

Analysis of the proposals for the A660 improvements

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Background

About the 2023 consultation

The Jan – March 2023 consultation on a permanent scheme included four public drop-in events along the proposed scheme corridor and primarily an online survey with accompanying information, FAQ and project timeline tiles (hosted by Commonplace). This was further supported by on-the-ground engagement with businesses and the public, carried out by the independent charity, Leeds Involving People.

Stakeholder engagement was also carried out with statutory stakeholders, with businesses and beneficiaries along the route and with special interest groups, or groups representing those with protected characteristics. Details of stakeholder engagement can be found in the Business Case under section 2.1.6 and in the appendix 'LIP Consultation Report'. Stakeholders may have also contributed to the consultation outside of our meetings and correspondence, for example via email, but all feedback received by any means has been considered as part of the consultation analysis and has been treated equally.

Reasonable adjustments have been made wherever possible, such as ensuring all event venues are accessible, ensuring stakeholders who need site visits have been offered them, ensuring that paper and post alternatives to digital materials are available and the use of QR codes. For more information, see the 'EDCI' for this consultation.

Date opened/closed

The five-week consultation exercise on the A660 proposals ran from Monday 30th January - Sunday 5th March 2023. The consultation also received written feedback after this date from Northwest Leeds Transport Forum and the Cardigan Centre's Elders Connect project, as well as the University of Leeds' Centre for Disabled Studies. This feedback is also factored into the below 'Total respondents' figures.

How the consultation was promoted

For more detail please see 'A660 Communications Plan' in appendices.

| Means of promotion | Audience |
|---|---|
| Leeds Involving People (see LIP Consultation report in appendices) | Properties and businesses along the route |
| 4 x drop-in events along the corridor | Local residents, business owners, students |
| Requested that Councillors share the consultation with their constituents | Local residents and business owners |
| Paid social media promotion (Facebook, Instagram) | Users aged 13+ within a 1km radius of Headingley Central, Hyde Park Book Club, Lavanta Meze Bar & Grill, Parkinson Building. |
| Paid social media promotion (Facebook, Instagram) | Female users aged 18+ within a 2km radius of Headingley Central, Hyde Park Book Club, Lavanta Meze Bar & Grill |
| Paid social media promotion (Facebook, Instagram) | Users, aged 18+, whose interests match 'student' within a 1km radius of Stylus, Hyde Park Book Club, The Hyde Park Picture House, Salvos Restaurant, Lavanta Meze Bar & Grill |
| Organic social media posts through Connecting Leeds and Leeds City Council's Facebook and Twitter pages | Local residents |

| | |
|---|--|
| Silence Media websites display banner advertising | Postcodes in LS6, LS2 |
| Press releases/coverage | Local residents, local/trade/national newsdesks |
| Leeds Mumbler website | Mums in Leeds |
| Connecting Leeds monthly newsletter | 19,000 subscribers |
| News features on the A660 commonplace web page | 1,275 news subscribers |
| Letter drop/postal to 1215 commercial and residential addresses along a 75m radius of the whole route with an additional 25m buffer (100m total) around key junctions listed below: | Residents and commercial addresses along whole route, radius of 75m. Key junctions/areas with a 100m coverage radius: <ul style="list-style-type: none"> • Otley Road where Armdale Centre is • Wood Lane/North Lane junction • St Michael's Road/Skyrack pub junction • Victoria Road/Headingley Hill junction • Hyde Park Road/Woodhouse st junction • Cliff Road/Woodhouse Lane junction • Woodhouse Lane/Rampart Road junction • Clarendon Road/Raglan Road junction • St Mark's Road junction |
| 'Insite' – internal council staff website and staff networks hub | LCC staff |
| Posters and leaflets | Distributed by LIP, Connecting Leeds team to people at events and by Leeds Involving People to local centres, businesses, properties, shop windows, etc. |

Total respondents

This consultation resulted in significant feedback from interested parties, largely supportive of the proposals. As of the 31st March 2023 the figures were:

- 1709 respondents (those who completed the survey)
- 12,794 visitors to page (visited but may not have completed anything)
- 13.4% of viewers filled in the survey (conversion rate)
- 63.3% positive sentiment
- 25.7% negative sentiment
- 11.1% neutral sentiment



The 4 public drop-in events attracted 282 attendees and at these events, or afterwards by post, we received 52 paper surveys.

All percentages in this report are rounded up or down to the nearest percentage point, therefore the total sum in some charts may not always be equal to 100%.

Participant demographics

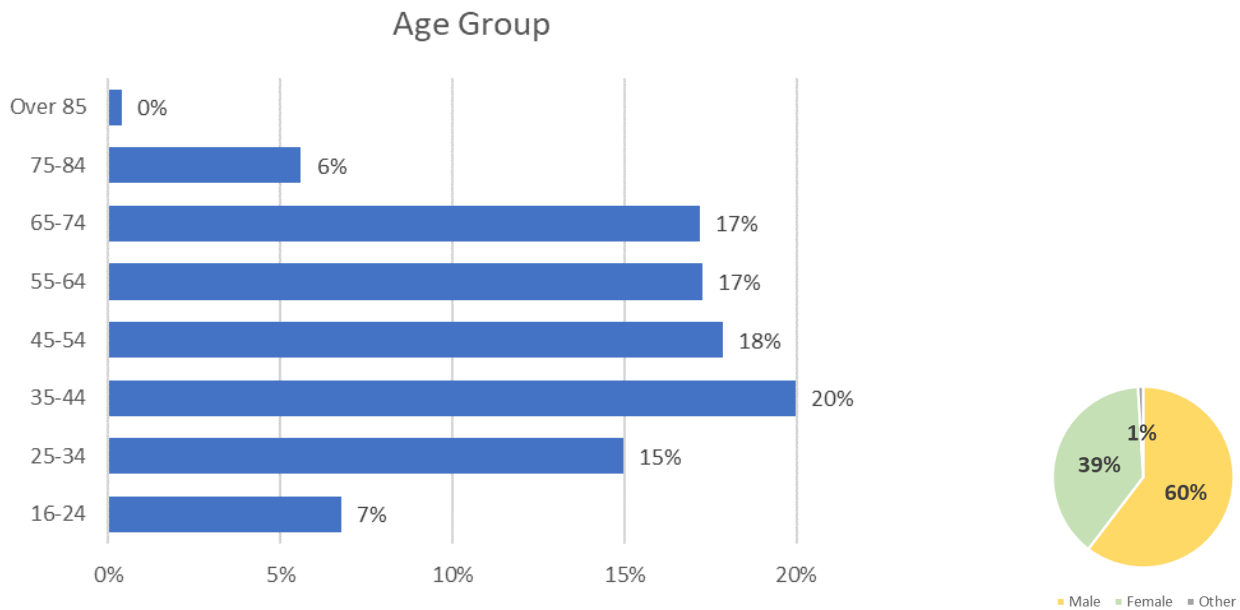
Participants were asked several questions to understand the demographic profile of respondents. The charts below show a breakdown of these demographics where they are known.

Sex

More responses were received from people who describe themselves as male (60%) compared to female (39%). Altogether, 1% of participants use another way to describe themselves.

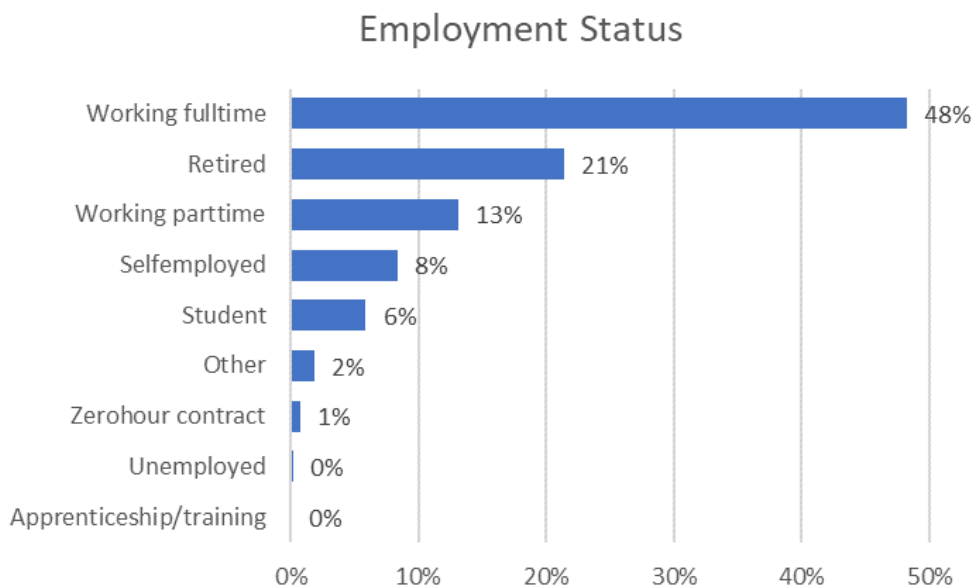
Age Group

The consultation received a range of responses from different age groups, however we were underrepresented in those aged under 25.



Employment Status

Almost half of respondents (48%) were in full time employment and a further 13% are working part-time. There were very few responses from those who are unemployed.

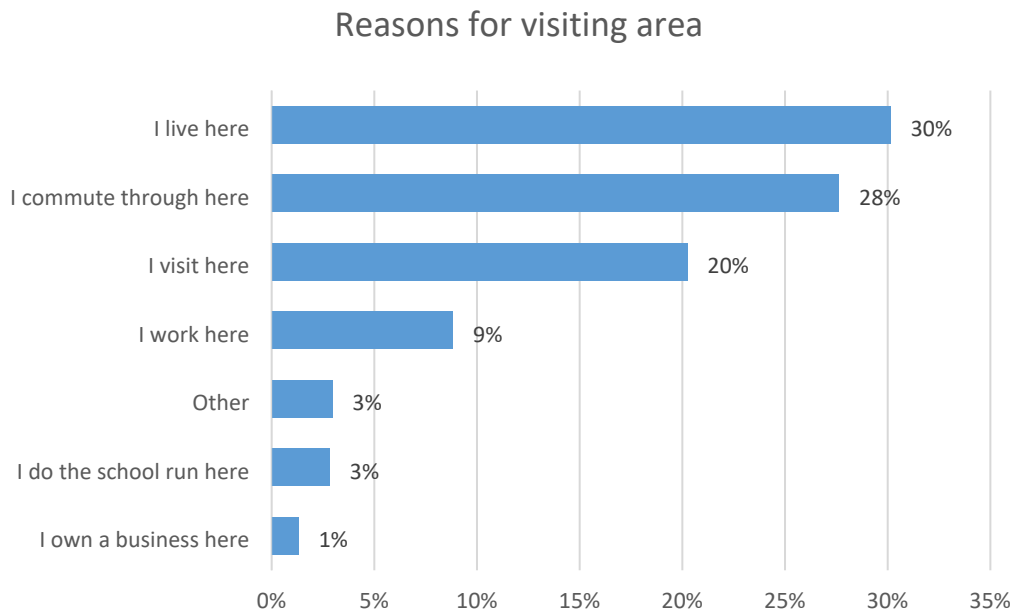


Visitor Profile

Respondents were asked their reason for visiting the area. This was a multiple-choice question, therefore many respondents visit the area for more than one reason.

Reasons for visiting

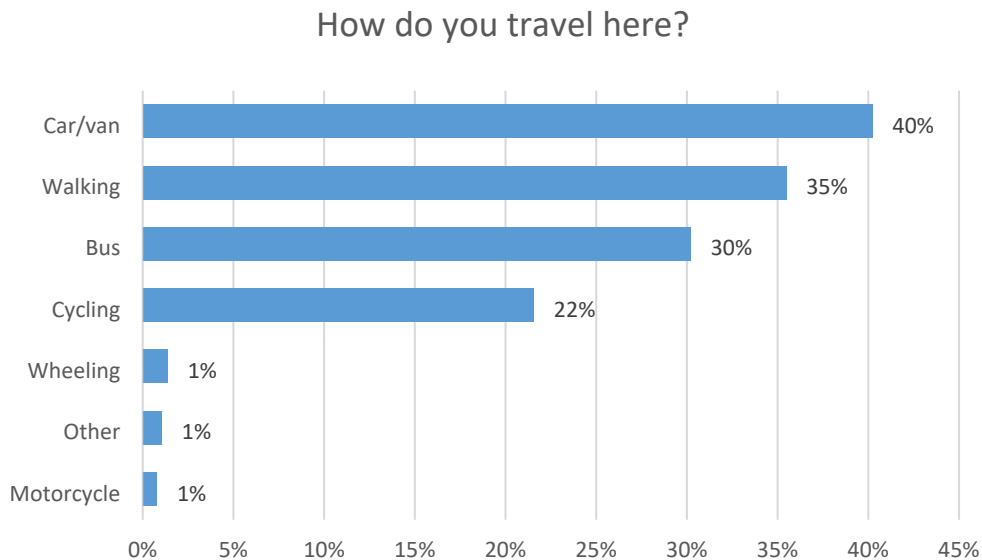
Most respondents live in the area (30%) followed by people who use the area for commuting at 28%. Just under 1 in 10 respondents work in the area.



How do you travel here?

This was also a multiple-choice question, therefore respondents often had more than one preferred choice.

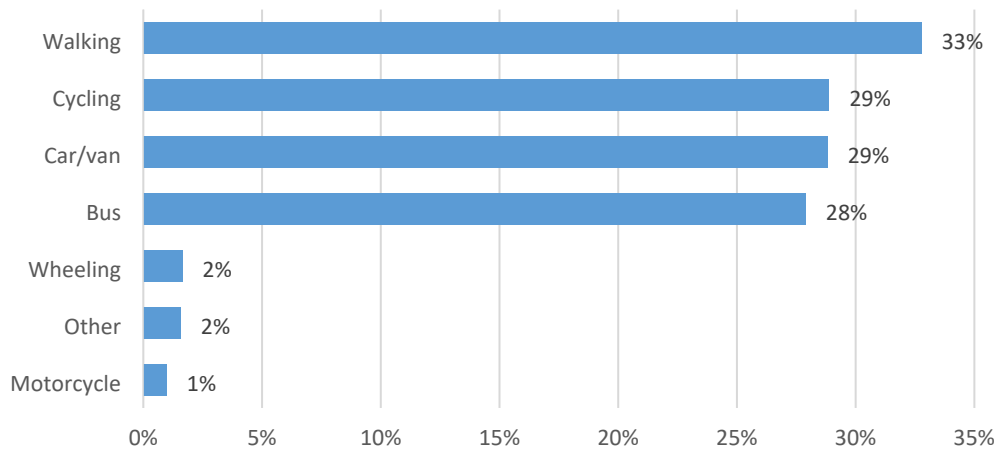
The most common way to travel to the area is by car/van, with 40% of respondents stating this. This was followed by over 1 in 3 respondents who said they walk, and 30% who travel by bus.



How would you like to travel here?

Altogether 1 in 3 respondents (33%) would like to travel to the area on foot, closely followed by cycling and car/van both at (29%) and bus (28%).

How would you like to travel here?



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

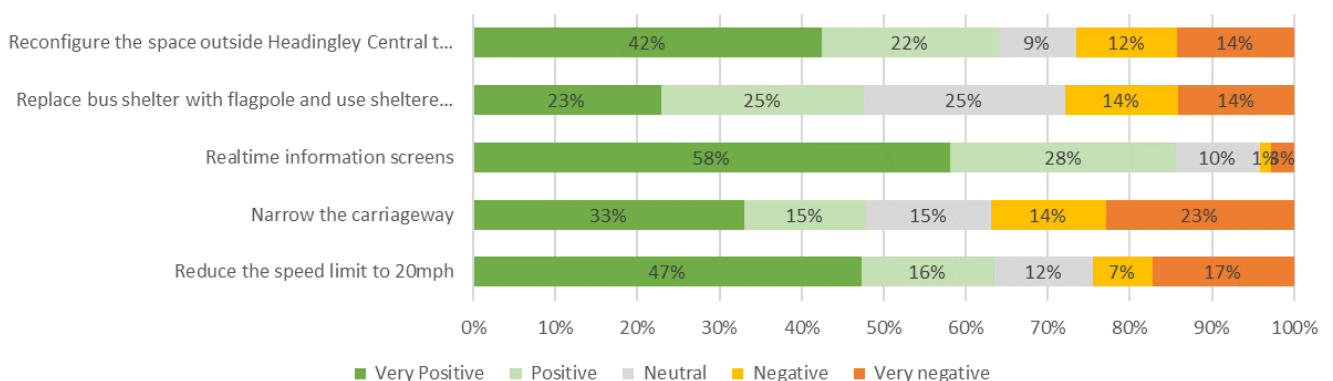
GRID A

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:

