

**ROUNHAY ROAD
HIGHWAY IMPROVEMENT
PROPOSALS**

**PUBLIC ENGAGEMENT
REPORT**

May 2012



**Leeds City Council
Highways and Transportation
Highway Design and Construction**

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1 Introduction

1.1 Leeds City Council is proposing to make changes to Roundhay Road between Gledhow Road and Harehills Road to improve road safety, assist public transport, cyclists and pedestrians; and support local needs to improve safety for all road users

Draft scheme proposals to make these improvements have been developed and the City Council wants to know the views of local people and those who use Roundhay Road.

1.2 On 4 October 2011 the Chief Officer (Highways and Transportation) gave approval to hold a public engagement exercise in connection with Highway Improvement Proposals for Roundhay Road. This was then undertaken during October and November 2011.

1.3 The main features of the proposals are:

- An outbound bus/cycle lane from 119 Roundhay Road to just short of Shepherd's Lane. This would operate in the PM peak only.
- Signalisation of the Shepherd's Lane junction (this includes pedestrian facilities and so supersedes one of the existing Pelicans). This will require turning restrictions on some side roads and new No Waiting/No Loading restrictions to protect this junction.
- Conversion of the Pelican near Banstead Terrace to a Toucan Crossing. This is to provide a convenient link between the less busy roads either side of Roundhay Road for pedestrians and cyclists.
- Ensuring sufficient length of 2 lanes of traffic on the approach to signalised junctions to maintain their capacity.
- Other minor measures to assist pedestrians such as central refuges and a number of kerb build-outs.

1.4 The scheme is an optimal combination of the competing needs to improve road safety, improved pedestrian facilities, formalising traffic lanes, maintaining traffic capacity at key junctions, and providing bus/cycle priority provision in the outbound direction.

1.5 Appendix 1 contains a plan showing the proposed scheme. The plan can also be viewed on-line at [http://www.leeds.gov.uk/files/Internet2007/2011/42/plan1-october2011\(1\).pdf](http://www.leeds.gov.uk/files/Internet2007/2011/42/plan1-october2011(1).pdf).

1.6 Full details of the Chief Officer's decision and the rationale behind it can be found at <http://democracy.leeds.gov.uk/ieDecisionDetails.aspx?ID=38566>.

1.7 This report describes in detail the methodology and results of the public engagement exercise.

1.8 The results of the public consultation indicates support for the proposals in general with some further investigations and localised consultation required.

2 Methodology

2.1 The engagement exercise was centred around a 10 page, A5 size leaflet comprising:

- Two pages of text describing the proposals.
- An overview plan of the area affected.
- A detailed plan of the proposals extending over 3 pages.
- A four page questionnaire (1 page consisting of the Freepost address).

2.2 The leaflet can be viewed on-line at:

<http://www.leeds.gov.uk/files/Internet2007/2011/42/roundhay%20rd%20leaflet.pdf>.

2.3 The leaflet was distributed to:

- Local properties within the area shown in figure 1.
- Drivers of vehicles passing along the A58.
- A variety of local facilities such as libraries and places of worship.
- To passengers on buses passing along the A58.
- To pedestrians in the local shopping centre around the A58.
- The leaflet was also available on-line (link as above). The questionnaire could also be completed on-line.

2.4 A request had been made in July 2011 to the Area Management office for details of any local groups that could be consulted about the proposals. Following which the provision of leaflets to local places of worship, libraries and local centres was considered a reasonable attempt to reach groups who were not reached by other methods of distribution.

2.5 A public consultation exhibition was arranged for 2 November 2011 at The Compton Centre on Harehills Lane where staff were available to discuss the proposals in detail. A further request was made for a similar exhibition to be held at The Bangladeshi Centre on Roundhay Road, which was subsequently held on the 8 December 2011.

2.6 Appendix 2 gives further details, the dates actions were carried out, and the numbers of leaflets distributed.

2.7 The scheme was also promoted using new innovative road signing to inform all road users (local and non-local). Where the consultation website and highways call centre telephone number were displayed. See Appendix 4 for details.

Equality monitoring

2.8 The questionnaire included the following questions related to equality:

- Gender
- Age
- Ethnic group
- Whether respondent had a disability/illness that affects travel
- Number household cars/vans

2.9 The standard LCC equality monitoring form includes a larger range of questions. The standard form was not used because:

- The form comprises two sides of A4. This was greater than the total space available for all questions – three sides of A5. Therefore, a screening of the standard questions was undertaken after which only relevant questions were incorporated.
- The gender/age/ethnic origin questions would provide sufficient information to decide whether a representative cross-section of the local community had been reached.

2.10 The standard question on disability was amended to simply cover whether the respondent had an illness or disability that affected how they travel. No details were asked for.

2.11 The question about household car/van ownership has no counterpart on the standard form. For a transport-related scheme the issue of vehicle availability is relevant as it can have a significant effect on whether individuals can access services as well as work and leisure opportunities.

3 Results – sampling and equality issues

3.1 Local and non-local responses

3.1.1 Returns were classified as local or non-local. The area indicated in Appendix 3 is classed as local users and leaflets were hand delivered to these properties. The local area approximates very closely to the Harehills Triangle area used for analysis of Census data. Rather than commission a new time-consuming analysis of Census data, issues such as age, gender, etc. have been compared to:

- Harehills Triangle for local responses.
- Leeds District for non-local responses.

3.1.2 It should be noted that all Census results are from 2001, as the 2011 results are not yet available.

3.1.3 Any questionnaires without a postcode were classified as non-local (13 out of 377 total respondents).

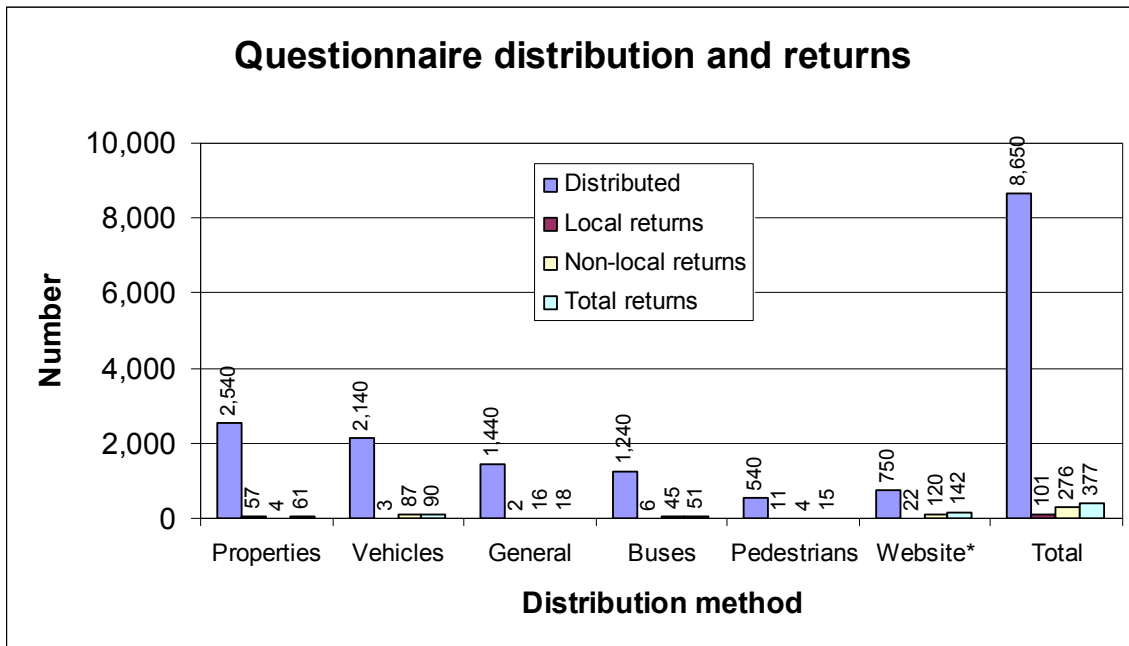
3.1.4 The following table summarises the home postcodes of respondents:

Postcode	Area	Number
Various LS7 4xx, LS8 4xx, and LS8 5xx postcodes	Area shown in figure 1, roughly coincides with Harehills Triangle.	101
LS1	City Centre	1
LS2	City Centre (N)	1
LS4	Burley	2
LS6	Headingley	3
LS7 (unless classed as local)	Chapel Allerton, Meanwood	10
LS8 (unless classed as local)	Roundhay/ Harehills	155
LS9	City and Hunslet	3
LS10	Middleton	4
LS11	Beeston	1
LS12	Armley/Wortley	2
LS13	Bramley	1
LS14	Seacroft/Thorer	25
LS15	Seacroft/Scholes	1
LS17	Moortown/Alwoodley	19
LS19	Guiseley/Yeadon	1
LS21	Otley	1
LS22	Wetherby	7
LS23	Boston Spa	7
LS26	Rothwell/Swillington	2
LS27	Morley	2
LS28	Pudsey	1
BD	Bradford	1
HG	Harrogate	4
TS	Stockton-on-Tees	1
WF	Wakefield	4
YO	York	4
Not specified		13
Total		377

- Local people represent 26.8% of the total returns.
- People from elsewhere in Leeds account for 66.0% of total returns.
- People from outside Leeds or who did not provide a postcode represent 7.2% of total returns.

3.2 Questionnaires distributed and returned

3.2.1 The below shows the number of questionnaires distributed and returned.



* For the website the “distributed” figure is the number of unique users (hits).

3.2.2 A more detailed discussion of the returns is included in the table below:

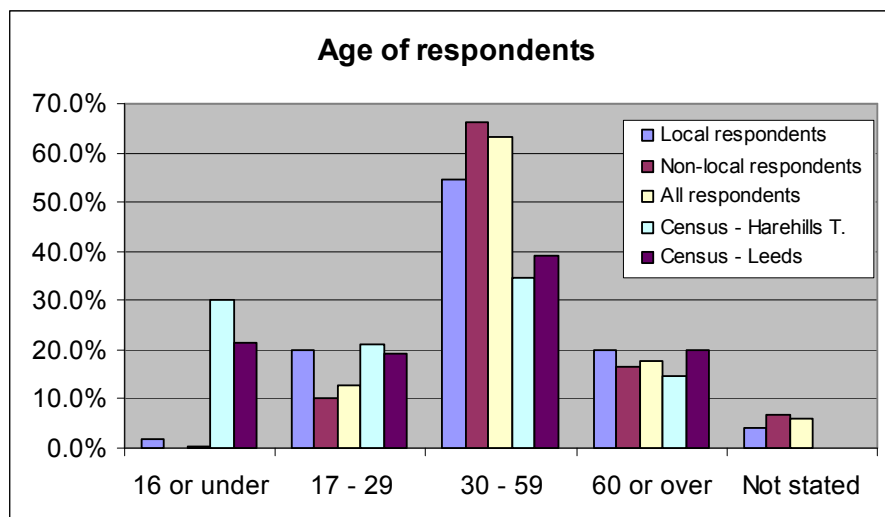
Category	Distributed	Returns*	Comments
Properties	2,540	Local 57 (2.2%) Non-local 4 (0.2%) Total 61 (2.4%)	In principle these should all be local returns. A few leaflets appear to have been passed outside the area.
Vehicles	2,140	Local 3 (0.1%) Non-local 87 (4.1%) Total 90 (4.2%)	Very few local returns – probably because any local person given a leaflet on the street and who wished to respond did so by other means.
General	1,440	Local 2 (0.1%) Non-local 16 (1.1%) Total 18 (1.3%)	This covered a variety of community facilities – see Appendix 2 for list.
Buses	1,240	Local 6 (0.5%) Non-local 45 (3.6%) Total 51 (4.1%)	Very few local returns – probably because any local person given a leaflet on a bus and who wished to respond did so by other means.

Category	Distributed	Returns*	Comments
Pedestrians	540	Local 11 (2.0%) Non-local 4 (0.7%) Total 15 (2.8%)	In principle this category would have been distributed mainly to local people – the relative results agree with this. Low returns are probably because any local person given a leaflet on the street and who wished to respond did so by other means.
Website	750 (Unique web site visits)	Local 22 (2.9%) Non-local 120 (16.0%) Total 142 (18.9%)	The rate of website returns was much higher than any other type. There was also an additional 29 users who started the questionnaire but did not provide enough information to be valid.
Total	8,650	Local 101 (1.2%) Non-local 276 (3.2%) Total 377 (4.4%)	Overall non-local returns are at nearly three times the rate of local returns. Most return rates are low.

* % are relative to the number of questionnaire distributed by each method.

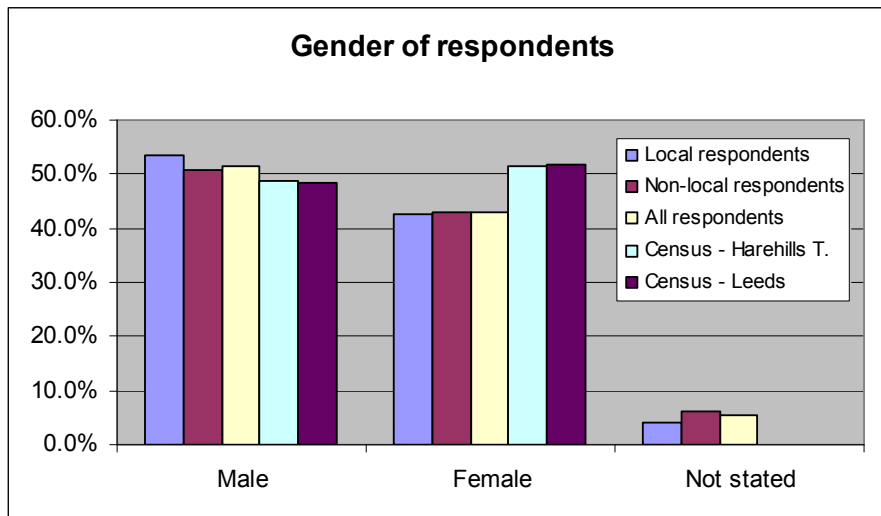
3.2.3 Further investigation is required to identify methods of obtaining better response rates for future projects.

3.3 Age of respondents



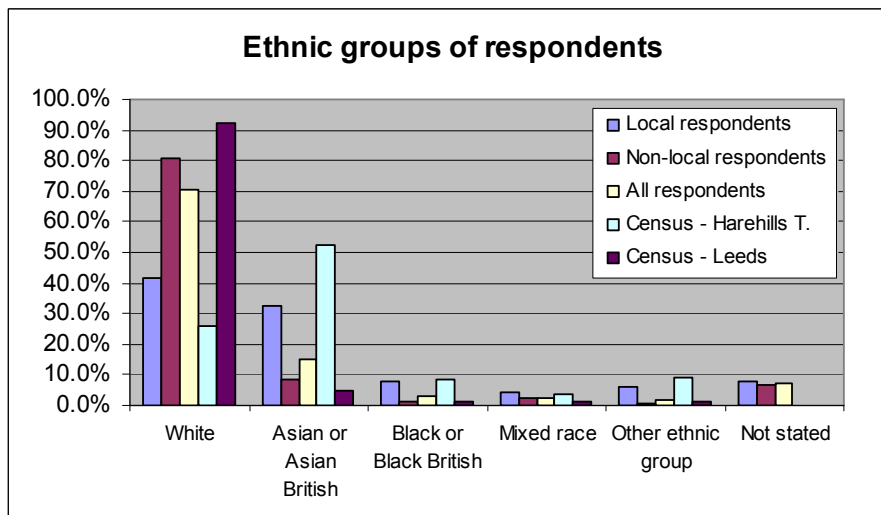
- Among both locals and non-locals people in the age range 30-59 accounted for over half of returns although they constitute only around 35-40% of the population.
- As expected very few people under 17 responded.
- People aged 60 or over responded roughly in line with expectations.
- Locally, people aged 17-29 responded roughly in line with expectations.

3.4 Gender of respondents



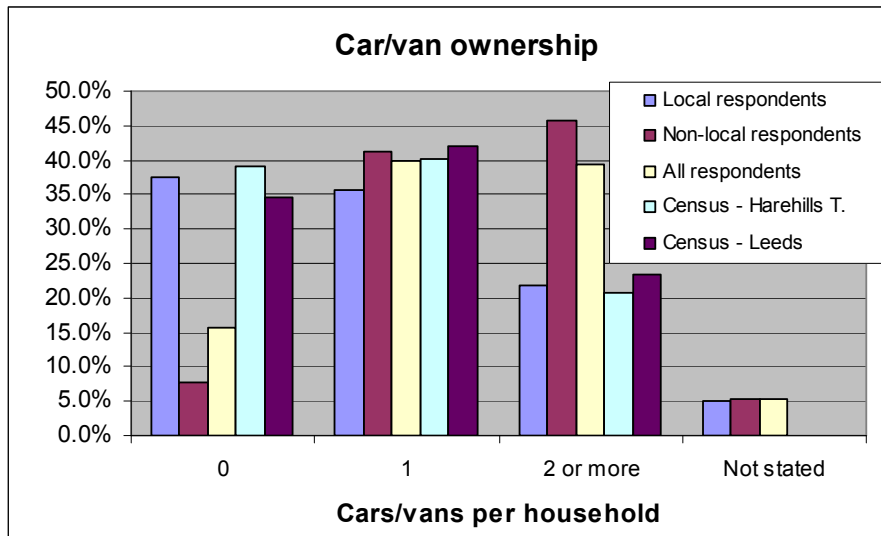
- Both locally and non-locally male respondents accounted for a little over 50% of the returns, even though in both cases females slightly outnumber males.

