BOARD 1

Armley Town Street

Connecting Leeds TRANSFORMING TRAVEL · Leeds City Council · West Yorkshire Combined Authority · Tracy Brabin Mayor of West Yorkshire · Active Travel England · Funded by UK Government

Introduction

Last year Leeds City Council was granted £2.91million from Active Travel England to improve the road layout on Armley Town Street. A condition of the funding means any changes must make it easier to walk, cycle and use public transport.

This funding, from central government, supports the council's aims to improve everyday life across the city, tackle climate change, and improve health and wellbeing.

Armley Town Street is a busy place where people shop, socialise, and access local services and buses. However, Armley has been identified as one of six most disadvantaged wards in the city, and is a priority for the council. The street suffers from:

- Congestion
- Narrow pavements
- Bus delays
- Inadequate crossing points
- Rat-running
- No public space
- Noise
- Lack of greenery

Our plans aim to reallocate the space to reflect how the high street is used, helping to make it a more pleasant place to work, shop, and spend time in.

Objectives of the scheme

Make Armley Town Street more pedestrian friendly, accessible and easier to cross

Make Armley Town Street safer for everyone by reducing the number and risk of collisions

Improve local public transport by making it quicker and more reliable

Provide a cleaner, greener and healthier place to live and shop, making the street more attractive to visit and spend time

Support economic growth by increasing footfall on street





Artist's impressions



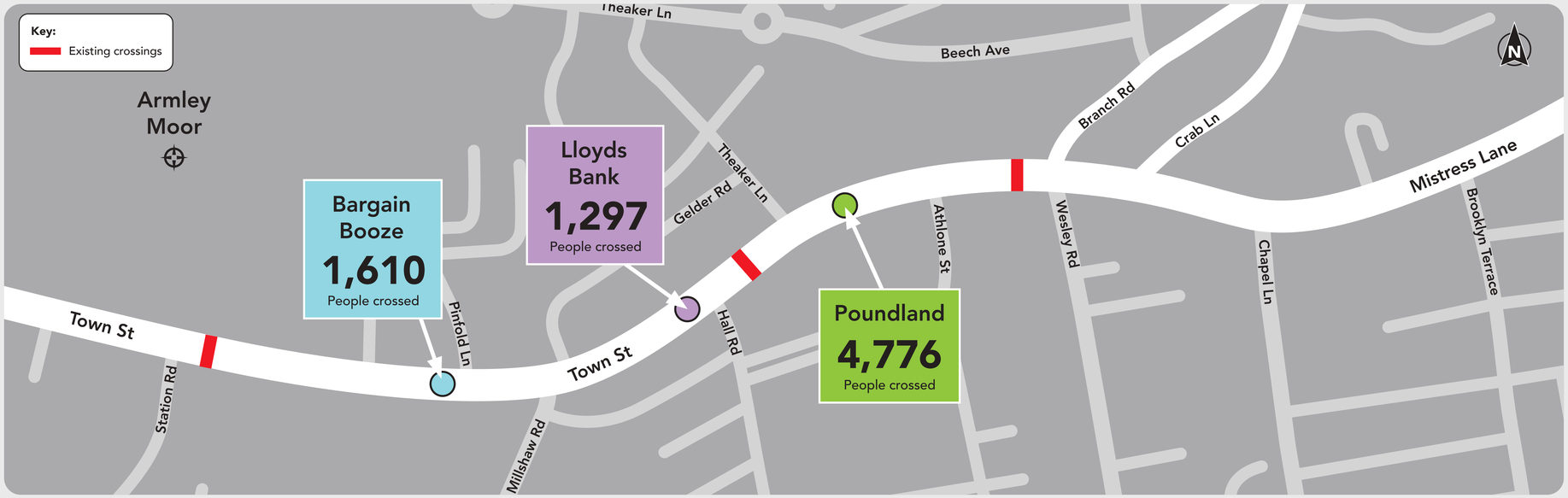


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How people currently use Armley Town Street

Pedestrians



Footfall was recorded in March 2022:

Weekday:

13,374

people used Armley Town Street

with

57%

of these crossing the road

Street surveys

In 2022 we questioned 82 people on Armley Town Street, and on a scale of one to ten (1 being Not at all, 10 being Extremely):

- 69% scored the attractiveness of the street a five or less
- 53% wanted more public spaces and seating
- 46% wanted more green spaces
- 39% wanted less traffic and lower speeds
- 34% wanted improved pedestrian crossings

In 2023, we surveyed 254 people on Armley Town Street, and found that:

- 86% lived in Armley
- 56% walked there, 25% travelled by bus, 1% cycled - only 16% travelled by car
- 54% gave their reason for visiting as shopping, with other reasons given as: attending a medical appointmnt, visiting for work, meeting friends/family, and entertainment/dining
- 72% stayed up to one hour

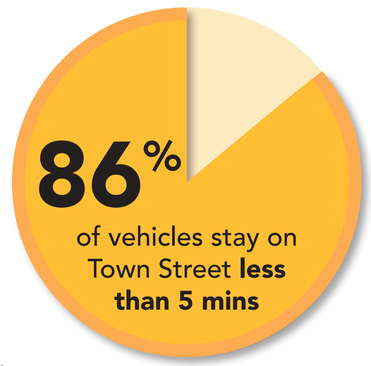
Parking

Parking was monitored in March 2022 and found that:

