

# Leeds City Centre Cycle Improvements

## Public Consultation 2021

### Consultation Analysis Report

TCF Consultation & Engagement Team  
West Yorkshire Combined Authority

March 2021

A decorative graphic consisting of two overlapping, curved teal bands that sweep across the bottom right corner of the page.

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# Overview

## The Scheme

Leeds City Council, in partnership with the West Yorkshire Combined Authority, is working to add seven kilometres to the existing cycling network in Leeds city centre to make it easier to cycle in the city centre. We are filling gaps in the cycle network and addressing key barriers – such as bridge crossings – to encourage more people to cycle around Leeds.

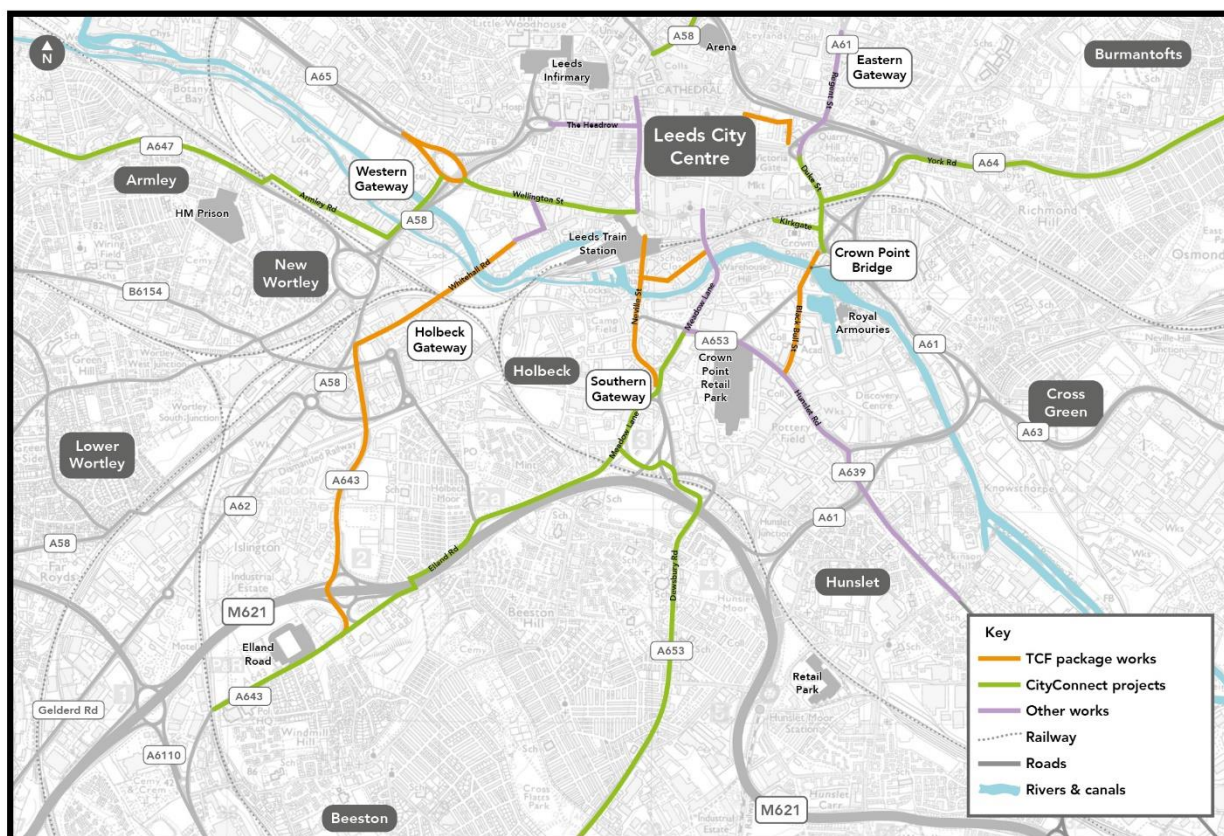
This scheme is part of the Leeds City Region Transforming Cities Fund (TCF) programme; a major new programme of investment that aims to deliver transformational, new infrastructure and help create a step change in travel across the region. Doing so will help make active travel options like cycling safer and more appealing for people, and will be essential to reducing reliance on car travel and meeting the [Leeds City Region commitment to become a net zero carbon city region by 2038.\(External link\)](#)

Our plans will connect routes in the city's existing cycle network and increase the length of continuous cycling routes in the following places:

- **Western Gateway:** Kirkstall Road to Wellington Street (A65) and St Pauls Street
- **Southern Gateway:** Neville Street and Bishopgate Street, with Dark Neville Street and Sovereign Street connectors
- **Eastern Gateway:** Lady Lane, Templar Street and Bridge Street
- **Holbeck Gateway:** Whitehall Road to Holbeck
- **Crown Point Bridge:** Black Bull Street and Crown Point Road

The projects listed above will deliver major improvements to cycling infrastructure in and around Leeds city centre, will also link some of the existing cycle tracks together to create a comprehensive network for cyclists coming into and out of the city centre. Please see the Overview Map on the page below to see how the proposed routes link with and complement other existing and planned cycle routes in the surrounding area.

The scheme aims to make cycling easier and safer and to enable people to make more journeys by foot and bike. The projects will likely include segregated cycle tracks built to the superhighway standard, separate traffic signals for cyclists and protected junction crossings, and could include routes away from the main roads or on quieter streets or routes following the existing traffic routes into and out of the city. Pedestrian routes will also be upgraded to allow safe walking for short and medium journeys.



*Above: an 'Overview Map' which shows how the proposals link with the wider cycle network in Leeds.*

## Consultation Activity

The consultation was carried out over six weeks between **Monday 11 January 2021** and **Sunday 19 February 2021**.

The purpose of this consultation was to understand how people are currently travelling, what barriers they may face to cycling and how this scheme can best enable people to use active travel to get around. Most importantly, it sought to gather feedback on the current proposals for improvements to the cycle network in Leeds, which were outlined in consultation plans. This feedback is being used by the project team to develop more detailed proposals.

Our usual engagement activity would typically include public meetings and focus groups, which would not meet current government guidelines on public gatherings and social distancing. The overriding priority for Leeds City Council and the Combined Authority must be the public safety of its residents and its employees. That said, consultation and engagement is an essential part of any major project or programme, and the project team discussed at length how to carry out a safe and meaningful engagement.

While planning to conduct online engagement avoids many of these risks, it is vital to ensure the engagement is readily accessible to members of the public who do not have access to the internet or feel uncomfortable engaging online. Therefore, while

coordinating 'online-led' engagement activity, the project team also used more traditional options of communications such as post and telephone, to ensure consultation was safe but also accessible and inclusive. For example, paper copies of the survey and printed consultation materials were available for anyone to request and have posted to them if needed.

**The consultation was promoted via the following methods:**

**Press Releases:** A series of press releases were sent out to local and regional media organisations to promote the scheme and encourage people to participate in the survey. An example of the promotion by the press can be found [here](#).

**Social Media:** Frequent social media posts from Leeds City Council and West Yorkshire Combined Authority across platforms such as Facebook, Twitter and LinkedIn were used to promote the engagement.

**Newsletters:** The consultation was also publicised in partner newsletters such as 'Metro Messenger' (the Metro transport newsletter) including a link to the scheme where people could find out more and take part in the public engagement.

**Support from stakeholders:** Lead and Ward Councillors were emailed with details of the consultation and asked to share with their constituents once launched. Officers from Leeds City Council also emailed stakeholders and interested parties and held early discussions with key stakeholder groups as part of ongoing engagement.

**FAQs:** The 'Frequently Asked Questions' tool provided further information about the scheme and signposted participants to other resources.

**Email Inbox:** Responses, questions or feedback were encouraged via the YourVoice email address ([yourvoice@westyorks-ca.gov.uk](mailto:yourvoice@westyorks-ca.gov.uk)).

**Freepost:** Freepost envelopes were provided with any printed copies of the survey requested, for return to the address FREEPOST CONSULTATION TEAM (WYCA).

**MetroLine:** West Yorkshire Combined Authority's 'MetroLine' number was made available for members of the public to request further information or to request information in other formats.

**Your Voice Online Engagement Page:** the engagement was hosted on West Yorkshire Combined Authority's 'Your Voice' digital engagement hub on the following web address: (<https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>).

**Survey Tool:** The survey itself was hosted on the YourVoice site, which could be reached on the project page or via a direct web address link.

