

Leeds Streets for All

Local Area Transport Plans Public Responses Report



Leeds Inner North West

Headingley & Hyde Park

Little London & Woodhouse

Weetwood



Table of Contents

| | |
|--|------------------------------|
| Section 1: Why Have a Local Area Transport Plan? | 3 |
| The Survey | 3 |
| Section 2: People were asked to comment on the following categories | 5 |
| 1. Vehicles and Parking | 6 |
| 2. Walking and Wheeling | 7 |
| 3. Cycling | 8 |
| 4. Accessing Bus Stops and Rail Stations | 9 |
| 5. Street Environment | 10 |
| Section 3: What we are already doing in your area. | 11 |
| A660 Improvements | 11 |
| Lawnswood Roundabout improvements | 11 |
| Leeds City Links | 11 |
| Woodhouse Lane Gateway | 11 |
| Our Annual Programme of Works | 11 |
| Potential new local cycle and walking routes in Inner North West. | 13 |
| Road collision data in Inner North West | 14 |
| Current Lengths and Sights of Concern in Inner North West | Error! Bookmark not defined. |
| Proposed list of new transport improvement schemes in Inner North West | 15 |
| Respondents suggested solutions. | 16 |
| List of potential new schemes identified from the LAMP survey in the Inner North West | 18 |
| Appendix 1: Proposed schemes – The Local Plan | 19 |
| Sources of Funding | 22 |
| Section 5: What happens next? | 23 |

Section 1: Why Have a Local Area Transport Plan?

We are developing Local Area Transport plans (LATP) after the city-wide Connecting Leeds Transport Strategy has been developed and approved in October 2021.

An important goal for the City Council is to prioritise streets for all, putting healthy streets at the heart of our Connecting Leeds Transport Strategy. It gives the opportunity for large cities such as Leeds to develop an overall Strategy and then still have a forum where we can put more local-led issues forward and help secure more funding in the future.

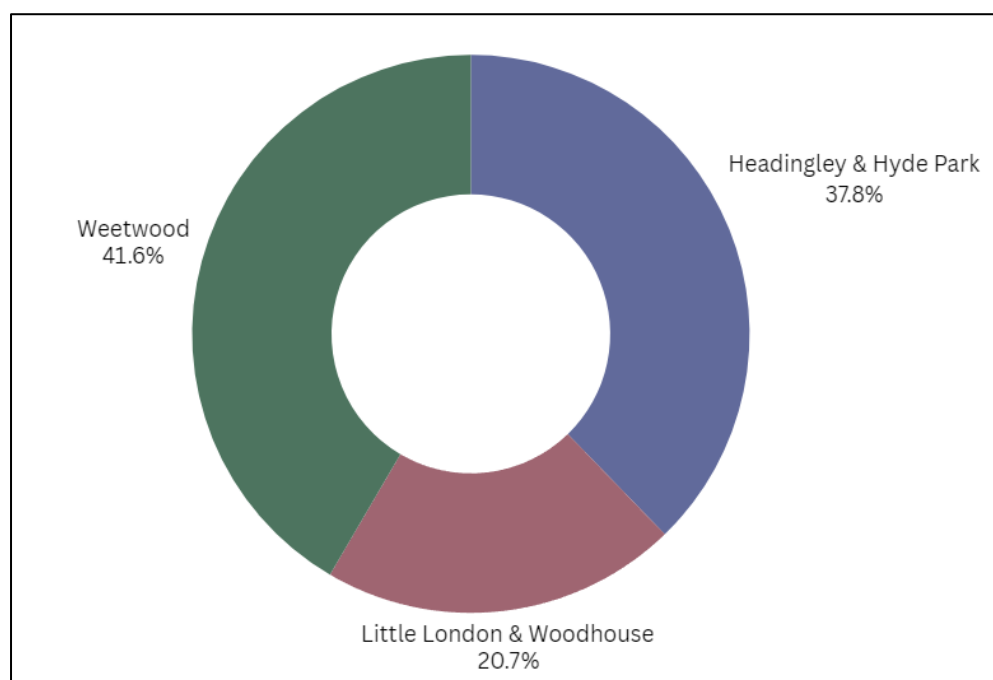
In recent years Leeds has enjoyed a massive increase in the funding available for transport improvements, which has predominantly been spent in the City Centre and on other large highway schemes notably including the East Leeds Orbital Route (ELOR). This has allowed Leeds to catch up with other cities as significant investment in the city centre has been long overdue. We now want to focus our efforts on improving travel in our local neighbourhoods.

An online [Leeds Streets for All](#) survey, has helped people record what type of improvements they want to see and where in their local areas.

The Survey



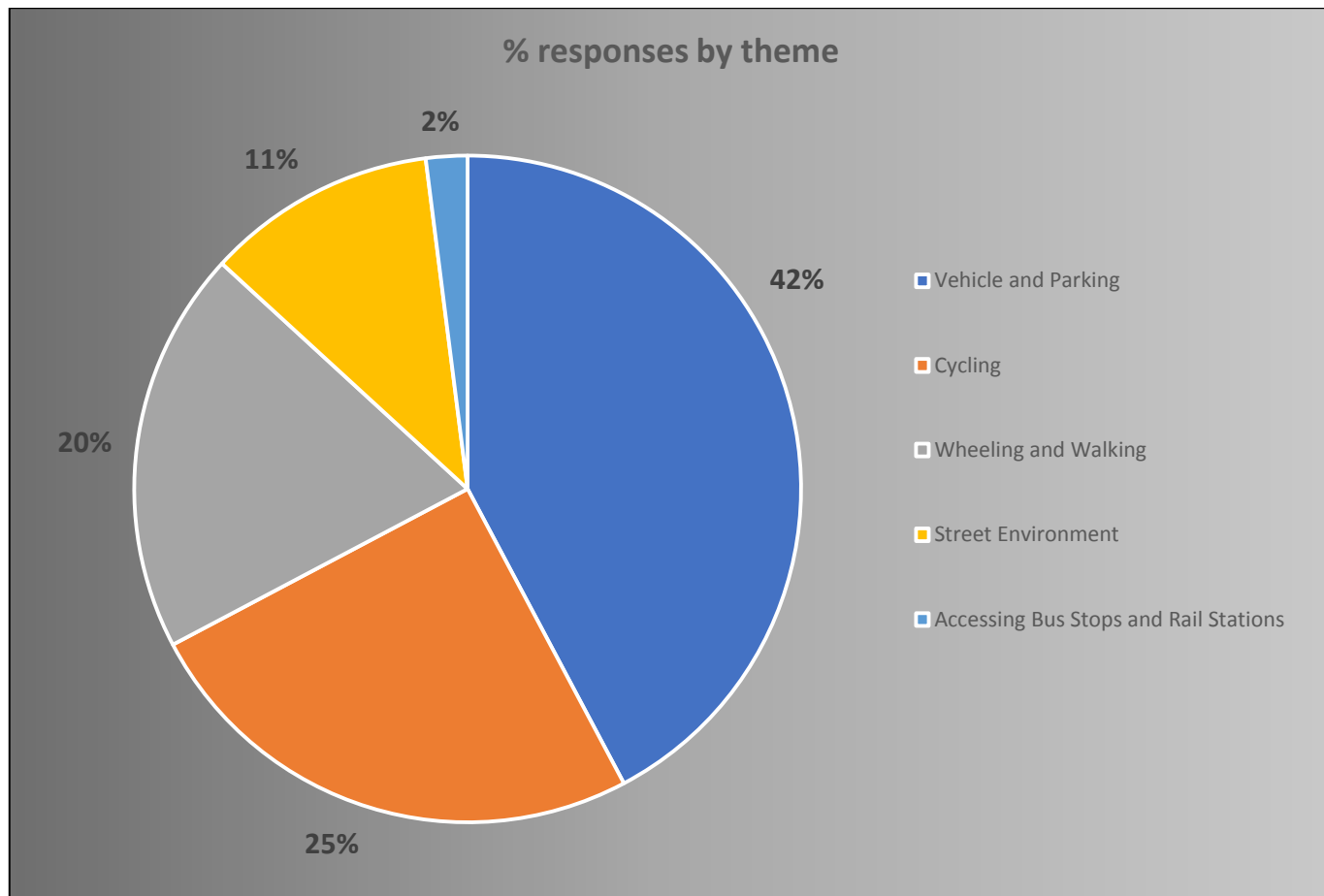
Nearly 2,200 people visited the consultation website and 236 respondents left 762 contributions. A total of 895 relevant comments were analysed in this report. These comments were received for the three wards of Headingley & Hyde Park, Little London & Woodhouse and Weetwood, as shown below:



Most of the comments received are from people who live within the Inner North West area, but the many people who travel through the area have also commented.

