Board 1

Funded by UK Government

# Dawsons Corner and Stanningley Bypass Scheme

Transforming the junction and improving the surrounding area

## About the scheme

In February 2025, the Department for Transport provided £35.709 million funding to enable the council to make improvements to the Dawsons Corner junction and complete joint replacement work on the Stanningley Bypass. This forms part of a £44.179m total package with the West Yorkshire Combined Authority funding of £8.470m.



The area suffers from high levels of congestion, pollution and collisions, affecting the quality of life and safety of residents, commuters and visitors. Between 2019 and 2024, there were 61 collisions resulting in 92 casualties.

**Between 2019 and 2024**, there were **61 collisions** resulting in **92 casualties.**

## Our goal is to reduce congestion, improve traffic flow, and create a safer, more attractive environment for all road users.

Dawsons Corner connects the A647 Stanningley Road and the A6120 Ring Road, two of the most important routes in the city, and key routes for trips made within West Yorkshire. Around 57,000 vehicles and 1,200 pedestrians and cyclists use Dawsons Corner every day.

This scheme is part of our Connecting Leeds programme, which aims to transform transport and travel in Leeds by 2030.

By creating better public transport, walking and cycling options, we want to reduce car dependency and congestion, improve air quality, support economic growth, enhance health and wellbeing, improve journey times at this busy location, and to ensure that traffic flows on the main route to reduce rat-running.

As part of the Connecting West Leeds programme along the A6120, the council has completed junction improvements to Fink Hill and Horsforth roundabout, adding new cycling and walking provision between Horsforth and Dawsons Corner. Work on Dawsons Corner and will complement this.

## Objectives of the scheme

01 Improve safety for people walking, wheeling and cycling

02 Improve connectivity in key areas by providing links to existing cycle lanes

03 Improve access to employment, housing, and leisure opportunities

## Aims of Leeds Safer Roads Vision Zero 2040 Strategy

To have **zero deaths and serious injuries** on Leeds roads by 2040.

## Aims of Connecting Leeds Transport Strategy

For Leeds to be a city where you don't need to own a car

| Increase walking by | Increase cycling by | Increase bus usage by |
|---|---|---|
| 33% | 400% | 130% |

West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

wsp SISK Connecting Leeds TRANSFORMING TRAVEL Leeds CITY COUNCIL

Board 2

Funded by UK Government

# Glossary

## Wheeling

Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters, walking aids and travelling with a pram or pushchair.



## Bus Lane

A bus lane is a separate lane dedicated to buses, emergency services, hackney carriages (black and white taxis), and cyclists only. They can be in operation 24hrs or at certain times (as specified by signage).

They help buses move through congested areas easily - ensuring they are not delayed.




## Casualty

A casualty is a person injured or killed during a collision. One collision can have multiple casualties as multiple people are involved.

## Segregated Two-way cycle lane

A segregated two-way cycle lane is a track separated from motor vehicles and pedestrians that allows cyclists to travel in both directions. They offer people cycling an easier and safer way to travel.



## Collision

A collision is where two or more objects impact one another. In transport this could involve all types of motor vehicle, people walking, or people cycling.



## Textured buff corduroy paving

Textured paving with raised ridges (like a corduroy pattern) that can be felt underfoot to help visually impaired and blind people detect hazards like steps or level crossings. The ridges can also be seen and felt by cyclists, marking the boundaries of shared spaces, such as at a Toucan crossing or a shared-use path.



West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

wsp

SISK ESTD. 1859

Connecting Leeds TRANSFORMING TRAVEL

Leeds CITY COUNCIL

Board 3

Funded by UK Government

# Dawsons Corner

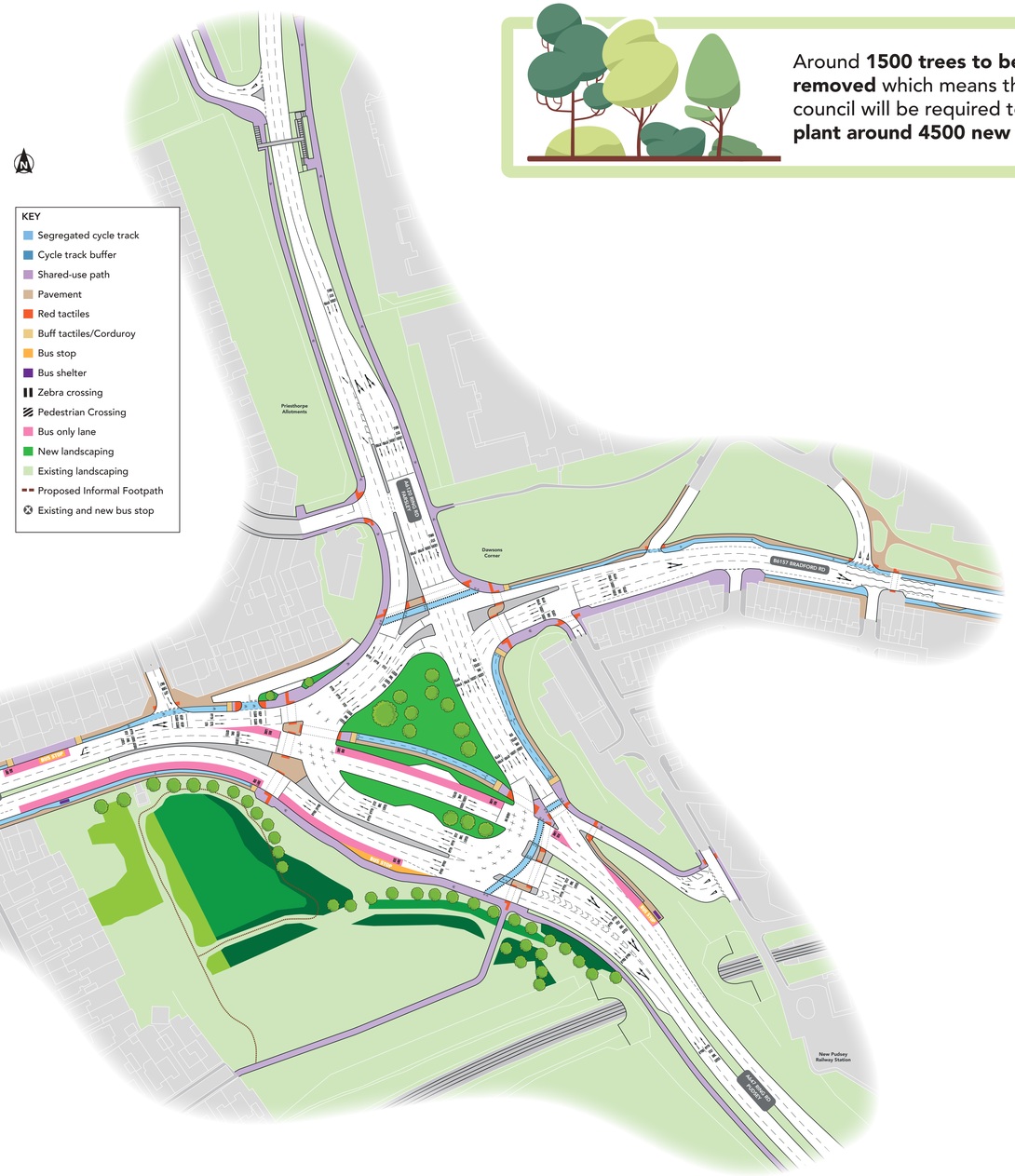
## Proposed Dawsons Corner design layout

