

Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

Summary Document



Introduction

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a new approach to identifying cycling and walking improvements within local areas which will help enable more people to walk and cycle, more often. They will help us to achieve the policies in our West Yorkshire Transport Strategy 2040, as well as national objectives to help make cycling and walking the natural choices for shorter journeys or as part of a longer journey.

This document summarises the proposals developed in the first phase of development of a Leeds LCWIP. Phase one focusses on specific geographic areas in the district: with cycling routes identified in north east Leeds and walking improvements in Harehills. The proposals in the plan have been developed through a process of stakeholder engagement through workshops and street audits, data analysis, and technical assessments of potential improvements. Further stakeholder engagement was undertaken in winter 2019 to get feedback on the plans and the proposed improvements.

The phase one Leeds LCWIP forms part of the evidence being used to develop a Connectivity Infrastructure Plan for the region which sets out a long-term transport infrastructure investment programme for the next 20 years. As the LCWIPs are developed further, they will continue to inform this Connectivity Infrastructure Plan and the future investment programme. The proposals identified in phase one have been identified through a high level assessment and ahead of any confirmed funding being available to implement them. More detailed feasibility work will be required to develop them into a scheme for delivery when future funding is identified.

A more detailed [phase one Leeds LCWIP report](#) is available on the Combined Authority's website, that sets out the underlying analysis carried out to identify the improvements proposed as well as high level network concepts for cycling and walking in the geographic areas of focus.



Proposed cycle route improvements for north east Leeds

A range of cycle routes for north east Leeds were identified and prioritised as a result of data analysis and stakeholder feedback. Two routes which could form the base of a future network were assessed in more detail to establish how we could create high-quality cycle provision on these corridors. By high-quality cycle provision we mean routes that make cycling safer and more pleasant, and routes that are suitable for a range of users including schoolchildren and the elderly as well as all types of cycle, including adaptive and cargo bikes. The process of route prioritisation is described in the detailed phase one report for the Leeds LCWIP.

For each of the two routes assessed, two potential options were identified. Further work will need to be carried out to ensure that the outline design shown here can be achieved to the requisite standard. Further links which will connect these routes to other communities to widen access and link to other parts of the district will be considered during future stages of LCWIP development.

We will also consider complementary measures such as waiting/loading restrictions and improved landscaping, lighting and public realm. In order to make accessing the cycle routes safer we may need to consider re-routing or limiting through traffic on certain roads to create safer streets, which will provide further benefits for local communities such as better air quality and reduced noise pollution.

We will also look at programmes to support the proposed improvements, including providing access to bikes or enabling behaviour change. These complementary measures would be defined as and when we take schemes further forward, including at further stages of the LCWIP process.

More background information on LCWIPs can be found in the [full document of the draft phase one LCWIP for Leeds](#).