**Q&A Tool:** The Your Voice site hosted a Question & Answer tool (Q&A) which allowed participants to submit any queries for the project team to respond to. To ensure compliance with the GDPR, responses from officers were either sent privately or made public depending on the nature of the query and the information provided within it.

## Understanding the Results

**Quantitative Data Analysis:** The quantitative responses from the survey were analysed using standard frequency counts and percentages (where figures in this report do not add up to 100%, this is the result of computer rounding or multiple responses).

**Qualitative Data Analysis:** There were a number of different opportunities provided for respondents to submit free text comments as follows:

- Via the online survey on the YourVoice website
- Via email sent to the YourVoice inbox
- Via letter posted to the project team

The analysis of this type of free text qualitative data was carried out using thematic coding. This process involves identifying themes in responses, and assigning responses, or elements of responses, to these themes to gain a deeper understanding of views and perceptions. Comments relating to each theme are then grouped together and counted which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' views and perceptions.

## Consultation Results

### Headlines

During the six weeks' engagement period, over 2,500 visits were made to the engagement hub <https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci> (further details can be found in the 'YourVoice Engagement Analytics' further below). A total of 443 online surveys were completed by participants. The key findings are summarised below and a full detailed breakdown and graphs from the survey can be viewed on page 10.

### Travel Habits

- The majority of respondents said they frequently commute to the city centre for work (39%) or frequently visit the city centre for personal trips (24.5%).
- The modes of transport most used by respondents to travel to and from Leeds city centre were Public Transport (52.1%), Private Vehicle such as car/taxi/motorcycle (49.4%) and by Bicycle (43.7%).
- Less than a quarter of respondents (22.2%) reported that they walk to and from Leeds city centre.

*\*Please note respondents were able to select more than one answer therefore percentages can add up to more than 100%\**

## Current experiences of cycling in Leeds city centre

- People who responded to say they cycle to and from Leeds city centre were asked what they felt their current experiences were for various factors including 'crossing junctions', 'feeling of safety' and 'space available to move around other road and pavement users'.
- A majority of respondents said their experiences were either 'somewhat poor' or 'very poor' for every factor, except 'directness of route to destination' which had marginally better feedback.

## Views of potential interventions

- Respondents were asked which, from a list of potential alterations, would improve facilities for cycling around the city centre.
- 'Segregated cycle tracks' was the most popular, followed by 'Routes away from the road or on quieter streets'
- 'Cycle lanes marked on the road' was the least popular option.

## Feedback on the proposals

Respondents were asked to what extent they agreed that the proposed plans (for each section) will improve connections for cycling in and around the city centre.

- For the **Western Gateway**, 53.8% of respondents agreed or strongly agreed, while 26% of respondents disagreed or strongly disagreed.
- For the **Eastern Gateway**, 53.8% of respondents agreed or strongly agreed, while 31% of respondents disagreed or strongly disagreed.
- For the **Southern Gateway**, 59.3% of respondents agreed or strongly agreed, while 29.2% of respondents disagreed or strongly disagreed.
- For the **Holbeck Gateway**, 55.6% of respondents agreed or strongly agreed, while 30.9% of respondents disagreed or strongly disagreed.
- For **Crown Point Road**, 53.6% of respondents agreed or strongly agreed, while 28.2% of respondents disagreed or strongly disagreed.
- The remainder of respondents in each of these questions reported that they were either 'Neutral' about the proposed plans or said, 'Don't Know'.

When asked if they had any other comments regarding each section of the proposed scheme, the most common themes raised regarding each area were:

- For the **Western Gateway**:
  - Negative comments against the proposals, cycling, or cycle lanes (42)
  - Suggestions relating to specific locations within the area (17)
  - Proposals should include more cycling measures (16)
  - Concerns about issues (including cyclists and people walking using shared spaces, safety and pollution) (16)
  - General positive comments (13)
- For the **Eastern Gateway**:
  - General positive comments (16)
  - General negative - not best use of public funds or resources (11)
  - Not enough demand to justify cycle lanes (11)

- For the **Southern Gateway**:
  - Suggestions relating to specific locations within the area (17)
  - General negative comments (16)
  - Connectivity with other areas should be clearer on the plans (12)
- For the **Holbeck Gateway**:
  - General positive (13)
  - Concerns about cyclists having to cycle on main carriageway (12)
  - Concerns about shared use spaces for cyclists and people walking (12)
- For **Crown Point Road**:
  - General negative - not best use of public funds or resources (15)
  - Concerns about issues (including safety and disruption) (13)
  - General positive (13)
- When asked how the proposed changes will affect how they travel to and from Leeds city centre, 29.95% of respondents said they would cycle more than they currently do, 11.98% would consider cycling as an option, 35.5% said they are still unlikely to consider cycling as an alternative method of travel, and 22.8% did not know yet whether the proposals will affect their method of travel.
- Of those respondents who said they were **unlikely** to cycle, the main reasons were 'my current mode of transport is more suitable for my journey' (41.17%), 'the weather conditions are often poor and unpredictable' (39.21%), 'my journey is too far and/or hilly' (35.29%) and 'I don't feel safe to cycle' (39.29%)

*\*Please note: respondents were able to select more than one answer therefore percentages can add up to more than 100%\**

## Respondent demographics

- 71% of the respondents identified as male and 24% identified as female.
- 45-64 year-olds made up 41.7% of the respondents, with 25-44 (33.1%) and 65-79 (19.2%) being the second and third largest groups.
- 19-24 year-olds made up 4.2% of the respondents, while the smallest age groups of respondents were 16-18 years -olds (0.7%) and 80+ (1.2%).

## YourVoice Engagement Analytics

Over the six-week period of the engagement, there were over **2,500 visits** to the Scheme Page on the West Yorkshire Combined Authority's 'YourVoice' engagement hub (<https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>.) Visitors to the Scheme Page can be divided into the following categories:

**Aware (1969 Visitors):** Visitors that we consider to be 'aware' have made at least one single visit to the scheme page. These people have seen the information on the landing page about the scheme and survey, but not taken any further action (not clicked on anything).



**Informed (998 Visitors):** An informed visitor has taken the 'next step' from being aware and clicked on something. That might be to read Frequently Asked Questions (FAQs) about the scheme, download the Privacy Notice, or look at Key Dates.

**Engaged (424 Visitors):** On top of these actions, every visitor that contributes to a website 'tool' (in this case, the Survey and Q&A tools) is considered to have actively 'engaged' with the scheme. There was a total of **443 survey submissions**.

The number of surveys completed (443) is slightly higher than the number of engaged visitors due to some surveys being completed on the same device (such as family members in the same household).

There were also **16 emails** received and **5 Q&A questions** asked on the YourVoice Scheme Page. You can read emails received and responses given in the Appendix of this report.

## Traffic channels

The table below shows the different channels that were used to visit the Your Voice webpage.

Site access routes	Number of visits
<b>Direct:</b> (by typing the web address URL (short for universal resource locator) directly into the address bar on browser to access site). N.B. this category also includes site access via links within emails that were sent out	<b>1024</b>
<b>Social media:</b> (including Facebook, Twitter, LinkedIn, Instagram)	<b>735</b>
<b>Search engine:</b> (including Google, Bing, Internet Explorer etc)	<b>668</b>
<b>Referrals:</b> (re-directed to the site)	<b>60</b>
<b>.GOV sites:</b> (referrals from government websites)	<b>42</b>
<b>Email:</b> (site access via direct email campaigns using external email tools)	<b>120</b>

