

## [<](#) **Home Proposals and survey**

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### **Proposals and survey**

# Introduction

We want to improve everyday life across the city, tackle climate change, and improve health and wellbeing. To help achieve this ambition, we are investing in transport infrastructure making Leeds safer for people walking, wheeling\* and cycling. This supports our [Transport Strategy](#) for Leeds to be “a city where you don’t need to own a car”, aiming to increase walking by 33% and cycling by 400% by 2030.

Our road safety investment aims to improve safety for all road users and will help support our [Leeds Safe Roads Vision Zero 2040 Strategy](#) - which aims to have zero deaths on Leeds roads by 2040.


By improving the design of our streets, people and communities will be put first, before vehicles. More space for people, and less for cars helps people feel safe travelling in greener, healthier ways.

*\*Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters, walking aids and travelling with a pram or pushchair*

The following pages show our plans to improve the A660, detailing existing issues, proposed improvements, and the benefits of making these changes.

Further details are shown in the subsequent pages that are split into sections:

- Section 1: A660 Otley Road from Alma Road to Shire Oak Road
- Section 2: A660 Otley Road/Headingley Lane, St Michael’s Road junction
- Section 3: A660 Headingley Lane from Spring Road to Grosvenor Road
- Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction

 **What is your email address?**





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- SECTION 8: CONTINUOUS CROSSINGS AT SIDE ROADS
- SECTION 9: Proposed segregated cycle path



Before you see the proposals and feedback, we would like to know how you use the area and the A660. Please answer the following questions before completing the survey.

### What is your connection to the area? (Select all that apply)

Select one or more options

I live here
  I work here
  I own a business here
  I commute through here

I do the school run here
  I visit here

[Add something else](#)

### How do you travel along this route?

Select one or more options

Car/van
  Motorcycle
  Bus
  Walking
  Wheeling
  Cycling

[Add something else](#)

## How would you like to travel along this route?

Select one or more options

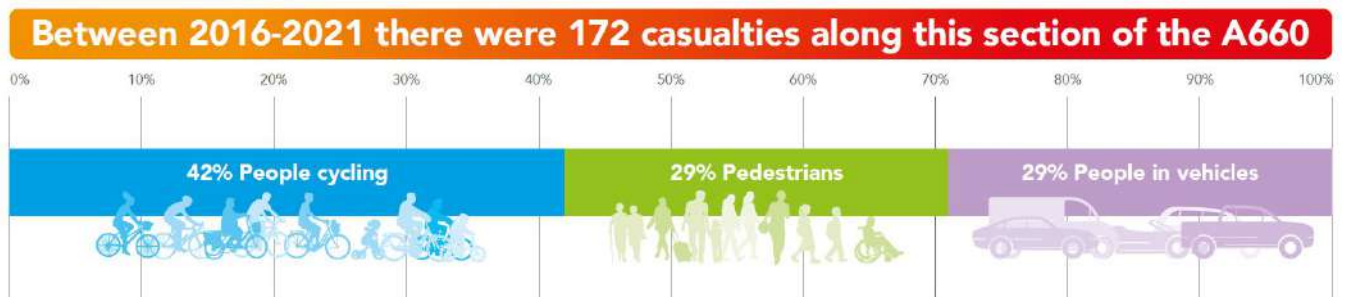
Car/van     Motorcycle     Bus     Walking     Wheeling     Cycling

 [Add something else](#)

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## Casualties along the route

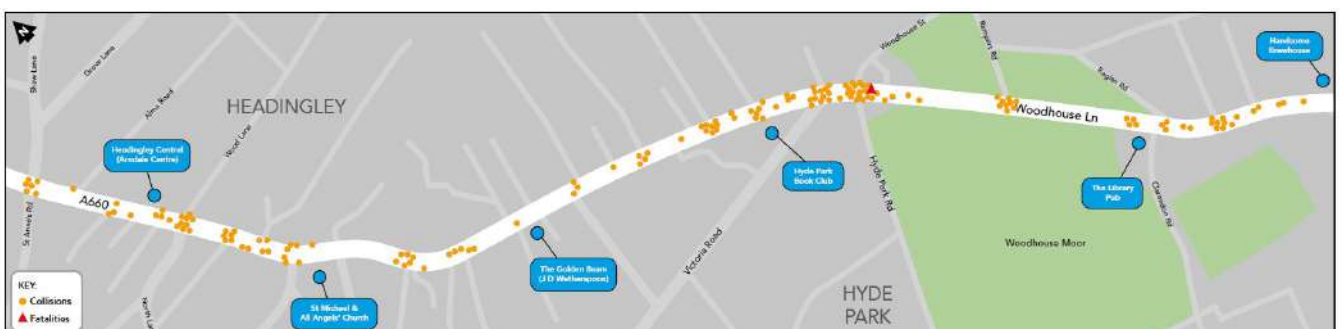
**A casualty is a person killed or injured in a collision**



Between 2016-2021 there were 172 casualties along this section of the A660:

- 42% involved people cycling
- 29% involved people walking or wheeling\*
- 29% involved people in motorised vehicles

Location of collisions along the route from January 2016 to December 2021 - a collision can involve multiple casualties:



*Pedestrian fatality occurred in 2018*

*\*Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters, walking aids and travelling with a pram or pushchair*

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## Survey

The survey has several sections showing our proposals. If you wish to feedback on all of our sections you can do so by clicking next at the bottom of this page. Alternatively you can skip to a specific section or group of sections by using these links:

