Frequently Asked Questions

What is the Woodhouse Lane Gateway scheme?
The Woodhouse Lane Gateway (WLG) scheme area covers a segment of north-west Leeds, alongside Woodhouse Lane, between the city centre core and north-western end of the city centre. The scheme area is a gateway to the cluster of educational and healthcare institutions on the north side of the city centre core. The Woodhouse Lane Gateway also forms the southern end of the A660 corridor, and so acts as a gateway to the city centre for people travelling from the inner-city suburbs of Hyde Park and Headingley, the outer suburbs of West Park, Cookridge, Adel and Lawnswood, and the town of Otley.

The scheme area covers the following streets:

- Woodhouse Lane between Great George Street and St Spenceley Street
- Albion Street between the Headrow and Great George Street
- Blackman Lane between Woodhouse Lane and Blenheim Walk
- Blenheim Terrace and Blenheim Walk
- Parts of adjoining streets, such as Portland Way, Cavendish Road, Clay Pit Lane and Cookridge Street.

Which wards are affected?
The Woodhouse Lane Gateway falls in the Little London and Woodhouse Ward.

What is the scheme supposed to deliver?
The scheme aims to provide enhanced facilities for bus users, pedestrians and cycle users along the Woodhouse Lane Gateway, which is an area already heavily used by buses, pedestrians and cycle users compared to other parts of the city and region. The scheme will also seek to enhance the public realm in this area to improve the quality of place adjacent to key institutions and businesses.

A condition of the funding awarded for this scheme means any changes must make it easier and safer to walk, cycle and use public transport.

Why might bus priority measures be needed in the scheme area?
The scheme area forms part of a corridor with a high level of bus service: there are up to 27 buses per hour in each direction in the scheme area during peak times. The buses using the scheme area mainly link north-west Leeds to the city centre and beyond, with links to Leeds city rail station, the bus station and the LGI.

Currently, the scheme area suffers from congestion caused by general traffic in the peak periods, which results in delays to buses. There are existing bus priority measures, but they do not always work effectively.

Southbound buses are also required to take an indirect route, via Blenheim Terrace and Blackman Lane, to the city centre if they wish to serve the University of Leeds directly, which increases journey times.

The scheme aims to enhance conditions for buses by providing more comprehensive bus priority to remove bus services from congestion caused by general traffic.



Why might improved measures for pedestrians be needed in the scheme area?
There is already high demand for walking in the scheme area. The number of people walking along the route is higher than the Leeds average. 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.

What about general traffic access and loading?
General traffic access to all streets in the scheme area will be maintained and general traffic will be able to travel between the northern and southern ends of the scheme area in both the northbound and southbound directions. Some of the scheme proposals will restrict motor vehicle movements at particular junctions or across particular lengths of road in certain directions, which will mean that some motor vehicle routes to some destinations will change. These proposals are explained in detail in the scheme plans and the alternative routes for motor vehicles are outlined. These restrictions have only been proposed where they are necessary to deliver the bus, pedestrian and cycle improvements that are key to delivering the scheme objectives. By simplifying movements at junctions, we can make the junctions work more safely and effectively for all road users. Traffic modelling has been undertaken to assess the implications of these restrictions and to ensure they will not cause congestion. The scheme will maintain access to all private accesses and we will ensure that adequate loading areas are provided to meet the needs of businesses.

Will there be any loss of car parking bays/spaces and will additional parking spaces be created?
Four blue badge spaces will be retained on Wormald Row and two will be relocated to Rossington Street. The changes on Wormald Row are designed to improve pedestrian facilities and enhance road safety.

Short stay limited waiting bays (one hour, no return within one hour) on Woodhouse Lane will be removed in order to improve pedestrian and cycle facilities, and enhance road safety. A loading bay will be provided on the east side of Woodhouse Lane, north of Back Blenheim Terrace to ensure sufficient opportunities for loading are maintained. Access to the private car parks on Blenheim Terrace and to all car parking on places on the University of Leeds campus will be maintained.

