

Woodhouse Lane Gateway

Previous consultation findings

Earlier this year we held a consultation to gather your thoughts on Woodhouse Lane Gateway – the area which connects the city centre to Woodhouse and Hyde Park. The consultation allowed us to gather your most popular transport related issues in the area and discover what changes you would like to see. From this we have created more defined proposals for you to feed back on.

Initial consultation – What you told us

The initial consultation ran from Monday 15th January to Monday 19th February 2024 and received 1,215 responses. The consultation themes were broken down into three different sections: issues, changes, and priorities, with the most popular topics from respondents shown for each below.

Issues

The main issues highlighted were:

Crossing
It can be difficult to cross the road

Cycling
Cycle provision feels unsafe or inadequate

Cycling
Cycle provision isn't protected from the road or pedestrians

Traffic
There is a lot of congestion and high volumes of traffic

Changes

The main changes people would like to see were:

Cycling
A protected cycle track along the route

Crossing
New pedestrian and cycle crossings

Walking
Wider pavements

Environment
New trees, landscaping and greenery

Priorities

Key priorities should be:

Walking
Improvements to the pedestrian environment to make it safer for people walking, wheeling* and crossing the road

Buses
Improvements to make bus journeys more reliable




Accessibility
Improvements to make the route accessible to everyone

Cycling
Improvements to cycling facilities to make it safer and easier to cycle along the route


The initial consultation at the start of this year has helped shape the following designs, which also feed into our Connecting Leeds Transport Strategy and Leeds Safer Roads Vision Zero 2040 Strategy.

Aims of Connecting Leeds Transport Strategy

For Leeds to be a city where you don't need to own a car

 Increase walking by	 Increase cycling by	 Increase bus usage by
33%	400%	130%

Aims of Leeds Safer Roads Vision Zero 2040 Strategy

 To have **zero deaths and serious injuries** on Leeds roads by 2040.



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

Woodhouse Lane Gateway

Introduction

Leeds City Council have been granted £20million from the Government’s City Regional Sustainable Transport Settlement (CRSTS) to improve the road layout of Woodhouse Lane Gateway. **A condition of the funding means any changes must make it easier and safer to walk, cycle and use public transport.**

This board shows our objectives of the scheme, based upon previous consultation feedback. Find out about how the route is currently used, the extent of our proposals and collisions along the route.