3.5 Ethnic origin of respondents



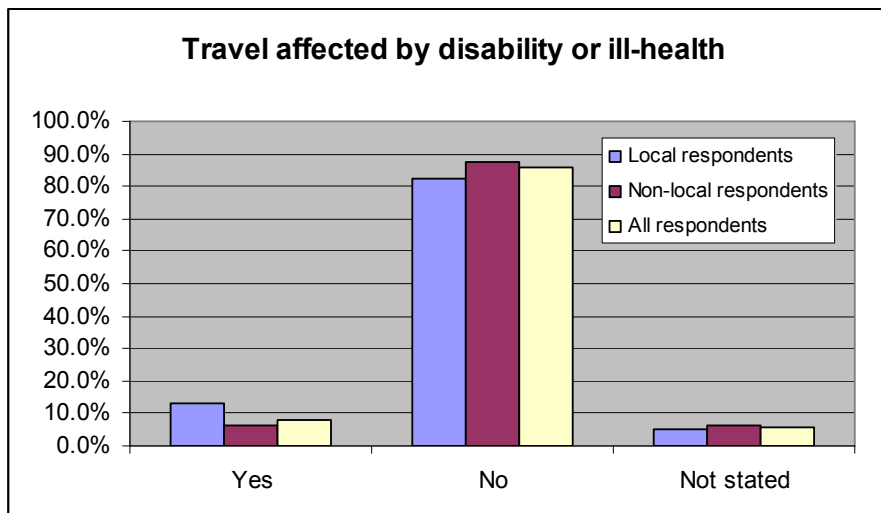
- Locally, White people responded at a higher rate than their neighbourhood presence, and Asian/Asian British people responded at a lower rate.
- Non-locally, White people responded at a slightly lower rate than their proportion of the Leeds population, and Asian/Asian British people responded at a slightly higher rate.

3.6 Household car/van availability



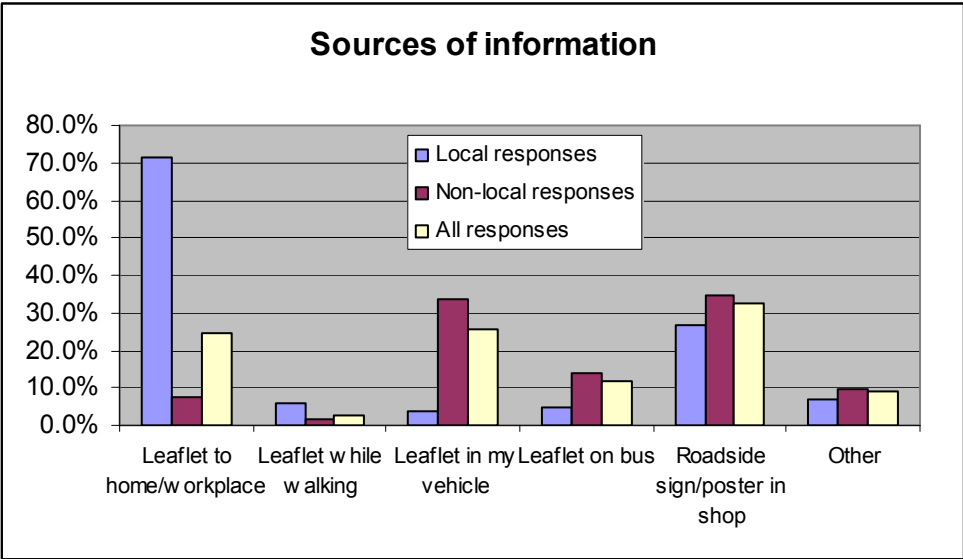
- Household vehicle ownership for local respondents is very close to the levels found in the 2001 Census.
- For non-locals there is a much lower rate of households without a vehicle than in Leeds as a whole. This is to be expected as those without access to vehicles are likely to be less mobile than car-owners.

3.7 Effect of disability or ill-health on travel



- Just under 13% of local respondents say their travel is affected by disability or ill-health, and 6.5% of non-local respondents.
- While Census data does contain information on disability and ill-health it is not directly comparable to the question asked in this study.

3.7 Sources of information



- The most commonly cited source of information for local respondents was a leaflet to the home/workplace, and a roadside sign/poster in shop.
- For non-local respondents the most common sources were a leaflet received while driving and roadside sign/poster in shop.
- Some respondents did not give any information.
- Where two or more sources were given it is not possible to say which one actually prompted the person to respond.

3.8 Consultation effectiveness

3.8.1 A total of 377 replies have been received to the consultation, using the postcodes of the respondents, the make up of the replies have been analysed and concluded 101 replies (27%) were from local people and 276 replies (73%) were from non-local people.

The local area approximates very close to the Harehills Triangle area used for analysis of Census data.

A number of methods of engaging the public were used to positively engage with a good spread of the community. The table below illustrates the various methods used and, based of the total respondents (local and non-local), the percentage of returns each method represents:-

Method	Local	Non-Local	Total Returns	%
Properties – home/workplace (Hand delivered)	57	4	62	16
Vehicles (Hand delivered)	3	87	90	24
General (Libraries, public meetings, call centre)	2	16	18	5
Buses (Hand delivered to passenger)	6	45	51	13
Pedestrians (Hand delivered)	11	4	15	4
Website (Unique hits were 750 though only 142 replied)	22	120	142	38
<i>Totals</i>	<i>101</i>	<i>276</i>	<i>377</i>	<i>100</i>

- The most commonly cited source of information for local respondents was a leaflet to the home/workplace, and a roadside sign/poster in shop.
- For non-local respondents the most common sources were a leaflet received while driving and roadside sign/poster in shop, through which the website has been used extensively.

3.8.2 A roadside sign advertising the consultation was used as an experimental method. This sign can be seen in Appendix 4.

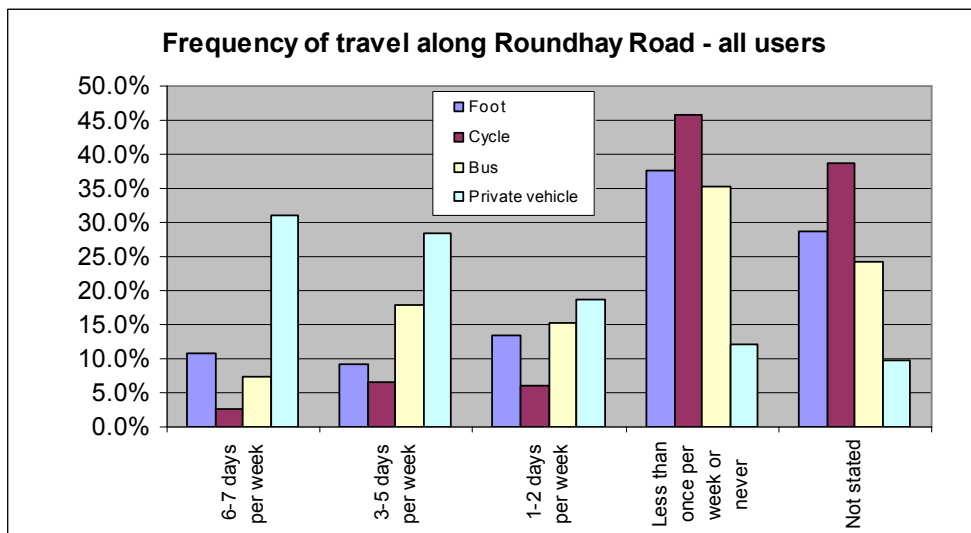
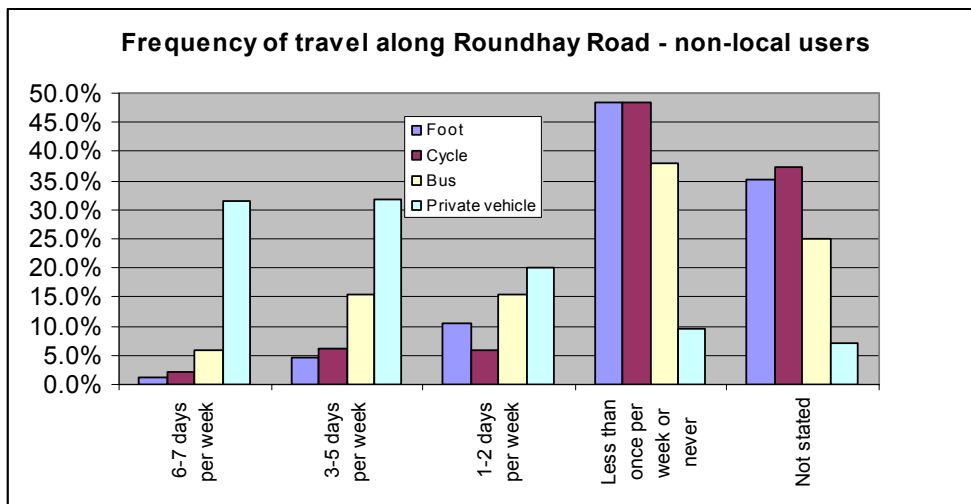
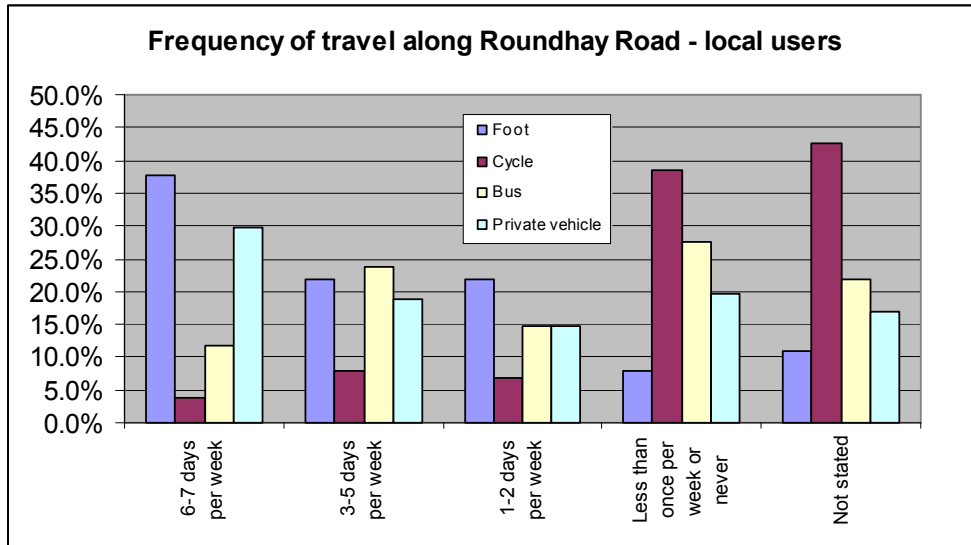
The sign directed the public to both the dedicated website and the Highway call centre. As can be seen in the above table, the website was the most commonly used response method.

3.8.3 The following broad conclusion can be drawn:

- A total response rate of 4.4% is lower than anticipated and that of previous consultation exercises.
- A wide range of consultation methods were explored, more than we have done with other Highway project consultations, and the majority of returns came through the online questionnaire making up 38% of total returns.
- This website www.leeds.gov.uk/roundhayrd was advertised on the leaflets and using roadside signs. The roadside sign was an experimental method and seemed to have achieved a good response.
- The age and gender of respondents were generally as expected and inline with Census information.
- Responses from non-white ethnicities were lower than expected or identified by Census information.

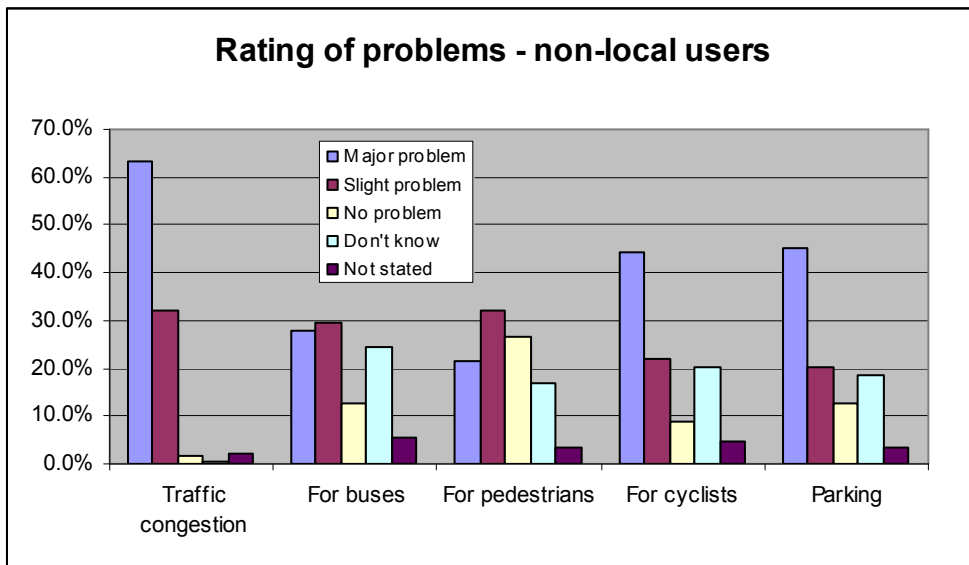
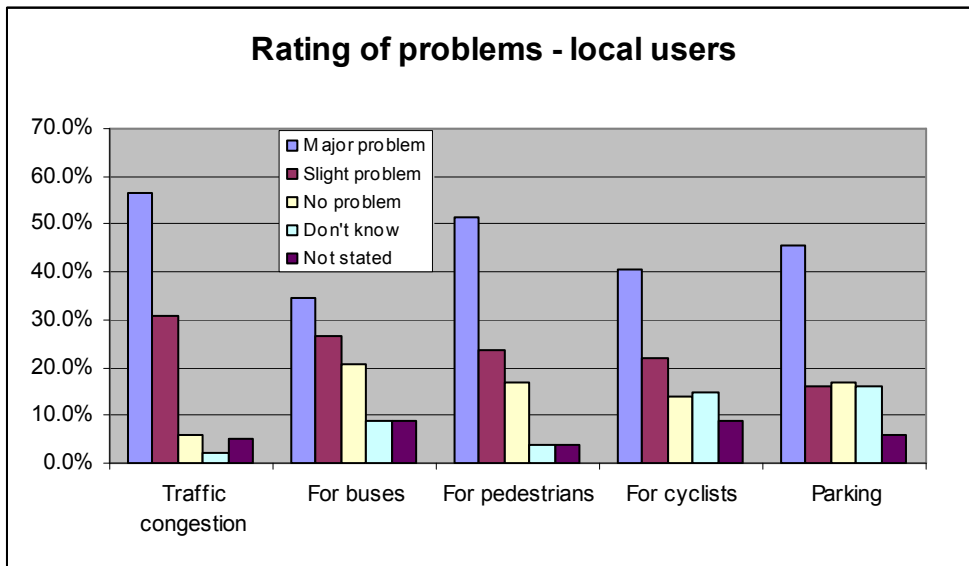
4 Results – respondent travel behaviour and opinions

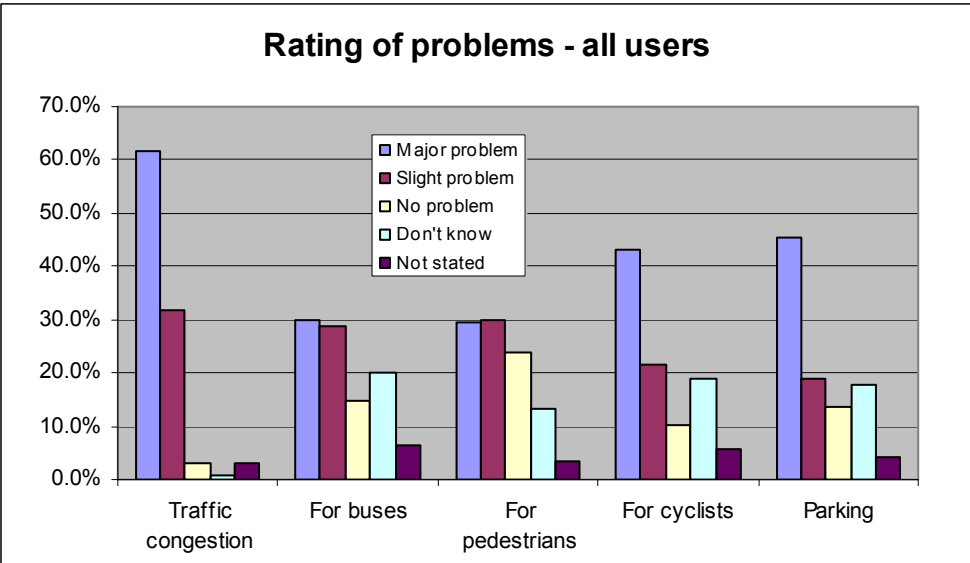
4.1 Frequency of travel along Roundhay Road



- 81% of local users walk along Roundhay Road at least 1-2 days per week, compared to 16% of non-local users.
- 19% of local users cycle along Roundhay Road at least 1-2 days per week compared to 14% of non-local users.
- 51% of local users use buses along Roundhay Road at least 1-2 days per week, compared to 37% of non-local users.
- 63% of local users use private vehicles along Roundhay Road at least 1-2 days per week, compared to 83% of non-local users.

