

1. Lawnswood Roundabout Improvement Scheme

Introduction

Lawnswood Roundabout is one of the busiest in north Leeds, with over 60,000 vehicles moving through the junction each day. The A660 corridor also has high volumes of cycling and bus users.

The junction lacks adequate crossing facilities and is a major barrier for walking and cycling, especially given the closeness to Lawnswood School. The junction also suffers from a poor safety record, ranked third on Leeds's recent Sites for Concern report. Between 2015 and 2019 there were 29 personal injury collisions, with 18 involving cyclists and seven with serious injuries. This is in addition to damage-only collisions, which are not routinely recorded.

The congested conditions experienced on much of the A660 corridor also means there needs to be attractive alternatives to private car use, as modal shift towards public transport, walking and cycling will help to make more efficient use of road space. Making bus journeys more reliable along this route will offer people better choices for their journeys.

Two rounds of public consultation were carried out in 2018 using a different design. Some respondents recognised improvements for walking, cycling and bus users. But negative responses raised concerns regarding potential impacts on congestion and air quality and environmental impacts, such as trees and green spaces.

The current proposals take account of this feedback and the consultation seeks views on the current design.

Lawnswood Roundabout improvements

The current design includes introducing the following elements:

- A signalised roundabout at the Lawnswood junction.
- Signalised pedestrian and cycle crossing facilities at the Lawnswood junction.
- Segregated cycle facilities on the approaches to the Lawnswood junction.
- A 24-hour southbound bus and cycle lane on Otley Road, on the approach to the Lawnswood junction, and prioritisation of buses at the new traffic signals.
- No intervention at the Otley Old Road junction, or on Otley Old Road itself.

The new design addresses the issues with the Lawnswood junction and aims to minimise the impacts on trees and green space, while retaining the character of the area.

Our proposals include changes to make the junction:

- Safer and more attractive for walking and cycling at this key location.
- Signalisation of the junction to improve safety for general traffic.
- Signalisation of the junction to allow buses to be prioritised.
- Southbound bus and cycle lane on Otley Road approaching Lawnswood will allow buses to bypass queues during congested periods.



2. Lawnswood Roundabout Improvement Scheme

Scheme development: You Said, We Listened

We have listened and responded to the key issues raised in the previous consultation. The overall guiding principle of the design work was to reduce the impacts on trees and green spaces, whilst also ensuring pedestrians and cyclists can cross the junction safely.

Here's a summary of the anticipated impacts of the current proposals against the previous signalised crossroads scheme. The current proposal will impact significantly less on trees and green space, than the previous proposal.

Impact on trees and green space:

- Feedback on our earlier proposals for a signalised crossroads indicated that the impact on trees and green space around the junction was not acceptable. We have revised the proposals to minimise the impact on trees and green space.
- The current design would require at least two trees to be removed. A third tree, which is in very poor condition, is likely to die before construction begins, but may need to be removed during construction if it is still in place. A further two trees will not be able to remain in their current location but are proposed to be relocated.
- Any trees that are lost because of this scheme will be replaced at a minimum ratio of 3 to 1.

Impact on turning movements at Lawnswood junction:

- Feedback on our earlier proposals raised concerns about the loss of u-turns under the signalised crossroads design.
- The current proposal would allow u-turns to be undertaken at the roundabout.

Fit with Connecting Leeds Transport Strategy, Climate Emergency Declaration and Walk It, Ride It:

- Since the public consultation undertaken on the signalised crossroads scheme, an extensive consultation has been undertaken on the Connecting Leeds Transport Strategy.
- The majority of respondents supported the strategy, which includes objectives to reduce car use, and encourage use of public transport and active modes (such as walking and cycling).
- The current proposal is well-aligned with the new strategy due to its benefits for public transport and active modes.
- Unlike the proposal presented in 2018, significantly increasing capacity has not been an objective of the current proposal for Lawnswood roundabout.
- The current proposal is also well-aligned with the Leeds City Council's Climate Emergency Declaration and Walk It, Ride It campaign, as it will help to encourage modal shift away from private car use towards active modes and public transport.