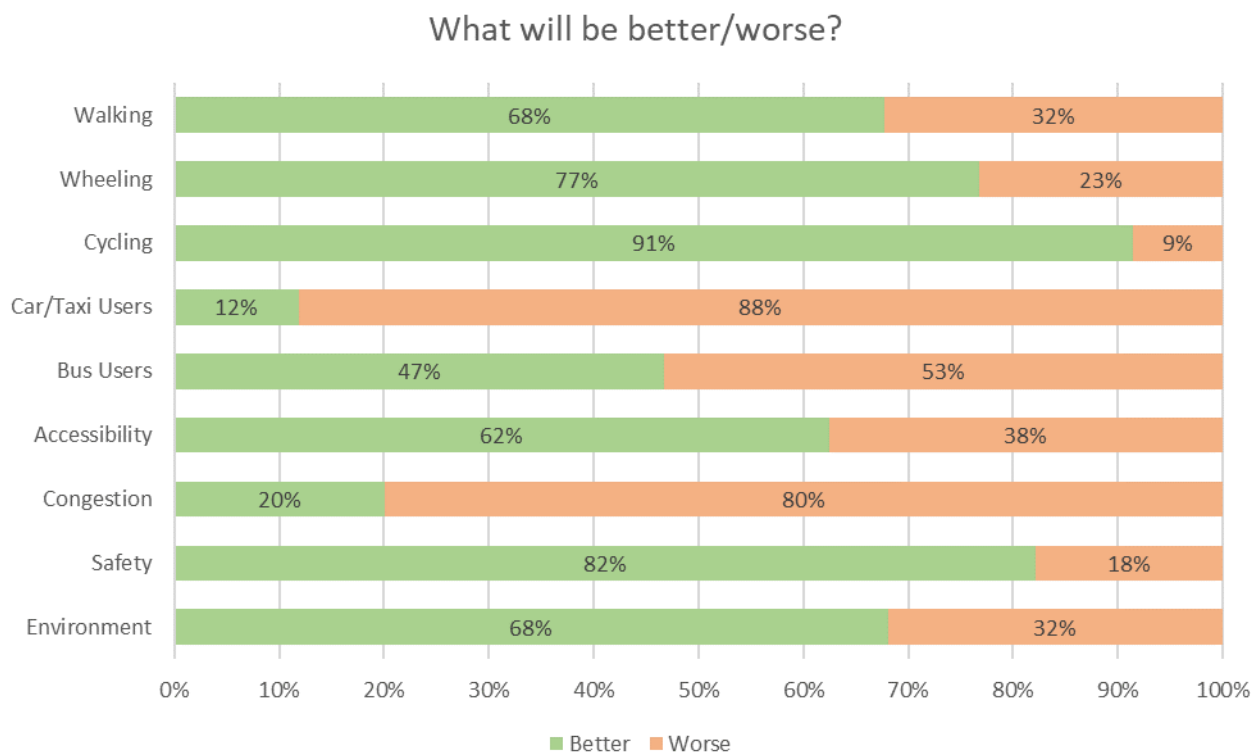
GRID A - PROPOSALS



| Design Feature | Analysis | Officer Recommendations |
|---|---|--|
| <p>Reconfigure the space outside Headingley Central to include a segregated path for people cycling</p> | <p>26% of respondents had a negative sentiment towards the reconfiguration of the space outside Headingley Central.</p> <p>Concerns were raised regarding a bus stop bypass layout with reasons cited:</p> <ul style="list-style-type: none"> • Pedestrians having to cross a cycle lane to access the bus stop • Some people felt that the shopping experience would be affected • Volume of pedestrians taking part in the “Otley Run” in addition to adding cyclists in the area would create a hostile environment for those wishing to use facilities | <p>Because of design mitigation below recommendation is to proceed:</p> <p>Crossing cycle lanes</p> <ul style="list-style-type: none"> - Zebra crossing to highlight pedestrian priority - Cycle track is raised to footway level as cyclists approach the bus shelter area to physically slow them and signal a change in carriageway characteristics - Entry and exit taper of the cycle lane to slow cycle speeds - Engaged with local disabled groups to understand local access issues and LCC intend to offer: <ul style="list-style-type: none"> • Training walks in the city pre-construction to support concerned disabled groups • Orientation walks post- construction to support concerned disabled groups <p>Volume of pedestrians using the area whilst taking part in the “Otley Run”</p> <ul style="list-style-type: none"> - Cycle lane separates the pedestrians from cyclists - Cyclists do not want to collide with pedestrians as it can lead to poor outcomes for both parties. - Most pedestrians are being injured by motor vehicles not cyclists - Pavement cycling will still take place if the highway authority does not provide infrastructure dedicated to supporting cycling <p>Shopping Experience</p> <ul style="list-style-type: none"> - Working with the landowner, LCC see the shopping and leisure experience as crucial to creating a people orientated environment - Footway will be retained and extended - Bike parking will be relocated to enable access to key shops and restaurants - Rationalising street furniture to provide a more intuitive walking environment |
| <p>Replace the bus shelter with a flagpole and use sheltered walkway</p> | <p>48% of respondents had a positive sentiment to this, however 28% had concerns about the removal of the shelter.</p> <p>Concerns were raised:</p> <ul style="list-style-type: none"> • Removal of seating at the bus stop <p>Positive sentiments were expressed:</p> <ul style="list-style-type: none"> • Provides more waiting space in the area • Removal of advertising panels that obscure the sight lines of pedestrians • Some felt there was an opportunity to upgrade seating at the bus shelter as the seats slope | <p>Retain shelter</p> <ul style="list-style-type: none"> - The West Yorkshire Combined Authority (WYCA) confirmed a cantilever shelter would be able to be accommodated as long as the pedestrian waiting island is 2m wide - WYCA confirmed they can remove the advertising panels - The cantilever shelter will be positioned at the kerb edge with quarter end panels 300mm wide - The West Yorkshire Combined Authority confirmed there would be seating provided as part of a standard bus shelters |
| <p>Real time information screens</p> | <p>Positive sentiment is 86%</p> <p>4% of respondents had concerns including:</p> | <p>Volume of RTI</p> <ul style="list-style-type: none"> - The local authority intends to work with WYCA colleagues to ensure it meets agreed standards for decibel levels that would be acceptable to residents and is able to be detected by those requiring audio technology |

| | | |
|---------------------------------|---|---|
| | <ul style="list-style-type: none"> Volume of the information being heard over bus engines | |
| Narrow the carriageway | <p>48% of respondents expressed positive sentiment towards carriageway narrowing</p> <p>37% of responses had concerns regarding the carriageway narrowing:</p> <ul style="list-style-type: none"> Emergency service vehicle access Inability for vehicles to overtake buses Increase in congestion | <p>Emergency Service Vehicle Access</p> <ul style="list-style-type: none"> Widths enable access Emergency services are statutory consultees that have confirmed they accept the changes <p>Inability for vehicles to overtake buses</p> <ul style="list-style-type: none"> The consultation plans show that bus laybys are to be retained in this area and vehicles will be able to pass buses while they are stopped. |
| Reduce the speed limit to 20mph | <p>63% of respondents expressed positive sentiment towards speed limit reduction</p> <p>24% of respondents expressed concern:</p> <ul style="list-style-type: none"> Causes congestion | <p>Congestion</p> <ul style="list-style-type: none"> 20mph speed limits will not increase congestion on the corridor. The junction capacity and volume of traffic is the primary cause of congestion. Since 2007, there has been a 17% decrease in traffic volumes on the A660. During peak hours, average bus speed drops to 5.7mph, weekdays 4-6pm. The scheme is anticipated to further reduce traffic volumes and hence congestion through mode shift. Out of hours users/ night-time economy pedestrians expected to benefit from speed reduction through the centre. If vehicle speeds are reduced it provides a calmer, more pedestrian focused environment |

What will be better or worse?

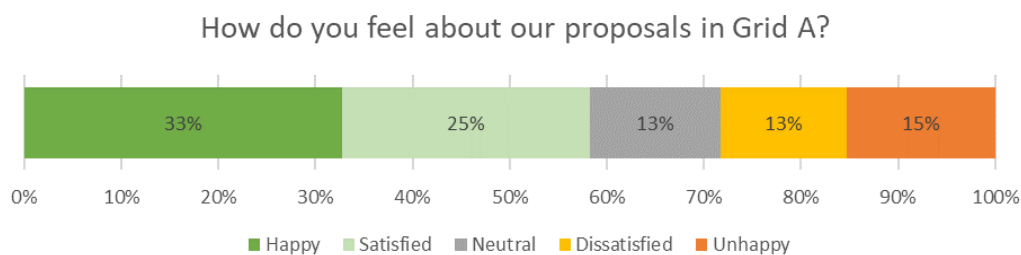


Altogether, 5% of respondents said that no improvements are needed, and 7% said that the improvements were not enough.

53% of respondents felt the changes to the bus stop arrangements would have a negative effect on bus users. Concerns were expressed regarding taking the cycle lane behind the bus shelter in a high footfall area, which is likely to have contributed to the result that 38% felt accessibility would be worsened by the scheme. The designs will reduce street clutter and excessive street furniture where possible on highways owned land improving accessibility for users. This will improve the environment pedestrians will have to navigate. To mitigate concerns regarding the bus shelter, this will be retained to reduce the reliance on the sheltered walkway and the design of the section where bus passengers cross the cycle track will highlight the priority for pedestrians and described above.

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

- Total of 1075 responses



Based on the design mitigation measures and overall positive sentiment, officers have recommended that most proposals in Grid A should proceed except for removing the bus shelter.

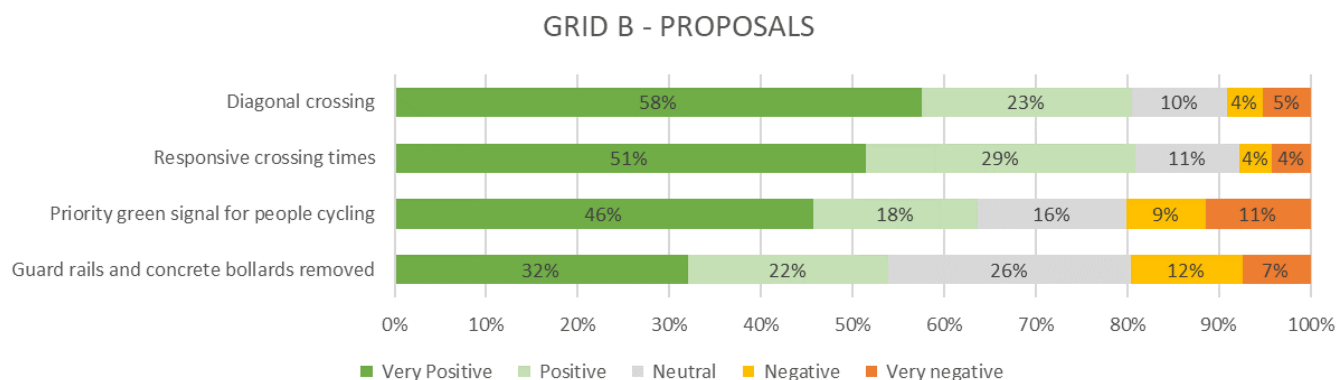
88% of respondents have stated that for taxi and car users the scheme will worsen their experience of using the corridor. It is recognised by improving safety and providing priority for active modes there may be some negative impacts on these users. The extent to which this materialises will be dependent on the mode shift achieved. If enough people change their behaviours the experience for all will be improved.

Grid B

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:



| Design Feature | Analysis | Officer Recommendations |
|--|--|--|
| Diagonal crossing | <p>82% of respondents are in favour of the diagonal crossing:</p> <ul style="list-style-type: none"> • Many people noted that it is a movement already done by users as the junction has an all- red phase built in <p>9% of respondents felt negative towards the proposal:</p> <ul style="list-style-type: none"> • All red lighting phase can lead to increased journey times for motorists | <p>Proceed with the diagonal crossing</p> <p>All red lighting phase can lead to increased journey times for motorists</p> <ul style="list-style-type: none"> - There is already an all red phase at the junction, therefore there will only be a slight adjustment of timings to accommodate safety clearance timings - Enabling pedestrians to cross the junction in one movement promotes a pedestrian friendly shopping area and improves the connectivity between both sides of the high street - This type of crossing reduces the risk of turning vehicles coming into conflict with a pedestrian that perceives it is possible to cross - This type of crossing is only recommended for intersections with a high pedestrian footfall such as the Arndale centre area. |
| Responsive crossing times | <p>80% of respondents felt positive towards improving the length of time for pedestrians to cross</p> <ul style="list-style-type: none"> • Older residents expressed that as they aged they're walking speed reduced and they required more time at the lights • The consequence of prioritising pedestrians that require more time is to increase motorist waiting times | <p>Proceed with responsive crossing times to facilitate vulnerable pedestrian crossing times</p> <p>Increased motorist waiting times</p> <ul style="list-style-type: none"> - Providing adequate pedestrian crossing time is necessary and fits with the scheme's strategic aims, national and local policy. The technology removes the need for pedestrians to press a button. For people with impaired mobility, this will make it easier to navigate crossings - A reduction in design walking speed from 1.2m/s to 0.8m/s – this is in line with Living Streets national campaign to create more inclusive streets for walking |
| Priority green signal for people cycling | <p>64% of respondents felt positive towards giving cyclists priority signals</p> | <p>Proceed with priority green signal for people cycling</p> <p>Concern increase congestion</p> <ul style="list-style-type: none"> - To improve cycle safety, it is essential to allow cyclists an early release signal to complete turning movements where segregation cannot be facilitated due to lane widths. This reduces conflict with |

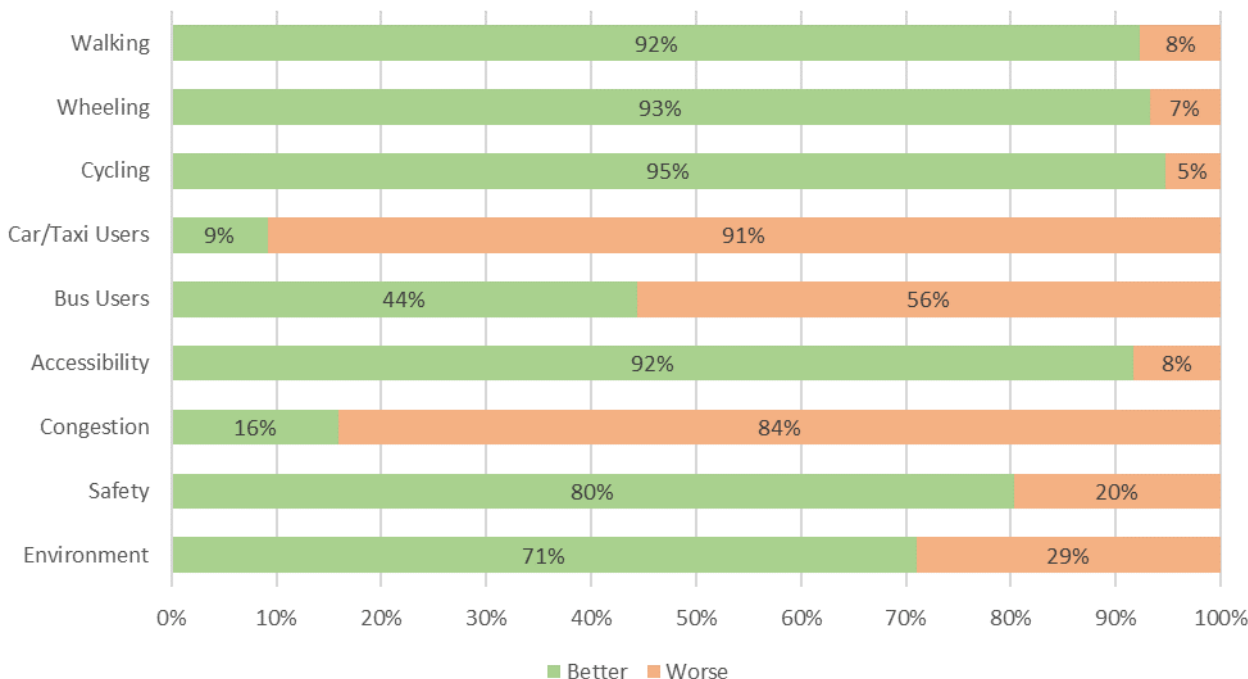
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| | <p>20% of respondents felt negatively towards giving cyclists a priority signal:</p> <ul style="list-style-type: none"> • Motorists expressed concern that there would be an increase in delays and congestion by changing the signal times to allow cyclists priority green. • Cyclists expressed concern that an early release only benefits cyclists at the stop line rather than those that have not arrived at the stop line | <p>motorists making competing manoeuvres and reduces the likelihood of a collision</p> <p>Early release only benefits cyclists at the stop line</p> <ul style="list-style-type: none"> - Site constraints and overall junction capacity mean it is not possible to install separate cycle phases - As per LTN 1/20, due to site constraints, there will be a filter lane to enable cyclists join the Advanced Stop Line |
| <p>Guard rails and concrete bollards removed</p> | <p>54% of respondents supported the removal of the pedestrian guard rails</p> <p>19% of respondents felt negative towards the removal of guard rails and concrete bollards</p> <ul style="list-style-type: none"> • Some people felt negative towards the removal of rails and bollards as they felt it may encourage illegal parking and pick ups and drop offs • Some people felt that the guard rails would protect them in the event of a car collision • Some people use guard rail as a mobility aid | <p>Officer recommendation to proceed with the designs:</p> <p>Removal of guard rails and concrete bollards</p> <ul style="list-style-type: none"> - Studies show that there is a significant drop in KSIs when pedestrian guard railings are removed. Railings can sometimes give drivers a false sense that the pedestrians are safely separated behind them. Without the railings people tend to cross in more locations on an 'ad hoc' basis. The lack of separation by railings can invoke a feeling in drivers that pedestrians could step out from anywhere can reduce overall traffic speeds and improve driver's focus - Illegal parking and drop offs – enforcement officers will be deployed at random including weekends, evenings and nights - Mobility aids – Leeds City Council would encourage those that are using the guard rails as mobility aids to contact a health professional to understand what additional support could be provided. As part of the project there will be a significant increase in seating provision. LCC would welcome suggestions where individual residents think the highway environment would benefit from a bench. |

What will be better or worse?

The data highlighted that 56% of respondents felt that the proposals would be worse for bus users. The upgraded configuration of the signals will make improvements for bus journey times. North Lane junction will retain the inbound straight ahead lane and a dedicated right turn lane for motor vehicles and the 91 bus service. Maintaining a right turn lane, means that buses going straight ahead will not be delayed by right turning traffic.

84% of respondents felt that the congestion would be made worse and 91% of respondents felt that it would worsen the experience for taxi and car users. The project aims to rebalance the corridor to suit the needs of pedestrians and cyclists. It is anticipated that the growth in cycling on the corridor will encourage people to switch modes and make different journey choices. Having a wider range of mode choices will lead to less people choosing the private car to make journeys where they do not need to do so.

