



## NOTE OF A660 CORRIDOR WORKSHOP

### Inner North West Community Committee

**VENUE:** St Chads Parish Centre, Headingley

**SUBJECT:** Connecting Leeds

**EVENT DATE:** 18:30 to 20:30, February 6, 2018

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### INTRODUCTION

On the 6<sup>th</sup> February 2018 a follow-up meeting to the Inner North West Community Committee meeting held in December 2017 took place at the St. Chads Parish Centre, Headingley. The event was held as a public meeting to understand the residents' views and experiences of the current transport situation along the A660.

This note provides an overview of the event and attendees. The comments raised in the workshop have been grouped and summarised. At this stage no response to the comments is made; further consideration will be given to the form and timing of such feedback.

### FORMAT

The event started at 18:30 with an opening statement provided by Cllr Akhtar which addressed the history of the A660 and consequently the lessons learnt from those experiences. The event was also introduced by Andrew Hall, Head of Transport Planning at Leeds City Council (LCC) and by Simon Pope, Associate Director at WSP. A short presentation was provided which set out the current Connecting Leeds position following on from the 2016 Leeds Conversation. .

The meeting then led into a workshop style event where plans were provided to aid discussion and a surface for comments, in the form of sticky notes, to be recorded. Eight plans were provided at A1 which detailed sections of the A660 and identified key issues along the corridor. Details of the materials on display are attached at **Appendix A** for further reference.

### ATTENDEES

Prior to the event the Area Officer for the Inner North West Community Committee emailed around 50 local residents inviting them to RSVP for the meeting. The meeting was also publicised via social media using the Committee's Facebook page which has 430 followers. The invitation details were also forwarded on to others in the community by residents and Councillors.

Prior to the meeting the Area Officer received 30 acceptances from residents however the turn out to the event was 100+ people with 73 people listed on the attendance sheet.

The meeting was also attended by local Ward Members, officers from LCC and the West Yorkshire Combined Authority (WYCA), along with transport consultants from WSP to help facilitate the workshop.

## OVERVIEW OF COMMENTS

A total of 439 comments were made across the eight boards on display. The comments received were distributed across all eight boards however Board 4: Shaw Lane to Bainbridge Road received the highest number of remarks at 89. Further details of the comments are set out below in Table 1:

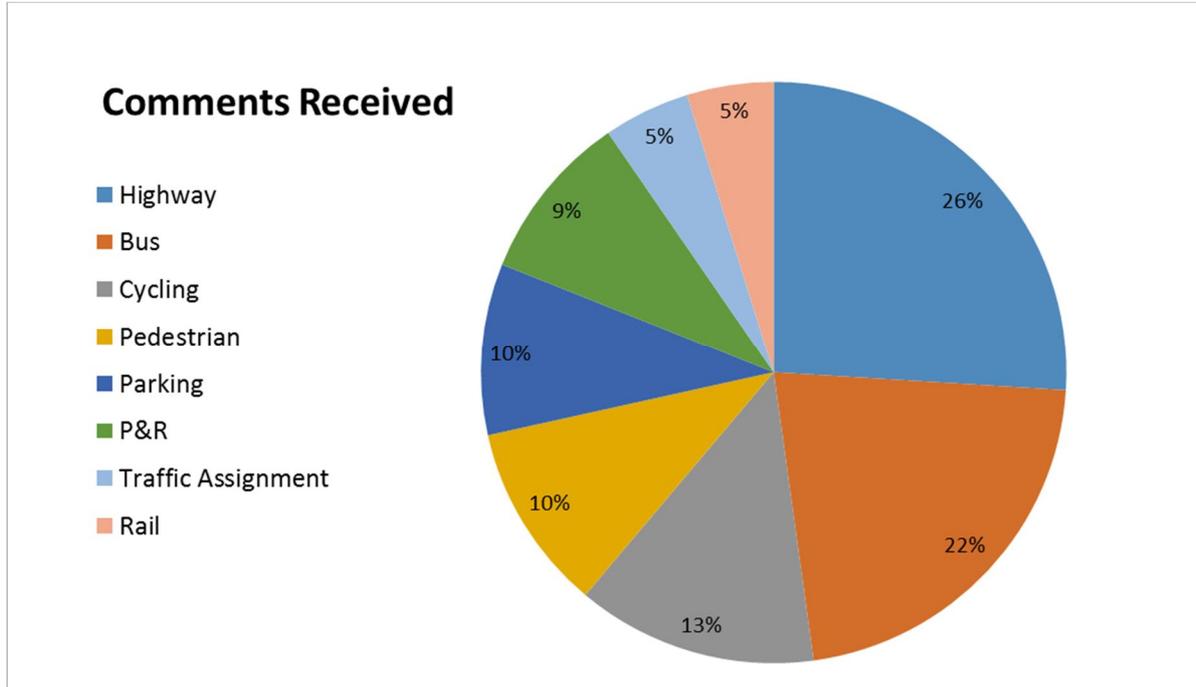
TABLE 1: BOARD COMMENTS

Board / Route	Total Comments	Opportunities Highlighted
<b>Board 1: Holt Lane to Lawnswood Cemetery</b>	41	16
<b>Board 2: Lawnswood Cemetery to Lawnswood School</b>	36	27
<b>Board 3: Spen Road to Burton Crescent</b>	68	43
<b>Board 4: Shaw Lane to Bainbridge Road</b>	89	57
<b>Board 5: Spring Road to St Marks Road</b>	74	45
<b>Board 6: St Marks Road to Inner Ring Road</b>	72	53
<b>Overall Route Board: Holt Lane to Inner Ring Road</b>	51	42
<b>Bus Route Board</b>	8	7

Many of the comments provided identified opportunities along the A660. These opportunities are classified as a comment which poses an idea or a suggestion of how an area of concern could be improved, eg signal times at a pedestrian crossing, oyster card style payment methods to reduce boarding times on buses. We have found these comments very useful and beneficial when understanding the current issues from residents' perspectives and how they would like to see them addressed.