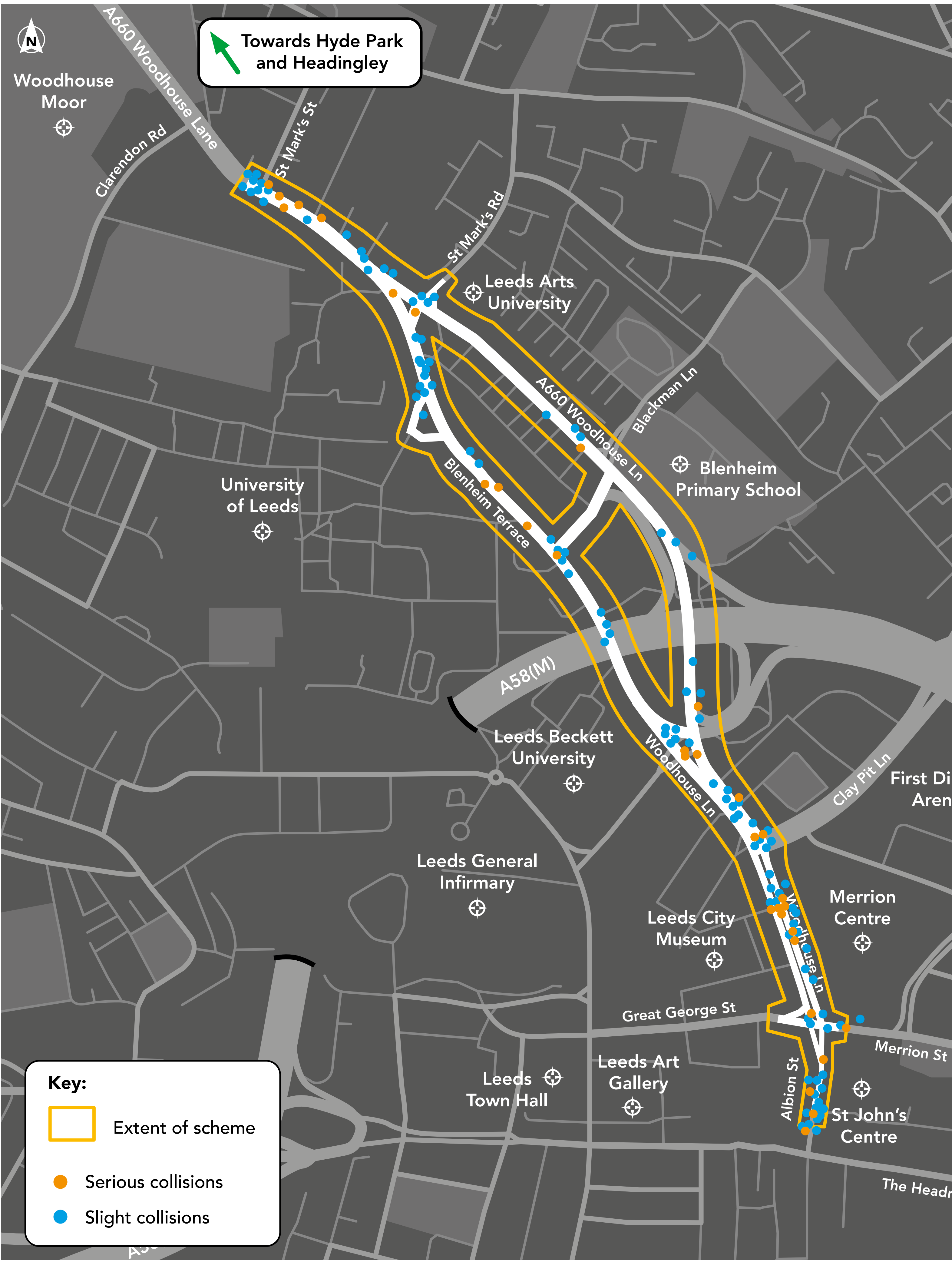
Objectives of the scheme

Our scheme objectives are based on your key priorities for the area from previous consultation feedback. They are:

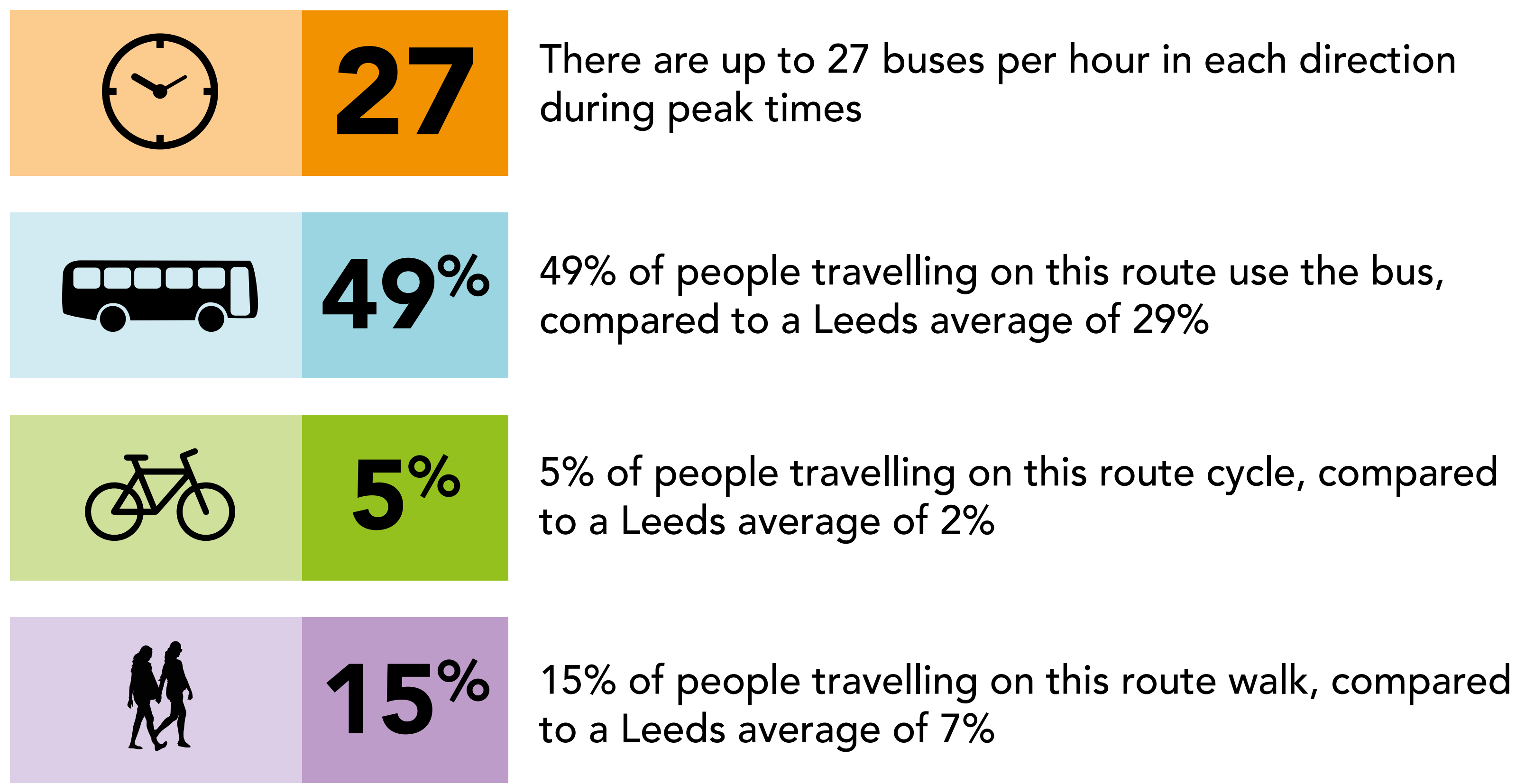
- 1 Make the route safer and easier for people walking, wheeling and crossing the road
- 2 Make the route accessible to everyone
- 3 Make the route safer and easier for people to cycle
- 4 Make bus journeys quicker and more reliable
- 5 Support businesses, residents and educational institutions in the area by creating a cleaner, greener and healthier place to visit, learn and spend time in

