BOARD 1

Connecting West Leeds - Phase 2

Introduction

At Leeds City Council, we want to **improve everyday life across the city, tackle climate change, and improve health and wellbeing.** To help achieve this ambition, we are investing in transport infrastructure (including road safety) to make Leeds a safe and welcoming network for people walking, wheeling and cycling.

This supports our transport vision for Leeds to be **"a city where you don't need to own a car"** aiming to **increase walking by 33%** and **cycling by 400% by 2030.**

Our road safety investment aims to improve safety for all road users and will help support our 'Leeds Safer Roads Vision Zero 2040' plan - which aims to have zero deaths on Leeds roads by 2040.

Connecting West Leeds (CWL) is one of many infrastructure projects we are doing as part of this ambition and is funded by the Levelling Up Programme.

The following boards show our plans to improve the A6120 Leeds Outer Ring Road (ORR) between Horsforth and Pudsey, detailing the current issues, proposed improvements, and the benefits of making these changes.

View our proposal boards, speak to a member of the team, and let us know what you think of our plans.



Make your feedback count

You can feedback on our plans until Sunday 11th September 2022. Feedback online at **connectingwestleedstwo.commonplace.is** or by filling in a paper survey.



For further information visit
www.leeds.gov.uk/connectingleeds

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BOARD 2

Connecting West Leeds - Phase 2

Introduction

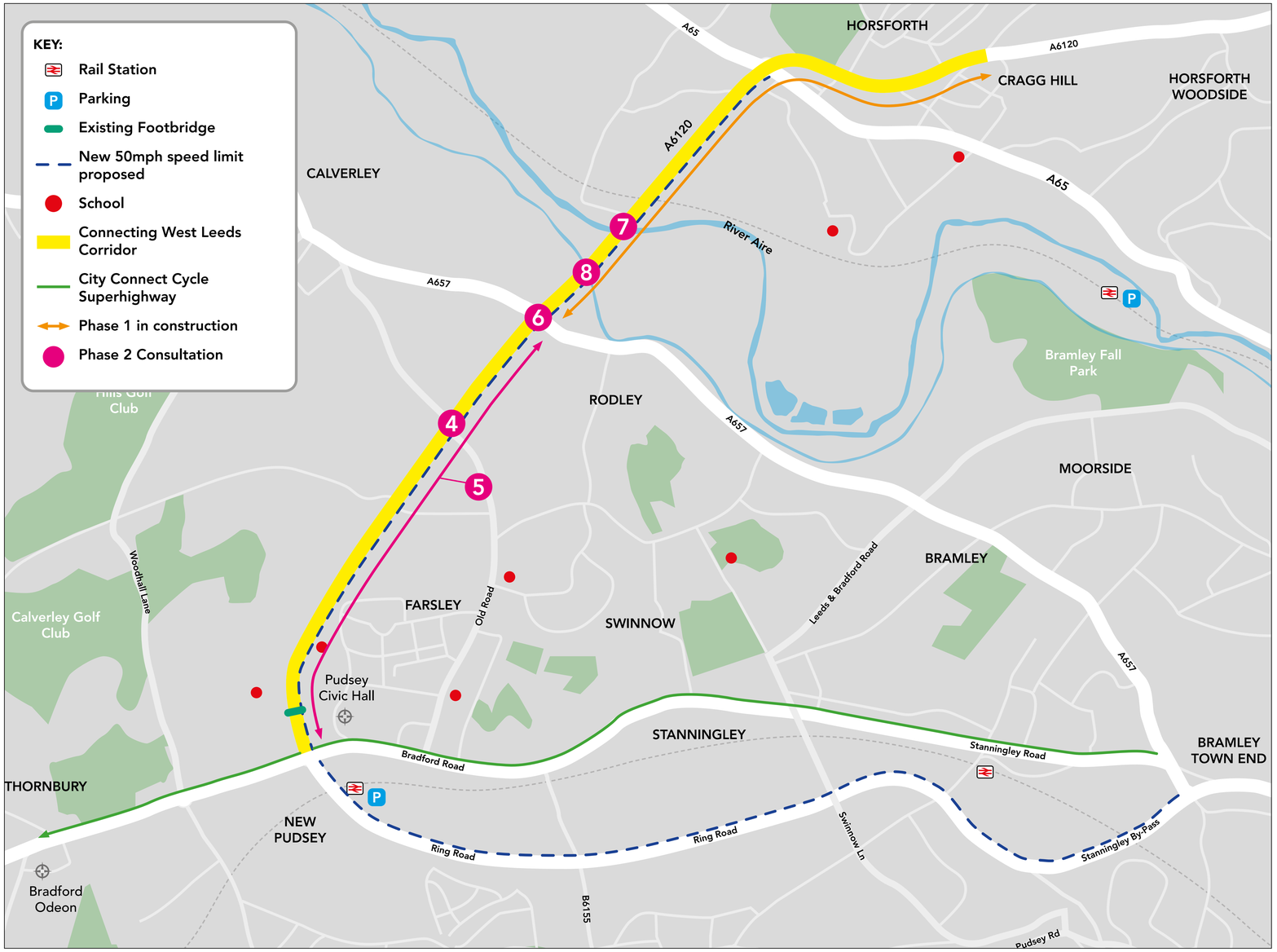
We ran a consultation for Connecting West Leeds **Phase 1** of this scheme in November and December 2021. Phase 1 is shown by the orange line on the map. For more information visit **https://bit.ly/phaseoneCWL** or scan the QR code.

