

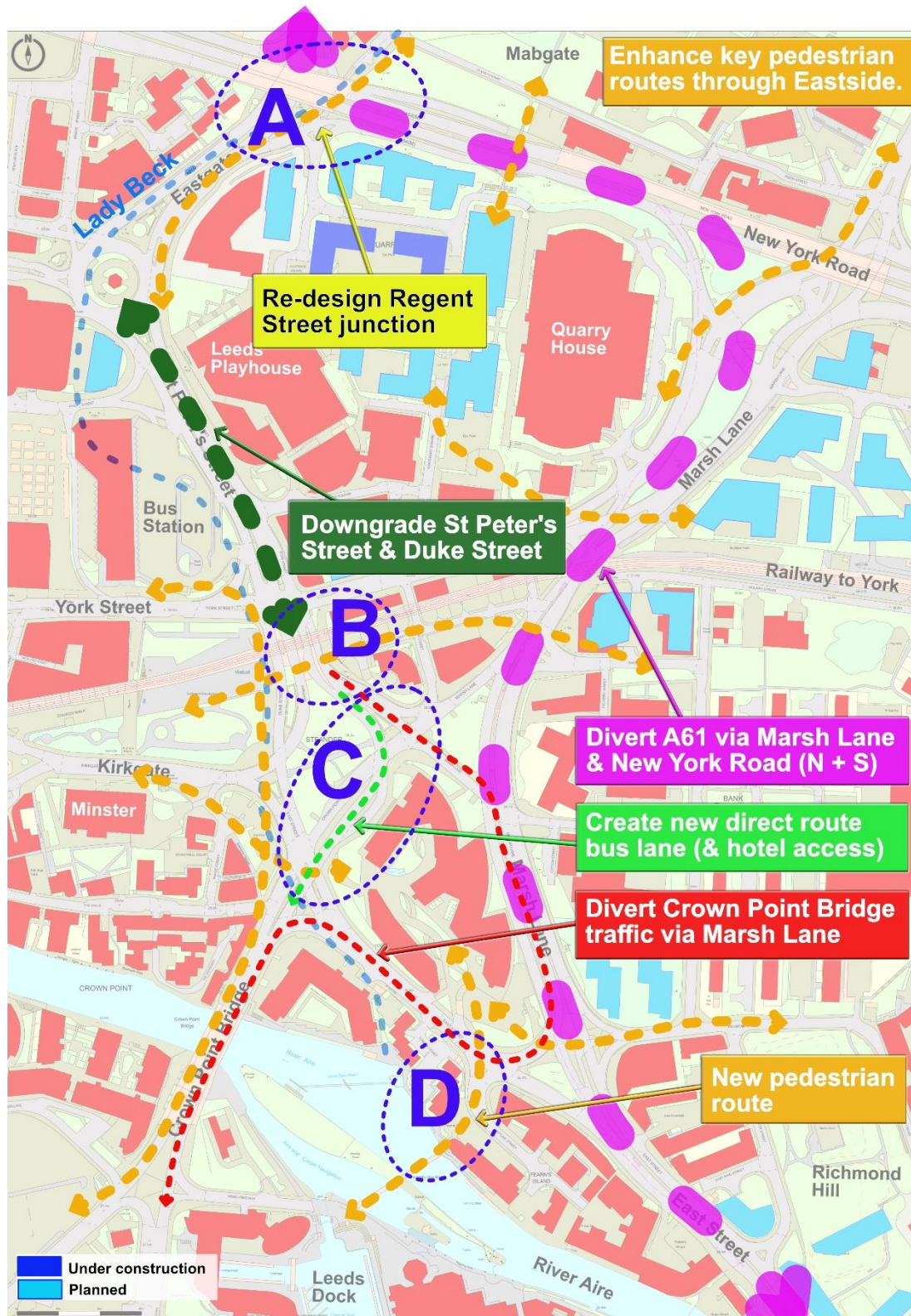
LEEDS EASTSIDE: Quick Wins

March 2021



Leeds Civic Trust: Liveable City Competition

In Spring 2020, the Leeds Civic Trust held an open competition seeking ideas as to how the Trust's Transport Vision could help change a key part of the city now dominated by major roads, making it an attractive, green and people friendly place. The area currently provides a poor setting for some of Leeds's most important institutions and attractions. It isolates communities and provides a poor environment for the large new residential schemes being planned in the environs. If the traffic system was simplified to reduce its impact, a lot of land can be released for new green spaces, new sustainable development to repair the urban fabric, better pedestrian/cycle routes and bus priority, as well as other new facilities.



Full details of the competition, the entries received and a summary report can be seen online at www.liveable-leeds.org.uk.

From the submissions, it was possible to draw out several **COMMON THREADS**:

1. downgrade St Peter's Street & Duke Street as a route for private vehicles
2. remove through traffic
3. prioritise walking, cycling and public transport
4. release highway land for development
5. improve the setting of the Minster
6. reveal and enhance Lady Beck
7. link to the City Park over Crown Point Bridge
8. regenerate and repurpose the Brussels Street railway arches
9. community development.