LCWIP Pilot Phase Routes

Route 1: Regent Street to Chapel Allerton

■ Fully segregated cycle lane

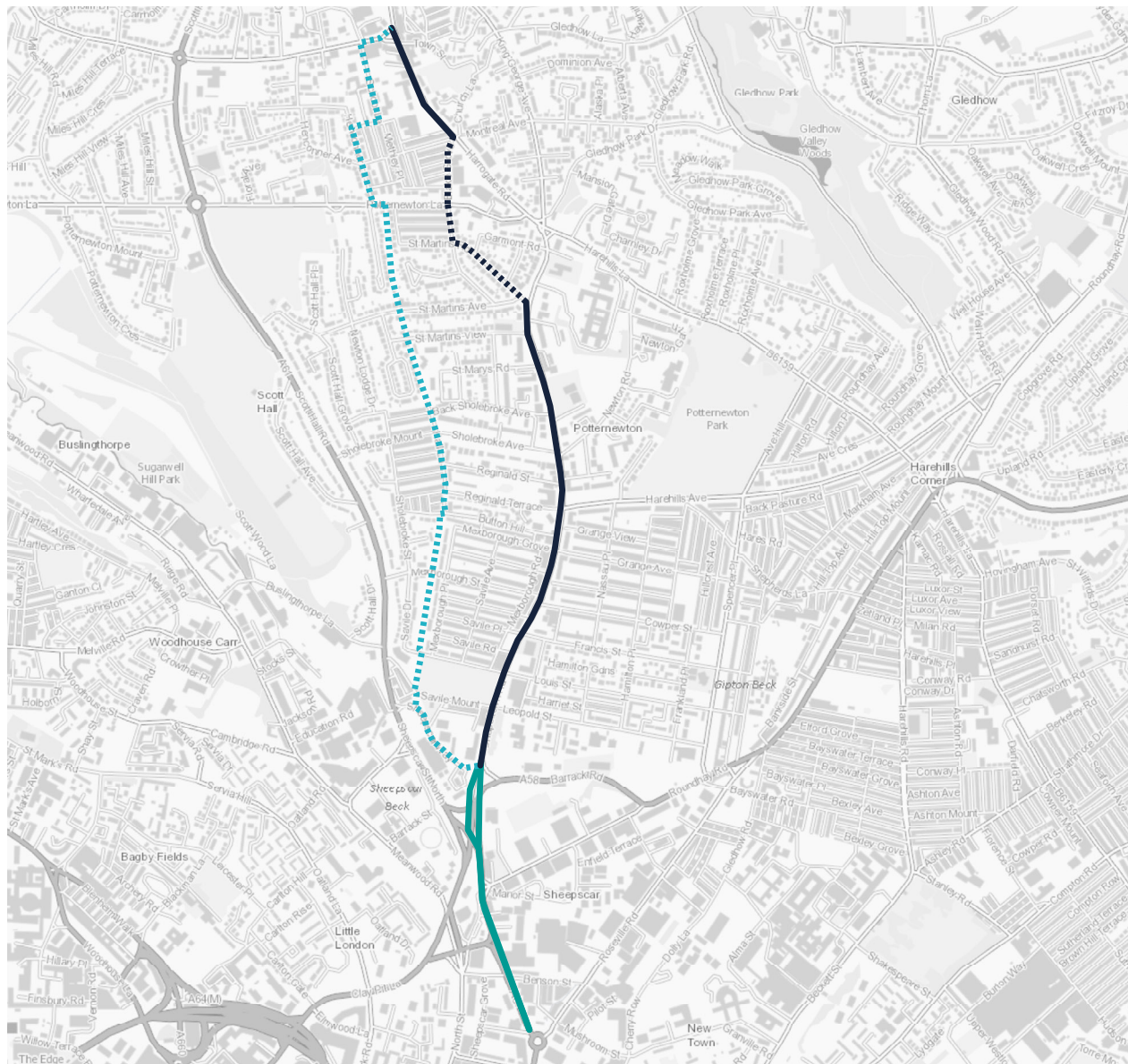
..... Protected cycle lane

Route 2: Sheepscar to Oakwood

■ Fully segregated cycle lane

..... Protected cycle lane

Route 1: Regent Street to Chapel Allerton



LCWIP Pilot Phase Routes

Route 1: Option 1

- Fully segregated cycle lane
- Protected cycle lane

Route 1: Option 2

- Fully segregated cycle lane
- Protected cycle lane

Route 2: Sheepscar to Oakwood



LCWIP Pilot Phase Routes

Route 2: Option 1

- Fully segregated cycle lane
- Protected cycle lane

Route 2: Option 2

- Fully segregated cycle lane
- Protected cycle lane

Proposed walking improvements – Harehills

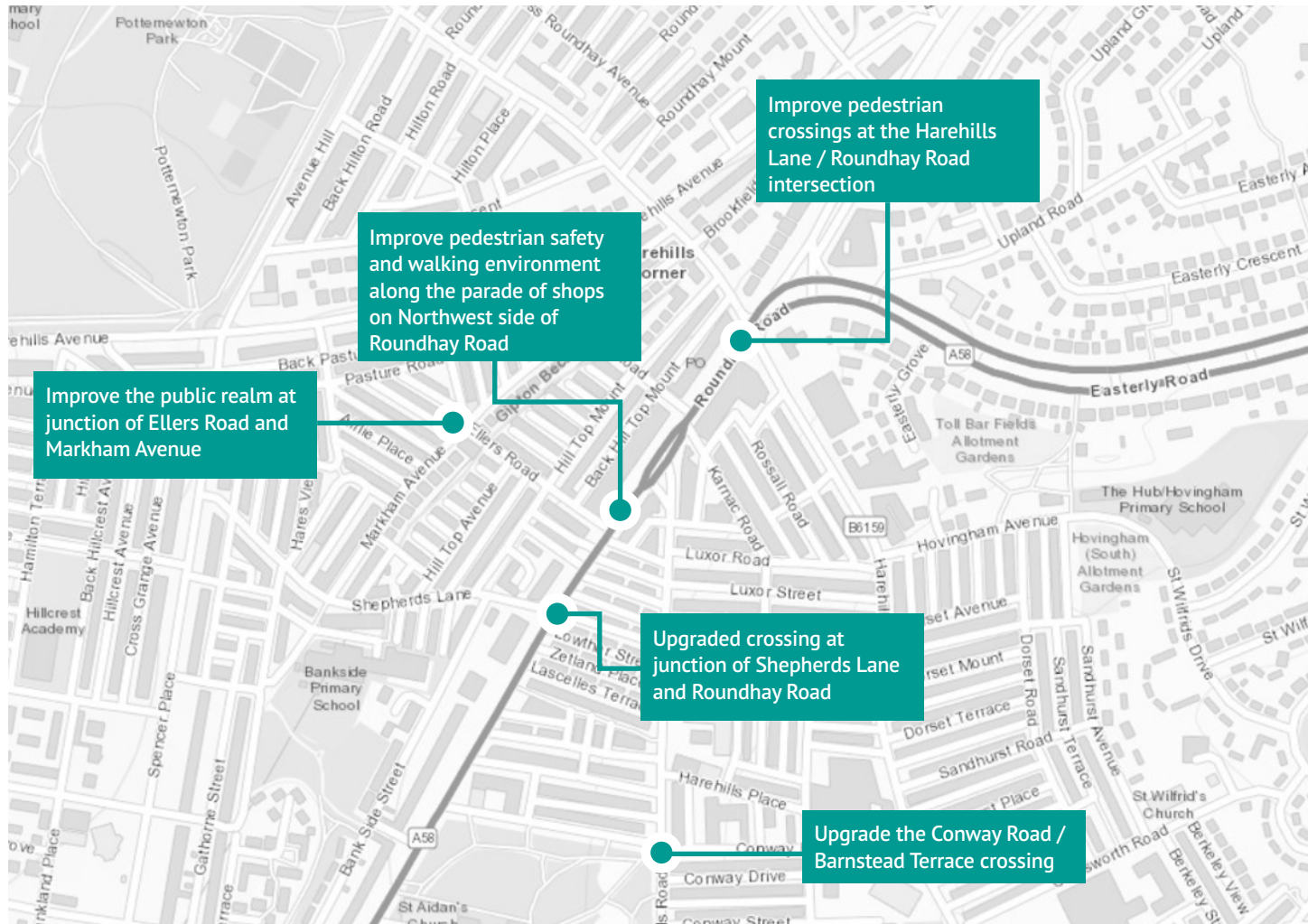
These pedestrian improvements for Harehills, focussing on the local shopping area, have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop. Further detailed feasibility and design work will need to be carried out at a later stage, informed by this initial assessment. Future walking improvement assessments will need to be made for other areas of Harehills.

The proposed walking infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development. Complementary measures could include new waiting/loading restrictions; improved enforcement of existing waiting/loading restrictions; behaviour change programmes; restrictions to general traffic; improved landscaping and lighting and accessible seating.

The detailed report available [here](#) includes further details of the proposed improvements, the approach taken to identify the pedestrian improvements for Harehills, as well as an indicative walking Network Map for the town, showing the main routes for walking, and other important pedestrian routes. The principles for good walking infrastructure used to help identify the improvements needed are also included in the report.



