

# Leeds Superhighway Cycle Route

The project was undertaken by Colas as part of the Term Maintenance Contract agreement with Leeds City Council (LCC), and divided into 3 sections A, C and D:

- Section A – Eastern sections linking Quarry Hill and Marsh Lane to Crown Point Bridge and Kirkgate
- Section C – Western section connecting the Leeds end of Phase 1 at Gotts Road to City Square
- Section D – From Wellington Street to George Street

## The Need

The West Yorkshire Combined Authority had generated funding for an improved cycle link across the city to connect existing routes out to the A64 and A65. This was in light of the requirement to reduce disruption in the city. A key contract for Colas, the scheme developed our business profile and ability to tender for similar projects of similar size whilst further enforcing our relationship with Leeds City Council as a contractor that 'saved the day'.

Works encompassed junction designs to accommodate cyclists, segregated cycle crossings, improved pedestrian crossing facilities and cycleway bypasses of bus stops. The requirements also incorporated provision for the enhancement of the urban realm, carriageway traffic management consisting of various lane closures and the closure of certain sections with approved diversion routes.



### Our Approach

We approached these works with the same ethos as the HTMC contract we delivered for Leeds City Council; to carry out the works in the best interest for all with a non-contractual approach. This was further enhanced by our close liaison with Leeds Network Management.

For each section, we established the requirements of the cities road network with the aim of minimising disruption. In circumstances where this was unavoidable, we reduced works duration by maximising closures and working windows.

Early engagement with Network Management allowed us to carry out much larger areas of carriageway surfacing than originally planned.

We proposed the use of a ready mixed sand/cement screed mix as opposed to the bedding mortar – which would have caused additional delays. This increased outputs by almost 50% and, subsequently, areas of paving were opened up for the public earlier than programmed.

Overall, the project was delivered within budget on time and with minimal disruption to the network and stakeholders.

- > Leeds City Council
- > Total value £4.2m
- > May 2018 - June 2019
- > 54 weeks
- > Minimum disruption to the network
- > Enhanced safety

### Associated Benefits

- Works encompassed junction designs to accommodate cyclists, segregated cycle crossings, improved pedestrian crossing facilities and cycleway bypasses.
- The cycle path was designed to enable efficient movement by cyclists.
- Footway pedestrian management consisted of dedicated barrier pedestrian walkways providing safe passage for the public.
- The project was delivered within budget on time and with minimal disruption to the network and stakeholders.

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The scheme has been well received by various parties and I am more than happy with the quality of the work, as are others. I hope that Colas can continue in the same vain going forward with other work for Leeds City Council.

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**Michael Howard**  
NEC Supervisor

