

Leeds Streets for All

Local Area Transport Plans
Public Responses Report

Leeds Outer West
Calverley & Farsley
Farnley & Wortley
Pudsey

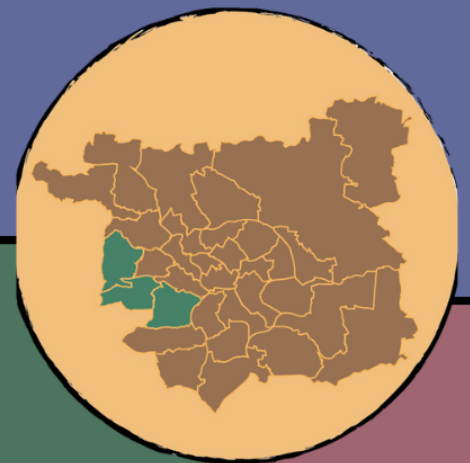


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Section 1: Why have a local area transport plan?

We are developing Local Area Transport Plans (LATPs) after the city-wide Connecting Leeds Transport Strategy was 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.

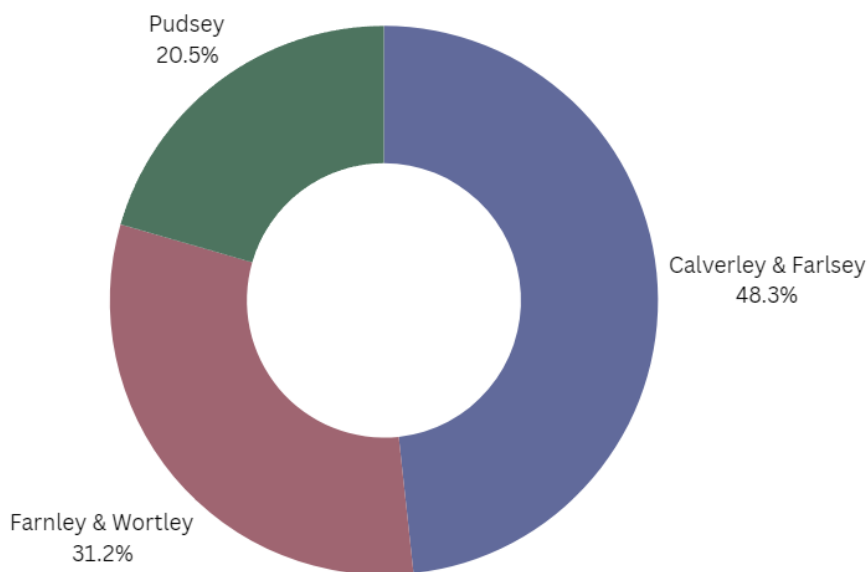
In recent years Leeds has enjoyed a massive increase in the funding available for transport improvements, which has predominantly been spent in the city centre and on other large highway schemes notably including the East Leeds Orbital Route (ELOR). This has allowed Leeds to catch up with other cities 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 which, for Outer West Leeds, ran from Monday 29 July to Sunday 8 September 2024. It helped people record what type of improvements they want to see and where in their local areas.

The Survey



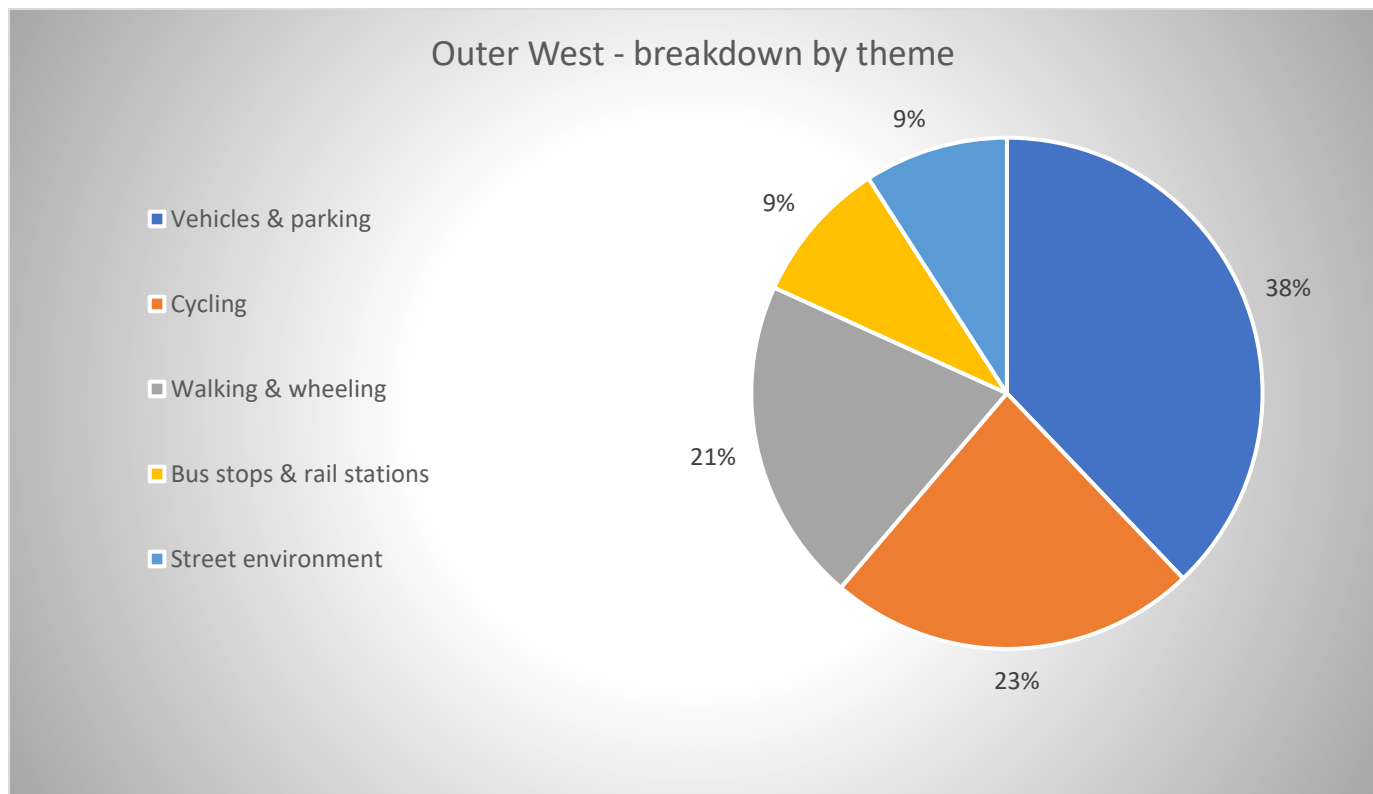
Over 3,500 people visited the consultation website of which 259 respondents left 799 comments. Almost 50% of the comments were attributed to the Calverley & Farsley ward, with Farnley & Wortley ward taking almost a third of the comments and Pudsey ward attracting approx 20% of the responses (see chart below). A total of 1,164 responses analysed in this report.