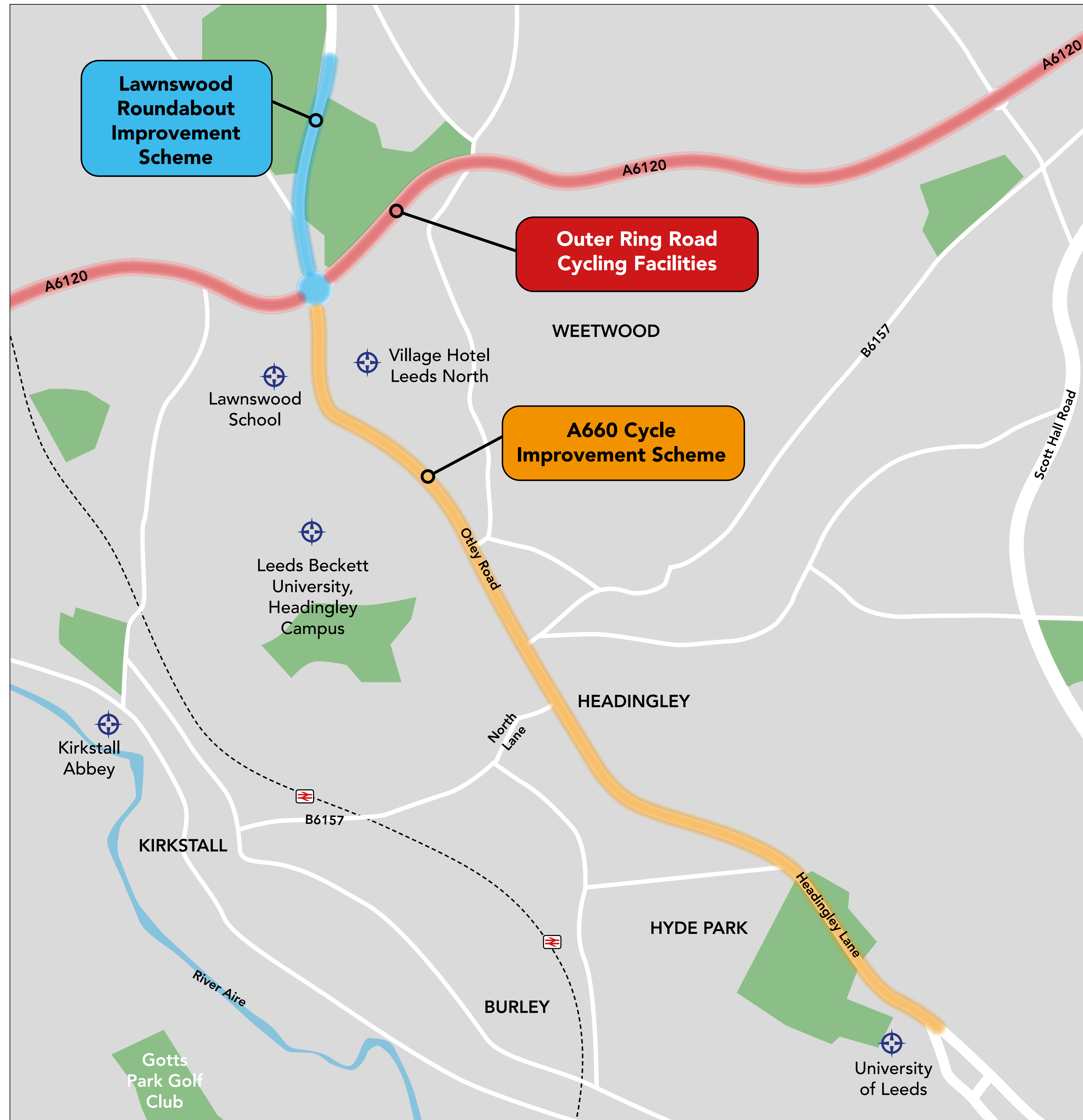
Impact on congestion:

- Feedback on our earlier proposals indicated that many respondents felt that the introduction of traffic signals and bus lanes would worsen congestion. The impacts of the proposals on congestion have been considered as part of the design process.
- Traffic modelling undertaken on the proposed signalised roundabout layout demonstrates that the junction would operate within capacity, based on pre-COVID traffic volumes. However, during quieter periods some modest increases in journey times may occur in comparison with the current layout.
- The proposed design would be expected to lessen delays experienced at the junction during the peak periods, in comparison with the existing layout.



3. Lawnswood Roundabout Improvement Scheme

Adjacent schemes



The map above gives an overview of the schemes being brought forward within this part of Leeds.

A660 Cycle Improvement Scheme

Due to the success of the temporary interventions installed on the A660, as part of the Emergency Active Travel Fund (Tranche 1), Leeds City Council would like to prioritise making the scheme permanent. We are also working on plans to extend these improvements to active travel provision, to cover the area from Shaw Lane to Lawnswood roundabout. The route will provide a vital link between the communities of Weetwood, Headingley and Hyde Park and the college and Universities while expanding the Leeds cycle network. Together with the proposals at Lawnswood roundabout, this scheme will strengthen active travel links between north Leeds, Headingley and the city centre.

The Emergency Active Travel Fund scheme has delivered light-segregation for cyclists using wands and orcas. The new proposals will provide kerb-separated cycle facilities where possible, as well as some additional wands and orcas, from St Mark's Road along the A660 to the Lawnswood roundabout. The proposals will also include comprehensive junction treatments to offer a high level of protection for cyclists and pedestrians from turning traffic, signalling junctions to improve efficiency for all road users and an increase in cycle and pedestrian crossings to enhance connectivity throughout the length of the scheme. The scheme will also include measures to assist buses.

