

A660 CORRIDOR



THE EXHIBITION

The EXHIBITION will provide more information by use of more detailed plans, drawings and written explanations to help you to choose between the alternative proposals. Representatives of the County Council will be there to explain the proposals, to answer any questions and to discuss any comments which you may have.

The EXHIBITION will be open from 10.30 a.m. to 8.00 p.m. on weekdays and 10.00 a.m. to 4.00 p.m. on Saturdays at:—

HEADINGLEY Methodist Church Hall, Chapel Street
Thurs., Fri., Sat., 22nd, 23rd, 24th
September

KIRKSTALL, St. Stephens Church Hall, Norman Street
Tues., 27th September

WEST PARK U.R.C., Spen Lane
Wed., 28th September

MEANWOOD Methodist Church, Monkbridge Road
Fri., 30th September,
Sat., 1st October

HOLT PARK Shopping Centre
Tues., Wed., 4th, 5th October

WRANGTHORN Church (C. of E.) Hyde Park Terrace
Thurs., Fri., Sat., 6th, 7th, 8th
October

BURLEY Methodist Church Hall, Cardigan Lane
Tues., 11th October

OTLEY Civic Centre
Thurs., 13th October

WHAT HAPPENS NEXT

The completed QUESTIONNAIRES and any other comments received will be carefully considered by the County Council who will then decide which proposals should be selected for further design. The decision will be made public.

HOW CAN YOU HELP?