Extent of scheme and locations of collisions from 2014 to 2024

A collision can involve multiple casualties

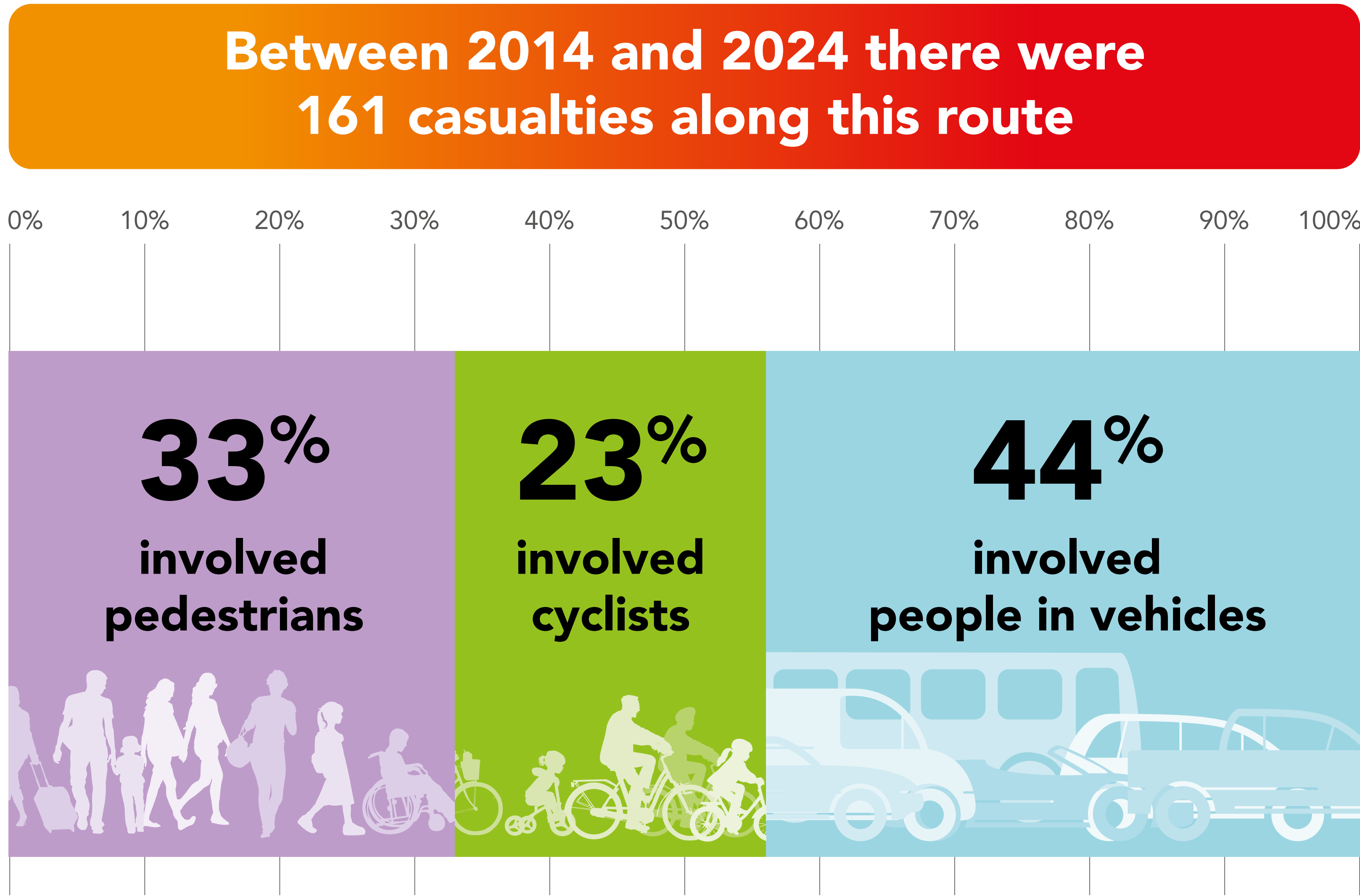


Woodhouse Lane is a busy transport route



*2019 data collected on the A660.

However it suffers from a high casualty rate:

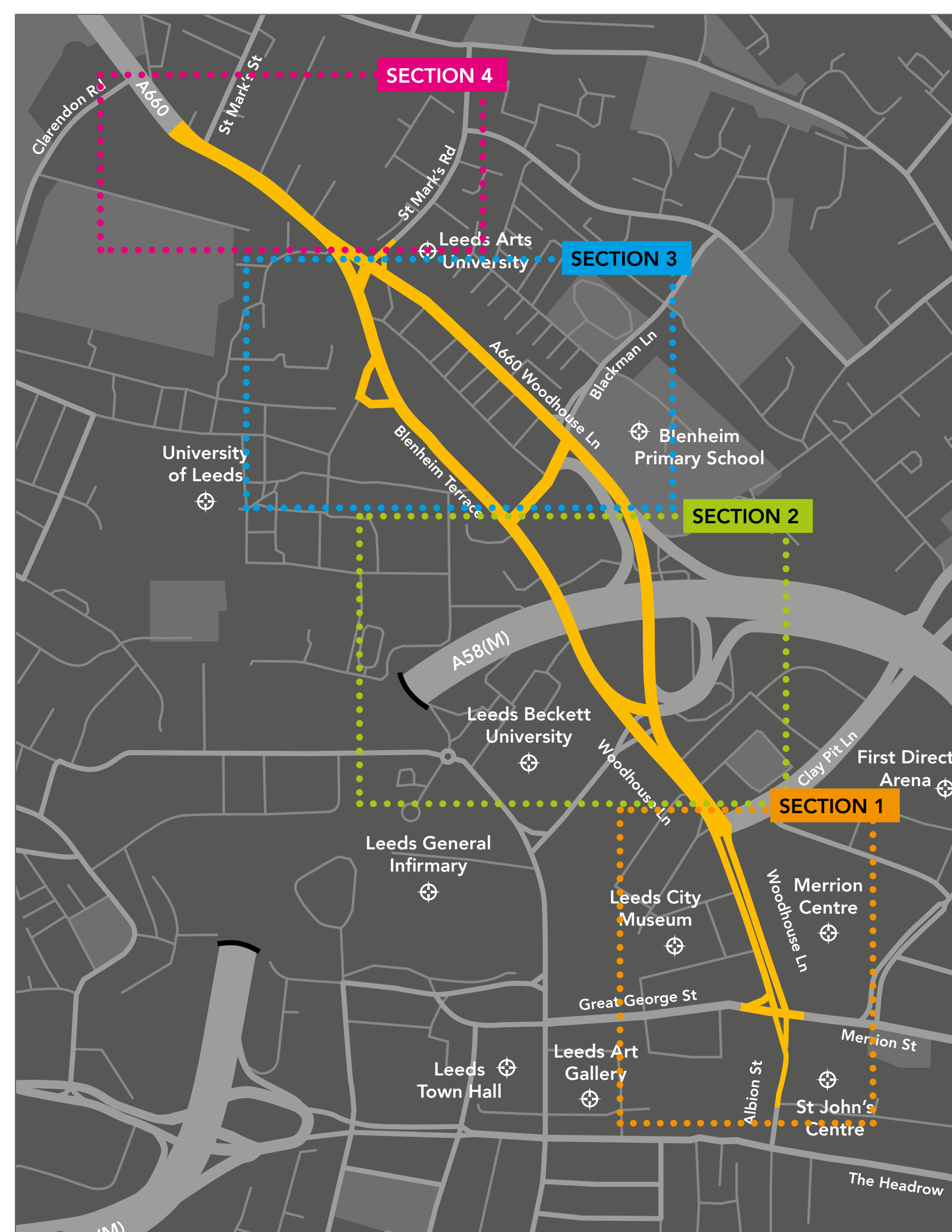


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Existing issues along the route

Whole route

- Collision hotspots along the route - 161 casualties between 2014 to 2024
- Difficult to cross the road for people walking and wheeling
- Lack of protected cycle track and no safe crossings for cycle users
- Narrow or damaged pavements
- Buses can be delayed/unreliable
- Poor waiting environment for bus users
- Lack of greenery
- Nowhere to stop and rest
- Congestion/volume of traffic



Section 1 Woodhouse Lane and Albion Street from Wormald Row to Clay Pit Lane

- Damaged pavement and road surface on Albion Street and Wormald Row
- Wormald Row junction mouth is wide, making it difficult for pedestrians to cross, leading to conflict with motor vehicles
- Central bus island on Woodhouse Lane outside Morrisons creates a confusing road layout
- Drop-off point on the pavement outside Morrisons creates safety and accessibility issues for pedestrians
- Staggered crossings and narrow pavements outside The Hedley Verity

Section 2 Woodhouse Lane from Clay Pit Lane to Blackman Lane

- Clay Pit Lane/Cookridge Street junction is complex and confusing, with many turning movements, making the junction slow, causing congestion, bus delays and safety issues
- Portland Way junction is not pedestrian-friendly and crossings are indirect
- Blackman Lane West/Lodge Street junction is complex and confusing, with staggered pedestrian crossings, making the junction slow, causing congestion, bus delays and safety issues
- Blenheim Walk/Blackman Lane East junction is complex and confusing
- Lack of public space at Lodge Street

Section 3 Blenheim Terrace and Blenheim Walk from Blackman Lane to St Mark's Road

- Lack of safe cycle crossings at junction
- Narrow, congested pedestrian crossings and pavements
- Congested pavements and lack of space for street cafes on Blenheim Terrace
- Short stay parking on Blenheim Terrace southbound creates poor visibility for all road users, causing safety issues
- Lack of public space at Cavendish Road

Section 4 Woodhouse Lane from St Mark's Road to Spenceley Street

- Woodhouse Lane/St Mark's Road junction is complex and confusing, with staggered pedestrian crossings and multiple lanes in both directions, making the junction slow, causing congestion, bus delays and safety issues
- Inadequate space for bus passengers to wait for buses
- St Mark's Street/Woodhouse Lane junction is unsafe for all road users



Long crossing distance for pedestrians on Wormald Row



Confusing bus layout on Woodhouse Lane



Narrow, congested pavements near the Parkinson Building

Woodhouse Lane Gateway

Proposals throughout the whole scheme

Proposals

Pedestrian and street environment

- Wider pavements along the route to replace existing narrow footways
- Straight-across pedestrian crossings along the route, including junctions, to replace existing staggered crossings
- Benches along the route
- Trees and greenery along the route