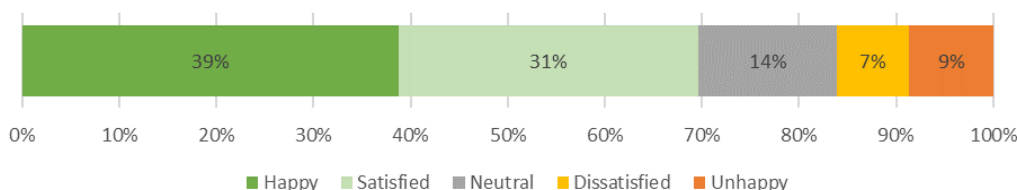
What will be better/worse?



Altogether, 4% of respondents said that no improvements are needed, and 3% said that the improvements were not enough.

Overall, how do you feel about our proposals?

How do you feel about our proposals in Grid B?



Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid B should proceed.

When reviewing the street as per Manual for Streets, it is essential designers consider the principal function of the street itself. When reviewing the centre of Headingley, the sense of place is fundamental to a more fulfilling environment for people. Designs should consider the following: visual quality, propensity to encourage social activity and movement. The retention of a taxi rank and the location of the bus stopping point, will ensure that movement by vehicle is supported.

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

GRID C

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:

| Design Feature | Analysis | Officer Recommendations |
|--|---|---|
| <p>Close St Michael's Road/A660 junction to motorised traffic preventing rat-running</p> | <p>57% of respondents were supportive of the initiative</p> <p>32% felt negative towards the proposals</p> <ul style="list-style-type: none"> • Displacement of existing traffic to other residential side streets • Anti-social behaviour attracted by people doing the Otley Run • Church goers concerned that the scheme will prevent hearses and wedding cars from accessing the area • Increase in congestion • Some residents expressed concern about accessing their properties | <p>Proceed with the closure of St Michael's Road junction to motorised traffic</p> <p>Design Mitigation/ Rationale</p> <p>Anti – social behaviour</p> <ul style="list-style-type: none"> • Creates a welcoming environment for people arriving in the centre of Headingley creating a different atmosphere • Quieter street that will reduce traffic through a residential conservation management area. <p>Church and Business Users</p> <ul style="list-style-type: none"> • Residents, businesses and church users will still have access to their area via Cardigan Road and North Lane • Tracking is undertaken to ensure all vehicles that are required by businesses to enable deliveries can move through the area • Reports of historic buildings (owned by the church) being damaged by lorries/ HGVs rat running through the area – will be prevented • <p>Equality/ Access</p> <ul style="list-style-type: none"> • There will be an opportunity to relocate the existing bus stop to a more spacious area allowing more people to safely alight the bus • Providing better quality infrastructure will allow the |

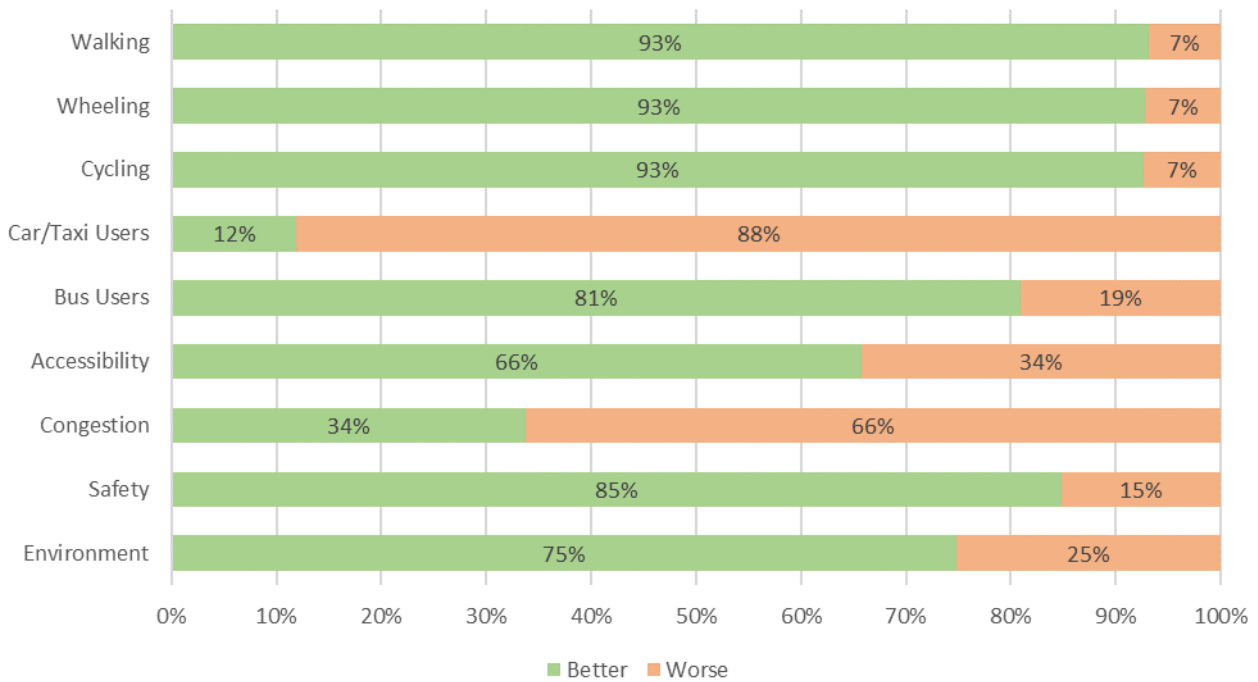
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| | | <p>Guide Dog Training school to support people to practice using an urban environment and adjust to a new way of living</p> <p>Congestion</p> <ul style="list-style-type: none"> • Moving the bus stop after the signals gives the bus priority by allowing a GPS tracker/ sensor in the bus to activate the traffic signals to turn green allowing the bus through in a more timely manner • At peak times, existing right turning traffic from St Michael's Road stops in the carriageway waiting for a space to pull into. This causes delays to outbound traffic that cannot move. By reducing the exit and entry points on to the A660 this will allow traffic to run smoothly and improve bus journey times |
| Create a space surrounding the War Memorial for benches, planting and possibly a rain garden | <p>73% in favour of proposals</p> <ul style="list-style-type: none"> • Residents have expressed concern in Headingley that there is a lack of public space for community events. • The HEART centre (community centre) has applied to repurpose it's car park to a play facility – this was rejected by planning. <p>11% felt negatively towards the proposals</p> <ul style="list-style-type: none"> • Some residents expressed concern that the area would become an anti-social spot due to the behaviour of people taking part in the 'Otley Run' | <p>Proceed with the designs</p> <p>Design Mitigation/ rationale Officer recommendation to proceed:</p> <ul style="list-style-type: none"> • Opportunity to create community event space for things such as Christmas Carols, Headingley Farmer's market and improve the area around the war memorial in coordination with the British Legion • Working with the safer neighbourhoods team, business town teams and police to ensure that reports of any concerning behaviour are taken seriously |
| Provide cycle parking | <p>64% felt positively towards the proposals</p> <ul style="list-style-type: none"> • Some people liked that there would be parking for bikes close to local amenities <p>12% did not like the proposal</p> <ul style="list-style-type: none"> • Some people had security concerns around high value bikes and felt Sheffield stands were not adequate | <p>Officer recommendation to proceed with the design:</p> <p>Design Mitigation/ rationale</p> <ul style="list-style-type: none"> • The short stay parking is a good location as it is overlooked with natural surveillance and close to local businesses and services people may want to use |
| Upgraded, bus-responsive traffic signals | <p>71% felt positively towards the proposals</p> <ul style="list-style-type: none"> • Most people felt that improving bus journey times through signal upgrades would be a good thing for bus users | <p>Officer recommendation to proceed with the design:</p> <p>Design mitigation/ rationale</p> |

| | | |
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| | <p>12% were negative</p> <ul style="list-style-type: none"> Some people felt that leaving the bus stop where it is and signalling St Michael's Road would be a better solution | <ul style="list-style-type: none"> Responsive crossing times enable vehicles to proceed when there is no pedestrian demand. It will be helpful for those with accessibility issues as they will not have to wait at the signals as long to cross. The upgraded signals are dependent on moving the bus stop after the lights. There is no highway space to relocate the bus stop after the signals, to accommodate the high volumes of pedestrians alighting, without using the carriageway space in this area. This design demonstrates a clear prioritisation of bus users and their needs. |
| <p>Eight standard parking bays replaced with four blue badge parking bays</p> | <p>47% felt positively towards the proposals</p> <ul style="list-style-type: none"> Disabled stakeholders welcomed disabled parking bays being included as part of the first iteration of designs shared with the public. Feedback received included that they felt positive as these were additional bays rather than a relocation of existing parking bays. Disabled people and carers explained that they liked the location of the bays as they were central to the district centre and demonstrated a commitment to enable them to access services in the area. <p>27% felt negative</p> <ul style="list-style-type: none"> Some people felt that replacing standard car parking bays with disabled bays would be to the detriment of local church users and people that needed to use local businesses. Some people felt that there should be some car parking spaces retained for the use of the local church <p>26% were neutral</p> | <p>Officer recommendation to proceed with the design:</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> Beyond the loss of the 8 standard parking bays, there are no proposed changes to the parking arrangements in the area. Ensuring there are disabled space located close to local amenities means reducing the walking distance for more vulnerable people. This is important in contributing to Leeds' commitment to be an age friendly city. Providing a community space for the local population was seen as essential to create a feeling of place and demonstrates a commitment to supporting people to walk and dwell in local town centres. The church and many local businesses do have private car parks that are available for use to customers and patrons. Residential demand for parking is highest on an evening in contrast to customers using businesses in the day. There is a significant amount of unallocated highway car parking spaces to accommodate all users within the community. The St Michael's Road area is a 20mph zone |

| | | |
|--|---|--|
| | | <ul style="list-style-type: none"> • The removal of the car parking in front of historic buildings changes the character and feel in the area reducing car dominance • Reducing the number of vehicles travelling through the area prevents the likelihood of collisions or damage to vehicles parked on street. |
| <p>Move existing bus stop from outside St. Michael and All Angels' Church to the new pedestrianised area on St. Michael's Road</p> | <p>53% in favour of moving the bus stop</p> <ul style="list-style-type: none"> • Many people felt that the bus stop needed moving as the high volume of bus users alighting meant the footpath becomes impassable, particularly when people are queuing to board the bus • Many people reported the bus not pulling into the kerb line properly so it did not lose its place in queuing traffic. <p>35% were neutral</p> <p>12% did not like the proposal</p> <ul style="list-style-type: none"> • Some respondents expressed concern regarding the safety of pedestrians crossing a cycle track • Heritage concerns about the placement of a bus shelter in front of the Skyrack would change the feel of the area | <p>Officer recommendation to proceed with the design:</p> <ul style="list-style-type: none"> • Bus stop bypasses are a recommended design solution in cycling design guidance. The design has been implemented successfully in the city centre. • Segregated cycle facilities reduce footpath paving and reduce conflict with pedestrians • The bus stop design will be similar to the design in the city centre. The bus stop will be a symbolic welcome to a 'greener' Headingley where sustainable transport modes are prioritised. • The Neighbourhood Design statement states that outside St Michael's Road the area was actually a village green. Suggestions include improving planting and adding street furniture such as benches. |

What will be better or worse?

What will be better/worse?

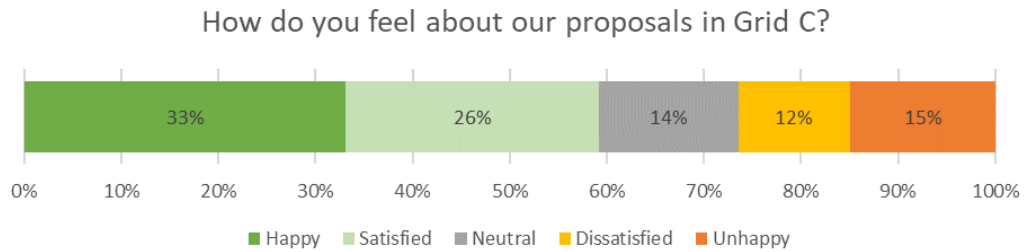


Altogether, 5% of respondents said that no improvements are needed, and 4% said that the improvements were not enough.

The data highlighted that 81% of respondents felt that the proposals would be better for bus users. The upgraded configuration of the signals, enabled by relocating the bus stop, are likely to support improvements for bus journey times. Removing turning movements for vehicles to and from St Michael's Road mean that outbound and inbound traffic will not be delayed, this includes buses.

88% of respondents felt the changes would make things worse for car and taxi users. Taxis and private hire vehicles can stop as long as is necessary for the customer to get in or out of the vehicle in a disabled parking bay. This includes more time to assist wheelchair users and to make sure that the wheelchair is in the right position and safely secured. The changes, particularly prioritise parking for disabled car owners. To create public space, it is essential to remove 4 car parking bays next to the war memorial to facilitate a reflective, calm environment that provides a community space.

Overall, how do you feel about our proposals?



Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid C should proceed.

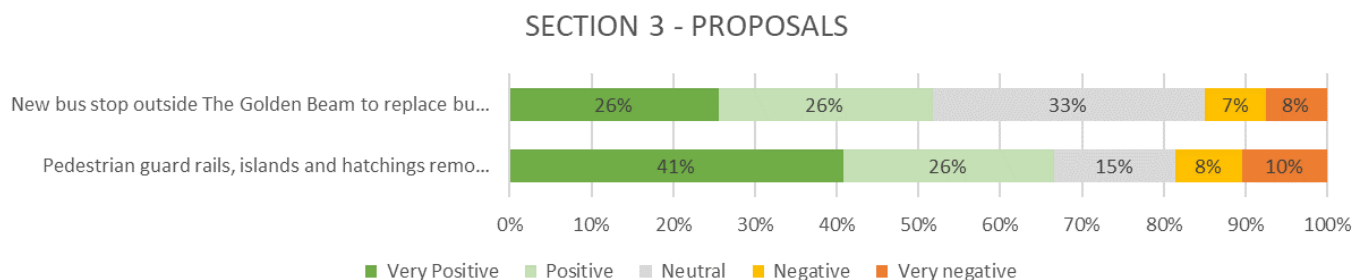
When reviewing the street as per Manual for Streets, it is essential designers consider the principal function of the street itself. When reviewing the centre of Headingley, the sense of place is fundamental to a more fulfilling environment for people. Designs should consider the following: visual quality, propensity to encourage social activity and movement. The relocation of the bus stop, additional cycle parking and additional disability car parking bays demonstrate a prioritisation to facilitate movement within the area.

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

The proposals in the section are:

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

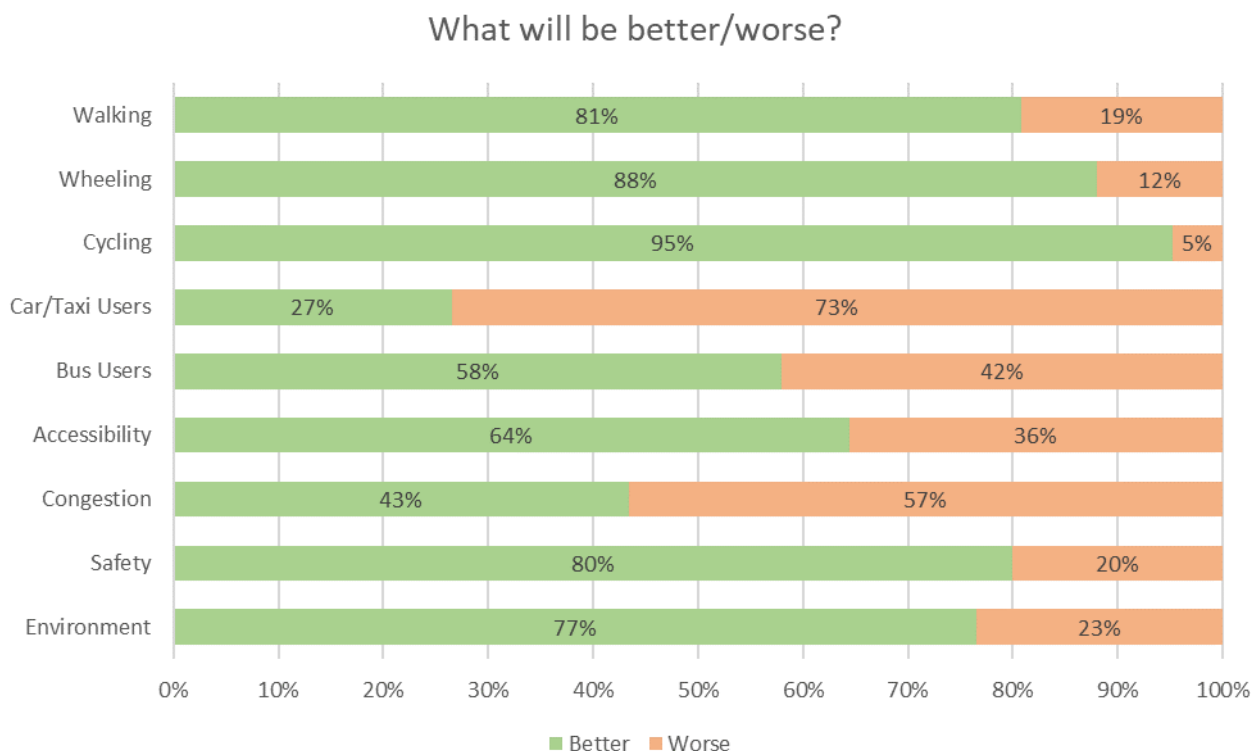
The chart below shows the respondents overall sentiment to each of the proposals. This shows that:



| Design Feature | Analysis | Officer Recommendations |
|---|--|---|
| Bus stop location outside The Golden Beam | <p>52% in favour of the proposals</p> <ul style="list-style-type: none"> • Some people felt that it would allow the bus to make progress along the corridor rather than stopping at approximately 200m for each stop. <p>33% neutral</p> <p>15% against</p> <ul style="list-style-type: none"> • Some female and older residents expressed concern that moving a bus stop outside a pub would create an unsafe environment for women • Some residents felt that the distance between stops would be too far | <p>Proceed with the designs</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • The existing bus stops are located where vegetation from private landowners has been allowed to over grow and obscure street lighting, creating a dingy, dark environment • The pub (Golden Beam) has door security staff during evenings and weekends. The sight lines are improved and the presence of people and businesses in the area mean that people are not waiting alone in isolated environments. • The distance between stops is not required to be considered by the Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure however at the request of residents, LCC Transport Planners have reviewed the distance between stops as approx <ul style="list-style-type: none"> - 450m between St Michael's Rd stop and Golden Beam pub - 440m from Golden Beam to Cumberland Rd stop |

| | | |
|--|---|---|
| | | <ul style="list-style-type: none"> - 330m between Cumberland Rd stop and Hyde Park Corner stop • According to Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, in residential areas, bus stops should ideally be located so that nobody in the neighbourhood is required to walk more than 400 metres from their home. <ul style="list-style-type: none"> - LCC have proposed to position the stops closer to residential areas thus shortening the walking distances for most residents. - See figure 2 for the proposed changes |
| <p>Removal of pedestrian guard rail and footway widening</p> | <p>67% in favour of the proposals</p> <p>18% had concerns</p> <p>Pedestrian guard railing</p> <ul style="list-style-type: none"> • Some people felt it would remove a safety barrier • Some older people said they use them as mobility aids to hold on to whilst waiting at the lights <p>Hatching removal</p> <ul style="list-style-type: none"> • No comments were explicitly mentioned regarding removal of hatching. • Concerns were expressed regarding the emergency service vehicles access to local people as the carriageway will be narrowed as a result | <p>Officer recommendation to proceed with the design:</p> <p>Pedestrian guard railing</p> <p>Pedestrian guard railing can provide a false sense of safety, which may explain the negative sentiment. New research suggests that they can encourage higher vehicle speeds. Driver behaviour improves significantly with the removal of pedestrian guard rail, as there is a change in perception regarding pedestrian behaviour</p> <p>Hatching removal</p> <ul style="list-style-type: none"> • From discussions with members of the public, it is likely the negative sentiment towards the hatching removal is because the carriageway will be narrowed. It is necessary to remove the hatching to shorten crossing distances and facilitate the footway widening and segregated cycle tracks. |

What will be better or worse?