Phase 2 includes further proposals to improve the A6120. These are numbered 4 to 8 on the map:

4. Section 4: Calverley Lane accessible bridge
5. Section 5: Rodley roundabout to Dawsons Corner mixed use path
6. Section 6: Rodley roundabout traffic light improvements
7. Section 7: No right turn safety measures
8. Section 8: Accessible ramp to Leeds-Liverpool canal

We are also proposing a reduction in the speed limit between Horsforth roundabout and the A647 Stanningley Bypass at Henconner Lane Bridge, enforceable by fixed or average speed cameras.

All of these proposals would be complemented with planting and landscaping improvements.



Glossary:

CWL - Connecting West Leeds - the name of the scheme and our proposals.

ORR - Outer Ring Road - the carriageway that includes the A6120 from Horsforth roundabout to Dawsons Corner.

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

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BOARD 3

Connecting West Leeds - Phase 2

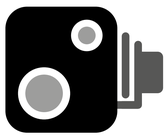
Current Issues and Improvements

Connecting Leeds TRANSFORMING TRAVEL

LEVELLING UP

Leeds CITY COUNCIL

Current issues



A long-standing speed-related collision problem.



The location of the A6120 means it physically cuts across local communities particularly between Farsley and Calverley.



Residents of these communities have reduced accessibility to the transport network, employment, education, and leisure amenities.



It's unattractive and unusable for people wanting to walk or cycle.

Aims of improvements



Fewer road casualties.



Increased walking and cycling levels within West Leeds, especially for short journeys.



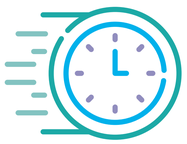
Improved safety for pedestrians, cyclists, and other road users.



Improved access to jobs, education, healthcare, and leisure opportunities.



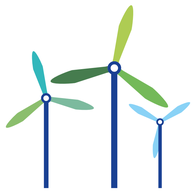
Lower emissions.



Shorter journey times, including buses.



Improved access to greenspace.



Improved local air and noise quality.



Health improvements through active lifestyles of walking and cycling.



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BOARD 4

Connecting West Leeds - Phase 2

Section 4: Calverley Lane Accessible Bridge

There is currently no safe crossing of the A6120 ORR between Farsley and Calverley. A new, accessible bridge for people walking, wheeling* and cycling is proposed, to link the communities of Farsley and Calverley.

Current Issues:

- No safe way to cross the A6120 ORR.
- Farsley and Calverley physically disconnected.

Proposals:

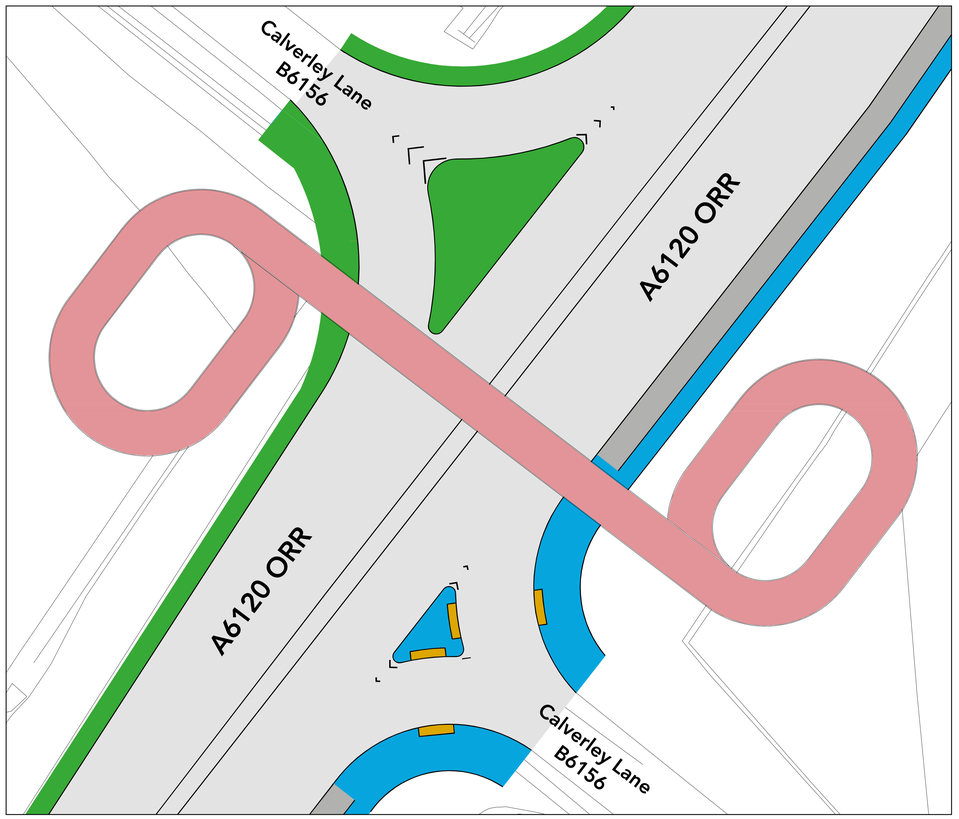
- Build a bridge across the A6120 ORR at the junction of B6156 Calverley Lane.

Benefits:

- Provide a safe crossing point for people walking, wheeling, or cycling.
- Improves the connection between the communities of Farsley and Calverley.
- People feel more encouraged and safer to walk, wheel or cycle.
- Unlikely to impact any trees.

Trade Offs:

- Land either side of the A6120 ORR is needed to build the bridge.



KEY

- Path for walking and wheeling
- Landscaping
- Road
- Segregated cycle path
- Tactile paving (uncontrolled pedestrian crossing)
- Bridge

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



Similar bridge design to proposal.

Image Credit: JR Smart, Capital Quarter – 2015.





Proposed location.