Continuous crossings

- Continuous crossings on the following roads:
 - Rossington Street
 - Vernon Street
 - Queen Square
 - Queen Square Court
 - Central Village Residences
 - Fenton Street
 - Back Blenheim Terrace at both ends
 - Private access entrances to properties 2-24 Blenheim Terrace from Blackman Lane to Cavendish Road
 - Cross Woodstock Street
 - Access to Leeds Arts University from Blenheim Walk
 - Access to Leeds Student Medical Practice from Blenheim Walk
 - Kingston Terrace
 - Back Kingston Terrace
 - St Mark's Avenue
 - Spenceley Street

Cycle tracks

- Two-way, segregated cycle track along Woodhouse Lane and Blenheim Terrace from St George Street/Merrion Street to St Mark's Road
- One-way segregated cycle tracks on either side of Woodhouse Lane from St Mark's Road to Spenceley Street - linking to the A660 scheme
- Two-way segregated cycle track along Cookridge Street
- Two-way segregated cycle track along Blackman Lane
- Existing cycle tracks on Clay Pit Lane extended to junction
- Two-way cycle track on part of St Mark's Road

Bus improvements

- Traffic signals that prioritise buses at junctions
- Bus priority measures, including extending or retaining bus lanes, where required
- Junction layout changes that enable buses to move through junctions quickly and reliably
- Upgrade existing bus shelters, including updated real-time information screens, and the possibility of self-seedum roofs. Existing bus shelters to be upgraded are:
 - Four bus shelters on Albion Street between Wormald Row and Merrion Street
 - Two bus shelters on Woodhouse Lane between Merrion Street and Clay Pit Lane (one of which is relocated from the existing central island)
 - One bus shelter on Woodhouse Lane outside the Woodhouse Lane Car Park
 - One bus shelter on Woodhouse Lane outside The Fenton
 - Two bus shelters outside Parkinson Building (reduced from three existing bus shelters)
 - One bus shelter on Blenheim Walk (upgraded from a flagpole stop)
 - Two bus shelters on Woodhouse Lane between St Mark's Avenue and St Mark's Street