The 439 comments have been categorised into the following sections: Highway, Pedestrian, Traffic Assignment, Bus, Rail, Cycling, Parking and Park & Ride (P&R). Figure 1 illustrates the percentage of comments per category.

FIGURE 1: CLASSIFICATION OF COMMENTS



The category 'Highway' received a total 125 comments which covered a range of issues including altering the existing signal timings, providing new signalised junctions, enforcement of 20mph speed zones, and provision of a congestion charge to all car users within the Outer Ring Road. Details of some of the highway comments are provided below in Table 2.

Table 2 below summarises the key comments provided by the attendees of the meeting. These comments have been classified into the eight sections as identified in Figure 1. Table 2 categorises the comments further into two columns; location specific and non-location specific comments.

The majority of the comments included in Table 2 were reoccurring topics which had several comments highlighting the same or similar point, e.g. the need for a P&R to reduce congestion on the A660 was mentioned 45 times.

TABLE 2: CATEGORISED COMMENTS – LOCATION AND NON-LOCATION SPECIFIC

Category	Location Specific	Non Location Specific	Summary
<b>Bus Improvements</b>	<p>Buses are delayed by right turning traffic into St Anne's Road</p> <p>Takes ages to travel through Headingley on bus – partly due to loss of position when pulling into a bus stop</p> <p>Make bus and bicycles a priority in front of the Arndale Centre and cars diverted behind</p> <p>Two Victorian buildings (now shops) located at Clarendon Road junction, could be removed with the space used for safer bus stops</p> <p>Long delay to southbound buses at St Mark's Road and at Blackman House</p>	<p>For the money specified why don't you provide a free pass</p> <p>Delays to bus service when students board at particular times</p> <p>Integrated oyster style card to reduce time spent at bus stops and speed up journeys</p> <p>Need real time bus information</p> <p>Free bus pass to students to incentivise bus use – also reduce cars in the area</p> <p>Small buses running later in the evening (to a regular timetable) could encourage more bus patronage</p>	<p>Significant support for improvements to the bus network and measures to make traveling by bus more cost effective.</p>
<b>Pedestrian Infrastructure</b>	<p>Signal controlled pedestrian crossings required at Lawnswood Roundabout so school children can cross in all directions</p> <p>Footbridge at Lawnswood to allow safe crossing for pedestrians and cyclists</p> <p>The crossing at Three Horseshoes Pub should be designed as straight across</p> <p>Pedestrians are not given enough time to cross the road at Glen Road and at Shaw Lane. Also pedestrians have to wait a long time for the lights to change</p>	<p>Getting to the bus when walking is more of a problem than the bus journey itself</p> <p>Develop good walking / cycle routes and publicise them. Provide walking guides e.g. how long to get from A to B</p> <p>Prioritise pedestrians over vehicles</p> <p>Guard rails reduce space on pavements, are unsightly, bad for local business owners and not proven to keep pedestrians safe</p>	<p>Significant support for improvements to pedestrian infrastructure with general comments on the A660 and more specified locations identified.</p>

<p><b>Traffic Assignment</b></p>	<p>Cottage Road needs to be one-way in a circuit with the top end of Moor Road and Otley Road.</p> <p>Traffic could be diverted to Meanwood Road over the A660 and re-join at Shaw Lane</p> <p>The exit from the Arndale Centre is very difficult, potential to make this a left turn only</p> <p>Divert cars to travel behind the Arndale Centre via the NGT route so make road bus and cycle only</p> <p>Use the old Headingley by-pass route for cars and through traffic</p>	<p>Re-route lorries and HGVs away from the A660</p> <p>Allow all vehicles to use the bus lane during off-peak times</p> <p>Open up closed rat runs to allow free movement for private cars elsewhere</p>	<p>Support identified for diversion of traffic at specified points including the Arndale Centre.</p>
<p><b>Leeds University / Leeds Beckett University</b></p>	<p>Ensure all staff and students from Beckett University can park on the campus - reduce parking on all the other streets</p>	<p>Workplace parking levy and discourage students from bringing cars to university (even if not used daily to travel)</p> <p>Students need to be encouraged to use buses not their cars - keep reduced fares</p>	<p>To ensure consultation is given to both Leeds Beckett and the University of Leeds to discuss future measures.</p>
<p><b>Parking</b></p>	<p>Manage parking on Brudenell Road to stop parking on both sides of the road</p> <p>Cottage Road is very congested with parked vehicles, making navigation difficult. Provide residents with on-street parking permits</p> <p>No parking zone required outside the Arndale Centre – monitor with cameras and fine drivers</p>	<p>Residents parking to prevent people from parking in the area and catching the bus for the last leg of the journey</p> <p>Costly parking in Leeds City Centre to deter both long and short stay drivers</p> <p>Apply pressure to universities and surrounding roads – a work place parking levy may be beneficial</p> <p>No parking – red routes on key corridors between 06:00 to 09:00 and 16:00 to 19:00</p>	<p>Support identified for a parking improvements through the methods of parking levies and resident permits.</p>