LCC have developed an accompanied interactive mapping tool to support analysis of the 'Leeds Street for All' scheme which also includes Stats 19 collisions data. This allows you to view the feedback across the Inner North West to help build up a picture of what issues people told us.

We have had a range of comments from people of all ages, which this Report looks to develop into a Local Area Transport Plan (LATP).



Section 2: People were asked to comment on the following categories

VEHICLES & PARKING

Popular comments on vehicles and parking

- Inconsiderate parking
- Speeding
- Congestion/Volume of Traffic
- Vehicle using street as a rat-run

WALKING & WHEELING

Popular comments on walking and wheeling

- Difficult to cross the road
- Obstruction on pavement
- Pavement too narrow/damaged
- Inconsiderate parking

CYCLING

Popular comments on Cycling

- Cycle provision feels unsafe/inadequate
- No provision for people cycling
- Cycle route not well connected
- Difficult to cross the road

BUS STOPS & RAIL STATIONS

Popular comments on accessing bus stops and rail stations in your area.

- Hard to cross the road to access bus stop/rail station
- Not enough space around bus shelter
- Bus shelter too small
- Congestion/volume of traffic

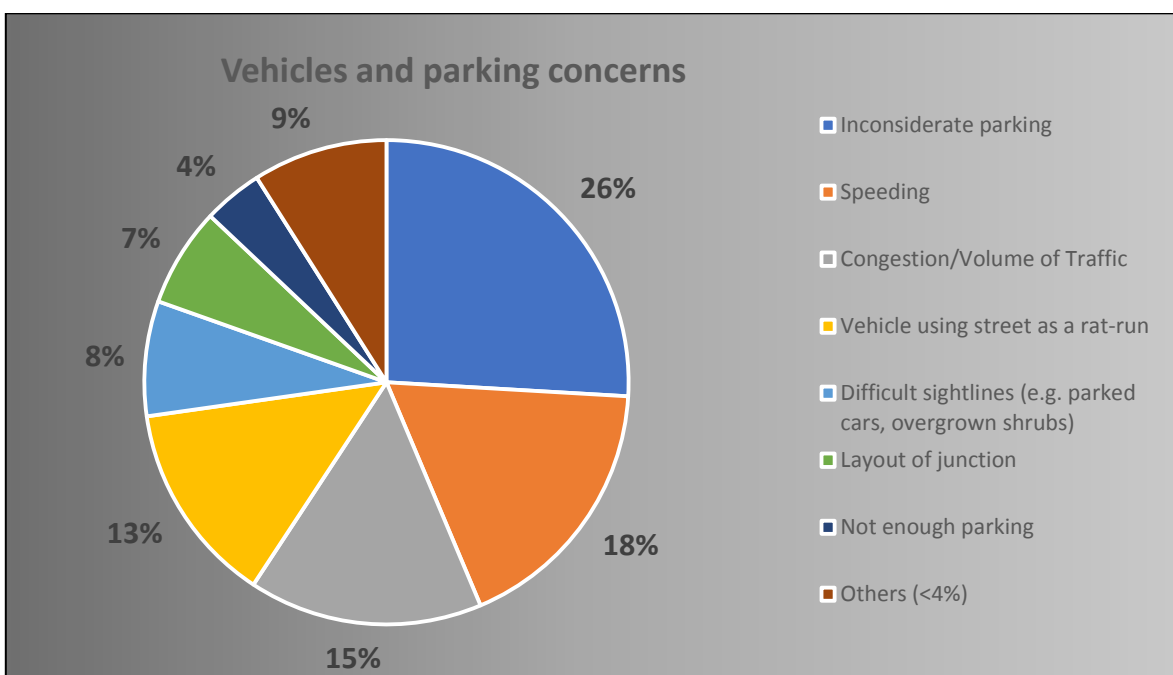
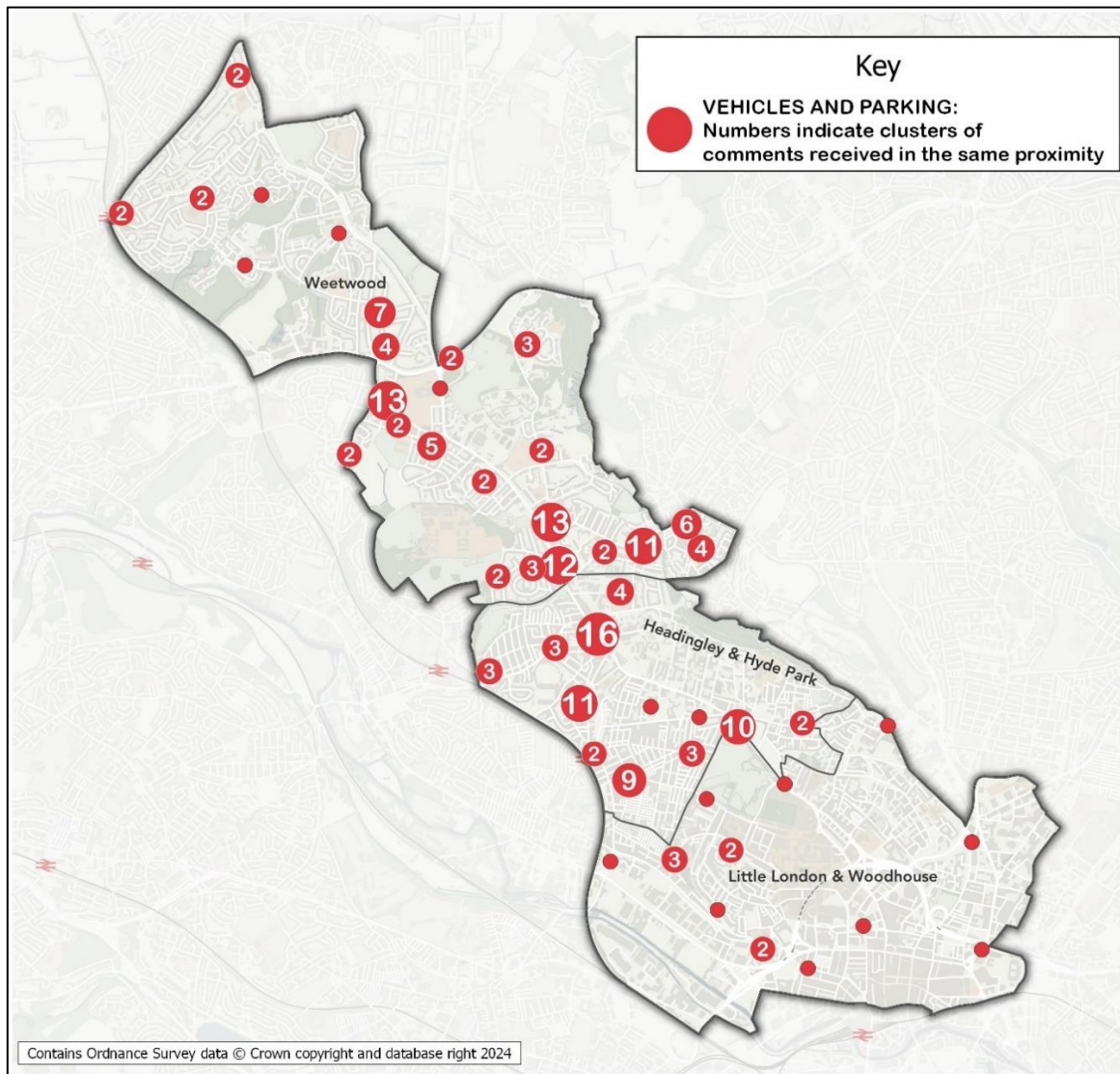
STREET ENVIRONMENT

Popular comments on the Street Environment

- Anti-social behaviour
- Lack of greenery, plants and trees
- Street is too noisy
- Overgrown shrubs

