Armley Town Street

Frequently asked Questions

How is the scheme funded?
Armley Town Street Active Travel Scheme – £2.91 million has been awarded from Active Travel England, sponsored by the Department for Transport.

Improved cycling and walking links to Armley Town Street - is funded from the City Regional Sustainable Transport Settlement (CRSTS). This funding programme is aimed at providing a more integrated and inclusive transport network across West Yorkshire.

What are the intended timescales for this scheme?
Subject to consultation feedback and future approvals, the intention would be for the scheme to start construction Autumn 2026.

Have the emergency services/bin collection services been consulted? Yes, we have consulted with the emergency services as priority stakeholders for this scheme and will continue to engage with these groups to ensure access is maintained.

How would the proposals affect private-hire taxi pick-up and drop off on Armley Town Street?
Black and white taxis (hackney cabs) can use the bus-only section of Armley Town Street. They can also use the short stay parking to pick up/drop off.

Private hire (Veezu/Amber/Uber etc.) – private hire vehicles cannot travel through the bus-only section or The Gang, however they are able to use the short stay parking at either end of the bus only section to pick-up/drop-off people.

How many parking spaces will be lost?
48 parking spaces will be reduced to 16 spaces on Armley Town Street. Disabled bays, short stay parking and loading bays have been prioritised. 7 disabled bays have been retained, 5 of which are relocated on Armley Town Street.

Two taxi bays will be lost, but the five short-stay parking spaces for pick-up and drop-off can be used by taxis.

Additional parking at Armley Leisure Centre and Home Bargains Car Park (previous Wilko) can be used for free and are a 2-3 minute walk to/from Armley Town Street.

Where will I be able to park?
Parking on Town Street has been prioritised for blue badge holders, loading activities and short stay parking. Parking available at Armley Leisure Centre and Home Bargains Car Park (previous Wilko) can be used for free and are a 2-3 minute walk to/from Armley Town Street.

Why is the bus-only section on Armley Town Street going to be 24hrs and not timed?

A 24hr bus lane restriction allows us to reshape the space and create a pedestrian friendly area. If we allowed general traffic through at certain times of the day, we wouldn't be able to narrow the lane to single file and create much wider pavements for shoppers and pedestrians.

Where can I find more information on the scheme – not everyone has access to a digital device?
We have arranged a drop-in event, sent letters to local affected residents and have worked with local partners and stakeholders to help spread the word. People can feedback by requesting paper copies of the proposals alongside a freepost envelope or can feedback via a paper survey at our drop in event on Thursday 8th August at Interplay Theatre, Armley Ridge Rd, Armley, Leeds LS12 3LE, from 3pm to 7pm.

Have businesses been consulted?
Key businesses and stakeholders have been consulted throughout the design process and this engagement will continue throughout. If you are a business or stakeholder and feel you would like a briefing, please contact connectingleeds@leeds.gov.uk

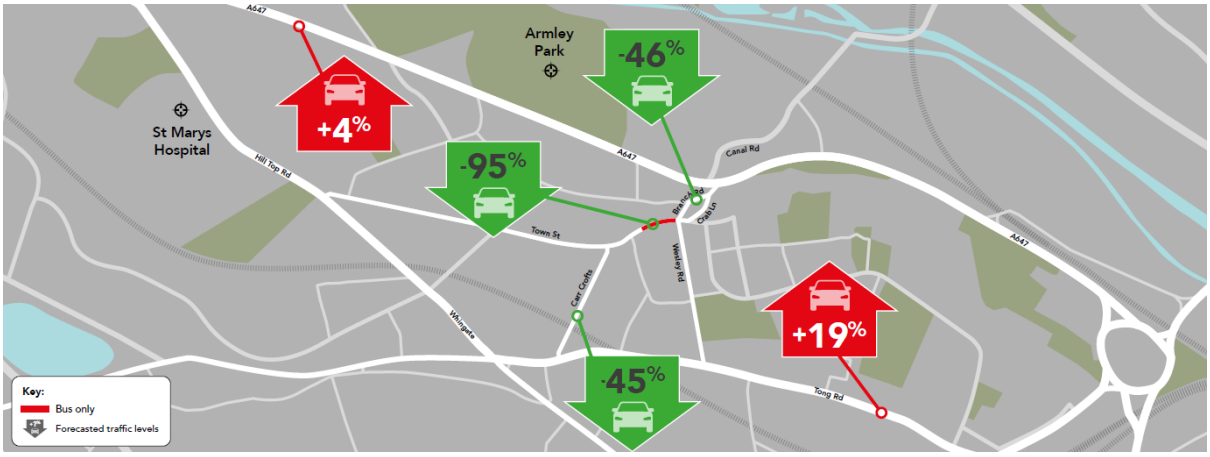
How will mass transit impact Armley Town Street?
There will be no direct changes to Armley Town Street as part of the mass transit scheme. Tram stops in the vicinity of Armley Town Street will improve the connectivity of the area to the wider city region. It will be a step change improvement in public transport, which is the way lots of people who live in the area travel.

A tram can carry large amounts of people from areas to the west in Bradford, Pudsey etc and this will reduce the number of cars trying to get through the area.

Find out more about the West Yorkshire Combined Authority's mass transit consultation at www.wymasstransit.com.

Where will traffic go - aren't you just pushing traffic elsewhere?
Armley Town Street is a busy high street, and we feel general traffic should be using the dedicated main roads of A647 Stanningley Road and Tong Road. This would allow Armley Town Street to be prioritised for bus users, pedestrians and shoppers.

If the Armley Town Street bus-only section were to go ahead, our surveys show that the amount of traffic displaced onto surrounding roads would be:



Businesses rely on traffic driving along Town Street for business

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

Why not use this funding for more important problems?

Our funding pots are from the Department of Transport/Active Travel England and so they are restricted to being used on highways and transport improvements. A condition of the funding means any changes must make it easier to walk, cycle and use public transport. However, we are working closely with stakeholders in Armley to ensure that our proposals complement other plans that seek to improve the Armley ward.

Why do you want to change Armley Town Street?

Armley Town Street is a busy place where people shop, socialise, and access local services and buses, but it also suffers from: congestion, rat-running, inadequate crossing points, lack of greenery, narrow pavements, no public space, bus delays and noise.

Armley has been identified as one of six most disadvantaged wards in the city and as such the council has prioritised Armley for regeneration investment and resourcing.

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.

How does this scheme align with the Leeds Transport Strategy?

The scheme aims to improve health and wellbeing by ensuring through good street design, that walking, wheeling and cycling are the first choice for the shortest journeys, improving our physical and mental health. This feeds into our Connecting Leeds Transport Strategy targets.

How does this scheme support the Vision Zero strategy adopted by Leeds City Council?

The scheme actively supports the Leeds Vision Zero 2040 Strategy.

It is designed to adopt a ‘safe system’ approach, where we accept people make mistakes, but through good design we can ensure that any mistakes that do happen do not end in serious or fatal casualties.

Responsibility for road safety extends to anyone who plays a part in shaping the wider traffic environment, as well as the road-users themselves. Those who plan, design, decide, invest, legislate, prioritise, build, maintain, enforce, educate and so on are responsible for ensuring that roads are safe for everyone to use. Acting together, they can reduce traffic risk and create a safe, holistic mobility system that is forgiving of human error and eliminates serious harm.