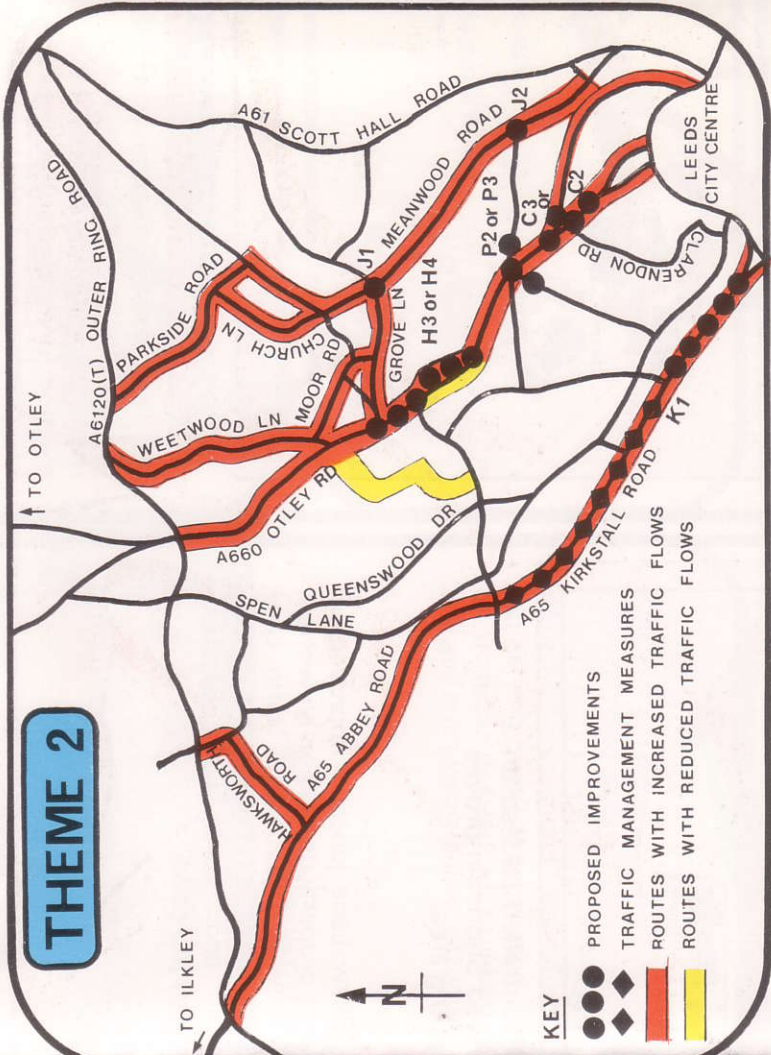
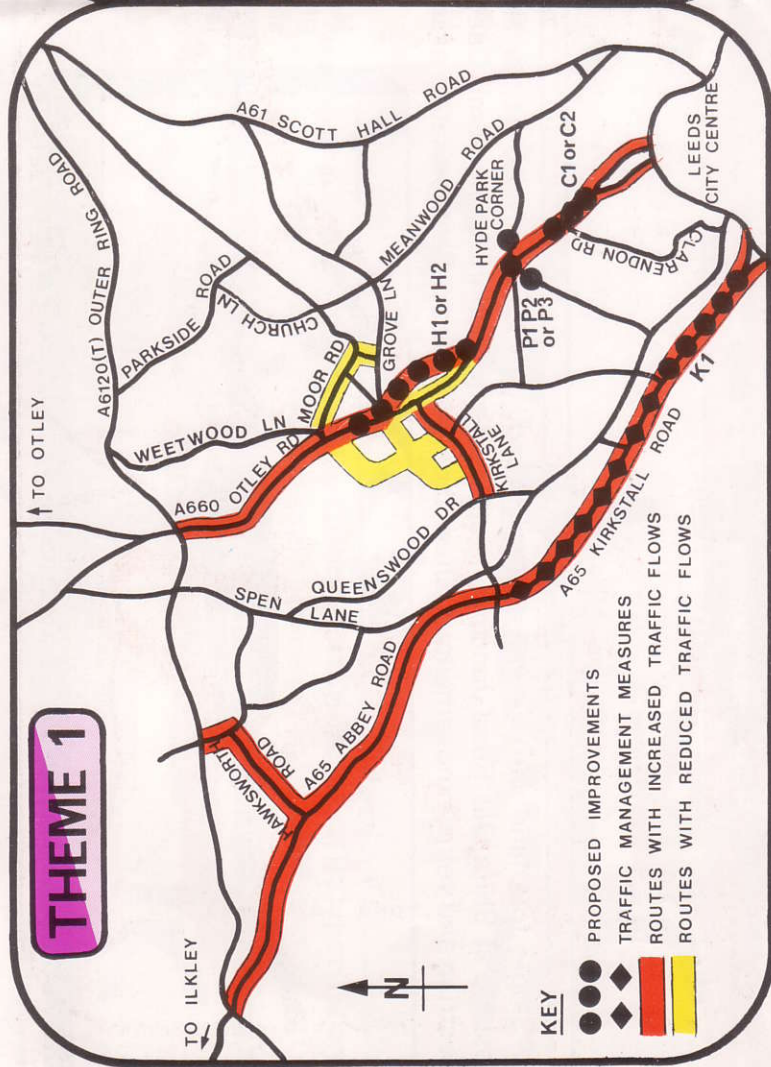
This leaflet describes FOUR alternative THEMES for dealing with traffic related problems in the area between Kirkstall Road and Meanwood Road, which we call the A660 Corridor. Some themes have most traffic on improved main roads while others make increased use of minor roads.

More detailed information and advice is available at the EXHIBITION — details of times and venues are given on the back of this leaflet.

When you have read this leaflet and visited the EXHIBITION please let us have your views on the traffic problems, and on which THEME you prefer, by filling in the Questionnaire and returning it to us by 30th November, 1983. The FREEPOST address means that no stamp is required.

