Lawnswood Roundabout Improvement Scheme
Introduction

Between November 2021 and January 2022, Leeds City Council consulted on plans to improve Lawnswood roundabout. The plans included the introduction of traffic signals at the roundabout, alongside signalised crossing facilities for pedestrians and cyclists, and new segregated cycle tracks. The plans are designed to improve road safety for all users, provide safer and more attractive facilities for walking and cycling and facilitate the prioritisation of buses.

Since this consultation exercise Leeds City Council has continued to develop the scheme, securing approval of an Outline Business Case in December 2023, and submitting a Full Business Case which is currently undergoing appraisal by the West Yorkshire Combined Authority. Subject to the relevant approvals being received, the main construction works are expected to begin in January 2025.

Changes made to the design since public consultation

There have been some changes made to the design since the public consultation exercise undertaken between November 2021 and January 2022. The table below summarises the key changes.

CHANGE	REASON
Proposed new bus lane southbound between Lawnswood Cemetery and Lawnswood roundabout to be omitted from the scheme.	Traffic modelling undertaken as part of the development of the Outline Business Case for the scheme suggested that the introduction of this bus lane could introduce significant additional delay for southbound vehicles on Otley Old Road, including buses.
Speed limit on A6120 Ring Road between Lawnswood Roundabout and King Lane to be reduced as follows (currently 70 mph): • 40 mph between Lawnswood roundabout and Leeds University sports facilities access. • 50 mph between Leeds University sports facilities access and Tongue Lane. • 40 mph east of Tongue Lane.	A number of respondents to the public consultation exercise suggested that the speed limit should be reduced here due to safety concerns. Reductions to the speed limit along this section also align with Leeds City Council's Vision Zero strategy, which sets out an ambition to eradicate deaths and serious injuries on roads in Leeds by 2040.
Left turners on the eastbound approach to the roundabout to be signalled separately from straight ahead and right turners.	Under the previous design, drivers approaching the roundabout from the west and wishing to turn left would have entered the roundabout under the same green light as vehicles going straight ahead or turning right. The left turners would then have reached a second stop line (at the cycle crossing of the northern arm of the roundabout), approximately 25 metres after passing the stop line on their entry to the roundabout. Placing two stop lines in close proximity can create a risk that drivers will fail to react to the second stop line. Signalling these left turners separately from other movements allows them to be held at the first stop line if the crossing of the northern arm is in use, meaning that the second stop line is not required.
Toucan crossings originally proposed on northern arm of roundabout to be replaced with separate pedestrian and cycle crossings.	At the previous design iteration, it was believed that there was insufficient space to provide separate pedestrian and cycle crossings on the northern arm of the roundabout, without requiring additional tree removals. Toucan crossings were proposed on the northern arm as a compromise. Toucan crossings can introduce a risk of conflict between pedestrians and cyclists. Further design work has identified that there is sufficient space for separate pedestrian and cycle crossings, without requiring additional trees to be removed.
Additional crossing to be provided on Otley Road, north of Weetwood Road.	The design includes moving the southbound bus stop opposite Lawnswood School further south, to accommodate safe facilities for southbound cyclists re-entering the carriageway after traversing the roundabout. This takes the bus stop further from the existing toucan crossing at Spen Approach. During consultation it was identified that this would result in a less direct route between the bus stop and the pedestrian access to the School at Weetwood Road (the access at Spen Approach is reserved for motor vehicles and cycles). The additional crossing at Weetwood Road will provide more direct access between the School and the new bus stop.
Waiting and loading restrictions to be introduced on each arm of the roundabout.	Traffic modelling work undertaken as part of the scheme development has established that vehicles parked or loading within the vicinity of the roundabout could negatively impact its capacity, leading to increased congestion. Introducing new waiting and loading restrictions will help to avoid this.









