**Lawnswood Roundabout Improvement Scheme Update Meeting – notes from Q&A**

**Weetwood Hall, 18/07/24, 6:30-8pm**

This note summarises the key points of discussion at the Update Meeting held on 18/7/2024. Formal minutes were not taken at the meeting, and this note is therefore not comprehensive. Text in bold represents comments made by attendees, with the remaining text representing responses from Leeds City Council officers.

**Will the “no waiting” regulations apply to buses?** **(Concerns that buses currently obstruct traffic whilst waiting at the northbound bus stop outside Lawnswood School)**

* The northbound bus stop in this location is not currently designated as a layover stop, and there are no plans to change this.
* The proposed bus layby on A660 southbound will accommodate 2 buses at a time, allowing for layover in this location (as at present).

**Action:** Officers have now raised this with First Bus.

**What are the general traffic lane and cycleway widths?**

* The cycleway is 2.2 metres wide in most locations.
* General traffic lanes vary by location, with absolute minimum of 3 metres.
* General traffic lanes are wider around the roundabout to provide the extra space needed for heavy goods vehicles and buses to make their manoeuvres.

**What are the injury figures for pedestrians and cyclists at the roundabout?**

* Between 2015-2019 there were 29 recorded personal-injury collisions at the roundabout. There were 18 recorded injuries to pedal cyclists during this period, but no recorded injuries to pedestrians. This scheme promotes safety for all users, and we would note that injuries to pedestrians often go unreported.

**The Outline Business Case refers to projected injuries at the roundabout over a 60-year appraisal period, with and without implementation of the scheme, concluding that one serious injury would be saved every 13 years – this isn’t many. The scheme brings a massive impact for little reward.**

* The numbers quoted are based on an appraisal undertaken in line with methodologies stipulated by the Department for Transport, which don’t take into account the specific issues at the roundabout in question. This appraisal estimated that the proposed scheme would save 36.7 casualties over a 60-year appraisal period, of which 4.6 would be serious. Our expectation is that the scheme will significantly improve the safety record at the roundabout, and will prevent more casualties than this appraisal suggests.
* The majority of the recorded collisions occurring at the roundabout involve either vehicles failing to give way when entering the roundabout, or nose-to-tail collisions on the approaches to the roundabout. The introduction of traffic signals is expected to reduce the likelihood of these kinds of human errors, by removing uncertainty around when it is safe to enter the roundabout.

**Rat-running – has the traffic model assessed the impact on Adel Lane and Weetwood Lane potentially being used as alternative routes?**

* Traffic modelling suggests that journey times would increase by less than 30 seconds for most journeys. It is unlikely that this change would incentivise significant numbers of drivers to change their routes.
* We will monitor traffic conditions in the area following implementation of the scheme (as well as during the construction phase), so that we can identify if any issues have arisen. If significant issues were identified, we would then work to identify appropriate mitigating actions.

**The business case states the scheme offers poor value for money – why are you progressing with it?**

* The ‘Value for Money’ assessment has been undertaken in line with methodologies set out by the Department for Transport. The assessment is dominated by the impacts on general traffic journey times. Whilst most journeys would be increased by less than 30 seconds, due to the high traffic volumes, this dominates the economic assessment. The scheme is expected to have large road safety benefits, and will deliver a great improvement in the quality of pedestrian and pedal cycle infrastructure in this location, and therefore strongly supports Leeds City Council’s ambitions to improve road safety and facilitate increased uptake of walking, wheeling and cycling.

**What about the increased pollution by my home?**

* The scheme seeks to improve road safety at the roundabout, and to introduce safe and attractive facilities for walking, wheeling and cycling. An extensive optioneering exercise has been undertaken and has concluded that this can only be achieved via the introduction of traffic signals at the roundabout.
* Emissions modelling results suggest that the introduction of traffic signals will worsen air quality in some locations close to the roundabout, but this is not expected to result in pollutant concentrations exceeding national objectives.
* More broadly, improved pedestrian and cycle facilities will help to facilitate modal shift from car to walking, wheeling and cycling, which will help to improve air quality more broadly.

**Will bus prioritisation work? It doesn’t seem to work in Headingley.**

* There are some technical issues currently being worked through in relation to bus priority. Leeds City Council’s Urban Traffic Management & Control team are working with bus operators to address these issues. We expect to be able to prioritise buses ahead of general traffic at the new traffic signals.

**Why not have a bridge? Keep it simple.**

* The safety issues at the roundabout do not only impact on cyclists and pedestrians – a bridge would not help to improve safety for general traffic.
* If a bridge was designed to accommodate all movements at the roundabout, for both cyclists and pedestrians, it would be a very large structure, with a significant visual impact, and would take up a large amount of space within the footways.

**Aren’t trams coming? Won’t it all need to be dug up again?**

* There are currently no plans for trams along the A660.
* Given the long-standing road safety issues, it would not be appropriate to delay the scheme on the basis that a mass transit scheme may be introduced at some stage in the future.

**Several attendees stated they have never seen any collisions at the roundabout. Other attendees agreed with the collision statistics.**

* The collision data referred to is taken from police reports. These reports are generally considered to be a reliable source of information regarding personal-injury collisions, and are routinely used to inform work on road safety at Leeds City Council as well as other local authorities.

**One cyclist stated that they felt the roundabout was safe for cyclists in its current form, and that the proposed cycle infrastructure would be less convenient for cyclists.**

* Clearly some, more confident cyclists will be happy to navigate the roundabout in its current form. However, engagement with Leeds Cycle Forum has found strong support for this scheme, and for the general principles of introducing segregated infrastructure for cyclists. LCC is committed to supporting more people to take up cycling, and the infrastructure therefore needs to be attractive to less experienced and less confident cyclists.

**Isn’t the Weetwood police station site going to be developed? How will entrances / exits affect the roundabout?**

* Planning permission has not yet been granted for this site. The process for assessing the planning application will take into consideration the plans for the roundabout.