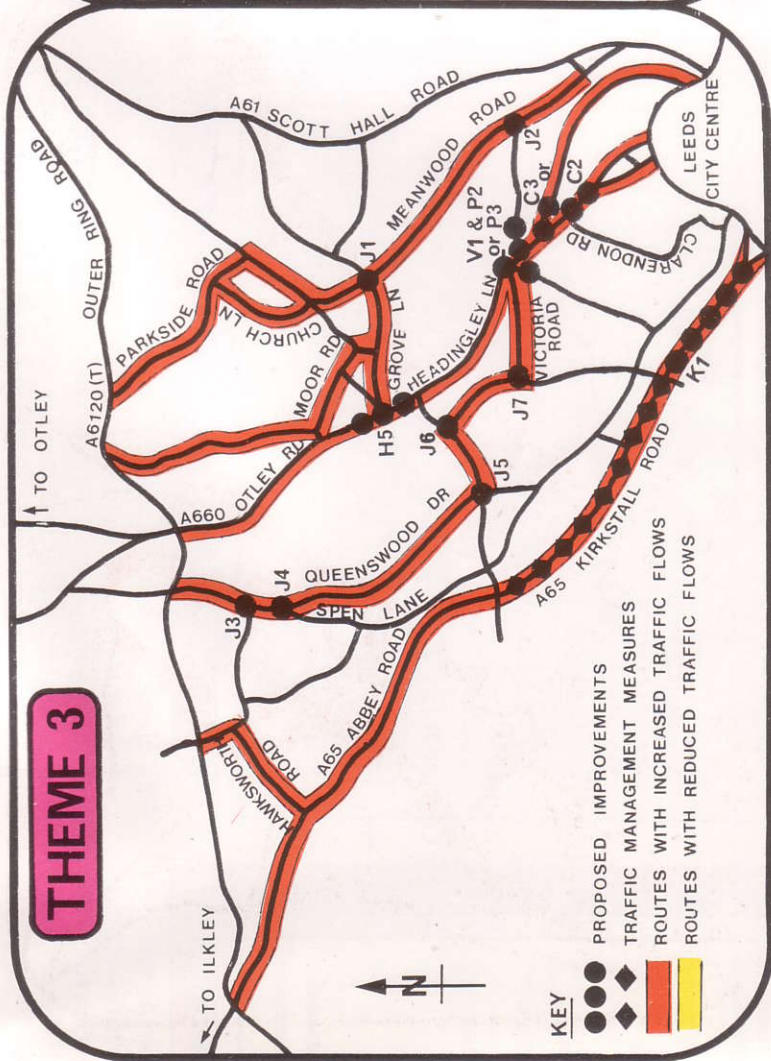


WEST YORKSHIRE
Metropolitan County Council

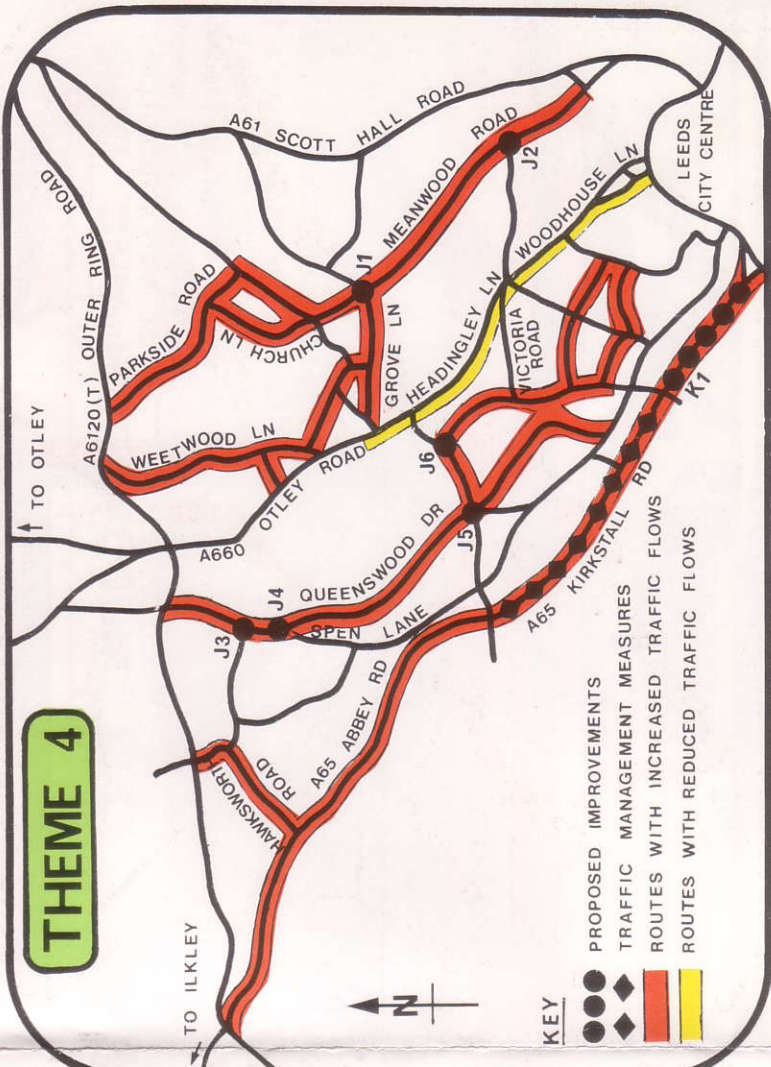


Majority of traffic increase carried on main routes into the city. Major improvements along A65 and A660 including a by-pass at Headingley. No real change on other roads in the corridor.	Majority of traffic increase carried on main routes into the city, but smaller scale improvements in Headingley require additional use of routes to Meanwood Road. Major improvement of A65. No real change on the other roads between A65 and A660.
Major reduction in noise, pollution and severance in Headingley District Centre. Small increase in noise levels on new road line. Scope for pedestrianisation and some planting in District Centre and Hyde Park Corner. Very little change elsewhere.	Little change in noise and pollution in Headingley District Centre but, with one-way (H4), major improvement between North Lane and St. Michael's Road. Pedestrianisation and some planting possible at Hyde Park Corner. Very little change elsewhere.
Major improvements for pedestrians in Headingley District Centre, Hyde Park Corner and Clarendon Road. Very little change elsewhere.	Some improvements for pedestrians in Headingley District Centre, Hyde Park Corner and Clarendon Road. Increased use of minor roads east of the A660 could lead to more accidents.