## Analysis of Survey Responses

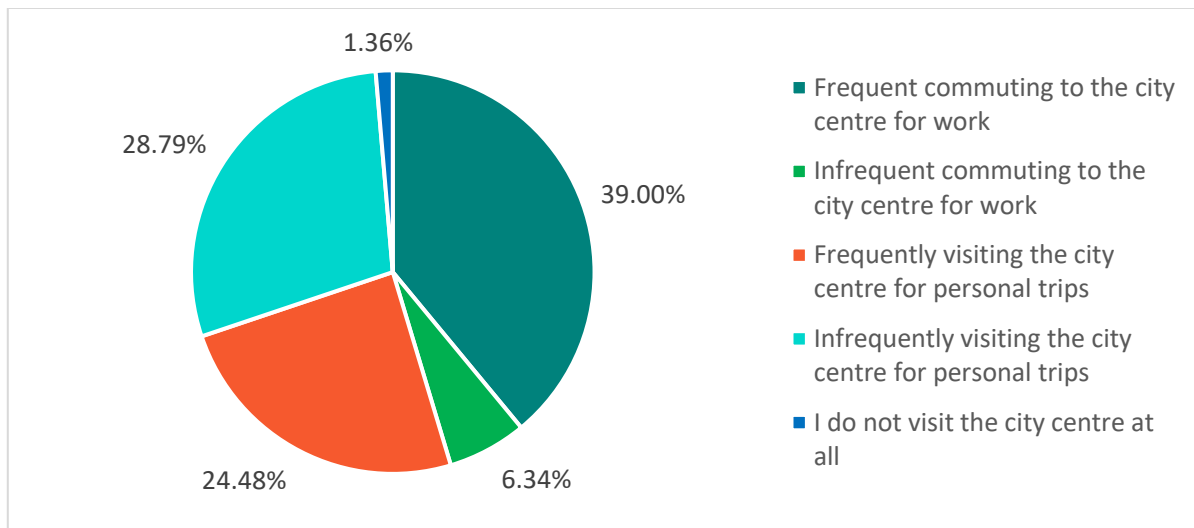
Members of the public were invited to complete a survey hosted on the YourVoice website. At the start of the survey, participants were asked about their current travel habits (based on their 'normal' travel habits before Covid-19 restrictions were put in place from March 2020 onwards). Respondents were then asked to complete all relevant sections of the survey which asked their views on the proposal options for the Leeds City Centre Cycle Improvements scheme. For ease of consultation, the scheme was divided into five geographical areas, with opinions being sought on the proposals within each section. An optional section containing demographic questions was also included.

A total of 443 online surveys were completed. The following section includes charts and graphs representing quantitative analysis of the data received. Comments

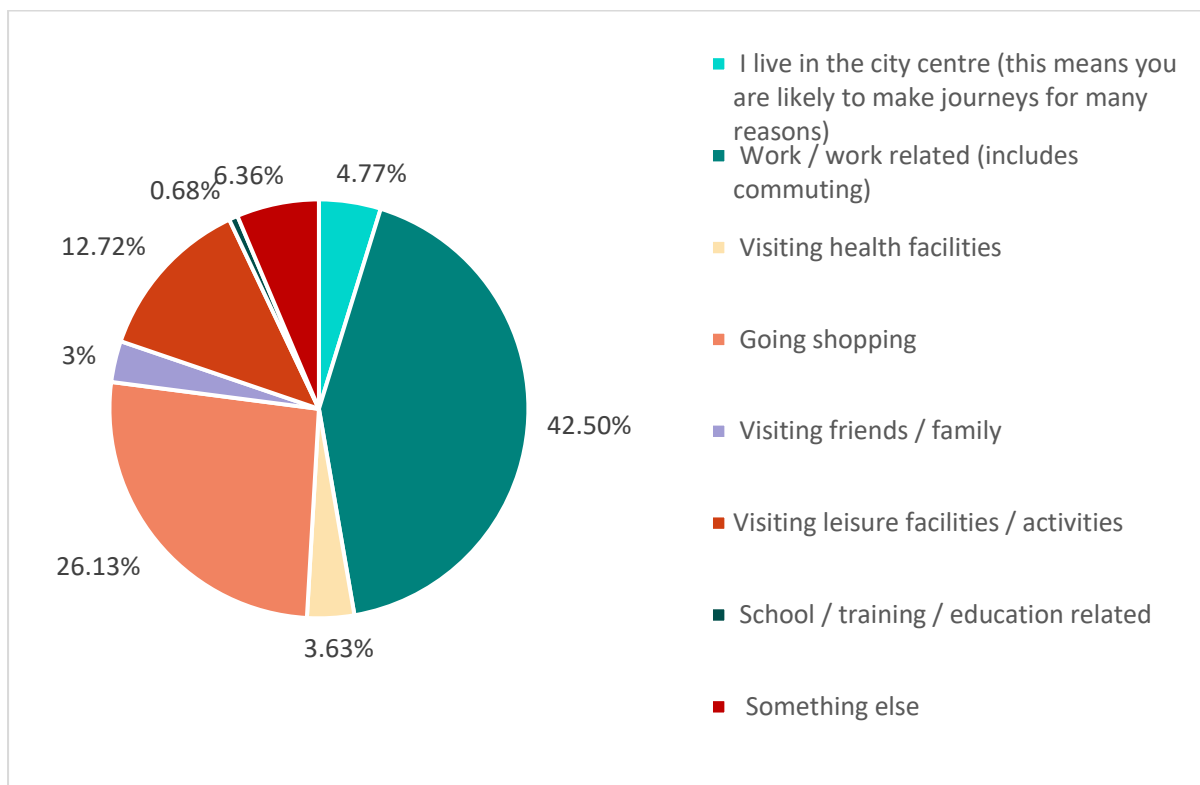
received as open text responses have been coded by subject matter and summarised at the relevant questions. Please note that some questions will have fewer responses because respondents have self-selected which they would like to answer.

## SECTION 1: Your travel habits and perceptions

**Q1: Please select the option that best describes your most frequent type of journeys into and out of Leeds City Centre (441 responses, 2 skipped)**



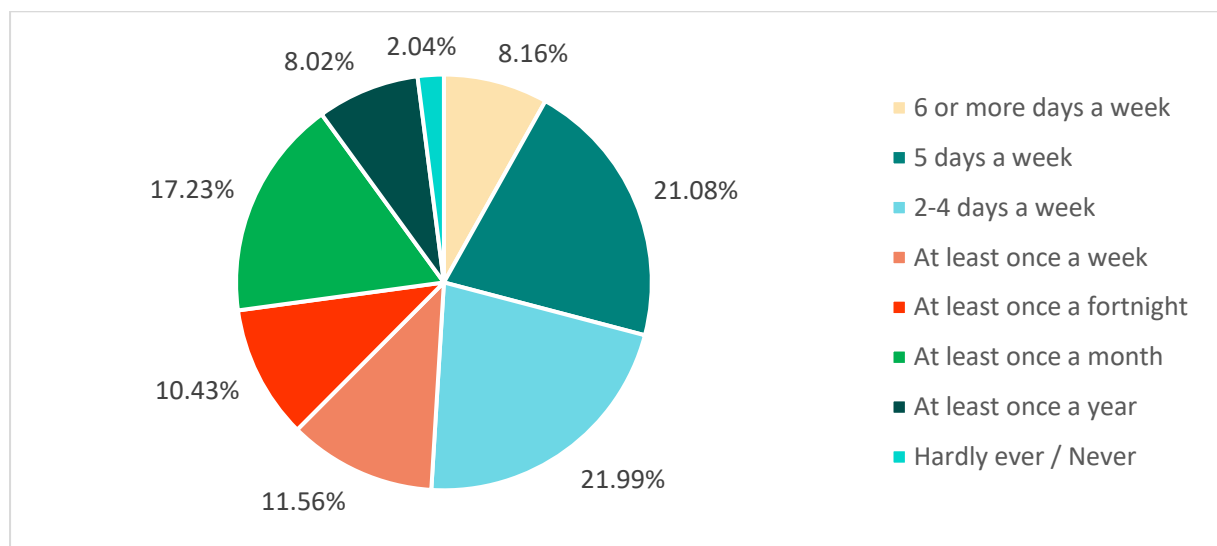
**Q2: Which is your main reason for making these journeys to and from Leeds City Centre? (440 responses, 3 skipped)**