<p><b>Cycling</b></p>	<p>Potential to provide a cycle route through Church Wood</p> <p>There are currently two pedestrian paths in Woodhouse Moor – potential to allocate one to cycles</p> <p>Provide a cycle path from Shaw Lane northbound in both directions, the existing footpath is very wide</p>	<p>Improve cycle crossing points along the A660</p> <p>Cycle lanes should be segregated as this would vastly increase cyclist numbers, reduce congestion and improve air quality</p> <p>Cycle lanes are dangerously narrow, in several places verge is wide enough to be used, have a kerb like barrier between road and cycle lane</p>	<p>Overall support for cycle lanes and infrastructure with key locations identified for cycle routes into / out of the city centre.</p>
<p><b>Highway Improvements</b></p>	<p>Need a filter light at Church Lane junction turning right (towards Bramhope)</p> <p>In Weetwood the inbound carriageway with two narrow lanes of traffic puts buses very close to pedestrians. Feels dangerous especially near the primary school.</p> <p>Church Wood Avenue / Otley Road junction needs traffic signals</p> <p>Remove traffic lights and install chicanes through central Headingley (as done in a number of small towns) slows everyone down</p> <p>High kerbs located around Alma Road and Otley Road making it difficult for pushchairs and wheelchairs – challenging for vulnerable people</p>	<p>Introduce a congestion charge inside the Outer Ring Road – residents inside the charging zone can be given a discount – charge £x per car in peak times</p> <p>More vegetation along the A660 to soak up CO2 and for aesthetics</p> <p>Keep 2+ Lanes and allow private hire cars to use the bus lane</p> <p>Traffic lights to always prioritise buses at junctions heading into and out of the city centre</p> <p>Enforce 20mph zones, cars often do not reduce their speed in these areas</p>	<p>Support for a range of highway improvements including; speed control, signal staging and sequencing, use of HOV lanes and vegetation provision.</p>



<b>P&amp;R</b>	Create a P&R to the north of Lawnswood (Weetwood Police Station or Bodington) to encourage existing car users to take a limited stop bus into Leeds	P&R on this corridor is essential with the provision of a stop in Headingley and then one in the city  Incentivise P&R to make it a viable alternative to private cars – pay per car and not per person to help encourage lift sharing  Bus lanes are required along the A660 to ensure that the P&R buses are not caught in the congestion	General consensus that a P&R facility to the north of Lawnswood Roundabout would be best suited to reduce vehicles.
<b>Rail</b>	Re-open railway stations such at Otley – this would provide an alternative to driving  Direct rail link to Bradford Leeds Airport – possibility for underground system  Make train times more attractive for commuters	All public transport should be integrated and payment for all should be made before boarding – this would help to save time  Underground system or light railway  Higher volume of trains on existing routes - increase number of carriages	Support provided for an underground or light rail system across Leeds with an identified route to the airport.



## APPENDIX A.

# Otley Road - Holt Lane to Lawnswood Cemetery

## Key Landmarks

— A660  
— Key Roads

## Board 1



**Issue 1 - Delays joining the A660 from Holt Lane particularly for buses (services 1, X84, X85), including 4 accidents recorded between January 2014 and July 2017**

Holt Lane

**Adel Neighbourhood Centre**

Farrar Lane

**Issue 2- Delays on the northbound approach in the PM peak period through the signalised cross roads at Farrar Lane/A660**

**Issue 3- Parking order outside Adel Shops, road Safety issues and delays for all traffic including buses.**

New Adel Lane

**ESSO/SPAR/Gregs/Subway**

**Lawnswood Cemetery**

**Issue 4- Some delays at junction of New Adel Lane affecting buses. Narrow carriageway with no opportunity for bus or cycle lanes to help cycles bypass the queues**

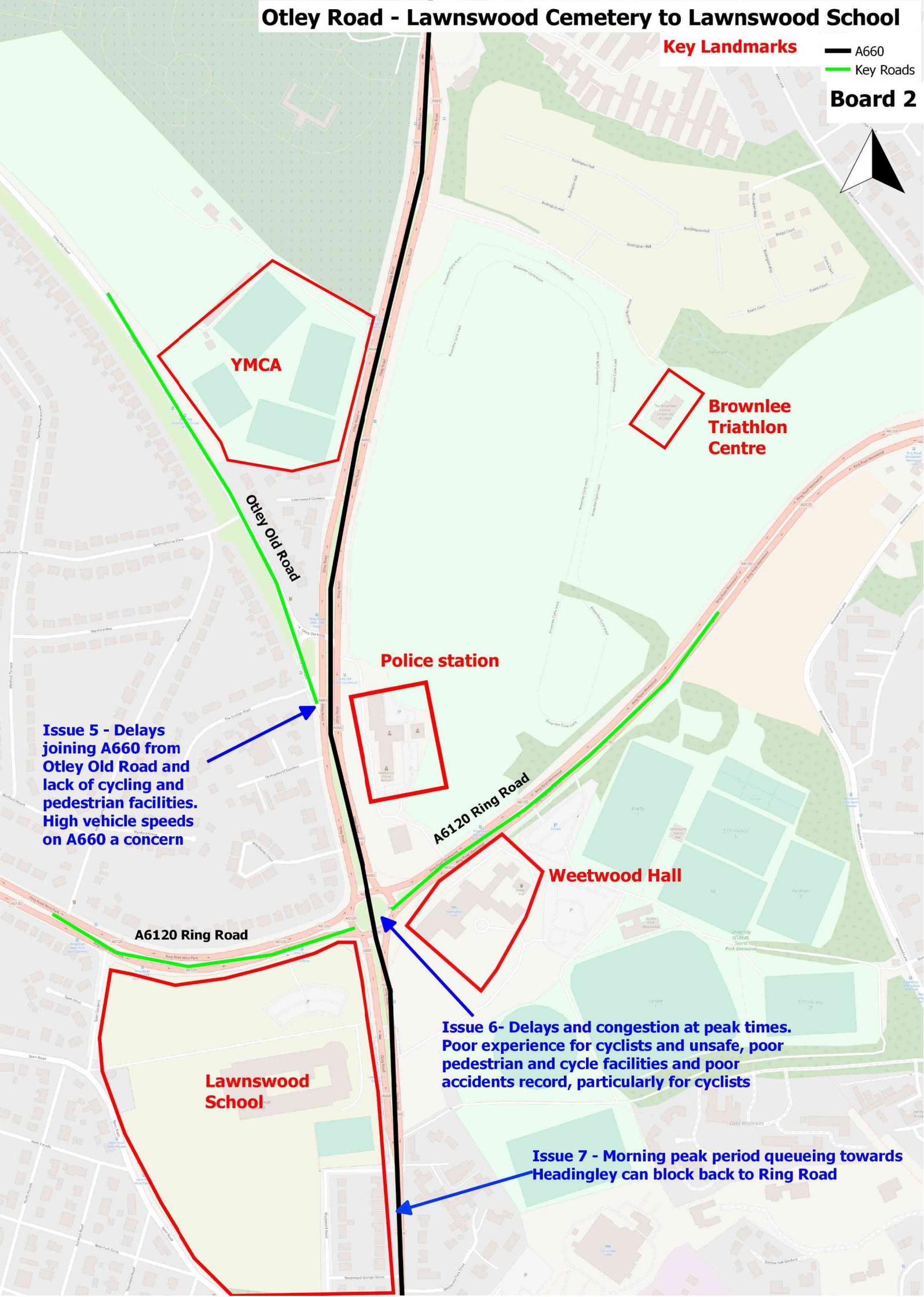
# Otley Road - Lawnswood Cemetery to Lawnswood School

