A58 - Frequently Asked Questions

Q. What is the A58 scheme?

A. The A58 scheme area covers a segment of East and North Leeds, along Roundhay Road. The scheme area covers high density residential and commercial properties. The scheme includes:

- converting the existing high occupancy vehicle lane on Roundhay Road north of Easterly Road to a bus lane.
- improving the Bayswater Road / Roundhay Road / Roseville Road set of junctions by reconfiguring the road layout, with some restricted turning movements, new cycle facilities and enhanced greenspace and bus priority measures
- signalising the Barrack Road junction with a bus lane and improved pedestrian crossings.

Two further elements were included at Outline Business Case but have been descoped due to the West Yorkshire Combined Authority budget reduction (Inflation Review) and in response to stakeholder feedback. These were an Easterly Road bus lane and changes at the Fforde Greene junction.

Q. Which wards are affected?

A. The A58 scheme covers the following Wards; Little London and Woodhouse, Roundhay, Gipton and Harehills and Chapel Allerton ward.

Q: What are the main goals of the A58 Roundhay Road improvements?

A: The primary objectives of the scheme are to enhance bus service reliability and efficiency, reduce traffic congestion, improve road safety for all users, and provide better facilities for walking, wheeling, and cycling. This is part of the broader Connecting Leeds initiative aimed at creating a more sustainable and accessible transport network and enhancing and creating new green space.

Q: How will the improvements impact my daily commute?

A: The improvements are designed to make your commute quicker and more reliable by public transport and forms of active travel. By introducing new bus lanes and upgrading junctions, we aim to reduce delays caused by congestion as well as new segregated cycle infrastructure along the route making the environment safer for all users. If you travel by car through the section around Roseville Road, Bayswater Road and Spencer Place, some journeys may require a short local diversion.

Q: What specific changes will be made to bus services?

A: We will create new bus lanes to improve journey times and service reliability. Additionally, upgraded junction signalling and parking restrictions will further enhance bus efficiency along the route. Bus stops will be more conveniently located for crossing the road with more waiting area.

Q: What safety improvements will be introduced?

A: Safety improvements include new or improved traffic signals at key junctions to make turning movements safer, and enhanced cycling and walking connections. Junction upgrades, particularly at high-risk areas like Roundhay Road and Roseville Road, aim to reduce the number of collisions and improve overall safety for all road users.

Q: What are the anticipated benefits of the scheme for cyclists and pedestrians?

A: Those who walk, wheel and cycle in the area will benefit from improved and safer connections along the route. The scheme includes the creation of dedicated cycle lanes, better crossings, and wider footpaths, making walking and cycling more attractive and safer options. We believe there is potential to increase the number of people who choose to walk in the area by improving pavements and pedestrian crossings. This will make it easier for people to choose walking, which is a healthier and lower carbon form of transport.

Q: How will this scheme address traffic congestion in the area?

A: By improving bus journey times and reliability, we hope to encourage more people to use public transport, thereby reducing the pressure on the road network caused by too much traffic. Junction improvements and new dedicated parking bays will also help to streamline traffic flow and make journeys more reliable.

Q: When will construction begin and how long will it take?

A: Construction is expected to begin in Spring 2026, following the completion of the consultation and finalisation of the plans. The duration of the construction phase will depend on the specific works required but will be communicated in advance and will be planned to minimise disruption.

Q: How will the construction affect local businesses and residents?

A: We will work to minimise disruption during the construction phase by keeping the community informed and maintaining access to businesses and residences. Temporary measures and diversions may need to be put in place to manage traffic flow and ensure safety.

Q: What is being done to address the concerns raised in previous consultations?

A: An initial limited round of consultation was undertaken in 2018 prior to submission of the scheme's outline business case, where key stakeholders and ward members provided useful feedback that has helped to shape the proposals outlined now. The previous proposals presented five potential improvements along the A58 corridor. The initial outlined proposals comprised of the following: Bayswater Road / Roseville Road / Roundhay Road 'triangle', Barrack Road Junction, Roundhay Road Bus Lane (HOV lane conversion), Easterly Road Bus Lane, and Fforde Green Junction.

Following the inflation review held by the West Yorkshire Combined Authority, (and feedback from local ward members and other key stakeholders) the proposals had to be scaled back, with two of the five elements of the scheme being de-scoped from the corridor improvement. These two elements were Easterly Road and Fforde Green Junction which are not included in this consultation.

The remaining three elements are continuing to progress with further development work ongoing.

Following previous feedback, a re-design of Bayswater has been undertaken taking into consideration the feedback received, whilst keeping safety of all users at the forefront of the design.

Q: How can I provide my feedback on the current proposals?

A: You can provide your feedback by completing the online survey available on our website. The consultation period runs from Monday 17th March 2025 to Sunday 20th April 2025. Your input is invaluable in helping us refine the proposals to better meet the needs of the community.

Q: Who can I contact if I have further questions or need more information?