- On-street parking around Armley Town Street, including Armley Leisure Centre, is never above 32% capacity on both weekdays and Saturdays
- Most common length of stay is under 30 minutes on both weekdays and Saturdays
- Armley Leisure Centre has a car park which the public can use free of charge for up to a 3-hour maximum stay
- Data shows that this car park is never above 47% capacity
- Most common length of stay is 30 minutes to 1 hour on both weekdays and Saturdays

Vehicles

On an average weekday in 2022, 10,600 vehicles were recorded travelling along Armley Town Street. The chart shows that 86% (9,208) of these spent less than 5 minutes on Town Street. This data suggests the vehicles were just passing through and not stopping to spend time, visit local businesses and spend money on the street.

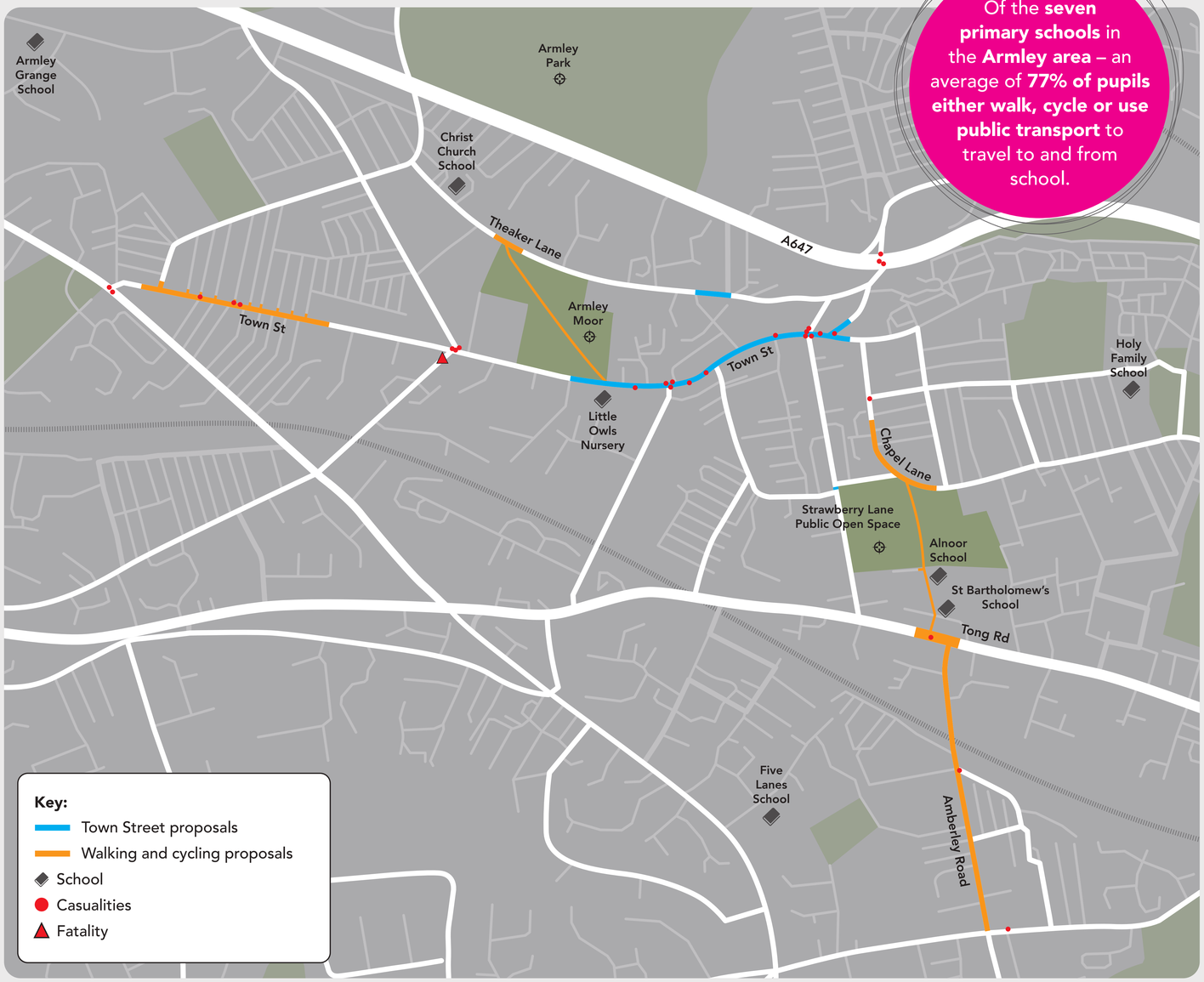


BOARD 3

Armley Town Street

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Area of the proposals



Of the **seven primary schools** in the **Armley area** – an average of **77% of pupils either walk, cycle or use public transport** to travel to and from school.