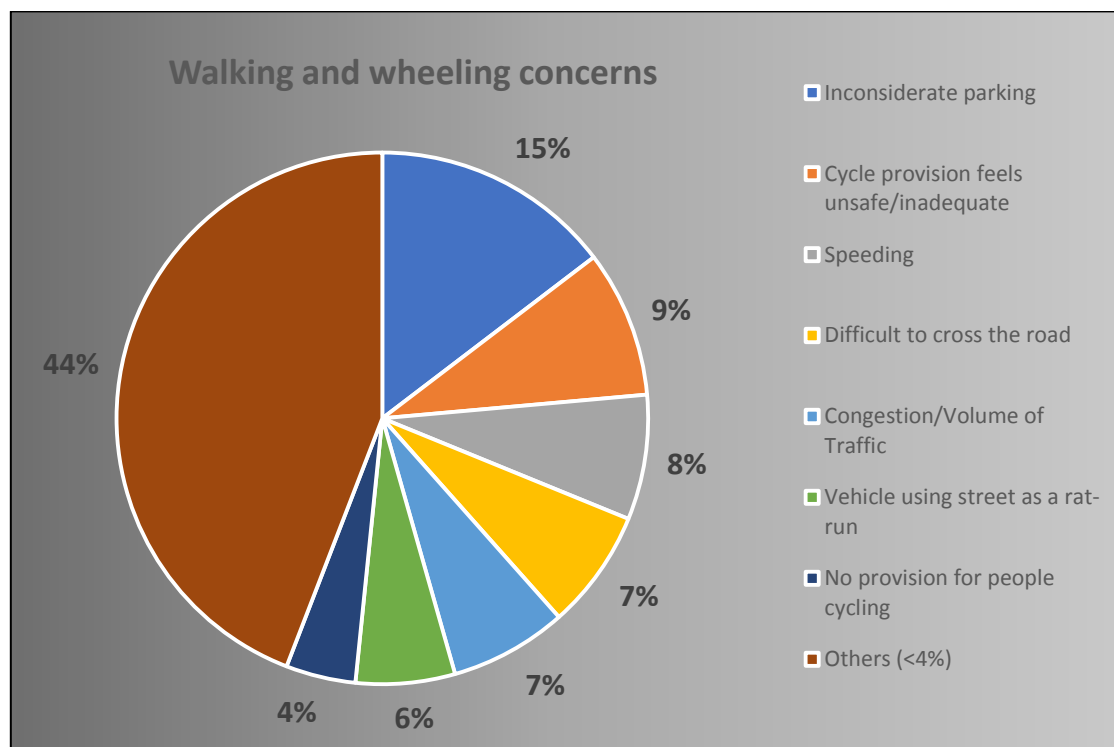
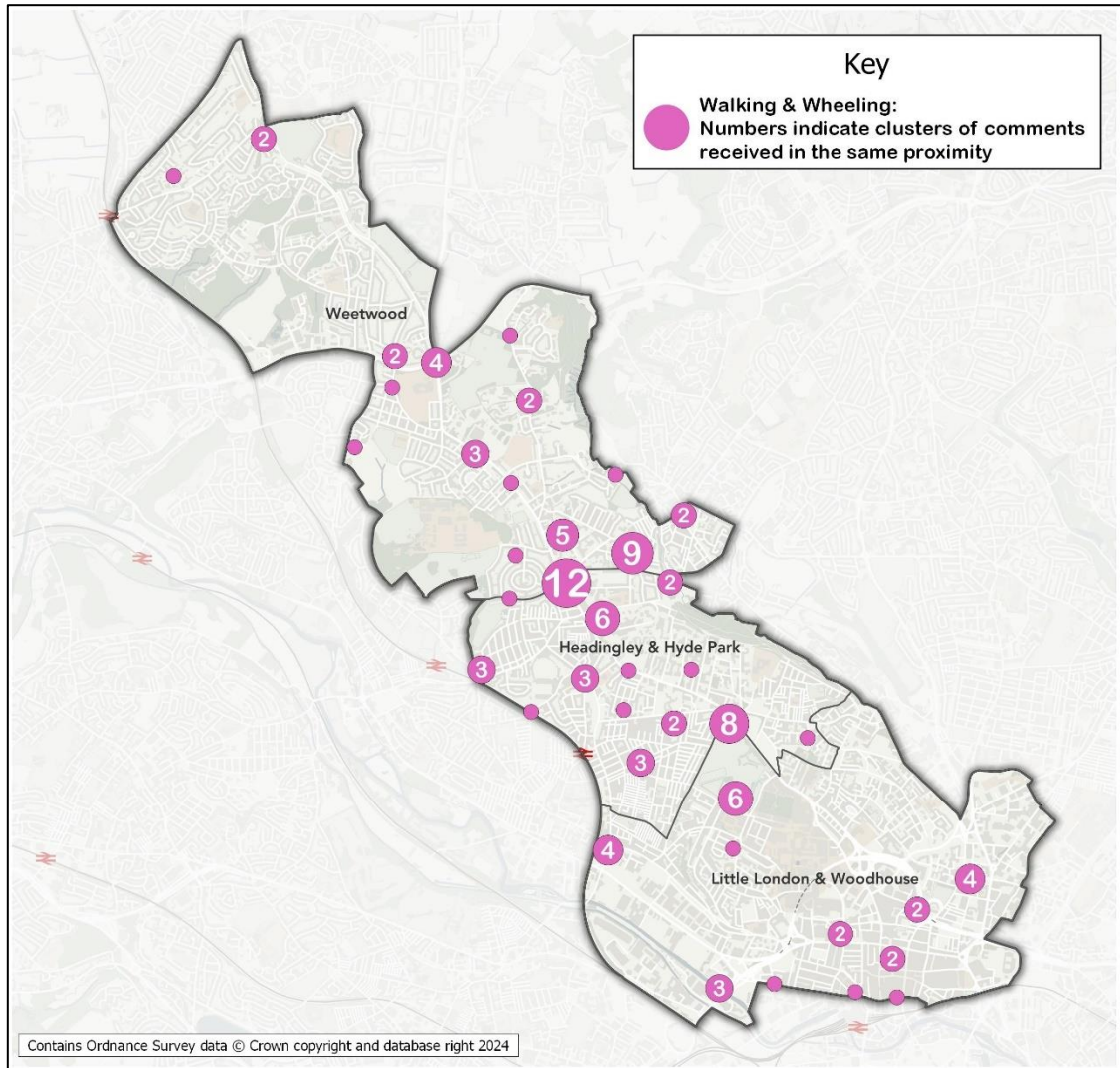
1. Vehicles and Parking

Where people commented:



