



A660

**Road
Proposals**



The present road

Otley Road is one of the principal radial routes from the central business and industrial areas of the City serving extensive residential areas to the north-west. Besides journeys between these areas, the road naturally caters for many short journey movements, some of which are cross-city movements via North Lane, Shaw Lane, Hyde Park and Clarendon Road. Rising car ownership has led to increased traffic and the result can be seen at the present time in the peak periods.

The fact that the A.660 passes through mainly residential areas with substantial school, University and shop frontage has meant that this increase has created considerable congestion and environmental conflict and this has obviously contributed to the high accident rate along the route. It can be expected that the periods of congestion will extend unless some improvements are made.

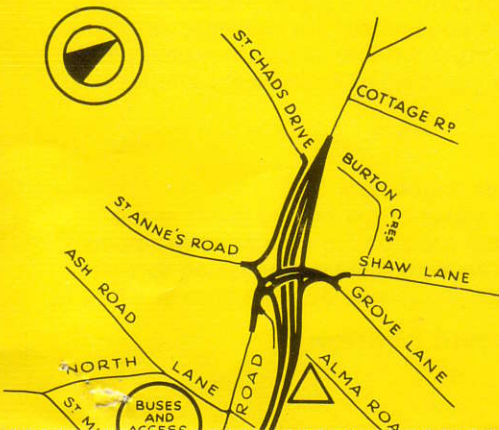
Alternative routes

Some twenty alternative routes have been considered but in the main are environmentally damaging or not attractive to traffic. The Council's suggestions make the best possible use of the alignment of the existing road.

Route policy

As the majority of vehicular movements along the A.660 are generated within the City Boundary, the Council intend to place the emphasis on the role of public transport. The present proposals give buses priority and include 'bus only' lanes.

The proposals



The A.660 North of Headingley

The capacity of the main road north of St Chad's Drive will be adequate for many years and there are no proposals to carry out major roadworks along this section of the route.

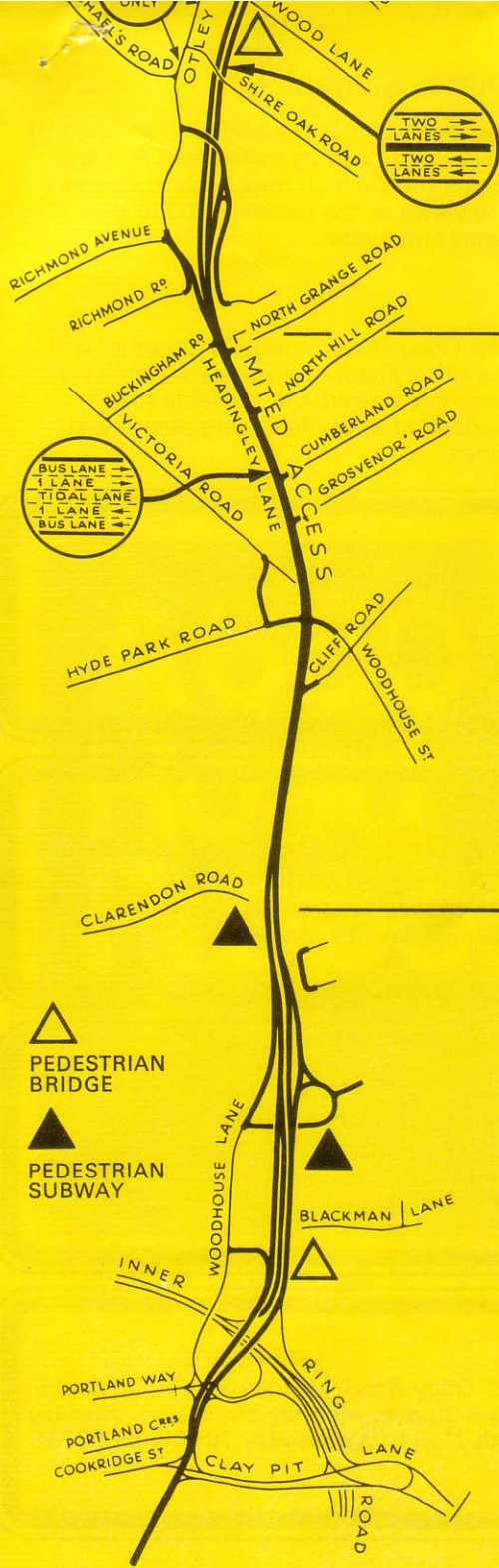
The Council have also declared their intention of opposing any connection between the A.660 and the proposed PUDSEY/DISHFORTH Motorway.