Between 2018-2023 there were 29 collisions in the area, involving 35 casualties, including one fatality.
31% of these involved people cycling, 23% of these involved pedestrians.

Intended benefits

- Fewer bus delays
- Additional and upgraded crossings will make it easier and safer to cross the road
- Speed limit lowered from 30mph to 20mph will improve safety
- Continuous crossings at junctions will prioritise pedestrians
- Greenery and planting will improve the attractiveness of Armley Town Street
- Improved bus waiting areas for bus passengers
- Reduced emissions and cleaner air on Armley Town Street
- Safer, public space for pedestrians and shoppers with opportunities to hold events
- Vehicles cannot use area as a rat-run
- Armley Town Street still accessible for pedestrians, people cycling, black and white taxis and emergency services
- Better walking and cycling links to Armley Town Street
- Pick-up and drop-off points either end of bus gate helps retain access for people with mobility difficulties
- New loading bays

Possible trade-offs

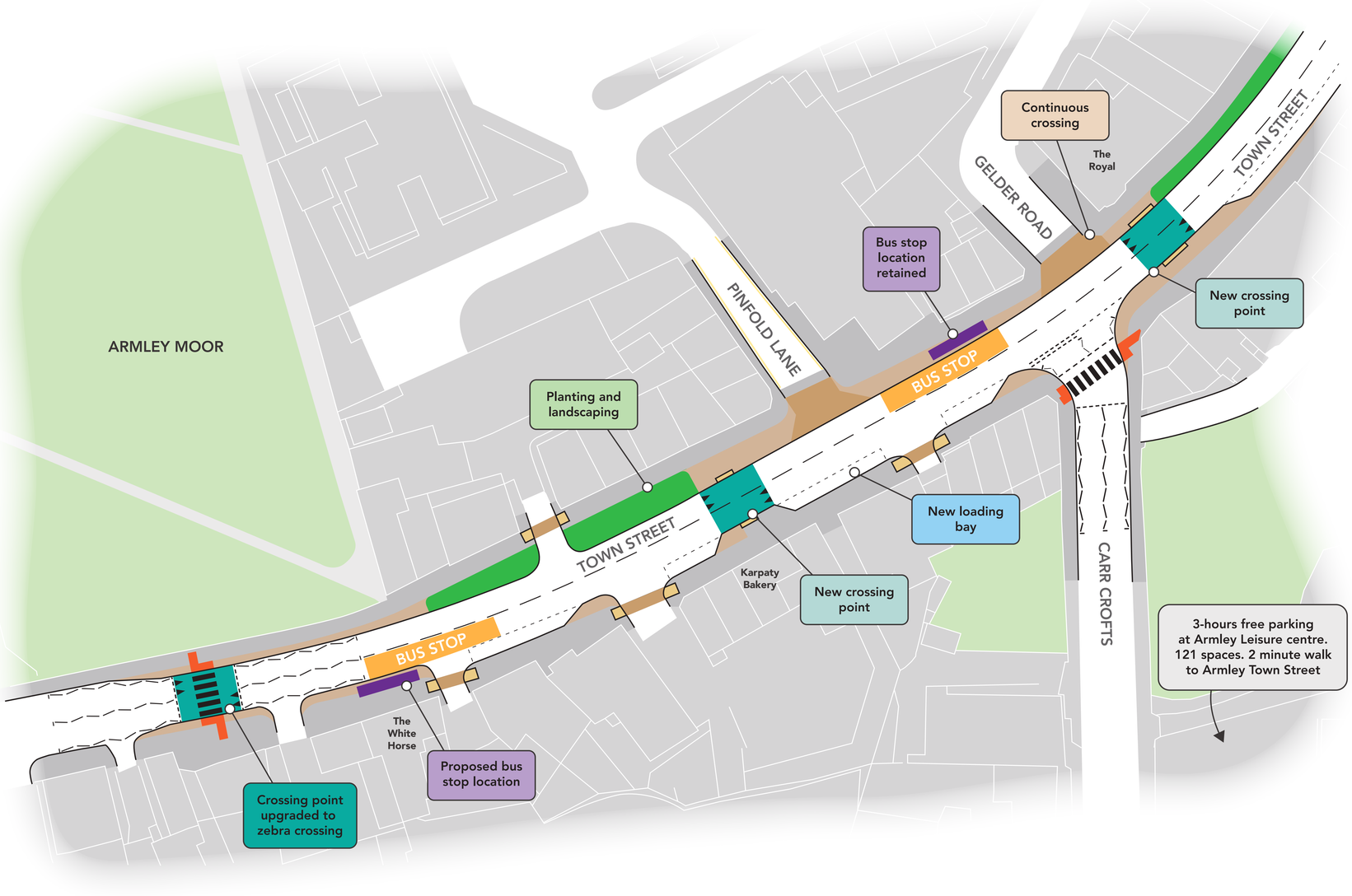
- Less road space for vehicles
- Vehicles will need to use alternative routes and these journeys may be slightly longer
- 48 parking spaces reduced to 16 spaces
- 7 disabled bays retained, 5 of which are relocated on Armley Town Street
- Loss of two taxi bays, but the five short-stay parking spaces for pick-up and drop-off can be used by taxis
- Existing signalised crossing changed to a zebra crossing (considered appropriate due to reduced speeds and fewer vehicles)
- Pedestrians will have to share the path on Strawberry Lane Public Open Space and Armley Moor with people cycling