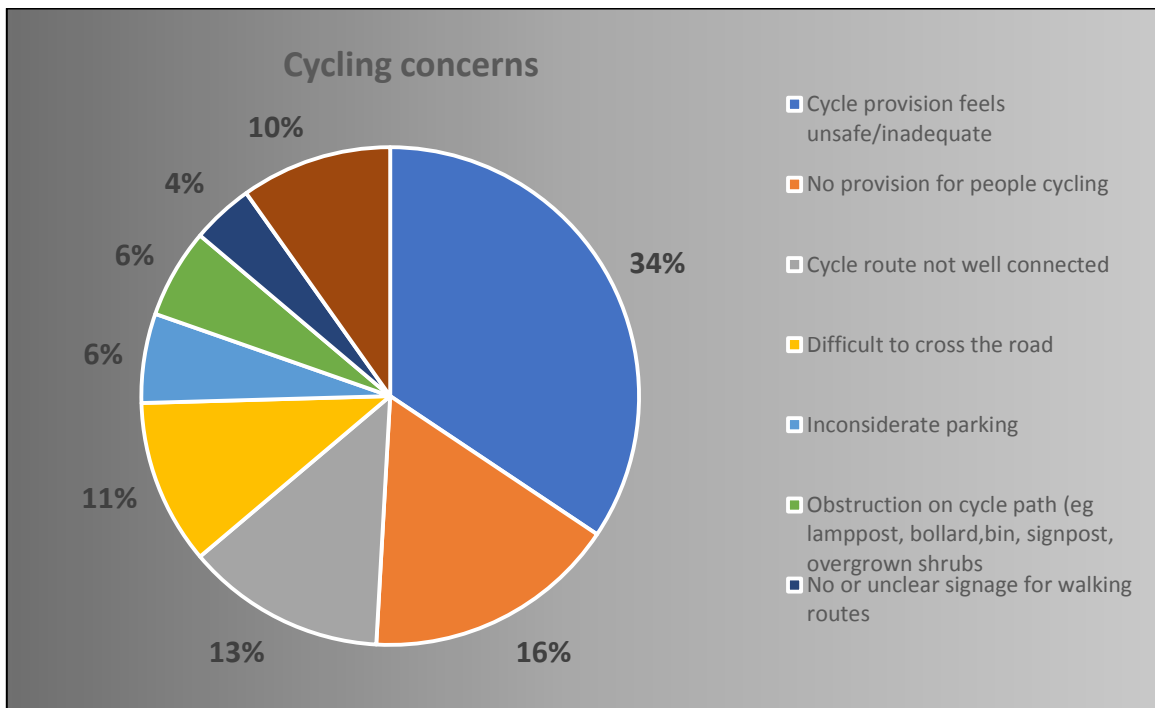
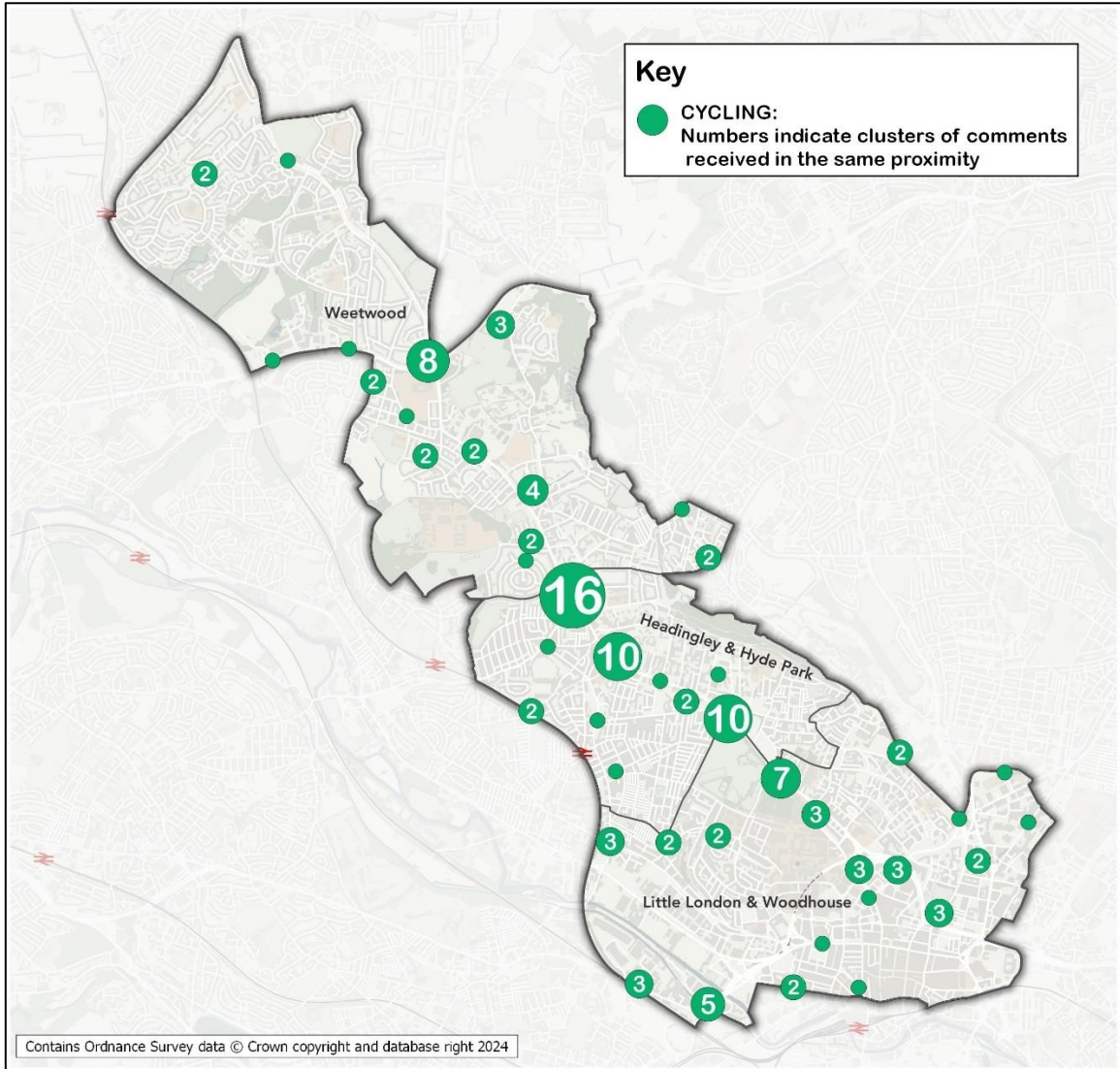
2. Walking and Wheeling

Where people commented:



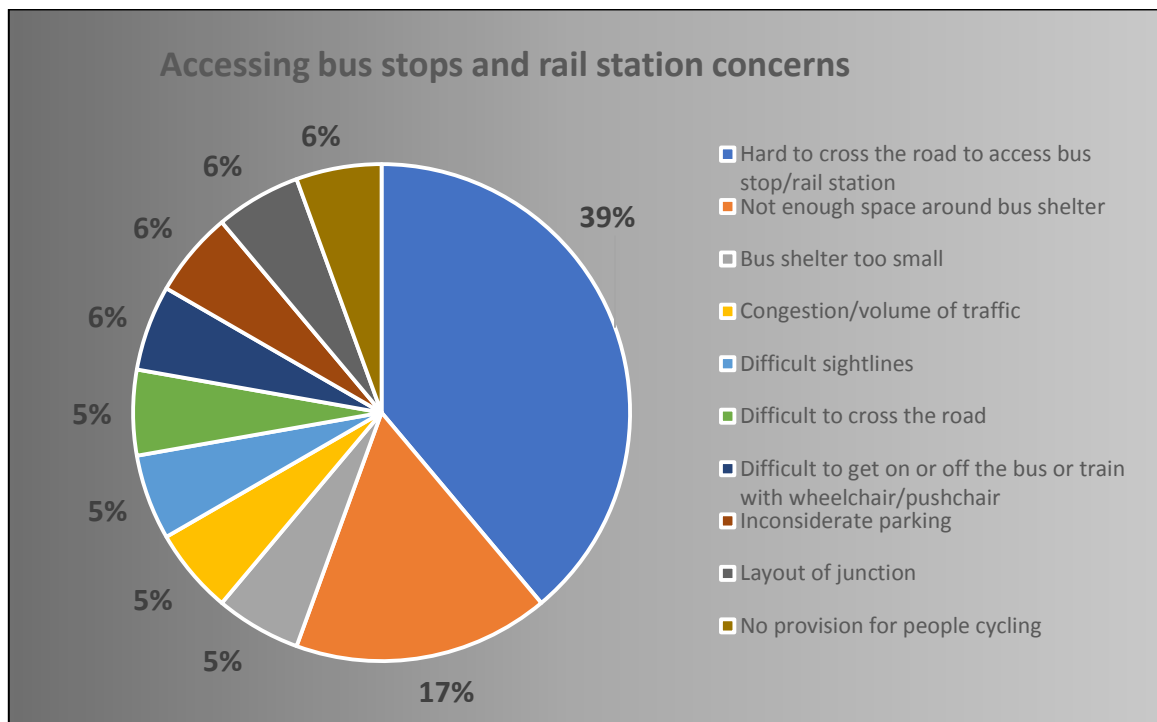
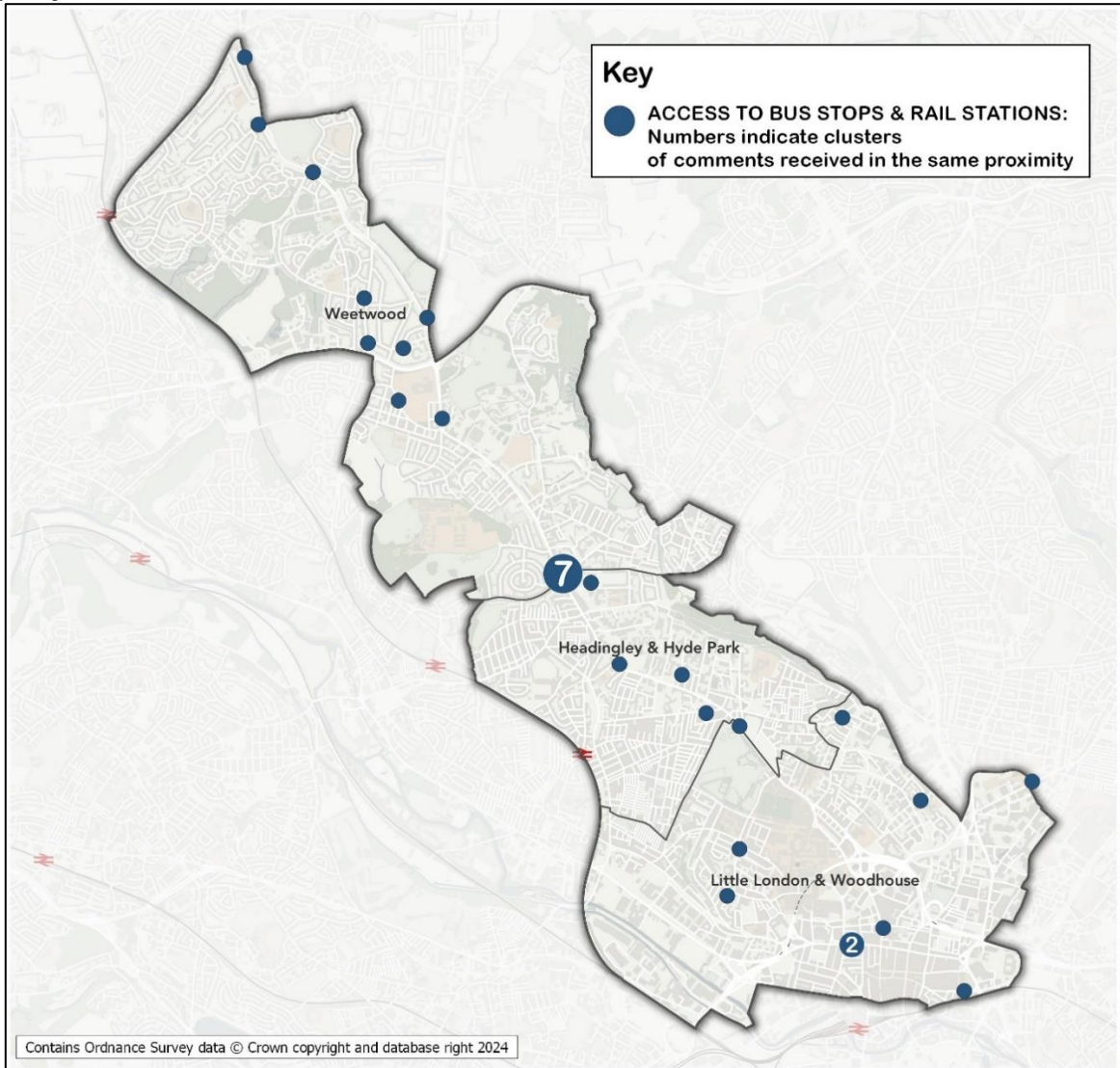
3. Cycling