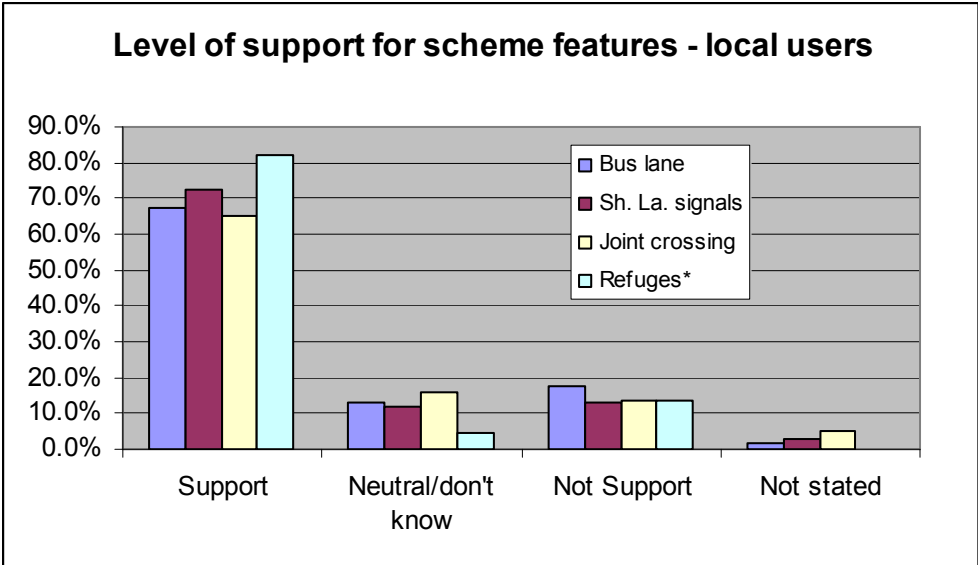
4.2 Rating of problems

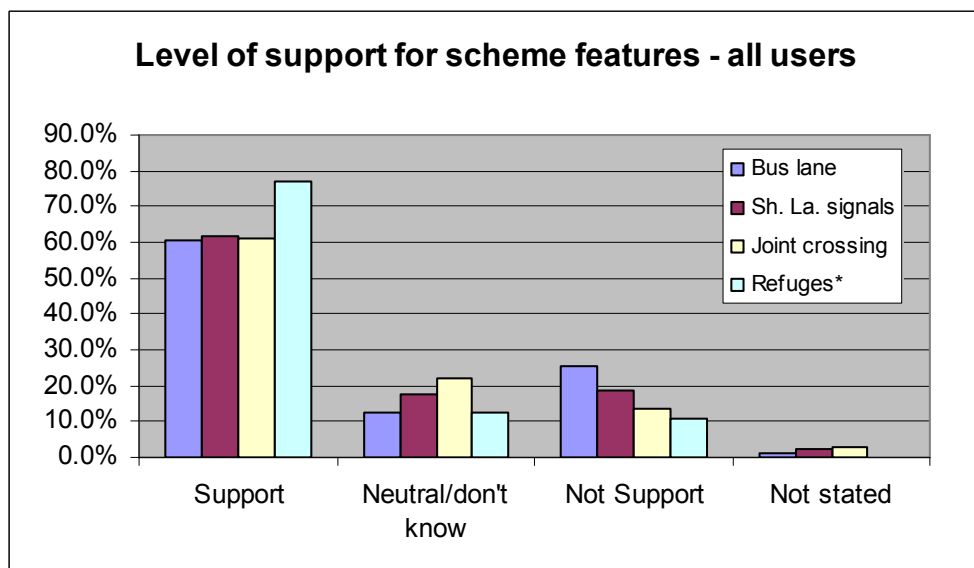
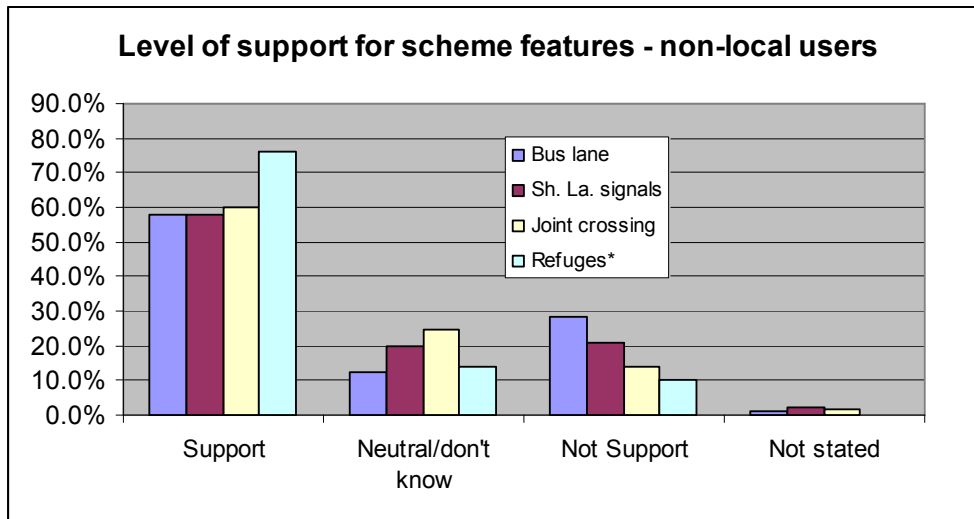




- The rating of problems is remarkably similar for both local and non-local users.
- For both groups:
 - Over 60% consider traffic congestion to be a serious problem.
 - Around 30% think delays to bus services are a major problem.
 - Around 30% think conditions for pedestrians are a major problem. Although this is seen as a greater concern for local users.
 - Over 40% think conditions for cyclists are a major problem.
 - 45% think parking is a major problem.

4.3 Level of support for proposals

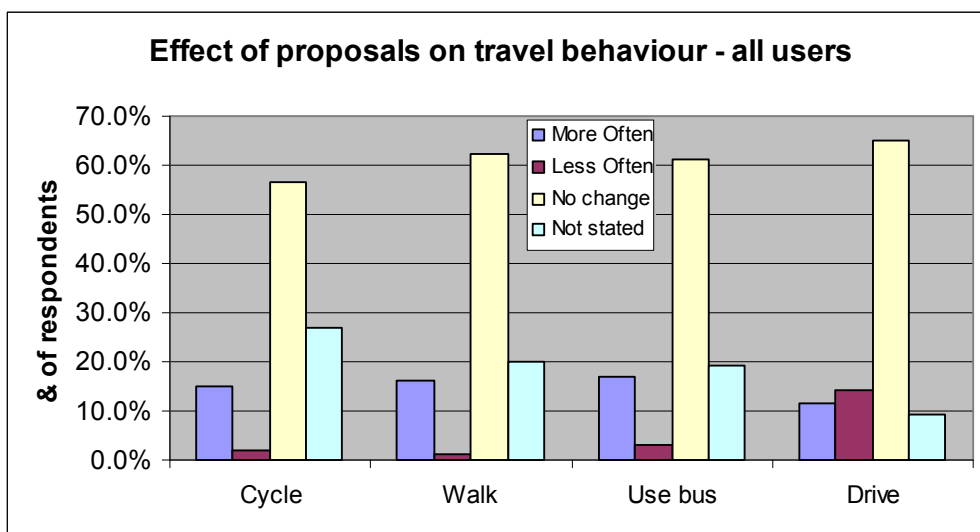
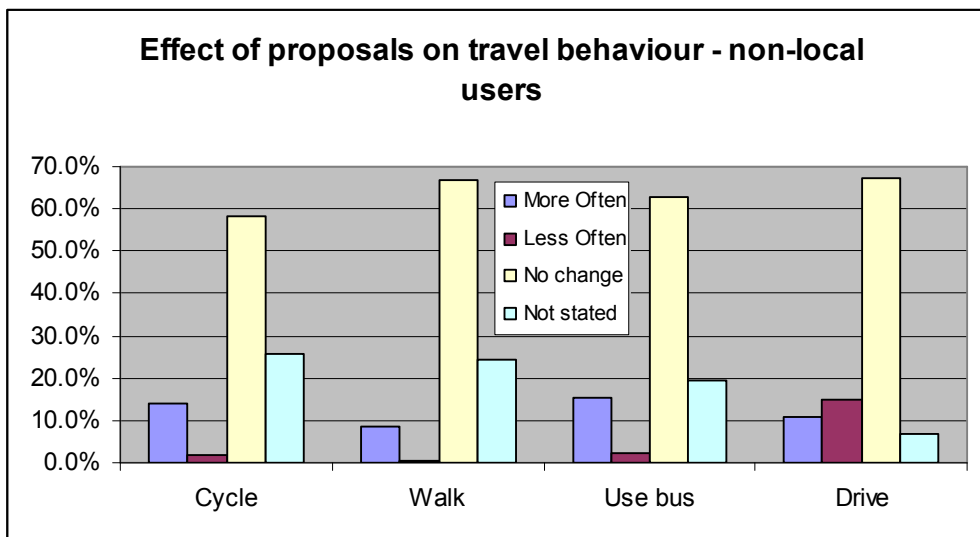
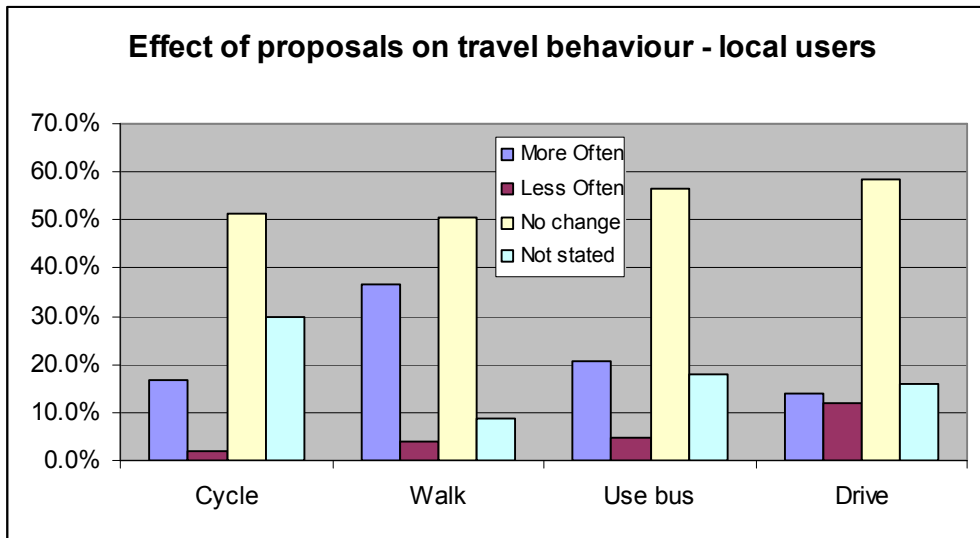




*This question was only included on the web questionnaire.

- Around 65-70% of local users support the proposals for a bus lane, signals at Shepherd's Lane and a joint pedestrian cycle crossing. Almost 80% support pedestrian refuges.
- A little under 60% of non-local users support the proposals for a bus lane, signals at Shepherd's Lane and a joint pedestrian cycle crossing. Almost 80% support pedestrian refuges.

4.4 Effect of proposals on travel behaviour



- Around 35% of local respondents said they would walk more often, with around 15-20% saying they would cycle or use the bus more often.
- Among non-local respondents around 10-15% said they would cycle, walk, or use the bus more often.
- Among both local and non-local respondents over 10% said they would drive more often. It is not clear why this should happen.
- In all cases over 50% of people said the proposals would make no difference to their frequency of use of Roundhay Road.

4.5 Additional Comments

On both the questionnaire on the leaflet and website there was space available for additional comments.

These comments in full are available in Appendix 5. Below is a summary of the main issues raised in these additional comments.

Item	Summarised Comments	Number
	Traffic	
1	Proposals will increase congestion / queuing	50
2	Proposals will cause rat-running problems	5
3	Problem at evening peak only – proposals should reflect this	3
4	Implement measure to reduce traffic speeds	2
5	Restrict manoeuvres from site streets	22
6	Formalise multiple lanes / dual-carriageway	5
7	Motor vehicles should have priority	3
	Bus Lane	
8	Should be a 2+ lane	8
9	The road is too narrow for a bus lane	1
10	Increase the length of the bus lane	7
11	There will be no real benefit from introducing bus/cycle lane	8
12	Public Transport in general should be improved	1
13	Promote an inbound bus lane	3
14	Rationalise bus stop locations	6
	Parking	
15	Proposals will adversely affect parking for residents / businesses	6
16	Introduce permit parking	1
17	Alter restrictions to better control parking	10
18	Stop all parking on Roundhay Road (Double-yellow lines)	10
	Pedestrians	
19	Additional signalised crossing at Byswater Crescent	2
20	Do not split pedestrian crossing	2
21	Provide adequate timing for Pedestrians at signals	2
22	Pedestrians do not use pedestrian crossings	11
	Cyclists	
23	Provide more cycle facilities (cycle lane / advance stop lines)	16
	Signalised junction	
24	Make Shepherd's Lane one-way	1
25	Do not support one-way at Lambton's	1
26	Remove all traffic signals	1

	General	
27	More enforcement required (speed cameras / parking wardens / police)	55
28	Make improvements to other junctions along Roundhay Road	21
29	Improve maintenance / resurface carriageway	8
30	Remove build-outs into carriageway	4
31	Make Roundhay Road part of a larger one-way network	1
32	Problems caused by dangerous driving / driver incompetence	13
33	The planned work is a waste of money	8
	Positive Comments	
34	The proposed will encourage Bus travel	3
35	The proposals will encourage better driving / parking	2
36	Support the changes to Roundhay Road	24
37	Support pedestrian crossing facilities	11
38	Support signals at Shepherd's Lane	6
39	Support bus lane / bus measures	4
40	Support one-way on side streets	2

4.6 Consultation Conclusions

4.6.1 The following conclusions can be drawn:

- The most effective method of consultation has been the website, to where the public were directed via the roadside signs and leaflets. This represented 38% of all respondents.
- All aspects that the proposed project aims to address are seen as major problems by a significant amount of those who responded to the consultation. Traffic congestion rated highest for both local and non-local users.
- There was strong support for the introduction of the Bus Lane, signalised junction at Shepherd's Lane and Pedestrian Crossing facilities by both local and non-local users, averaging over 60% in favour.
- The majority of respondents also indicated that this would not affect the way they travel along Roundhay Road. Although 35% of local users said they may walk more often and 10-20% of all users said the scheme may encourage them to cycle, walk or use the bus more often.

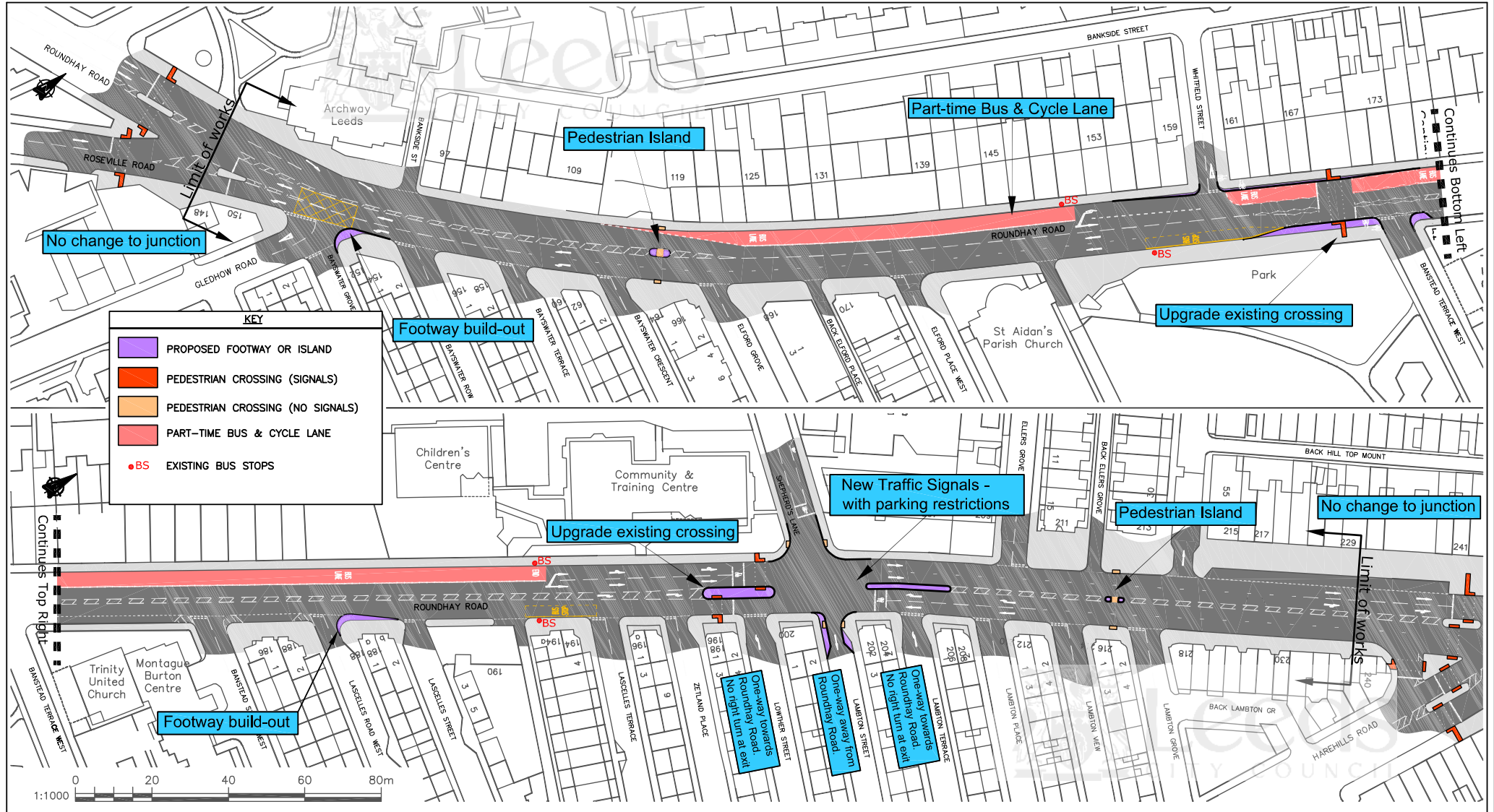
5 Recommendations

- 5.1 Following publication of this report, which indicates strong support for the proposals, the intention is to further investigate some of the concerns raised by the respondents in the consultation. Alterations will be made to elements where practical to reduce any adverse effects the proposals may have on local businesses and residents.