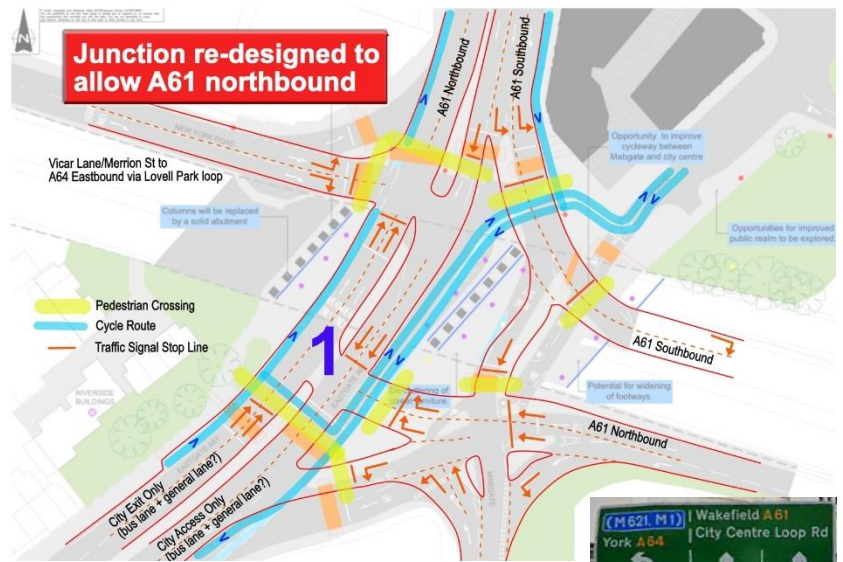
The diagram alongside highlights four **QUICK WINS** (blue circles) which would help address issues within Eastside, building upon suggestions made by competition entrants. Further details of these initiatives are overleaf.

A second leaflet sets out the key elements of a longer-term Framework which would deliver a revitalised Leeds Eastside, providing an opportunity for stronger links between established & new communities and the city centre.

Quick Win A: re-design Regent Street junction.

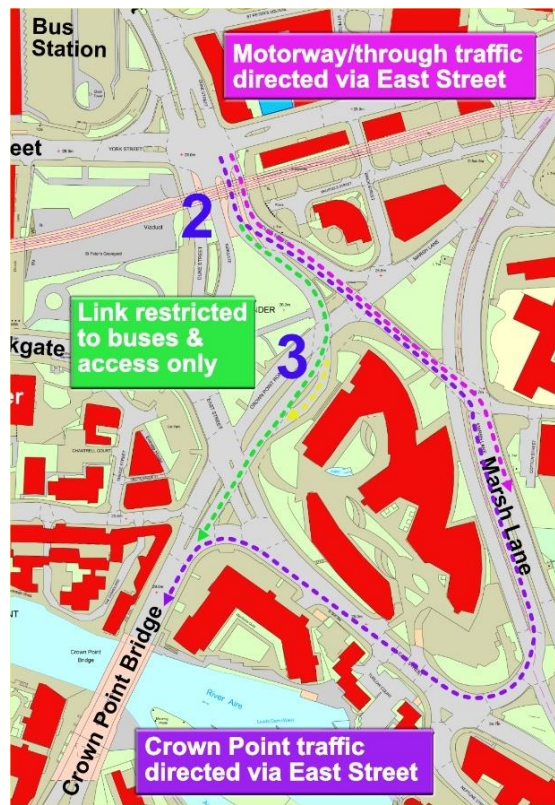
The A64(M) viaduct across Regent Street is now being reconstructed but published plans show the future highway layout below the flyover essentially mimicking that before work started. This directs two of the three lanes on Regent Street southbound towards Eastgate and only one to the slip-road running east towards Marsh Lane - this will perpetuate the assumption that St Peter's Street should cater for most traffic. There is also no opportunity for traffic from the A64(M) westbound slip-road to turn north onto Regent Street, sending these vehicles to North Street for the A61 northbound.

The sketch plan alongside suggests an alternative layout which diverts most southbound traffic via the tunnel under the A64(M) to Marsh Lane and allows northbound traffic to turn right onto Regent Street. This layout also simplifies cycle and pedestrian routes through the area.



Linked to **comprehensive re-signing** of the route from Regent Street to East Street via Marsh Lane, this re-design enables removal all but buses and access traffic from St Peter's Street.

Quick Wins B & C provide an interim solution before more extensive highway reconstruction.



Quick Win B: re-construct kerbs south of the railway viaduct.

At present, traffic passing through the central of the three southbound arches has to head towards Crown Point Bridge. Reconstruction of the kerbs would direct traffic from both left and central arches along Duke Street to Marsh Lane (see diagram right).



Quick Win C: designate southbound highway as bus lane.

Completion of QW B would allow the southbound highway outside the Ibis Hotel to be made a bus lane (with hotel drop-off only). This will require traffic for Crown Point Bridge to divert around the Marsh Lane side of City Island, making it less attractive as a through route.

THE IMPACT OF QUICK WINS A, B & C WOULD BE TO MAKE ST PETER'S STREET A FAR LESS ATTRACTIVE ROUTE FOR THROUGH TRAFFIC, PARTICULARLY IF THIS WERE TO BE ASSOCIATED WITH REPROGRAMMED TRAFFIC SIGNALS GIVING PRIORITY TO PEDESTRIANS, CYCLES AND BUSES.

Quick Win D: create a direct route to Knight's Way Bridge.

At present, there is a convoluted pedestrian or cycle route from the bridge over the River Aire to East Street. The Canals & River Trust should be persuaded to create a safe pedestrian route alongside its car park from the waterfront to Neptune Street, so offering an alternative route to Leeds Dock, avoiding Crown Point Bridge.



The completion of these four initiatives and associated works such as re-signing routes would be the first stage of a project to deliver a new, liveable Leeds Eastside. Given appropriate commitment, much could be completed within weeks (although is acknowledged that the Regent Street flyover would not be completed until 2022).

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