Example of upgraded bus shelter

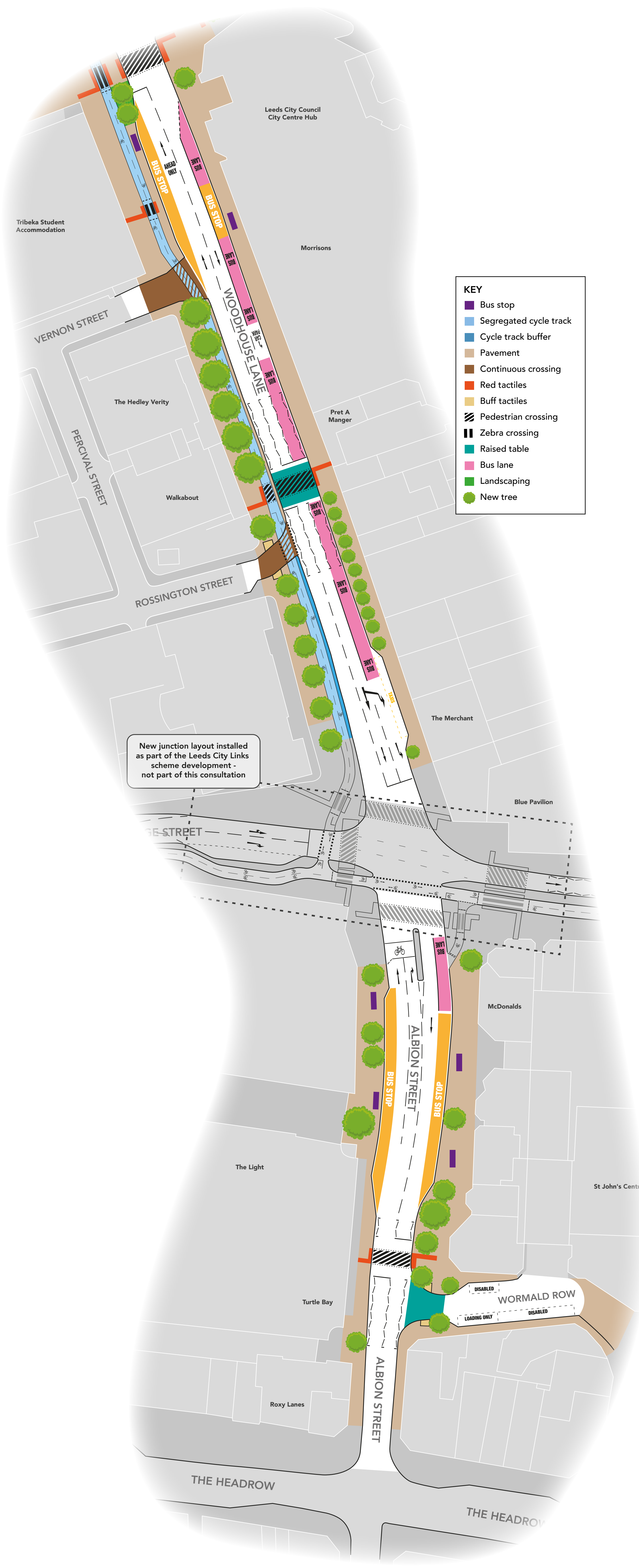


Bus priority measures

Woodhouse Lane Gateway

Section 1

Albion Street and Woodhouse Lane from Wormald Row to Clay Pit Lane



Proposals

- Wider pavements on both sides of Woodhouse Lane, between Merrion Street and Clay Pit Lane
- Two-way segregated cycle track on Woodhouse Lane
- Tighten Wormald Row junction creating wider pavements and a shorter pedestrian crossing distance. This is facilitated by relocating two existing blue badge parking spaces to Rossington Street. Four blue badge spaces retained on Wormald Row
- Resurface road and pavements of Albion Street and Wormald Row
- New southbound bus lane along Woodhouse Lane and Albion Street from Clay Pit Lane to McDonald's at St John's Centre
- Remove the central bus stop island on Woodhouse Lane, southbound bus stop relocated to outside Morrisons car park, opposite Vernon Street
- New, wider, straight-across pedestrian crossing located at Merrion Centre entrance
- Remove existing vehicle/taxi drop-off outside Morrisons on Woodhouse Lane and explore alternative pick-up/drop-off locations nearby

Intended Benefits

- Safer for all road users
- Quicker and more accessible crossings for pedestrians
- Extended bus lanes make bus journeys quicker and more reliable
- Improved waiting environment for bus users
- Encourages walking and cycling through the city centre
- Wormald Row junction becomes safer for pedestrians

Possible Trade-offs

- Some blue badge holders may have to use alternative blue badge parking spaces on Rossington Street, Albion Street or King Charles Street
- Shoppers requiring pick-up/drop-off may have to use alternative pick-up/drop-off spaces

What is a continuous crossing?

Continuous crossings extend the pavement across the side road, making crossing the road easier. They are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to people walking, wheeling and cycling.



Artist's impression



Artist's impression

Woodhouse Lane Gateway

Section 2

Woodhouse Lane from Clay Pit Lane to Blackman Lane



Proposals

- Wider pavements
- Two-way segregated cycle track on Cookridge Street and Blackman Lane
- Junction and road layout changes will enable buses to move through this area more reliably, allowing us to remove northbound bus lane, between Portland Way and Blackman Lane West, to create a two-way segregated cycle track
- Extend Clay Pit Lane cycle tracks to Woodhouse Lane junction
- To make bus journeys more reliable and improve pedestrian and cycle safety:
 - Woodhouse Lane northbound becomes ahead only
 - Cookridge Street becomes left-out only
- New signalised crossings for cycle users over Claypit Lane and Blackman Lane East and West junctions
- Providence Place becomes one-way in, and Queen Square Court becomes one-way out
- New straight-across pedestrian crossings located at Woodhouse Lane Car Park and Blackman Lane East and West junctions
- Close the junction of Lodge Street and Blackman Lane West to motor vehicles to create a new public space with benches trees and planting. Lodge Street accessed from Vernon Road
- Remove bus stop from Blackman Lane, alternative stops located at Blenheim Walk or Woodhouse Lane Car Park
- Remove disused bus gate on Blackman Lane East to create wider pavements and greenery
- Extend bus lane on Woodhouse Lane from Woodhouse Lane Car Park to Queen Square

