10. Early Interventions
Our proposals in Alwoodley and Moortown

Connecting Leeds
TRANSFORMING TRAVEL

West Yorkshire Combined Authority

Leeds CITY COUNCIL

In September and October 2018, we consulted on several 'early interventions' along the Alwoodley to Leeds route. We had identified an opportunity to bring forward some localised improvements more quickly, whilst work to solutions along the rest of the route was ongoing. Delivering early interventions is desirable to try and realise some benefits for bus services more rapidly and to phase construction activity in order to minimise disruption.

The schemes included:
- A new outbound bus lane on Harrogate Road on approach to the Alwoodley Lane junction in Alwoodley.
- A new citybound bus lane on Harrogate Road on approach to the roundabout with the Outer Ring Road in Alwoodley.
- A new citybound bus lane on Harrogate Road between Shadwell Lane and Street Lane in Moortown.

Almost 3,000 responses were received.

Alwoodley bus lanes
The two bus lanes proposed in Alwoodley received a large number of objections, with 84% of respondents indicating they felt negatively about the proposals. Concerns were raised about the need for the bus lanes and their potential impact on other road users.

Due to the levels of objection to the Alwoodley bus lanes, the schemes have been paused pending further review of alternative options. Any future decision to progress amended proposals in both locations will be subject to further public consultation at the appropriate time.

Moortown bus lane
Whilst the Moortown bus lane also generated a number of concerns, a large number of respondents recognised the benefits of the proposals.

The main concerns raised were around the loss of car parking and the potential for increased congestion. There was widespread support for associated improvements to pedestrian facilities.

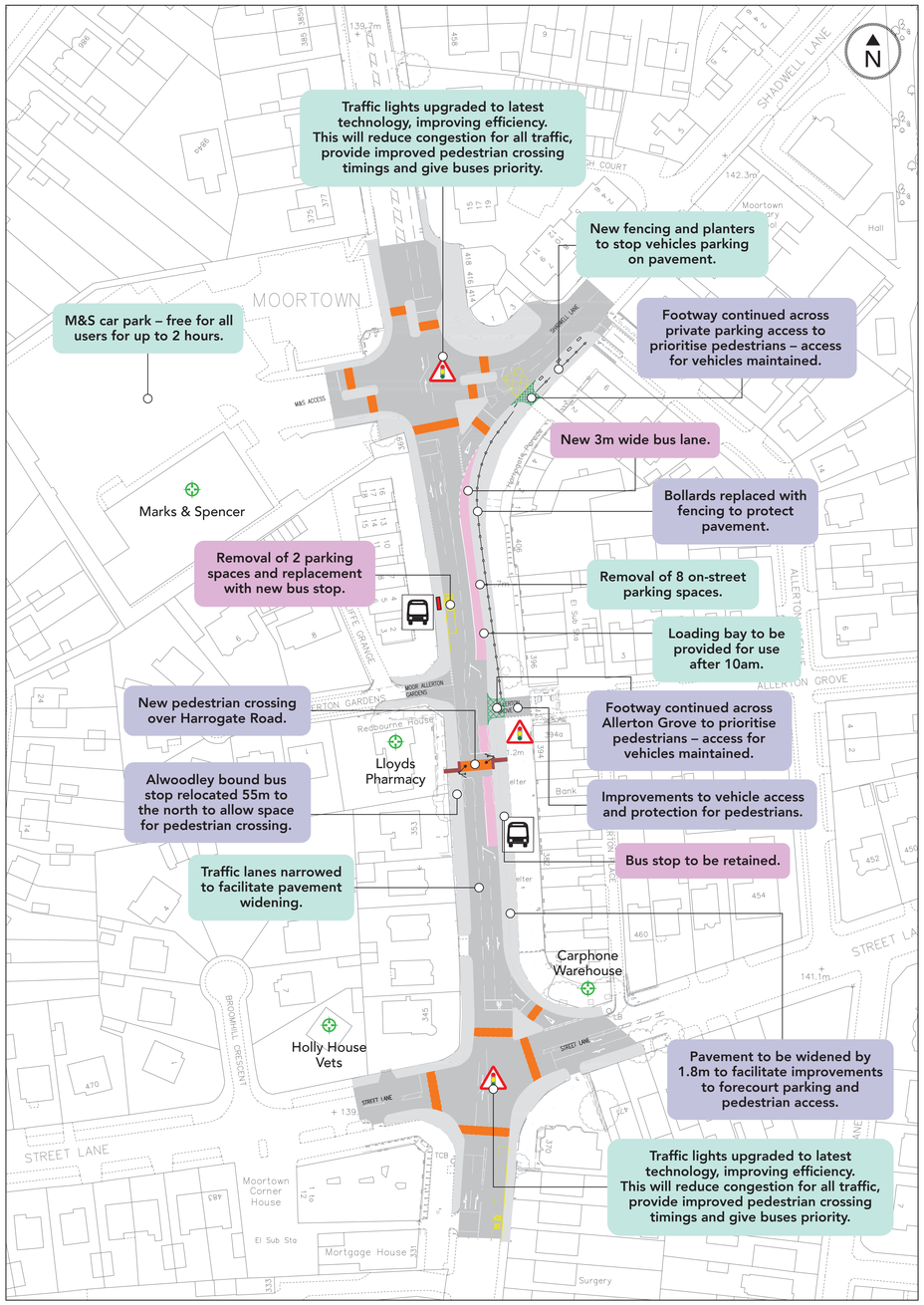
We have since undertaken further work to understand the availability of alterative parking nearby and refined our modelling work to understand the likely impact on general traffic flows. This has provided evidence of available parking in the area and the negligible impact of the scheme on congestion levels.

We therefore plan to further develop and deliver the scheme in Moortown, with the following amendments, as shown on the plan opposite:

- The introduction of a loading bay for use by local shops.
- Removal of the short length of cycle lane previously proposed between the end of the bus lane and the junction, in order to enable the footway to be widened and to help facilitate other complementary improvements planned to the shop forecourts by the Moortown Living Streets Group.
- Addition of new, low-level fencing and planters to protect pavement areas from parked cars.
- New signage and road markings to make parking areas clearer and safer.
- Changes to the proposed bus stop locations to reduce delays for all vehicles and to accommodate the new pelican crossing.

We believe the way to encourage more people onto buses is to offer frequent, reliable services on modern, clean and comfortable fleet. The route through Moortown is already served by some of the most modern, high quality buses in the city and further new buses are currently being introduced. Localised improvements that provide even relatively modest journey time savings by allowing buses to bypass congestion are therefore essential, since collectively they have the potential to accumulate into more significant savings across the route as a whole, making bus services much more reliable.

Further, targeted consultation with residents and business owners directly affected by the proposals will be undertaken prior to finalisation of the scheme and its delivery later this year.





The plan above indicates the extent of the area covered by the two main drawings.

KEY

Issue
A problem we have identified as a result of surveying the area

Benefit
Positive outcomes as a result of making changes

Opportunity
Something we think can be done to help resolve an issue

Impact
The challenges or trade-offs associated with making changes

- Bus lane
- Landscaping
- Pedestrian crossing
- Carriageway
- Footway /shared surface
- Signalised junction
- Bus stop



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