Altogether, 5% of respondents said that no improvements are needed, and 4% said that the improvements were not enough.

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Section C should proceed. 80% of respondents felt overall the designs would improve safety in the area. 36% felt there would be a detriment for accessibility and 42% felt the bus experience would be worse.

The below map highlights the changes to the provision of outbound bus stops. The green shows where there will be a bus stop and shelter located. In addition to the bus stop changes, close to the Golden Beam, there will be a new signalised crossing. This will replace the 2 stage, informal crossing, that does not have any dropped kerbs and is not wide enough for a carer and wheelchair user to stand together. The crossing will provide improved accessibility to the bus stops, making it easier for bus users living on the opposite side of the corridor to access their stops and homes when alighting. The coloured outline circles (grey, pink and blue) show a 400m radius of residents access to the bus stops. The green circles show the existing bus catchment area within a 400m radius of the stop.

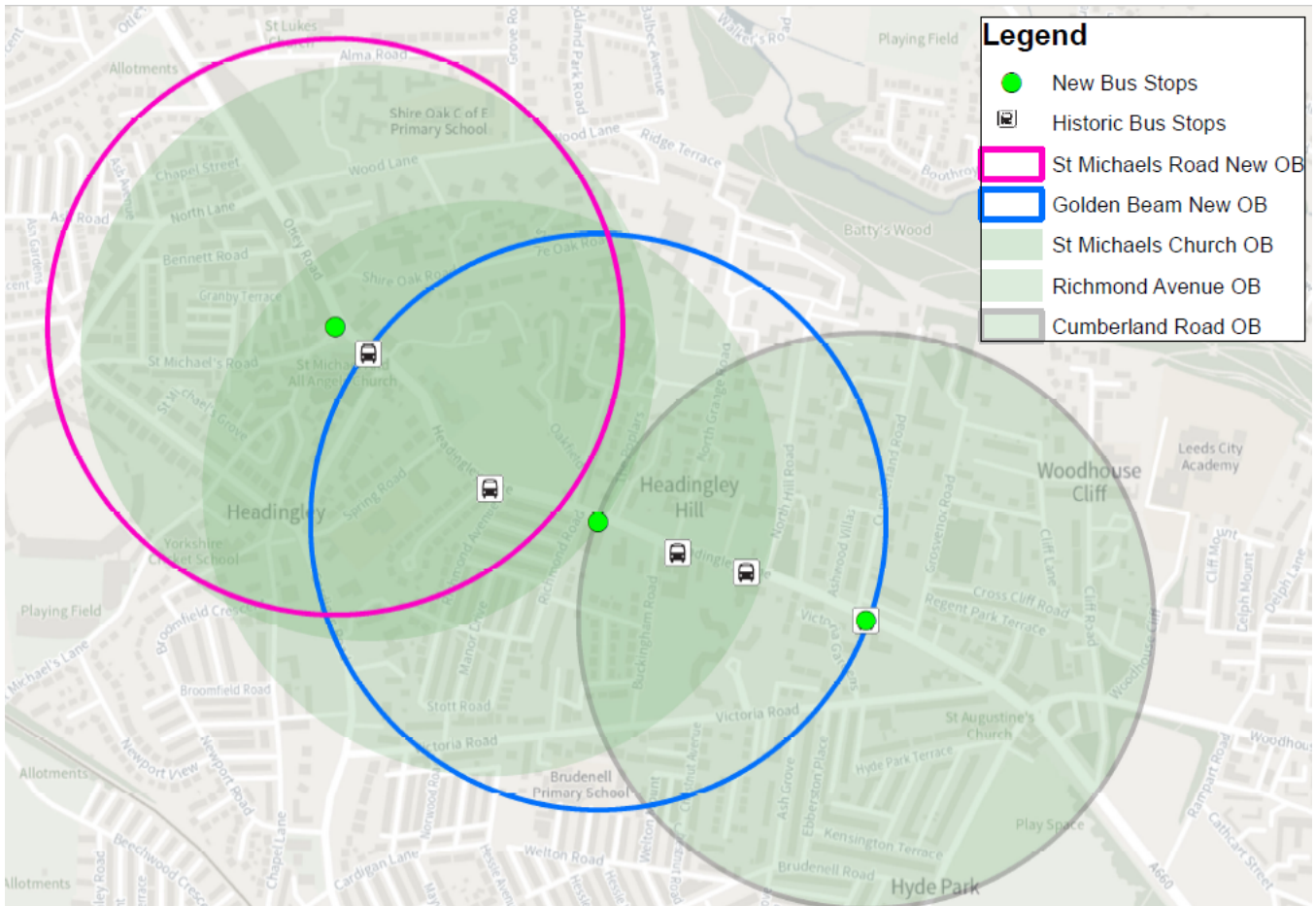
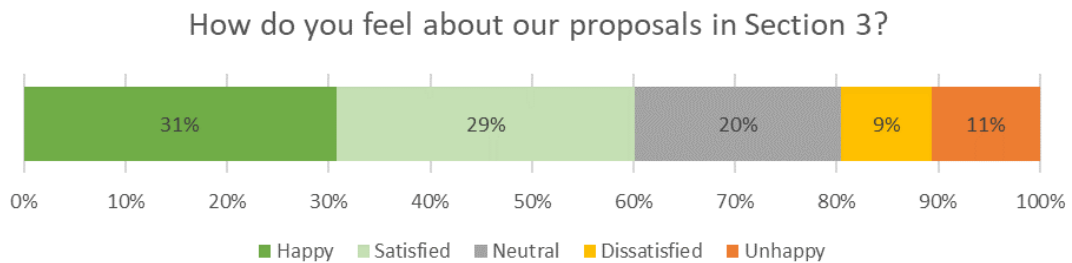


Figure 2: access to bus stops within 400m of people's homes

Overall, how do you feel about our proposals?



Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid C should proceed.

When reviewing the spacing between stops and the additional 6 signalised crossing arms, the benefits to bus users and disabled users is improved.

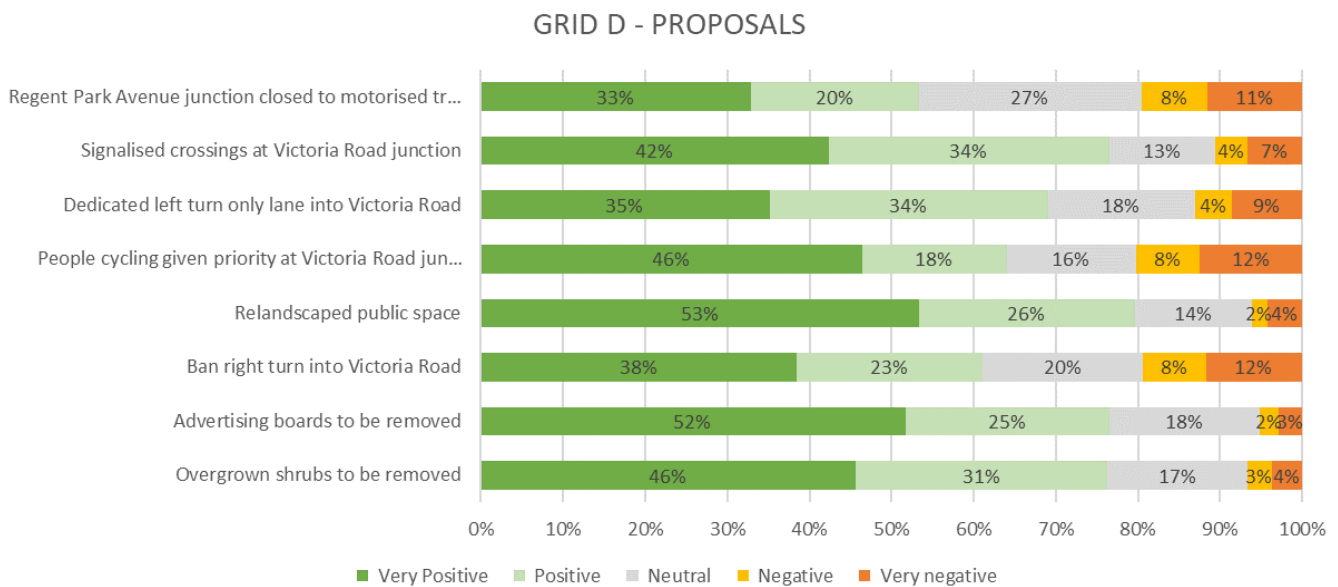
Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction

GRID D

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:



| Design Feature | Analysis | Officer Recommendations |
|---|---|---|
| Closing Regent Park Avenue to motorised traffic | <p>53% in favour 19% against</p> <p>Displacement concerns of traffic on Regent Park Terrace due to banned turning movements at Hyde Park Corner. Some Residents expressed</p> | <p>To improve safety for all users at key junctions whilst reducing waiting time at signalised junctions, some vehicle movements need to be removed.</p> <p>Vehicular movements per day (24 hours):</p> <ul style="list-style-type: none"> • Victoria Road to Regent Park Avenue – 113 • Headingley Lane to Regent Park Avenue – 211 • Woodhouse Lane to Regent Park Avenue – 101 • Regent Park Avenue to Headingley Lane – 76 • Regent Park Avenue to Woodhouse Lane - 177 |

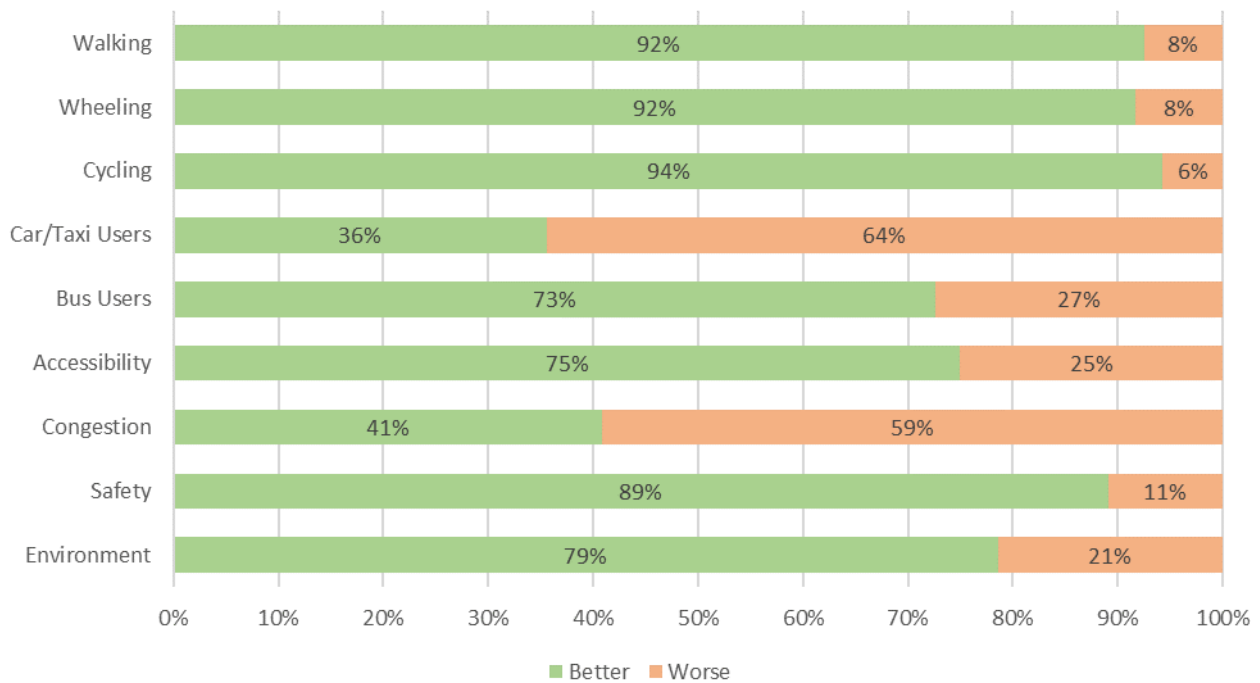
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| | | <ul style="list-style-type: none"> • Regent Park Avenue to Victoria Road – 103 <p>The highway characteristics are narrow and the mixed housing layout are not intuitive for high volumes of traffic. The area is described in the Neighbourhood Design Statement as a “gateway.” Providing additional greening is a key recommendation for the area and restoring the streetscapes.</p> |
| <p>Signalised crossing facility at Victoria Road</p> | <p>76% in favour</p> <ul style="list-style-type: none"> • People supported the signalisation of the road as pedestrians shared experiences where they had near misses with vehicles that had not acknowledged the existing zebra crossing <p>11% against</p> <ul style="list-style-type: none"> • Some people expressed concern that traffic would be displaced by motorists avoiding the signals | <ul style="list-style-type: none"> • The existing footway and tactile paving require upgrading to accommodate those with disabilities. <p>There have been 13 collisions:</p> <ul style="list-style-type: none"> • 4 serious • 9 slight <ul style="list-style-type: none"> • Vehicles turning into Victoria Road find their sight lines obscured by high sided vehicles and cannot see pedestrians and cyclists. Controlling movements by signals will improve the driving experience and improve road safety. |

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| Dedicated left turn only lane into Victoria Road | <p>69% in favour</p> <ul style="list-style-type: none"> • People expressed support for the design as left turning vehicles often come into conflict with pedestrians and cyclists • Some people supported the proposed amendment, however they stated that they would like to see camera enforcement or an increase in police presence <p>13% against</p> <ul style="list-style-type: none"> • Some people felt that more movements should be banned to and from Victoria Road • Some people requested camera enforcement of the new signals to prevent the issues at Woodhouse street | <p>Proceed with design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • Working with Traffic Engineering team under new powers granted by DfT, LCC will be progressing with the camera enforcement option. This reduces the burden on policing and enables enforcement, whilst improving safety in the area and facilitating the straight ahead movement from Hyde Park Road to Woodhouse Street. • Controlling movements and separating motorists and cyclists in space and signal phases will reduce collisions. There were 9 collisions at this particular junction between 2016 and 2021, which highlights the safety concerns as the main driver. • In 2018, surveys showed 463 cyclists making the straight ahead movement from Woodhouse Lane towards Headingley Lane. They pass the Victoria Road junction and are at risk of left turning vehicles coming into contact with them. A key part of the Vision Zero strategy is to design out conflict. • To nominate a site for camera enforcement and receive approval from DfT, mitigation through clear design must be demonstrated by the highway authority before DfT will authorise the sites. |
| Cycle priority given at Victoria Road junction (straight ahead movement) | <p>64% in favour</p> <ul style="list-style-type: none"> • Many people commented that they had experienced near misses that aren't recorded on collision data and felt there would be a benefit to signalise the junction for cyclists <p>20% against</p> <ul style="list-style-type: none"> • Some people felt that prioritising cycle movements rather than vehicles would have a detrimental effect on residents. | <p>Proceed with the design</p> <p>Design mitigation/ response</p> <ul style="list-style-type: none"> • The proposals are aimed to rebalance the disproportionate detriment to cyclists that are disproportionately injured on the corridor. The scheme intends to improve the area for residents that choose to walk. • It is likely those choosing to drive will experience slightly longer (seconds) delays to their journeys. Those choosing to walk in the area will experience shorter waits whilst standing at the signals. |
| Relandscaping the public space | 79% in favour | <p>Proceed with the design</p> <p>Design mitigation/ response</p> |

| | | |
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| | <ul style="list-style-type: none"> Most people felt that the scheme would improve the aesthetics of the area. <p>6% against</p> <ul style="list-style-type: none"> Some people asked if the local authority could ensure that planting is maintained. | <ul style="list-style-type: none"> Highways & Transportation are working with asset maintenance and in-house contractors to build in a programme of maintenance to ensure the area is kept in good condition. |
| Ban the right turn into Victoria Rd | <p>61% in favour</p> <ul style="list-style-type: none"> Some people felt that too many vehicle turning movements had been retained at the junction and more should be done to support cyclists <p>20% against</p> <ul style="list-style-type: none"> Some people questioned why it was necessary to ban the right turn into Victoria Road as it would encourage right turning into Buckingham Road which would be unsignalized. | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> It is not possible to cater for all vehicular turning movements whilst maintaining an efficient junction that reduces vehicle, pedestrian and cyclist waiting times. There will be opportunities to turn right at North Lane and Clarendon Road and access Cardigan Road |
| Advertising boards to be removed | <p>77% in favour</p> <ul style="list-style-type: none"> LCC received a number of supportive comments in regards to the proposal for restoring the streetscape through the removal of the advertising boards. People have requested as part of the repurposing the space: <ul style="list-style-type: none"> Additional seating Tree planting <p>5% against</p> <ul style="list-style-type: none"> Some people were concerned that there could be rough sleeping and anti-social behaviour could increase in the area | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> Anti- social behaviour <ul style="list-style-type: none"> There is always a risk of an increase in anti-social behaviour when installing community spaces. This should not stop LCC investing in places and creating distinctive areas that support communities to thrive. The area has high levels of footfall, is well- lit and by improving sightlines in the area and installing low walls it can actually improve feelings of safety. Age friendly city ambitions <ul style="list-style-type: none"> Benches provide opportunities for social interaction, resting facilities and meeting points Well-designed areas can promote social cohesion and reduce feelings of loneliness by promoting spontaneous social interactions |
| Overgrown shrubs to be removed | <p>77% in favour 7% against</p> <p>Some people asked if the shrubs could be cut back rather than removed entirely.</p> | <p>Design Mitigations</p> <p>Removing the shrubs</p> <ul style="list-style-type: none"> It is likely that the billboards are retaining the structural integrity of the shrubs. As part of the changes, there will need to be cleaning and restoration of the space and existing |

shrubby would likely need to be removed to restore the surfacing and make it usable for the public. It will also be an opportunity to plant for future climate scenarios.

