subject to no objections being received, make and seal the Orders as advertised;

- 20 The scheme includes the installation of segregated cycle tracks along its entire length, and these tracks are physically separated from the footway and carriageway. Cycle tracks within the public highway are created by a highway authority under sections 65 and 66 of the Highways Act 1980.
- 21 All works shall be contained within the publicly adopted highway and are being delivered under Section 62 Highways Act 1980, for the improvement of the Highway.

Options, timescales and measuring success

What other options were considered?

- 22 The scheme has been designed from first principals in line with Local Transport Note 1/20; Cycle infrastructure design which lays out how cycling infrastructure should be designed and delivered which has shaped much of the layout of the schemes.
- 23 As part of the design process, using the latest guidance detailed in LTN1/20, several different considerations and layouts were considered, particularly at signalised junctions, to ensure the safety, efficiency and cost effectiveness of what is being delivered. The layouts that have been chosen to reflect the balance between these three factors, with providing high-quality and direct cycling infrastructure being paramount within the design.
- 24 Another option would be to not deliver this project, leaving infrastructure as it is at present. This would not deliver the benefits that are outlined within this report and would leave gaps between other pieces of cycling infrastructure in key strategic locations on approach to the City Centre.

How will success be measured?

- 25 Success will be measured by determining levels of pedestrian and cycle activity along this corridor pre and post-construction, as well as taking feedback from the general public on their views towards the scheme following delivery.

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

- 26 The project, subject to the approval of this report, is due to commence in Winter 2023 and take approximately 6 months to deliver. The Traffic Engineering section within Highways & Transportation are responsible for the design and delivery of the scheme.

Appendices

- Appendix A – General arrangement drawing 1020/LCC/00/XX/DR/TM/01_08;
- Appendix B – EDCI Assessment

Background papers

- None.