The pick-up and drop-off bay on Woodhouse Lane near Morrisons is proposed to be removed for road safety and accessibility reasons, and to ensure the proposed bus lane operates effectively to reduce delays to buses. We are exploring alternative locations for pick-up and drop-off in this area.

Will any bus stops be relocated?

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.

The southbound bus stop on Woodhouse Lane, opposite the Laidlaw Library will be removed. Services will be relocated to the existing southbound bus stop on Blenheim Walk, near Leeds Arts University.

The southbound bus stop on Blackman Lane will be removed. Services will be removed to the existing southbound bus stop on New Woodhouse Lane, near Woodhouse Lane Car Park.

The southbound bus stop on Woodhouse Lane, near Walkabout, will be relocated to a kerbside location near the Morrisons car park.



The northbound bus stop on Woodhouse Lane, just north of Lodge Street, will be removed. Services will be moved to the existing northbound bus stop, just south of Lodge Street.

The three existing northbound bus stops on Woodhouse Lane, located north of Cavendish Road, will be consolidated into two bus stops, and they will be relocated to a new location, just south of Cavendish Road.

Will there be any planting as part of the scheme and will there be any tree loss?
There are no proposals to remove 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.

Will there be any road closures?
It is proposed to remove the link from Lodge Street to Woodhouse Lane, for motor vehicles, as part of the proposal to improve the junction of Woodhouse Lane and Blackman Lane to make it safer for pedestrians and cycle users. However, a new route to Lodge Street, from Vernon Road, will be constructed, to ensure full motor vehicle access to Lodge Street is maintained.
The northern branch of Cavendish Road, which currently allows motor vehicles to exit to Woodhouse Lane, will be closed and incorporated into a new public space. However, the southern branch of Cavendish Road will be made two-way to ensure an exit from Cavendish Road to Woodhouse Lane is retained for motor vehicles.
The link between Blenheim Walk and Marlborough Gardens will be closed to motor vehicles in order to provide a new pedestrian crossing over Blenheim Walk in this location. Access to Marlborough Gardens will be maintained via Back Blenheim Terrace.
Why might improved measures for cycle users be needed in the scheme area?
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.

When the council's current planned schemes are complete, there will be a gap in the protected cycle network between St Mark's Street and Great George Street. Filling this gap in the cycle network will complete a protected cycle route from Lawnswood Roundabout to the city centre. The scheme also provides links to existing cycling infrastructure on Cookridge Street and Clay Pit Lane.

The wider A660 already has one of the highest levels of cycling in the city and we believe there is potential for further growth if we provide safe cycle facilities across the whole route. 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.

Why does the scheme propose to remove the central reservation and island bus stop on Woodhouse Lane below Clay Pit Lane?

Removing the sections of central reservation and island bus stop in this area allows us to widen the pavement and provide the protected cycle track. We are relocating the bus stop to the pavement on the eastern side of the street, where there will be more space for bus passengers to wait.

Why does the scheme propose changes to pedestrian crossing locations?

We have made changes to the location of some pedestrian crossings to allow us to provide new high-quality bus and cycle infrastructure. However, we have ensured the new locations meet pedestrian desire lines. Pedestrian crossings distances have also been made shorter where we have reduced the number of road lanes.



What are the implications of the West Yorkshire Combined Authority's Mass Transit proposals for this scheme?

Leeds City Council and the West Yorkshire Combined Authority are working closely together to ensure any interfaces between the two schemes are fully understood, from an early stage, and properly managed.

How is the scheme funded and how much does it cost?
This scheme is funded through the City Regional Sustainable Transport Settlement (CRSTS) and contributions from developments agreed through the planning system. It currently has an allocated budget of £20.9 million.

A condition of the funding awarded for this scheme means any changes must make it easier and safer to walk, cycle and use public transport.