Most of the comments received are from people who live within the Outer West area, but 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 collision data. This allows you to view the feedback across the Inner 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
- Vehicles using street as a rat-run
- Congestion/volume of traffic

**WALKING
& WHEELING** 

Popular comments on walking and wheeling

- Difficult to cross the road
- No or unclear signage for walking routes
- Inconsiderate parking
- Pavement too narrow/damaged

CYCLING 

Popular comments on Cycling

- No provision for people cycling
- Nowhere safe to park bike
- No bike/e-bike hire available
- Cycle provision feels unsafe / inadequate

**BUS STOPS &
RAIL STATIONS** 

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

- New bus service needed
- Buses are late
- Hard to cross the road to access bus stop/rail station
- Bus shelter too small

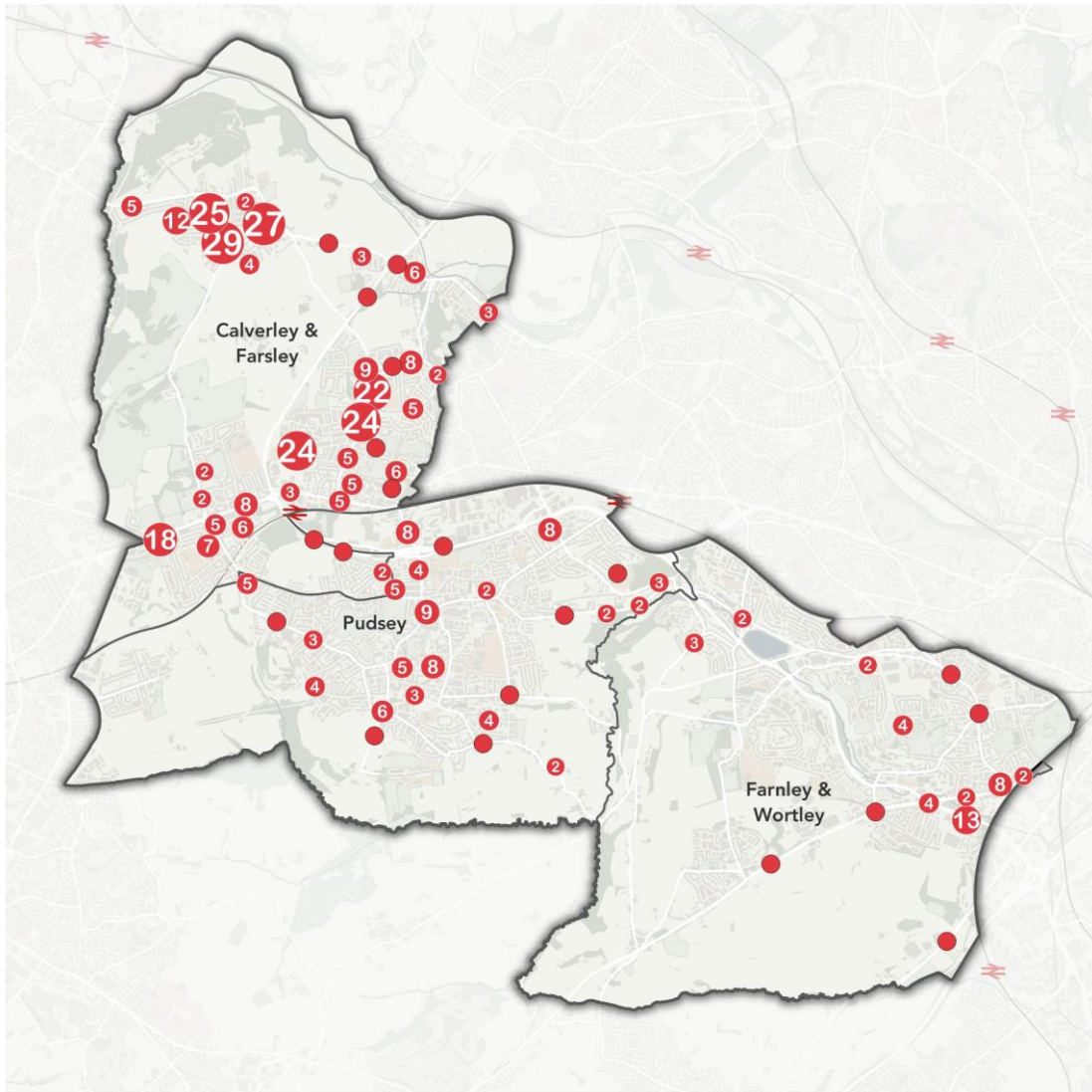
**STREET
ENVIRONMENT** 

Popular comments on the Street Environment

- Litter/dog fouling
- Anti-social behaviour
- Overgrown shrubs
- Lack of greenery, plants and trees

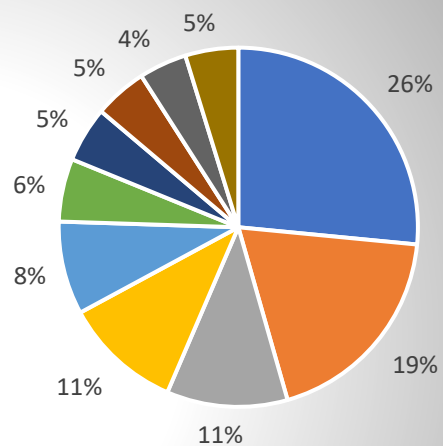
1. Vehicles and Parking

Where people commented:



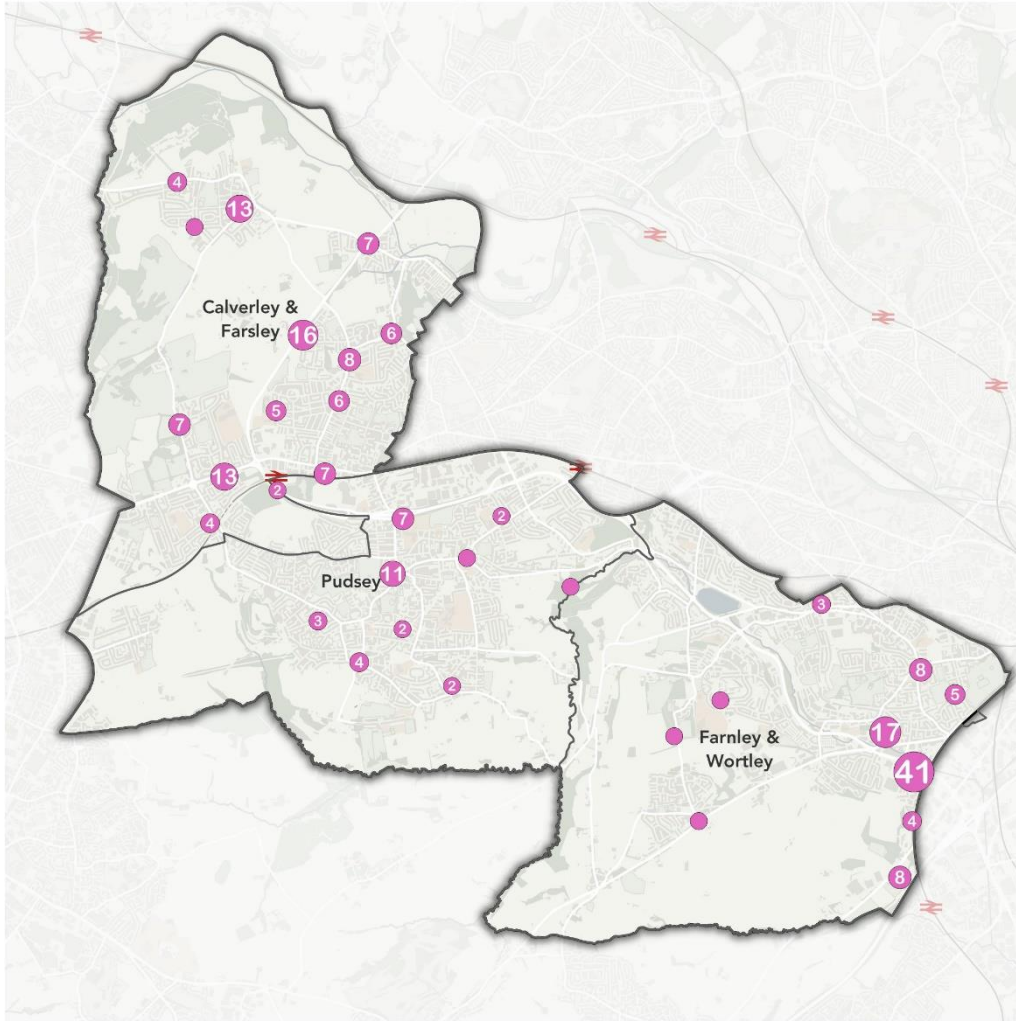
Vehicles & parking
- breakdown by responses