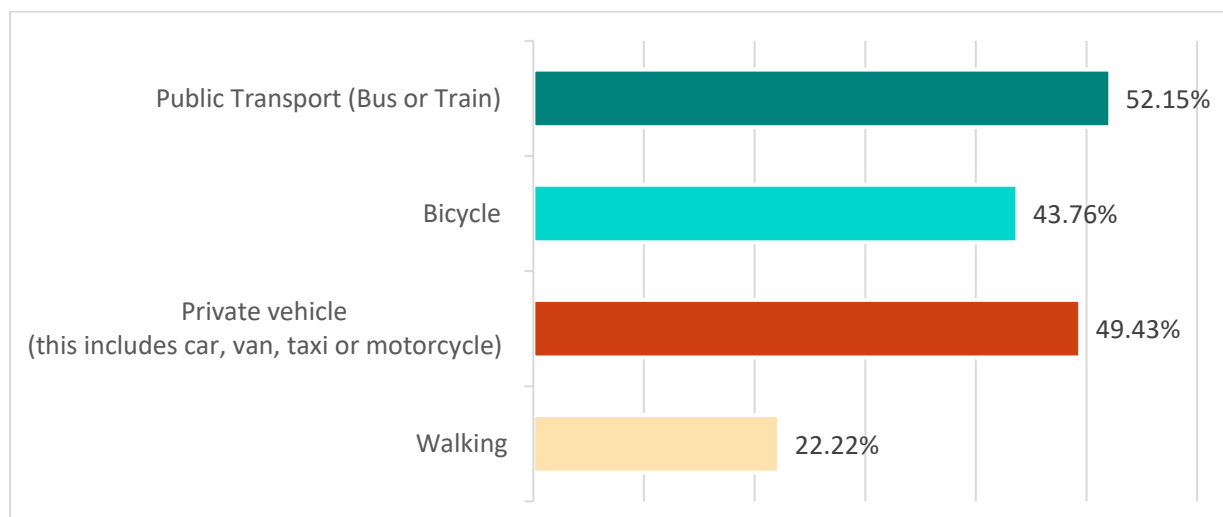
If you selected 'something else', please state what that is:

Theme	No.
Exercising (walking & cycling)	8
Meeting people	7
Culture, arts, events, shows	5
Volunteering	5
Commuting / work	4
Shopping	3
To access services	1
Vibrant city	1

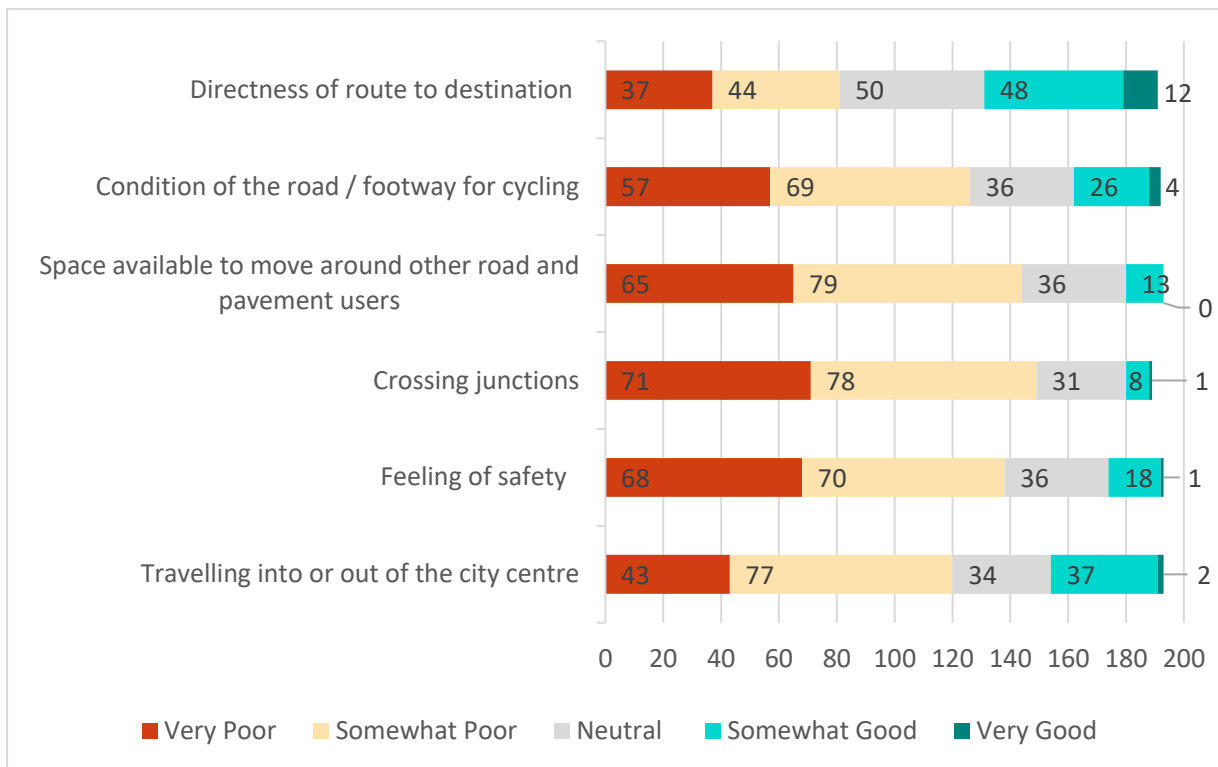
**Q3: How often do you make a journey into or out of Leeds City Centre?**  
 (Choose any one option) (441 responses, 2 skipped)



**Q4: Please select which modes of transport you use to travel to and from Leeds City Centre: Select all that apply** (441 responses, 2 skipped) \*Please note respondents were able to select more than one answer therefore percentages can add up to more than 100%\*



**Q5: If you are a cyclist, please rate your current experience of the following on the scale 1 – 5: (1 = Very poor, 5 = very good) (193 responses, only people who had responded that they travel by bicycle to and from Leeds city centre in Q4)**