As part of this project the Traffic Regulation Orders along this length of highway will be fully reviewed to meet current needs. Accordingly a localised consultation will be undertaken to discuss detailed proposals before any implementation.

Appendix 1

Consultation Plan



**ROUNDHAY ROAD
HIGHWAY IMPROVEMENTS
DRAFT PROJECT CONSULTATION LAYOUT**

	INITIALS	DATE	SCALE
DRAWN BY	JC	7/11	N.T.S
AutoCAD BY	JC/ALS	7/11	
CHECKED BY	JC	07/11	ORIGINAL SHEET SIZE A3



Leeds
CITY COUNCIL

HIGHWAYS AND TRANSPORTATION

DRAWING NUMBER:	HDC/716158/CON/01
DATE:	October 2011

Appendix 2

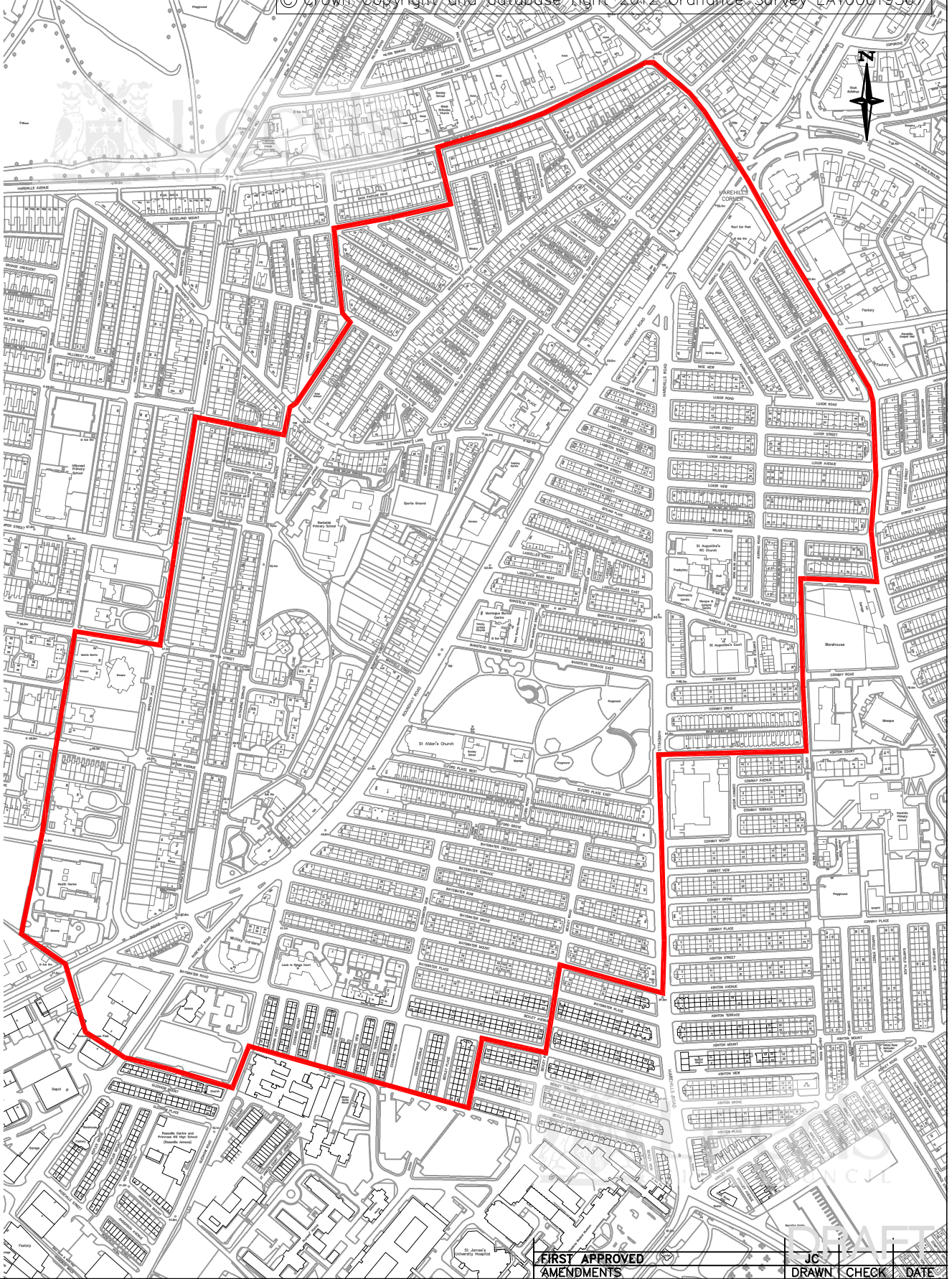
Leaflet Distribution Information

Appendix 2. Summary of distribution methods

Method	Date(s)	Leaflets distributed (approx)	Comments
Direct to local properties	27 Oct 2011	2,540	Hand delivered
On-street to pedestrians	21 Oct 2011 24 Oct 2011	540	Between Harehills Road and Shepherd's Lane
On-street to drivers	1 Nov 2011	2,140	Outbound at Harehills Road and inbound at Easterly Road between 1500 – 1800 during the evening peak.
On-buses to passengers	25 Oct 2011 31 Oct 2011	1,240	Carried out by Metro
Public "drop-in" sessions Compton Centre, Harehills Lane	2 Nov 2011 11am - 2pm 5pm - 7pm	Exhibition	Staff were present to discuss the proposals with members of the public.
Bangladeshi Centre, Roundhay Road	8 Dec 2011 6pm-8pm	Exhibition	
In response to telephone enquires	-	4	Via call centre
Website / Road-side sign	17 Oct to 18 Nov 2011	(number of hits) 750	There was also an additional 29 users who started the questionnaire but did not provide enough information to be valid.
Local libraries/schools/offices The Compton Centre & Library The Reginald Centre & Library Chapel Allerton Library Oakwood Library Hovingham Primary School East North East Homes, Roundhay Road	Delivered in October	100 100 50 50 100 50	
Places of Worship St Aidan's Church, Roundhay Road St Augustine's Church, Harehills Road Bilal Masjid (Harehills Lane) Shah Jalal Mosque (Markham Avenue) Al Hassan Education centre (Shepherd's Lane) Leeds Islamic Centre (Spencer Place) Jamia Tul Batool (Beck Place)	Delivered in October	} 706	
City Centre/other locations Leonardo Building Reception Merrion House Reception Leeds Town Hall Reception City Centre One Stop Shop Leeds Central Library Middleton Highways Reception	Delivered in October	50 50 50 50 50 30	
Total		8,650	

Appendix 3

Local Distribution Plan



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**ROUNDHAY ROAD
HIGHWAY IMPROVEMENTS**

LOCAL POPULATION

FIRST APPROVED AMENDMENTS		JC	
DRAWN BY	SCALE	JC	
JC 5/12	N.T.S	DRAWN	CHECK
AutoCAD BY	ORIGINAL SHEET SIZE		DATE
PM 5/12	A4		
CHECKED BY		Leeds CITY COUNCIL HIGHWAYS AND TRANSPORTATION	
		DRAWING/PLAN No. HDC/299060/MISC/01	
		DATE: May 2012	

Appendix 4

Temporary Consultation Sign

Highway Proposals

in this area

HAVE YOUR SAY

leeds.gov.uk/RoundhayRd


0113 222 4407



Scheme Ref. roundhay road	
Sign Ref. 1	x-height 40.0
Letter colour BLACK	SIGN FACE
Background WHITE	Width 1075mm
Border BLACK	Height 660mm
Material Class RA2 (12899-1:2007)	Area 0.71sq.m

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ROUNDHAY ROAD
 HIGHWAY IMPROVEMENTS
 TEMPORARY
 CONSULTATION SIGN

FIRST APPROVED		JC	<div style="text-align: right; font-size: 24px; opacity: 0.5;">DRAFT</div>  Leeds CITY COUNCIL HIGHWAYS AND TRANSPORTATION	
AMENDMENTS		DRAWN		
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Appendix 5

Additional Comments from Consultation

Ref:	If you think the proposals would adversely affect you, your home, your family or your business / organisation please describe here:	Any other comments:
A	The bus lane may increase congestion at busy times as it reduce the traffic to one lane.I try to cycle more so not too affected by it	
A	By having the bus lane at busy times this would create more congestion. Leave it the way it is	
A	The Proposed signals at Lambton St would cause total gridlock on Roundhay Rd and Harehills Rd	Nobody will take any notice of "No right/left turn" etc also, bus lane will always be taken advantage of
A		It would be nice if you could do something about the traffic lights at junction of Roseville Rd and Roundhay Rd because of accidents
A	The junction at Harehills Rd between ICICI bank, cc shop and previous Kwik Save need to be rectify	
A		Cycling west bound (w/child) through junction of Roseville Rd to continue along Roundhay Rd is extremely hazardous at present. It seems that will not change
A	Traffic already backs up past Roseville Rd, dedicating one lane to buses will cause longer queues for little benefit and great cost	Queues already affect Gledhow Rd which causes problems on Bayswater Rd. these proposals will make things worse. I am strongly apposed to this.
A	It will make things better and people will not dump their cars on roundhay Rd and catch a bus to go to town	What you are proposing to do is absolutely correct - support
A	More private vehicle will be using side road	Buses lane should be 2+ lane only buses lane delays other road users
A	I don't see how any of these changes will improve the traffic congestion, from what I can see these changes will make the situation much worse!	I welcome the extra pedestrian crossings. The current standards are not safe and any improvement to crossings is definitely needed. Working traffic lights at Shepherds Ln junction already exist, why change?
A		Please consider making Shepherd Lane one way street as Bankside School children not safe
A	There would be less parking and the road is too small	The road will be too small for bus lane
A		Put up speed cameras/deterrents as cars speed up and down Roundhay Rd - surprised pedestrians aren't at more risk
A		Shepherds Ln new traffic signals - extra crossing time for school children & install Police enforcement cameras due to high risks to pedestrians
A		I think it would be helpful if/when this work is taking place the streets nearby could be leafleted to warn of disruptions
A	I don't think it will affect the home or family business in future for the people life	Since I came from Kenya the UK roads are very narrow, people drive the cars very fast
A	We want parking permits but we need to support businesses to have valid parking too	I do not support doctors or nurses to use parking permits. Businesses and home owners ONLY
A	Only 1 lane for cars mean more motor vehicle will use side road and more congestion	I think buses lane should be 2+ lane for private vehicle use any time
A		What is the point of a cycle/bus lane which peters out?
A	The proposals make no attempt to address the lack of parking for cars using the Roundhay Rd shops/restaurants	
A		I support most of the proposals strongly. However, I am unhappy about the crossing at the top of Shepherds Lane being split into two parts so pedestrians have to walk further and wait twice to cross the road - extra comments on second sheet
A		I think the proposed pedestrian island near Bayswater Crescent should be a crossing with signals
A	It is difficult to see that the proposed highway alterations would effect any overall improvement. A bus lane would help the buses but to the disadvantage of other traffic (except bicycles). Problem is chronic. Suggest putting money into resurfacing Harehills Lane between Harehills Ave & Chapeltown Rd., as a cyclist I can assure you that the road surface is deteriorating fast.	See letter
A		Is the road too narrow for a cycle path? How much chance is there that cars will stay out of it?
A		Congestion only a problem in evening peak. Crossing not problem if crossing used.
A		Anything that helps slow traffic around Shepherds La and stops some people driving like idiots can only be good.
A		My main concern at present is traffic illegally turning off and onto R Rd at the Harehills La (Fforde Green) junction
A		The major problem is the amount of traffic and pollution which won't decrease without radical improvements to PT
A		It will cause even more congestion as it will turn R Rd into a 1 lane road and cause massive tailbacks in rush hour.
A	I am disabled and need to be able to park without restrictions. Car Parking is a big issue for us.	We see no benefit for the west section improvements - waste of money.
A		The 12-13-13A services up Roundhay Rd would benefit from traffic lights at junction with Barrack Rd.
A		I often cross R Rd at Shep La to access Chapeltown. Making Lambton Street one way would be difficult as it would make Shep La virtually inaccessible.

A		Turning left from R Rd to Gledhow Rd near BGT Landa Shop is a blind turn and traffic from Roundhay to Gledhow Rd comes very fast. It is dangerous for children going to school to cross Gledhow Road at this junction.
A		I agree that Shepherds Lane/roundhay junction is dangerous for cyclists and fully support the traffic lights idea
A		Buses are fine weekday mornings - 8am but hardly ever on time between 5pm and 6pm weekdays
A	119 to 159 require parking bays or some such solution to their parking issues. I think the road is wide enough for this. Many are flats and can't get to the rear road. A bus lane on the other side would be better.	The extra ped crossing is good and needed. The first bit of bus lane 119 to 159 is unnecessary as there is no bus lane prior to this and it will adversely affect parking for these residents, unless parking bays are also provided.
B	I am a disabled driver, the car is my only means of getting around, adding a bus lane means less lanes for cars, a joint 2+ lane would be better	A 2+ lane with access for disabled would allow more people to use the road than just reserving a lane for the buses
B	The one way system does the nerve	If possible, handouts distribute them in Mosques please,please,please
B		Congestion is worse further along near PO and also by East End Food. This is a double yellow and people park - there is no enforcement.
B	In a very positive way. It will stop people parking illegally, a constant problem	Please could you do the same on Harehills Rd. Parking occurs anywhere inc Pedestrian crossings, double yellows without any regard for the law. Cameras good option may up funds in a major way
B	Traffic already backs up to Sheepscair when a car is parked on Roundhay Rd, bus lane would make it worse	
B		These proposals are unnecessary. They will disrupt traffic and waste Council Taxpayers' money
B		The problem will be implementing any proposals eg preventing people parking in the bus lane & ensuring people use the designated crossings
B	Preventing parking on main Roundhay Rd where cars are always illegally parked would greatly improve safety and traffic flow	This road is chaotic & the cars exiting and entering the side streets in & around Zetland Place are hazardous to the main thoroughfare
B		I suggest a central barrier from Lambton Place to Harehills Rd, and beyond, to prevent U turns
B		Major congestion caused on roundhay Rd between Harehills Rd and Harehills Corner - cars turning into Harehills Rd or Karnac Rd. Cars parking outside KFC, cars mounting pavement to access parking in front of commercial premises. Cyclists been cut up whilst cycling up to Easterly Rd by cars turning left up Roundhay Rd
B	It will affect the time it takes for me to get to work	One of the major problems is people parking on Roundhay Rd causing a hazard for pedestrians and cyclists, also traffic jams; also crossing Roundhay Rd in cars and taxis
B		A one-way system on the side streets might ease traffic problems is public use them. Congestion is caused by buses/deliveries on the KFC parade - this won't change
B		There should be more restrictions on turning right from minor roads across Roundhay Rd
B		To stop all parking would ease congestion
B		Building out footways makes it extremely difficult to get round corners on these already narrow streets and are not necessary
B	More traffic lights mean more abuse of them ie going through them at red! More traffic police would be a far better idea. Appalling standard of driving. Daily near misses and abuse of bus lanes!	No amount of road improvements will alter the amount of accidents occurring. It's down to the appalling way people drive.
B		Parking on roundhay Rd dangerous for motorists; crossing for pedestrians bad all along Roundhay Rd
B		This stretch of road is one of the most dangerous in Leeds. The side roads need to be closed to stop motorists just driving in and out as they please
B	It would create extra traffic jams	
B	I don't think it would work and would actually make it worse	Traffic will back up as far as Archway and buses won't get to the bus lane easily. The Archway junction will become a problem
B	No account of volume of traffic along Roundhay Rd after merging from A58 - roundhay Rd in particular between Harehills Rd/Harehills Ln	A more vigorous approach to illegal parking at peak times am and pm, pedestrian island, pelican crossings won't stop people walking across R Rd wherever
B	You are completely missing the point with these expensive unnecessary alterations. You need to stop.	Right turns into supermarket after the lights near Harehills Lane junction force drivers to turn left as they come out of all the side streets
B	The proposals do not help or support car drivers. Cars must have 2 lanes. The buses don't have to wait long now. With the new proposals drivers will have to wait more & all the side roads up to Roundhay will become more congested.	Pedestrians in this area do not cross safely & need educating; these proposals won't change the cultural views - OK to walk in traffic
B		I'm all for these proposals but I hope they have more of an impact than the 2+ lane that runs past Tesco. I hate it when I see cars pass me with only the driver present. Why aren't there cameras?
B		Please can you make all traffic turn left onto the road from side streets rather than driving straight across
B	Bus lane at peak time means one lane for other traffic which will cause long tailbacks. Plenty of pedestrian lights already.	Cycle lane would be good. Restrict parking outside shops & criss-crossing main rd by drivers on side streets. Police parking on main carriageway which causes delays