- Inconsiderate parking
- Speeding
- Vehicles using street as a rat-run
- Congestion/volume of traffic
- Difficult sightlines (e.g. parked cars, overgrown shrubs)
- Layout of junction
- Highway maintenance (e.g. potholes, gritting)
- Not enough parking
- Poor road markings/signage
- Other (<4%)



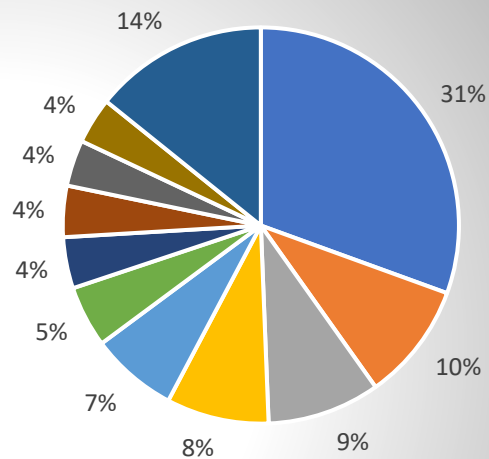
2. Walking and Wheeling

Where people commented:



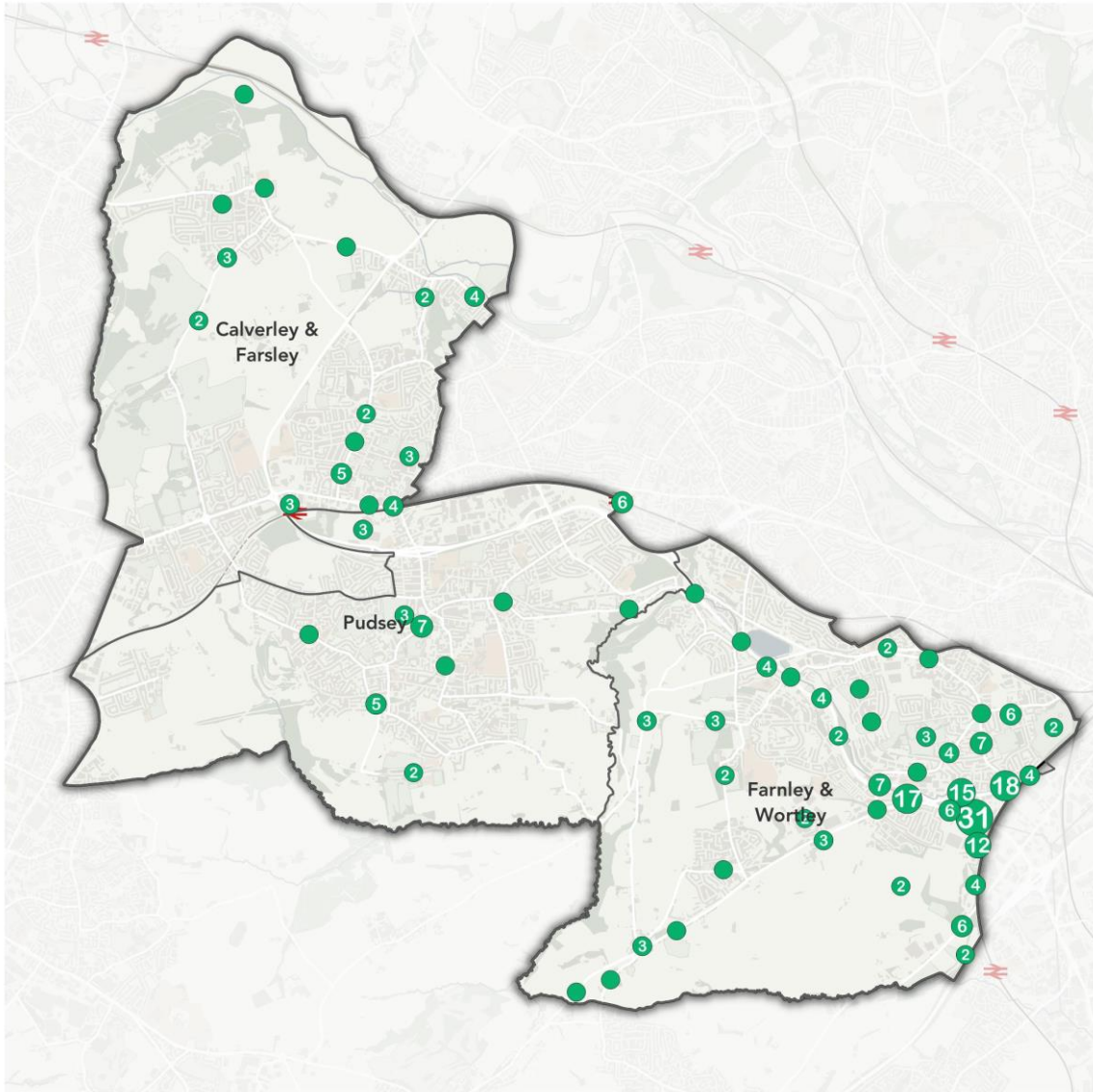
Walking & Wheeling
- breakdown by responses

- Difficult to cross the road
- No or unclear signage for walking routes
- Inconsiderate parking
- Pavement too narrow/damaged
- Obstruction on pavement (e.g. lamppost, bollard, bin, signpost, overgrown shrubs)
- Footway maintenance (e.g. gritting, uneven surface)
- Pedestrian crossing is in the wrong place
- Litter/dog poo
- No pavement
- Pavement is shared with people cycling
- Other (Less than 4%)