What will be better/worse?



What will be better or worse?

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Section D should proceed. 89% of respondents felt overall the designs would improve safety in the area. 25% felt there would be a detriment for accessibility and 72% felt the bus experience would be better.

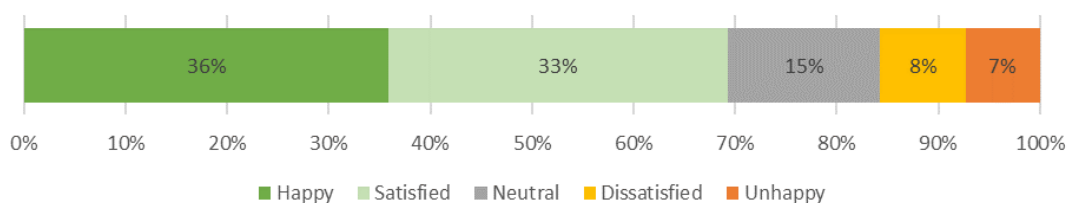
When reviewing the street as per Manual for Streets, it is essential designers consider the principal function of the street itself. When reviewing the centre of Hyde Park Corner, the sense of place is fundamental to a more fulfilling environment for people. Designs should consider the following: visual quality, propensity to encourage social activity and movement. The restoration of the streetscape, reduction of motor vehicle movements into residential streets demonstrate a prioritisation to facilitate pedestrian and cycling movements within the area. There is an attempt to stimulate the local high street by providing spaces that encourage people to dwell and spend time in their local area.

Altogether, 3% of respondents said that no improvements are needed, and 5% said that the improvements were not enough.

Overall, how do you feel about our proposals?

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid D should proceed.

How do you feel about our proposals in Grid D?



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

GRID E

The proposals in this section are:

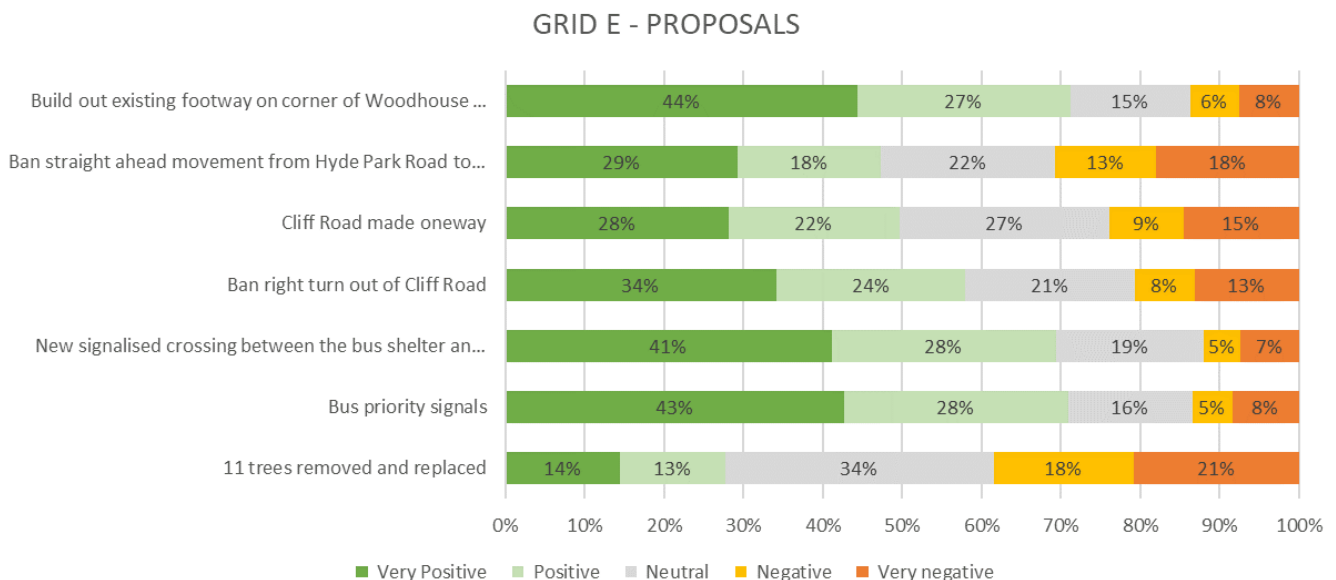
- Build-out existing footway on corner of Woodhouse Street/A660, directly outside The Hyde Park pub, so it's clearer to motorists this is an existing banned left turn
- Ban straight-ahead movement from Hyde Park Road to Woodhouse Street
- Cliff Road made one-way, with direction of travel from Woodhouse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

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

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

So that we can improve the design of our streets and make them wider and safer, we need to put people first. To achieve this along the A660, and particularly at this section of road where there is a high footfall of school students, we would need to remove these trees. Relocating the trees would not be possible due to the issues listed above. However, our policy is to replace every tree removed with a 3:1 semi-mature ratio.

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:

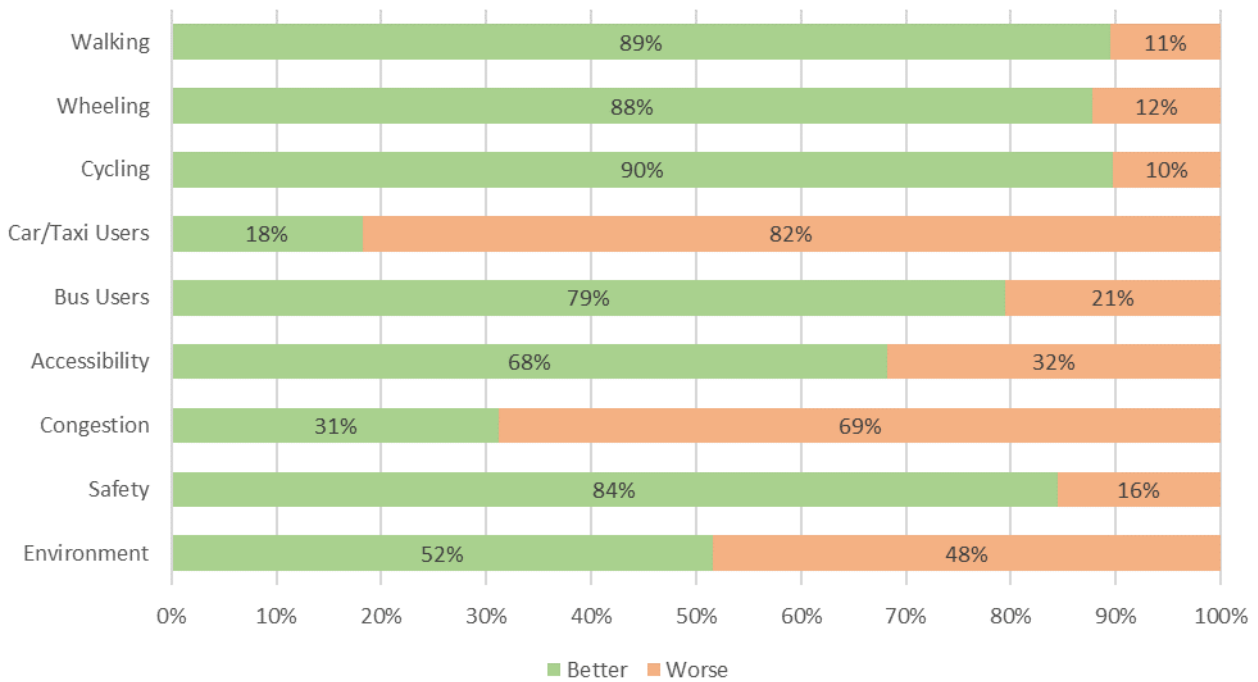


| Design Feature | Analysis | Officer recommendation |
|--|---|---|
| Build- out existing footway on corner of Woodhouse Street | <p>71% positive response</p> <ul style="list-style-type: none"> Other people felt that the build out would be beneficial to accommodate a higher volume of pedestrians at the junction and prevent the existing contravention of the left turn ban <p>14% negative response</p> <ul style="list-style-type: none"> Some people felt that building out the footway would not prevent vehicles illegally making the manoeuvre | <p>Design Decision and rationale:</p> <p>In light of junction modelling and banning other turning movements at other junctions to accommodate safe cycling and inclusive pedestrian infrastructure, the straight- ahead movement from Hyde Park Road to Woodhouse Street will be retained.</p> <p>This means that the build out of the existing corner of Woodhouse Street will not be possible.</p> <p>Leeds City Council have received powers to install camera enforcement of moving offences.</p> <p>The intention is to apply for this site to have cameras installed to enforce the left turn restriction to motor vehicles.</p> |
| Ban the straight- ahead movement from Hyde Park Road to Woodhouse Street | <p>47% positive</p> <ul style="list-style-type: none"> Some people felt there would be benefits to banning the movement <p>31% negative response</p> <ul style="list-style-type: none"> Some people felt that it would make driving too difficult in the area and would be of detriment to local residents that are car dependent | <p>Design Decision and rationale:</p> <p>In light of junction modelling and banning other turning movements at other junctions to accommodate safe cycling infrastructure, the straight- ahead movement from Hyde Park Road to Woodhouse Street will be retained.</p> <p>Other turning movements that will be banned include the left turn out of Clarendon Road. For those requiring vehicular access to Woodhouse Street, Delph Lane and Melville Road, they will require the straight ahead movement from Hyde Park Road to Woodhouse Street to be facilitated to allow access to those businesses and properties.</p> <p>Officer Recommendation Retain the straight ahead movement from Hyde Park Road to Woodhouse Street</p> |
| Cliff Road made one way | <p>50% positive response</p> <ul style="list-style-type: none"> Some people felt that there would be a benefit as there are too many turning movements within the area <p>24% negative response</p> <ul style="list-style-type: none"> Some people felt that because the left turn out of Woodhouse Street has been banned, Cliff Road should remain 2 way. | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> Left turn out of Rampart Road will be retained and any vehicle wanting to access the A660 can use Rampart Road and access via a signalised junction, which will improve safety for all users. Access to Cliff Road will be possible by a signalised junction at Rampart Road. Woodhouse Street will remain |

| | | |
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| | <ul style="list-style-type: none"> Others felt that this would be very problematic to residents that choose to drive | <p>2 way for vehicles that need access to their properties</p> <ul style="list-style-type: none"> 9 collisions 7 slight collisions 2 serious collisions |
| Ban the right turn out of Cliff Road | <p>58% positive</p> <ul style="list-style-type: none"> Most people felt that it would be beneficial to restrict vehicles movements to support people to walk and cycle <p>21% negative</p> <ul style="list-style-type: none"> Some people felt that this would be very problematic to residents that choose to drive | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> There have been a total of 9 collisions between 2016 – 2021 7 slight collisions 2 serious collisions Residents would still have access to the A660 |
| New signalised crossing between the bus shelter and Cliff Road | <p>69% positive response</p> <ul style="list-style-type: none"> Most people felt positive towards the additional crossing point Some people felt there would be benefits for pupils at the local secondary school that get the bus to and from school <p>12% negative</p> <ul style="list-style-type: none"> Some people felt it would delay motorist journey time with an additional signalised crossing | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> The crossing will improve connectivity for bus users accessing the inbound and outbound stops Local stakeholders have highlighted how they feel the high street and local schools will benefit from the crossing It will reduce the pressure of the high volume of pedestrians using the Hyde Park Corner junction and will enable people to cross at different locations |
| Bus priority signals | <p>71% positive</p> <ul style="list-style-type: none"> People supported the bus priority signals <p>13% negative</p> <ul style="list-style-type: none"> Some people expressed concern that there would be an increase in congestion of private motor vehicles if the bus was given priority | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> The bus priority signal works by allowing a GPS tracker/ sensor in the bus to activate the traffic signals to turn green allowing the bus through in a more timely manner Cars are held in their own traffic lane behind a signalised stop line to prevent delays to bus journeys |
| 11 trees removed and replaced | <p>27% positive</p> <ul style="list-style-type: none"> Some people felt that replacing trees that had significant issues that would lead to decay and deterioration with trees that would be able to withstand a changing climate and in locations that were appropriate would be beneficial Some people felt that by removing trees to enable safe zero carbon transport measures aimed to reduce car dependency there would be some benefit to the community | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> It will not be possible to put the bus stop bypass in which separate pedestrians, bus users and cyclists without the removal of the trees. The alternative provision would be to provide shared space around the bus stop if the trees cannot be removed. Replanting will take place as 1:3 replacement |

| | | |
|--|---|---|
| | <p>34% neutral</p> <ul style="list-style-type: none">• Some people felt that by removing trees to enable safe zero carbon transport measures aimed to reduce car dependency there would be some benefit to the community and the climate crisis. They expressed feeling that this was a difficult decision for local authority officers and noted that they appreciated the 3:1 replacement ratio. <p>39% negative</p> <ul style="list-style-type: none">• Some comments felt that as 2 of the trees are of a good quality they should be retained• Some people asked where the new trees will be planted and what size they will be• Some people asked how the newly planted trees will be maintained• Some people expressed mistrust towards the council's commitment to replacing the trees | <ul style="list-style-type: none">- A replanting strategy and plan has been created by the project arborist with suitable locations. Tree species being suggested include those that will withstand changes to the climate and be more tolerant of increased drought episodes- A community tree planting event is being planned for the winter to encourage people to feel part of the changes |
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What will be better/worse?



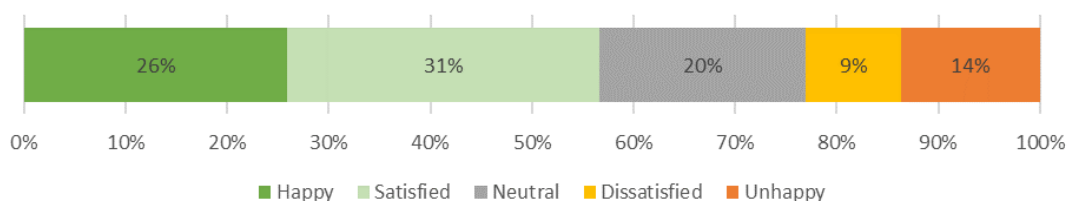
Altogether, 3% of respondents said that no improvements are needed, and 5% said that the improvements were not enough.

What will be better or worse?

89% of respondents felt that scheme would make things better for people choosing to walk and 84% of people feel safety will improve. The project improves connectivity to both sides of the high street and reduces the pedestrian dependency on one junction through enabling multiple controlled crossing points. Reducing the amount of street furniture and widening the footways will make things better for walking. 48% felt the scheme would make things worse for the environment, which is likely attributed to the tree loss. The design mitigates for the loss of trees and by providing safe provision for alternative sustainable modes such as cycling and walking which will reduce car dependency and supports decarbonising the transport network. It is likely that the car and taxi users will experience longer journey times due to the increase in crossings for pedestrians and the reduction in movements available for car journey times. Manual for Streets states that care needs to be taken to preserve existing trees particularly when changes to a street are planned, which is why tree surveys have been undertaken to determine the health and status of trees and the project has hired an arborist to oversee the works.

Overall, how do you feel about our proposals?

How do you feel about our proposals in Grid E?



Overall, despite concerns regarding the environment and impact on taxi and car users, the proposals received 57% positive sentiment, with 20% stating they feel neutral towards the scheme. 23% felt negative towards the scheme. As a result of the feedback received from respondents and the modelling exercises that have been undertaken, officer recommendation is as follows:

- Utilise new powers to install camera enforcement technology to enforce the banned left vehicular movements from Headingley Lane to Woodhouse Street
- Retain the straight-ahead movement from Hyde Park Road to Woodhouse Street

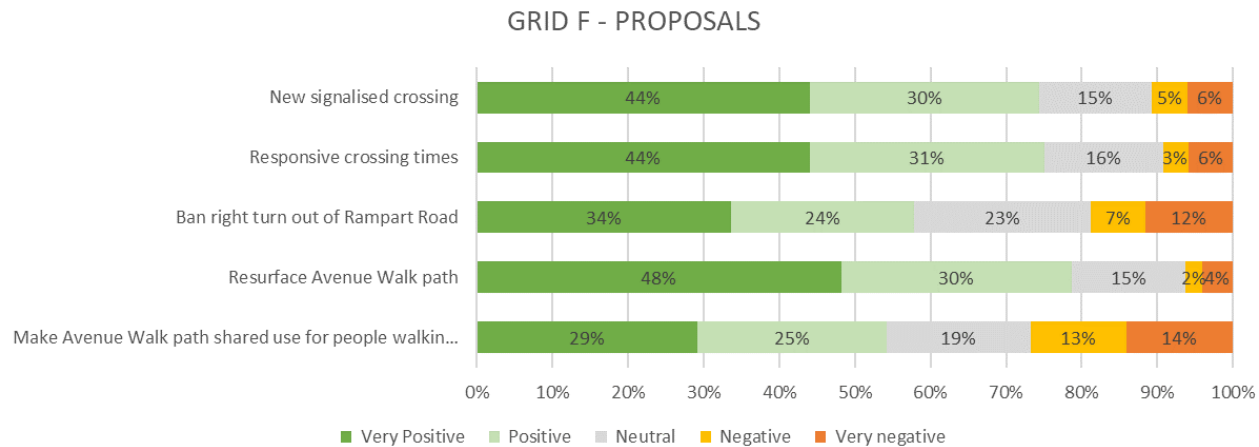
Section 6: A660 Woodhouse Lane, Rampart Road to Clarendon Road

GRID F

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals.