Where people commented:



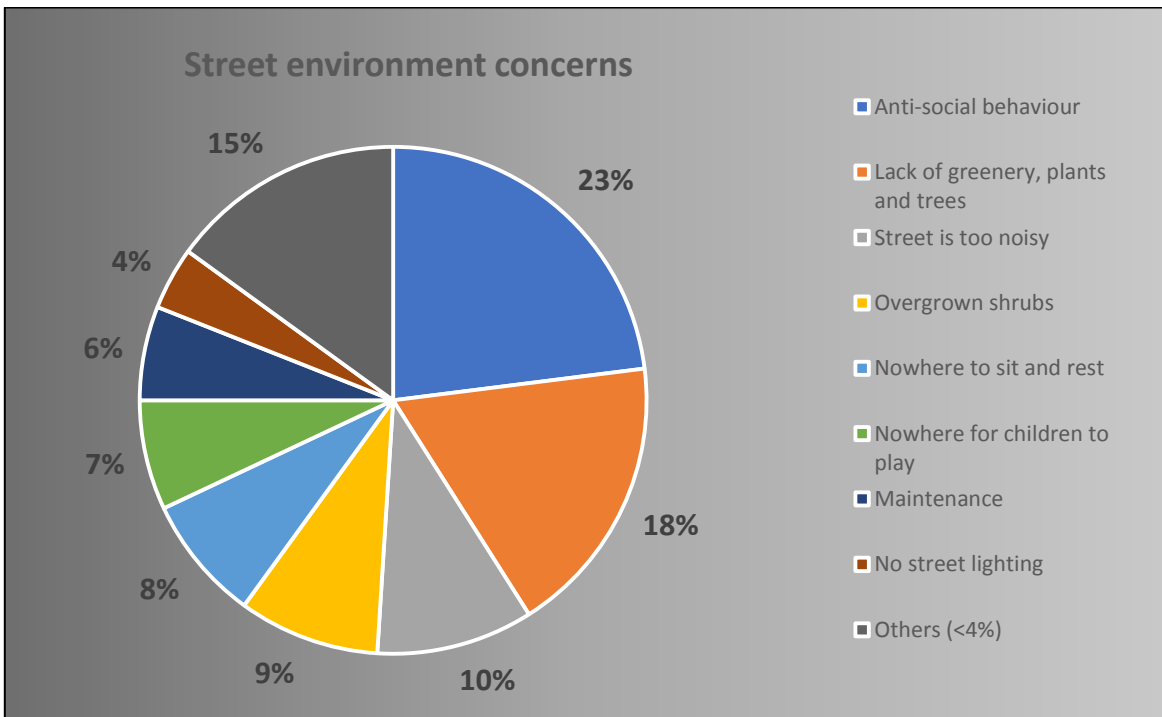
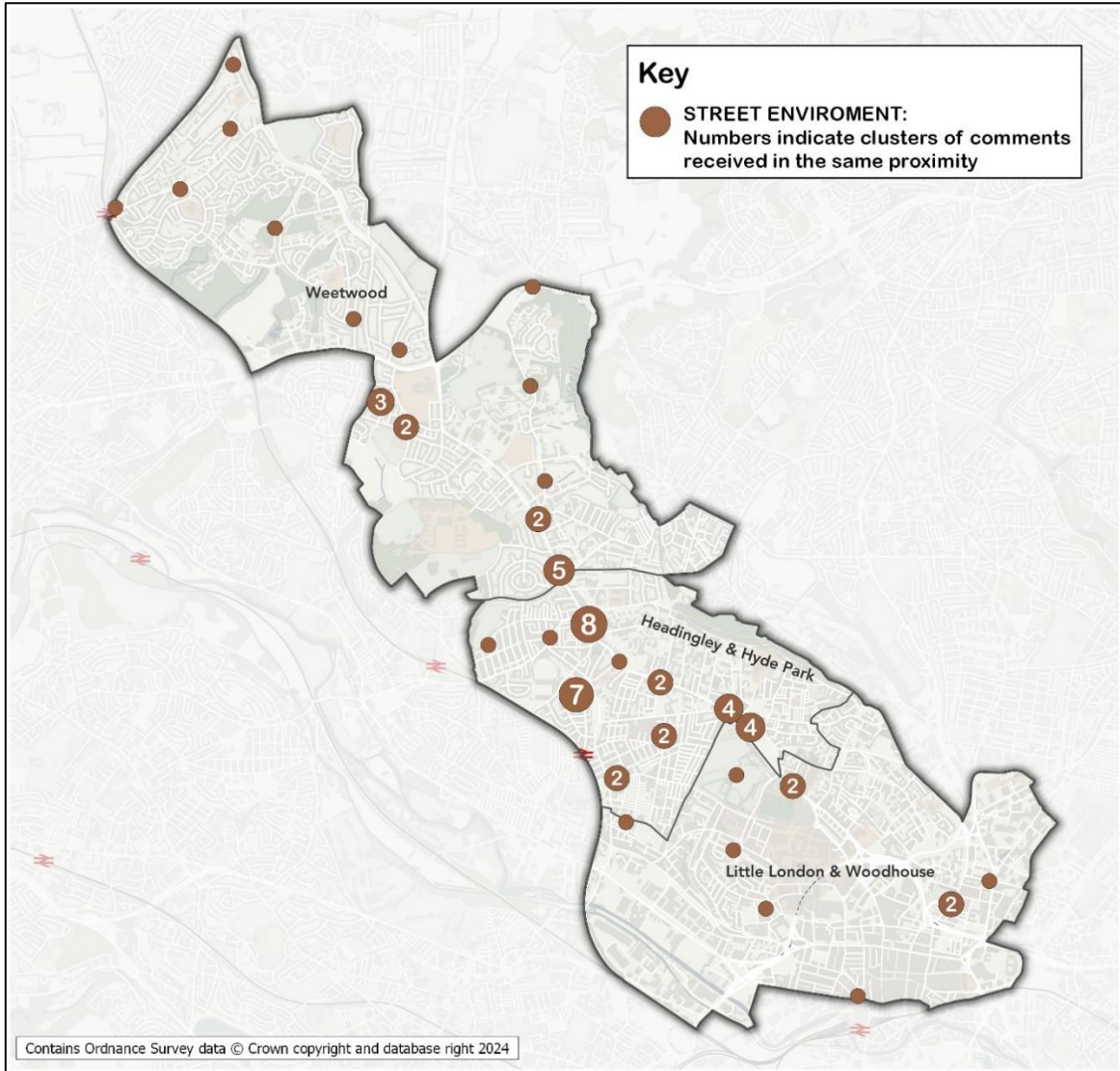
4. Accessing Bus Stops and Rail Stations

Where people commented:



5. Street Environment

Where people commented.