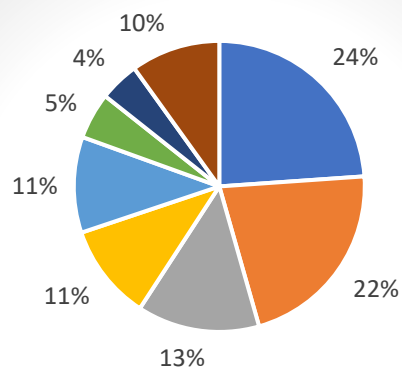


3. Cycling

Where people commented:



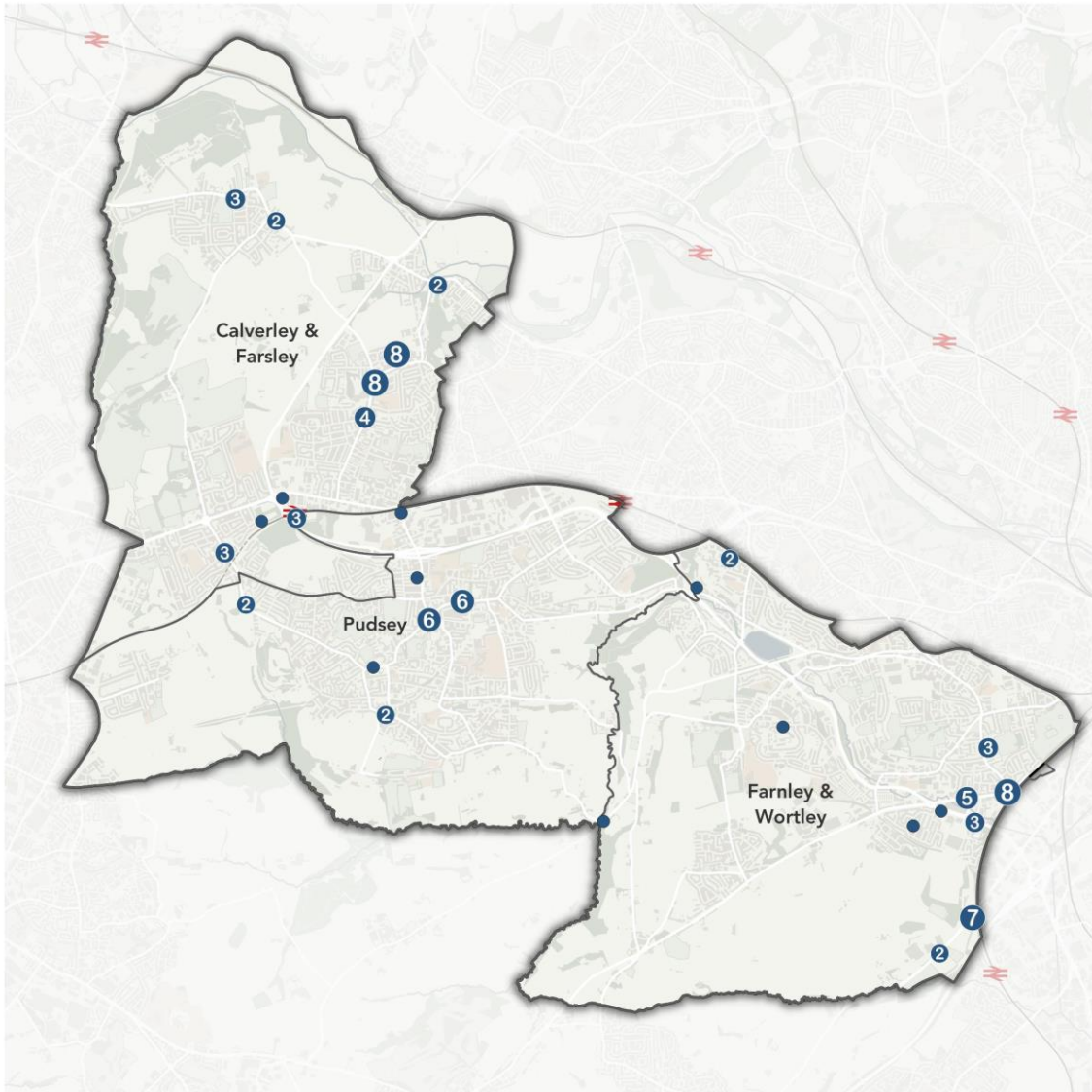
Cycling - breakdown by responses



- No provision for people cycling
- Nowhere safe to park bike
- No bike/e-bike hire available
- Cycle provision feels unsafe/inadequate
- No or unclear signage for cycling
- Difficult to cross the road
- Inconsiderate parking
- Less than 4%

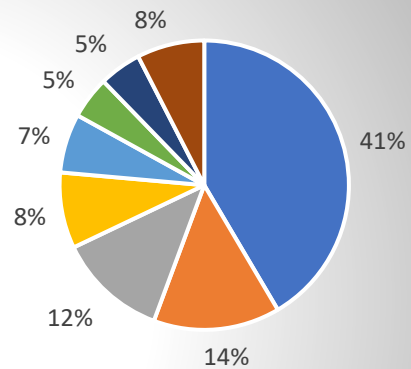
4. Accessing Bus Stops and Rail Stations

Where people commented.