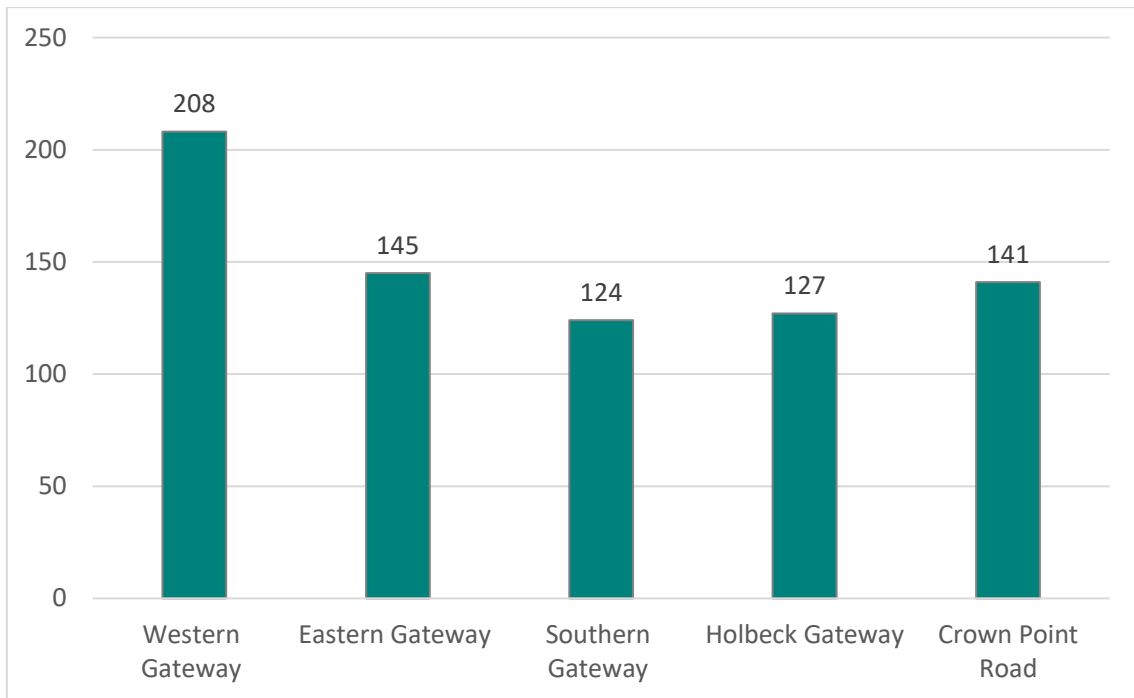


## SECTION 2: Your views on the proposed plans

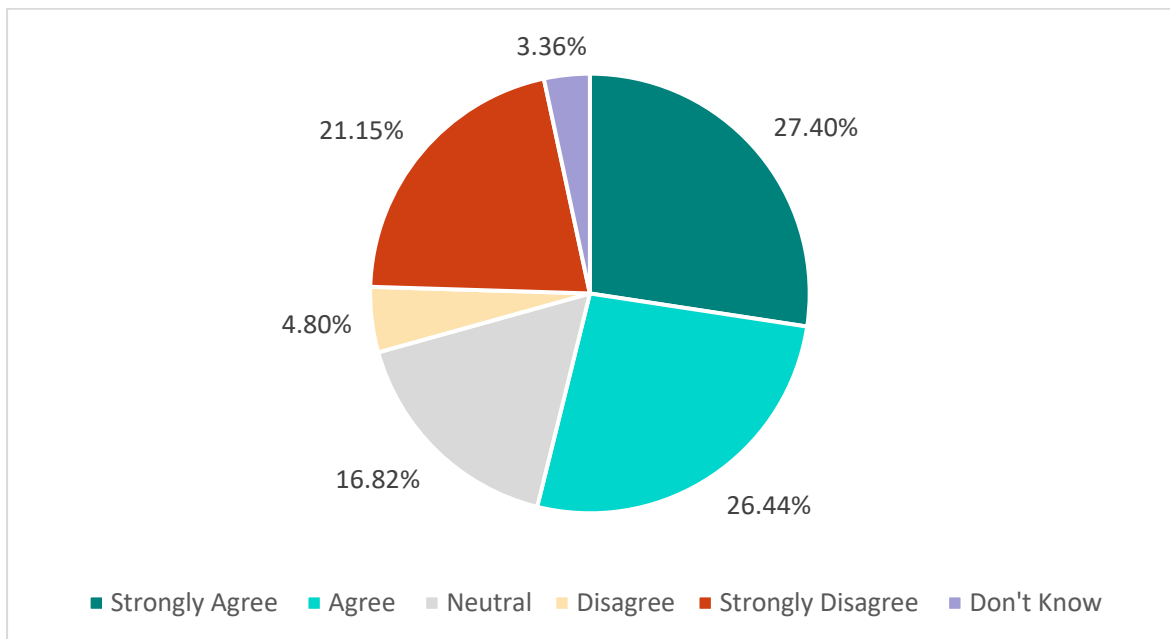
**Q6: Which of these alterations would improve facilities for cycling around the city centre? Please prioritise these from most effective to least effective (most effective = 1 and least effective = 6) (426 responses, 17 skipped)**

Options	Average Rank (1 = most effective, 6 = least effective)
Segregated cycle tracks	2.33
Routes away from the road or on quieter streets	3.24
Routes next to and following existing main roads	3.44
Cycle superhighways (Such as the Bradford Leeds Cycle Superhighway)	3.59
Separate traffic signals for cyclists	3.97
Cycle lanes marked on the road	4.12

**Q7: Please select which parts of the scheme you would like to give feedback on: (359 responses, 84 skipped)**



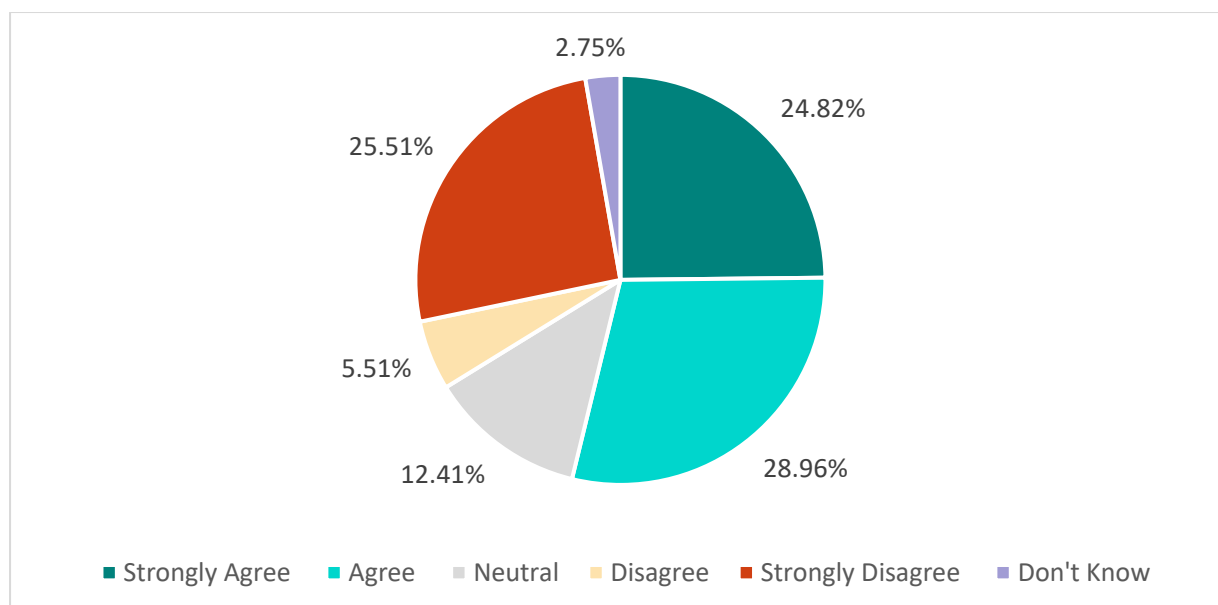
**Q8: Western Gateway: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**



**Q9: Western Gateway: Do you have any other comments on the scheme to share at this stage?**

<b>Theme</b>	<b>No.</b>
Negative	<b>77</b>
Against -	(42)
Proposals	21
Cycling in general	16
Cycle lanes	5
Proposals should include more cycling measures	16
Concerned about -	(16)
Shared use paths - for walking and cycling	10
People cycling on pavements	3
Safety	1
Air pollution	1
West Street junction	1
Proposals do not meet LTN 1/20	2
Cycle lanes - should be separate from the road	1
Suggestions	<b>35</b>
Crossing points - reduce number of crossing points or improve crossing points for cyclists	11
For specific locations -	(17)
A65	4
Armley Gyratory	3
Kirkstall Road	3
A647	2
A58	2
The canal	1
Geldard Road	1
Burley Road/Park Lane/Westgate/The Headrow	1
Engagement - seek advice from cyclists	3
Connectivity with other areas should be clearer on the plans	1
Road layout - create sharper corners to slow turning cars	1
Proposals - should include more improvements for people walking	1
Suggestion for Toucan crossings	1
Positive	<b>14</b>
General positive comments	13
Supports - bus lane proposals	1
Miscellaneous	<b>13</b>
Neutral comments	6
Comments on the plan designs (NB plans were upgraded during consultation window)	5
Comment on junction mouths	1
Trees	1

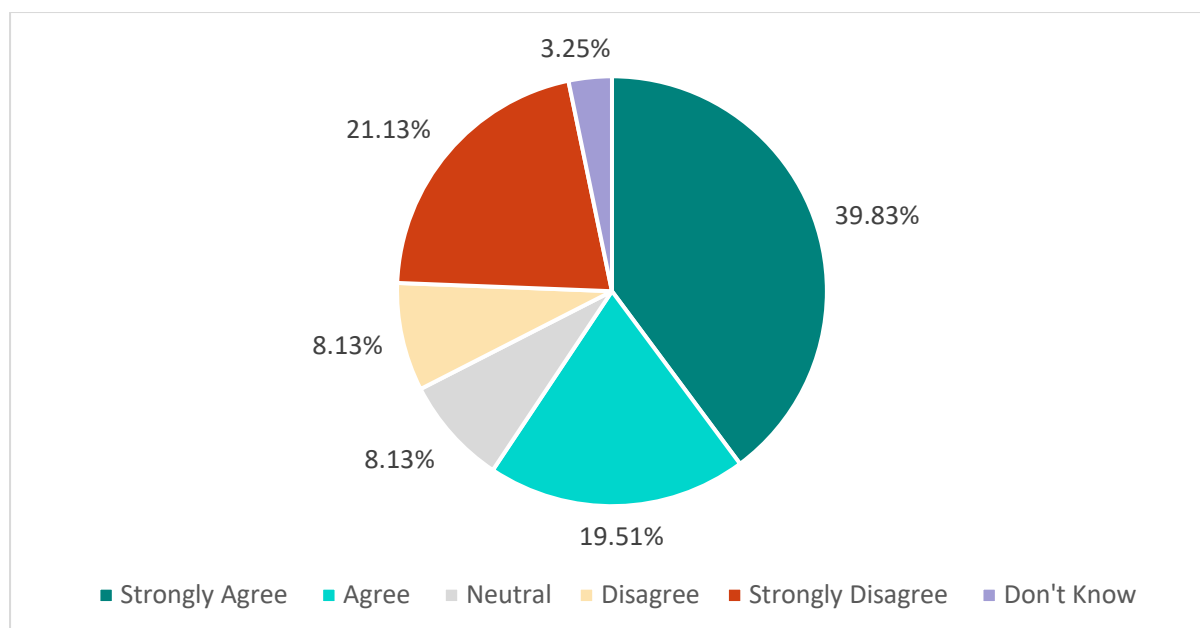
**Q10: Eastern Gateway: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**