Section 3: What we are already doing in your area.

A660 Improvements

Enhancements are underway on the A660, extending from the junction at Shaw Lane in Headingley to St Mark's Road in Woodhouse. The upgrades will prioritize pedestrians, cyclists and give space back to our communities. The scheme will provide wider footpaths, safe cycle lanes, bus priority measures, and junction safety advancements at locations with a history of serious incidents. [A660 Leeds - Commonplace](#)

Lawnswood Roundabout improvements

We are making improvements to the roundabout of the A6120 Outer Ring Road and A660 Otley Road in north Leeds. The scheme will improve safety for all road users and improve facilities for walking and cycling across the junction. We also want to make bus services quicker and more reliable on Otley Road. [Lawnswood Roundabout - Commonplace](#)

Leeds City Links





This scheme plans to increase opportunities for active travel as part of a wider package of transformational works in the city centre. The northern element of this scheme is located in the Inner North West, which runs from St George Street to New Briggate. [Leeds City Links](#)

Woodhouse Lane Gateway

The Woodhouse Lane Gateway is a 2km route running along Woodhouse Lane and Albion Street from St Mark's Road to the Headrow in the city centre. The scheme plans to make it safer and easier for people to get around the Woodhouse Lane Gateway in sustainable ways (like walking, cycling and using public transport) whilst enhancing the look and feel of places along the route. [Woodhouse Lane Gateway - Commonplace](#)

Our Annual Programme of Works

Many of these proposed improvements will form part of the various forward district work plans, with the most current included in this year's **Annual Programme of Works**. The works can be viewed on an interactive map, where you can search by street, town and area - [Connecting Leeds Annual Programme of Works 2024-2025 \(arcgis.com\)](#) - Some of the key highway improvements planned for the Inner North West are shown in table 1 which are all fully funded and designed ready to deliver in 2024/25 (April to April).

| Locality | Street Name | Ward | Works Category | Works Description | Theme |
|--------------------------|-----------------------------|---------------------------|--------------------------|---|---|
| Headingley and Hyde Park | A660 woodhouse Lane | Headingley & Hyde Park | Cycle super highway | New cycling infrastructure | CYCLING  |
| Weetwood | A660 Lawnswood roundabout | Weetwood | Carriageway improvements | Pedestrian and cycling junction improvements and signalisation of the roundabout A6120/A660 | WALKING & WHEELING  |
| Woodhouse | Woodhouse Lane Gateway loop | Little London & Woodhouse | Carriageway Improvements | Pedestrian, cycle, bus priority and public realm improvements | WALKING & WHEELING  CYCLING  |





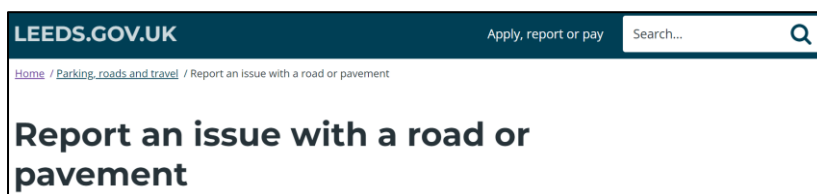
| | | | | | |
|----------|--|----------|-------------------------|---|--|
| | | | | |   |
| Weetwood | Otley Old Road junction with New Adel Lane | Weetwood | New pedestrian crossing | Construction of zebra crossing |  |
| Weetwood | Meanwood Rd junction with Monk Bridge Road | Weetwood | 20 zone | Installation of 20mph signs in the local centre |  |

Table 1 – Traffic Engineering forward plan of works 2023/2024

Important note: All maintenance and Asset management related queries, including potholes are dealt with via the ‘Report an issue with a road or pavement’ page – see link [here](#).



Potential new local cycle and walking routes in Inner North West.

We are required by national Government to produce a Local Cycling and Walking Infrastructure Plan (LCWIP).

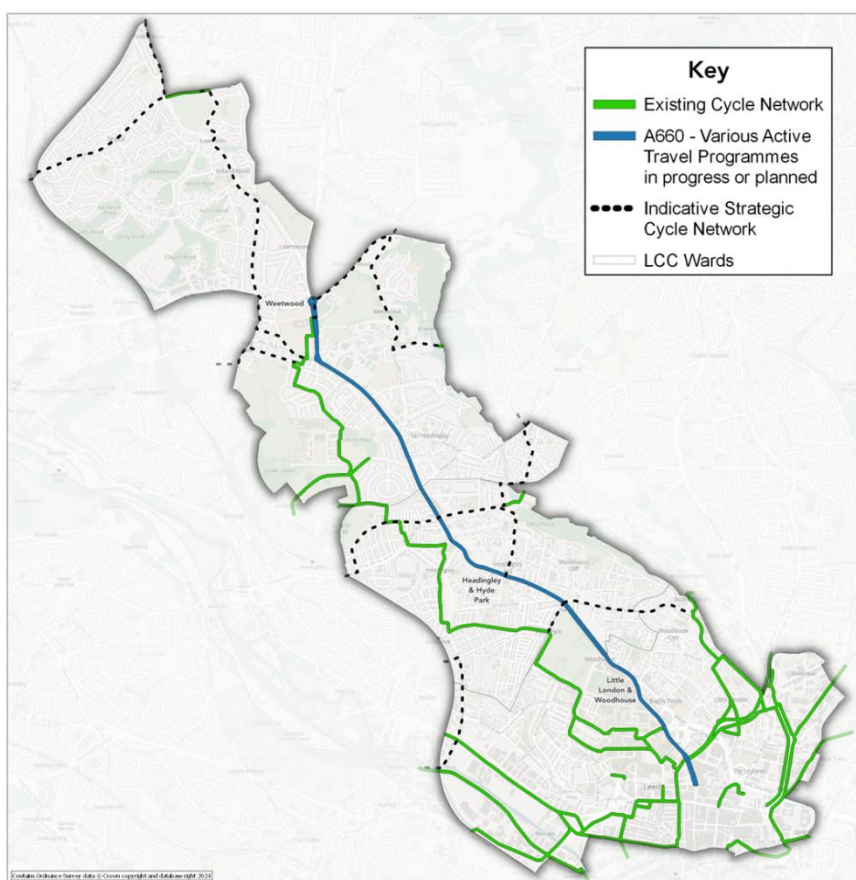
In Leeds we have worked with our partners at the West Yorkshire combined authority (WYCA) to create a longlist of cycle routes that would most effectively strategically link different parts of Leeds, and beyond into neighbouring authorities like Bradford & Wakefield.

Ongoing work will consider the role of Walking. This will involve studies such as that conducted for Armley Town Street where we will consider improvements that can be made to key destinations and centres in local areas across Leeds. This phase of the LCWIP will really benefit from the views expressed in the streets for all consultation

We also will do more work to consider cycling. To supplement the longer distance more strategic routes developed with WYCA. We need to do more work to look at shorter routes that plug vital gaps in our growing network of cycle routes in Leeds. Again, this project will be able to consider the feedback given by Streets for All.

The map below shows existing cycle routes in the Inner West and the indicatively planned strategic routes we have developed in partnership with WYCA.