Key Landmarks

A660

Key Roads

Board 2



YMCA

Brownlee Triathlon Centre

Otley Old Road

Police station

A6120 Ring Road

Weetwood Hall

A6120 Ring Road

Lawnswood School

Issue 6- Delays and congestion at peak times. Poor experience for cyclists and unsafe, poor pedestrian and cycle facilities and poor accidents record, particularly for cyclists

Issue 7 - Morning peak period queueing towards Headingley can block back to Ring Road

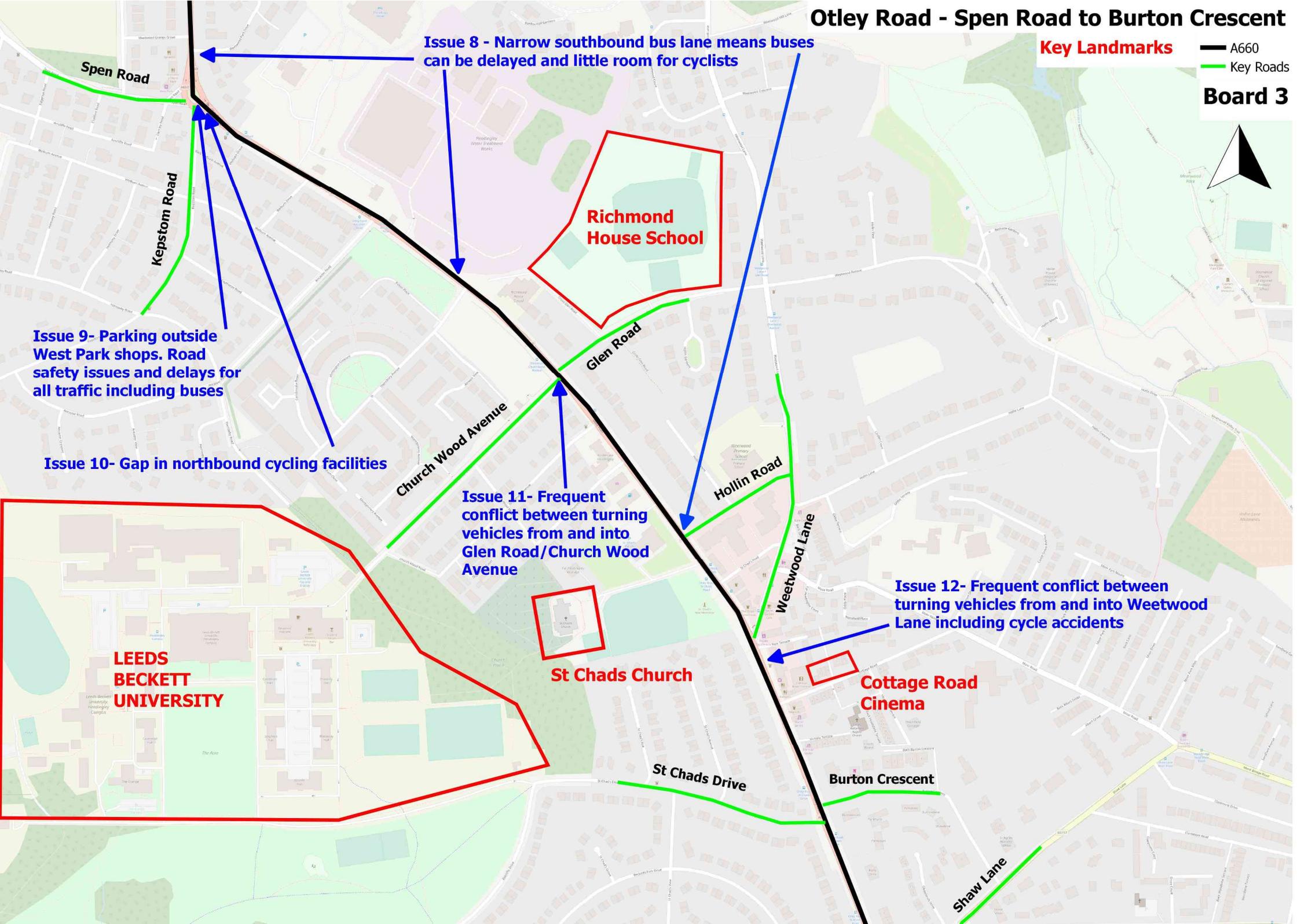
Issue 5 - Delays joining A660 from Otley Old Road and lack of cycling and pedestrian facilities. High vehicle speeds on A660 a concern