What is the City Region Sustainable Transport Settlement?
The £830 million City Regional Sustainable Transport Settlement (CRSTS) is aimed at providing an integrated and inclusive transport network and was made possible thanks to the West Yorkshire Mayoral devolution deal. This work will build on the significant investment already being made to make it easier for people to walk, cycle and use public transport across West Yorkshire. As stated in the guidance of August 2021, schemes must drive growth through infrastructure investment, level up services towards the standards of the best, and **promote modal shift from cars to public transport, walking and cycling**. Funding Settlement Letter.

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

Who are Connecting Leeds?
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.

What will this scheme contribute towards?
The scheme will be designed 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
- Reduce congestion and reduced air pollution on the A660 corridor
- Increase investment in the Innovation Arc and more businesses established, leading to a more vibrant local economy and more good jobs and inclusive growth
- Create a more inclusive city in which people with protected characteristics can contribute fully
- Enhance connectivity within Leeds and West Yorkshire for people using a range of transport modes

How have the plans been informed?
The plans have been informed by feedback received during the first round of consultation. The Woodhouse Lane Gateway consultation ran for 5 weeks from 15 January to 19 February 2024. This included one public drop-in event, an online survey with accompanying information, Frequently Asked Questions (FAQ) and project timeline tiles (hosted by Commonplace). A paper survey was also available on request.



This was further supported by on-the-ground engagement with businesses and students through the Connecting Leeds Team. The consultation from this first phase was analysed and has helped develop these plans.

What are the intended timescales?
An Outline Business Case will be submitted to the West Yorkshire Combined Authority in November 2024 drawing on the results of the previous consultation. A Full Business Case will be submitted to the Combined Authority in June 2025 which will draw on the results of this consultation. Construction could then commence in October 2025 and we estimate it would take approximately 18 months to complete.

How do these proposals link into other schemes?
At its northern end, this scheme will link up with the Active Travel Fund, A660 scheme. In the outbound direction, these schemes will link up at St Mark's Street and in the inbound direction, they will link up at St Mark's Road. At its southern end, the scheme will connect with the Leeds City Links scheme at Great George Street. The scheme is part of a wider programme of recent bus improvement schemes such as the Corn Exchange, Headrow, Infirmary Street and City Square schemes.

When will I have chance to comment on the proposals?
The consultation will be live from Wednesday 6 November to Monday 16 December 2024.
Where can I find more information on the scheme – not everyone has access to a digital device?
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:

Merrion Centre. Merrion Way, Leeds LS2 8NG – Thursday 21st November 2024, 10am – 2 pm

Parkinson building, Woodhouse Ln, Woodhouse, Leeds LS2 9HB, Tuesday 26th November 2024, 10am – 2pm

How will my feedback be used?
All feedback gathered from the consultation will be analysed alongside other factors of the scheme (such as safety records of the route) and will be used to inform the final development of the proposals where possible.

Will the emergency services and bin collection service still be able to access the streets?
We consult with the emergency services as priority stakeholders throughout and will continue to engage to ensure access is maintained.

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



What is the Innovation Arc?

The Innovation Arc brings together the city's anchor institutions - Leeds Teaching Hospitals NHS Trust, University of Leeds, Leeds Beckett University, Leeds Arts University, Leeds City Council – with one of the UK's strongest and most dynamic networks of private sector businesses.

The area is home to some of Leeds most important and recognisable buildings and heritage assets, its civic core, and a wealth of cultural facilities. It is the access point to the city from the surrounding residential areas to the west and north and has the potential to connect directly with regeneration underway at the South Bank.

These characteristics place the area at the heart of Leeds economic success and a focal point for innovation-led growth in the city region. The success of the Innovation Arc is critical to unlocking the city's inclusive growth ambition and a route to create opportunities for all, by putting people at the heart of innovation to improve health, wealth and tackle inequalities across our communities. Leeds Innovation Arc | Inclusive Growth Leeds

What are the benefits of investing in place?
By investing in the quality of place, we will aim to attract more people to the area. When people enjoy spending time in an area, they will be more likely to use the business and services available. This attracts more investment in the Innovation Arc area leading to more job opportunities, innovative research and inclusive growth. Improving the quality of place will also make the area more child-friendly and inclusive of a wider range of communities.

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