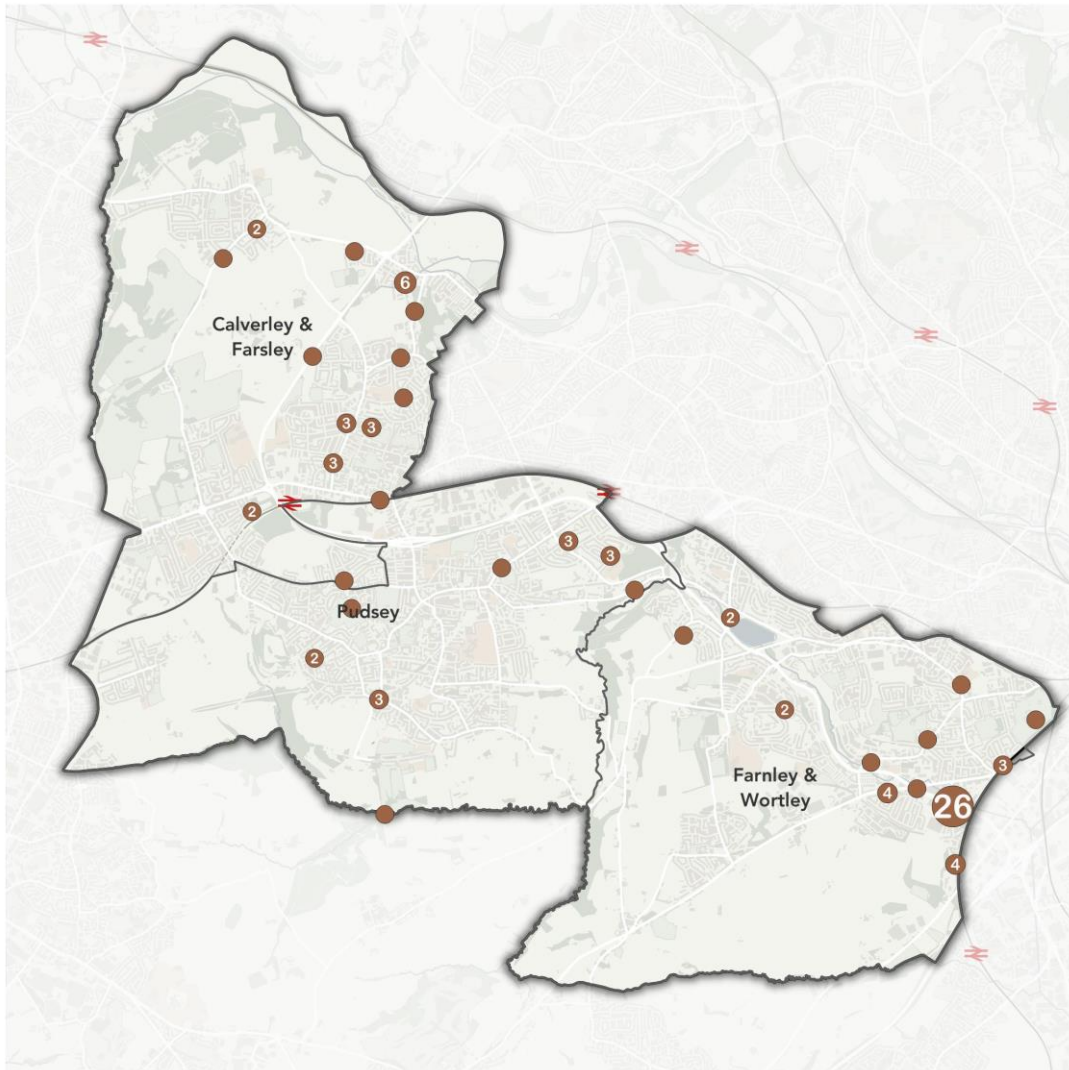


Bus stops & rail stations - breakdown by responses

- New bus service needed
- Buses are late
- Hard to cross the road to access bus stop/rail station
- Bus shelter too small
- Bus stop feels unsafe (e.g. close to cycle path/road)
- Not enough space around bus shelter
- Highway design or traffic lights delay the bus here
- Other (<4%)

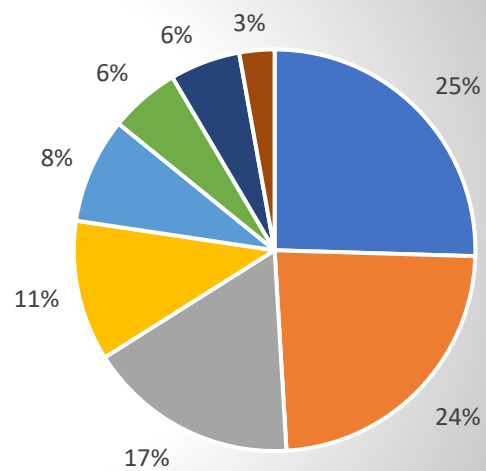


Where people commented.



Street Environment - breakdown by responses

- Litter/dog poo
- Anti-social behaviour
- Overgrown shrubs
- Lack of greenery, plants and trees
- No street lighting
- Nowhere to sit and rest
- Street is too noisy
- Nowhere for children to play



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

Horsforth to Rodley Cycle Link

The A6120 between the River Aire Bridge and the Horsforth Roundabout is a busy route providing a crucial link for the West Leeds area. It also provides one of the few crossings over the River Aire. Currently, the route lacks suitable cycling and walking facilities. It is particularly dangerous for cyclists given the steep hill as cyclists are more at risk when travelling in an uphill direction. A new segregated cycle lane for cyclists travelling in both directions will help improve safety for all road users. The scheme also aims to improve footway widths along the route making walking more attractive in the area

Dawsons Corner and Stanningley Bypass

Dawson's Corner is a key junction between Leeds (10km west) and Bradford (5km east) on the Ring Road in Pudsey. Currently, Bradford Road lacks crossing facilities, though other routes have pedestrian and cycle crossings. The proposal includes a fully remodelled and enlarged signalised junction using third-party land southwest of the current junction. This will reduce congestion, enhance air quality, and improve landscaping. Upgrades for cyclists, pedestrians, and buses will promote more sustainable transport. Work is also underway to provide safety critical emergency works on Stanningley Bypass

Average speed cameras on the A6120 Ring Road

LCC installed average speed cameras late 2023 which coincided with a speed reduction to 50mph from 60mph. The speed reduction to 50mph on the A6120 Outer Ring Road and A647 Stanningley Bypass, from Horsforth roundabout to Stanningley Bypass at Henconner Lane Bridge, formed part of the Connecting West Leeds Phase 2 consultation last year and received a 62 per cent positive response.

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 East 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
Pudsey / Farsley	Dawsons Corner roundabout	Calverley & Farsley, and Pudsey	Major Carriageway Improvements	Realignment and widening of roundabout	 VEHICLES & PARKING
Calverley	Rodley Ln, junction with Brookfield Avenue	Calverley & Farsley	Pedestrian Crossing	Construction of pedestrian crossing with central island	 WALKING & WHEELING
Farsley	Old Road	Calverley & Farsley	Footway works	Footway improvements	 WALKING & WHEELING
Pudsey	Kent Road	Pudsey	Pedestrian crossing	New zebra crossing outside Lowtown Primary School	 WALKING & WHEELING
Wortley	Ring Rd, Low Wortley	Farnley & Wortley	Flood Risk Management	Wortley Beck Improvements and Troydale Flood Storage Area; Improve	 STREET ENVIRONMENT


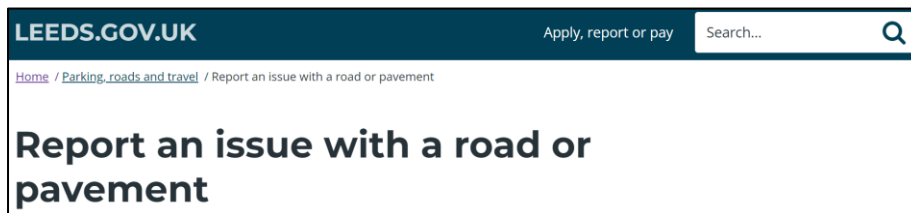
				understanding of local flood risk and seek to decrease local flood risk through implementation of affordable, high quality measures to alleviate flooding where practicable.	
Wortley	Oldfield Lane	Farnley & Wortley	Carriageway Improvements	Carriageway Surfacing	VEHICLES & PARKING 

Table 1 – Traffic Engineering forward plan of works 2024/2025

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 Outer West.