Headingley By-pass

(Buckingham Road to St Chad's Drive)

The By-pass (66 ft wide) will have dual two-lane carriageways running to the east of the existing Otley Road at the rear of the Arndale Centre and shopping area. The road will be entirely in cutting (up to 30 ft deep in places) and will pass 20 ft below Shaw Lane. Slip roads will be provided to the Shaw Lane junction which will be signal controlled and remain near its present level.

This will facilitate ease of movement for pedestrians. Wide footways at existing



ground level will enable pedestrians only to cross to Alma Road, Wood Lane and Shire Oak Street thus removing unwanted through traffic from this area. Vehicular access will still be possible from Otley Road to Shire Oak Road. The removal of most of the through traffic from Headingley Village will be further assured by the closing of Otley Road from North Lane to Shire Oak Road to all through traffic except for buses and servicing.

Headingley Lane Improvement
(Clarendon Road to Buckingham Road)

This section of the route will involve a widening along the existing alignment to provide five traffic lanes, each 11 ft wide. The nearside lanes will be for buses only and the centre lane will be 'tidal' (for southbound traffic during the morning peak hours and for northbound traffic during the evening peak hours). The Hyde Park junction will remain signal controlled, thus enabling pedestrians to cross at surface level. Elsewhere, pedestrian footbridges will be sited where required. Roads joining Headingley Lane will be given limited access, and an alternative means of serving these roads from the rear is being investigated. Except for a small area, adjacent to Raglan Road, trees on Woodhouse Moor will not be affected and the scheme will not impinge on existing open space.

Woodhouse Lane Diversion
(Upper North Street to Clarendon Road)

This section will provide dual two-lane carriageways to and from the central area with links to the Inner Ring Road. All through traffic except buses will be removed from the existing Woodhouse Lane near the University. A small interchange adjacent to the University will provide east/west access for local traffic and public transport. Pedestrian facilities will include a subway near St Mark's Street and a footbridge at Blackman Lane. Public transport will be given priority of movement and a southwards extension of the scheme will involve the provision of bus lanes between Claypit Lane and The Headrow.

Environmental considerations

Unwanted through traffic will be removed from :

- the University area
- Headingley Hill/Richmond Avenue area
- Headingley Shopping Centre
- Wood Lane, Alma Road and Burton Crescent
- Becketts Park area

These proposals cause least disturbance to :

- existing property
- open space
- trees
- general amenities

Putting the Headingley By-pass in cutting will :

- minimize noise nuisance
- alleviate visual intrusion

The inclusion of bus priority measures in these schemes will :

- reduce delays
- provide a regular and faster service (less waiting)
- encourage greater use of buses by commuters

Shopping will be more pleasant.
The safety of pedestrians — particularly children — will be improved.

Who to contact

The City Engineer and Surveyor's Department, 147 The Headrow, Leeds 1, or your Ward Councillors. Their names and addresses can be obtained from Branch Libraries or from the Civic Hall Information Centre (Telephone 31301, Extension 2012).

A. E. Naylor, M.Eng., C.Eng., M.I.C.E.,
M.I.Mun.E., M.Inst.H.E.,
City Engineer and Surveyor, Civic Hall,
Leeds, LS1 1UT.

Public opinion

Although formal objections to any part of the scheme will be considered at a later stage, the Council now wish to obtain the views of the people living in the areas concerned.

The Otley Road proposals, together with the other alternative routes which have been considered, are available for inspection at the following places and times :

City Engineer and Surveyor's Department,
147 The Headrow, Leeds 1 (8.20 a.m. to
12.30 p.m., 1.30 p.m. to 4.50 p.m.
Monday to Friday).

186 Woodhouse Lane
(Leeds Council of Social Services)
(10.30 a.m. to 8.00 p.m. Monday
5th March, Tuesday 6th March,
Wednesday 7th March 1973).

12 Hyde Park Corner (10.30 a.m. to
8.00 p.m. Monday 5th March, Tuesday
6th March, Wednesday 7th March 1973).

21 Otley Road, Headingley (10.30 a.m.
to 8.00 p.m. Monday 5th March, Tuesday
6th March, Wednesday 7th March 1973).