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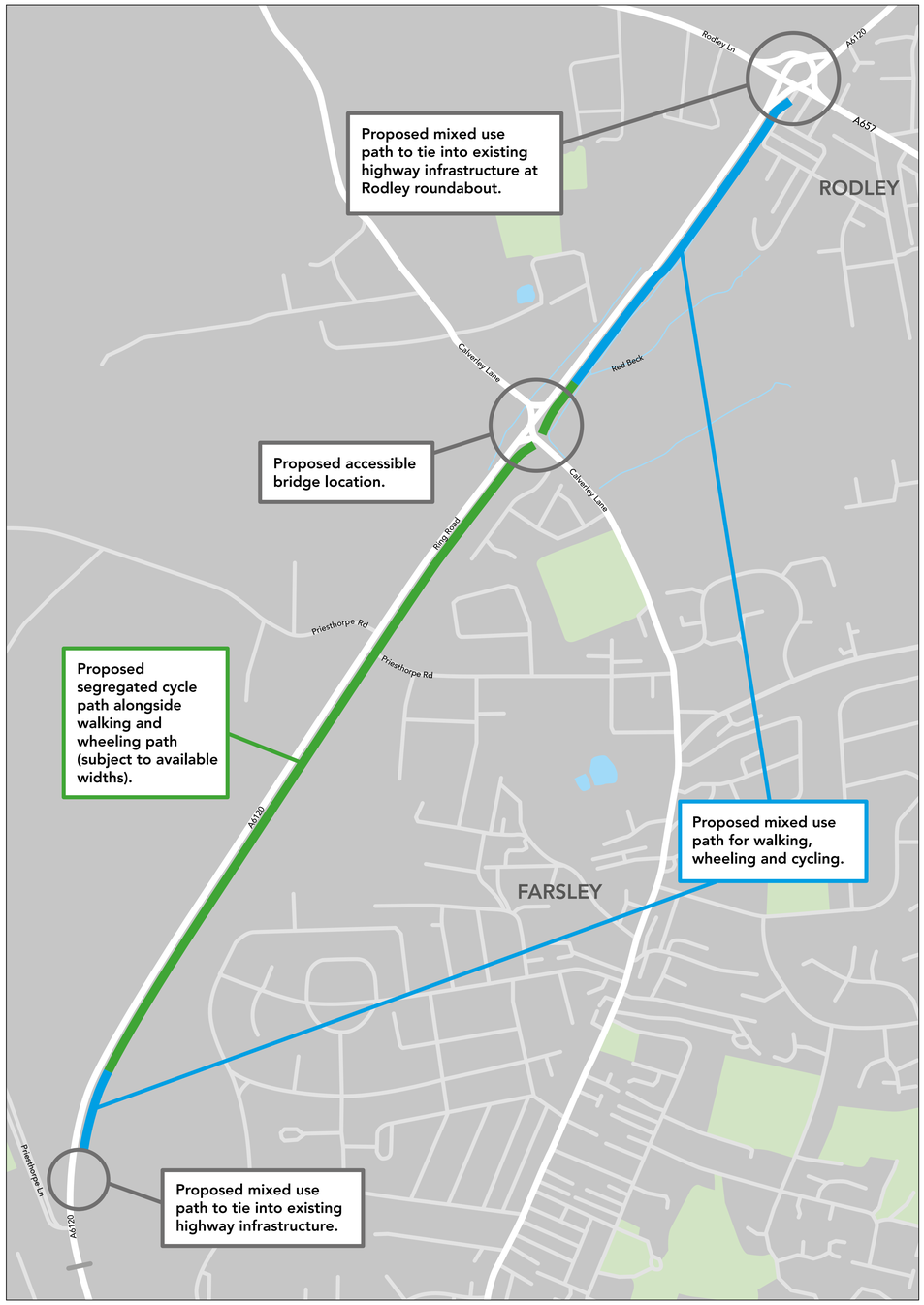
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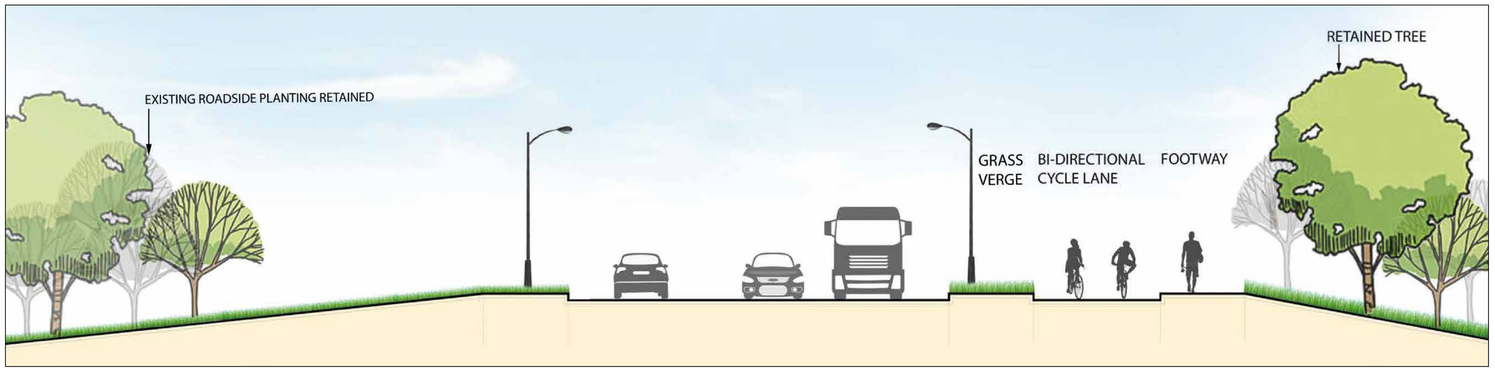
BOARD 5

Connecting West Leeds - Phase 2

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Section 5: Rodley Roundabout to Dawson's Corner mixed use path





It is currently a difficult and an unpleasant environment for people walking, wheeling or cycling safely between Rodley roundabout and Dawsons Corner.

Current Issues:

- Speed, volume of traffic and larger vehicles deter people from walking, wheeling, and cycling.
- No continuous path.
- Overgrown vegetation affects accessibility.

Proposals:

- A two-way, off the road path between Rodley roundabout and Dawsons Corner.
- Improved street lighting on the route.
- Improved landscaping.
- Where possible, the path will be segregated between different users.
- No changes to the northbound side of the carriageway.

Benefits:

- Dedicated safe path for people walking, wheeling, and cycling.
- Path will be two-way for cyclists - no need to cross the A6120 to change direction.
- Encourages healthier ways to travel.

Trade Offs:

- Some vegetation loss required to make path accessible, but will mainly be self-seeded shrubs.
- Some trees may need their crowns lifted to ensure that there is a required 2.5m clearance.