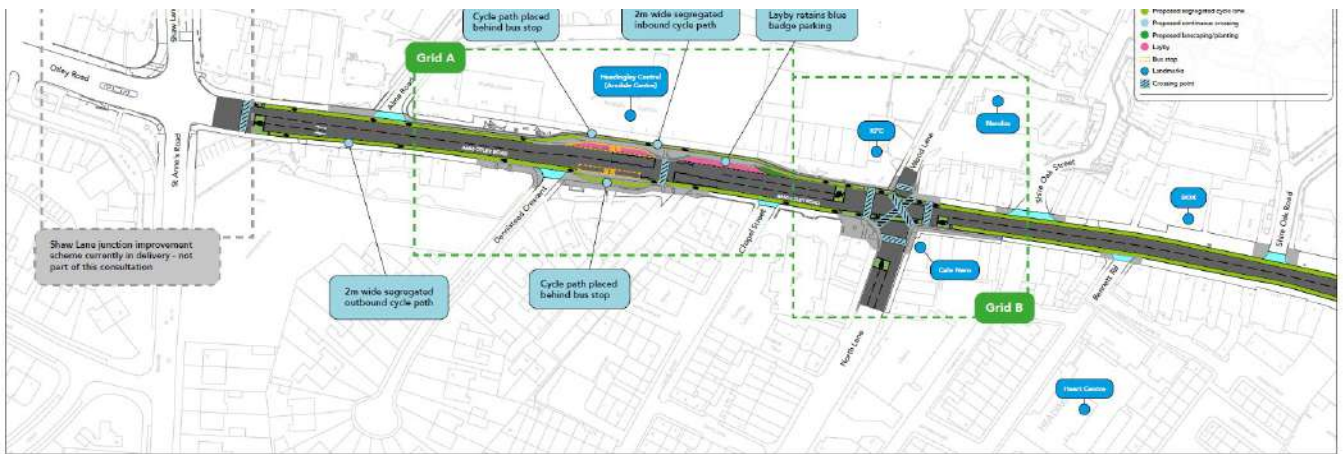
- [Section 1: A660 Otley Road from Alma Road to Shire Oak Road](#)
- [Section 2: A660 Otley Road/Headingley Lane, St Michael's Road junction](#)
- [Section 3: A660 Headingley Lane from Spring Road to Grosvenor Road](#)
- [Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction](#)
- [Section 5: A660 Woodhouse Lane, Hyde Park Road junction \(Hyde Park Corner\) to Cliff Road](#)
- [Section 6: A660 Woodhouse Lane, Rampart Road to Clarendon Road](#)
- [Section 7: A660 Woodhouse Lane from St Mark's Street to St Mark's Road](#)
- [Section 8: Continuous crossings at side roads](#)
- [Section 9: Proposed segregated cycle path](#)

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## Section 1: A660 Otley Road from Alma Road to Shire Oak Road





## Grid A

### Existing issues

- No dedicated space for people cycling
- Bus shelter restricts space for pedestrians
- Busy retail area with high footfall
- Hotspot for collisions

### Proposals

- Re-configure and make better use of the space and paving outside the front of Headingley Central
- Provide a segregated cycle path between the road and a path for people walking and wheeling
- Replace bus shelter with a flag stop, and use sheltered walkway of Headingley Central as a place to wait for buses
- Real-time information screens for bus times, placed under sheltered walkway
- Narrow the carriageway and reduce speed limit from 30mph to 20mph between Shaw Lane/St Anne's Road junction and St Michael's Road

### Benefits

- Safer for people walking, wheeling and cycling
- Fewer and less serious collisions
- Better layout and better use of space in front of Headingley Central
- People waiting for buses still have a shelter under the walkway of Headingley Central

### Trade-offs

- Slightly longer journey times for motorised vehicles due to lowered speed limit

- Bus users will wait under sheltered walkway instead of a dedicated bus shelter



*Headingley Central (Arndale Centre)*

## Grid A - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
Reconfigure the space outside Headingley Central to include a segregated path for people cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Replace bus shelter with flagpole and use sheltered walkway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Real-time information screens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Narrow the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the speed limit to 20mph	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Overall, how do you feel about our proposals in Grid A?



Negative

Positive

## Grid A - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

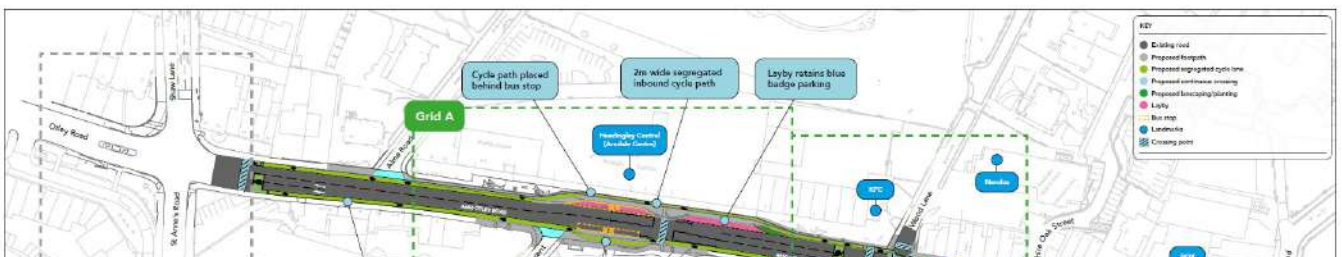
Worse for the environment

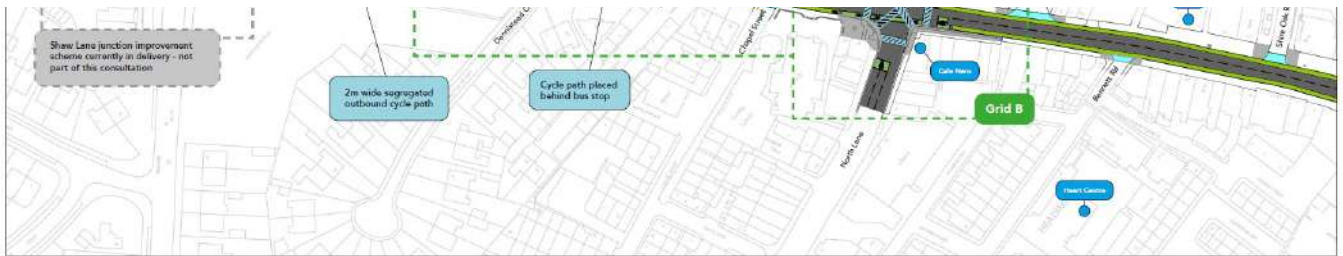
No improvement needed

Improvement not enough



Add something else





## Grid B

### Existing issues

- Busy junction with high footfall
- Hotspot for collisions – 13 collisions from January 2016 to December 2021
- People required to make two crossings at junction

### Proposals

- North Lane junction to remain signalised but with the addition of a diagonal-crossing
- Responsive crossing times for people that need longer to cross
- Priority green signal release at junction for people cycling
- Metal guard rails and concrete bollards removed

### Benefits

- A diagonal crossing allows people to cross in one movement instead of two
- Prioritises people over motorised vehicles
- People have adequate time to cross
- Safer for people cycling
- Removing guard rails and concrete bollards creates more space

### Trade-offs

- Possibly longer waiting times at traffic signals for motorised vehicles







*Example of diagonal crossing point*

## Grid B - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
Diagonal crossing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Responsive crossing times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Priority green signal for people cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guard rails and concrete bollards removed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Overall, how do you feel about our proposals in Grid B?