B	The bus lane blocks and wastes useable road at peak times, any vehicle doing a right turn will block both lanes as cars cannot use bus lane	The priority should be to keep traffic in general flowing Uphold parking restrictions, obey Highway Code
B	I can't see any benefit to these works, they don't seem to improve traffic flow or safety	If the roads were kept in a decent condition & double parking penalised it would improve this section of road more than your proposals
B	Increase general congestion of vast majority of motor vehicles using the road	
B	No point in having bus lane in force in an area of congestion, it will not speed traffic flow	If you implement the bus lane, all that will happen is that there will be congestion further down Roundhay Rd/Roseville Rd - we saw this in the recent roadworks. I am a bus user and I am NOT in favour
B		So glad this is being addressed, however, I don't think parking restrictions are going to work unless they are reinforced. A multi-storey car park is the way to go!
B		Bus lane would be great. Need to stop illegal parking on Roundhay Rd
B		Against a bus lane - it would cause even more congestion. Educate pedestrians to use the existing crossings would help
B	Try to avoid Roundhay Rd if possible by using side streets, as cars just pull out in front of you. Live in Roundhay so need to use	Stop parking on the area near the shops as very congestive anyway & have to pull across - bus lane would make congestion worse
B		
B		When new bus lane is introduced it will cause more congestion, due to traffic only being allowed to use one lane
B	Would drive more if measures stop the hazardous driving. The hazards come from drivers crossing Roundhay Rd to take short cuts. This is what needs to be stopped	The 'drivers' crossing Roundhay Rd to take short cuts up side streets cause the very dangerous hazards. This should be stopped. Not sure what good these measures will do
B	The bus lane will simply slow down outward bound evening traffic from a crawl to an inching along. The 2 lane/1 lane/2 lane inward changes may be an improvement but the new traffic limits could be a bottleneck as currently 2 lanes form (parking allowing) all the way down	
B	Bus lane would, I think, cause car traffic even longer queues	Enforce parking restrictions would obviously increase flow of traffic
B		I think there needs to be some prevention of traffic coming on to Roundhay Rd from the side streets
B		There are sight-line issues at Gledhow Rd junction, these are not addressed by the proposals, please consider
B	Hopefully easier(?) congestion and travel time	
B	I am concerned that the bus lane will create more traffic jams, as traffic goes from 2 lanes to 1, especially in 'rush hour'.	People often stop in the centre of the road to turn right causing congestion in the rush hour. Will the bus lane make this worse??
B		Adding of bus lane would cause huge delays for vehicles, making single lane - ridiculous
B	Why spend all this money? Enforce the law as it is! No parking on side of roads, no blocking traffic light junctions	Sorry but the advantages are not outweighing the cost including the massive cost of this exercise!
B		These improvements are greatly needed & should ease the congestion in this area & minimise the hazards
B	These proposals will slow journeys into Leeds and out. I have no public transport options. This is a typical anti-car proposal	These proposals are ill thought out and stupid. They will damage Leeds commercially. Don't waste money. Sack whoever thought of this idea.
B		I work in the local area as a social worker & anything that makes the road safer can only be a good thing
B		An absolute waster of taxpayers' money - just leave well alone
B		We think it would be a good idea to have a bus lane which continued along the whole of Roundhay Rd
B	Direct route to & from place of work - already congestion at peak times pm, if bus lane in operation this would get far worse	Whilst standing in a stationary line of traffic between Shepherds Lane and Eilers Grove, window smashed and mugged at knife-point in car
B	Traffic is always bad on this road	
B		I think that all roads into Roundhay Rd, except Harehills Rd should be left turn only as standard of driving in area appalling!!!
B		Based on over a decade of experience using this road the key issues with the traffic flow and safety seem to be: 1.Parked vehicles on Roundhay Rd reducing capacity (both in proposed improvement zone & further out of town on A58 Easterly Rd) 2. Badly parked vehicles in existing parallel parking near junction with Harehills Rd (vehicles protruding into or reversing into main traffic flow - property numbers 217 to 241 Roundhay Rd) 3.Badly parked vehicles outside shopping parade between Harehills Rd junction & Easterly Rd (both on road and reversing from footpath) 4.Vehicles parked across cycle lanes & on double yellow lines (more of an issues on Roundhay Rd north of Easterly Rd junction) 5. Pedestrians crossing road while not using pedestrian crossings provided 6. Vehicles entering & crossing road from numerous side streets (the biggest risk to my journey as a cyclist). It would be good to see the following included in scheme: 1. Parking restrictions (double yellow lines) clearing the path for smoother flow of traffic 2. Formalisation of parking bays (white lining defining the parking bays and "No Double Parking" signage. Possibly increase
B		Congestion is very variable probably 75% of time it is a slight problem and 25% a major problem
B		Cycling is difficult in both directions - mix of poor driving discipline & poor road. The most difficult is getting on to Roseville Rd when cycling into town from Oakwood. This scheme will do nothing to help.

B		If there was less congestion on R Rd I would use the main road and keep out of the back streets, which would be better for residents.
B		Myself and my husband have already been in accidents involving careless drivers as we cycled - why not build cycle lanes both ways
B		What a complete and utter waste of Council Tax money this leaflet is and a waste of time! Just get on with the work!
B		Bus lanes causing single lane traffic at peak times = delays and traffic backing up to Sheepsca - for little benefit. Thank you for the opportunity to feedback.
B		One of the major contributors to congestion is vehicles parking or waiting on double yellow lines at peak times.
B		Congestion is bad in PM travelling W to E. Love idea of 2+ lane but am stunned by how little it is used. But think use will increase over time.
C	Needs more drastic action, reduce traffic flow, bus lane all the way along R Rd both sides. A major problem is parking outside commercial venues including deliveries on no parking strips	Need cycle lane all way so peds are not in danger from cyclists on pavement. The proper solution would be to ban parking all the way down the road - there are parking spaces behind.
C	I don't agree with the bus lane	
C		Upper Rhay Rd much improved since 2+ lane. Harehills Rd extremely dangerous - cars shoot erratically from side roads - makes you wonder about driver experience
C	Difficult getting into Harehills La from Shepherds La	
C		Parking regs would probably need to be enforced as this is always a problem
C		No point in new parking restr while present ones are not enforced. These things only work if action is taken against those who abuse them. Major problem is car/van drivers who park at bus stops. Nothing is ever done. Give bus drivers the facility to record reg nos. of vehicles responsible - and then take action.
C	At rush hour traffic builds up on R Rd all the way into town. With a bus lane traffic would get more built up + longer queues into town.	
C	The bus lane is not required. Buses flow with the traffic. As a user of PT I don't see a major blockage for buses.	
C		Parking along R Rd. Peoples' driving. Parking inconsiderate to others
C	It will create congestion Indecipherable	
D	The proposals would seriously limit the parking for our customers added to previous work carried out parking is practically non-existent near our shop	
D	I am concerned about the knock-on effect of traffic on Harehills Rd and Milan Rd - one-way system may increase traffic on Zetland Place and Milan Rd, this in turn may increase traffic on Harehills Rd - these roads are already busy & congested plus very dangerous for pedestrians to cross.	
D		Really need more traffic lights in shepherds Lane due to many people living there and many vulnerable children playing near busy roads
D	Inc.southbound congestion due to loss of 1 car lane due to footway build-out @ Lascelles St & upgrade to crossing	Expect severe rush hour southbound congestion due to move from 2 lanes to 1 lane after Lascelles St
D		Leeds urban roads require drastic measures not as above. How about one way system R Rd to town, Harehills Rd away from town.
D	Not sure about bus lane out of town, it would mean much longer queues for rest of traffic with v. few buses using it. Uphill for cyclists so slow.	Car parking, despite double yellow lines causes severe delays & dangerous for cyclists & pedestrians
D		Please also improve junctions of Roundhay Rd/Spencer Place, traffic coming from Roseville Rd & turning left & then turning right towards Spencer Place. Also relieve parking near above area. There is a parking area behind the shops where YLS Computers have got 2 container bases. Has he got planning permission or permission from Council for them. This area gets congested and if improvements could be incorporated, this would improve the flow of buses & cars during peak times. Many thanks.
D	Use side streets whilst driving	It would make it safer to walk & faster for buses. Also the Fford Greene area lights need improving as do Harehills Rd junction to give buses priority
D		The one way streets & no right turns should be in place on Lowther St etc. anyway
D		I have seen adults wandering across road - bad example to children. I have been hurt as a bus had to slam on brakes because of poor car driving
D		How can moving 2 lanes of traffic into 1 lane at peak times improve things? This will lead to major tailbacks along Roundhay Rd
D		There should be better cycle paths all along Roundhay Rd & better pedestrian refuges

D		It is interesting, and perhaps illuminating, the council's view of car transport, that the objectives of this expensive scheme do not include any mention of improving conditions for the private motorist. The main problems in this area are not on the stretch affected by these proposals, but rather between Harehills Rd and the traffic lights at the Roundhay Rd/Harehills Ln/Easterly Rd junction. With a little imagination and very little cost (eg block off the 2 side roads entering Roundhay Rd on that stretch, and moving the Leeds-bound bus stop to the other side of Harehills Rd junction) vast improvements to traffic flow could be achieved.
D		It's a long time coming. The congestion, morning and night, is awful. We need easier cycle routes and more efficient bus services
D		In busy areas like Roundhay Rd I think priority should be given to public transport
D		Debateable if cost & disruption to be incurred with this plan will actually relieve any congestion - or just add to it. Prioritise repairing appalling roads.
D		I am concerned about the value of the bus lane. On street parking appears root cause.
D		The pedestrian island by Elford Grove is important - people tend to run across the road there.
D		Please improve quality of roads as they are broken on suggested routes!!
D		The main congestion is at the junction with Harehills Lane where buses are delayed in rush hour. The proposed bus lane needs to be extended
D		Useful changes to the road infrastructure especially the footway build-outs
D	I don't drive so have no choice but to use buses to and from work	Very frequent bus user with annual bus pass, comes off my Council wages. I live in Belle Isle and work near sheepscar, 12, 13, 13A bus routes will all be affected by these works so hopefully that will be taken into account for the bus timetable. Up to 4 buses a day, 5 days a week, 39 weeks a year in school term time!
D		Good idea to put a bus lane/cycle in. There's a lot of crazy driving on roundhay Rd and this would hopefully make it safer for cyclists
D		Should try & get a permanent cycle lane from Roundhay to city centre. Needs double yellow lines from Roundhay to city - all parking on side roads
D		It would be great if there was a nice, safe cycle lane from Roundhay to city centre and back.
D		The biggest problem is illegal parking on R Rd in front of Farm Foods, Kwik Save. All traffic from Oakwood has to funnel into 1 lane.
D		Worried that I may be late for work as I will need to get a second bus after getting the 12/13.
D		In principal I support improving public transport, but I think short bus lanes are counter productive as it causes further delays to motorists channelling into 1 lane and motorists queuing to go into centre lane could block them.
E	Yes already affects our business on R Rd. Double yellow lines outside no good.	CAN'T DO business affected very badly. Thank you!!
E	The parking on R Rd would stop but all the side streets would be used making it useless for residents	No bus lane required as they would slow the flow of traffic due to forcing motorists to single file.
E	There is already a lack of parking for businesses (clients and customers) + people working in the area. This will have a negative impact on business.	
E		Strongly agree with signals at top of Shepherds Lane
E		Good luck enforcing the 1 way only system. The local driver population do not seem to adhere to the road like "20mph" zones
E	Will just slow traffic up even more. NB Cyclists should cycle on the road not in special lanes or on pedestrian crossings/Toucan crossings	Just resurface it!and with the money saved by not doing all the other stuff resurface easterly Road and Harehills Road ad infinitum.
E	No adverse effect	
E	I think we need two lanes to improve(?) the traffic to flow faster	
E		There should be cycle lanes on all major routes into town. I have lost count the times I have almost been killed on my bicycle.
W		I strongly support these proposals. It's really difficult and dangerous to come out of or turn into Shepherds Lane and cross Roundhay Road on a bike. I resort to dismounting and using the pedestrian crossing except at very quiet times. There need to be more places to cross safely between the Lascelles Terrace crossing and the Fford Greene pedestrian crossing. They're a long way apart so people (especially less mobile people who want to avoid walking further than they have to) try and cross dangerously across up to 4 lanes of traffic. Please don't put in lots of metal fences between the road and the pavement. I think they're really dangerous for cyclists as they can get crushed into them.

W	<p>i would like too see the minor roads joining roundhay road like Ellers road shut off to main road access or a box junction put there so that access remains clear as this create congestion. or create a traffic light junction there also as this would make it safer for traffic to turn right onto roundhay road . We strongly believe alot of risk is taken by traffic wanting to turn right from minor roads onto roundhay road so a proposal is needed urgently to make it safer for traffic to turn right incorporating crossing lights so less accidents happen . To also block many side roads from lambton street place lacelleas bayswater and bansted thses side streets these cause huge dangers as drivers simply emerge without due care onto roundhay road proposal have to do something in reducing traffic coming from side roads onto roundhay road and use a traffic system which ensures traffic wanting to join roundhay aim to use major junction which is safer for traffic and pedestrians . more major junction with lights will help flow traffic safely and stop the daily dangers drivers create with there terrible driving skills . please reduce side road access onto roundhay road you will instamtly see improvement</p>	<p>please reduce access of joining side street that junction with roundhay road on both sides as traffic from harehills road just rush down those side roads like lambtons lacelles and push there way onto roundhay road then onto sheperd lane or Ellers road. It</p>
W		<p>I have lived in the local area 40yrs +, 21 of those years at my current address. I have noticed the rise in traffic volume but also the lack of consideration of traffic on the main Roundhay to any car wishing to exit or enter side roads whereby they would block the exits. I would like to commend you for taking this project up as I have witnessed several accidents at the junction of Shepherds Lane and Roundhay road and countless near misses with pedestrians (especially prams being pushed into the road ahead of the responsible adult pushing it). I have said a yellow box was required at the junction (SL & RR), but the plans you have go that step further, I would like to think the restrictions to Lowther st, Lambton St & Ter would be beneficial to the scheme, but fear the same will happen as on Grange Ave / Chapeltown road junction, whereby the road alternations are completely ignored by some car drivers, as I myself have come close to have a head on collision with drivers blatantly ignoring the changes. However I do feel to make the junction into a cross roads (Shepherds Lane, Lambton Street & Roundhay Road) controlled by traffic lights would be much safer and n</p>
W		<p>Not sure about the single file from Lascelles St to St Aidan's inbound. Would it be better not to build out and to keep two lanes of traffic? I know singling has been beneficial on the A13 into Southend-on-Sea but that is over a much longer distance. Would these proposals just create a bottleneck?</p>
W	<p>Yes. I don't see how creating a bus lane will help the situation. If traffic is a problem on Roundhay road where we currently have two lanes for traffic (where the bus lane is being proposed) i fail to see how making this into one lane will help solve this problem! If anything it will make it much worse during peak times when cars will not be allowed to use the bus lane. Common sense tells me that their are many more cars on the roads than their are buses so why are cars being made to squeeze onto one lane during busy times, coupled with the extra crossings and traffic lights how can this possibly make the traffic situation any better??? Having said that, i agree fully with the extra traffic lights, crossings and cycle lanes being proposed for pedestrians and cyclists. This will make it much safer for parents collecting their kids form school etc and cyclists who currently do not have their own lane and always have to watch out for cars (cycle lanes are so small i don't feel they effect other road users and make it safer for the cyclist making it a win win situation for all) however i cannot understand the thinking behind a bus lane on the proposed road, together with the extra crossin</p>	<p>Thank you for taking the time to read my view on the proposed changes!</p>
W		<p>A on-going concern I have is traffic violating the no turn sign at the junction of Roundhay Road and Harelhills Lane at the traffic lights. While there is a sign warning pedestrians to be vigilant of cars ignoring the no turn sign this is easy to miss. On an almost weekly basis I see cars turning left up Harelhills Lane in contravention of the no turn sign; often the cars come round quite quickly. As a result I always cross slightly further up and am very vigilant, however, I think there is a risk that someone may be injured if this situation is allowed to continue.</p>
W	<p>I think it would make it more congested because you are taking one lane for buses which means you are encouraging drivers to use back road i.e harehills road, spencer place, harehills avenue, bankside street, markham avenue, karnac road, ashon road, people use these routes at traffic times as now it would mean more cars will add to the list, any way it should be two lanes in each direction have one 2+ lane aswell which would encourage car sharing this can continue from top of roundhay road which is 2+ lane all ready. when you are ready for future you can do the same to easterly road. and still have the new crossing on sheperd lane.</p>	<p>you can discuss this further my phoning me 07581008989</p>
W		<p>If parking was better controlled along Roundhay Road - e.g. cars/vans not parking along roadside but lay-bys available that would help prevent problems.</p>
W	<p>adding the pedestrian crossing will help near the bandsted park bus stops as the traffic light is in a position where people tend to avoid using it as it is quite far away, so it it would be very helpful.</p>	
W	<p>I support the new traffic lights at Shepherds Lane, however I request that the pedestrian crossing be left as one crossing rather than 2. This is an extremely busy crossing and people will be stuck in the middle of the road waiting if it is split into 2 waiting periods. I don't think there will be space for this during busy periods in the mornings and evenings and therefore it will be less safe if too many pedestrians are trying to wait in a small area.</p>	