Current issues for people walking, wheeling and cycling.



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BOARD 6

Connecting West Leeds - Phase 2

Section 6: Rodley Roundabout Traffic Light Improvements

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Rodley roundabout can experience delays from all directions, particularly during peak times, causing long queues to develop. Building on previous signalisation works, we would like to add new, demand-responsive traffic signal technology called MOVA* (Microprocessor Optimised Vehicle Actuation) to maximise the capacity of the roundabout. Combined with other planned improvements at Dawsons Corner, the ring road will become the preferred route for vehicles accessing the city centre.

Current Issues:

- Rodley roundabout struggles with congestion, during peak times, which impacts air and noise quality.
- Queues of traffic build-up directly outside resident's houses in Rodley.

Proposals:

- New MOVA technology installed at the roundabout.

Benefits:

- Less congestion at the roundabout and on the A6120 ORR.
- Less air and noise pollution.
- Easy to implement.
- Physical layout of roundabout will remain the same.

Trade Offs:

- There may be a short 'bedding-in' period until the technology has fully analysed traffic flows.

***What is MOVA?**

MOVA technology can better detect and monitor traffic on the approach to a roundabout. This allows the traffic lights to be more responsive to busy sections of the roundabout. The technology will also be able to detect people walking, wheeling, and cycling around the roundabout, improving the safety for people trying to cross.







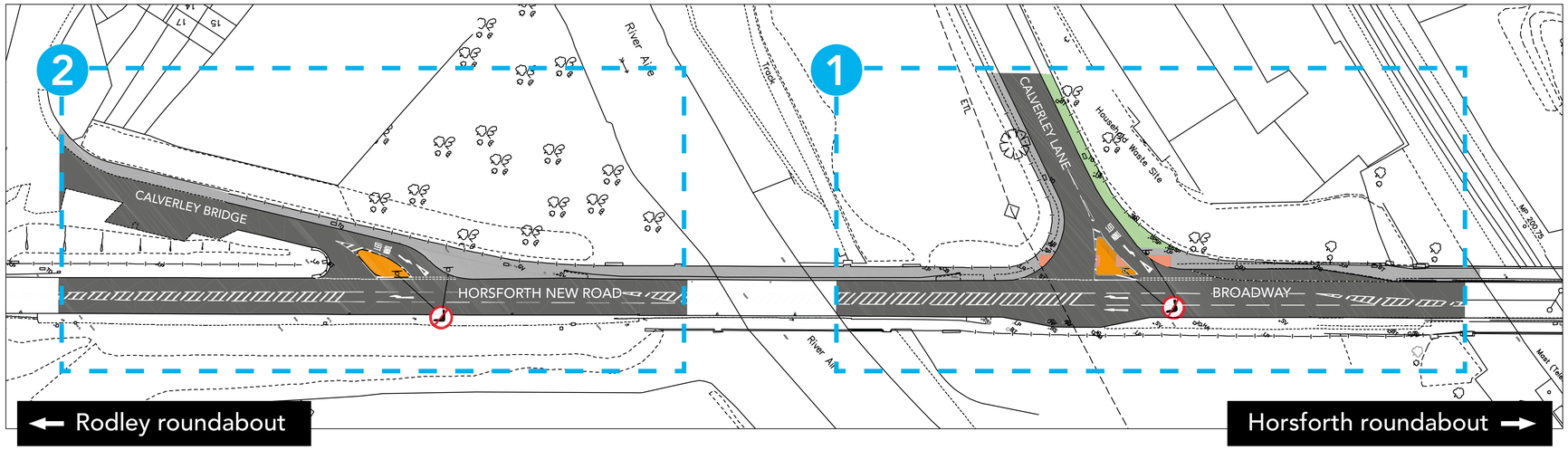
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BOARD 7

Connecting West Leeds - Phase 2

Section 7: No right turn safety measures



KEY

- Path for walking and wheeling
- Road
- Tactile paving (uncontrolled pedestrian crossing)
- Landscaping
- Traffic island
- Proposed no right turn

We are proposing that vehicles will only be allowed to turn left onto the A6120 ORR, from both **Calverley Bridge** and **Calverley Lane North** junctions.

The current right turn out of these junctions poses a safety risk to all road users, due to vehicles crossing into three lanes of traffic at speeds of up to 60mph*. Instead vehicles will be required to make a left turn only, continue towards Horsforth roundabout and take the fourth exit back towards Rodley roundabout.