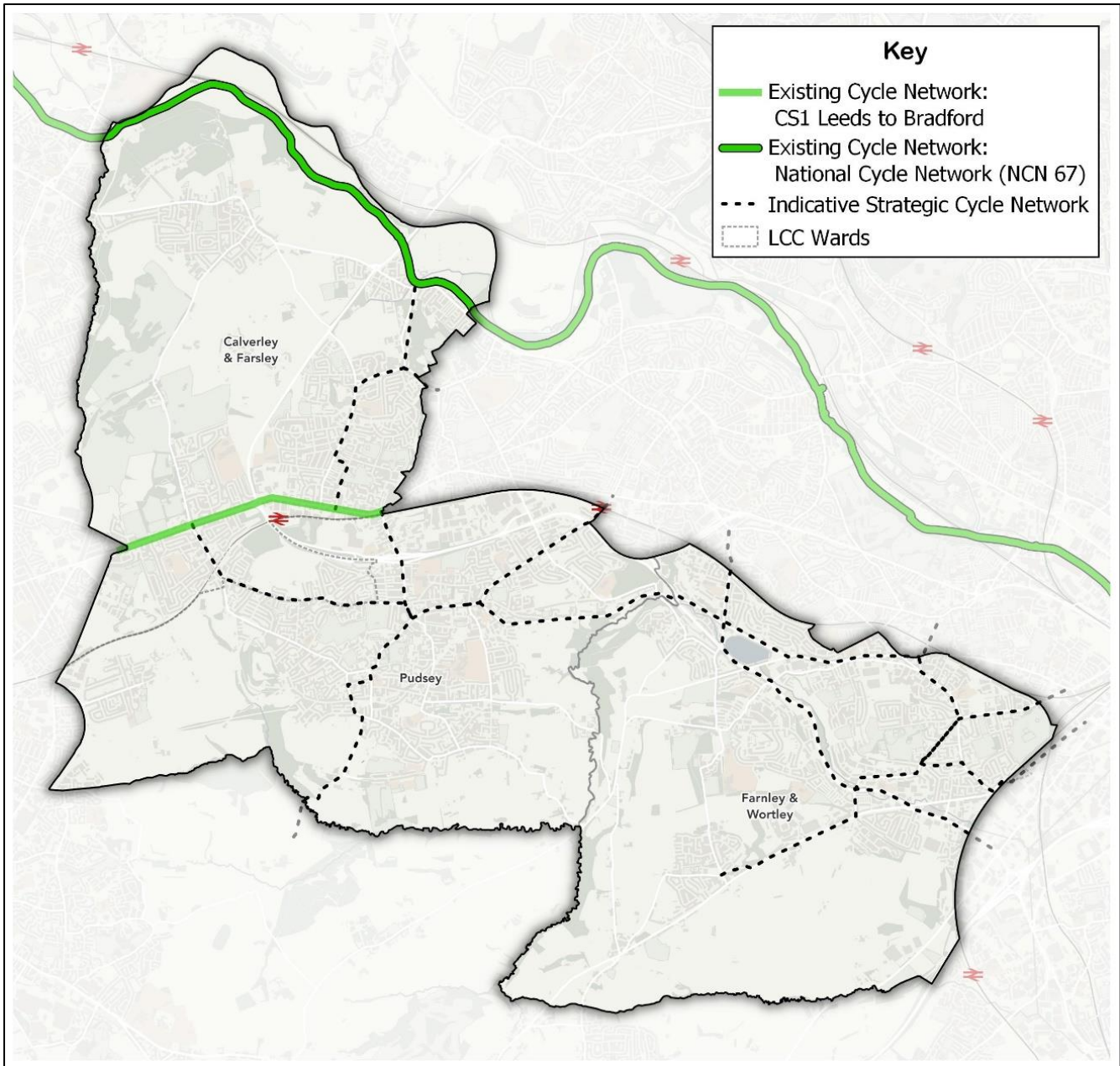
We are required by national Government to produce a Local Cycling and Walking Infrastructure Plan (LCWIP).

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 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 Outer West and the indicatively planned strategic routes we have developed in partnership with WYCA.

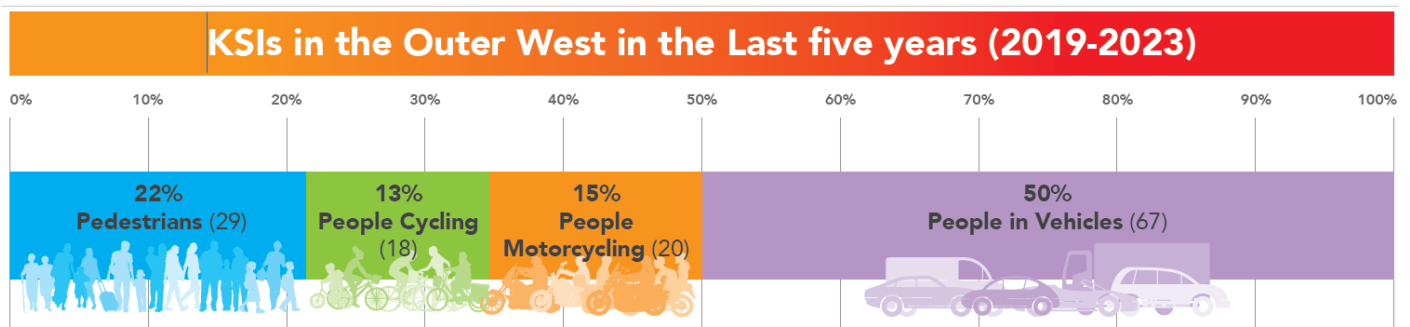
As we move forward with our LCWIP plans we will seek to develop improved ways of sharing these plans with communities and those interested in our walking and cycling networks.