**Q11: Eastern Gateway: Do you have any other comments on the scheme to share at this stage?**

Theme	No.
Negative	<b>33</b>
General negative / not best use of public funds or resources	11
Cycle lanes - not enough demand to justify them	11
Concerns about - cyclists having to cycle on main carriageway	5
Concerns about - shared use spaces with pedestrians	3
Doesn't fully meet LTN 1/20	2
Negative - will make traffic worse	1
Suggestions	<b>28</b>
Alternative / additional suggestions to proposals	9
Connectivity with other areas should be clearer on the plans	6
Extend cycle provision further from the city centre	4
Suggestions to reduce number of crossing points or improve crossing points for cyclists	3
Cycle lanes should be well maintained / kept clear of parked cars	3
Suggestions for the A61	2
Engagement - seek advice from cyclists	1
Positive	<b>23</b>
General positive	16
Supports improvements - but proposals do not go far enough	7
Miscellaneous	<b>7</b>
Comments on the plan designs (NB plans were upgraded during consultation window)	5
General	2

**Q12: Southern Gateway: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**



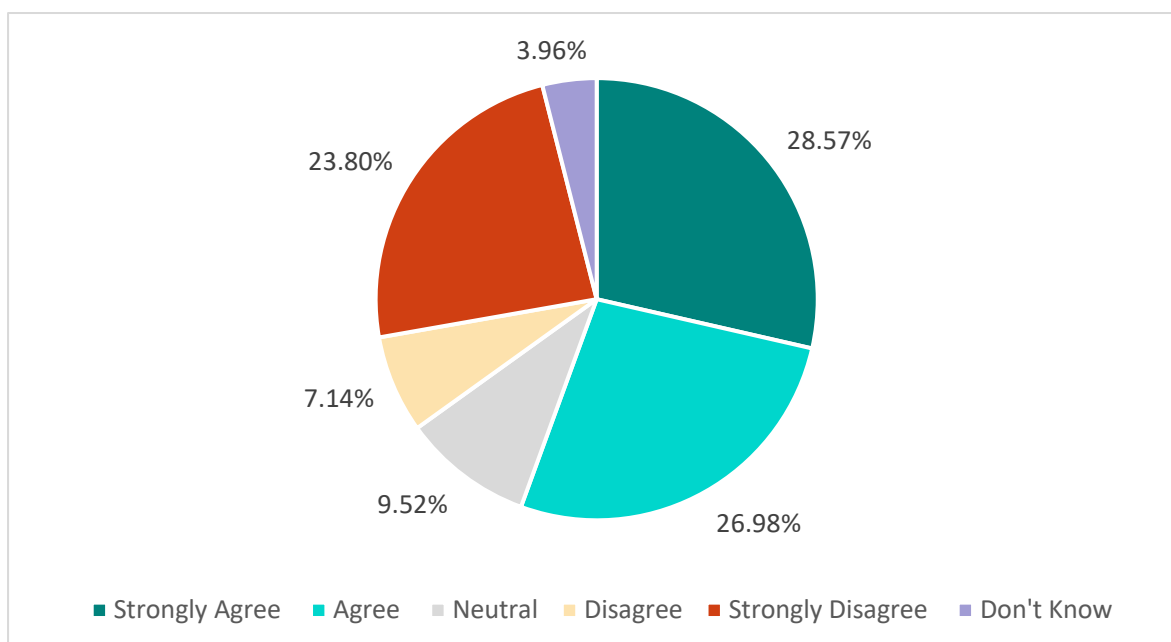
**Q13: Southern Gateway: Do you have any other comments on the scheme to share at this stage?**

Theme	No.
Negative	24
General negative	16
Concerned about -	(8)
Crossing points being sufficient for cyclists	4
High level of pedestrians	3
Cyclist access to Leeds Rail Station	1
Suggestions	21
For specific locations -	(17)
Sovereign Street	7
Dewsbury Road	2
Manor Road	2
Meadow Street and Neville Street	2
Bishopgate onto Boar Lane	1
Hunslet to Middleton park	1
Concordia Street	1
Water Lane	1
To better connect Asda	2
Connectivity with other areas should be clearer on the plans	12
Maintenance of cycle lanes	2
Layout for passing behind bus stops	1
Engagement - seek advice from cyclists	1
Positive	16
General positive	11
Supports improvements -	(5)



But proposals do not go far enough	4
Bi-directional paths	1
Miscellaneous	<b>13</b>
General	6
Comments on the plan designs (NB plans were upgraded during consultation window)	6
Question about Sovereign Square Park	1

**Q14: Holbeck Gateway: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**

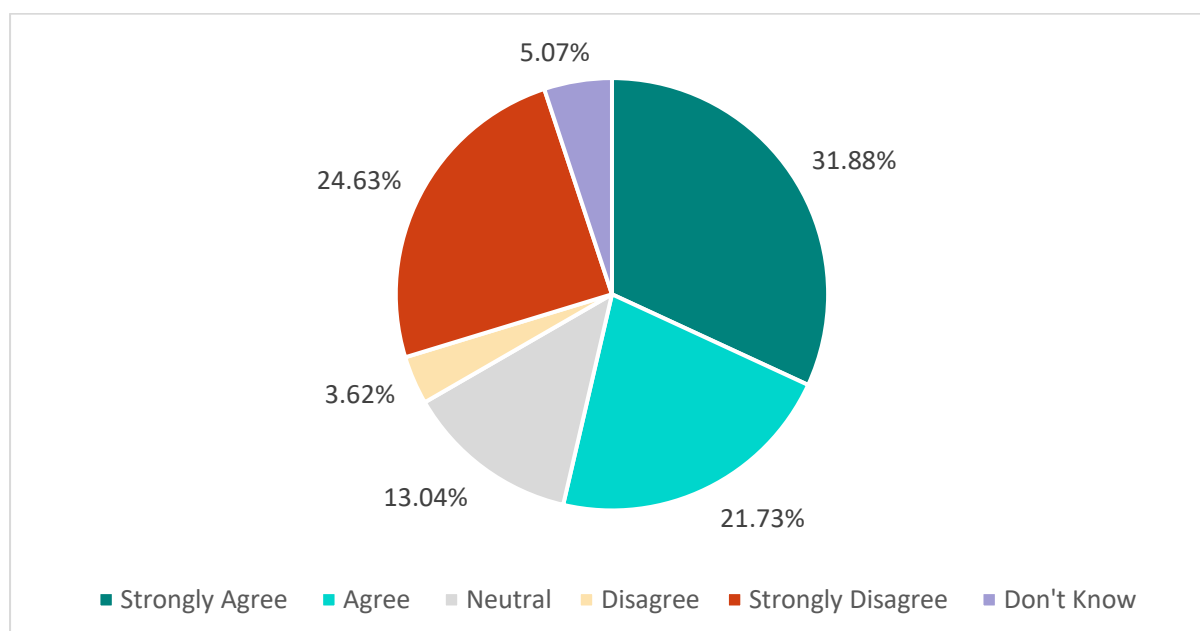


**Q15: Holbeck Gateway: Do you have any other comments on the scheme to share at this stage?**

Theme	No.
Negative	<b>56</b>
Concerns about cyclists having to cycle on main carriageway	12
Concerns about shared use spaces with pedestrians	12
General negative – waste of money	9
Negative - not enough people will use it	9
Concerns about personal safety	7
General negative / concerns – do more	5
Concern about disruption of works on traffic	1
Negative – air quality for cyclists	1
Suggestions	<b>28</b>
Alternative / additional suggestions to proposals	10
Crossing points - reduce number of crossing points or improve crossing points for cyclists	9
Extend cycle provision further from the city centre	6
Connectivity with other areas should be clearer on the plans	5

Cycle lanes should be well maintained / kept clear of parked cars	2
Engagement - seek advice from cyclists	1
Positive	<b>13</b>
General positive	13
Miscellaneous	<b>10</b>
Negative comments on the plan designs (NB plans were upgraded during consultation window)	6
Miscellaneous	4