Scheme programme

ACTIVITY	2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Detailed design												
Full Business Case development and appraisal												
Advertisement of Traffic Regulation Orders												
Advance utilities works												
Procurement of main contractor												
Main contractor on site												

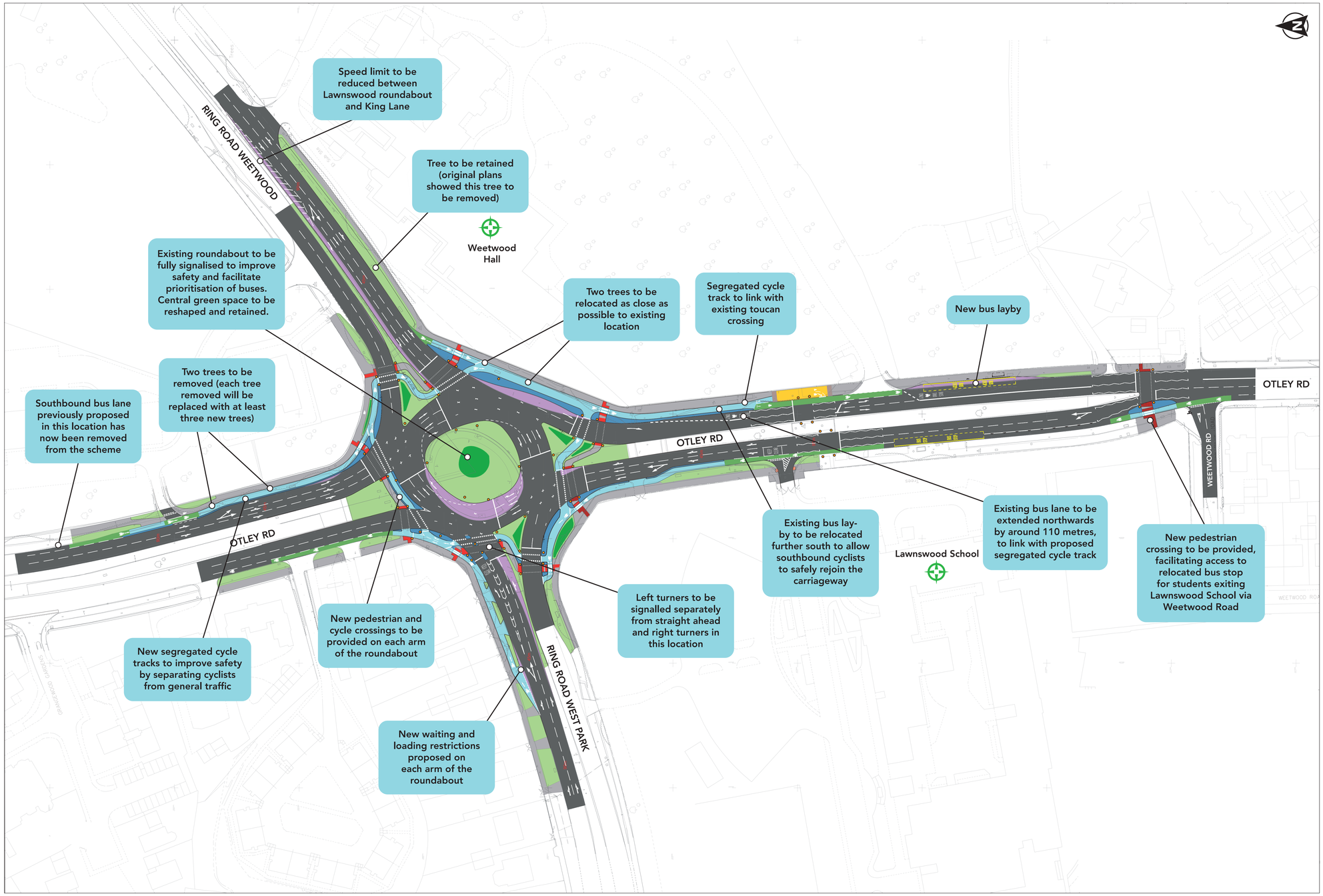
Lawnswood Roundabout Improvement Scheme

Lawnswood Roundabout plan

Connecting Leeds
TRANSFORMING TRAVEL

Leeds City Council

West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire



KEY

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

The plans presented here show the proposed Lawnswood Roundabout improvements.