**Between 2019 and 2024,** there were **61 collisions** resulting in **92 casualties.**

Around **57,000 vehicles and 1,200 pedestrians and cyclists** use Dawsons Corner **every day**

**57,000 vehicles**

**1,200 pedestrians and cyclists**






Around **1500 trees to be removed** which means the council will be required to **plant around 4500 new trees**

### Existing Issues

- Difficult to cross the road for people walking, wheeling, and cycling
- Buses are delayed due to congestion
- High levels of congestion affect journey times and impact air quality in the area

### Proposals

- A new road layout with increased capacity and improved traffic flow
- A segregated cycle track and footway along Bradford Road, connecting to the existing Leeds Bradford Cycle Superhighway
- New pedestrian and cycle crossings
- Segregated bus lanes which allow buses to bypass general traffic lanes
- Upgraded traffic signals with smart technology and bus priority at traffic lights
- Enhanced landscaping and planting features
- Improved waiting area for bus users

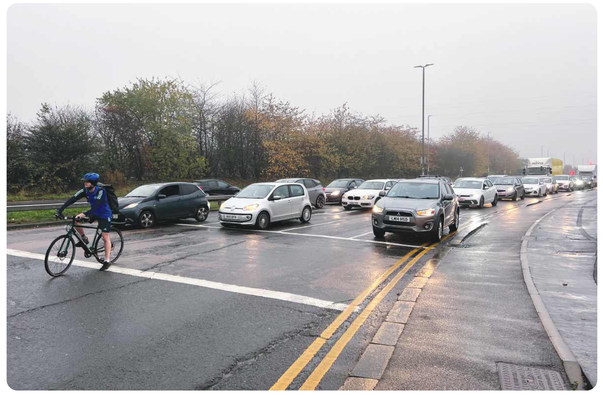
### Intended Benefits

- Improved safety for all road users
- Reduced congestion and journey times
- Reduced bus delays, making bus services more reliable
- Improved air quality and reduced noise levels in the area
- Improved safety and accessibility
- Supporting local businesses and services
- Contributing to the net zero carbon target
- Improved connectivity for people cycling, linking in with the Leeds Bradford Cycle Superhighway

### Possible Trade-offs

- Potential increase in traffic congestion and noise pollution in the surrounding areas during the construction period
- Potential tree removal

*Where possible we have sought to avoid impacting any trees. Our policy is to replace every tree removed with a 3:1 semi-mature ratio.



Congestion at the junction affects the reliability and journey times of buses and other vehicles

West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

wsp

SISK ESTD. 1859

Connecting Leeds TRANSFORMING TRAVEL

Leeds CITY COUNCIL

Board 4

Funded by UK Government

# Dawsons Corner

## Scheme timeline and frequently asked questions

### The timeline below shows key milestones throughout the project




FAQ

**Q How will you deal with construction noise?**

**A** By monitoring the background noise before construction to establish a traffic noise baseline. Then monitoring during construction to ensure that we are working inside allowable limits.

**Q Why does this work have to be done during the night?**

**A** Working at night is always a last resort, and it isn't a decision we take lightly. In order to complete the work as quickly and safely as possible we do sometimes need to work night shifts when the roads are quieter and we're able to either close sections of the road, or reduce the width of lanes, which enables us to carry out the work.

**Q Will there be full road closures during construction?**

**A** Yes, there will be full road closures as required.

**Q What times of day will these works be carried out?**

**A** Normally during the daytime, with work at night to prevent traffic disruption.

**Find out more**

To find out more and sign up to news and updates on the project, visit:
**dawsonscorner.commonplace.is**

West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

wsp SISK Connecting Leeds TRANSFORMING TRAVEL Leeds CITY COUNCIL