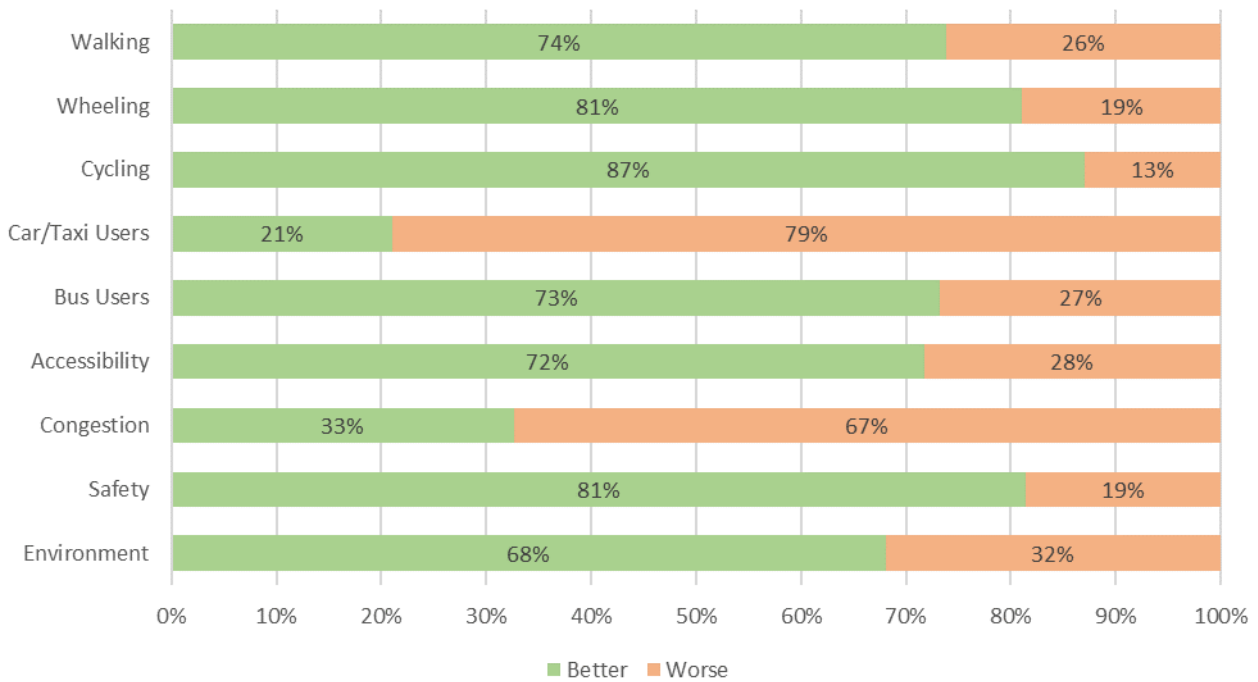
| Design Feature | Analysis | Officer recommendation |
|---|--|---|
| Make Avenue Walk path shared use for people walking, wheeling and cycling | <p>The majority of the responses are of a positive nature in reaction to this proposal with 54% positive</p> <p>27% are negative</p> <ul style="list-style-type: none"> • People had concerns around the shared spaces, particularly around cyclists behaviour and the speeds that they could gather on this path whilst pedestrians are present. • Some people expressed confusion around who has the right of way on the shared use path. People were unsure who let the other through and if the road hierarchy carries over onto this shared use path. • Visually impaired pedestrians requested the cyclists to use a completely separate path to pedestrians. | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • There is not enough room without encroaching on the grass verge and uplifting the heritage paving York stone pathway adjacent to the bus lane to provide a dedicated segregated cycle track. This would involve narrowing the footway and potentially removing the bus lane • The shared use facility is to provide an option for young children and families or novice cyclists. Most confident cyclists are likely to use the bus lane. • Tactile paving will be installed to indicate to visually impaired people that they would be entering a shared space provision • On the opposite side of the carriageway, there will be dedicated uni- directional segregated cycle |

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| | | <p>facilities which will reduce the number of less confident cyclists opting to use the shared use path.</p> <ul style="list-style-type: none"> • Pedestrians have a choice whether they use the York stone path adjacent to the bus lane which is pedestrian only or they can use the shared space tree lined avenue. • Signage promoting safe cycling can be used that highlights the pedestrian has priority, similarly to signage used by Canal & River Trust • There are 2 paths in the park itself that have sub- standard segregation where no incidents have been reported to the local authority |
| Resurfacing Avenue Walk path | <p>The reaction to this was generally positive</p> <p>78% positive</p> <ul style="list-style-type: none"> • Some people mentioned that the surface in its current state is potentially dangerous for cyclists and people walking due to the mature tree roots lifting the path <p>6% negative</p> | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> • The walkway improvement would benefit both cyclists and pedestrians, this will improve the experience as there would be less potential for damage to bikes as a result of potholes and a reduction in trip hazards. • The significant amount of mature trees along the path does mean that there will be a risk of the tree roots lifting the pavement |
| Banning of the right turn out of Rampart Road | <p>The majority reaction to this proposal was positive</p> <p>58% positive</p> <ul style="list-style-type: none"> • Many people felt that due to the high levels of people walking, it was important to prioritise people walking and cycling by restricting vehicle movements <p>19% negative</p> <ul style="list-style-type: none"> • Some people felt that the banning of the right turn would not improve the congestion problems and will displace traffic. | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> • The banning of the right turn out of Rampart Rd will improve the movement of traffic on Woodhouse Lane as reducing the number of phases in a signal cycle allows for shorter waiting times at the intersection. This increases capacity of the junction for the movements it can accommodate including adding cycle and pedestrian movements. • Displacement of traffic is a concern for some people when turning movements for vehicles are restricted. It is not possible to cater for all vehicular turning movements whilst maintaining an |

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| | | <p>efficient junction that reduces vehicle waiting times. To facilitate the signalised crossings, the bus lane will also need to be signalised, the aim is to reduce delays to buses by signalising the junction so they are not held by motorists turning right.</p> |
| Responsive crossing times | <p>Overall, there was a positive sentiment to this proposal.</p> <p>75% positive</p> <p>9% negative</p> | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> • This proposal will improve the safety of all users of crossings. • Responsive crossing times enable vehicles to proceed when there is no pedestrian demand. • It will be helpful for those with accessibility issues as they will not have to wait at the signals as long to cross. |
| New signalised crossings | <p>Overall, there was a positive sentiment to this proposal.</p> <p>74% positive 11% negative</p> <p>The comments stated that the new crossing is “a positive” and that it facilitates an unsafe movement that many currently make and so this proposal is what people want whilst also improving safety</p> | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <p>This proposal is beneficial in a number of ways:</p> <ul style="list-style-type: none"> • The proposal addresses a movement that is currently in high demand but without a safe method of doing so. • The crossing reduces severance caused by a busy highway for those who live in communities that are situated east of Rampart Rd as it gives them a direct connection to access a high quality green space • There were 9 collisions at the unsignalized junction of Rampart Road and the A660. 7 out of 9 involved vehicles turning right from the A660 to Rampart Road. Signalising the junction will improve safety by controlling the movements of vehicles, pedestrians and cyclists • The heritage management plan recommends: “improved pedestrian crossing facilities, in sympathetic materials, should be considered half way along Woodhouse Lane near the junction with Rampart Road to better connect both sides of the moor” |

What will be better or worse?

What will be better/worse?

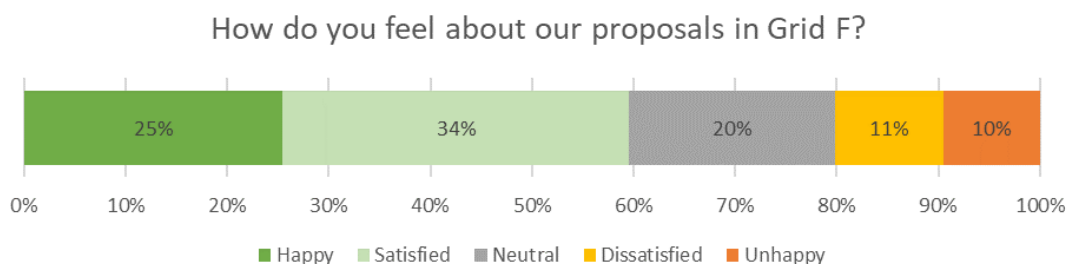


Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid F should proceed. 81% of respondents felt overall the designs would improve safety in the area. 72% felt things would be better for accessibility and 73% felt the bus experience would be better.

When reviewing the street as per Manual for Streets, it highlights those residential areas and high streets with poor links to the surrounding area creates an enclave, which encourages movement to and from it by car rather than by other modes. The aim of this project is to improve numbers of people choosing to walk, cycle and use the bus. The increase in crossing points, shared use cycle/ pedestrian tracks, reduction of motor vehicle movements into residential streets demonstrate an attempt to rebalance the use of highway space to support all highway users, as well as the private car. There is an attempt to stimulate the local high street by providing spaces that encourage people to dwell and spend time in their local area.

Altogether, 3% of respondents said that no improvements are needed, and 4% said that the improvements were not enough.

Overall, how do you feel about our proposals?



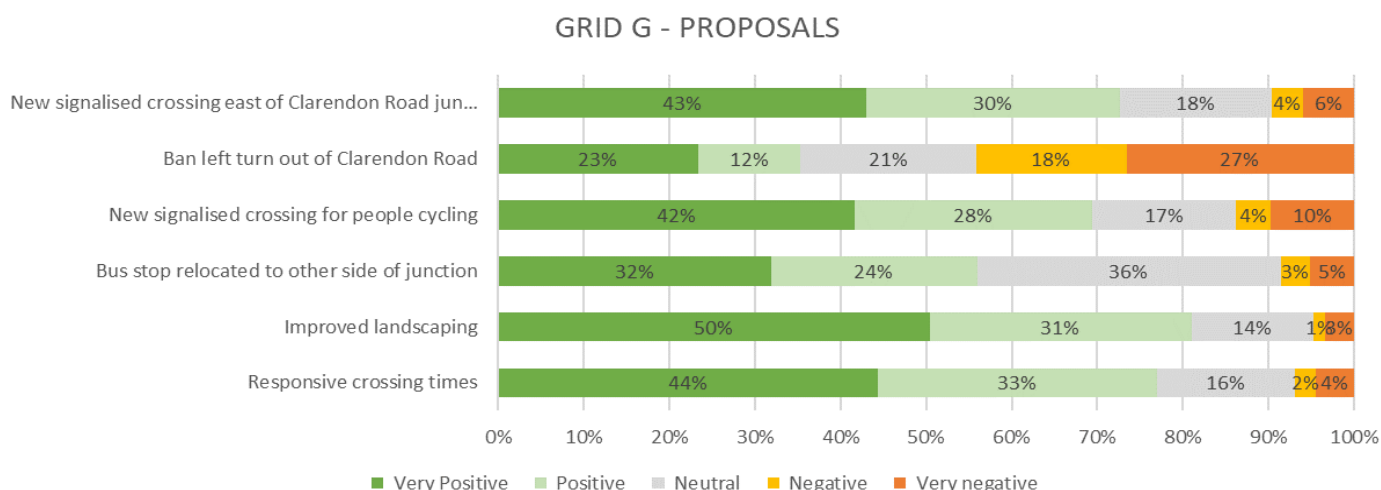
Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid F should proceed. Overall, there are 21% of respondents that feel that the scheme will make things worse. It is acknowledged that the proposed shared space path between the avenue of trees was highly problematic for some user groups. During consultation officers met with Guide Dogs UK and National Federation for the Blind UK who both expressed concern about the shared use path proposal. There will be a path that is segregated from cyclists adjacent to the bus lane which will offer pedestrians a choice to walk on a cycle free path.

GRID G

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:

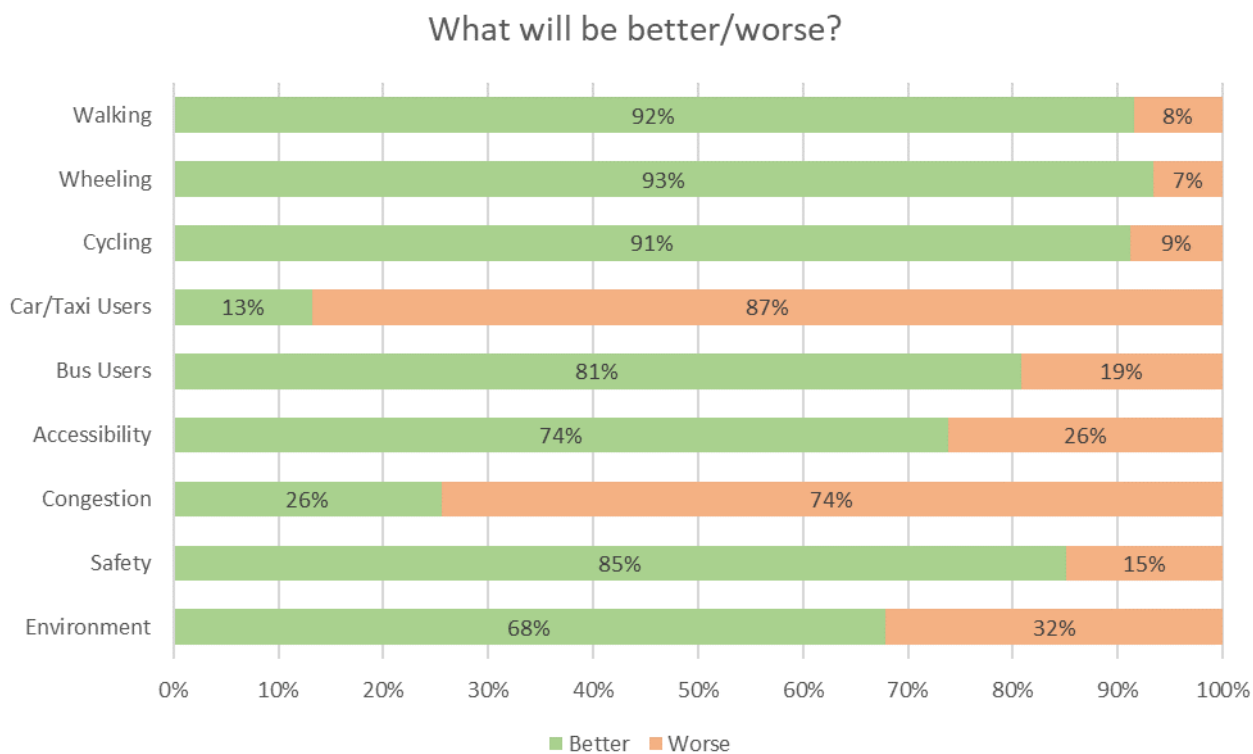


| Design Feature | Analysis | Officer recommendation |
|---|---|---|
| New signalised crossing east of Clarendon Road junction | <p>73% positive sentiment</p> <ul style="list-style-type: none"> • Most people expressed positivity towards the additional pedestrian crossing <p>10% negative sentiment</p> | <p>Proceed with the design</p> <p>Design Mitigation/ Rationale</p> <ul style="list-style-type: none"> • The new signalised crossing point will enhance connectivity between the student accommodation and the university campus as it is a direct desire line |

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| <p>Ban left turn for vehicles out of Clarendon Road</p> | <p>35% positive sentiment</p> <ul style="list-style-type: none"> Some people felt that the commitment to change how the junction functions demonstrates a commitment to cycling and walking in the area <p>21% neutral</p> <p>45% negative sentiment</p> <ul style="list-style-type: none"> Some people had concerns that there would be an increase in traffic around the park which could deter cycling to access the new infrastructure Some people had concerns that the traffic would be redirected to other streets where there are high pedestrian volumes due to the proximity of the University Some people expressed concern about left turning vehicles Displaced traffic impacting bus journey times on services such as the 56 Some people queried if cyclists would be able to turn left Some people felt concerned that there would be a high level of displacement of those requiring access to the north of the city – they would use St Mark’s Street | <p>Proceed with the design</p> <p>Design Mitigation/ rationale</p> <ul style="list-style-type: none"> Total of 1258 vehicles make the movement in 24 hours Evening peak has 195 vehicles making the movement – it would be likely some would be displaced Retaining the straight- ahead movement between Hyde Park Road and Woodhouse Street which would allow those that want to get from Clarendon Rd to the other side of Monument Moor to make the movement Cyclists would be able to make the left turn <p>The benefits to cyclists are:</p> <ul style="list-style-type: none"> There would be no delays to cyclists at the signals releasing them from Clarendon Road to facilitate and enable the right turn to Woodhouse Lane (S) via segregated infrastructure adjacent to Raglan Road or going straight ahead to Raglan Road to access the residential areas through Raglan Road – this is likely to reduce the risk of cyclists ignoring the lights as the wait time will be reasonable by reducing wait time Removes hook collision risks <p>The benefits to pedestrians are:</p> <ul style="list-style-type: none"> Improvement in comfort levels for those waiting at the crossing point – improvements mean pedestrians are more likely to adhere to the signal instructions. Segregated from cyclists at the junction Passes the Pedestrian Comfort Level assessment <p>The benefits to motorists are:</p> <ul style="list-style-type: none"> Access to the A660 is achieved via Moorland Rd/ Hyde Park Road and straight ahead movement is retained for those needing to access Melville Road <p>Bus user impact:</p> <ul style="list-style-type: none"> No buses turn left out of Clarendon Road to access Woodhouse Lane (N). There may be some benefit for outbound buses as the reduction of overall movements at the junction may be able to provide more time for the outbound bus services. |
|---|--|---|

| | | |
|--|--|---|
| New signalised crossing for people cycling | <p>70% positive sentiment</p> <ul style="list-style-type: none"> Most people felt that the segregation of cyclists and pedestrians would be of benefit to the pedestrian experience <p>14% negative sentiment</p> <ul style="list-style-type: none"> Some people expressed concern that some cyclists do not adhere to lights | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> Connecting Leeds to provide a social media campaign to promote safe cycling Work with the Leeds Cycle Campaign to encourage cyclists of the importance of safe cycling |
| Bus stop relocated to the other side of the junction (where existing planters are) | <p>56% expressed positive sentiment</p> <ul style="list-style-type: none"> Some people felt moving the crossing to a more spacious footway area would improve the alighting experience of bus users <p>36% were neutral</p> <p>8% felt negative to the proposed change</p> <ul style="list-style-type: none"> Some people felt that the existing bus shelter was well located. | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> Relocating the bus stop to a part of the footway where there is more space, meant that there would be more space for pedestrians alighting The bus shelter would be closer to an existing crossing point that is being upgraded from a 2 stage to 1 stage crossing point |
| Improved landscaping | <p>81% positive</p> <p>4% negative</p> | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <p>Manual for Streets states that improving the landscape with planting can soften the environment and create a more pleasant place to be.</p> |
| Responsive crossing times | <p>77% positive</p> <ul style="list-style-type: none"> Most people felt that it would be beneficial to prioritise pedestrians journey times <p>6% negative</p> <ul style="list-style-type: none"> Some people felt that there would be an unnecessary delay to vehicles journey times | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> Responsive crossing times enable vehicles to proceed when there is no pedestrian demand. It will be helpful for those with accessibility issues as they will not have to wait at the signals as long to cross. |

What will be better or worse?