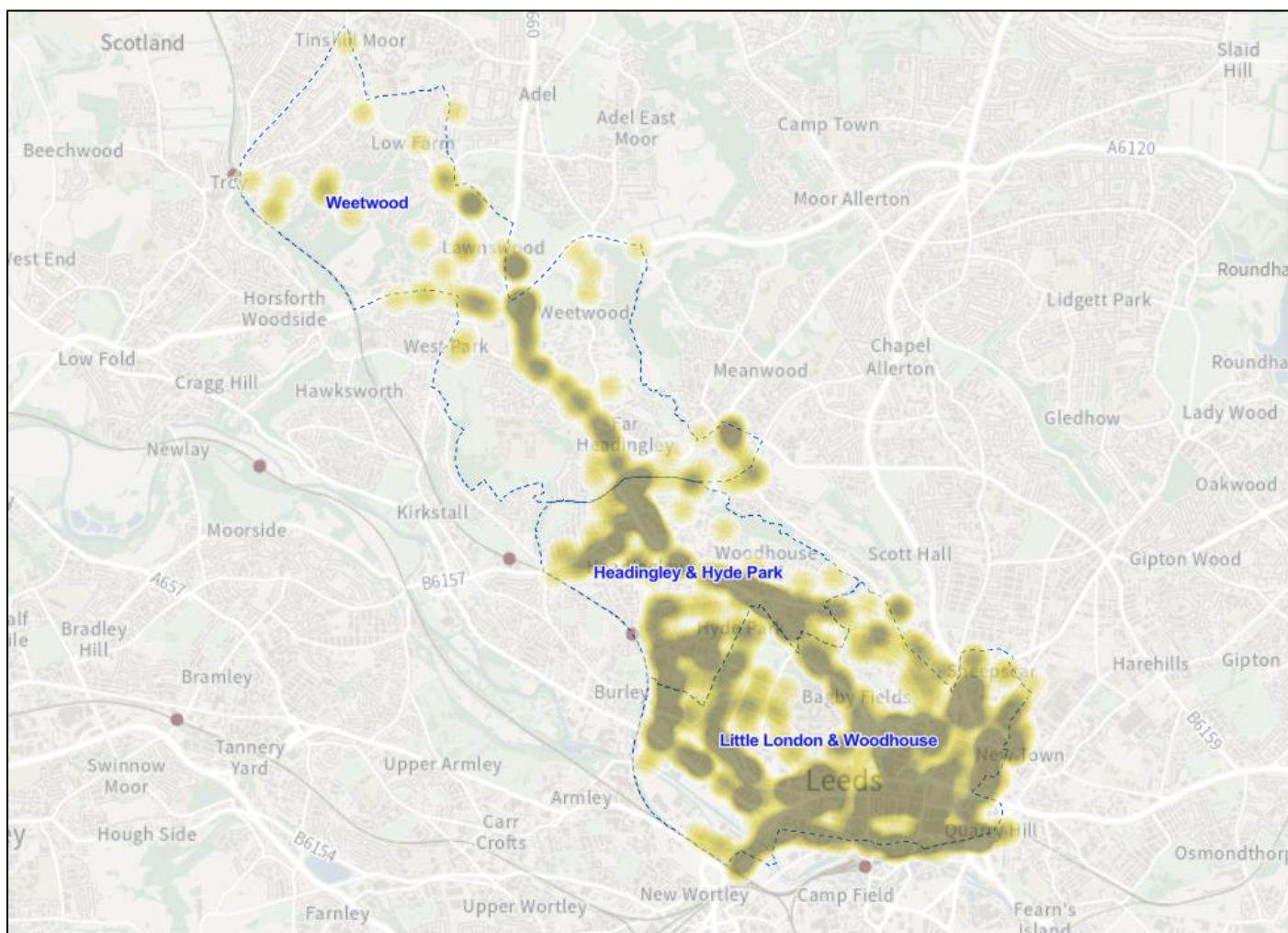
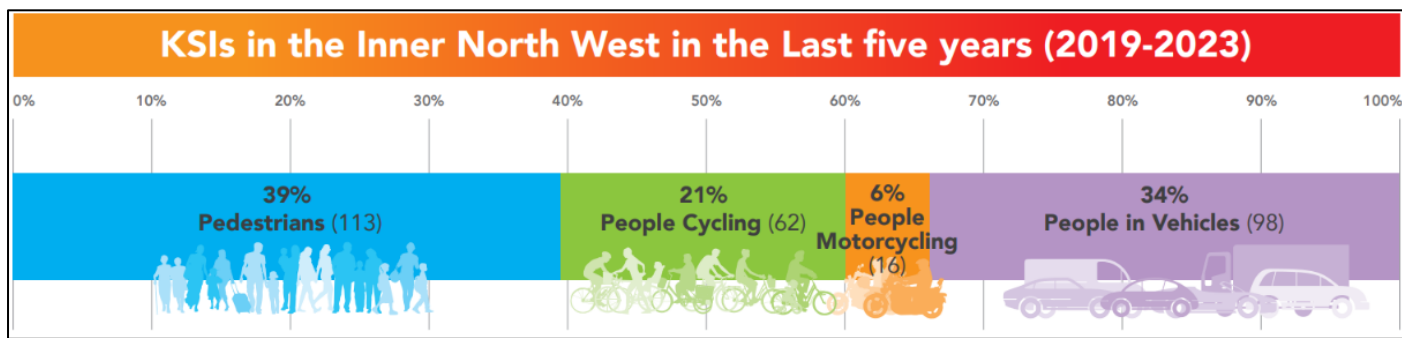
As we move forward with our LCWIP plans we will seek to develop improved ways of sharing these plans with communities and those interested in our walking and cycling networks.



Map 2 – Examples of potential new LCWIP routes in Inner North West

Road collision data in Inner North West

The last 5 years collision data has also been analysed and mapped to see if the location of the responses correlates with existing collision hotspots. The locations where killed or serious injury (KSI) occurred are shown on the mapped below, which also highlight the IMD (to be finalised).



Proposed list of new transport improvement schemes in Inner North West

Data from the Local Area Transport Plan consultation has been analysed and used to support and shape current transport improvement proposals as well as helping to identify new potential schemes. The intention is to provide a list of shelf ready cycling and walking schemes ready to take advantage of any future funding opportunities.

The following heatmap (figure 2) has been created using all the data provided from the 'Leeds Streets for All' consultation. The concentrated coloured areas show the locations within the Inner North West that have received the most comments. The map provides a visual display of the key locations where people have highlighted issues in the Inner North West area.

















Figure 2 – Inner North West survey response heatmap.

| Map Number | Locations |
|------------|--|
| 1 | A660 corridor from Leeds centre to A6120 Ring Road |
| 2 | Headingley District Centre – St Michaels Lane to Shaw Lane |
| 3 | Hyde Park Corner |
| 4 | Woodhouse Lane adjacent to University of Leeds |
| 5 | West Park / Lawnswood / Spen Lane |
| 6 | Lawnswood Roundabout |
| 7 | Monk Bridge / Bentley Lane / Meanwood Road |
| 8 | Broomfield Crescent (near Headingley Stadium) |
| 9 | Royal Park Road / Cardigan Road |
| 10 | Skinner Lane |
| 11 | Burley Road |

Respondents suggested solutions.

A list of potential interventions is shown in table 3. This list is not exhaustive and can only be developed as funding opportunities become available. It's possible some of the issues identified from the survey we are already aware of have been unable to resolve to date.

| Suggested solutions | Theme | |
|--|--|---|
| Provide better facilities for pedestrians to access key local destinations and sustainable transport networks i.e. wider pavements, crossing points, seating areas and better local wayfinding/ signage. | WALKING & WHEELING  | CYCLING  |
| | STREET ENVIRONMENT  | BUS STOPS & RAIL STATIONS  |
| Promote more greenspace in residential streets i.e. trees, plants flowers, replace hedgerows and consider green wall/vertical planting were appropriate. | STREET ENVIRONMENT  | |
| Encourage cleaner streets buy provided more waste bins, better maintenance of existing and future public realm | WALKING & WHEELING  | STREET ENVIRONMENT  |
| Assess junction layouts and operations to support pedestrians/cyclist and provide priority for buses where needed. | WALKING & WHEELING  | CYCLING  |
| | VEHICLES & PARKING  | |
| Review dynamic parking enforcement and restriction in key locations i.e. adjacent to Headingley Stadium and University. | VEHICLES & PARKING  | WALKING & WHEELING  |
| District centre improvements – wider footpaths, safer crossings, better public transport access, better lighting, improved public realm and reduced inconsiderate parking | WALKING & WHEELING  | STREET ENVIRONMENT  |










| | | |
|---|--|---|
| | VEHICLES & PARKING  | |
| Encourage the development of safer local cycling and walking routes to key local destinations i.e. schools, shops, libraries | CYCLING  | WALKING & WHEELING  |
| Traffic calming measures to reduce anti-social driving. | VEHICLES & PARKING  | STREET ENVIRONMENT  |
| Consider measures to curb inconsiderate parking on pavements, at junctions, public transport & cycling infrastructure and blocking access to property and businesses. | VEHICLES & PARKING  | BUS STOPS & RAIL STATIONS  |
| | WALKING & WHEELING  | CYCLING  |











Table 3 – Suggested solutions












List of potential new schemes identified from the LAMP survey in the Inner North West

The following list of potential new interventions have been identified from the responses which would improve transport connectivity in the local area. More details on this list can be found in **Table 4** below.