Negative

Positive

## Grid B - Why do you feel like this?

Select one or more options

Better for walking    Worse for walking    Better for wheeling    Worse for wheeling

Better for cycling    Worse for cycling    Better for car/taxi users

Worse for car/taxi users    Better for bus users    Worse for bus users

More accessible    Less accessible    Will reduce traffic congestion

Will increase traffic congestion    Will improve safety    Will make the area less safe

Better for the environment    Worse for the environment    No improvement needed

Improvement not enough

 Add something else

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## Section 2: A660 Otley Road/Headingley Lane, St Michael's Road junction





*Artist's impression*

## Grid C

### Existing issues

- Hotspot for collisions – 7 collisions from January 2016 to December 2021
- Vehicles rat-run along St. Michael's Road
- Vehicles turning right out of St. Michael's Road, onto A660 Otley Road, block outbound traffic

### Proposals

- Close St Michael's Road/A660 junction to motorised traffic preventing rat-running
- Create a space surrounding the War Memorial for benches, planting and possibly a rain garden
- Provide cycle parking
- Move existing bus stop from outside St. Michael and All Angels' Church to the new pedestrianised area on St. Michael's Road
- Upgraded, bus-responsive traffic signals
- Eight standard parking bays replaced with four blue badge parking bays and public space.

## Benefits

- Safer for all road users and pedestrians
- Buses will have a GPS tracker giving them priority at traffic lights
- More space at new bus stop location
- Safer and improved community space with opportunity to host events, markets etc
- Parking prioritised for people that have access needs.

## Trade-offs

- Possible longer journey times for rerouted motorised vehicles
- Removal of eight standard parking spaces
- St. Michael's Road is no longer a through road for motorised vehicles



*St Michael's Road/A660 junction*

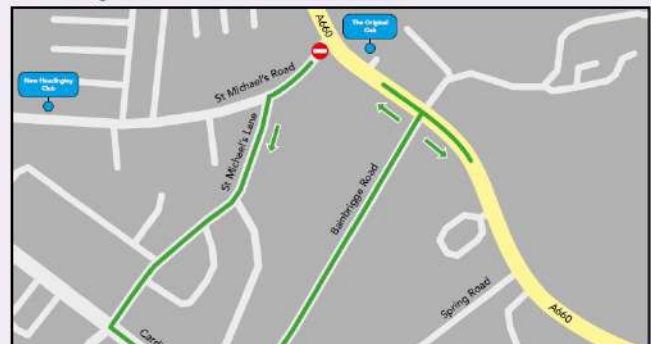
## Alternative routes

### St Michael's Road junction alternative routes

Accessing St Michael's Road from A660



Accessing A660 from St Michael's Road





## Grid C - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
Close St Michael's Road junction to motorised traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creation of public space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus stop relocated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus-responsive traffic signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8 standard parking bays replaced with 4 blue badge parking bays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Overall, how do you feel about our proposals in Grid C?



Negative

Positive

## Grid C - Why do you feel like this?

Select one or more options

Better for walking    Worse for walking    Better for wheeling    Worse for wheeling

Better for cycling    Worse for cycling    Better for car/taxi users

Worse for car/taxi users    Better for bus users    Worse for bus users

More accessible    Less accessible    Will reduce traffic congestion

Will increase traffic congestion    Will improve safety    Will make the area less safe

Better for the environment    Worse for the environment    No improvement needed

Improvement not enough

 Add something else

1/2

## Section 3: A660 Headingley Lane from Spring Road to Grosvenor Road





## Existing issues

- Narrow footpath
- Existing Wands and Orcas\* provide limited space and protection for people cycling
- Hotspot for casualties at side roads along this section of road
- Some outbound bus stops are infrequently used

## Proposals

- New bus stop with real-time information screens placed outside The Golden Beam (J D Wetherspoon). This will replace infrequently used bus stops on A660 Headingley Lane at North Grange Road, North Hill Road and Richmond Avenue junctions
- Remove pedestrian guard rails, islands and hatchings from centre of the A660 Headingley Lane to create more space for improvements, including wider footpaths

## Benefits

- More space for people walking, wheeling, and cycling
- Safer for people walking, wheeling, and cycling
- Relocated bus stop closer to more residents
- Relocated bus stop on a wider footpath and in a better lit area
- Faster bus journeys with fewer stops

## Trade-offs

- Some residents may have longer to walk to the bus stop





*\*Example of wands and orcas currently in place on parts of A660.*

### Section 3 - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
<b>New bus stop outside The Golden Beam to replace bus stops on A660 at North Grange Road, North Hill Road, Richmond Avenue junctions</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Pedestrian guard rails, islands and hatchings removed to create cycle path and widen footpath</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Overall, how do you feel about our proposals in Section 3?



Negative

Positive



## Section 3 - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

Worse for the environment

No improvement needed

Improvement not enough



Add something else

1/2

## Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction





*Artist's impression*

## Grid D

### Existing issues

- Hotspot for collisions – 13 collisions from January 2016 to December 2021
- Motorised vehicles rat-run along Regent Park Avenue
- Inadequate provision and unsafe for people cycling
- Narrow and damaged footpaths

### Proposals

- Close Regent Park Avenue junction to motorised traffic
- All arms of Victoria Road and A660 Headingley Lane junction signalised with crossings for people walking, wheeling, and cycling
- Create a dedicated lane for motorised vehicles turning left from A660 into Victoria Road
- People cycling outbound, across the arm of Victoria Road junction, to be given priority, whilst left-turning vehicles are held by signals to prevent collisions
- Create a public space and remove advertising billboards to create a more pleasant

environment

- Ban the right turn into Victoria Road
- Remove overgrown shrubs

## Benefits

- Enables signals to hold left-turning traffic into Victoria Road whilst keeping outbound traffic moving along the A660
- Improves safety for people walking, wheeling and cycling
- Improved community space, new planting and possibly a rain garden
- Reduces rat-running on Regent Park Avenue - a residential area
- Overgrown vegetation to be removed from space around advertising boards
- Damaged footpaths replaced and upgraded