Improved links between the North Lane to Shaw Lane traffic and traffic in and out of Leeds City Centre. Improved running conditions on A660 and A65. Very little change elsewhere on the network.	Balanced improvements on main routes into the city. This will assist the flow of buses and help reduce delays.
4.8 hectares (5.4) including 13(9) residential, 44(22) commercial and no industrial properties. (Theme 1 Revised figures in brackets)	1.6 to 3.2 hectares of land including 2 to 4 residential 3 to 17 commercial and no industrial properties.
£5.6m to £10.7m	£2.7m to £4.8m

ENVIRON	ROAD	PUBLIC	LA RE	CO	
Majority of traffic increase carried on main routes into the city, but smaller scale improvements in Headingley require additional use of routes to Meanwood Road. Major improvement of A65. No real change on the other roads between A65 and A660.	Little change in noise and pollution in Headingley District Centre but, with one-way (H4), major improvement between North Lane and St. Michael's Road. Pedestrianisation and some planting possible at Hyde Park Corner. Very little change elsewhere.	Some improvements for pedestrians in Headingley District Centre, Hyde Park Corner and Clarendon Road. Increased use of minor roads east of the A660 could lead to more accidents.	Balanced improvements on main routes into the city. This will assist the flow of buses and help reduce delays.	1.6 to 3.2 hectares of land including 2 to 4 residential 3 to 17 commercial and no industrial properties.	£2.7m to £4.8m