**Q16: Crown Point Bridge: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**



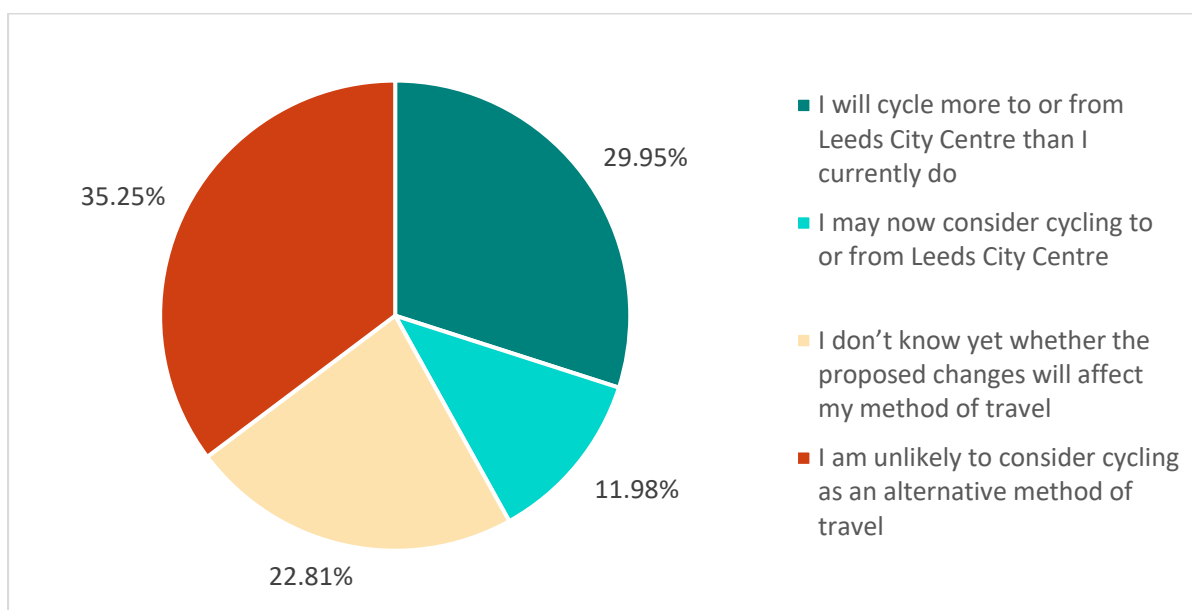
**Q17: Crown Point Bridge: Do you have any other comments on the scheme to share at this stage?**

Theme	No.
Negative	<b>40</b>
General negative / not best use of public funds or resources	15
Concerned about -	(13)
Safety of cycling on main carriageway	7
Works causing disruption	5
Personal safety	1
Cycle lanes - not enough demand to justify them	12
Suggestions	<b>29</b>
Connectivity with other areas should be clearer on the plans	8
Crossing points - reduce number of crossing points or improve crossing points for cyclists	8
General alternative / additional suggestions to proposals	6
Extend cycle provision further from the city centre	4
Suggestions about bus stops at Black Bull Street	2
Engagement - seek advice from cyclists	1

Positive	<b>18</b>
General positive	13
Supports improvements – but proposals do not go far enough	5
Miscellaneous	<b>7</b>
General	5
Comments on the plan designs (NB plans were upgraded during consultation window)	2

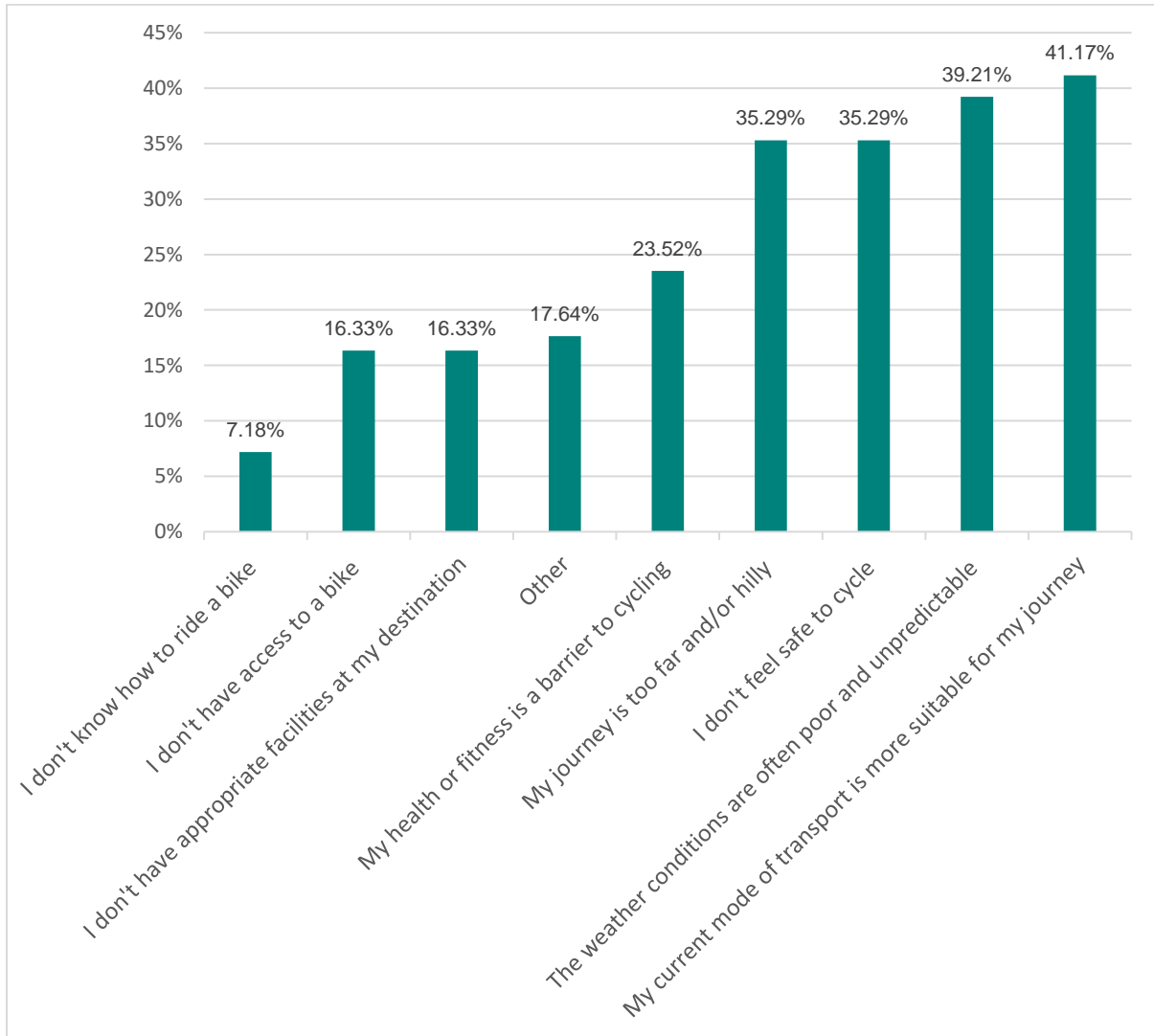
**Q18: Please choose the statement that best matches how the proposed changes will affect how you travel to and from Leeds City Centre:**

*(434 responses, 9 skipped)*



**Q19: If you are unlikely to consider cycling as an alternative method of travel, please select the statements which explain why: (153 responses, only people who reported that they would be unlikely to consider cycling in Q18)**

*\*Please note respondents were able to select more than one answer therefore percentages can add up to more than 100%\**