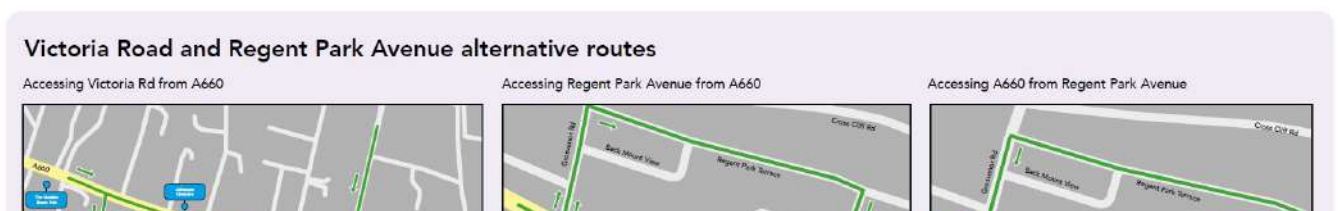
## Trade-offs

- Regent Park Avenue is no longer a through road for motorised vehicles
- Possibly longer waiting times at traffic signals



*New public space created with planting and landscaping*

## Alternative routes





## Grid D - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
<b>Regent Park Avenue junction closed to motorised traffic</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Signalised crossings at Victoria Road junction</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Dedicated left turn only lane into Victoria Road</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>People cycling given priority at Victoria Road junction</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Re-landscaped public space</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Ban right turn into Victoria Road</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Advertising boards to be removed</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Overgrown shrubs to be removed</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Overall, how do you feel about our proposals in Grid D?**



Negative

Positive

### Grid D - Why do you feel like this?

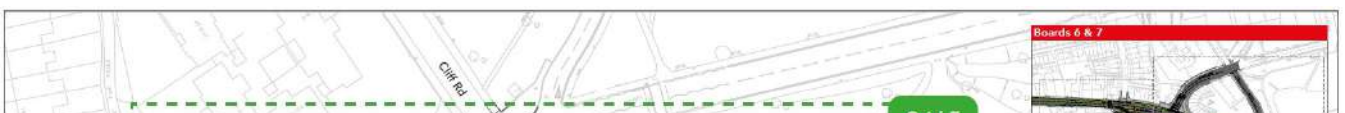
Select one or more options

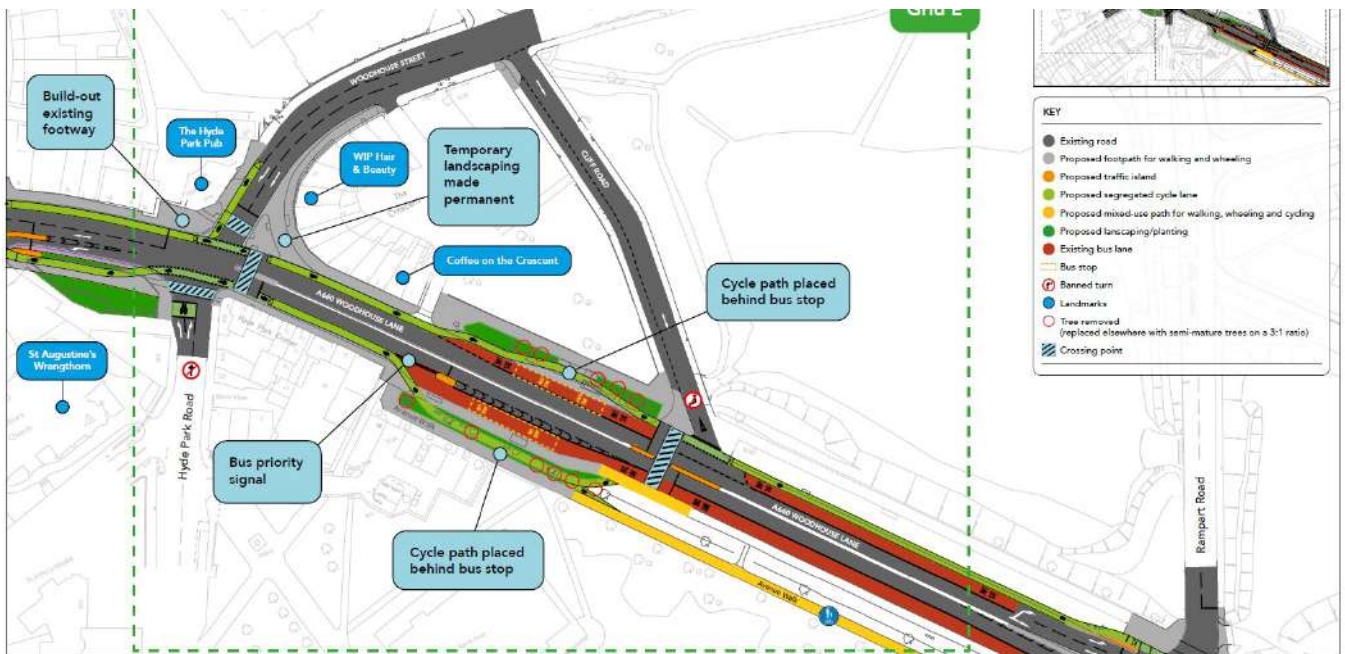
Better for walking	Worse for walking	Better for wheeling	Worse for wheeling
Better for cycling	Worse for cycling	Better for car/taxi users	
Worse for car/taxi users	Better for bus users	Worse for bus users	
More accessible	Less accessible	Will reduce traffic congestion	
Will increase traffic congestion	Will improve safety	Will make the area less safe	
Better for the environment	Worse for the environment	No improvement needed	
	Improvement not enough		

 [Add something else](#)

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## Section 5: A660 Woodhouse Lane, Hyde Park Road junction (Hyde Park Corner) to Cliff Road





## Grid E

### Existing issues

- Motorised vehicles are continuing to turn left from A660 Headingley Lane into Woodhouse Street despite this being a banned turn
- Hotspot for collisions – 18 collisions and **one pedestrian fatality** January 2016 to December 2021
- Inadequate provision and unsafe for people cycling
- Difficult for buses to re-join A660 Woodhouse Lane carriageway outbound after bus lane ends
- Difficult to cross the A660 Woodhouse Lane due to high volume of traffic, obstructive pedestrian guard rails and a lack of crossing facility

### Proposals

- Build-out existing footway on corner of Woodhouse Street/A660, directly outside The Hyde Park pub, so it's clearer to motorists this is an existing banned left turn
- Ban straight-ahead movement from Hyde Park Road to Woodhouse Street
- Cliff Road made one-way, with direction of travel from Woodhouse Street to Woodhouse Lane
- Ban right turn out of Cliff Road onto A660 Woodhouse Lane
- New signalised crossing between the bus shelter and Cliff Road
- Traffic signals placed on outbound bus lane of A660 Woodhouse Lane, giving buses priority
- Re-surface existing path (Avenue Walk) so people cycling can either use the bus lane or this path.