W		Strict enforcement of driving manners is required as there are too many rash drivers on Roundhay road at all times of the day. Secondly, Footpaths should have railings to prevent pedestrians straying into the road. The simple reason for high number of accidents on this road is because pedestrians are equally inconsiderate in using the road and stray right into the middle of the road without any due consideration, including children and adults.
W		Much needed improvement, thanks.
W	During the busy afternoon/early evening time, many cars, especially taxis, cut down my road to bypass the congestion on Roundhay road. They turn into Whitfield street, then go along Bankside street to Shepherd's Lane, and use further backroads that run paralel to Roundhay Road. This has been an issue I was thinking of raising as our road is getting busier and busier as people follow each other down our road. People then also drive too fast down our road. As a small residential street, this marked increase of traffic impacts on safety on our street. We have a small mosque on Whitfield st/Bankside st corner, where children come after school, and children and their parents come via the green onto Bankside street from Bankside Primary school. I would suggest that currently there is an accident waiting to happen as so many cars now use our small road as a way to by pass the congestion, and your proposals may further increase this traffic. During the evening rush hour, it can be difficult for me to return to my home on Bankside Street from the Shepherd's Lane end, as so many cars are coming the other way, none of whom live on our road, and there is not enou	
W		Please can the crossings turn green for pedestrians quickly (couple of seconds) the crossing by Banstead Terrace West used to be quick but now takes around 60+ seconds - NOT nice is it's raining. Thank you
W	Q 13 Does not make sense. The questionnaire in general appears ameaturish at best. That makes the consultation process biased, irrelevant and redundant The proposals are backward, because it will create more congestion.	1. Develop parallel/alternative routes to rounday road 2. construct foot over bridges to get rid of pedestrain crossing. HAVe you conunted the number of crossings on rounday road? thats a major casue of congestion. 3. Make it five lane, the entire stretch of roundhay road. Make it managed lanes. 3 unidirectional, time based 4. Construct a bridge at the junction of Roundhay road and Harehills lane. 5. Cycle lanes can be developed on parallel interior roads. They need not be on main road. 6. Make it urban clearway 24/7, with strict enforcement. 7. Careful and smart development on the interior roads that run parallel to rounday road is the key to tackle congestion.
W	Separate cycle facilities are only useful where they are one a straight route and don't disappear when the lanes are narrow or near traffic lights. Having lights at the top of Shepherds Ln if there is a left hand filter will make cyclists have to move into the right-hand lane to go straight on (as they do at the Roseville Rd junction when heading into town). The road takes lots of cars and will always be congested so that reducing the speed to reduce the danger car pose will not increase the congestion as drivers stuck at a red light then zoom off at 30mph for a minuet till they reach the next red light. Designing the changes in line with Shared Road Space Principals so all road users are aware of each other.	
W		bus lane on both direction would be a good idea
W	Parking is a big issue. Creating red area marked as zone for buses will effect flow of traffic and parking restrictions. My mum who is disabled and elderly needs easy parking and this would be effected by the West section improvement zone as proposed. We suggest to do the changes from 161 Roundhay Road upwards and onwards to Shepherds lane	
W		To enforce the no-parking zone on R Rd at the bus stop at the KFC area.
W		I believe the proposals would create more traffic congestion & delays than currently exist.
W		The main problem as far as I am concerned is that drivers cross Roundhay Road to streets on the opposite with no discipline or consideration. I think that proper consideration should be given to facilitating a system to enabling cars to cross from one side of Harehills to the other via Roundhay Road at limited points/ junctions. At the moment it seems that once cars have pulled out beyond a certain way they assume that they have right of way. This all adds to delays for traffic.
W	The road needs to be amended for Car drives and not some politically correct assumption that buses need priority--cars are an essential mode of transport for the majority us. Please bear this in mind when developing the plans. Leeds as a city, has increasingly become hostile to cars, something it will ultimately suffer for, as people choose to avoid the city.	
W		Traffic Lights at Shepherds Lane will simply make it easier for traffic to "jump the queues" via the back streets and then rejoin Roundhay Road. It would be better to block off many of the minor side-streets leading off Roundhay Road to minimise such rat-runs.

W		<p>In my experience, most of the delays on the road are caused buy... 1. Traffic leaving Leeds trying to turn right down the side streets and stopping the entire flow of traffic. Adding a bus lane will make this issue considerably more acute. There are currently works being carried out where you are proposing to add the bus lane and this has consistently made the traffic worse every day that the works have been going on during evening rush hour! 2. From busses stopping in the flow of traffic to pick up and drop off passengers. The obvious solution would appear to be to shift the bus stops to point where the path is wide enough to accommodate a bus stop Layby (NOT by making the road narrower!!) 3. Cars illegally parking either for some time or even just briefly with hazards regularly causes chaos during rush hours.</p>
W		<p>Finally something being done about this death trap stretch of road! As a cyclist using this morning and night 5 days a week, I have seen some horrendous driving and narrowly escaped accidents on many occasions. I support the priority being given to buses and cycles. However there is a missed opportunity to install full time cycle lanes along the length of the area of works. There should be an advanced cycle stop line at the lights outside 241 Roundhay Rd. I would suggest larger kerb build outs/deflections are required at Lowther St & Lambton St otherwise, otherwise drivers WILL make right turns against traffic flow/signs. On-street parking restrictions are required between Lambton Terrace/View otherwise the left hand lane will become redundant and traffic will back up behind traffic turning right into Shepherd's Lane. On-street parking outside 215-241 Roundhay Rd should be clarified with markings - cars park as a dangerous mix of parallel and chevron at the moment, encouraging a lack of diligence when entering/exiting parking spaces from traffic.</p>
W		<p>I am not expanding on a response per se but I seriously think that these proposals should take the opportunity to incorporate strict measures to prevent HGVs and Vans loading and unloading on both sides of Roundhay Rd (but particularly the former Kwik Save, KFC) etc during rush hour. The effect of this in terms of delay for traffic (including buses) trying to get through the Fforde Green lights is significant. Traffic cannot use both lanes on the other side and has to filter into one, backing up traffic at the lights. Buses find their bus stops blocked, potentially blocking both lanes. Also a dedicated bus/cycle lane going into Leeds after the Fforde Green lights would be a good idea - in addition to the one proposed coming out of Leeds. There is little incentive for people to get the bus/cycle (in terms of journey time) along Roundhay Rd after the 2+/bus lane ends at the Fforde Greene lights.</p>
W	<p>I don't know if I will have further chance to comment, but my views are as follows: The bus lanes appear too short to be enforceable, on a road where poor driving is widespread with multiple side roads. I fear it may reduce the status given to bus lanes accross the city. Hopefully there will be more parking restrictions on the road (I would like double yellow or white line down the whole road). Your proposals will bring an end to the informal use of the road towards Leeds as having two lanes. This is NOT MADE CLEAR in your proposals, and is a point most people will not notice or be able to comment on. My concern is that whenever the inner ring road or sheepscar junction has an accident there is a traffic backlog. In this (relatively frequent) scenario, traffic will now back up into harehills and slow people's ability to turn left towards the playhouse. Pedestrian improvements are needed, but i think these should take the form of formal crossing/s not just islands as use of these is frequently dangerous.</p>	<p>See previous written response. Thanks for the chance to comment - I hope someone listens. I certainly agree there is significant scope for improvement.</p>
W		<p>I think the proposals are a good idea but do not go far enough. My experince is the problems are caused by too many cars trying to cross over Roundhay Road and cars and trucks parking where they shouldn't.</p>
W	<p>There is a really poor standard of driving in this area, with drivers trying to join Roundhay Road (using the terraced streets as rat-runs from Harehills Road) pushing out into traffic when they don't have the right of way, and blocking the flow of traffic on Roundhay Road whilst they complete their illegal manoeuvres. Pedestrians in this area have a lemming like attitude towards crossing the road - darting between vehicles to cross the road, ignoring pedestrian crossings only meters way. I fear that additional pedestrian crossings will be ignored just as the existing ones are. I'm concerned that the proposed alterations to the roads opposite Shepherd Lane where right turns are to be restricted will move traffic to the neighbouring terrace roads increasing the problems there. From an environmental perspective Bus Lanes create more pollution, because road capacity is reduced for the more numerous private vehicle users increasing congestion, fuel usage and pollution in the area. Environmental arguments aside, I have frequently noted that the full capacity of the road cannot be used because just a single car parked on Roundhay Road forces two lanes of traffic to m</p>	<p>There is a really poor standard of driving in this area, with drivers trying to join Roundhay Road (using the terraced streets as rat-runs from Harehills Road) pushing out into traffic when they don't have the right of way, and blocking the flow of traffic on Roundhay Road whilst they complete their illegal manoeuvres. Pedestrians in this area have a lemming like attitude towards crossing the road - darting between vehicles to cross the road, ignoring pedestrian crossings only meters way. I fear that additional pedestrian crossings will be ignored just as the existing ones are. I'm concerned that the proposed alterations to the roads opposite Shepherd Lane where right turns are to be restricted will move traffic to the neighbouring terrace roads increasing the problems there. From an environmental perspective Bus Lanes create more pollution, because road capacity is reduced for the more numerous private vehicle users increasing congestion, fuel usage and pollution in the area. Environmental arguments aside, I have frequently noted that the full capacity of the road cannot be used because just a single car parked on Roundhay Road forces two lanes of traffic to m</p>

W		<p>The questionnaire and the proposed works unfortunately do not address any of my concerns about traffic on this part of Roundhay Road. One of the main causes of congestion heading into Leeds in the morning is vehicles (particularly taxis and commercial vans) being parked outside the parade of shops at the North end of Roundhay Road (where Harehills Lane crosses Roundhay Road). This causes the 2 lanes of traffic coming from Easterley Road and Oakwood into a single lane and significantly slows and restricts traffic flow, particularly where buses are forced to pull in and out to get round stationary vehicles. There should be clear 'no stopping/parking' restrictions on this stretch of road, which should be strongly enforced. A similar problem occurs at the south end, near the Archway Centre, where traffic coming out of Leeds in 2 lanes is forced into a single lane to avoid cars which are permanently parked on what is one of the busiest stretches of road in North Leeds. I could see no measures to address these parking problems at either of these locations on the proposed plans. I agree with pedestrian crossing improvements where Roundhay Road joins Roseville</p>
W		<p>Hello I am a bit surprised that there are no plans to include a bus lane coming out of Leeds city centre. I travel to work in Leeds city centre on the bus (monday to Friday). The traffic on this part of Roundhay Road is always very bad when I get the bus home to Oakwood. It can take 50 minutes to do a 20 minute journey when I get a bus at any time between 5pm and 6.30pm. I would have liked to see some improvements to help get the buses out of the city centre. Even improving the road markings would help as it is not clear whether certain parts of the road are two lanes or one lane. are there any plans to look at this ?</p>
W	<p>One major cause of congestion is people parking outside the old Kwik Save / KFC. At this point traffic has merged from a number of roads so a clear route is very important. There is no reason for anyone to park or stop here other than buses. How about making this a London style no-stopping 'Red Route' (double red lines on the road)? I have stopped cycling on Roundhay Road for various reasons but one was the introduction of more islands in the road and road narrowing towards the Oakwood end of Roundhay Road. The islands are more dangerous for cyclists as cars have less room to overtake so I don't think more should be introduced. Thanks, Mark</p>	<p>One major cause of congestion is people parking outside the old Kwik Save / KFC. At this point traffic has merged from a number of roads so a clear route is very important. There is no reason for anyone to park or stop here other than buses. How about making this a London style no-stopping 'Red Route' (double red lines on the road)? I have stopped cycling on Roundhay Road for various reasons but one was the introduction of more islands in the road and road narrowing towards the Oakwood end of Roundhay Road. The islands are more dangerous for cyclists as cars have less room to overtake so I don't think more should be introduced. Thanks, Mark</p>
W		<p>Any proposals which seek to regularise traffic turning onto and off Roundhay Road are supported by me. Whilst I see that you are aiming to improve journey times for buses one of the main improvements I foresee is improving road safety by regularising turning movements from side streets which currently make driving down Roundhay Road dangerous as people often inconsiderately cut across traffic.</p>
W	<p>The junction around Easterley Road / Roundhay Road / Harehills Lane is already a significant bottleneck for northbound traffic. The southbound 2+ lane and traffic lights on Roundhay Road have only succeeded in generating queues of traffic (which didn't previously exist). Adding another set of traffic lights northbound to the same junction is only going to build more queues. Adding a bus lane would produce the same problem as the 2+ lane heading southbound and would likely lead to queues on an evening heading down to Roseville Road. Money would be better spent resurfacing the roads and putting railings up and down the pavement as pedestrians and cyclists crossing at points other than marked crossings is a significant issue. A lack of parking is also a significant problem and it causes illegal and inconsiderate parking (in particular around the Roseville Road/Roundhay Road junction and on Roundhay Road north just before the junction to Harehills Lane) which needs to be addressed by appropriate policing.</p>	
W	<p>reducing the number of lanes that can be used by cars to virtually one lane in each direction will increase the volume of cars in those lanes which will result in further congestion. for cars travelling north on Roundhay Road from the junction with Roseville Road to Spencer Place and Barrack road. this will also impact on cars exiting and entering Spencer Place. there will also be increased congestion for cars travelling south from Oakwood Clock which create difficulties for cars wanting to join Roundhay Road from Gledhow Wood Road and in particular Gledhow Valley Road. there are also problems at the junction at Harehills Lane resulting from congestion in the stretch of road between Harehills Lane to Harehills Road. this can already be seen as a result of the current works on Roundhay Road</p>	<p>why can't the south bound bus and 2+ lane restriction be modified to peak morning times only easing the problems slightly for the rest of the day?</p>
W	<p>Whilst supporting the restrictions I hope that they will be managed, double yellow lines do not stop people parking at any time, and I am amazed that unloading for the shops is allowed to happen on the main road, instead of round the back where there are loading bays. This is unacceptable and causes major problems. The flow of traffic is appalling and needs to be managed properly.</p>	<p>Management of parking on double yellow lines needs to be started immediately, not waiting for your work to be done. Surely shop owners realise that when lorries etc are unloading goods for them they are causing massive problems on the road. A few weeks ago there was a skip on the main road for nearly a week - that is completely unacceptable. There is heavy flow of traffic and I am not sure if one lane is enough on Roundhay Road near the shops, whilst I support a bus lane I think this will be as bad for car users as when someone parks to unload and cause more problems for pedestrians. The reason buses are slowed down is because people park on the double yellow lines - when there is no-one parked up the traffic flows freely and no-one is held up, even when the buses pull in for a short time at the bus stop. I think the amount of traffic flowing through requires two lanes for traffic. I do agree with limiting the traffic from side roads onto Roundhay Road, this causes huge problems and I don't think traffic should be able to turn right across Roundhay Road. I hope this all makes sense and thanks for the opportunity to comment.</p>

W		Widening of Roundhay road to accommodate bus/cycle lanes closing side roads at peak periods to prevent cars cutting across Roundhay road and causing traffic build up also enforcement of no parking in front of the shops at the junction of Harehills Lane (in front of the KFC etc this causes buses to have to pull out into the next lane to get around cars parked there and a lot of the time on the bus stop.
W		The road is very prone to being blocked by bad parking and lots of interesting driving manoeuvres as people go in and out of side roads to avoid congestion a further look at the parking and use of these side roads should also be considered. A cycle/bus lane operating down at least part of the route into town as well as the route out of town would be beneficial to cyclists. An innovative system would be to have a three lane road at this point that had a bus/cycle lane one way in the morning and in the opposite direction in the evening encouraging cycle and bus use.
W	The proposals do not include advance stop lines at all junctions and there is no continuous cycle path from Oakwood to Roseville road.	These changes as they stand will do nothing to improve safety for cyclists and are heavily in favour of car users. There is not enough room for 2 lanes of traffic and cyclists as the road approaches Roseville road. Cyclists will be pushed out further into the nearest lane by the changes to the path. I recommend a proper cycle path and single lane traffic. That really would show that Leeds is trying to encourage greener transport. At least make 1 lane a bus and cycle lane in the morning rush hour. PS I have been hit by cars twice in the last year on this road and several near misses. A colleague is still off work 6 months after a car did a u turn into him on this road. The standard of driving is appalling and cars regularly push their way out into traffic from side roads across the space cyclists use near the gutter!. The parking restrictions are ignored on a daily basis. I may ask the council how many car owners have been charged for ignoring double yellow lines if something is not done soon. Rant over. Please do something more sensible than Plan 1.
W		Once a week in the mornings there is a delivery outside KFC on Roundhay road and with one lane taken up by the delivery van this causes traffic queuing up Easterly road. (normally Thursday mornings at peak time) now why can't the delivery be done later on in the day also the van is parked on double yellow lines and why can't he park up one of the side streets. Also there are many streets joining onto Roundhay road and thus many cars turn right on main road and this slows traffic. You need to make some of the streets on Roundhay road one way or no entry or block access from main road.
W	As a driver, the main problems I see are pedestrians not using crossings and cars parking on double yellow lines or double parking next to the parking bays.	
W		The bus lane will only work if its enforced, see the bus lane on Dewsbury road as an example, its currently used at peak times as a car park for local taxi firms
W	By removing one lane of traffic during the period from 5-6, it would cause chaos for drivers. Quite honestly, the flow of traffic at the moment is now usually OK, and my experience of how long it takes busses to get along this road by following in my car, is that it is no longer than one might normally expect on a busy road. By far and away the biggest problem with this section of road is that drivers cross it from one side to the other, so for instance, going from Bankside Street across to Bayswater row, or Shepherds Lane to Lambton street, and all roads in between. Cars pull out and block traffic. If you did something about this issue, you'd have much much less congestion. I also think it would be a good idea to put in or develop the existing pedestrian crossings. Lots of people cross the road between the existing crossings, which is probably quite dangerous.	
W		I dream of a day when in the city we have the political will and charismatic leaders required to really make a difference to the growing problem of the motor car and associated problems. It's not about making bigger roads, it's about ensuring that the roads we have are cycle and pedestrian friendly. This means bringing in trees and seats for people to enjoy a walk and seat down for a rest. An occasional water fountain might be nice. But also, creating the conditions for cycling to be more widely used. If the Spanish (Barcelona) and the French can do it, why can't we? Parisians enjoy car free main roads on most Sundays now you can't hire a last minute bike because they are always taken.
W	The proposals should consider that more timed traffic lights on Roundhay Road will add to congestion for rush hour commuters who are the main contributors to council budgets. This includes those travelling by bus. Double yellow lines should be used to prevent parked vehicles blocking lanes, especially in the area between Harehills Lane and Lambton Street travelling towards city centre. Otherwise 2 lanes will not work in this area. Higher risk of accidents due to overcrowding of traffic into 4 lanes (both ways). Bus stops should be recessed to allow cars to pass parked buses as this is currently a problem. The proposals will increase congestion travelling away from the city centre during the evening rush hour and will likely cause traffic to back up onto the Sheepscar Interchange, with massive knock on effects for the entire Leeds rush hour.	

