

## Appendix B: Review of 2021/22 LTP Casualty Reduction Programme

Scheme	Status in 2020/21 report	Current position
Chapelton Road (Barrack Rd to Harehills Lane)	Delivery	<p>Project has been in detailed development over 2021/22 and is now ready to deliver. Some issues during development including negotiations with bus operators and the effects of the adjacent Active Travel Neighbourhood.</p> <p>Delivery programmed for a two year period 2022/23 and 2023/24 subject to resolution of bus operators concerns.</p>
Regent Street	Delivery	Continued major structural works to Regent Street flyover delayed delivery of this casualty reduction scheme. These works are expected to be completed early spring 2022 and this project will follow with delivery over a two year period.
Meanwood centre casualty reduction package	Delivery	Funding has now been fully identified and assembled. Extensive local consultation was required to address local interest and this has now been completed to facilitate delivery in 2022/23
A6120/ Cross Gates Lane/Cross Gates Rd junction	Delivery	Expected to be delivered in 2022/23 but now pending outcome of ELOR downgrade proposals. To be developed in conjunction with this project to ensure a coherent package of works; delivery to be completed following this further work.
A660 Otley Road/Glen Road/Church Wood Avenue	Delivery	Project met with local opposition. This is being re-designed as part of the Active Travel ambitions for the A660 corridor rather than as a stand alone project.
A1(M) Junction	Delivery	Scheme delivered and complete

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Harehills Road	Delivery	Major consultation exercise was undertaken in early 2022 at the request of local ward members. Feedback is being analysed with a package of measures expected in 2022/23 subject to a further report.
Harehills Road/Roundhay Lane	Feasibility	Outputs of feasibility were passed to the LPTIP team for consideration as part of the corridor scheme.
Cardigan Road	Feasibility	Further work is required to develop a proposal; impact of Active Travel Neighbourhood is being reflected in this work.
Roundhay Road	Feasibility	As above the outputs were provided to the LPTIP team for the corridor project which is expected to address the identified concerns.
York Road/Harehills Lane/Osmandthorpe Lane	Feasibility	Further work required; expected to be included in 2023/24 programme.
Drighlington Bypass/Field Head Lane	Feasibility	Further work required; expected to be included in 2023/24 programme.
Burley Road	Feasibility	Feasibility study was undertaken and solutions were cost prohibitive and required land take. Further monitoring to take place in 2022 as part of the Lengths and Sites for Concern processes.
Tong Road junctions with Green Road and Colton Road	Feasibility	Feasibility was inconclusive – limited patterns in collisions mean that engineering solutions are likely not appropriate.
Tempest Road	Feasibility	Monitoring only – no clear engineering interventions.
Town Street Middleton	Feasibility	A proposal was developed and costed for inclusion in future works packages.

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Kirkstall Road junctions with Woodside View and Burley Wood Mount	Feasibility	These junctions were included in the Active Travel project on the A65 which offered improvements to cyclists (key collision pattern). Sites to be monitored.
M62 Junction 27 – junction of A62 Gelderd Road with A650 Wakefield Road	Feasibility	Project drawn up and costed for inclusion in future programmes.
Ring Road/Butt Lane	Feasibility	Low cost works were identified, drawn up and issued to contractors – expected completion spring 2022.