- Eleven trees removed to make space for improvements\*

## Benefits

- Safer for people walking, wheeling, and cycling
- Easier to cross the road
- Wider footpaths
- Improved public space
- Fewer motorised vehicles rat-running through residential streets
- Improved journey times along the A660 from fewer movements at traffic signals
- Buses will have a GPS tracker giving them priority at traffic lights
- Increase in tree planting in the area

## Trade-offs

- Eleven trees removed
- Possible impact to grass verge
- Bus lane reduced to 3m
- Possible longer journey times for rerouted motorised vehicles
- Banned straight ahead movement from Hyde Park Road to Woodhouse Street for motorised vehicles
- Banned right turn out of Cliff Road onto A660 Woodhouse Lane
- Cliff Road becomes one way

\*A qualified arborist has carried out a complete arboricultural tree survey of the 73 trees along this section of the A660. Where possible we have sought to avoid impacting any trees however, these plans would impact 11 semi-mature trees. Varieties impacted include Oak, Lime and Sycamore - two are rated good quality with the remaining nine rated low quality.

All these trees were found to have a mixture of issues, including squirrel damage, soil compaction, root disturbance, close proximity to a bus shelter, girdling roots, or in a general poor condition.

So that we can improve the design of our streets and make them wider and safer, we need to put people first. To achieve this along the A660, and particularly at this section of road where there is a high footfall of school students, we would need to remove these trees. Relocating the trees would not be possible due to the issues listed above.

However, our policy is to **replace every tree removed with a 3:1 semi-mature ratio.**





Hyde Park Road/A660 junction

## Alternative routes



## Grid E - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
<b>Build out existing footway on corner of Woodhouse Street</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Ban straight ahead movement from Hyde Park Road to Woodhouse Street</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Cliff Road made one-way</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Ban right turn out of Cliff Road</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



	Very negative	Negative	Neutral	Positive	Very Positive
New signalised crossing between the bus shelter and Cliff Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus priority signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11 trees removed and replaced	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Overall, how do you feel about our proposals in Grid E?



Negative

Positive

### Grid E - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

Worse for the environment

No improvement needed

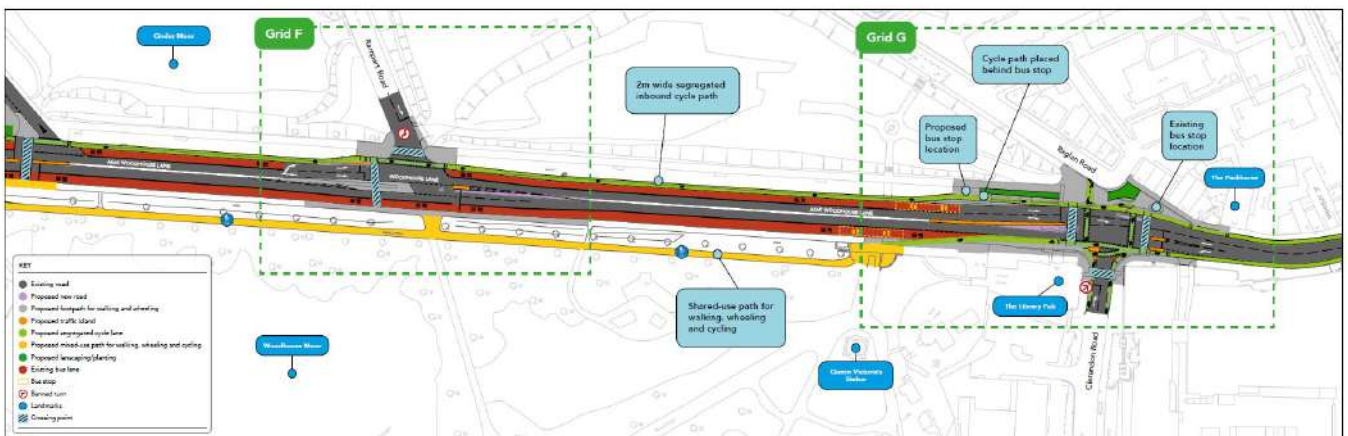
Improvement not enough

 Add something else

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## Section 6: A660 Woodhouse Lane, Rampart Road to Clarendon Road



### Grid F

#### Existing issues

- Difficult to cross the A660 Woodhouse Lane due to high volume of traffic and lack of crossing facility
- Hotspot for collisions – 9 collisions from January 2016 to December 2021
- People cycling share space with buses

#### Proposals

- New signalised crossing on A660 Woodhouse Lane between Woodhouse Moor and Rampart Road
- Responsive crossing times for people that need longer to cross
- Ban right turn out of Rampart Road
- Resurface existing path (Avenue Walk). People cycling can either use the bus lane

or this path

## Benefits

- Safer for people walking, wheeling and cycling
- Easier to cross the road
- Alternative option for people cycling, away from road
- Improves connectivity for people walking and wheeling between Woodhouse Moor and Cinder Moor

## Trade-offs

- Possible longer journey times for rerouted motorised vehicles
- People walking, wheeling and cycling share the path along Avenue Walk

## Alternative routes

### Rampart Road and Clarendon Road alternative routes

Accessing A660 Headingley Lane from Rampart Road



Accessing A660 Headingley Lane from Clarendon Road



## Grid F - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
New signalised crossing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Responsive crossing times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ban right turn out of Rampart Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Resurface Avenue Walk path	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Make Avenue Walk path shared use for people walking, wheeling and cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Overall, how do you feel about our proposals in Grid F?