THEME 3



THEME 4

<p>Minor improvements to the A660 at Headingley. Major improvements to A65. Queenswood Drive, Cardigan Road, Victoria Road route improved through to the A660 at Hyde Park. Additional use of routes in the Meanwood area.</p>	<p>No improvements on A660. Traffic from the city centre using the A660 reduced by traffic management measures. Major improvements on A65. Some use of minor routes as in Theme 3 but excluding the use of Victoria Road.</p>
<p>Little change in noise and pollution levels on A660 and A65. Increased peak hour traffic on other roads will have little effect on noise and pollution levels, but pedestrians will have crossing problems at busy times. Pedestrianisation and some planting possible at Hyde Park Corner.</p>	<p>Little change in noise and pollution levels on A660 and A65. Increased peak hour traffic on minor routes will have little effect on noise and pollution levels, but pedestrians will have problems crossing minor routes in the busiest periods.</p>
<p>Major changes in Headingley District Centre. Pedestrian crossings controlled and some vehicular turns banned at Hyde Park Corner. Increased use of minor roads could lead to more accidents.</p>	<p>No major changes on A660. Increased use of minor roads could lead to more accidents, particularly in the areas of Burley and Little Woodhouse where no improvements to the road network are proposed.</p>
<p>Balanced improvements on main routes into the city. This will assist the flow of buses and help reduce delays.</p>	<p>Balancing the A660 traffic in and out of the city will improve conditions for buses on this route. Buses will be adversely affected where increased traffic flow occurs on minor routes which have not been improved.</p>
<p>1.8 to 2.5 hectares of land including 4 residential, 4 to 18 commercial and no industrial properties.</p>	<p>1.2 hectares of land including 2 residential and no commercial or industrial properties.</p>
<p>£4.0m to 5.4m</p>	<p>£2.5m Plus</p>

EXISTING PROBLEMS

Traffic — The A660 (Otley Road, Headingley Lane and Woodhouse Lane) is busy throughout the day. Queues of traffic at the junctions cause delays for people, in cars and buses, on their way to and from work. Many drivers look for alternative roads to avoid the queues, which means that the minor roads between Kirkstall Road and Meanwood Road become busy with traffic which is avoiding the A660. Therefore, any proposals must take into account the effects upon all roads between Kirkstall Road and Meanwood Road.

Public Transport — Delays to buses, resulting in longer travelling times and disruption to services, occur in both directions on the A660, on Kirkstall Road at the approaches to the Bridge Road junction and along Burley Road at its junctions with Willow Road and the Inner Ring Road.

Safety — Three locations fall within the County Council's current list of 'sites for concern' — Clarendon Road junction, the West Park Ring Road roundabout and that section of the A660 between Shaw Lane and North Lane, where there is a high proportion of pedestrian accidents. Several requests have been received for pedestrian facilities at sites throughout the Corridor. Although Urban Traffic Control has improved pedestrian facilities, conditions are still far from ideal, with long waiting times for pedestrians.

Environment — Very poor conditions exist within the Headingley Shopping Centre and at Hyde Park Corner. These are caused by heavy traffic flows throughout the day which make it difficult to cross the road and create excessive noise. Poor conditions also exist on Kirkstall Road near the Haddon Road shops, on Meanwood Road north of Grove Lane, on Kirkstall Lane and along the Spenn Lane/Morris Lane route, particularly in the vicinity of Butcher Hill. A number of complaints have been received relating to localised problems of noise, severance and the need for improved pedestrian facilities within the Corridor as a whole.

THE PROPOSALS

If traffic within the A660 Corridor continues to increase as it has in the past, then the flow during the busiest hour of each weekday will increase by some 1,000 vehicles to 7,900 vehicles by the early 1990's. This increase takes account of likely land-use changes.

Failure to cater for this extra demand will result in increased delays to all traffic for a greater period of time and cause an overall deterioration in bus services, road safety and the environment.

Four alternative THEMES have been developed, each capable of carrying an extra 1,000 vehicles. Some carry most of the increase on the main radials whilst others rely more on the minor roads.

Each THEME is identified by a different colour. The broad effect of each THEME is shown in the leaflet and, on the other side of the leaflet, diagrams show the likely impact of the roadworks which would be required. The edges of the diagrams are coloured to show you which roadworks are included in each THEME.

It would be wasteful to provide for a lot of traffic at one place and then not provide for the same amount of traffic further down the road. It is therefore not possible to mix parts of one THEME with another. At some places, different ways of dealing with the same traffic flows have been devised; in the QUESTIONNAIRE you can indicate which one you prefer.