A: If you have any further questions or require additional information, please contact the Connecting Leeds team at connectingleeds@leeds.gov.uk

Q: Will there be any follow-up consultations after this one?

A: We are committed to keeping the community involved throughout the project. The Community can sign up to news updates to follow-up consultations to share updates on the progress and gather further feedback as needed. Sign up here.

Q. Will there be any loss of car parking bays/spaces and will additional parking spaces be created?

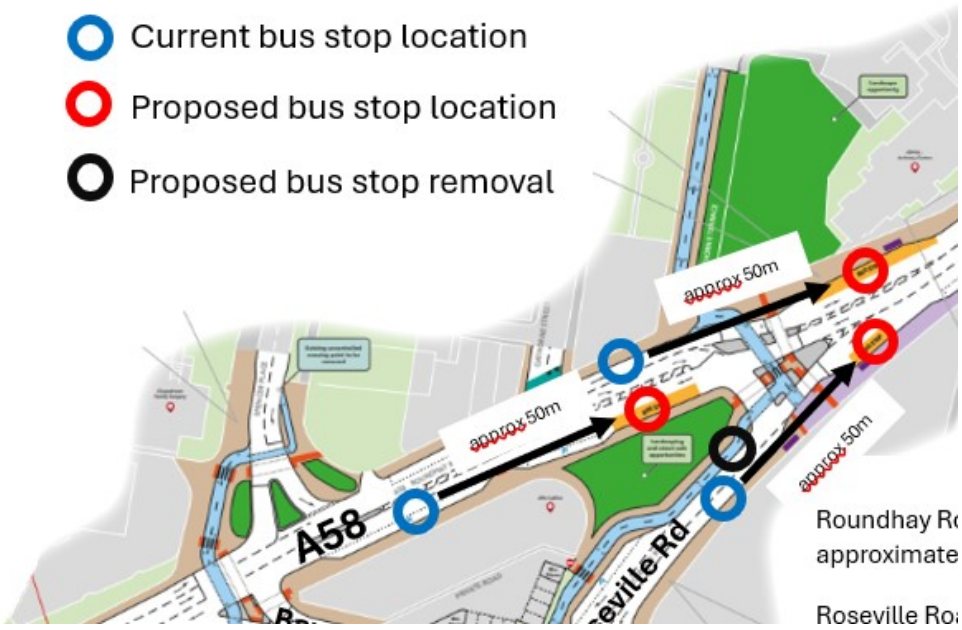
A. The scheme proposes to introduce up to approx. 16 formal parking spaces around the Bayswater 'triangle'. At present there are no formal parking spaces in this area and parking in this area can only be done for a maximum amount of time under the current Traffic Regulation Order.

At Roundhay Road approx. 13 parking spaces will be needed to facilitate a bus lane.

Q. Will any bus stops be relocated?

A. As part of our proposals to improve bus services, pedestrian spaces and cycle facilities, we propose to make some alterations to bus stops. We have ensured that bus stops will be well-located to serve key destinations in the scheme area.

Find out about the bus stop changes on the map below or at this page of the survey.



Q. Will there be any planting as part of the scheme and will there be any tree loss?

A. There are proposals to remove 5 trees and we will take care to ensure that existing trees are not harmed. There are proposals to provide new trees as part of the scheme so, overall, there will be an increase in tree numbers. Four trees are category C – trees/groups of low quality these are located at Bayswater Triangle. The fifth affected tree is at the junction of Barrack Road and Roundhay Road and Leeds City Council Forestry Department has confirmed this is suffering from early Ash dieback and would be on the list for future removal.

* Our policy is to replace every tree removed with a 3:1 semi-mature ratio.

Q. Will there be any road closures?

There is an ongoing safety issue at the junction of Roundhay Road, Spencer Place and Bayswater Road. This site continues to have a high number of Road Traffic Collisions making it a priority for Highways to make improvements. The road will not be closed, but the road safety benefits can only be achieved by banning both right turn movements at the Spencer Place junction and directing traffic via Roseville Road.

It is proposed to close the junction of Gledhow Road/Roseville Road/Roundhay Road and the new route will be from Gledhow Road to Bayswater Road and redirected via the new reconfigured road layout and traffic controlled junctions.

The point closure on Gathorne Terrace is being relocated to its junction with Roundhay Road because of the required changes to the traffic signal layout.

Q. Why might improved measures for cycle users be needed in the scheme area?

A. The council has an ambition to provide a comprehensive cycle network, allowing people to cycle in safety for their full journey. Providing safe and continuous cycle facilities on the highway will make cycling more accessible and more convenient for people from a wider range of backgrounds.

This supports LCC's modal shift targets, health and wellbeing targets, net zero targets and LCC's Vision Zero, as well as the ambition for Leeds to become a city where you do not need a car.

Q. Who is delivering the scheme?

A. The scheme is being delivered by Leeds City Council in partnership with the West Yorkshire Combined Authority.

Q. What is Connecting Leeds?

A. Connecting Leeds is part of Leeds City Council and aims to transform travel in Leeds for those that live, work, study in or visit the city. Connecting Leeds is helping to deliver the scheme alongside a range of other city-wide improvement schemes that will support the development and strategic growth of Leeds. To find out more click here.