Negative

Positive

### Grid F - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

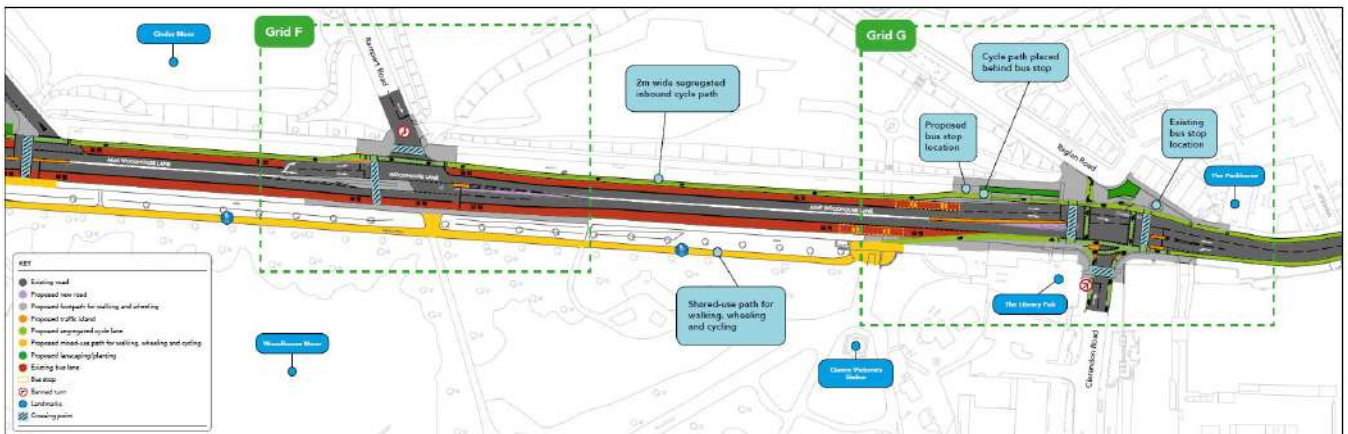
Worse for the environment

No improvement needed

Improvement not enough

 Add something else

## Grid G



*Artist's impression*

### Existing issues

- Hotspot for collisions – 7 collisions from January 2016 to December 2021

- Difficult for buses to re-join A660 Woodhouse Lane carriageway inbound
- Difficult to cross the A660 Woodhouse Lane due to high volume of traffic and lack of crossing facility
- High footfall with students travelling to university campus

## Proposals

- New signalised crossing on A660 Woodhouse Lane east of Clarendon Road junction
- Ban left turn out of Clarendon Road
- New signalised crossing for people cycling between Raglan Road and Clarendon Road
- Existing bus stop relocated to other side of the junction (west)
- Improved landscaping to replace concrete planters
- Responsive crossing times for people that need longer to cross

## Benefits

- Safer for people walking, wheeling, and cycling
- More spacious bus stop and waiting facility by relocating bus stop
- Improved journey times for buses
- Improved planting and landscaping
- More pleasant environment
- Improves connectivity for people cycling between Clarendon Road and Raglan Road

## Trade-offs

- Banned left turn out of Clarendon Road onto A660 Woodhouse Lane for motorised vehicles
- Possible longer journey times for rerouted motorised vehicles

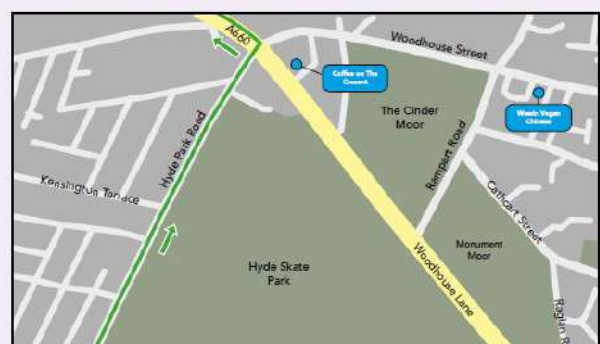
## Alternative routes

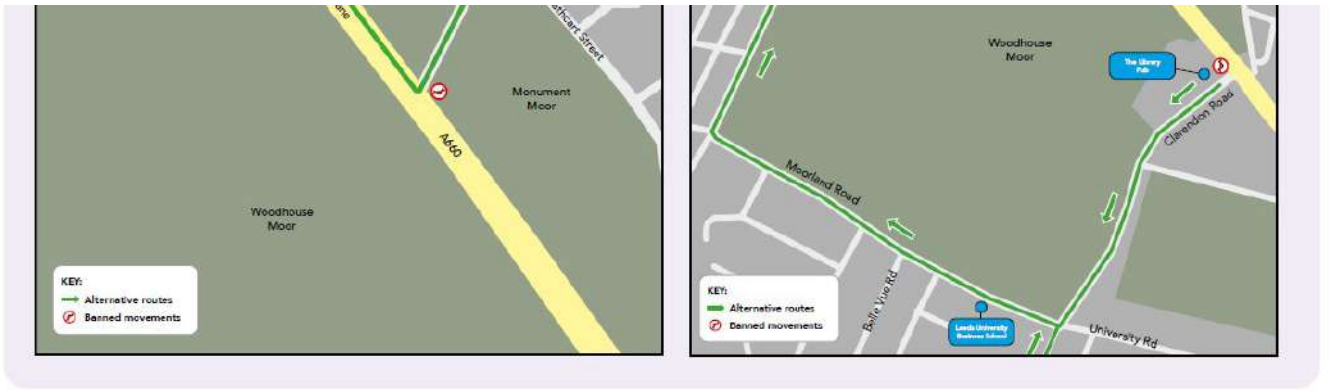
### Rampart Road and Clarendon Road alternative routes

Accessing A660 Headingley Lane from Rampart Road



Accessing A660 Headingley Lane from Clarendon Road





## Grid G - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
<b>New signalised crossing east of Clarendon Road junction</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Ban left turn out of Clarendon Road</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>New signalised crossing for people cycling</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Bus stop relocated to other side of junction</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Improved landscaping</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Responsive crossing times</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**Overall, how do you feel about our proposals in Grid G?**



### Grid G - Why do you feel like this?

Select one or more options

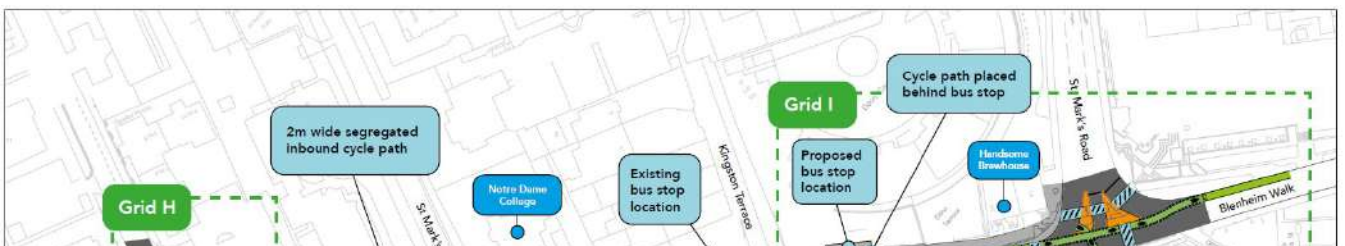
Better for walking	Worse for walking	Better for wheeling	Worse for wheeling
Better for cycling	Worse for cycling	Better for car/taxi users	
Worse for car/taxi users	Better for bus users	Worse for bus users	
More accessible	Less accessible	Will reduce traffic congestion	
Will increase traffic congestion	Will improve safety	Will make the area less safe	
Better for the environment	Worse for the environment	No improvement needed	
Improvement not enough			