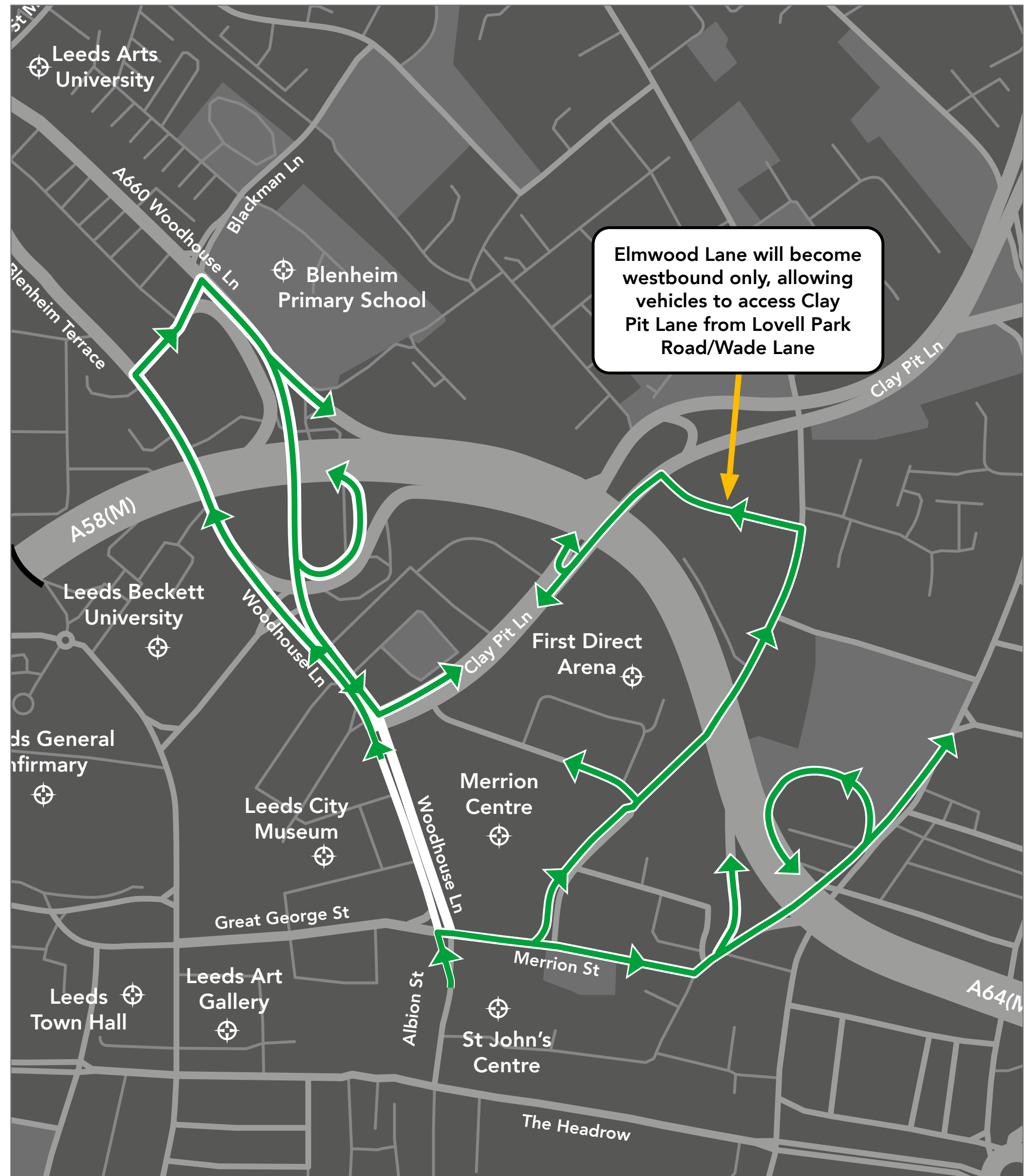
Intended Benefits

- Safer for all road users
- Quicker and more accessible crossings for pedestrians
- Improved waiting environment for bus users
- Encourages walking and cycling through the city centre
- Clay Pit Lane junction works safely and more efficiently with less turning movements
- Lodge Street/Blackman Lane West junction works safely and more efficiently with less turning movements
- New public space with benches, planting and greenery
- Simplifying vehicle movements at junctions makes bus journeys more reliable and improves pedestrian and cycle safety

Possible Trade-offs

- Slightly longer journey times for some vehicles due to alternative routes
- Some people may have longer to walk to their bus stop

Alternative routes to Inner Ring Road, Clay Pit Lane and Sheepscar junction



Artist's impression



Artist's impression

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Section 3

Blenheim Terrace and Blenheim Walk from Blackman Lane to St Mark's Road



Proposals

- Wider pavements on Blenheim Terrace and Blenheim Walk
- Two-way segregated cycle track on Blenheim Terrace
- Blenheim Terrace becomes one-way northbound
- Create a new public space at end of Hilary Place with trees, benches and greenery
- Create a new public space near the Parkinson Building, with seating and greenery, by closing one section of Cavendish Road to motor vehicles, creating a simplified layout
- Relocate existing coach pick-up and drop-off on Cavendish Road to Clarendon Road
- Relocate taxi rank on Cavendish Road to a location nearby (site to be determined)
- Create a new taxi rank on Cromer Terrace
- Merge three existing bus shelters outside the Parkinson building to two larger, upgraded bus shelters with additional wider space for bus users to wait, real-time information screens and the possibility of self-seedum roofs
- Remove short-stay parking bays on Blenheim Terrace to create better sightlines for all road users, wider pavements and opportunities for street cafes
- New, wider, straight-across pedestrian crossings located at Blenheim Terrace outside the Laidlaw Library
- Upgrade existing flagpole bus stop on Blenheim Walk to bus shelter with real-time information screens and the possibility of a self-seedum roof
- New, wider, straight-across pedestrian crossing located on Blenheim Walk outside Leeds Arts University, created by closing the Marlborough Gardens/Blenheim Walk junction. Motor vehicle access to Marlborough Gardens is via Back Blenheim Terrace
- Cross Woodstock Street becomes one-way in from Blenheim Walk
- No entry into Back Blenheim Terrace from Blenheim Terrace