BOARD 4

Armley Town Street

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From Station Road to Carr Crofts



Proposals

- Existing crossing near Armley Moor upgraded to a zebra crossing
- Bus stop relocated from Karpaty Bakery to The White Horse pub
- New crossings outside Karpaty Bakery and Carr Crofts
- Double yellow lines extended to both sides of Pinfold Lane
- Pavements extended across junctions (continuous crossing) of Pinfold Lane and Gelder Road
- Upgraded bus shelters
- 15 parking spaces removed and replaced with wider pavements, greenery and a loading bay
- New trees and landscaping, including rain gardens
- York Stone paving widened, and landmark flags restored
- Road narrowed and speed limit reduced from 30 to 20mph



An example of a continuous crossing where vehicles give way to pedestrians at a junction



Artist's impression

HAVE YOUR SAY

by **Thursday 22nd August 2024.**

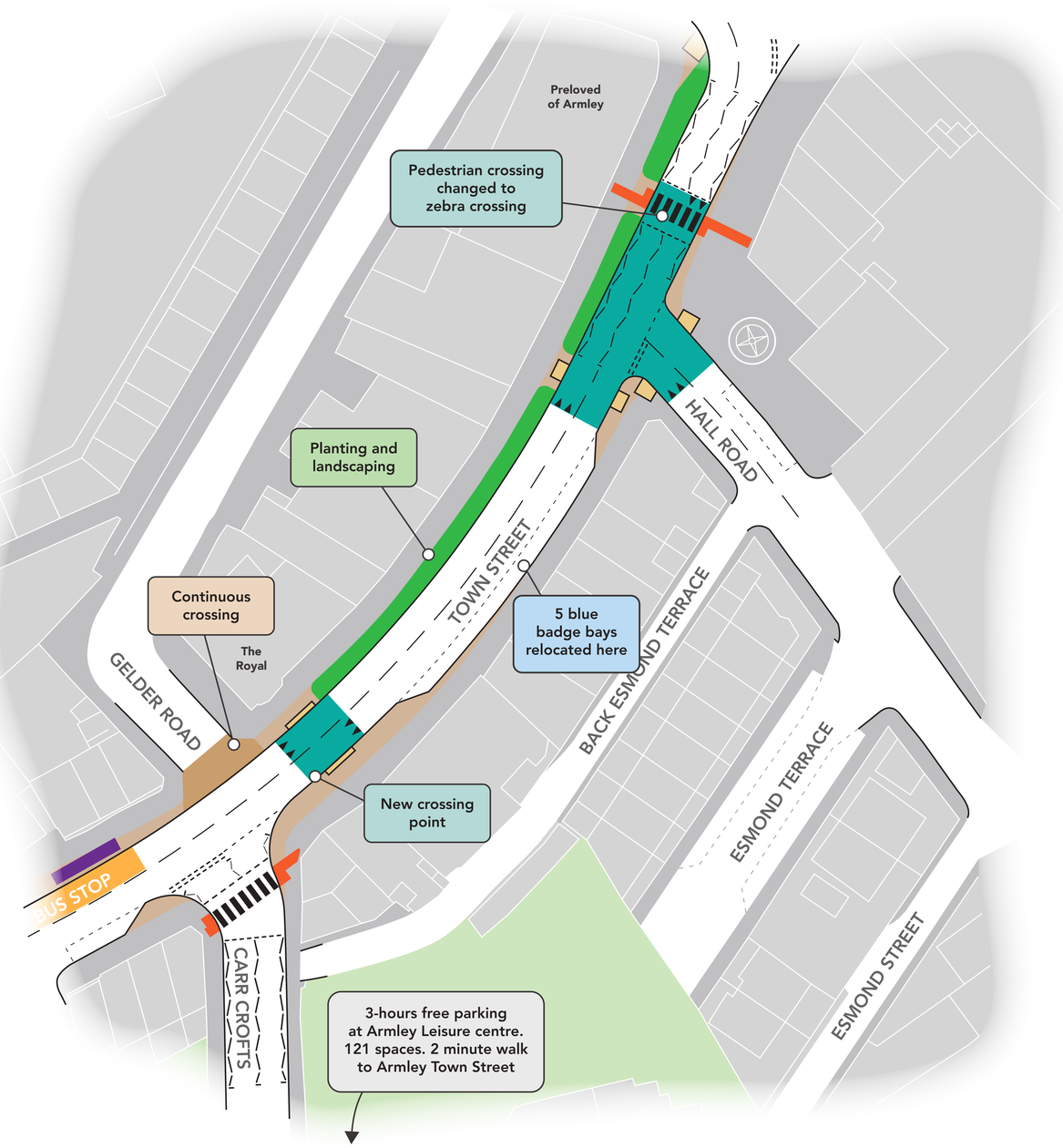
Feedback online at **armleytownstreet.commonplace.is** or by filling in a paper survey.