 [Add something else](#)

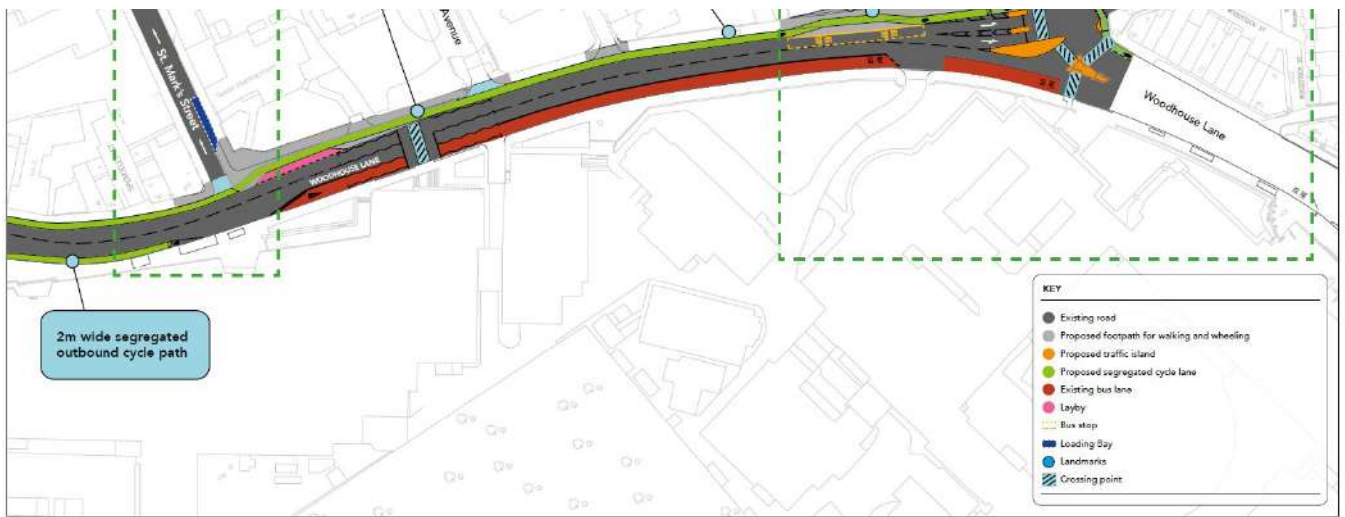
1/2

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## Section 7: A660 Woodhouse Lane from St Mark's Street to St Mark's Road







## Grid H

### Existing issues

- Hotspot for collisions – 9 collisions from January 2016 to December 2021
- High footfall with narrow footpaths
- Motorised vehicles rat-run along St Mark's Street
- Lack of dedicated space for deliveries to local businesses

### Proposals

- Make St Mark's Street one-way from A660 Woodhouse Lane
- New loading bay on St Mark's Street for local businesses
- Widen footpaths

### Benefits

- Safer for people walking, wheeling, and cycling
- Dedicated loading bay for deliveries
- Reduces rat-running on St Mark's Street

### Trade-offs

- St Mark's Street becomes one way
- Possible longer journey times for rerouted motorised vehicles





*St Mark's Street junction*

### Grid H - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
Make St Mark's Street one-way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New loading bay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Widen footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Overall, how do you feel about our proposals in Grid H?