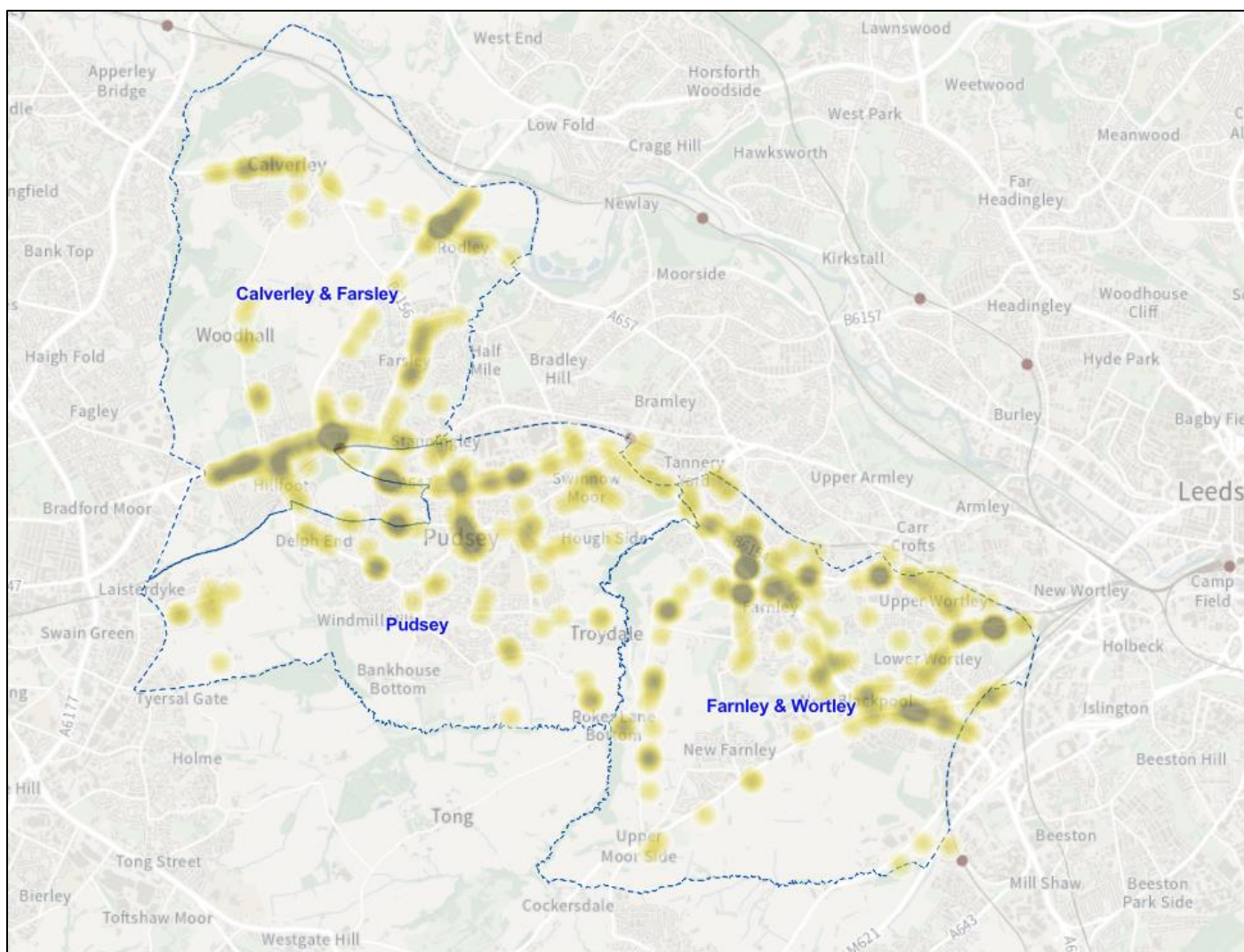


Map 2 – Examples of potential new LCWIP desire lines in Outer West

Road collision data in Outer 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 mapped below,





Map 3 – Heatmap showing locations of collisions across the last 5 years in the Outer West

Section 4 : Proposed list of new transport improvement schemes in Outer 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 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 East area.



Figure 2 – Outer West survey response heatmap.

Map Number	Locations
1	Far Royds area, Wortley
2	Town Street / Old Road, Farsley
3	Calverley
4	Buttershaw Lane / Lidgett Hill / Church Lane, Pudsey
5	Bolton Royd Park area, Pudsey

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 and have been unable to resolve to date.













Suggested solutions	Theme	
Traffic calming measures to reduce anti-social driving.	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div>	
Review traffic management and road junctions to improve safety and pedestrian/cyclists experience.	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div>	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>
	<div style="background-color: #27ae60; color: white; padding: 5px; text-align: center;"> CYCLING  </div>	
Ensure access to the local transport network for all people – well maintained footpaths, bus stops, safe cycle tracks and appropriate wayfinding (all transport modes).	<div style="background-color: #27ae60; color: white; padding: 5px; text-align: center;"> CYCLING  </div>	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>
	<div style="background-color: #2c3e50; color: white; padding: 5px; text-align: center;"> BUS STOPS & RAIL STATIONS  </div>	<div style="background-color: #8e44ad; color: white; padding: 5px; text-align: center;"> STREET ENVIRONMENT  </div>
Identify new pedestrian and cycle road crossing points to improve safety, especially nears schools and district centres.	<div style="background-color: #27ae60; color: white; padding: 5px; text-align: center;"> CYCLING  </div>	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>
Residential/Local centre improvements – wider footpaths, safer crossings, better public transport access, better lighting, improved public realm and reduced inconsiderate parking	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div>	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>
	<div style="background-color: #8e44ad; color: white; padding: 5px; text-align: center;"> STREET ENVIRONMENT  </div>	<div style="background-color: #27ae60; color: white; padding: 5px; text-align: center;"> CYCLING  </div>
Identify new and improve current sustainable routes between transport interchanges (bus & rail stations) and local destinations including schools, colleges, parks, district centres	<div style="background-color: #27ae60; color: white; padding: 5px; text-align: center;"> CYCLING  </div>	<div style="background-color: #2c3e50; color: white; padding: 5px; text-align: center;"> BUS STOPS & RAIL STATIONS  </div>
	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>	<div style="background-color: #8e44ad; color: white; padding: 5px; text-align: center;"> STREET ENVIRONMENT  </div>
Inappropriate parking in numerous locations blocking access to footpaths for pedestrians and making it difficult for public transport to pass along key routes, especially in local centres.	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> WALKING & WHEELING  </div>	<div style="background-color: #e91e63; color: white; padding: 5px; text-align: center;"> VEHICLES & PARKING  </div>
	<div style="background-color: #2c3e50; color: white; padding: 5px; text-align: center;"> BUS STOPS & RAIL STATIONS  </div>	
Review local maintenance and vegetation clearance to ensure footpaths and alleyways are fully accessible.	<div style="background-color: #8e44ad; 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>