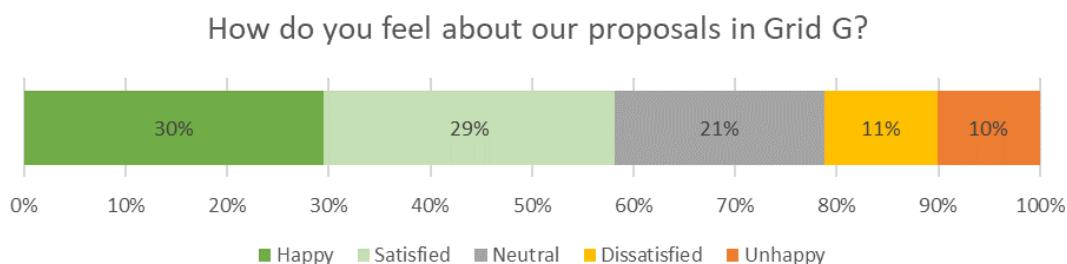


Altogether, 2% of respondents said that no improvements are needed, and a further 2% said that the improvements were not enough.

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid G should proceed. 92% of respondents felt overall the designs would improve the walking environment in the area. 74% felt it would be better for accessibility and 81% felt the bus experience would be better.

When reviewing the street as per Manual for Streets, it highlights those residential areas and high streets with poor links to the surrounding area creates an enclave, which encourages movement to and from it by car rather than by other modes. The aim of this project is to improve numbers of people choosing to walk, cycle and use the bus. The improvements in crossing points and reduction in wait times at signals will encourage people to choose alternative, shared use cycle/ pedestrian tracks, reduction of motor vehicle movements into residential streets demonstrate an attempt to rebalance the use of highway space to support all highway users, as well as the private car. There is an attempt to stimulate the local high street by providing spaces that encourage people to dwell and spend time in their local area.

Overall, how do you feel about our proposals?



Overall, despite concerns regarding congestion and impact on taxi and car users, the proposals received 59% positive sentiment, with 21% stating they feel neutral towards the scheme. 21% felt negative towards the scheme. As a result of the feedback received from respondents and the modelling exercises that have been undertaken, design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid G should proceed.

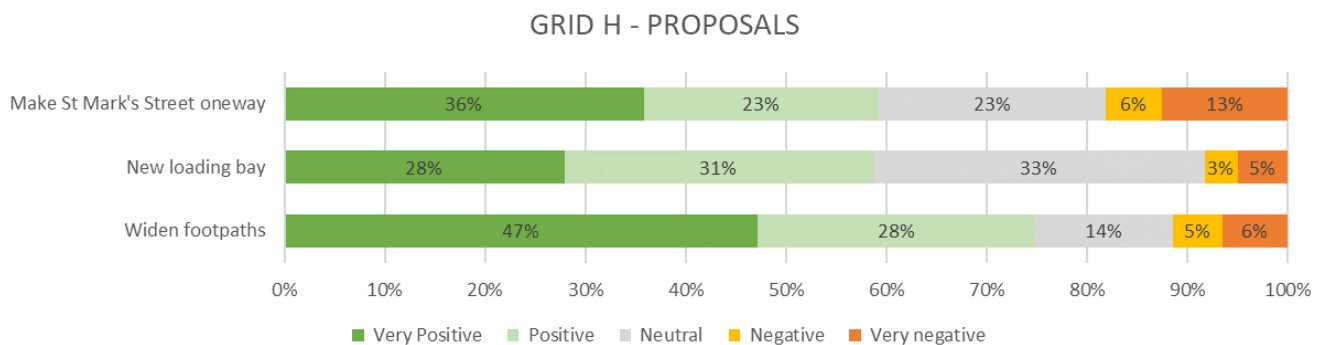
Section 7: A660 Woodhouse Lane from St Mark's Street to St Mark's Road

GRID H

The proposals in this section are:

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

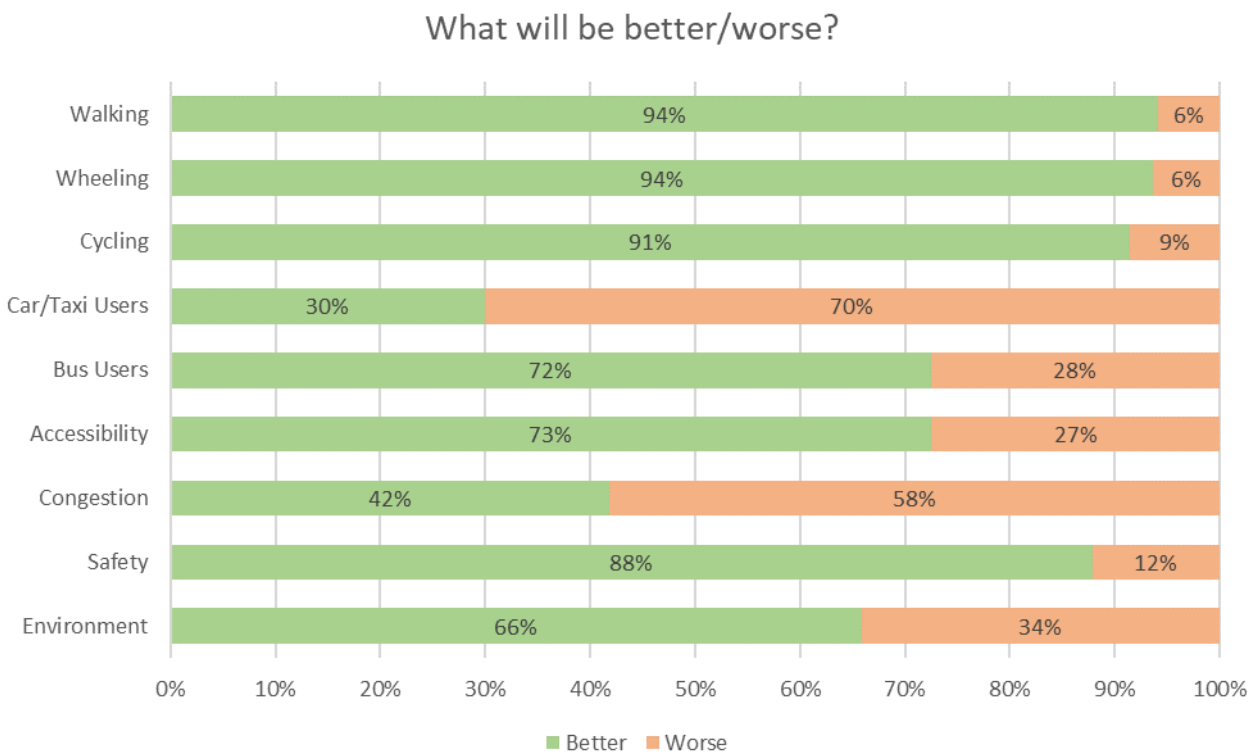
The chart below shows the respondents overall sentiment to each of the proposals. This shows that:



| Design Feature | Analysis | Officer recommendation |
|----------------------------------|--|---|
| Make St Mark's Street one way in | <p>59% positive sentiment</p> <ul style="list-style-type: none"> • Some people felt that it was necessary to reduce the movements of vehicles due to unsafe driving near this junction <p>19% negative sentiment</p> <ul style="list-style-type: none"> • Some people felt St Mark's Street should be closed to vehicles • Some people felt that reducing the movements for vehicles would create more congestion • Some people felt that there was a need to permit 2 way cycling on the street | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • Creating a one way into St Mark's Street reduces the likeliness of a collision as the number of turning movements. • A continuous crossing will be installed which physically signals to motorists the pedestrian and cyclist has priority |
| New loading bay for businesses | <p>59% positive sentiment</p> <ul style="list-style-type: none"> • Some people felt it would address the issues with delivery vehicles parking in the cycle track <p>33% neutral</p> <p>8% negative</p> <ul style="list-style-type: none"> • People had concerns that deliveries would not use the new loading bay and continue to use the cycle track in it's new form | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • Designing in loading facilities reduces the likelihood of businesses parking in the cycle track • Enforcement officers will be assigned to the area to ensure parking in cycle tracks does not happen |

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| Widen footpaths | <p>75% positive sentiment</p> <ul style="list-style-type: none"> • Most people felt it would benefit the high volumes of pedestrians <p>11% negative sentiment</p> <ul style="list-style-type: none"> • Some people felt that it would be better to use the additional width to provide an outbound cycle track rather than have cyclists use a bus lane | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> • The scheme is a cycling and walking scheme and officers have to ensure they are meeting the needs of all users. It was felt that the exceptionally high levels of pedestrians would benefit from more space. Due to the amount of street furniture in some cases people had to walk single file to move through the footways • It is anticipated pedestrians will have a more comfortable experience particularly when walking in groups. The area is populated by university campuses and a sixth form college with high levels of students choosing to walk. |
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What will be better or worse?



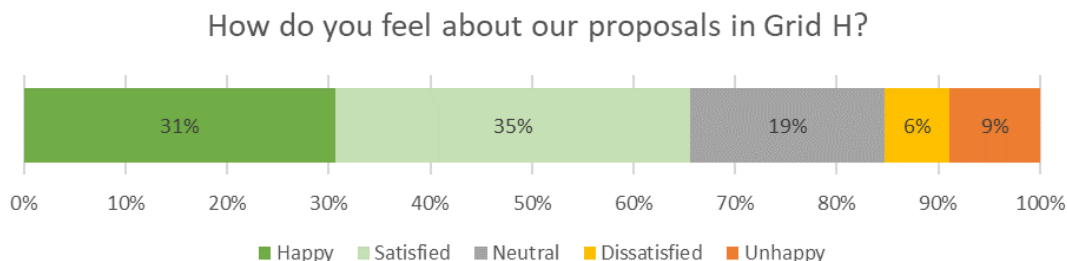
Altogether, 3% of respondents said that no improvements are needed, and a further 3% said that the improvements were not enough.

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid H should proceed. 94% of respondents felt overall the designs would improve the walking environment in the area. 88% felt it would be better for safety and 72% felt the bus experience would be better.

When reviewing the street as per Manual for Streets, it highlights those spaces close to junctions or schools and community building entrances should have accessible, spacious environments to facilitate the high number of pedestrians using the space. Inclusive Mobility guidance makes states that additional

widths should be considered between high volumes of traffic and high pedestrian footfall areas. The aim of this project is to improve numbers of people choosing to walk, cycle and use the bus. There is an attempt to create safe spaces outside areas that facilitate the night economy and education facilities by providing spaces that encourage people to dwell and spend time in their local area.

Overall, how do you feel about our proposals?



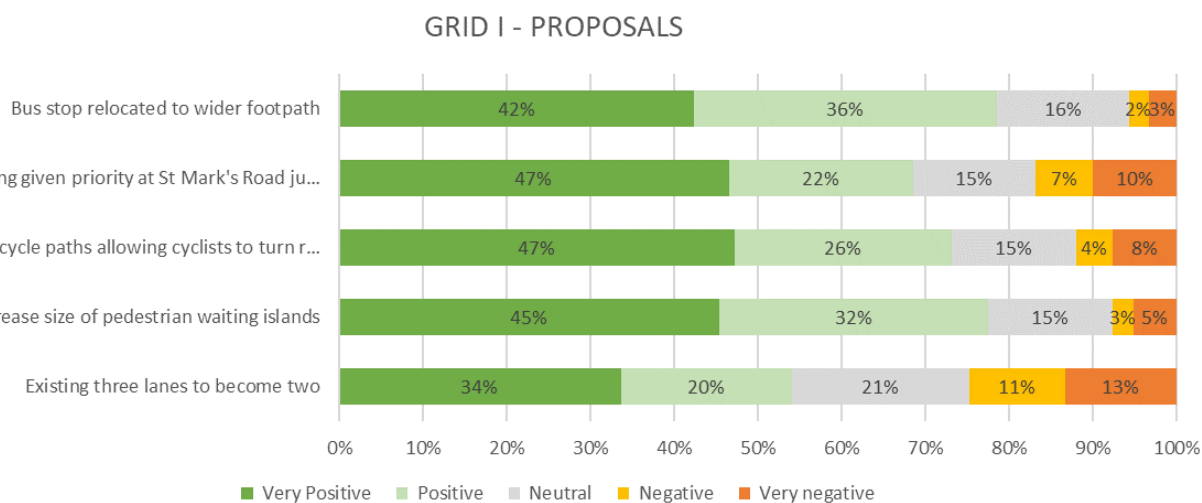
Overall, despite concerns regarding congestion and impact on taxi and car users, the proposals received 66% positive sentiment, with 19% stating they feel neutral towards the scheme. 15% felt negative towards the scheme. As a result of the feedback received from respondents and the modelling exercises that have been undertaken, design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid H should proceed.

GRID I

The proposals in this section are:

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

The chart below shows the respondents overall sentiment to each of the proposals. This shows that:



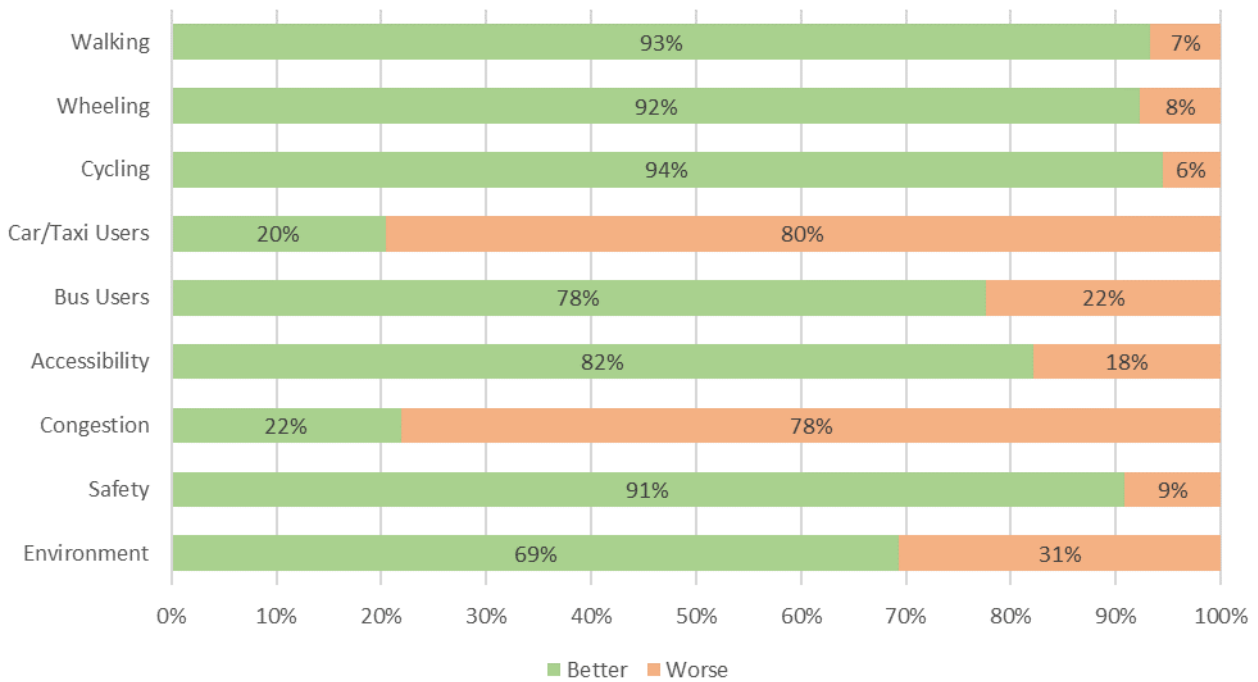
| Design Feature | Analysis | Officer recommendation |
|---|--|---|
| Bus shelter relocated to a wider footway area | 78% positive sentiment 5% negative sentiment <ul style="list-style-type: none"> • Some people felt the cycle track being located behind the bus shelter | Proceed with the design Design mitigation/ rationale <ul style="list-style-type: none"> • The high volumes of pedestrians waiting for the bus was highlighted by bus operators as being of concern |