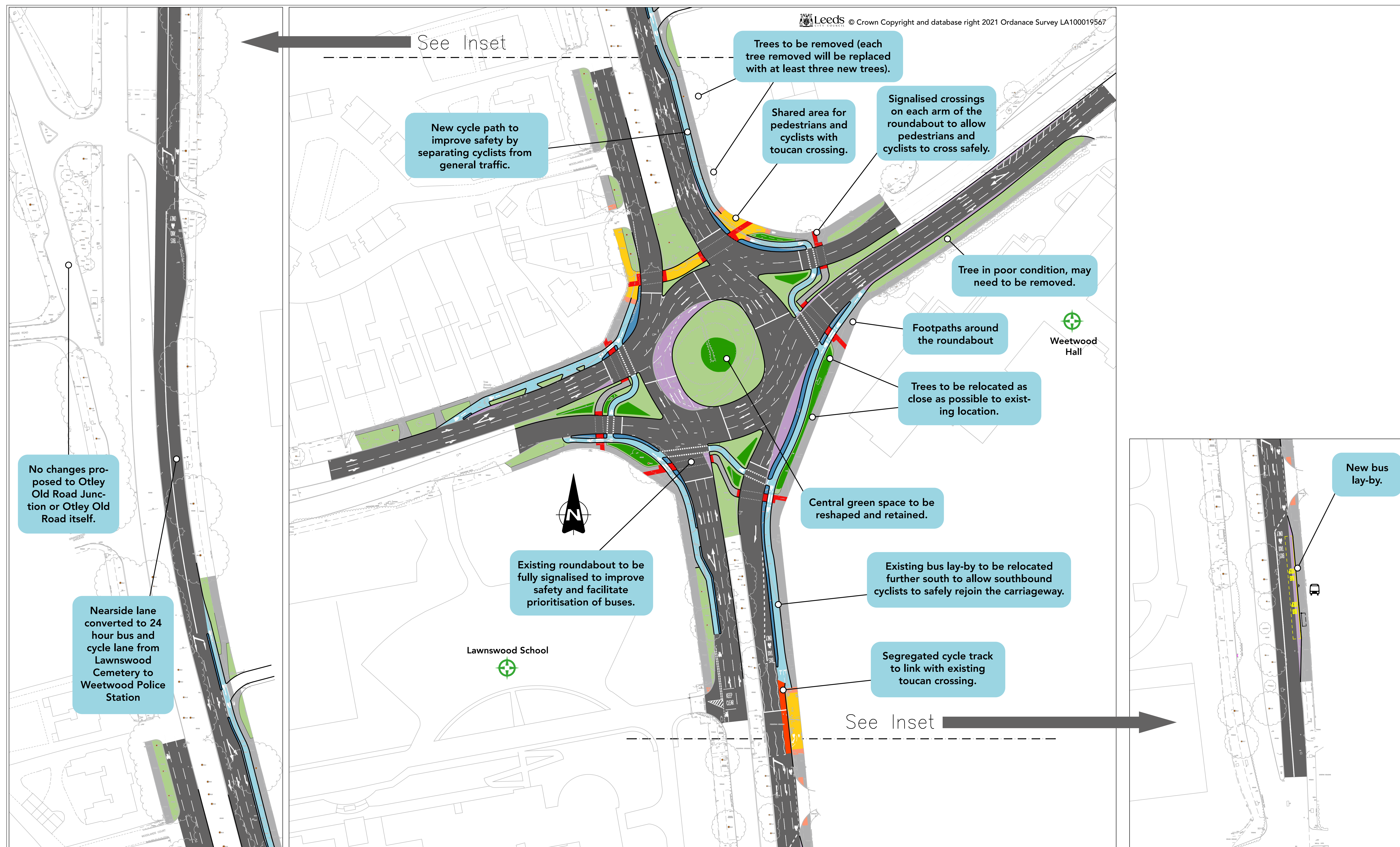
Outer Ring Road Cycling Facilities

Leeds City Council has aspirations to deliver segregated cycle tracks on the A6120 Outer Ring Road. The preferred layout for these facilities is yet to be determined, but the cycle tracks would help to connect a wider range of properties to the onward cycle routes on key radials such as the A660. The work could also include upgrades to footpaths.