Q. What will this scheme contribute towards?

A. The scheme will be designed to:

- Make the choice of 'lower carbon' modes of transport more attractive, to reduce greenhouse gas emissions arising from transport
- Help to make Leeds a city where you do not need a car
- Promote higher levels of physical activity and improved health and wellbeing
- Enhance connectivity within Leeds and West Yorkshire for people using a range of transport modes

Q. What are the intended timescales?

A. A Full Business Case will be submitted to the West Yorkshire Combined Authority in Autumn 2025 drawing on the results of this consultation. Construction could then commence in Spring 2026 and we estimate it would take approximately 18 months to complete.



Q. How will construction work impact other city links and journey times? How will disruption be managed?

A. Due to the construction work needed to build the scheme, unfortunately some disruption is inevitable. However, we will aim to minimise this by coordinating with other projects planned in the city and communicating details with residents and road users well in advance, so that people can plan their journeys accordingly. Work will also be completed in phases to minimise disruption.

As part of the construction preparation, a communications plan will be produced to outline how potential impacts will be communicated to the public.

How is the scheme funded and how much does it cost?

Several years ago, Leeds City Council was allocated £4.5million from the West Yorkshire Plus Transport Fund's Corridor Improvement Programme for this scheme. Construction costs as well as general inflation will require an increase in this funding, but it would be met from funding identified for transport managed by the West Yorkshire Combined Authority. The cost estimate of the scheme will be revised once consultation has been completed and any design changes have been made.

The funding would provide transport improvements to three areas located on Roundhay Road north of Easterly Road, A58 Roundhay Road around Roseville Road and Bayswater Road, and A58 Barrack Road. The proposals aim to improve safety at key junctions along the route, make it easier for people to walk, wheel* and cycle in the area, and help reduce bus delays. The plans have been developed alongside your local councillors and stakeholders, and feed into our Connecting Leeds Transport Strategy and Leeds Safer Roads Vision Zero 2040 Strategy.

Q. Why not use this funding for more important problems?

A. Our funding pots are from the West Yorkshire-Plus Transport Fund (Corridor Improvement Programme) 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 to ensure that our proposals complement other plans that seek to improve the area as a whole.

Q. Why do you want to make changes around the A58?

A. This area is a busy place where people shop, socialise, and access local services and buses, but it also suffers from: poor road safety, congestion, rat-running, inadequate crossing points, lack of greenery, narrow pavements, no public space, bus delays and noise. Our plans aim to reallocate the space to reflect how the area is used, helping to make it a more pleasant place to work, shop, and spend time in.

71 collisions involving 90 casualties ranging from slight to fatal have occurred in the above locations in the last 7 years. 35% of these collisions involved pedestrians and cyclists.

Q. When will I have a chance to comment on more detailed proposals?

A. The consultation will be launched on Monday 17th March 2025. The plans have informed by feedback received during earlier consultation with stakeholders.



Q. Where can I find more information on the scheme – not everyone has access to a digital device?

A. We have arranged two drop in events along the route, sent letters to local affected residents along the route and have worked with local partners and stakeholders to help spread the word. People are able to feedback by requesting paper copies of the proposals alongside a freepost envelope or can feedback via a paper survey at our event.

We are hosting drop in events as follows:

Consultation Event 1 - Thursday 03rd April 2025, 5pm – 8pm, Leeds Islamic Centre - Hall, 48 Spencer Place, Chapeltown, LS7 4BR

Consultation Event 2 – Wednesday 09th April 2025 1pm – 4pm, St Aidans Church Hall, Elford Place West, Harehills, LS8 5QD

Q. How will my feedback be used?

A. All feedback gathered from the consultation will be analysed and will be used to inform the final development of the proposals where possible.

Q. Will the emergency services and bin collection service still be able to access the streets?

A. We consult with the emergency services as priority stakeholders throughout the scheme's development and will continue to engage to ensure access is maintained.

Q. Have the businesses and key stakeholders been consulted?

A. Key stakeholders have been consulted already during the design process and this engagement will continue. This public consultation is now the appropriate time for LCC to engage with local businesses to help shape the proposals. If you are a business or stakeholder and feel you would like a briefing, or have specific comments, please contact connectingleeds@leeds.gov.uk

Leeds City Council Strategies

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.

The scheme aims to tackle climate change by encouraging people to choose active travel and public transport options over the car.

It will help to deliver inclusive growth by developing and regenerating places through continued investment in transport infrastructure.

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

Data shows that cars cause most harm on the road: any infrastructure improvements that support people to choose another mode of travel contributes to the Vision Zero strategy.

The scheme is designed to adopt a 'safe system' approach, where we accept people make mistakes, and 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.

How can I contact the Project Team?

You can contact us via email at connectingleeds@leeds.gov.uk or call us on 0113 336 8868