Proposed walking improvements – Harehills



Improvements across the area

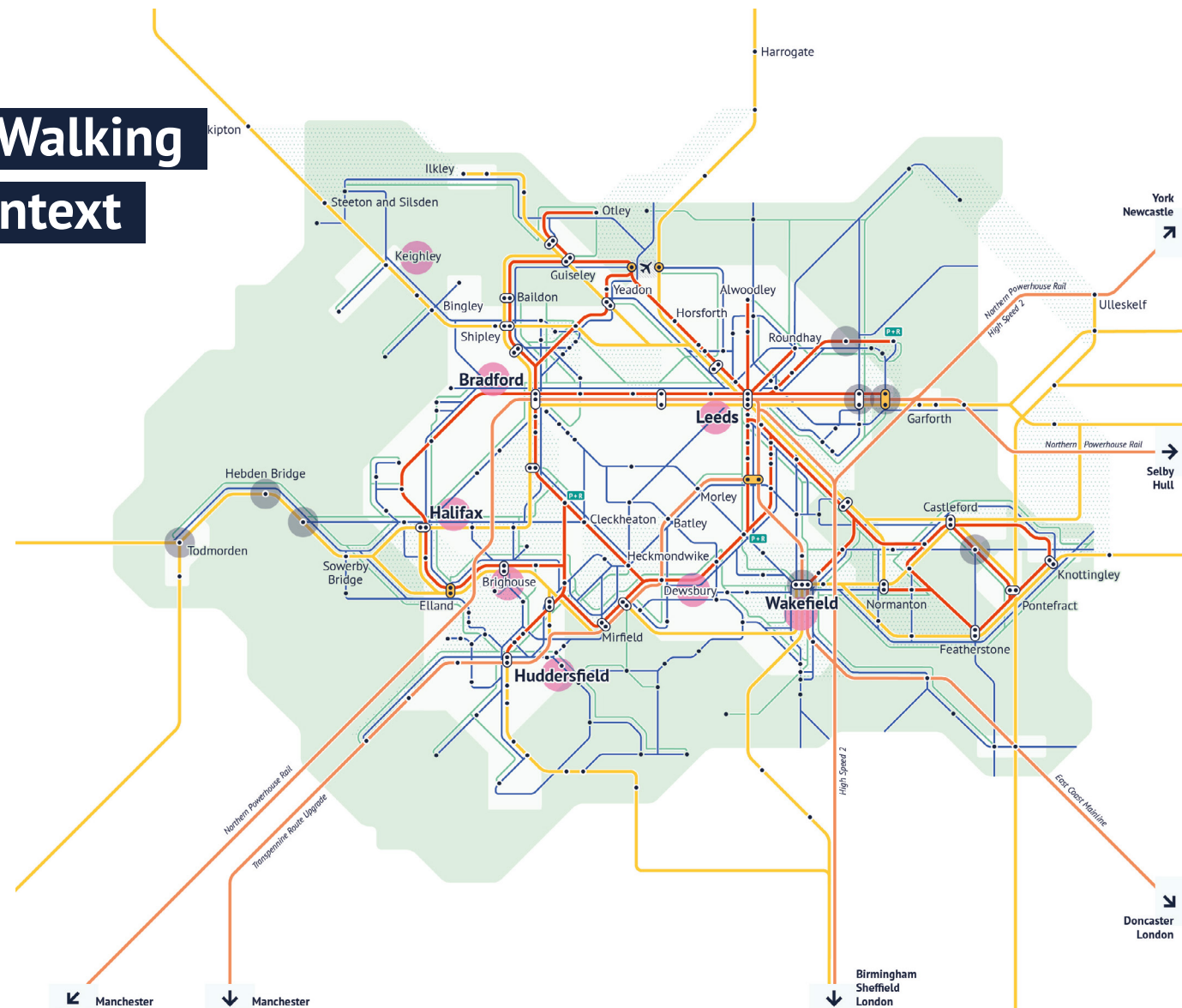
- Upgrades to Harehills Lane filtering scheme
- Footway treatment at side roads along Roundhay Road, Harehills Road and Harehills Lane
- Prevent vehicles driving on the footway to access/exit Roundhay Road
- Improve crossing points outside of schools
- Traffic management measures including modal filters, continuous footways at side roads, upgraded crossings, removal of vehicle lanes and traffic calming across a similar area

Leeds Local Cycling and Walking Infrastructure Plan in Context

Our Connectivity Infrastructure Plan puts walking and cycling at the centre of our ambitions for transforming transport across West Yorkshire. We want walking and cycling to be the easy choice for short, local journeys and an ideal link from your front door to our wider transport network of trains, buses and mass transit options. The pilot phase of the LCWIPs described in this document developed our approach to engaging with communities to understand what improvements are needed. We've made a start in these locations, and now we're ready to work in both more places and on more corridors.






We have a lot of ground to cover (over 2,000 square kilometres), but through this ongoing process we will engage with communities to develop a pipeline of schemes which will transform the walking and cycling environment in West Yorkshire. If you would like to take part in the conversation around how we make West Yorkshire safer and better for walking and cycling, then please get in touch via Your Voice at yourvoice.westyorks-ca.gov.uk/

 Areas studied as part of Phase One LCWIP'S






West Yorkshire Connectivity Infrastructure Plan 2040 Network concept

Network

-  Opportunity for Mass Transit
-  Long distance rail
-  Local rail
-  Local bus
-  Cycling

Stops & connections

-  Potential Mass Transit Interchange
-  New Rail Station and Interchange
-  Mass Transit park & ride

Potential future mobility

-  Demand responsive transport service coverage
-  Mobility hubs