4. Lawnswood Roundabout Improvement Scheme

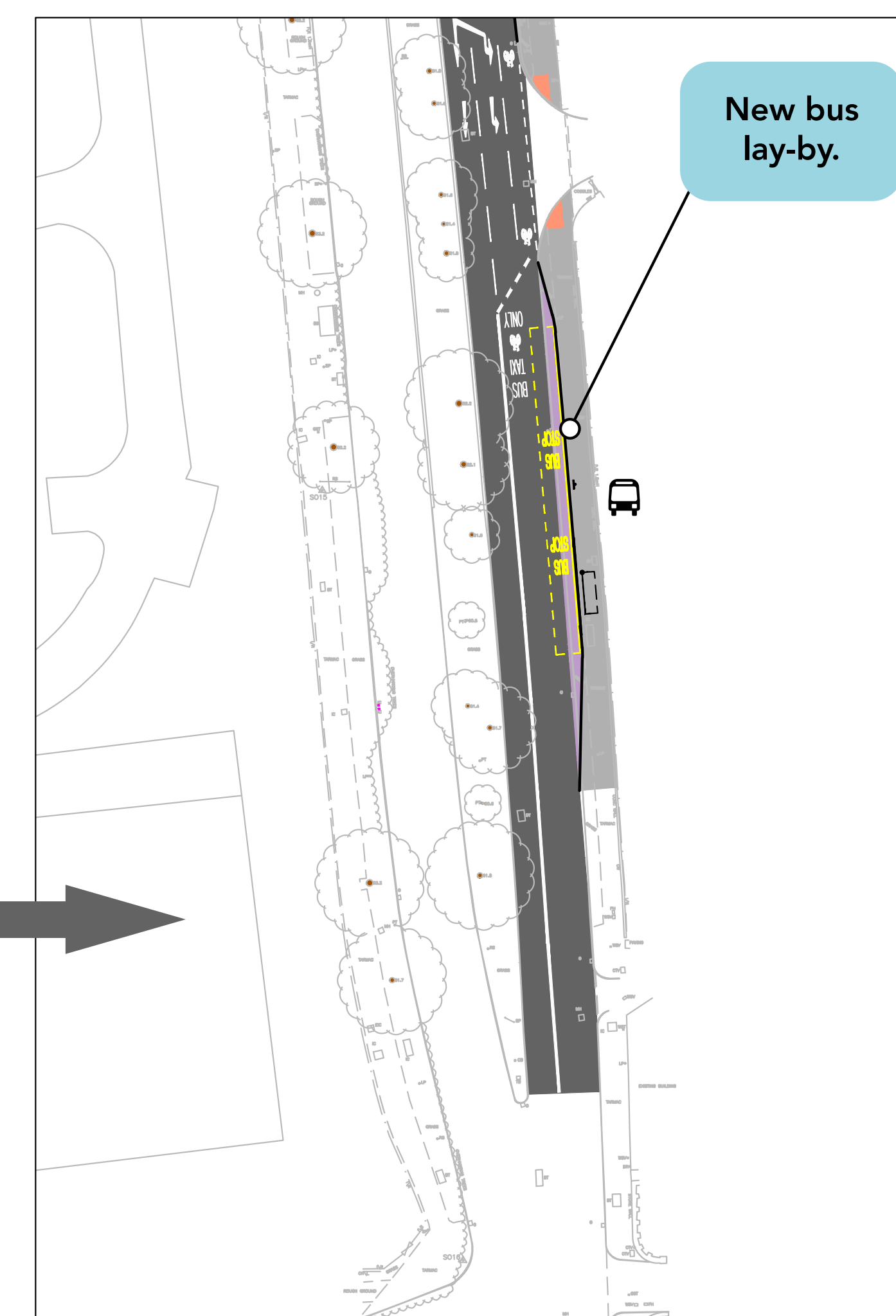
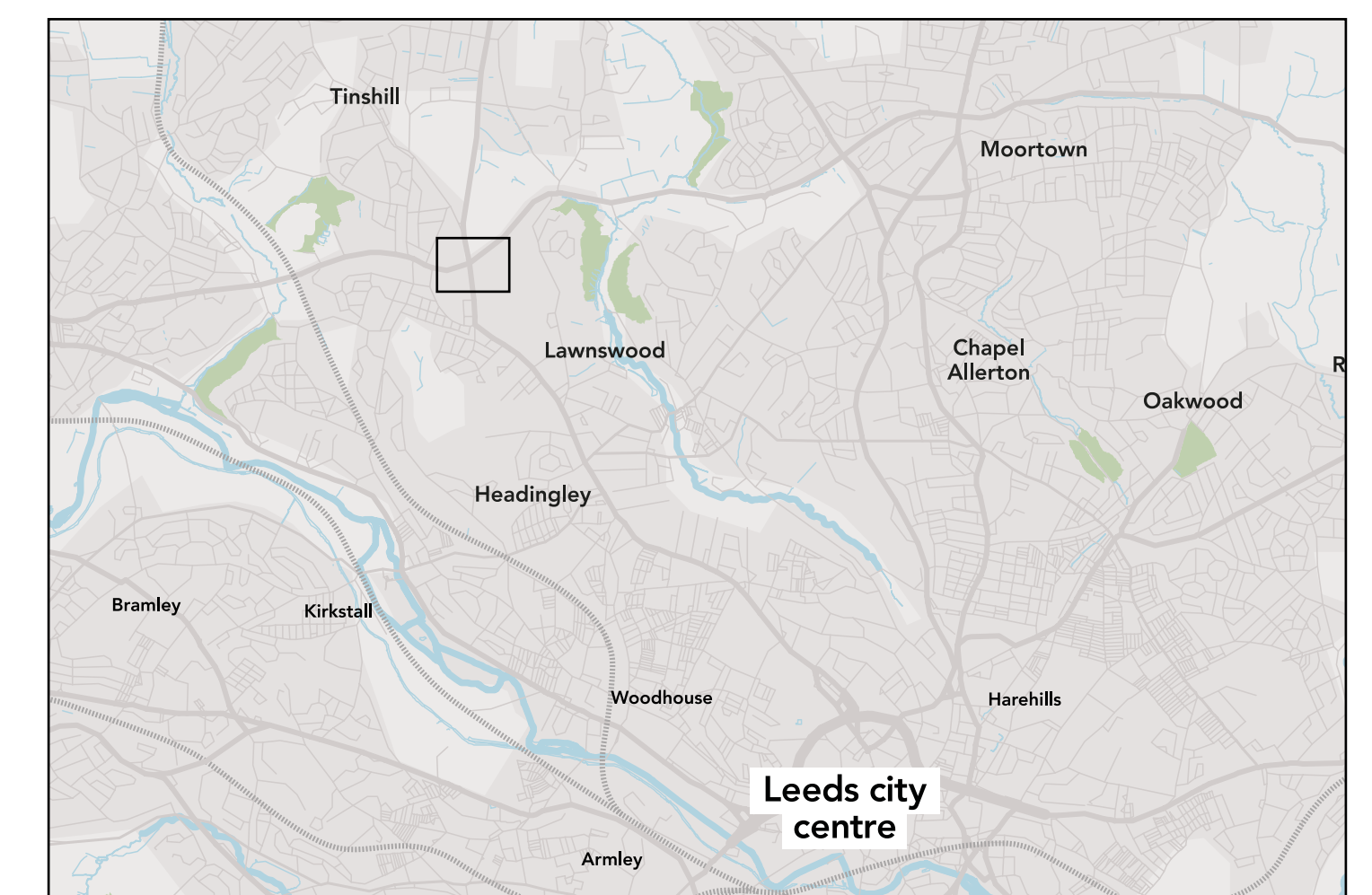
Lawnswood Roundabout plan