BOARD 5

Armley Town Street

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From Carr Crofts to Hall Road





Rain garden example



Upgraded bus shelter example



Artist's impression

Proposals

- New crossing point near The Royal pub
- Signalised crossing near Preloved of Armley changed to a zebra crossing
- Five disabled parking bays relocated here from outside Poundland
- New trees and landscaping, including rain gardens
- York Stone paving widened, and landmark flags restored
- Road narrowed and speed limit reduced from from 30 to 20mph
- 18 parking spaces removed and replaced with wider pavements and greenery

HAVE YOUR SAY

by **Thursday 22nd August 2024.**

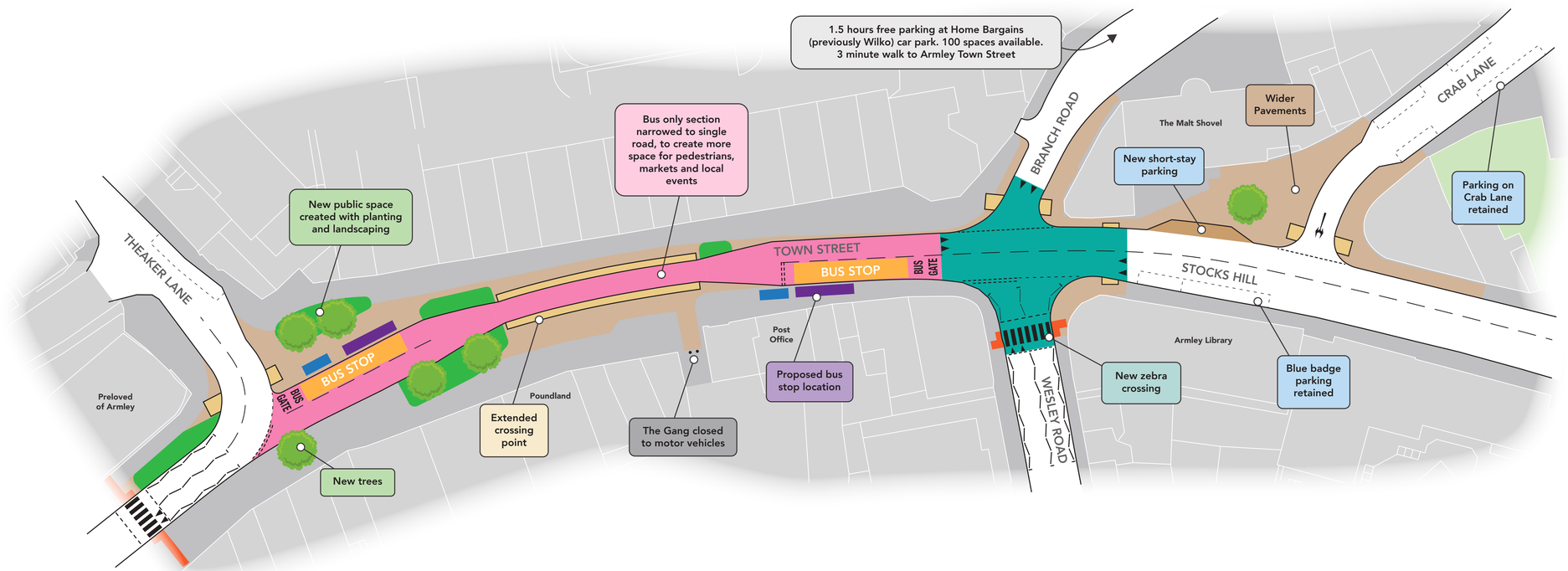
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BOARD 6

Armley Town Street

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From Theaker Lane to Crab Lane




Artist's impression

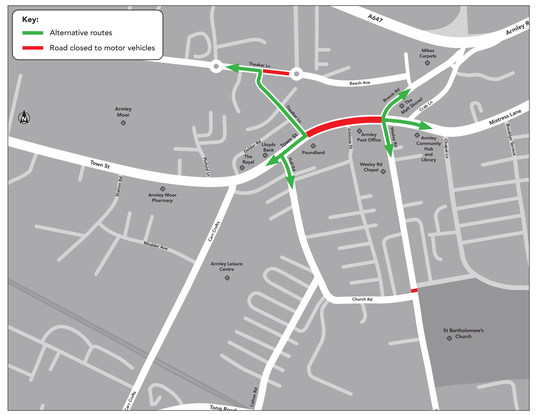

Artist's impression


Artist's impression

Proposals

- Make section of Armley Town Street accessible to buses, black and white taxis, emergency vehicles and people cycling only
- New zebra crossing on Wesley Road
- Remove signalised crossing near Post Office and replace with a crossing point outside Poundland
- Wider pavements
- New trees and landscaping, including rain gardens
- Upgraded bus shelters
- Bus stops relocated
- Junction of The Gang closed to vehicles
- Disabled bays outside the library retained
- New 30 minute short stay parking spaces outside the library and The Malt Shovel pub
- Top of Crab Lane narrowed to facilitate wider pavements - all vehicle movements retained

Alternative routes:



HAVE YOUR SAY

by **Thursday 22nd August 2024**.