W	not applicable	Has any thought been given to introducing parking restrictions or 'no stopping' on both sides of Roundhay Road? Parked cars cause problems for cyclists and motorists, particularly during rush hour. Also, it's not clear to road users on Roundhay Road whether both/either carriageway is one or two lanes; road markings making it clear would be helpful in positioning on the road for both cyclists and motorists.
W	The widening of the footpaths at two points heading to town will make cyclists have to filter into the traffic. I use this road in bound at rush hour, narrowing the road will cause dangerous pinch points. They would be better as block painted surface on a level with the road, so cyclists had an option to cycle over rather than suddenly be in a vehicle lane for a short distance	the surface on the inbound carriageway is not good, meaning currently cyclists have to move out into the traffic more than would be ideal. If teh surface could be improved, this would make it safer. The same is true outbound where roundhay road crosses harehills lane. The surface there is simply dangerous for cyclists at a point where traffic is manovering into lanes.
W	None.	I've been saying for years that there should be better provision of the road for buses and cycles.
W	making roundhay road single lane going into town and with bus lane coming out, I am wondering how you think that will alleviate congestion? surely if there is less space for traffic then alternatives will be used, you are in effect pushing traffic into spencer place and the junction of that with roundhay road is already troublesome. Further, the accidents with pedestrians, and I have witnessed two, occur where residents don't use existing crossings that are plentiful. You can pull in as many as you like but if the local residents don't use them and walk across lanes of moving traffic then your work will be a white elephant.	I agree the road is a problem, I think proposals to deal more with flow and limit the amount of crossing traffic and the speed of cars will be welcome and effective. as it is I foresee major congestion and crowding of nearby residential streets with commuters and taxis, moving the difficulties elsewhere.
W	The last thing that Leeds needs is more traffic lights which cause delays, wasted fuel and increased emissions from buses, cars and commercial vehicles. If something was done about the traffic lights at the junctions of Harehills Lane and Harehill Road to prevent the backing up of two lanes of traffic all along Roundhay Road back past Shepherd's Lane it would not be so dangerous for pedestrians or cause such delay to buses.	Leeds should do what I think they are doing in Bristol and start removing traffic lights where possible.
W	My husband and myself travel into and out of Leeds City Centre for work every weekday and sometimes at weekends. The problems I feel that exist for me at present is cars blocking Roundhay road by pulling out from side streets to cross to the other side and not being able to get accross. By having designated spots to turn etc. would significantly help. There are many cyclists at these times which can become a hazard because drivers have to pull out to pass as there is no cycle lane. Having 2 lanes of traffic does speed up the journey both ways.	As Before: My husband and myself travel into and out of Leeds City Centre for work every weekday and sometimes at weekends. The problems I feel that exist for me at present is cars blocking Roundhay road by pulling out from side streets to cross to the other side and not being able to get accross. By having designated spots to turn etc. would significantly help. There are many cyclists at these times which can become a hazard because drivers have to pull out to pass as there is no cycle lane. Having 2 lanes of traffic does speed up the journey both ways.
W		There is also a need to tackle parking nearer to the Fforde Green Lights. Every night the inside lane gets clogged up with cars sticking out into Roundhay Rd because they ignore the park parrallel to the kerb signs, and the parking on the pavement opposite Kwiksave is dangerous both to pedestrians and to other drivers as cars entrance/exit
W	Bus lane is likelt to worsen congestion.	
W		If a bus/cycle lane is put in place there needs to be proper enforcement - the cycle lane further up heading towards Tesco often has people parking on it and is of no use whatsoever - the same applies to the cycle lane on my road (Talbot Road).
W		At present I cycle down Easterly road and then turn off to go up Harehills road en route to SJUH. The alternative is to cycle down Roundhay road and then turn left at the bottom - something I never do at the moment as the Roundhay Road is lethal (and this is from someone who regularly negotiates the mini-roundabout at the top of Beckett St, which I wouldn't describe as safe.) When I saw the signs on Roundhay road advising of change I had hoped that there were plans to make it safer for cyclists. I can't say that the proposed changes would convince me to change my route. whilst cars continue to use the side streets to cut across Roundhay road it will remain unsafe - the only way to stop this would be to put a barrier right the way up the length of the road. By the way, if anybody reading this is responsible for putting the mini-roundabout up at the end of Beckett St, you should be ashamed of yourselves - thoughtless, dangerous and stupid. Could I suggest you trying cycling across it from every direction until you get knocked off- don't worry, won't take long...
W	I don't like the building out of the footpath into the road- this actually makes the road *more* dangerous for cyclists as it forces cyclists into the faster moving right hand lane of traffic. If such a extensions of the footpath is built, it must allow room for a car to safely go past a cyclist simultaneously. I.e. the proposals may make my daily commute more dangerous than it already is. I hate what they did to the south bound buslane just north of the intersection with easterly road. Any cyclist can tell you that putting a cycle path next to a frequently used bus stop when pedestrians pay absolutely no attention to cycle paths is a recipe for disaster. I stay on the road as I don't want to hit a child at 15miles per hour.	I don't like the building out of the footpath into the road- this actually makes the road *more* dangerous for cyclists as it forces cyclists into the faster moving right hand lane of traffic. If such a extensions of the footpath is built, it must allow room for a car to safely go past a cyclist simultaneously. I.e. the proposals may make my daily commute more dangerous than it already is. I hate what they did to the south bound buslane just north of the intersection with easterly road. Any cyclist can tell you that putting a cycle path next to a frequently used bus stop when pedestrians pay absolutely no attention to cycle paths is a recipe for disaster. I stay on the road as I don't want to hit a child at 15miles per hour. I.e. all that money spent on the cycle path is a complete waste!
W		Stopping traffic driving across Roundhay Road would make a big difference

W	<p>The bus lane will create more issues than it resolves. At present the buses are not delayed any more than on any other busy route. The length of the proposed bus lane is not sufficient to make any reduction in the amount of time a bus will take to travel along Roundhay Rd. By preventing other vehicles from using the bus lane section will merely create a jam at the sections before and after the bus lane. It will also increase the chances of an accident as cars shuffle in and out of the nearside line to avoid entering the bus lane. This is not rocket science. I see this exercise as a serious waste of taxpayers money at a time when the council is pleading poverty. It would make far more sense to simply paint white lines down each carriageway to highlight that 2 lanes can exist within each carriageway. I find that where these dividing lines don't exist some drivers become incapable of keeping to the left or right of the carriageway. I travel along this road everyday in peak hour traffic and believe that your proposals for the bus lane will be nothing more than a menace. It should also be remembered that car owners should also be catered for afterall we pay a large amount of road tax.</p>	<p>I have several friends who own businesses along Roundhay Road. They are already fed up with the yellow line restrictions that prevent customers stopping and parking outside their shops during the day in non peak hour periods. They do not wish to see further restrictions for the benefit of one type of vehicle. Roundhay Road only needs to have an stopping restriction from say 8:30 - 9am & 5-6pm to alleviate most of it's problems. The 2 plus lane in operation at a section further up Roundhay Road has been rediculously set for all day and makes no difference to the traffic jam at the junction of Roundhay Rd & Easterly Rd. Please learn from this.</p>
W		<p>I would like to reccommend restricted parking and loading Northbound during congesntion times in the proposed construction areas. I would like to recommend restrictions to right turn off Northbound Roundhay all the way to Easterly Road. My concern about investing in pedestrian crossings is that a large majority of people do not use the ones currently in place. A crossing could be 20 yards from where they are crossing and they are still not used. I also feel there should be more police presence in this area - not allowing people to cross this part of Roundhay unless in a pedestrian zone, not allowing people to double park outside businesses. Obviously I want to support any improvement to this Road as I feel it is one of the most dangerous roads in Leeds. However, I'm not sure about the effectiveness of a bus lane during proposed times. As a daily traveller of this road to have traffic being filtered into 1 lane, might cause more delays, back ups and allow opportunity for very rude and impatient drivers to access restricted lane. But maybe it remains to be seen that this idea will improve. But enforcement of restrictions is key. It is a stretch of Road that is a free</p>
W		<p>The double yellow lines near KFC and FarmFoods etc need to be changed to double red lines meaning no stopping on both sides of the road. It is this small stretch where people think it is acceptable to simply stop with hazard lights on, that causes most of he bottlenecks. No one ever stops people doing this, it is not policed. Just one person stopping inconveniences hundreds of other people with tail backs quickly forming. It would be so easy to stop with double red lines.</p>
W	<p>I currently commute using Roundhay road and the road is very congested, traffic forms into two lanes and still is very slow. I am concerned that a bus lane will make the traffic only have access to one lane and so push the congestion further back into Leeds. Currently buses do not have a problem stopping.</p>	<p>I would also like to state my concerns about traffic behaviour on roundhay road and harehills road. The rules of the road are often broken with me worried about my safety in my own car on my evening commute. This is normally due to other road users looking for ways to bead the queues. For example driving down the middle of road, forcing themselves dangerously into the traffic etc. I think harehills road needs a similar consultation.</p>
W	<p>The big issues that I regularly encounter are illegal double parking on the northbound section and illegal parking on the double yellow lines outside KFC, these both cause major congestion yet nothing ever gets done about it. As well as causing congestion this causes danger to cyclists by forcing them into the middleof the road. Adding more traffic lights will lead to even more congestion on an already congested road, why not do some thing about about all the illegal parking, this would be quicker, considerably cheaper and considerably more effective.</p>	<p>I do support moves to make the road safer for pedestrains but this scheme just seems to be a huge waste of money that will achieve nothing other than increased congestion from yet another set of traffic lights. There are a lot of accidents on this road, it seems to me they are caused in the main, by drivers attempting reckless manouvres such as u turns in free flowing traffic, or dirving on the wrong side of the road. This is generally to enter and leave side roads which they use as rat runs to avoid the congestion on this road.</p>
W	<p>I welcome the proposals, but believe that something should also be done in regard to the parking situation on both sides of the Roundhay Road parade of shops, where currently people using / working in these premises both double park and (especially on the Northeast-bound carriage) park diagonally with their back ends jutting into the street, causing traffic obstructions and potential danger for cyclists, especially at night and when weather restricts visibility. If the council are going to invest money in the area, then something needs to be done regarding this, or the overall effect will be lessened.</p>	
W		<p>Whilst I fully welcome these proposals, I feel that something needs to be done regarding the parking situation on both sides of the Roundhay Road parade of shops. On most days people using /working in these premises regularly double park and / or park diagonally (particularly in the shallow bays on the North-East-bound carriageway) with their cars jutting onto the main carraigeway. This often means that other vehicles have to change lanes or swerve to avoid these obstructions, which puts themselves and especially cyclists in danger, particularly with the pedestrian crossing, bus stop and Fforde Grene junction close by. At night times and when weather restricts both visibility and stopping distances, this is particularly a problem. Whilst the council is investing money in the area, I feel that this issue should also be considered, perhaps through widening of the parking bays etc, or the overall effect of the changes will be lessened.</p>

W		<p>Although I fully back the plans you have, I hope that they work this time. I really appreciate the new bus and cycle lanes that have been developed further up Roundhay Road but I can't help thinking that part of it was a waste of money due to the fact that it has now become more dangerous outside eastern Foods due to the road being narrowed and the amount of idiots parking in the cycle lane. I now have to veer into the traffic to avoid these parked cars and it is even worse when they sling their doors open as I pass. Perhaps a small amount of money could be used to erect barriers outside the shop making it less appealing to park on the road as there would be no quick route to the shop? Or perhaps the owner of the shop could be forced to direct folk to his car park around the back or face a huge fine himself? Anyway, thanks for trying to help us cyclists, especially now the dark mornings / evenings are drawing upon us.</p>
W	not applicable	<p>My perception is that the major problem is outside the area in the plans. Cars nearly always park outside KFC restricting the traffic, congestion/accidents occur when cars mount the pavement to park opposite KFC, and cars turning right immediately after Harehills Road across the traffic frequently hold up traffic. Cyclists going up Easterly Road often get cut up by traffic going straight on on Roundhay Road - it is a very dangerous place for cyclists.</p>
W		<p>The main traffic on Roundhay Road are domestic vehicles, by introducing a bus lane you are reducing the lanes down to one at peak times for these vehicles. This is going to increase congestion on this route and expand peak time on this road, how is this helpful ? I understand and appreciate that you are improving for all other method of travel including pedestrians, however improving these items reduces benefit for your majority road user ! I have no objection to new pedestrian islands or new traffic signals, but leave the bus lane of your plans !!</p>
W		<p>Please extend cycle lane all the way from Barrack Road to Easterly Road. Don't stop it at Sheperd Lane, make it continue on and through the Easterly Road junction and join with the existing cycle lane continuing up Roadhay Road. Doesn't have to be a full bus & cycle lane, just a narrow lane for cycles.</p>
W	<p>The biggest issue is cars crossing roundhay road from side streets, from Chapeltown end and Harehills end. The side streets need to be locked off and Sheperds Lane traffic lights introduced. This will stop the congestion caused by drivers trying to cut across Roundhay Road. These cars cause a lot of the congestion as they bolck off Roundhay Road by cutting across it.</p>	<p>Please block off (mid way) the roads leading onto Roundhay Road, from Harehills. People come up shepherds lane and others and try and cut across to the harehills side. They use every street to do this, but if only Shapheards Lane was used (traffic lights introduced), then people would have to use one route. They would not be able to cut across. Also - the bus stop outside the Kentucky F C place is in the wrong place. The buses tend to block all the road. Instead of introducing bus lanes, we should remove bus stops from KFC. Put them before this - so people can get off and walk - leaving the road claer for traffic to flow. Also there are to many bus stops on the Chapeltown side of Roundhay Road. This means that busses are causing the congestion as many of them arrive at the same time - blocking flow of traffic. If there were on or two bus stops at the bottom of RR and one or two just past the lights (where Forde Green Pub used to be) - then the traffic would flow. Also - people would be encouraged to walk. MOST IMPORTANT - BLOCK OFF THE SIDE STREETS USED AS RAT RUNS TO CROSS FROM CHAPELTOWN SIDE TO HAREHILLS SIDE. IT IS A MAJO</p>
W	<p>I dont feel the real issues of roundhay road are being addressed in this consultation. having been a driver for the past 6 years using roundhay road regularly and working on roundhay road. The issues on Roundhay road are that there are drivers who feel that they can park wherever they like wether it be double yellows or double parking. They happily stop in the middle of traffic and get out of the car for a chat. This can be seen daily. There are also people who feel they own the roads and with push through traffic, block lanes, and take dangerous shortcuts and u-turns. The solution is not to spend millions on bus lanes it is to get more traffic controls down there as the situation would stay the same, build a bus lane and people will still park outside KFC blocking it.</p>	<p>please see my previous comment</p>
W	<p>I've used Roundhay Road as a motorist for more than 20 years and traffic congestion at the peak has become significantly worse in recent times, especially the evening peak when it can take 15 minutes to travel around 1000m. I agree that this also creates issues for cyclists and buses. However, I feel congestion will only become worse if the features are introduced. What is needed is for greater priority to be given to traffic flows along Roundhay Road - in particular longer green times at the junction with Harehills Road; the closure of some of the side streets from which drivers regularly emerge into or across Roundhay Road with little consideration for other road users; the replacement of existing parking provision outside 215-299 Roundhay Road with parallel parking to prevent reversing into the flow of traffic; the introduction of parallel parking along the frontage to the shops fronting Roundhay Road closer to the Harehills Lane junction; and stronger regulation and enforcement of illegal parking/illegal traffic manouevres on the road. A smoother flow of traffic out of the city along Roundhay Road will be beneficial to car and bus users and also safe</p>	