KEY

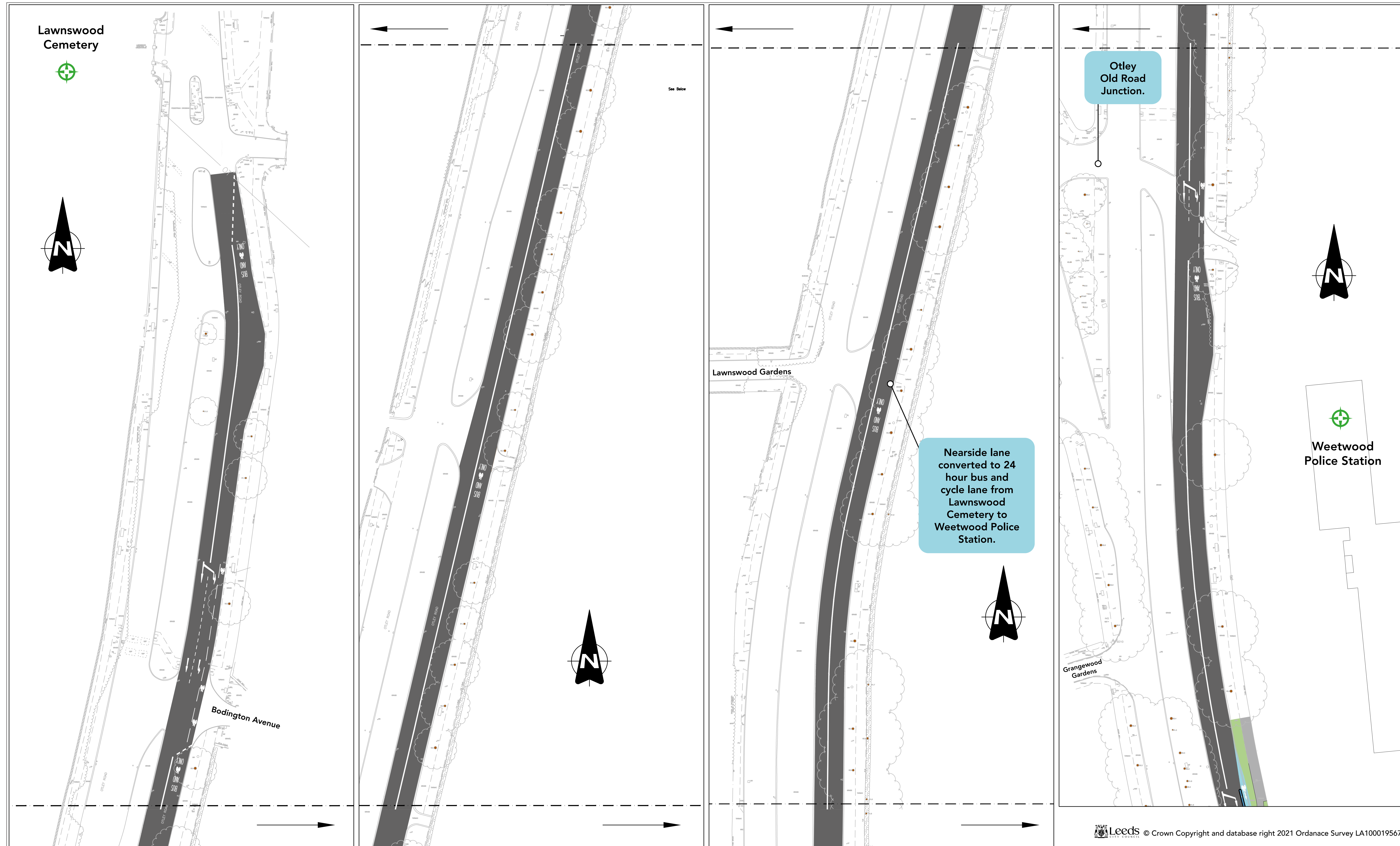
● Existing carriageway	● Controlled Crossing (Red Tactiles)
● New carriageway	● Hazard Paving (Buff tactiles)
● Footway	● Potential areas for tree planting
● Cycleway	● Landscaping
● Cycleway buffer margin	● Pedestrian and cycle route
● Bus stop	● Bus stop