The junctions would have a 'no right turn' prohibition which legally instructs drivers of vehicles to turn left. Anyone failing to comply will be liable to a penalty charge notice and licence points.

Cars traveling on the A6120 ORR will still be able to turn right into these junctions.

2



1



Current Issues:

- Vehicles struggle to turn right out of the junctions.
- Safety risk for all road users.

Proposals:

- The existing junctions would be reconfigured to allow a left turn only onto the A6120 ORR.

Benefits:

- Safer for all road users of the A6120 ORR.

Trade Offs:

- Vehicles have to make a slightly longer journey.

*As part of this consultation, on this road there is a proposal to reduce the speed limit to 50mph (please see Board 10).



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BOARD 8

Connecting West Leeds - Phase 2

Section 8: Accessible ramp to Leeds-Liverpool Canal

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KEY

- Accessible route for walking, wheeling and cycling
- Landscape
- Landscape with vegetation

The canal towpath is a busy route for trips to and from Leeds and Apperley Bridge and beyond. There is currently no level access to the Leeds-Liverpool canal from the A6120 ORR.

Current Issues:

- No level access to the Leeds-Liverpool Canal.
- Inaccessible for people wheeling and cycling.

Proposals:

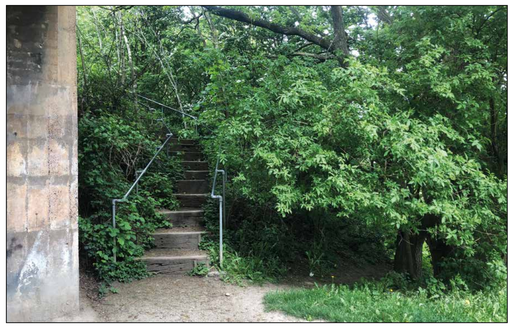
- Build a fully accessible ramp.

Benefits:

- Will improve connections to the canal towpath for all.
- Safer and more accessible.
- Encourages healthier ways to travel.

Trade Offs:

- Loss and impact to trees
  (these will be replaced by a 3 to 1 ratio).