# Otley Road - Spen Road to Burton Crescent

**Key Landmarks**

-  A660
-  Key Roads

**Board 3**



**Issue 8 - Narrow southbound bus lane means buses can be delayed and little room for cyclists**

**Issue 9 - Parking outside West Park shops. Road safety issues and delays for all traffic including buses**

**Issue 10 - Gap in northbound cycling facilities**

**Issue 11 - Frequent conflict between turning vehicles from and into Glen Road/Church Wood Avenue**

**Issue 12 - Frequent conflict between turning vehicles from and into Weetwood Lane including cycle accidents**

**Spen Road**

**Kepstom Road**

**Richmond House School**

**Glen Road**

**Church Wood Avenue**

**Hollin Road**

**Weetwood Lane**

**LEEDS BECKETT UNIVERSITY**

**St Chads Church**

**Cottage Road Cinema**

**St Chads Drive**

**Burton Crescent**

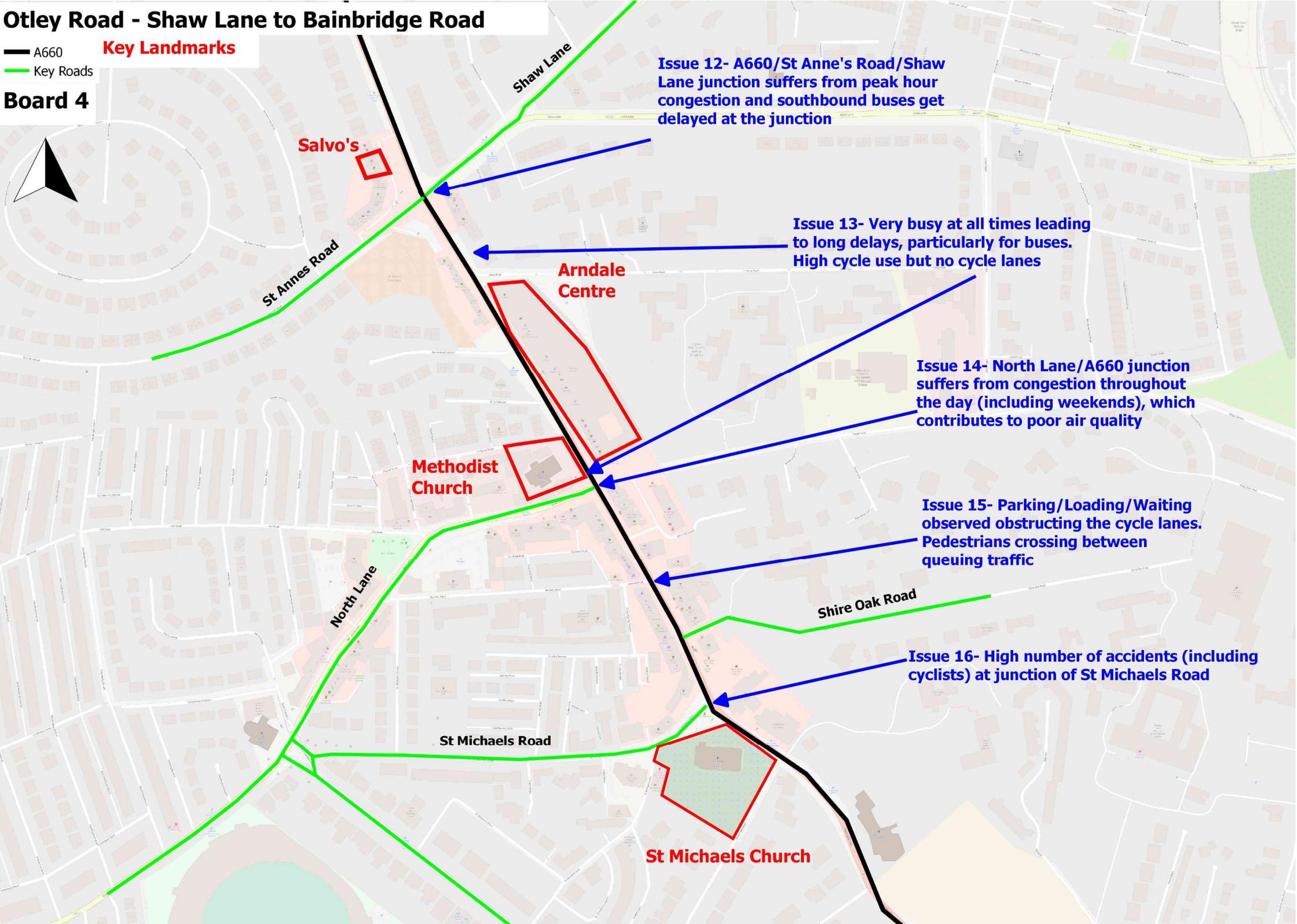
**Shaw Lane**

# Otley Road - Shaw Lane to Bainbridge Road

— A660  
— Key Roads

**Key Landmarks**

**Board 4**



**Issue 12- A660/St Anne's Road/Shaw Lane junction suffers from peak hour congestion and southbound buses get delayed at the junction**

**Issue 13- Very busy at all times leading to long delays, particularly for buses. High cycle use but no cycle lanes**

**Issue 14- North Lane/A660 junction suffers from congestion throughout the day (including weekends), which contributes to poor air quality**