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BOARD 7

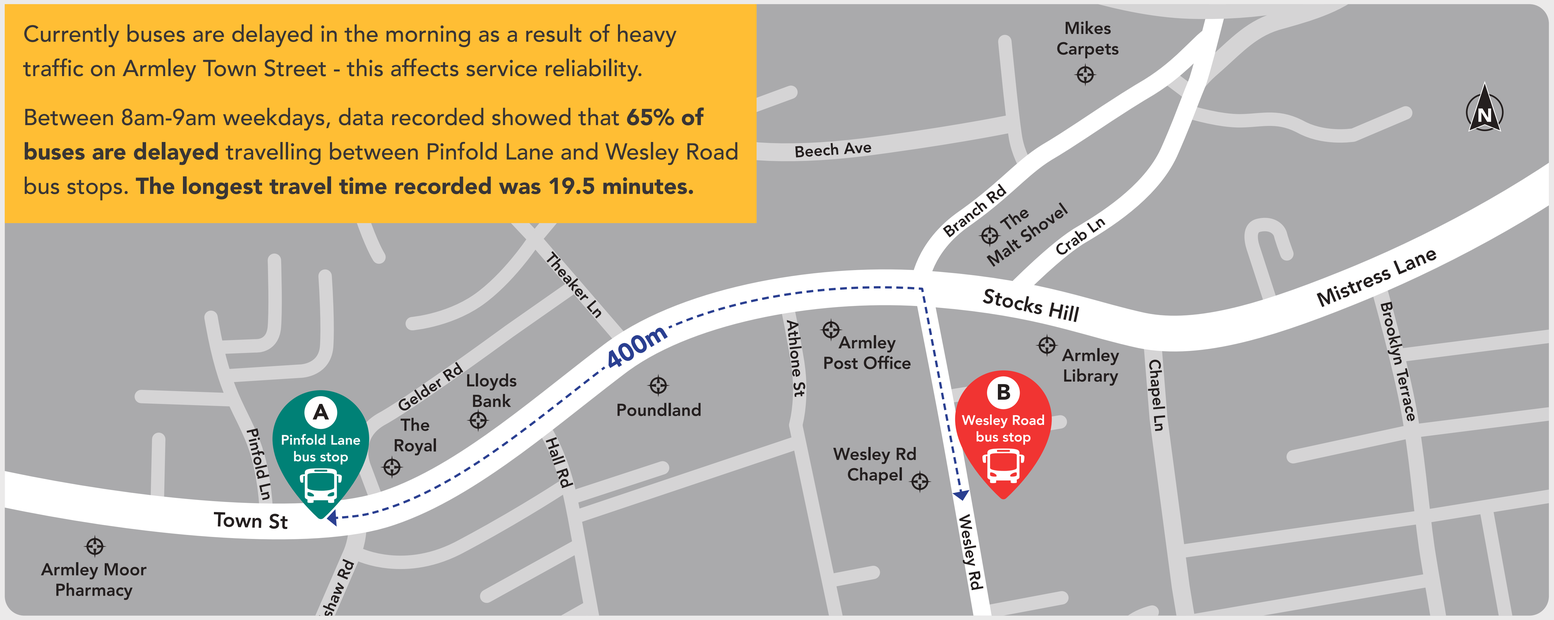
Armley Town Street

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Bus-only lane

Currently buses are delayed in the morning as a result of heavy traffic on Armley Town Street - this affects service reliability.