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BOARD 9

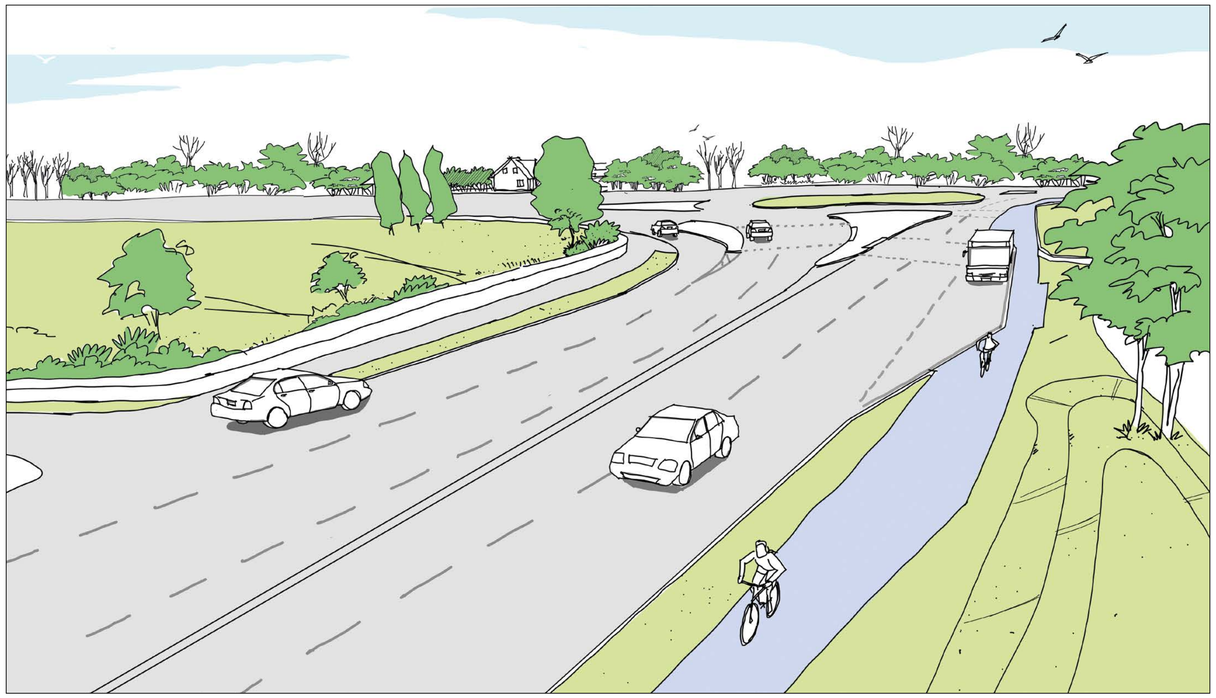
Connecting West Leeds - Phase 2

Planting and Landscaping

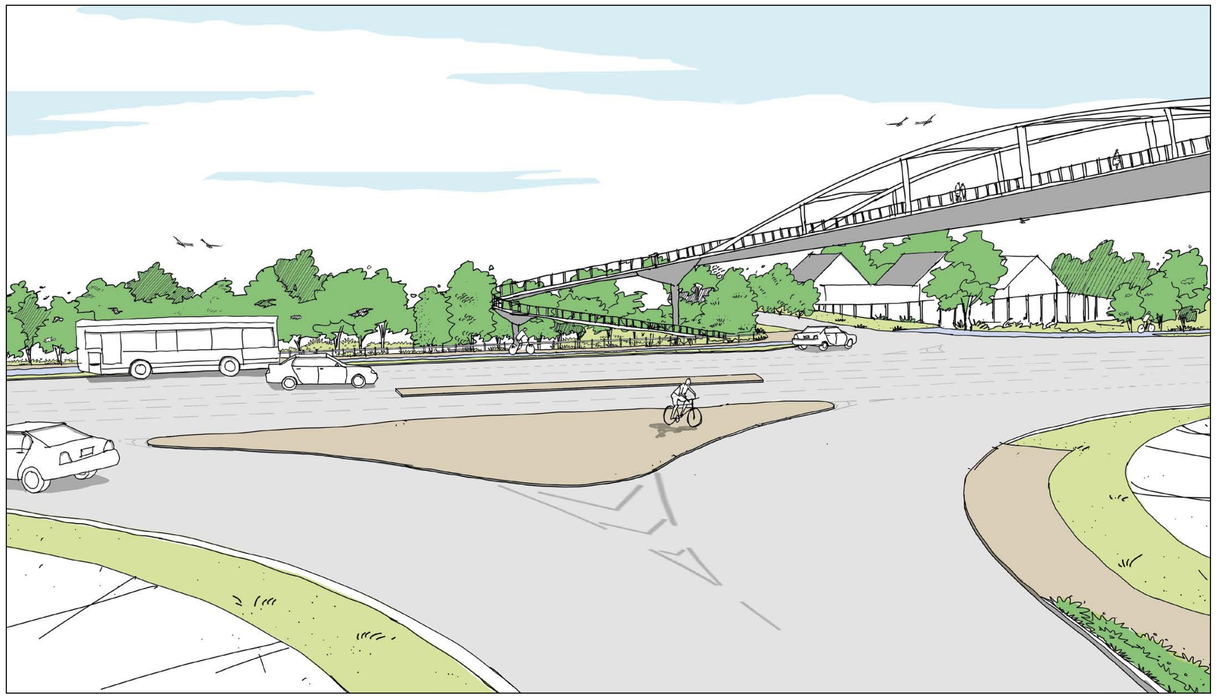
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Example of landscaping surrounding mixed use path.



Example of landscaping surrounding bridge.

We are planning to complement our proposals by providing some planting and landscape improvements. These will link with existing green routes and infrastructure adjacent to the River Aire and Leeds-Liverpool Canal. This will enhance the environment, particularly for people walking, wheeling and cycling. We are developing landscape designs that retain existing trees and shrubs, but also increase opportunities for biodiversity and visual screening. New and existing trees and shrubs will also help to capture carbon and trap air pollution. Where space allows, new trees and shrubs will be planted to create larger areas of green space.

Planting new trees at a three to one ratio to those removed and including sensitive landscape design, the scheme will also help support the development of new and improved green spaces in the local area.



Tree planting.