**Issue 15- Parking/Loading/Waiting observed obstructing the cycle lanes. Pedestrians crossing between queuing traffic**

**Issue 16- High number of accidents (including cyclists) at junction of St Michaels Road**

**Salvo's**

**Arndale Centre**

**Methodist Church**

**St Michaels Church**

Shaw Lane

St Annes Road

North Lane

Shire Oak Road

St Michaels Road

# Headingley Lane - Spring Road to St Marks Road

**Key Landmarks**

- A660
- Key Roads

**Board 5**



**Issue 17- Street furniture cluttering narrow footways. Constrained highway resulting in cycle lane constraints**

**Issue 18- Cycling accident hotspot**

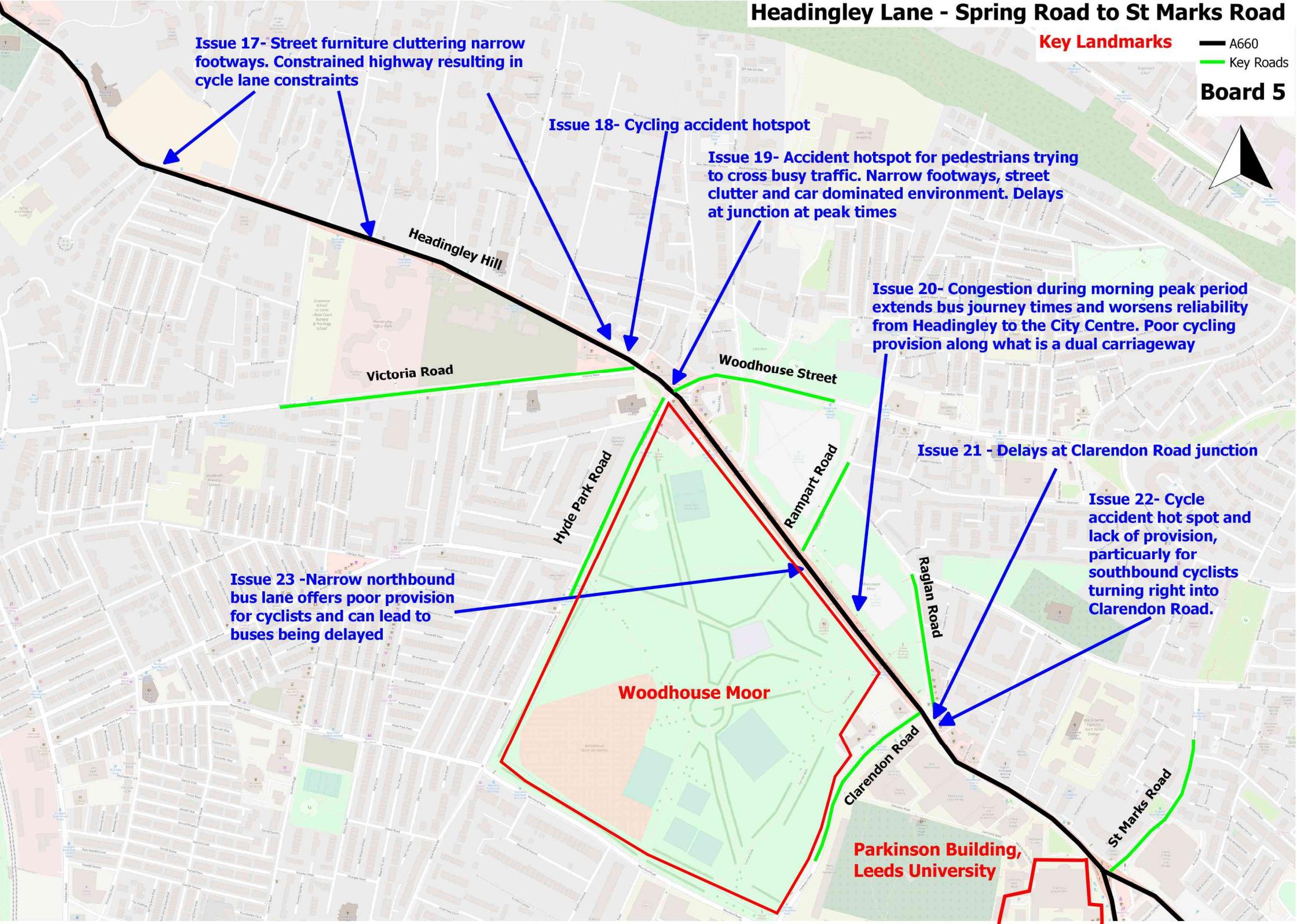
**Issue 19- Accident hotspot for pedestrians trying to cross busy traffic. Narrow footways, street clutter and car dominated environment. Delays at junction at peak times**

**Issue 20- Congestion during morning peak period extends bus journey times and worsens reliability from Headingley to the City Centre. Poor cycling provision along what is a dual carriageway**

**Issue 21 - Delays at Clarendon Road junction**

**Issue 22- Cycle accident hot spot and lack of provision, particularly for southbound cyclists turning right into Clarendon Road.**

**Issue 23 -Narrow northbound bus lane offers poor provision for cyclists and can lead to buses being delayed**



# Otley Road - St Marks Road to Inner Ring Road

Key Landmarks

A660

Key Roads

Board 6



St Marks Road

Leeds College of Art

Student Medical Practice

Blackman Lane

Blenheim Primary School

Parkinson Building, Leeds University

Issue 24 - Car dominated environment outside Parkinson steps and overcrowded bus stops at peak times. Buses take different routes southbound