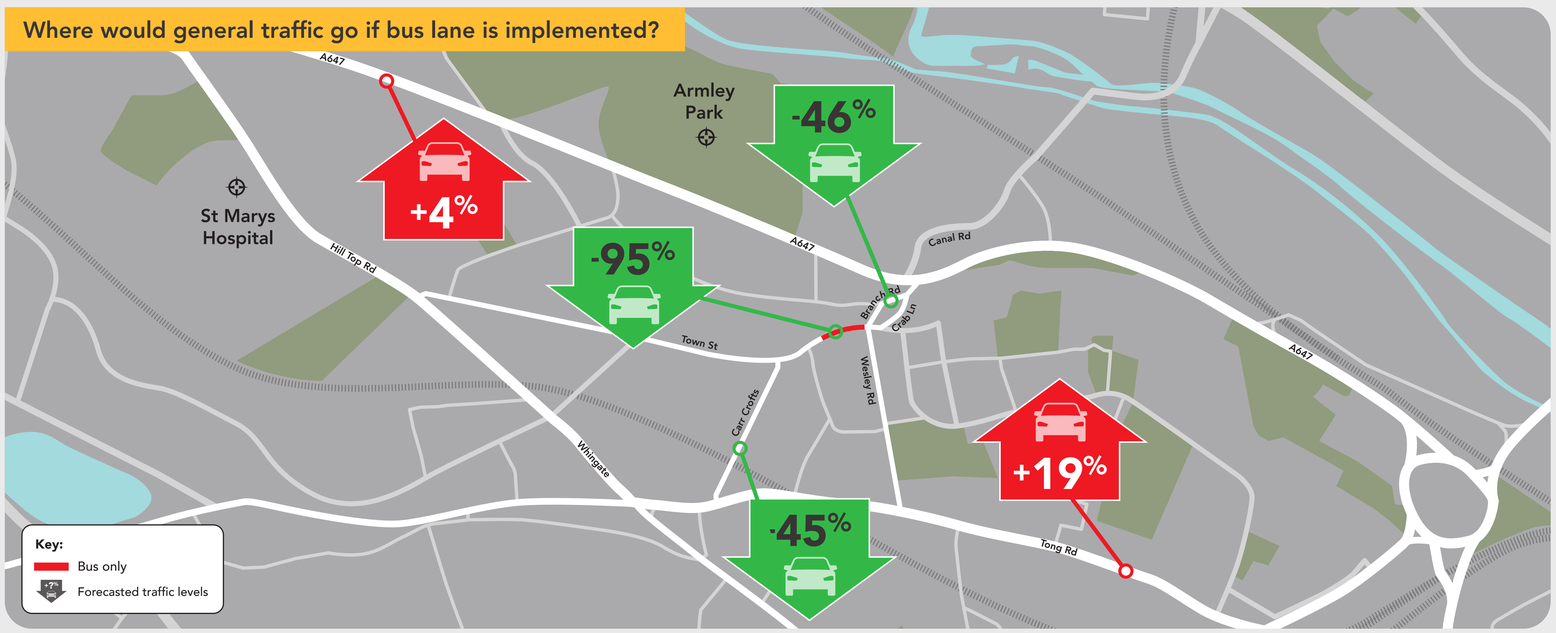
Between 8am-9am weekdays, data recorded showed that **65% of buses are delayed** travelling between Pinfold Lane and Wesley Road bus stops. **The longest travel time recorded was 19.5 minutes.**





Crowded waiting area

Where would general traffic go if bus lane is implemented?





Buses delayed in morning traffic

Data collected on Thursday 24 March 2022.

Armley Town Street

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Close Theaker Lane and Wesley Road to vehicles



Proposals

- Close Wesley Road to motor vehicles at its junction with Church Road
- Provide a cycle path
- Landscaping

Alternative routes:



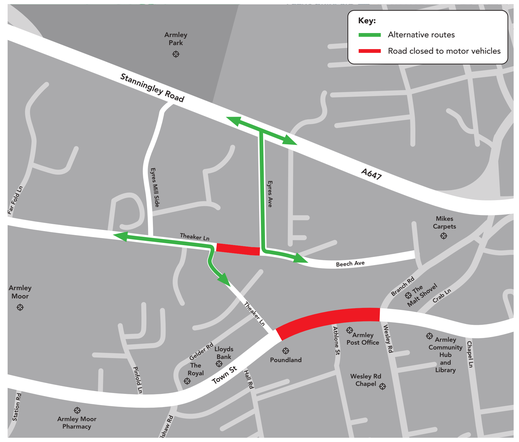




Proposals

- Close Theaker Lane at the Eyres Avenue/ Beech Avenue junction
- Provide a cycle path and a zebra crossing
- New trees and landscaping

Alternative routes:





HAVE YOUR SAY

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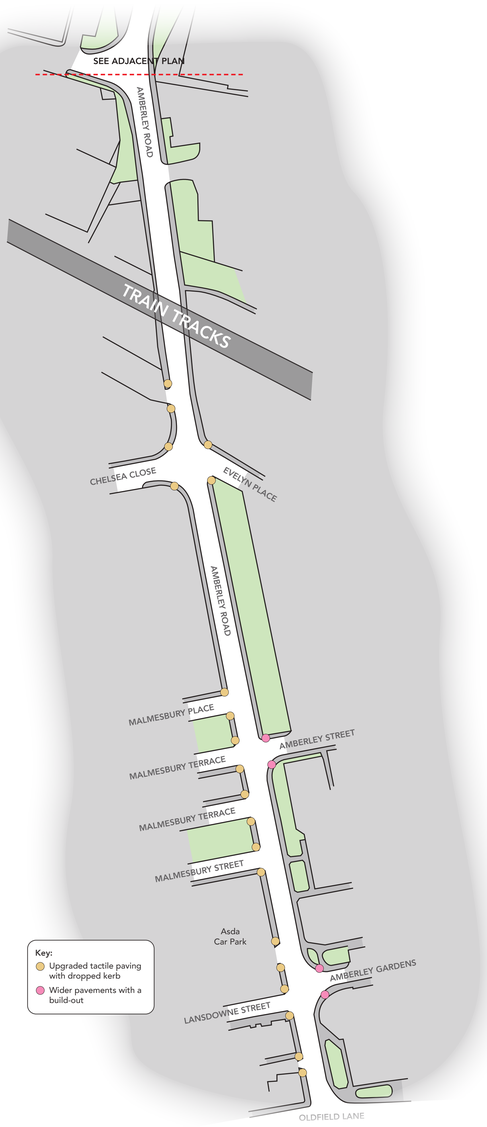
Leeds CITY COUNCIL

Improving cycling and walking links to Armley Town Street

In addition to the Armley Town Street proposals, we have secured an extra £6.2million from the City Region Sustainable Transport Settlement. A part of this has been allocated to improve cycling and walking links to Armley Town Street. Find out about these proposals below.