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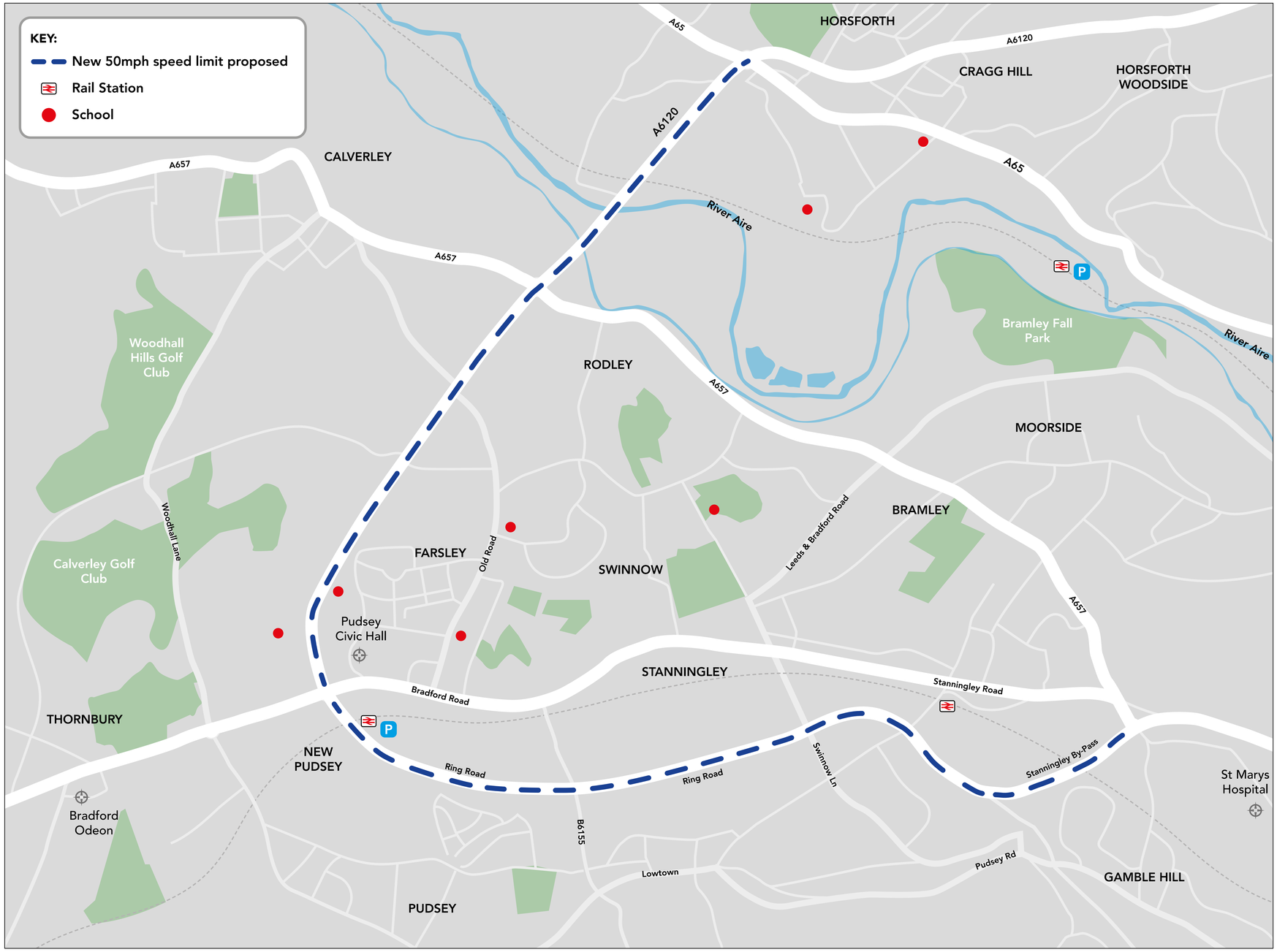
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BOARD 10

Connecting West Leeds - Phase 2

Safety - Reduction of speed limit



Historically there have been road safety concerns along the length of the A6120 ORR, including a recent online petition to reduce speed. Between 2014-2018 there were ten serious and 70 small collisions reported. Recently there have been two fatalities in the area, one of which occurred on the A6120 ORR in May 2022.

As a result, we are proposing to reduce the speed limit to 50mph between Horsforth roundabout and the A647 Stanningley Bypass at Henconner Lane Bridge.

When looking at reducing the speed of a road we need to follow the Department for Transport's 'Setting Local Speed Limit' guidance. The guidance supports a reduction to 50mph, instead of 40mph. This is because the road is classed as a dual carriageway ring road with little roadside development.

Enforcement will be through average or fixed speed cameras along the route (which also includes A647 Bradford Road from Thornbury Barracks roundabout to Dawsons Corner).

Current Issues:

- Long-standing speed and road safety concerns.
- Serious risk to lives.
- Current speed of carriageway makes an unpleasant environment for people walking, wheeling and cycling.

Proposals:

- Reduce speed limit to 50mph.
- Speed camera enforcement.

Benefits:

- Improved safety for all road users including people using the adjacent mixed use path.
- Improves air and noise quality.

Trade Offs:

- Slightly slower journey times due to lowered speed limit.



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