Issue 25- High traffic volumes

Issue 26- Overcrowded Pavements forcing some pedestrians into the road

Inner Ring Road

Inner Ring Road

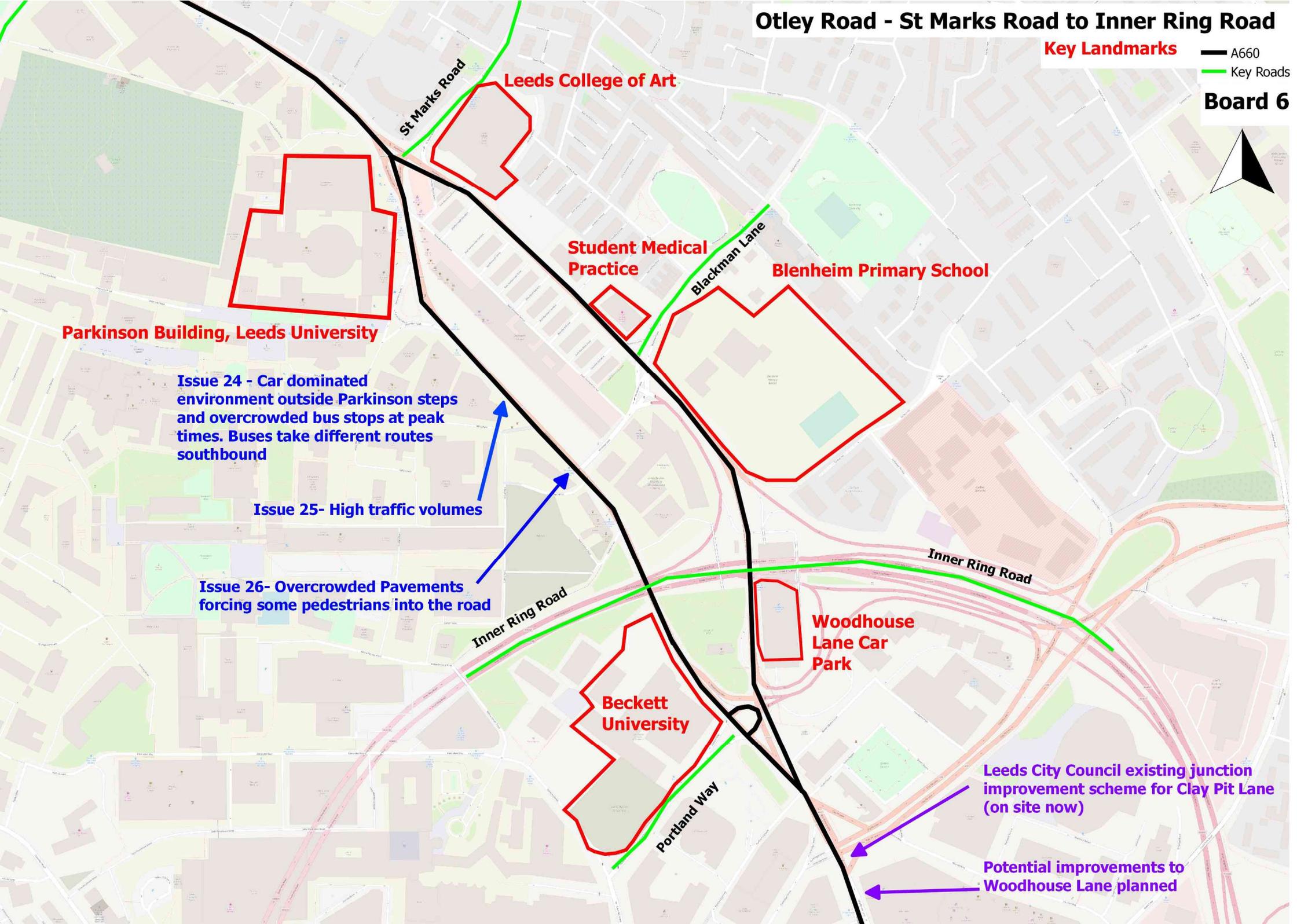
Woodhouse Lane Car Park

Beckett University

Portland Way

Leeds City Council existing junction improvement scheme for Clay Pit Lane (on site now)

Potential improvements to Woodhouse Lane planned



Otley Old Road

Service	Mon-Sat	Sun & Evening
1	Every 7/8 minutes	Every 15/30 minutes
X84	Every 20 minutes	Every 30/60 minutes

Service	Mon-Sat	Sun & Evening
6	Every 10 minutes	Every 15/30 minutes
97	Every 20 minutes	Every 30/60 minutes

Outer Ring Road

Lawnswood Roundabout

West Park Junction

Weetwood Lane

Otley Road

Shaw Lane

St Anne's Road

Headingley Town Centre

North Lane

Service	Mon-Sat	Sun & Evening
28	Every 20 minutes	Every 30/60 minutes

Hyde Park Corner

Monument Moor

Service	Mon-Sat	Sun & Evening
38	Every 60 minutes	Every 60 minutes
91	Every 30 minutes	Every 30/60 minutes
56	Every 8/10 minutes	Every 15/30 minutes
29	Every 60 minutes (Term time)	-