Negative

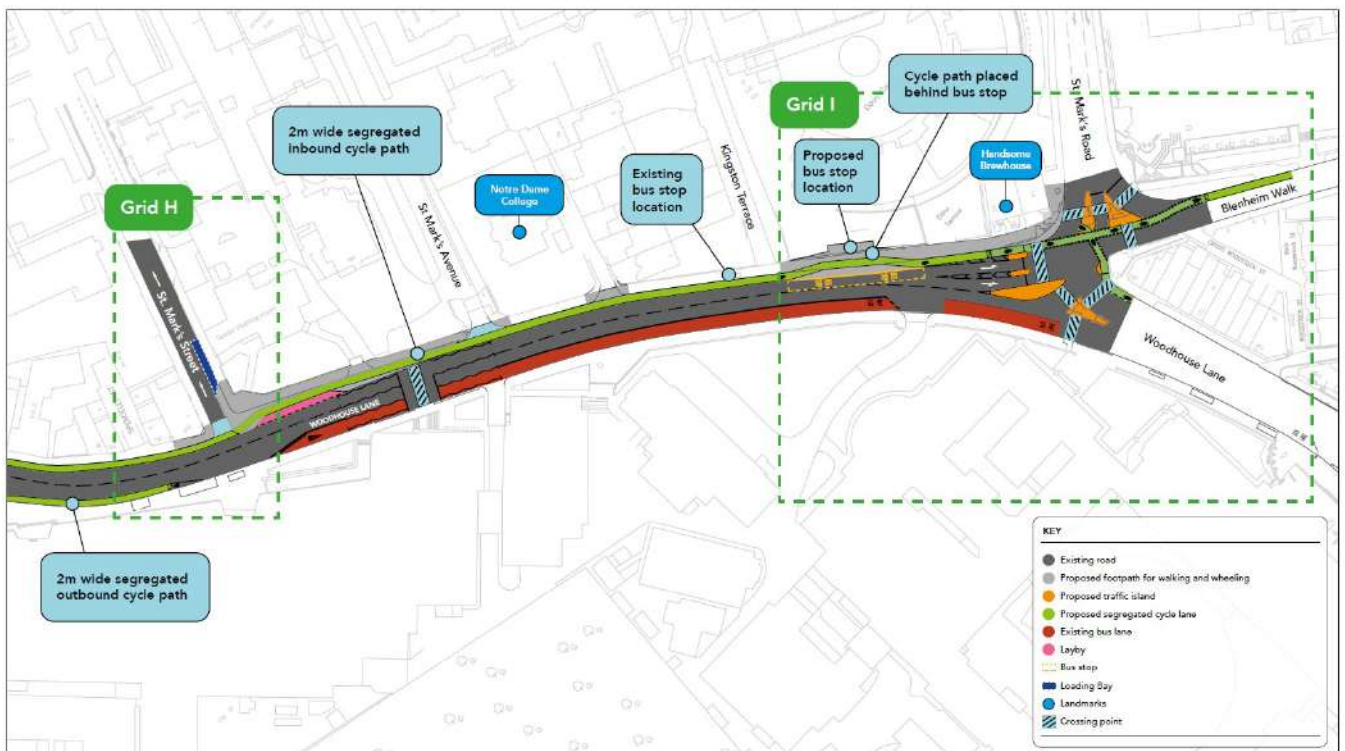
Positive

# Grid H - Why do you feel like this?

Select one or more options

Better for walking	Worse for walking	Better for wheeling	Worse for wheeling
Better for cycling	Worse for cycling	Better for car/taxi users	
Worse for car/taxi users	Better for bus users	Worse for bus users	
More accessible	Less accessible	Will reduce traffic congestion	
Will increase traffic congestion	Will improve safety	Will make the area less safe	
Better for the environment	Worse for the environment	No improvement needed	
Improvement not enough			

 Add something else



# Grid I

## Existing issues

- Congested bus stop, especially at peak times with students from Notre Dame College
- Narrow footpath doesn't allow enough space for people waiting
- People walking and wheeling forced onto cycle path and carriageway
- Inadequate provision and unsafe for people cycling at Woodhouse Lane junction

## Proposals

- Relocate bus stop closer towards traffic signals, by Handsome Brewhouse, where footpath is wider
- People cycling inbound, across the arm of St Mark's Road junction, given priority, whilst left-turning vehicles are held by signals to prevent collisions
- Segregated cycle paths help people cycling turn right at the junction, towards the Parkinson Building
- Increase the size of pedestrian waiting islands
- All movements retained but existing three lanes become two lanes:
  - left turn only
  - straight ahead with right turn

## Benefits

- Safer for people using the bus stop
- Safer for people walking, wheeling, and cycling
- More space for people waiting at bus stop
- Cyclists able to turn right safely towards Parkinson Building

## Trade-offs

- Some people might have longer to walk to their nearest bus stop
- Possibly longer waiting times at traffic signals





*Inadequate space for people using bus stop*



*St Mark's Road/A660 junction*

## Grid I - How do you feel about the following?

Turn your device horizontal - for a better experience

	Very negative	Negative	Neutral	Positive	Very Positive
<b>Bus stop relocated to wider footpath</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>People cycling given priority at St Mark's Road junction</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very negative	Negative	Neutral	Positive	Very Positive
Segregated cycle paths allowing cyclists to turn right towards the Parkinson Building	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase size of pedestrian waiting islands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Existing three lanes to become two	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### Overall, how do you feel about our proposals in Grid I?



Negative

Positive

### Grid I - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

Worse for the environment

No improvement needed

Improvement not enough

 [Add something else](#)

1/2

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## Section 8: Continuous crossings at side roads

Continuous crossings extend the pavement across a side road, making crossing the road easier. They are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to people walking, wheeling and cycling.

### Existing issues

- Despite recent changes to the Highway Code, motorised vehicles don't always give way to pedestrians.
- 172 casualties including one pedestrian fatality between 2016-2021 along this section of the A660.
- Busy commercial centres and densely populated areas along the route with motorised vehicles prioritised over people walking, wheeling and cycling

### Proposal

- Add continuous crossings to the following side roads along the A660:
  - Alma Road
  - Dennistead Crescent
  - Chapel Street
  - Shire Oak Street
  - Bennett Road
  - Shire Oak Road
  - Bainbrigge Road
  - Spring Road
  - Springbank Crescent

- Richmond Avenue
- Oakfield
- Richmond Road
- The Poplars
- Orville Gardens
- Buckingham Road
- North Grange Road
- North Hill Road
- Ashwood Villas
- Cumberland Road
- Grosvenor Road
- St Mark's Street
- St. Mark's Avenue

## Benefits

- Research shows motorised vehicles more likely to give way to people walking and wheeling when turning into a side road
- Slows motorised vehicles down
- Safer for all people walking and wheeling
- No need for dropped kerbs so making it easier for people wheeling (pushchairs and wheelchairs in particular)
- Fewer collisions



*Example of continuous crossing. Image credit: Camden Cyclists*



## How do you feel about our proposals for continuous crossings at junctions along the route?



Negative

Positive

### Section 8 - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

Worse for the environment

No improvement needed

Improvement not enough



[Add something else](#)

1/2

## Section 9: Proposed segregated cycle path

The A660 is a main road into and out of the city centre for motorised vehicles and

people who walk, wheel or cycle, as well as a popular route for students living in the area accessing university and college campuses. It is one of the busiest cycle routes in Leeds with over 1,000 cyclists using it daily, however, it suffers from a high casualty rate with 172 casualties happening along this road during 2016-2021.

### **Existing issues**

- No dedicated space for people cycling
- Unsafe for people cycling

### **Proposals**

- Two-metre segregated cycle path inbound and outbound along most of the route

### **Benefits**

- Connects with the Shaw Lane junction improvement scheme, currently in delivery
- Segregated space for people cycling
- Safer for people cycling

### **Trade-offs**

- Narrower carriageway



*Example of a segregated cycle path*

**How do you feel about our proposals for segregated cycle paths along the**

route?



Negative

Positive

### Section 9 - Why do you feel like this?

Select one or more options

Better for walking

Worse for walking

Better for wheeling

Worse for wheeling

Better for cycling

Worse for cycling

Better for car/taxi users

Worse for car/taxi users

Better for bus users

Worse for bus users

More accessible

Less accessible

Will reduce traffic congestion

Will increase traffic congestion

Will improve safety

Will make the area less safe

Better for the environment

Worse for the environment

No improvement needed

Improvement not enough



Add something else

### How do you feel about our proposals overall?



Negative

Positive

**If you have any other comments or feedback about our proposals, please use the space below:**

Type your response here

**Overall, please rate how easy this survey was to understand?**

**1**

**2**

**3**

**4**

**5**

Very hard to understand

Very easy to understand