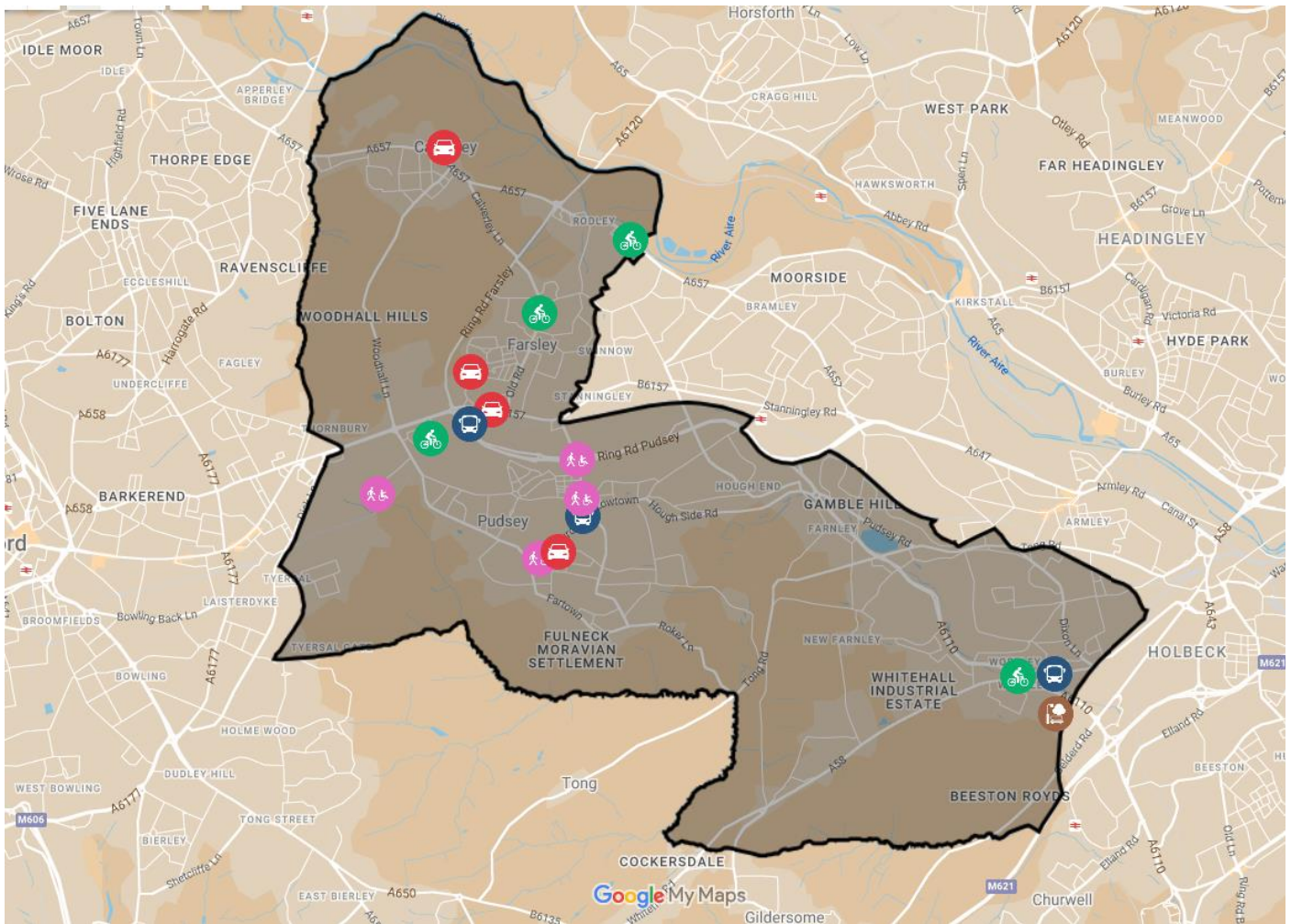
Table 3 – Suggested solutions











List of potential new schemes identified from the LAMP survey in the Outer 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 mapped – The Local Plan



Ref	Proposed intervention	Type of intervention	Location	Alignment with Connecting Leeds Transport Strategy	Theme
1	Look to improve crossing facilities both new facilities and potential to make existing facilities more responsive. Creating a better whole route to school environment.	Whole route to school improvement	Chapelton between Greenside and Carlisle Road	<ul style="list-style-type: none"> - Healthier Streets approach - Improved pedestrian access and safety 	<p>WALKING & WHEELING </p> <p>CYCLING </p>
2	Investigate possibility of providing more Blue Badge parking near destinations like Pudsey Park	Parking Management	Church Lane/Ratcliffe Lane	<ul style="list-style-type: none"> - Inclusive and accessible to everyone. 	<p>VEHICLES & PARKING </p> <p>WALKING & WHEELING </p>
3	Review pedestrian crossing responsiveness around the centre of Pudsey near the bus station.	Walking and cycling and public transport access improvements.	Marketplace / the bus station	<ul style="list-style-type: none"> - Healthier Streets approach - Improved pedestrian access and safety 	<p>BUS STOPS & RAIL STATIONS </p> <p>WALKING & WHEELING </p>
4	Opportunities for improved pedestrian accessibility in the vicinity of the Cemetery Road and Mount Pleasant junctions.	Safer walking routes	Richardshaw Lane	<ul style="list-style-type: none"> - Safer Roads - Inclusive and accessible to everyone. - Heathier Streets Approach 	<p>WALKING & WHEELING </p>
5	Improve crossing facilities over Stanningley Bypass	Safer walking routes	Stanningley Bypass /Richardshaw Lane	<ul style="list-style-type: none"> - Safer Roads - Inclusive and accessible to everyone. - Heathier Streets Approach 	<p>WALKING & WHEELING </p>
6	Review road safety of zebra crossing facilities between Cote Lane and Old Road.	Safer walking routes	Bradford Road	<ul style="list-style-type: none"> - Safer Roads - Inclusive and accessible to everyone. - Heathier Streets Approach 	<p>VEHICLES & PARKING </p> <p>WALKING & WHEELING </p>

					CYCLING 
7	Review sustainable access to Farsley Fairfield primary school.	Parking Management	Fairfield Road	<ul style="list-style-type: none"> - Parking Management - Healthier Streets Approach 	VEHICLES & PARKING  WALKING & WHEELING 
8	Investigate opportunities to reduce vehicle dominance through Farsley centre / High Street	Walking and public realm improvements	Town Street (nr Cross Street)	<ul style="list-style-type: none"> - Parking Management - Healthier Streets Approach - Inclusive and accessible to everyone. 	CYCLING  STREET ENVIRONMENT  BUS STOPS & RAIL STATIONS 
9	Investigate improved wayfinding from New Pudsey Station to Farsley Centre highlighting route via Old Road	Wayfinding	New Pudsey, Bradford Road, Farsley centre	<ul style="list-style-type: none"> - Access to Public Transport - Healthier Streets approach - Inclusive and accessible to everyone. 	BUS STOPS & RAIL STATIONS  STREET ENVIRONMENT  WALKING & WHEELING 
10	Safer cycling infrastructure on the Ring Road in Wortley	Safe Cycling Routes	Ring Road	<ul style="list-style-type: none"> - Safe cycling and walking routes 	CYCLING 

11	Look to improve crossing facilities on Whitehall Road for better access to bus stops and along Royds Lane	Access to bus services	Whitehall Road	<ul style="list-style-type: none"> - Accessibility to Public Transport - Healthier Streets approach 	<p>BUS STOPS & RAIL STATIONS </p> <p>WALKING & WHEELING </p>
12	Investigate possible route improvements between Honeybourne Rd and Royds Ln towards Gelderd Rd	Safe Walking and Cycling Routes	Ring Road	<ul style="list-style-type: none"> - Accessibility to Public Transport - Safe cycling and walking routes - Healthier Streets approach 	<p>STREET ENVIRONMENT </p> <p>BUS STOPS & RAIL STATIONS </p>
13	Review traffic management Calverley and see if further improvements can be made to control traffic speeds and volumes	Traffic and Parking Management	Various locations in Calverley	<ul style="list-style-type: none"> - Safer Roads - Inclusive and accessible to everyone. - Healthier Streets Approach 	<p>VEHICLES & PARKING </p>
14	Look to improve cycling routes to better connect Rodley centre to Bramley Shopping centre and adjacent district centres of Farsley and Calverley.	Safe Cycling Routes	Rodley Town Street and surrounding roads	<ul style="list-style-type: none"> - Safe cycling and walking routes 	<p>CYCLING </p>
15	Review parking permit arrangements in Hillfoot.	Parking management	Hillfoot - Peckover drive, Daleside Road.	<ul style="list-style-type: none"> - Parking Management - Healthier Streets Approach 	<p>WALKING & WHEELING </p> <p>VEHICLES & PARKING </p>
16	Commission feasibility study into further traffic calming measure on a section of The Fairway to improve safety for children Possibility to developed into a play street.	Traffic, Parking Management and Healthy Streets	The Fairway, Hillfoot	<ul style="list-style-type: none"> - Parking Management - Healthier Streets Approach 	<p>WALKING & WHEELING </p> <p>VEHICLES & PARKING </p>

Table 4 – Potential list of new transport improvement schemes.

Sources of Funding

All areas of Leeds (including Outer 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 5 themes to support specific initiatives in line with national policy. Some funding has already been received via the Network North which has £19.8 Billion 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](#)