Oldfield Lane to Stocks Hill

via Amberley Road, Tong Road, Strawberry Lane, Strawberry Lane Public Open Space, Hall Lane, and Chapel Lane





Proposals

- Upgrade pavements to dropped crossings with tactile paving on:
  - Lansdowne Street
  - Amberley Gardens
  - Asda Car Park
  - Malmesbury Street
  - Malmesbury Terrace
  - Amberley Street
  - Malmesbury Grove
  - Malmesbury Place
  - Chelsea Close
  - Evelyn Place
- Widen pedestrian crossing point across Amberley Road near its junction with Tong Road
- Upgrade existing pedestrian crossing on Tong Road at Strawberry Lane junction to a toucan crossing, allowing people cycling to use as well
- Existing path across Strawberry Lane Public Open Space to be widened and become a mixed-use path for pedestrians and people cycling
- Junctions of Amberley Gardens, Amberley Street, and a section of Chapel Lane narrowed to facilitate wider pavements - all vehicle movements retained
- New crossing point on Hall Lane by entrance to Strawberry Lane Public Open Space

HAVE YOUR SAY

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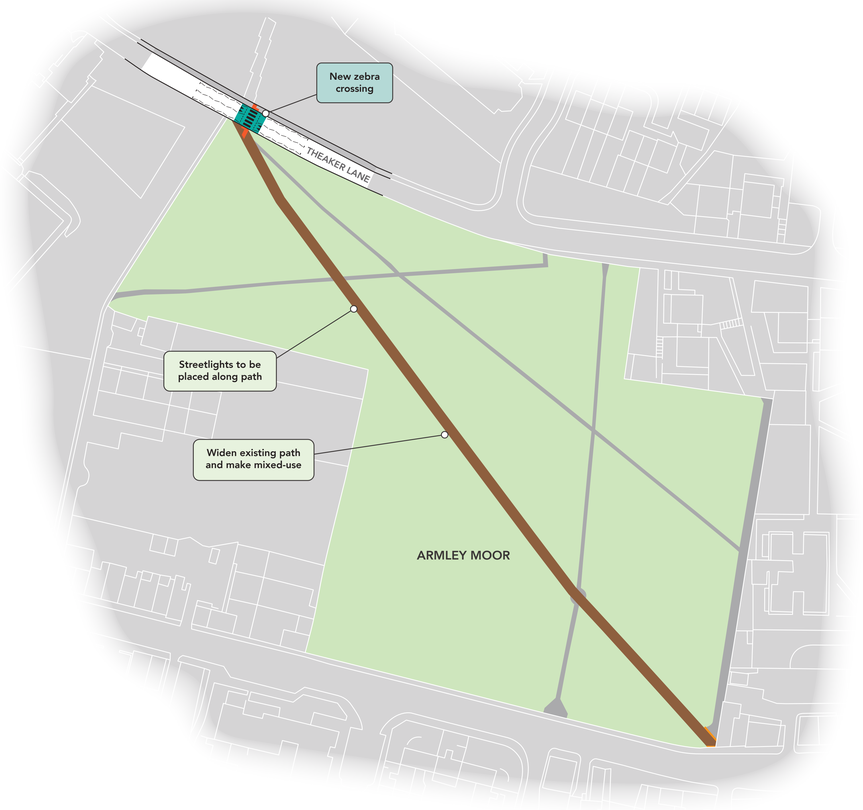
West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

Connecting Leeds TRANSFORMING TRAVEL

Leeds CITY COUNCIL

Improving cycling and walking links to Armley Town Street

Theaker Lane and Armley Moor



Proposals

- Place a new zebra crossing on Theaker Lane at entrance of Armley Moor
- Existing path across Armley Moor to be widened and become a mixed-use path for pedestrians and people cycling
- Street lights to be placed along path

Continuous crossings

From Moorfield Road to Edinburgh Avenue



Proposals

- Upgrade tactiles and add continuous crossings to the following side roads along Armley Town Street:
  - Moorfield Road
  - St. Ives Grove
  - Back St. Ives Grove
  - St. Ives Mount
  - Edinburgh Road
  - Back Edinburgh Road
  - Edinburgh Grove
  - Edinburgh Terrace
  - Edinburgh Place
  - Edinburgh Avenue

Have Your Say

We would like to know what you think about the proposals. There are a number of ways you can have your say:

- Feedback online by using the QR code or by visiting: armleytownstreet.commonplace.is
- Fill in a feedback form before you leave today and place it in the box provided
- Email the team: connectingleeds@leeds.gov.uk
- Alternatively you can also post your feedback to: Connecting Leeds, Leeds City Council, 8th Floor East Merrion House, Merrion Way, Leeds, LS2 8BB

Next Steps

Consultation
Friday 19th July - Thursday 22nd August 2024

Review
Review consultation feedback autumn 2024

Feedback
Future shape of the scheme to be decided