W		The traffic lights at Archway need to be included in the proposals as cars heading North have two lanes. Cars using the first lane are forced to move into the second to avoid parked vehicles shortly after the lights so most use second lane at lights. This results in some cars using the first lane to undertake traffic at speed before nipping into the second just at the point cars are joining from the box junction! Also, I know this is outside of these proposals but cars heading North need more clear signs so that they don't turn left into Harehills Lane endangering Pedestrians on the crossing. The sign warning pedestrians about this problem is only visible for those heading South.
W	I would consider the safety of other routes drivers would take in order to avoid increased congestion due to a bus lane in the afternoons, e.g. Stoney Rock Lane, Harehills lane.	I think you can make an effort to improve safety but pedestrians will still avoid walking to islands and jay walk. Cars will still shoot across the road. I would block vehicle access to all residential roads east of Roundhay road, so they cannot shoot across from the west side. I personally hate driving on this road, it is like an assault course, having to dodge pedestrians, cars coming at you from all angles, in amonsgt all the claim injury centres, it is a driver's nightmare. Pedestrianise the entire street and build an overpass.
W		The difficulty with roundhay road is that drivers use the road as if it was a two lane road before it is marked out as one after shepherds Lane. pedestrians cross the road but not at the crossing that is provided .Also traffic from the side streets move out into the main road even though it is not clear for them to proceed and thus block the road again.It should be made into a 20 mph road after shepherds lane leading upto Easterly road and there should be more police presence there till the issue is resolved.Also Harehills road adjoining Roundhay Road is a hazard to cross/drive and cycle
W	I do not think that these proposals would affect me or my family in any way. Any improvements to Roundhay Road would be welcome. The most important change (as I see it) would be take away the extremely dangerous roadside parking on there which leads to cars being double parked at times.	I do think that the most dangerous issue facing Roundhay Road is a lack of awareness of Road Safety, from car drivers cyclists and pedestrians. I think that as well as implementing the proposed changes, I believe there also needs to be a major education program to improve safety awareness and perhaps some regular policing to pick up on the dangerous practices on this road.
W		I have considered cycling to work, but have been put off by the conditions for cyclists on Roundhay Road so I would particularly welcome extra provision for cyclists.
W		Fully support the proposals, especially for positive impact on cyclists.
W	They may increase the journey time if I am driving my own vehicle	
W		Need to make the road into a dual carriageway. Also need to build more car parks for local businesses, for example near the takeaway stores. Lots of people block the carriageway and force traffic into one lane.
W	If parking, double parking, lorry unloading and the traffic light timing at the Harehills road/Roundhay road junction was correctly timed, to allow 'out of town traffic' on Roundhay road to start at the same time as 'inbound', then no other changes would be needed!!! You'd save thousands instead of wasting it- as you've done on the 2+ lane further up! That's been an unmitigated waste of time and money and has done nothing but cause traffic congestion in Oakwood!! Allowing lorry unloading at 218 & 230 at morning rush hour causes massive delays inbound! Cars parked at 214-152 at morning rush hour causes massive delays inbound! Likewise car parking on the opposite side causes problems at evening rush hour! Finally cars mounting and dismounting the kerb & pavement 217-241 causes chaos anytime!	If parking, double parking, lorry unloading and the traffic light timing at the Harehills road/Roundhay road junction was correctly timed, to allow 'out of town traffic' on Roundhay road to start at the same time as 'inbound', then no other changes would be needed!!! You'd save thousands instead of wasting it- as you've done on the 2+ lane further up! That's been an unmitigated waste of time and money and has done nothing but cause traffic congestion in Oakwood!! Allowing lorry unloading at 218 & 230 at morning rush hour causes massive delays inbound! Cars parked at 214-152 at morning rush hour causes massive delays inbound! Likewise car parking on the opposite side causes problems at evening rush hour! Finally cars mounting and dismounting the kerb & pavement 217-241 causes chaos anytime!
W	n/a	As part of Roundhay Road now has a 2+ lane, I think it would be good if the council promoted/allowed the use of cycle and 2+ lanes for motorbikes. I see a number of motorbikes on my journey and think it would help if they were allowed to use those specific lanes
W	These proposals are ridiculous .. The prblm in a morning is the cyclists who have no ragrd for the highway code and undertake overtake and swerve in and out of cars with no regard for the highway code. The lane to promote car sharing has not bee a success in anyway indeed it has added conjection at the top of Roundhay road. Roundhay rRoad is not a busy artery - please do not meddle with it to make it difficult to carry out my daily commute onm bus or car . In addition what are you trying to do to local business at a time of recession . Lets make it hard for their customers to park so we have empty shops in teh area. So far the area has been lucky and most business premises are occupied - please do not hinder the growth of bsiness in my area . .	
W	i would chosse an alternative route home and add to congestion on Chapeltown Rd or Scott Hall Rd	why not make a 2+ lane on the out bound side of the road, close off some of the side roads; traffic lights at Shepherds Lane might encourage prople to speed through the 20 mph zone inc risk to pedestrains; dedicated cycle lane; better enforcement of unlawful parking and bad driving
W		More restrictions on parking on Roundhay road would help as the parking restricts it to one lane More roads leading from Roundhay road to Harehills road should be made oneway to prevent cars cutting through and causing dangers to cyclists, pedestrians and other road users

W	Will there be parking restrictions during the day, at peak rush hour times and weekends were the proposed changes are to take place. e.g. Visitors to flats opposite Banstead Park and and St Aidan's church Leeds often have visitors also St aidan's church have numerous Funerals and weddings which often require on street parking on the side of the road were proposed changes are to take place	how will cars and other vheicles be able to manouvre to the left hand lane when the bus lane ends on the left hand side of the road. What is the likely cost of this venture and will the cost be passed on to the taxpayer in future years.
W		I visit the Bangladeshi Centre on Roundhay Road from time to time and have noticed all the parked cars in Shepherd's Lane which obscures vision so the proposals should make it safer
W	Because the proposals make no provision to relocate the present parking outside the business premises between St.Aidan's Church and Gledhow Road - and outside the residential properties opposite - the proposals will fail to achieve the objective of reducing congestion for buses and other traffic - and may make it worse.	Roundhay Road is a vital traffic artery for the economy of the City and care must be taken not to impede its use.
W	The traffic heading north in evening rush hour can be very congested. Currently two lanes are used by cars and buses. If this was limited to one lane for car users the traffic would be very congested indeed. I understand that buses are delayed in the same traffic but the time I travel through Harehills (around 6pm - 6.30pm) I do not see many buses at all! It would cause massive inconvenience implementing a bus lane to those people who are not able to rely on public transport for their work. It may be more useful if the flow of traffic through Harehills was prioritised for those heading north (ie with the traffic signals).	
W		a big safety issue is traffic parking outside kfc or the stretch of roundhay rd between the lights of harehills lane and the lights of harehills rd! i also think traffic shud be banned from crossing into karnac rd or crossing into roundhay rd from karnac rd! this cud be possible with a perminat barrier seperating both lanes?
W	A bus lane would slow down my travel to work, but it is worth doing for the benefit of others. It would be beneficial if it was peak hours only, int he appropriate direction. Traffic islands are needed, as it is dangerous travelling on an evening when it is dark (i.e. winter) due to people standing in the middle of a road wearing dark clothes, against a background of headlights coming the other way. Espccilly due to the driving conditions on this stretch of road (people pulling out when they shouldn't)	
W		This proposal does not mention anything to do with irresponsible driving. I propose the following:- - The bus lane to have cameras - From the propsed traffic lights up to the FForde Green Junction to have double yellow lines and for them to be enforced by cameras (heading towards Roundhay Park) - Its rediculous that they are single yellow lines at moment. - Out of scheme, but by FForde Green junction coming from Easterly road, for vehicles performing an illegal Uturn, to have gound sensors detecting a vehicle, when no vehicles should be passing.
W		Personally believe a 2+ lane (similar to the Stanningley bypass) would be more effective use of the part time bus/cycle lane. This would encourage people to car share. There are not sufficient buses to make use of a single lane and it would only cause additional congestion for car users. 2+ lane plus bus/cycle lane during rush hour periods would be best for this scheme. I support the use of pedestrian islands - all too often people run out in front of our car. A lot of problems are also caused by people travelling from east to west across Rounday Rd - some way of changing how this works would be beneficial. Separate cycle lane would be useful - my husband would consider cycling but at the moment it seems too dangerous to cycle along here.
W	They don't resolve the problem. It doesnt make things any safer and will cause more conjestion. I was involved in a car accident on this road a few years ago - your proposal would not have made any difference. Conjestion would be worse and it force everyone to use the back roads e.g. Dib Lane to avoid it	The conjestion is caused by illegally stopped or parked cars, and the erratic and dangerous driving that takes place on the road - cars criss-crossing the small roads, using them as a "rat run" to avoid the main roads. The road markings are poor in areas and dont clearly indicate lanes in the road, plus the parking restrictions dont come into force until 7:30am. Lorries stop randomly to make deliveries at peak periods - morning and evening - and people pull up to run into shops - there is no respect for the road markings or notices. People cross the road randomly - they completely disregard the pedestrian crossings. Its more dangerous now as its darker and its difficult to see them. I have regularly had cars cut across me, seen them approaching me on the wrong side of the road to turn up the side roads, seen cars reversing onto the main road, seen cars drive diagonally to cut across the road; lorries suddenly stop and put on their hazard lights and cause back ups and a 15 minute tail back. Ask the police to be present to enforce the rules of the road. I believe the only option is to put a central barrier up and only allow gaps for pedestrian crossings. It would stop pedestrians crossing
W		still have ongoing major problem due to cars stopping at fast food takeaways on yellow lines ALL THE TIME.
W	If a bus lane was introduced at peak times this would have an adverse affect when travelling by car. The road is presently conjested as it is used due to the number of vehicles at peak times therefore if the number of lanes available to cars were to be reduced this would put a greater pressure on the road thus adding to travelling times. If the journey home takes longer it would cause more stress to me which in turn will have an adverse effect on my family. I will arrive home later than I do already which creates problems with child care arrangements. Abus lane would abviously benefit me when I travel by bus but as a car user on some days this would not overall benefit me. If there were 1 bus lane and a lane for 2 lanes of cars then this would obviously be easier.	

W		Having a bus/cycle lane would cause a further tail back of single line traffic waiting to go up Roundhay Road, having lights might alleviate the problem for the traffic either coming onto R.Road or turning down Sheperds Lane, again,from the Angel/Roseville Road lights. Near this junction there is also problems because of cars parking outside the shops, hence another bottle neck. Occasionally there are traffic wardens, not necessarily giving out tickets but possibly advising drivers of the parking restrictions, if any. I travel up and down Roundhay Road on a daily basis, some nights it takes me longer to travel this section than the 9 mile from work, the proposed changes would make this longer still. My other alternative is to find an alternative route, perhaps this could be your next suggestion to motorists. Thank you for the opportunity to add my opinions to your scheme.
W	northbound traffic gets delayed because there are far too many vehicles criss crossing Roundhay Road from ALL the side streets thus blocking lanes @ busy times, and the traffic lights @ Harehills Road and Harehills Lane junctions are not allowing enough vehicles through before changing. I can only see that these proposals would only cause even more congestion as all the traffic would be compressed into one lane northbound when all outbound traffic should be given priority to get through this area. As for cyclists, I travel this road twice every day and can honestly say that I have not seen more than 3 cyclists a week, so why give a priority to such a small minority. Many Pedestrians on Roundhay Road ignore the existing crossings that are there now, some cross over whilst only a few yards away from the crossing because they cannot be bothered waiting for the lights. Thankfully, the crossing at the Harehills Road junction is used by a lot of pedestrians that have a brain. The others are not only a menace, but are a danger to themselves and every other road users, and should be prevented or punished for crossing anywhere but the crossings already provided. For s	Please think again and look properly at ways to alleviate the causes of the congestion: the criss crossing of vehicles over Roundhay Road, the traffic lights timing and sequence, providing adequate parking near to the shops to stop parking on the main road itself, fencing the pavements to make people cross at the crossings provided. Surely the costs of this would be better than yet more weeks of roadworks delays and congestion, and would be more beneficial to the local community and residents living just outside this area.
W		Some of the suggestions for pedestrian islands are a good thing, quite a number of people attempt to cross the road by just stepping out in front of traffic, even when there's a crossing nearby. There's also an issue of the enforcement of existing parking restrictions. Particularly in the mornings there's an issue with the double yellow lines being ignored outside the parade of shops between Harehills Lane and Harehills road.
W	The proposals seem contrary to the Council's stated aims of encouraging cycling and walking. There is no need to make the road two lanes in both directions: this just encourages cars to drive more quickly and makes it less safe for cycles and pedestrians. There isn't room for a bus+cycle lane and another traffic lane in the same direction as buses cannot safely pass cycles. Pedestrian crossings (e.g. Shepherds Lane) should enable pedestrians to cross the whole of a road wherever possible and not have to wait in a pen for a second set of lights while a few more precious cars cross a junction. The junction with Shepherds Lane is now more difficult for cycles going straight ahead (how would a cycle move into the box safely, between two or three closely packed lanes of cars, hemmed in at the lights by a pedestrian island?). One wide lane is generally safer for cycles as it allows cars and buses plenty of room to pass, and cycles room to manoeuvre in plain view. Please don't just prioritise the types of users on this road now, but think about who would use it in a sustainable future - does your plan make this road safer for children cycling and walking to school?	
W	I would be concerned that any changes to lane numbers or lane width, or the creation of parking bays, might affect the safety of cyclists along Roundhay Road. It is already a very busy road and commuting during rush hour can often be dangerous due to the volume of traffic, number of side turnings and the kind of driver behaviour frequently exhibited. An area of particular concern is the junction with Roseville Road, where the separation of the road into two lanes often means that as a cyclist you are suddenly forced to cross a lane of traffic in order to carry straight on. If any cycle lanes were to be created, it would be preferable that they were not too narrow, did not cross the danger region of parking bays where car doors can be opened into the cycle path, and were fully restricted from traffic entering them rather than being advisory (e.g. with a solid white line or perhaps even a kerb separating the cycle lane from the traffic lane). If traffic islands and pedestrian crossings are created, they should be done in consideration of the effect this would have on cyclists, e.g. islands not designed in such a way that suddenly forces cyclists into the middle of a lane of traffic. If any	Just to say that as I use the road as a cyclist on a daily basis and as a driver on a weekly basis, and that as a cycling driver I am also aware of the issues that drivers face with cycle lanes etc, I'd be happy to provide more feedback on any proposed changes if you are looking for people to do so.
W		Bus lane should go all the way to the traffic lights opposite what was the Empire superstore. Stop cars parking perpendicular to the kerb.
W		I don't think forcing the traffic into one lane will ease the problems. A major cause of the problems in my opinion is the parking that occurs on Roundhay Rd which causes vehicles to have to change lanes to avoid the cars. This is a particular problem near the Easterly Road end. There is parking for the parade of shops (a layby type pull in) which cars can park on but most evenings when I use this area there are cars parked on the road around this area. This causes congestion and is also a hazard for cyclists with cars trying to get past these vehicles. This is a particular problem for buses. If these vehicles were prevented from parking on the road in this area, traffic would be able to flow much more freely, without a huge cost to the taxpayer of all the proposed works. Parking is also a problem on the opposite side of the road (outside KFC and that parade of shops). Regularly there are delivery vans and cars parked outside causing an obstruction to vehicles and as a result the road becomes congested with cars being forced into one lane of traffic. All these vehicles should be prevented from parking in this area as a means of easing the congestion. I al

W		I would like to see all right turns prohibited on Roundhay Road unless there can be a filter lane built in to accommodate standing traffic. This is a traffic flow and safety issue. Equally I would like to see existing parking restrictions rigorously imposed. Currently they are broken with impunity. Equally additional no parking restrictions are essential if traffic is to flow easily and safely.
W		If you introduce parking restrictions and bus and cycle lanes you are going to have to enforce them pro-actively and not just at first. Restrictions, double-yellow lines, etc are routinely ignored on Roundhay Road and my partner who commutes to work won't use the cycle lanes as he is always having to pull out of them around parked vehicles.
W	The main problem with Roundhay road is that vehicles park on both sides of the road causing congestion and this is the cause for bus delays and must surely contribute to more dangerous conditions for pedestrians and cyclists. By making the whole of Roundhay road a no parking zone the number of accidents and traffic congestion would immediately reduce. I have reviewed the current proposals and believe that the plans will only make congestion worse and transfer the problem to another main traffic route out of town, i.e. Chapeltown road / Scott Hall road. Since Roundhay road is used as a two-lane road by cars and buses, by effectively reducing this to a single lane road (by introduction of a bus lane), the traffic will back up further down Roundhay road possibly back to Barrack road and Clay Pit lane as this is where the traffic normally starts out of town anyway. In my opinion, the best way to ease traffic is to introduce a bus lane / 2+ lane similar to that recently completed on Roundhay road near the Tesco / Homebase stores which has eased traffic during the morning rush hour. This along with a strict no parking enforcement would reduce congestion, help buses	I do believe that some serious consideration needs to be given to the proposals as currently I feel that the plans will worsen traffic flow along Roundhay road. The bus lane / 2+ lane recently completed further up Roundhay road has improved traffic flow during the morning rush hour, and by employing similar measures and preventing vehicles from parking on Roundhay road, the traffic will be more free flowing and this will prevent the usual "chaos" as people weave around parked cars and put both cyclists and pedestrians in danger, as well as other motorists.
W		Enforced parking restrictions would help congestion and visibility
W		One of the main problems in this area is people parking on double yellow lines when they are not supposed to (usually putting their hazard lights on to collect a takeaway), bad driving in general and people pulling out of/into sideroads. I guess these aren't issues that can be dealt with by this consultation, however!
W		As a car driver I think the biggest improvement would be to put double yellow lines down as most of the problems are due to parked cars on the road. I'd also suggest reducing the number of side streets with access to the main road as these encourage short cuts.
W		It is pleasing to see that you are trying to restrict traffic crossing Roundhay Road and turning right across traffic. Ideally a traffic island right down the middle of the road would be great - if rather draconian. Any measures to stop vehicles turning right off Roundhay and/or attempting to cross from access roads on one side to the other will be welcome
W	The 2+ lane on Roundhay Road has had a severe effect on my drive to work. The lights at the end of the 2+ lane change far too quickly between the 2 lanes and this causes regular massive tailbacks which normally puts 15 minutes on my journey to get through it, along with hundreds of other cars going down that road. Surely the point of a 2+ lane is to try and cut down on emissions, but the poor layout and design of this lane has only served to increase time idling in cars and consequent fuel usage, so is clearly having the opposite effect. This is on top of MONTHS of disruption whilst building this lane, and the related costs to that. Awful plan, poorly thought out and slowly executed.	Again, the work done on Roundhay Road has only served to increase congestion, halt the general flow of traffic, and regularly cause tailbacks right back to Oakwood Clock. You'd be way better off actually checking that people aren't parking during rush hours outside KFC and the former Iceland on the other side of Forde Greene, as this is far more disruptive during peak times than people driving on their own ever was. The road is far worse than it has ever been, after months of disruption and presumably large costs to build. In times of fiscal austerity there are surely more important things to spend this money on.
W		I do not live in the area, but what really bugs me is parking on the road both cars and vehicles delivering. Double parking has become an issue in the last year. I also feel that out of some of the smaller road both on the left and right side you should only be able to turn into the flow of traffic.

Key:

- A - Distributed to properties
- B - Distributed to Vehicles
- C - General
- D - Distributes on the busses
- E - Distributes to Pedestrians
- W - Website returns

- 'Local' returns
- 'Non-Local' returns