

Dear Lord Mayor, Councillors, thank you for the opportunity to speak today.

We are the residents of West Park in North Leeds who are affected by the proposed Adel to Leeds Bus Route scheme. We welcome the proposals to deliver improvements which make the bus services quicker and more reliable, whilst also making journeys on foot and by bike convenient and attractive. However, we are here to raise our concerns over the viability of the scheme and its impact to the area. Significantly, there are serious concerns over the proposed changes to the Lawnswood Roundabout which have implications not only for the residents in the area but also for pedestrians, cyclists and road users generally.

As stated, we would like to focus our concerns over the proposed changes to the Lawnswood Roundabout and the implications of these to the residents in the area as well as pedestrians, cyclists and road users.

The proposed changes are a catastrophe in the making. A visibly striking and beautiful roundabout landscaped in vibrant colours is such an attraction for this area. To remove this and convert it into a monstrous crossroads with traffic light controls in all directions will be a disaster. Currently there is a build up of traffic for approximately 1.5 hrs in the morning rush hour. The build-up of traffic currently is due to traffic narrowing from two lanes into one from the roundabout heading towards the City. All other times the traffic across the roundabout flows well.

The supposed benefit from the proposed change is that bus journeys through Lawnswood junction towards Leeds will be improved by replacing the roundabout by a SIX lane crossroads and the use of priority traffic lights. However, this is a flawed assumption. The improvements will not address this. The inbound traffic is still forced into a single lane from the roundabout heading towards the City. This will inevitably cause the general traffic to tail back even further than where it currently does and lead to additional delays, congestion, pollution and increased risk of accidents. None of this appears to fit in with Leeds Council's environmental policy.

Grass verges are being removed from in-front of a considerable number of residential properties to make way for a combined pedestrian and cycle lane. Currently the width of the verges provides a place for the residents to stop and view the traffic situation in relative safety before joining the Ring Road. With the proposed changes this line of sight visibility is removed and the danger to pedestrians and cyclists is significantly increased. The use of taxis and access for residents with mobility needs is significantly affected, increasing risk to life. However, there appears to be adequate scope to leave the verges untouched in many areas by making minor changes to the plans.

Pedestrians will face up to 12 crossings to navigate across the crossroads, depending on their destination.

There is a creation of a right turn lane for vehicles wanting to turn right into Lawnswood school which leaves vehicles having to navigate across two lanes of west bound traffic. There is an increased risk of accidents with the right turning vehicles now having to navigate across two lanes of west bound traffic. This also creates an opportunity for traffic to make a U-turn at this point.

The use of traffic lights will cause the traffic at the junction to be stationary for longer periods and for more occasions throughout the day and night impacting the environment through noise and air pollution, whereas at present stationary traffic is only present at peak times.

The width of the Ring Road and the clear visibility for motorists towards the junction will inevitably encourage some motorists to speed from distance if they can see the lights are green or amber.

This will increase the risk of serious accidents at the junction and potential risk to life for pedestrians using the crossings.

The proposals will increase the volume of traffic using the surrounding side streets. This will cause disruption, noise and air pollution to more residential areas.

We are also aware of the proposals for the Harrogate Road/Moortown roundabout to be improved with further landscaping and development to enhance its green appeal. There are NO proposals for a traffic-light controlled crossroad for this site. Why is it that this scheme is any different to the Lawnswood junction scheme?

Reflecting on the scheme as a whole, we see significant flaws throughout its proposed design. There are changes being proposed for many roads and junctions including Woodhouse Lane, between Hyde Park Corner and Clarendon Road, Victoria Road/Headingley Lane junction, Elinor Lupton Centre and Bainbrigge Road, Shaw Lane and St Anne's Road junction, Weetwood Lane and St Chads Road, Glen Road, Church Wood Avenue and Otley Road,

All of these roads are already busy with narrow footways. The changes proposed are either dedicated bus lanes thereby reducing traffic to single lanes or reducing footways thereby creating further safety issues. At some junctions and roads, the proposals are new bus gates and to ban right or left turns.

- **Changes to Shaw Lane and St Anne's Road junction-** a busy junction with shops, restaurants and the close proximity to sporting and entertainment venues in Headingley.
 - A bus gate will increase the volume of stationary traffic impacting the traffic flowing in both directions along further narrowed roads.

- The re-routing of traffic through St Chads Drive into a residential area is of concern as this impacts the environment, damages the quality of life and increases the risk of accident to the residents and pedestrians in these streets.
- **Weetwood Lane and St Chads Road improvements**
 - The re-routing of traffic and the creation of new traffic lights will create a hazard and environmental issue for the many customers and pedestrians that use the popular eateries at this junction as well as a risk to the residents of both Orchard Court and St Chads Court retirement homes.
 - The changed layout will have a detrimental impact to the businesses and their servicing and access arrangements.
- **Wider southbound bus lane between Lawnswood and Headingley and improved cycle facilities through West Park Junction**
 - This is a very pleasant urban area frequently used by pedestrians, commuters and families with young children who visit its casual dining and leisure facilities.
 - The widening of the bus lane southbound and removal of the hatched area in the centre of the road prohibits access for traffic turning right into Welburn Grove and Welburn Road and the busy promenade of cafes and businesses.
 - This traffic will be forced to stop in the single southbound lane obstructing flow and resulting in congestion backing up towards Lawnswood roundabout.
 - The conversion of one of the northbound lanes into a dedicated cycle lane will also force traffic turning right into the Village hotel complex to stop in the single lane interrupting the flow.
 - Changes to the road access and parking arrangements will have a direct impact on the trade of the businesses on the West Park parade stifling a vibrant area with much needed customers.

On numerous occasions we have requested the consultants to provide data and evidence from simulation models to support the benefits from such major changes to the area. We feel let down that this information has not been forthcoming. Our view is that either this information is not available, or that it is not conclusive to support the scheme.

There is very little support for the changes to the Lawnswood roundabout from the residents within this area. This is supported by our 801 signature petition and also support from Cllrs Bentley and Gibson.

We also do not feel that the resulting time benefits for the buses travelling from Adel to Leeds will be significant enough to warrant the expenditure on the scheme.

We would like the council to;

1. Release the data and simulation models used to support the scheme and its value for money.

2. Share what alternatives have been considered and why these have been discounted, other than the tram and trolley bus proposals.
3. Re-consider the removal of the grass verges that will cause an immediate threat and risk of accident.
4. Retain the beauty of the area by saving Lawnswood roundabout.

We have come here today to ask for you as our democratically elected representatives to hear the concerns of your electorates and help in addressing our concerns to preserve the status of one of the most beautiful areas of the City of Leeds.

Thank you for your time and consideration.