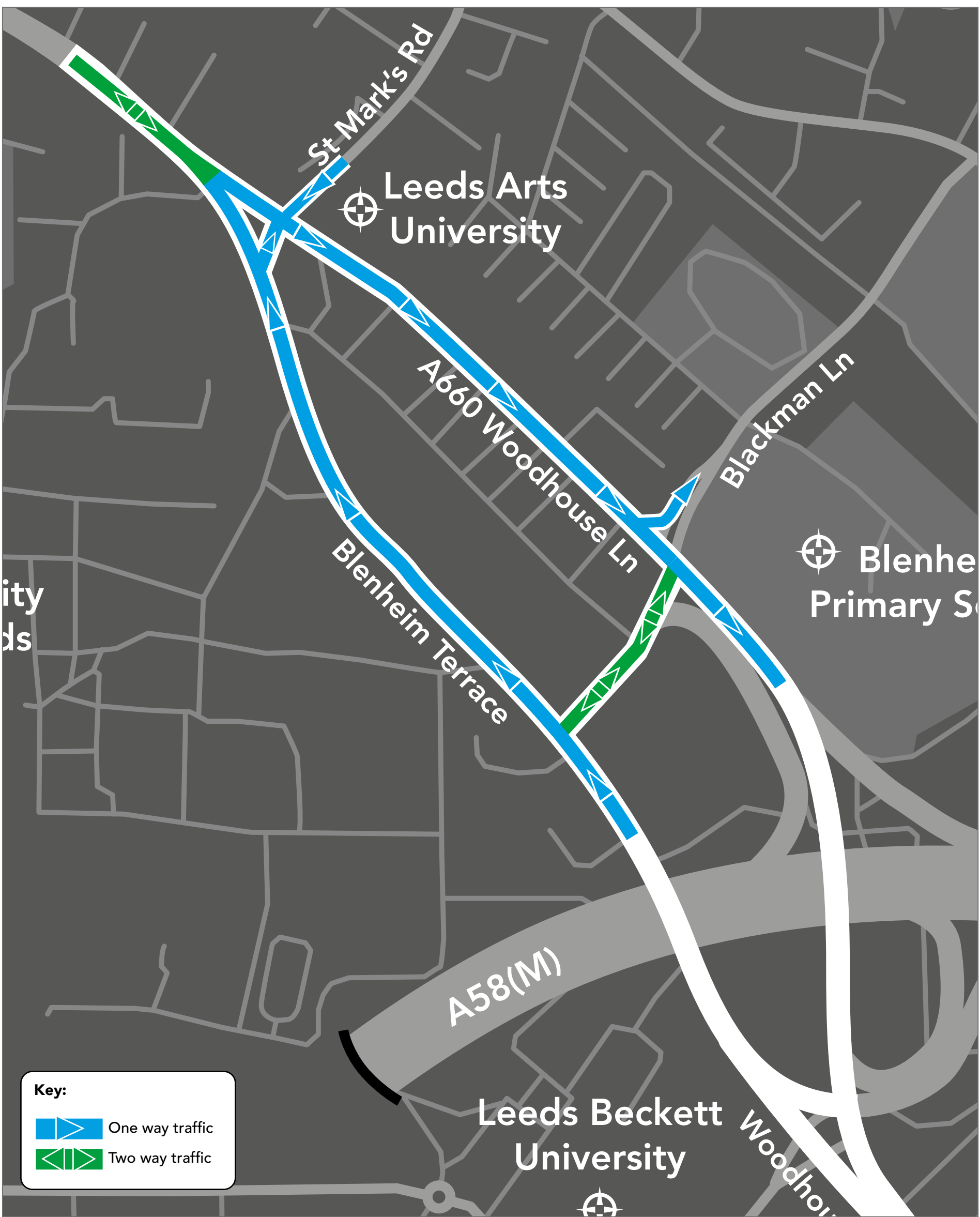
Intended Benefits

- Safer for all road users
- Quicker and more accessible crossings for pedestrians
- Improved waiting environment for bus users
- Encourages walking and cycling through the city centre
- Opportunities for street cafes for businesses on Blenheim Terrace
- New public space with benches, planting and greenery
- More pleasant environment outside the University of Leeds and Leeds Arts University

Possible Trade-offs

- Loss of short-stay parking spaces
- Slightly longer journey times for some vehicles due to alternative routes
- Some people may have longer to walk to their bus stop
- Vehicles and taxis will have to pick-up and drop-off elsewhere

Proposed traffic flow



Artist's impression



Artist's impression

Woodhouse Lane Gateway

Section 4

Woodhouse Lane from St Mark's Road to Spenceley Street

This section of road featured in our sister consultation (A660: Improving safety and the design of our streets) in February and March 2023. Results from this consultation have helped us to further develop our proposals for this part of Woodhouse Lane.



Artist's impression

Proposals

- Wider pavements
- One-way segregated cycle tracks on either side of Woodhouse Lane from St Mark's Road to Spenceley Street - linking to the A660 scheme
- Two-way segregated cycle track on part of St Mark's Road
- To make bus journeys more reliable and improve pedestrian and cycle safety:
 - St Mark's Road becomes left-out only
- New straight-across pedestrian crossings on Woodhouse Lane/St Mark's Road junction
- Additional diagonal crossing point located at Woodhouse Lane/St Mark's Road junction
- New signalised crossings for cycle users over Woodhouse Lane/St Mark's Road junction
- Close junction of St Mark's Street and Woodhouse Lane to motor vehicles to improve road safety and create more space for the new bus shelter

Intended Benefits



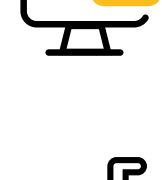

- Safer for all road users
- Woodhouse Lane/St Mark's Road junction works safely and more efficiently with less turning movements
- Improved waiting environment for bus users
- Encourages walking and cycling through the city centre
- Simplifying vehicle movements at junction makes bus journeys more reliable and improves pedestrian and cycle safety

Possible Trade-offs

- Slightly longer journey times for some vehicles due to alternative routes

Have Your Say

We would like to know what you think about the proposals. There are a number of ways you can have your say:

-  Feedback online by using the QR code or by visiting: woodhouselanegateway.commonplace.is
-  Fill in a paper survey before you leave today and place it in the box provided
-  Email the team: connectingleeds@leeds.gov.uk
-  Alternatively you can also post your feedback to: Connecting Leeds, Leeds City Council, 8th Floor East Merrion House, Merrion Way, Leeds, LS2 8BB



Next Steps