The plans presented here show the proposed Lawnswood Roundabout improvements.
Feedback from this consultation will be used to further refine the overall proposals before they are finalised.



5. Lawnswood Roundabout Improvement Scheme

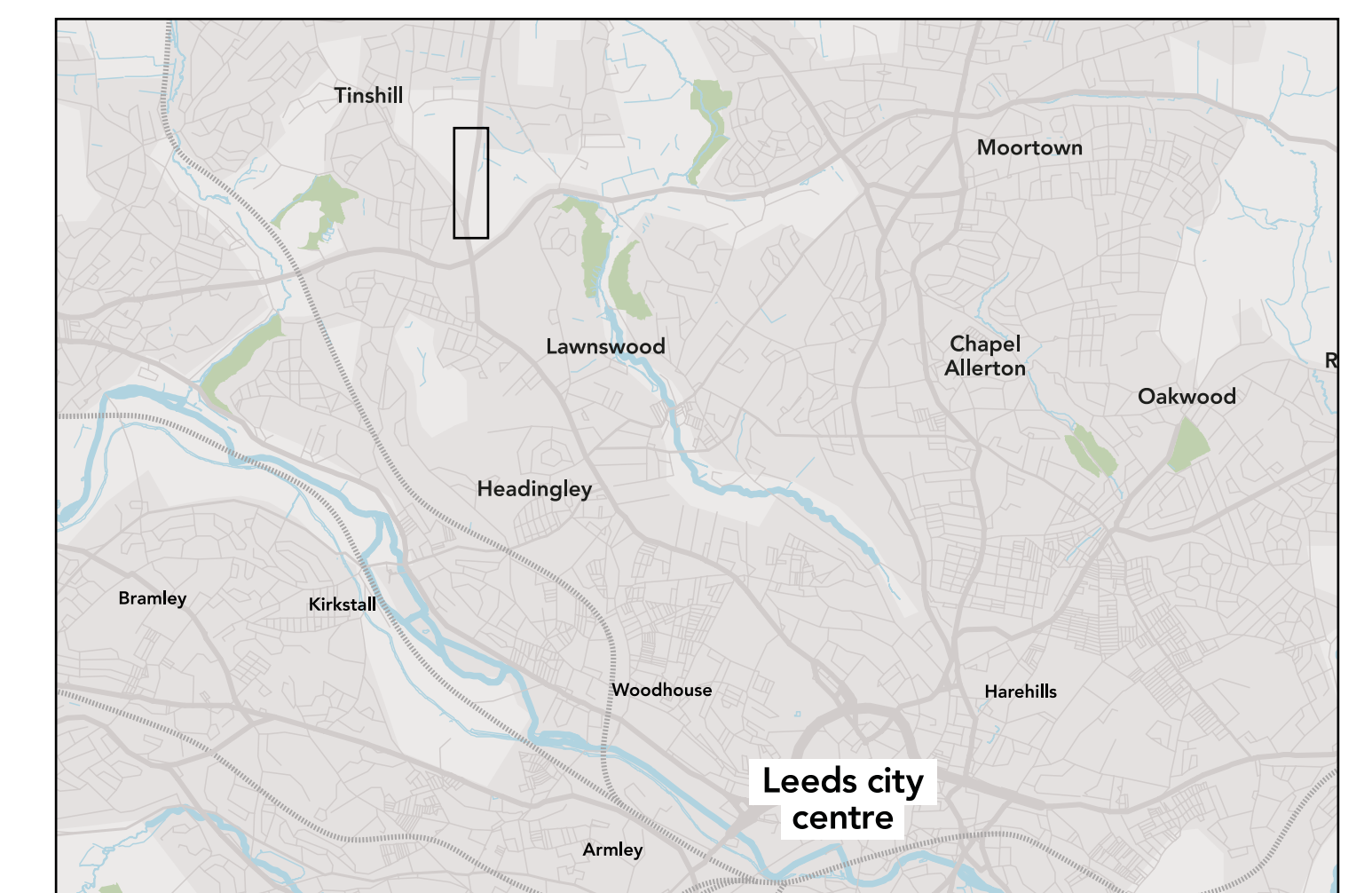
Lawnswood Cemetery to Weetwood Police Station Bus and Cycle lane plan