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| | <p>and pedestrians having to cross a cycle track worsened the experience for bus users.</p> <ul style="list-style-type: none"> Some people asked for longer bus shelters to accommodate the high volume of bus users waiting for services | <ul style="list-style-type: none"> Where the footway is not wide enough to accommodate people, there is a risk pedestrians will use the live carriageway |
| People cycling given priority at St Mark's Road junction | <p>69% positive sentiment</p> <p>17% negative sentiment</p> <ul style="list-style-type: none"> Some people requested a more radical solution such as a cyclops junction Some people requested less vehicle movements at the St Mark's Road junction to improve the pedestrian experience | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> Providing cycling infrastructure that enables key movements for all users is essential to support mode shift Cycle journeys can be intimidating particularly at complex junctions that facilitates a high number of vehicle movements |
| Segregated cycle paths allowing cyclists to turn right | <p>73% positive sentiment</p> <ul style="list-style-type: none"> Some people expressed positivity towards the scheme highlighting that turning right at the junction to access the Parkinson Building is challenging and involves cyclists crossing 3 lanes of general traffic. <p>12% negative sentiment</p> <ul style="list-style-type: none"> Some people felt it was unacceptable to reduce lane widths to facilitate a segregated cycle lane to enable the right turn in the direction of the Parkinson Building | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> It is important to facilitate safe movement for cyclists to key trip attractor – the University of Leeds, Leeds Beckett University and Leeds Arts University |
| Increase size of pedestrian waiting islands | <p>77% positive sentiment</p> <ul style="list-style-type: none"> Most people agreed that there would be a benefit to increase the size of the waiting islands as there are a high number of pedestrians waiting to cross at various stages of the junction. <p>8% negative sentiment</p> <ul style="list-style-type: none"> Some people felt that the experience for pedestrians was not improved as there remain multiple stages to cross – they felt it should be possible for pedestrians to cross in one movement. | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> It is acknowledged that the scheme will retain the staggered junction crossings, however there are longer term ambitions to change how the corridor works for pedestrians, cyclists and bus users. Providing safe options for people to access the places they want to go was considered important until further funding is identified. |

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| <p>Existing three general traffic lanes to become two</p> | <p>54% positive sentiment</p> <ul style="list-style-type: none"> Some people requested that private motor vehicles should be directed to Blenheim Walk which would provide safer access to the University and city centre. <p>24% negative sentiment</p> <ul style="list-style-type: none"> Some people expressed concern that congestion would increase as a result of a reduction in general traffic lanes. Some people expressed concern that for those wishing to access the motorway network, it would become more difficult | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> To facilitate improvements for cycling and walking space is required to facilitate the upgrades to the infrastructure LTN 1/20 states that where space is limited to provide segregated cycling infrastructure, road space reallocation should come from the carriageway through lane reductions and carriageway narrowing rather than pedestrian footways There are multiple ways to access the motorway network through the strategic road network – it is acknowledged that this may take slightly longer for vehicles, however pedestrians and cyclists require accessible, timely journeys to their trip attractors |
|---|--|--|

What will be better or worse?

What will be better/worse?



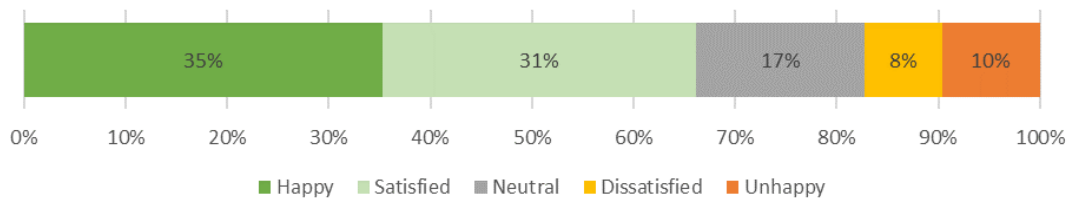
Altogether, 2% of respondents said that no improvements are needed, and 3% said that the improvements were not enough.

Based on the design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid I should proceed. 93% of respondents felt overall the designs would improve the walking environment in the area. 82% felt it would be better for accessibility and 78% felt the bus experience would be better.

Overall, how do you feel about our proposals?

Overall, despite concerns regarding congestion and impact on taxi and car users, the proposals received 66% positive sentiment, with 17% stating they feel neutral towards the scheme. 18% felt negative towards the scheme. As a result of the feedback received from respondents and the modelling exercises that have been undertaken, design mitigation measures and overall positive sentiment officers have recommended that the proposals in Grid I should proceed.

How do you feel about our proposals in Grid I?

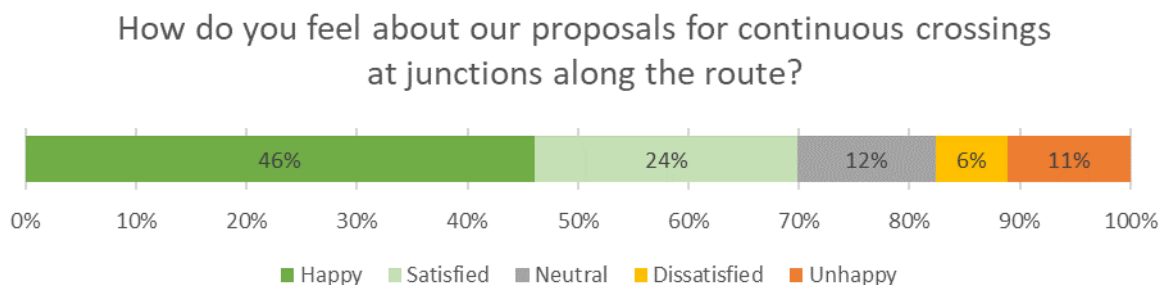


Section 8: Continuous crossings at side roads

This proposal is to add continuous crossings to the following side roads along the A660:

- Alma Road
- Dennistead Crescent
- Chapel Street
- Shire Oak Street
- Bennett Road
- Shire Oak Road
- Bainbrigge Road
- Spring Road
- Springbank Crescent
- Richmond Avenue
- Oakfield
- Richmond Road
- The Poplars
- Orville Gardens
- Buckingham Road
- North Grange Road
- North Hill Road
- Ashwood Villas
- Cumberland Road
- Grosvenor Road
- St Mark's Street
- St. Mark's Avenue

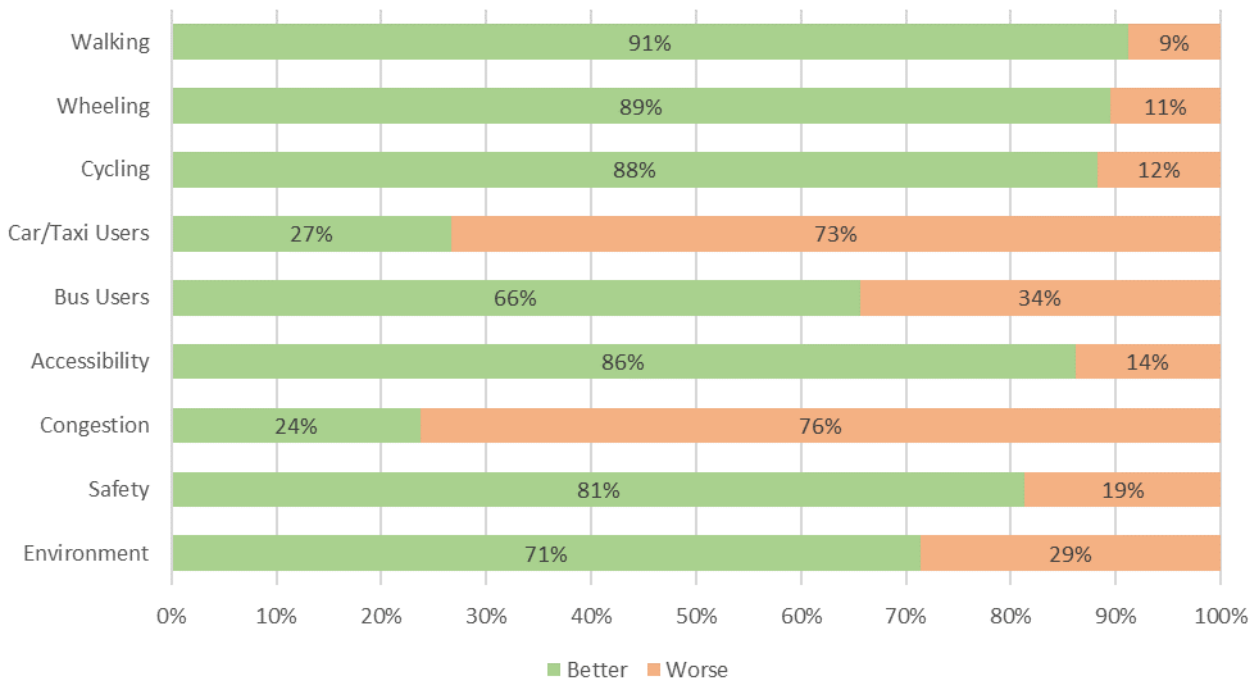
The chart below shows the respondents overall sentiment to the proposal.



| Design Feature | Analysis | Officer recommendation |
|----------------------|--|---|
| Continuous crossings | <p>70% positive sentiments 17% negative sentiments</p> <ul style="list-style-type: none"> Some respondents expressed concern that there is a need for tactile paving to highlight to visually impaired people that they are entering a crossing area. | <p>Officers are investigating the use of tactile paving in this manner, very few examples exist across the UK and research is limited into the effectiveness and safety of this form of accessibility intervention.</p> |

What will be better or worse?

What will be better/worse?

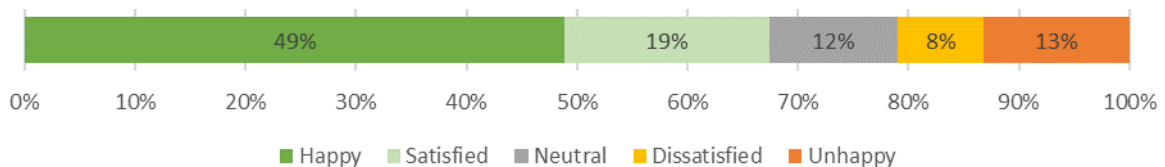


Section 9: Proposed segregated cycle path

The proposal in this section is to create a two-metre segregated cycle path inbound and outbound along most of the route.

The chart below shows the respondents overall sentiment to the proposal.

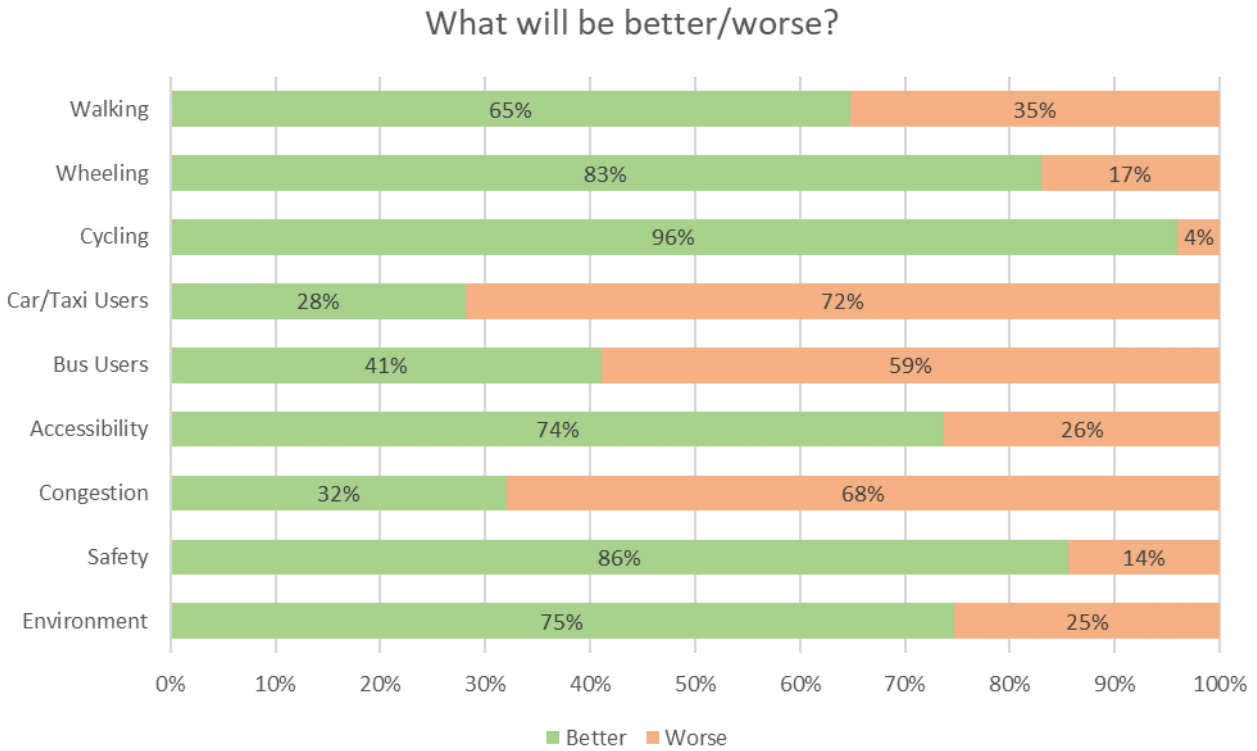
How do you feel about our proposals for segregated cycle paths along the route?



| Design Feature | Analysis | Officer recommendation |
|------------------------|--|--|
| Segregated cycle paths | <p>68% positive sentiment</p> <ul style="list-style-type: none"> Many respondents felt that they would prefer to cycle via segregated cycle paths <p>21% negative sentiment</p> <ul style="list-style-type: none"> Some people felt that the pedestrian experience would be impacted negatively as a result of segregated cycle lanes Some people that said they cycle, said they preferred to cycle on the road rather than cycle tracks | <p>Proceed with the design</p> <p>Design mitigation/ rationale</p> <ul style="list-style-type: none"> LTN 1/20 states that high quality cycle networks include busier major roads as these are usually the most direct routes between key attractors. It is important to provide infrastructure that reduces cyclists' interactions with high speed vehicles, HGVs, bus services and kerbside deliveries. Segregated cycle tracks provide a buffer between cyclists and pedestrians and general traffic lanes |

| | | |
|--|--|---|
| | <ul style="list-style-type: none"> Some people asked why shared space was being installed if the scheme was meant to provide segregated cycle lanes | <ul style="list-style-type: none"> Segregated cycle tracks reduce the likelihood of cyclists using footways where they feel unsafe |
|--|--|---|

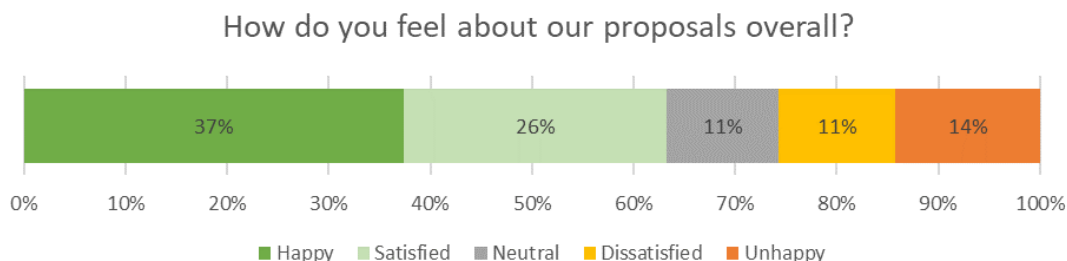
What will be better or worse?



Based on the design mitigation measures and overall positive sentiment, officers have recommended that the proposals in Grid H should proceed. 86% of respondents felt overall the designs would improve safety in the area and 96% of respondents felt that cycling would be better. 86% felt it would be better for safety and 75% felt the environment would be better. It is important to note that 59% of respondents felt the bus experience would be worse and 35% of people felt that walking would be worse. It is likely that many people that felt the segregated cycle tracks would worsen the walking environment is due to the bus stop bypasses where the cycle track runs behind the bus stop. The design mitigations that have been highlighted throughout the report demonstrate that this will enable all users to safely choose their preferred mode.

Overall Sentiment

How do you feel about the proposals overall?



Overall, 63% of respondents supported the proposals, 11% felt neutral and 25% of respondents felt negatively towards the scheme.

As a result of the in-person consultation, online survey results, junction and network modelling and discussions with local ward members it is recommended that the highway authority proceeds with the designs subject to the following amendments:

| Design Feature Consulted | Design Decision |
|--|---|
| 1) Replace bus shelter with a flag stop, and use sheltered walkway of Headingley Central as a place to wait for buses | A shelter will be retained on the public highway. Due to comments from the public, it was felt important by the community to accommodate a seated waiting area beyond the private land of the arndale centre. |
| 2) Move existing bus stop from outside St. Michael and All Angels' Church to the new pedestrianised area on St. Michael's Road | After consultation with the heritage team at Leeds City Council, it was agreed that a flag and pole arrangement would be most appropriate, rather than a bus shelter. The stop is a predominantly alighting stop which means very few people dwell there. There will be resting points provided via benches in the vicinity and sight lines will be improved. |
| 3) Ban straight-ahead movement from Hyde Park Road to Woodhouse Street | After consultation with the public, it was decided that the straight-ahead movement between Hyde Park Road and Woodhouse Street would be retained. |
| 4) Build-out existing footway on corner of Woodhouse Street/A660, directly outside The Hyde Park pub, so it's clearer to motorists this is an existing banned left turn and relocate bus stop closer towards traffic signals, by Handsome Brewhouse, where footpath is wider | Camera enforcement will be explored as a permanent solution. This will allow the straight ahead movement between Hyde Park Road and Woodhouse Street to be retained. |