It is important to remember that none of LCWIP or the new scheme suggestions are currently funded but the list does provide an indication of what potential types of transport improvement could be prioritised and delivered if future funding opportunities became available. This list isn't exhaustive and should be treated as a guide to show what could be achieved.

Appendix 1: Proposed schemes – The Local Plan

| Ref | Proposed intervention | Type of intervention | Location | Alignment with Connecting Leeds Transport Strategy | Theme |
|-----|--|---|--|--|---|
| 1 | Investigate Opportunities and key improvements that are feasible to make Monk Bridge Road more pedestrian friendly | Improve street environment Review Parking, | Monkbridge Road | <ul style="list-style-type: none"> - Safer walking and cycling routes. - Safer Streets - Improved access between public transport interchanges - Improved pedestrian access - Healthier streets approach - Parking management and policy | <div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div> <div style="background-color: #00c853; color: white; padding: 5px; text-align: center;"> CYCLING  </div> <div style="background-color: #8d6e63; color: white; padding: 5px; text-align: center;"> STREET ENVIRONMENT  </div> <div style="background-color: #1e3d5d; color: white; padding: 5px; text-align: center;"> BUS STOPS & RAIL STATIONS  </div> <div style="background-color: #e53935; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div> |
| 2 | Streetscape improvements to Cardigan Road | Review Parking, improve street environment. | Cardigan Road – south of Burley Park Station | <ul style="list-style-type: none"> - Safer walking and cycling routes. - Safer Streets - Improved pedestrian access - Healthier streets approach - Parking management and policy | <div style="background-color: #e53935; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div> <div style="background-color: #00c853; color: white; padding: 5px; text-align: center;"> CYCLING  </div> <div style="background-color: #8d6e63; color: white; padding: 5px; text-align: center;"> STREET ENVIRONMENT  </div> <div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div> |
| 3 | Review opportunity for more crossing points between crossing at butcher hill up to West Park Parade | New Pedestrian Crossing | West Park estate / Spen Lane. | <ul style="list-style-type: none"> - Improved pedestrian and cycle crossing facilities. | <div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div> |

| | | | | | |
|---|---|--|---------------------------------|---|--|
| | | | | | <p>CYCLING </p> |
| 4 | Parking Management | Expanded Resident Parking Permit Zone | Broomfield's area | <ul style="list-style-type: none"> - Parking management and policy - Healthier streets approach | <p>STREET ENVIRONMENT </p> <p>VEHICLES & PARKING </p> |
| 5 | New cycle route | New segregated cycle route | Meanwood Road | <ul style="list-style-type: none"> - Increase safe cycling infrastructure provision | <p>CYCLING </p> |
| 6 | Cycle and Walking links between Headingley and Burley over St Michaels Lane Railway Bridge | New cycle and improved walking route (pavement widening) and enhanced public realm | St Michaels Lane Bridge | <ul style="list-style-type: none"> - Safer walking and cycling routes. - Safer Streets - Improved pedestrian access - Healthier streets approach - Inclusive and accessible for everyone | <p>CYCLING </p> <p>STREET ENVIRONMENT </p> <p>WALKING & WHEELING </p> |
| | Review opportunities to reconfigure highway network to reflect regeneration of the area. To better improve facilities for pedestrians and cyclists. | New cycle and improved walking route and enhanced public realm. | Skinner Lane | <ul style="list-style-type: none"> - Safer walking and cycling routes. - Safer Streets - Improved pedestrian access - Healthier streets approach - Inclusive and accessible for everyone | <p>CYCLING </p> <p>STREET ENVIRONMENT </p> <p>WALKING & WHEELING </p> |
| 7 | Investigate options to make the junction of Burley Road/Viaduct Road more accessible to cyclists and pedestrians. Unlocking connectivity. | Junction Improvements | Burley Road/Viaduct Rd Junction | <ul style="list-style-type: none"> - Improved pedestrian and cycle crossing facilities. | <p>WALKING & WHEELING </p> |










| | | | | | |
|----|--|---|---|---|---|
| | | | | | CYCLING  |
| 8 | Segregated cycle track from Tinshill Lane to Hospital Lane along the Old Otley Road | New cycle infrastructure and junction improvement | Old Otley Road | <ul style="list-style-type: none"> - Improved pedestrian and cycle crossing facilities. - Safer walking and cycling routes. | WALKING & WHEELING  CYCLING  |
| 9 | Review pedestrian access to Woodhouse Moor and new crossing facilitates. | New pedestrian crossings | Hyde Park Road and Moorland Road | <ul style="list-style-type: none"> - Improved pedestrian and cycle crossing facilities. - Safer walking and cycling routes. | WALKING & WHEELING  CYCLING  |
| 10 | Investigate parking solutions on Melville Road / Cross Chancellor Street to reduce bus delay. | Parking management | Melville Road / Cross Chancellor street | <ul style="list-style-type: none"> - Parking management and policy | VEHICLES & PARKING  |
| 11 | Review share provision on Wellington Bridge and better connect with cycle and walking network. | Cycling and pedestrian improvements | A58 (Wellington Bridge) | <ul style="list-style-type: none"> - Safer walking and cycling routes. - Inclusive and accessible for everyone | WALKING & WHEELING  CYCLING  |
| 12 | Review access to Riverside Pocket Park | Pedestrian improvements | Adjacent Wellington Bridge Street | <ul style="list-style-type: none"> - Public realm (access to green space). | STREET ENVIRONMENT  |

Table 4 – Potential list of new transport improvement schemes.

Sources of Funding

All areas of Leeds (including Inner North West) benefit from the Maintenance and Traffic Signal funding, which is already allocated separately across Leeds. Information obtained from the Leeds Streets for All' surveys will be shared within highways to help.

The main source of available central funding is from the City Region Sustainable Transport Fund (CRSTS). The £830 million City Regional Sustainable Transport Settlement (across West Yorkshire) is aimed at providing an integrated and inclusive transport network which was made possible thanks to the West Yorkshire Mayoral devolution deal.

The Active Travel Fund (ATF) has more of a single focus on sustainable travel is also being used in local areas. All these funds are designed to invest in transport schemes which improves people everyday lives. Table 5 below illustrates this funding, and how we may attain more.






| | City Region Sustainable Transport settlement Fund (CRSTS) | | | | | Other Potential Funding Sources | |
|--|---|-------------|-----------------|-----------------|-------------|---------------------------------|--------------------------------------|
| | Transformational Schemes | Safer Roads | Heathly Streets | Traffic Signals | Maintenance | Active Travel Fund (ATF) | Bus Service Improvement Plans (BSIP) |
| VEHICLES & PARKING  | X | X | | X | X | | |
| WALKING & WHEELING  | X | X | X | | | X | |
| CYCLING  | X | | | X | X | X | |
| BUS STOPS & RAIL STATIONS  | X | | X | | | | X |
| STREET ENVIRONMENT  | X | | X | | | X | |

Table 5 – Examples of main funding sources available

It's also possible for targeted funding to be made available from central government that could cover any of the five themes to support specific initiatives in line with national policy. Some funding has already been received via the Network North which has £19.8M overall, to cover a wide variety of difference transport initiatives. More is expected in the coming months.

Useful links:

- [Network North - Levelling Up.](#)
- [Street improvement project puts Leeds neighbourhood on path to bright future,](#)
- [Active Travel Fund: local transport authority allocations - GOV.UK \(www.gov.uk\)](#)
- [Leeds Vision Zero 2040 Strategy](#)

Section 5: What happens next?

Further discussions with LCC project officers, Exec Members, and Ward Councillors to:

1. Determine how to present the results – via an evaluation report and common webpage formats.....
2. Assess how the LSFA online consultation can enhance current Highway & Transportation reporting processes for improved local interventions
3. Explore LSFA's potential to integrate Transport policy objectives into local schemes to support our Transport Strategy goals
4. Note: A dedicated working group has been established to evaluate the existing process for member conversations, reporting and monitoring highway and transportation issues, with a view to potentially creating one single solution.