KEY

● Existing carriageway	● Controlled Crossing (Red Tactiles)
● New carriageway	● Hazard Paving (Buff tactiles)
● Footway	● Potential areas for tree planting
● Cycleway	● Landscaping
● Cycleway buffer margin	● Pedestrian and cycle route
● Bus stop	● Bus stop

The plans presented here show the proposed Lawnswood Roundabout improvements.
Feedback from this consultation will be used to further refine the overall proposals before they are finalised.



6. Lawnswood Roundabout Improvement Scheme

Trees and Green Space

Trees being relocated

In the proposed design, two trees cannot be retained in their current location. We are proposing to relocate these trees using specialist machinery (Image two). This approach has proved successful on other LCC projects, although occasionally trees do not survive the relocation process. We would look to relocate these two trees within the vicinity of the junction.

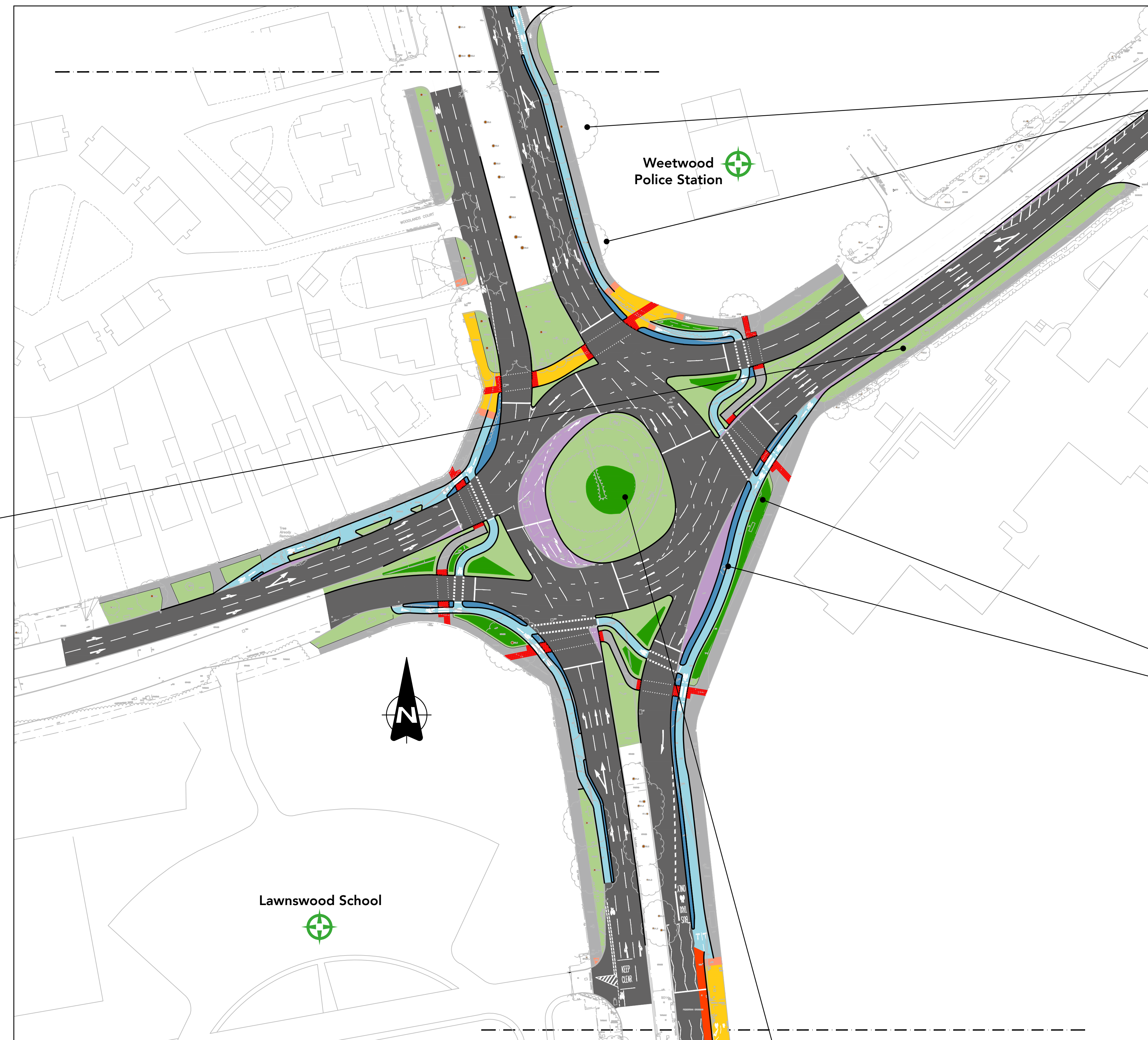


Image three: Tree in poor condition.