Woodhouse Moor

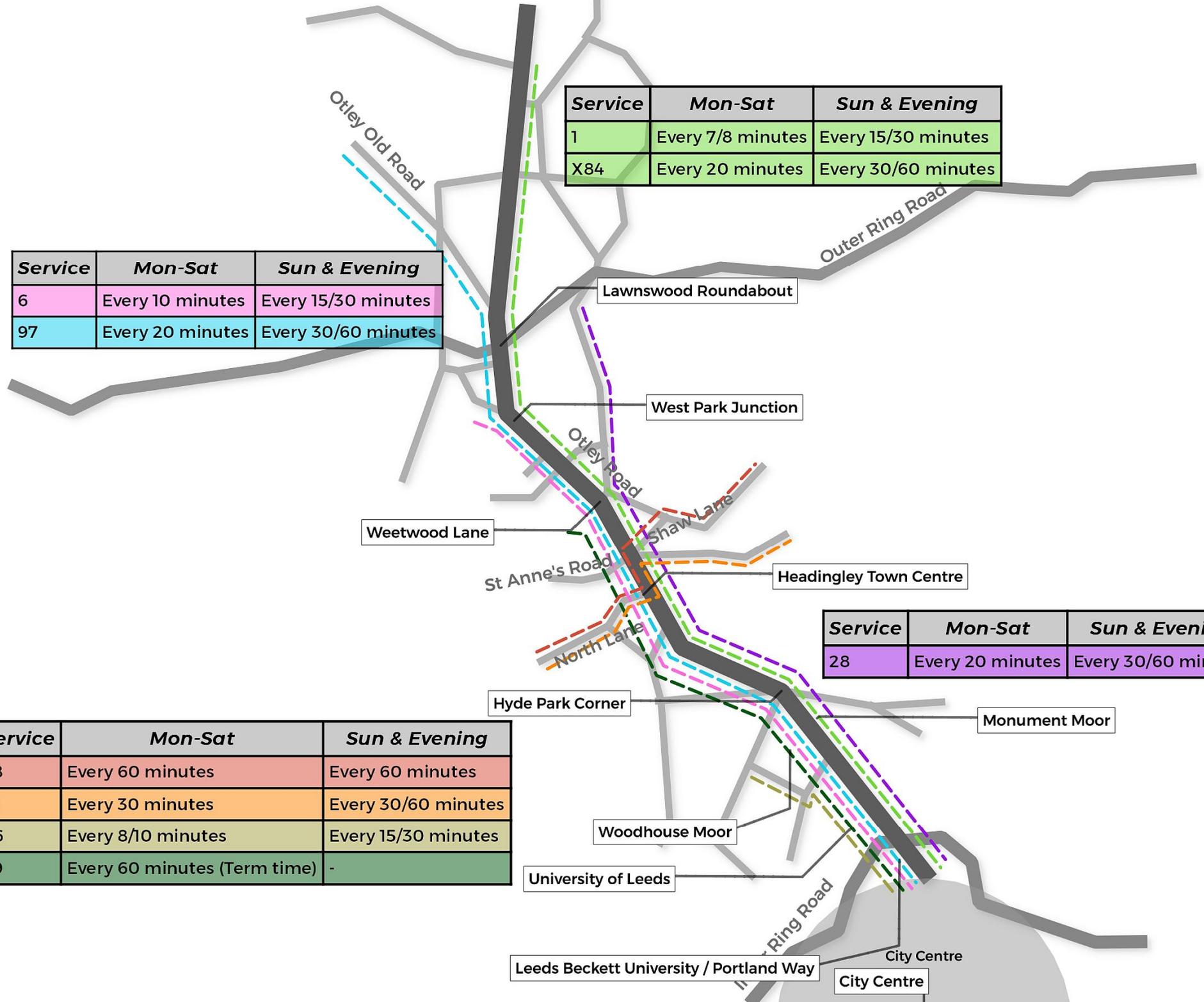
University of Leeds

Inner Ring Road

Leeds Beckett University / Portland Way

City Centre

City Centre



Date Modified:

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Proposed Airport Parkway Station

Lawnswood Roundabout

Woodhouse Lane City Centre Gateway

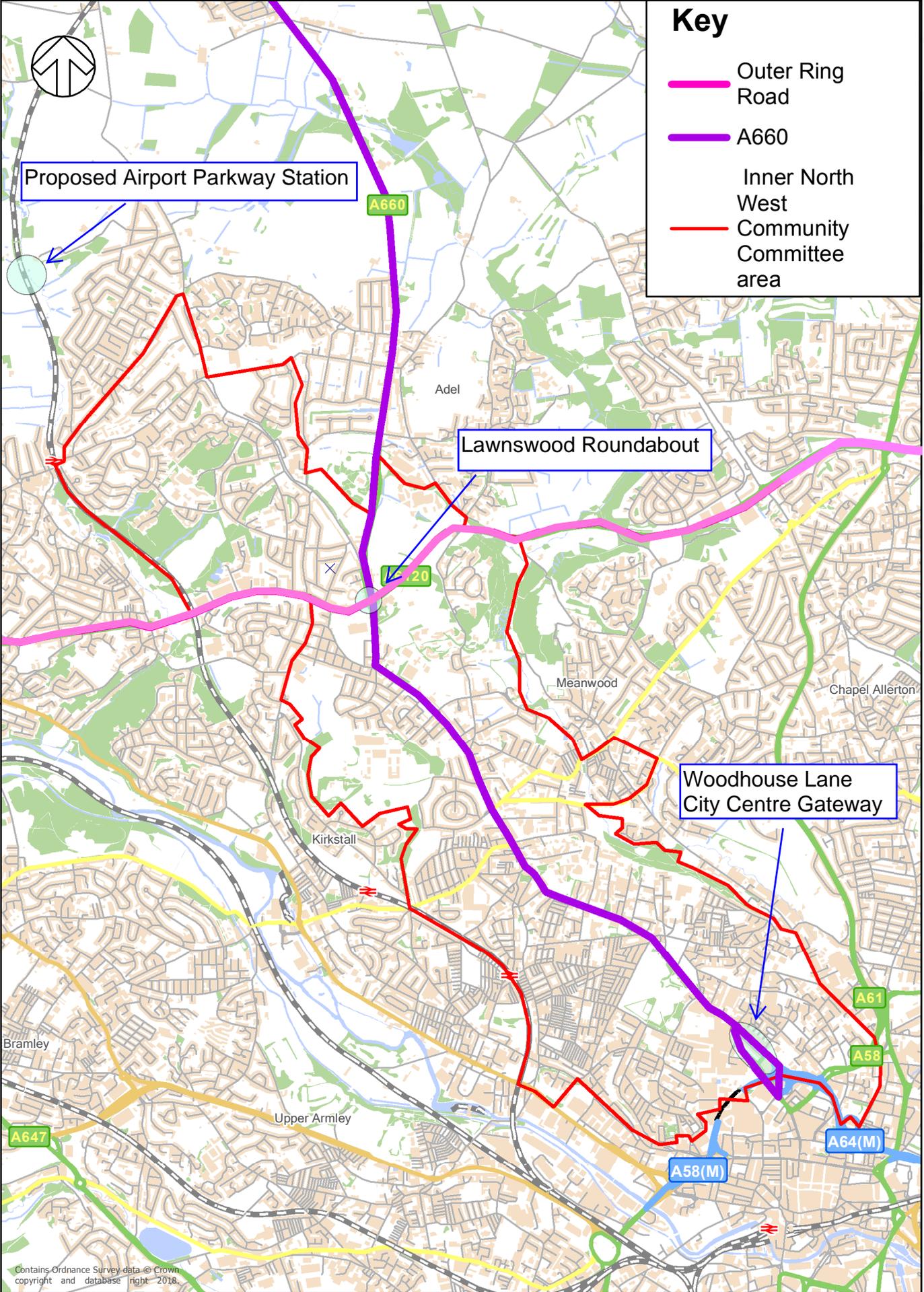
### Key

Outer Ring Road

A660

Inner North West

Community Committee area



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TITLE:

INNER NORTH WEST  
COMMUNITY COMMITTEE

FIGURE No:

COMMITTEE AREA