Trees to be removed

There are 2 trees which need to be removed on the eastern side of the A660 northern arm (two trees shown in image one). This is in order to accommodate improved pedestrian and cycle facilities. There is a third tree, on the southern side of the A6120 eastern arm, which is currently in very poor condition (Image three). This tree may die before construction begins, or may otherwise need to be removed during construction.

(NB. Any amendments to the design, for example in response to stakeholder comments, could result in additional tree impacts).



Central green space to be reshaped and retained.



Image one: Trees to be removed.

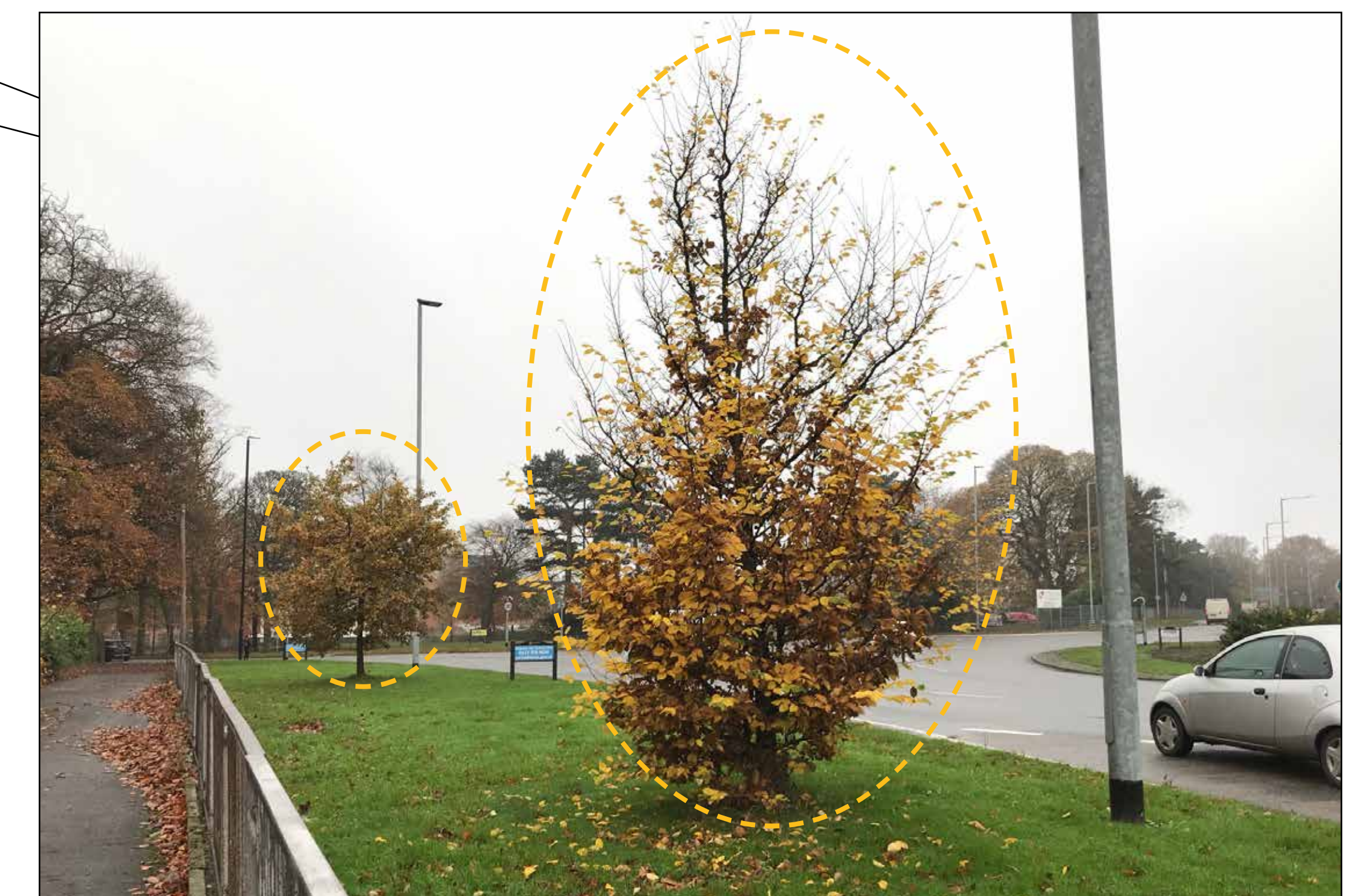


Image two: Trees being relocated.