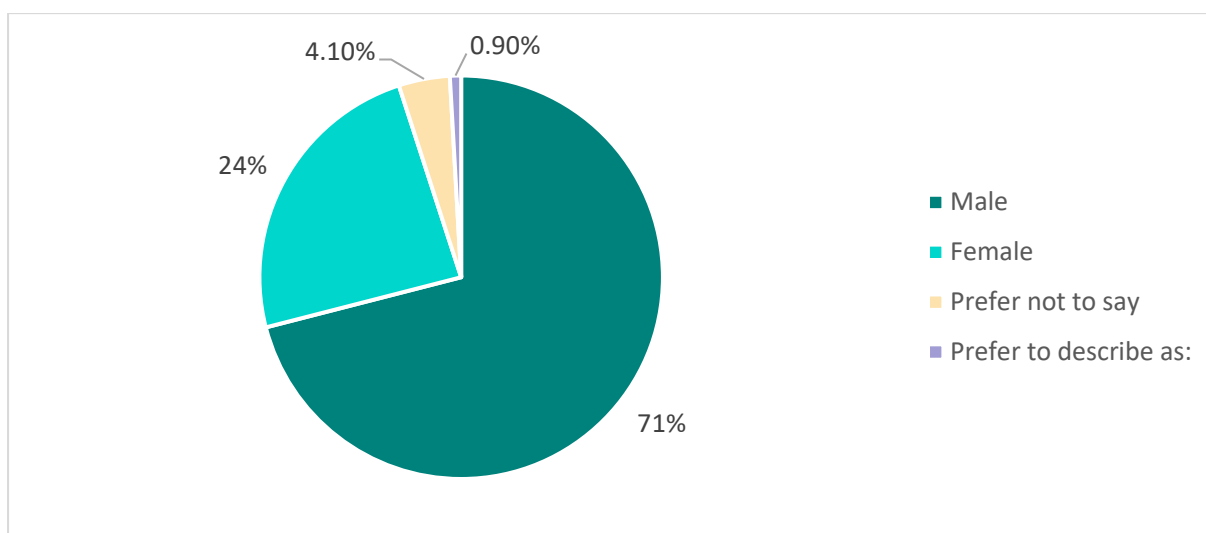
**Other (please state):**

Theme	No.
Negative	<b>28</b>
Barriers to cycling:	(11)
Age / disability	4
Difficult terrain	2
Distance	2
Poor weather	2
Air pollution	1
Cycle lanes - not best use of public funds or resources	6
Cycle lanes - not enough demand to justify them	3

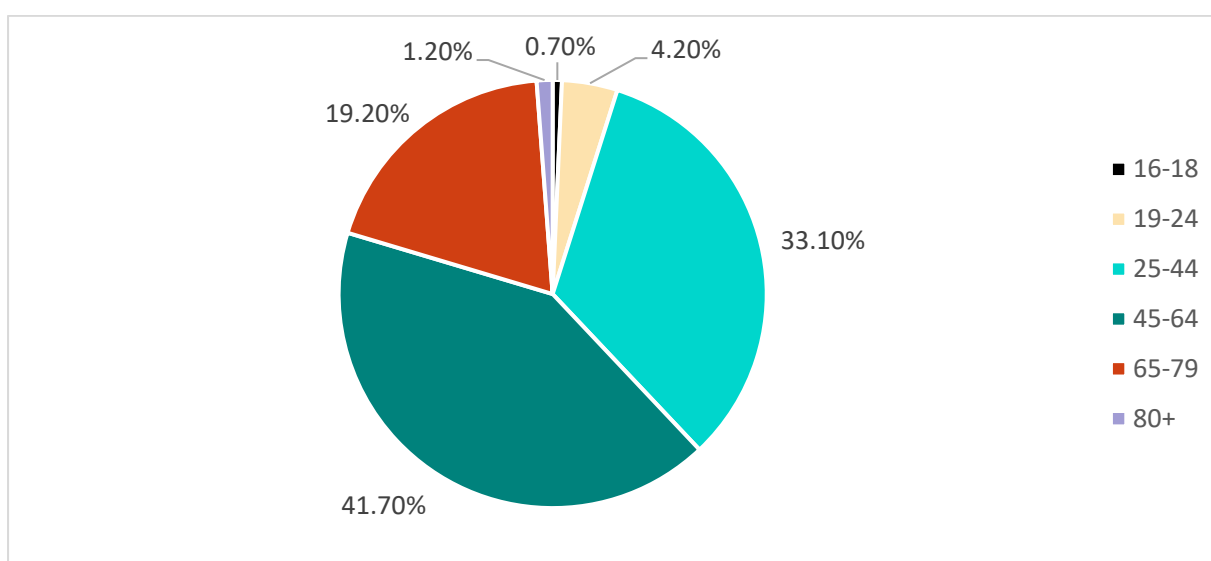
Concerned about - cycling being unsafe	3
Proposals not close enough to respondent's address	3
Concerned about - works causing disruption to traffic	1
Public transport is already sufficient	1
<b>Suggestions</b>	<b>5</b>
Easier access to better cycle facilities is required	3
More detail required in the plans	1
Should be more focus on micro transport (e.g., a mobility scooter)	1
<b>Positive</b>	<b>2</b>
General positive comment	1
Supports – more cycle lanes	1

## SECTION 3: About you

**Q20: Do you identify as:** (434 responses, 9 skipped)



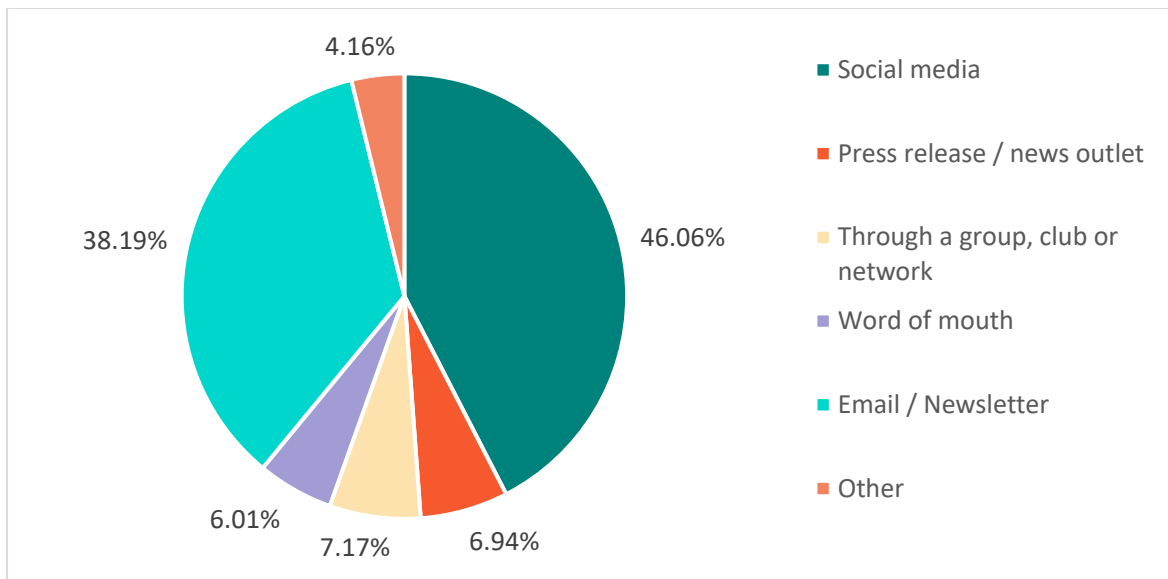
**Q21: Which age category do you fall within?** (432 responses, 11 skipped)



**Q22: What is your postcode? (e.g. HD1 2TT)***(417 responses, 26 skipped)*

<b>Postcode area</b>	<b>No.</b>	<b>Postcode area</b>	<b>No.</b>
Leeds - LS1	7	Leeds - LS19	7
Leeds - LS2	2	Leeds - LS20	5
Leeds - LS3	2	Leeds - LS21	10
Leeds - LS4	8	Leeds - LS22	6
Leeds - LS5	10	Leeds - LS23	4
Leeds - LS6	36	Leeds - LS25	9
Leeds - LS7	14	Leeds - LS26	12
Leeds - LS8	18	Leeds - LS27	20
Leeds - LS9	14	Leeds - LS28	17
Leeds - LS10	12	Leeds - LS29	4
Leeds - LS11	17	Bradford area	14
Leeds - LS12	13	Sheffield area	2
Leeds - LS13	17	Greater London area	1
Leeds - LS14	13	Harrogate area	3
Leeds - LS15	17	Huddersfield area	3
Leeds - LS16	45	North Yorkshire area	1
Leeds - LS17	25	Wakefield area	9
Leeds - LS18	19	York area	1

**Q23: How did you hear about this engagement exercise?** (432 responses, 11 skipped)



## Appendix One

**Full list of verbatim open-text comments received for each section, in response to question: ‘Do you have any other comments on the scheme to share at this stage?’ Comments are listed in alphabetical order.**

**[Redacted]:** Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement. Redacted information includes names, addresses and contact information or other information that could be used to identify an individual. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only. Any defamatory or abusive comments have also been redacted. Please note that these comments have been copied verbatim from their source and have not been altered, updated or amended.

### Q9: Western Gateway: Do you have any other comments on the scheme to share at this stage?

1. Will they still be a crossing near AMT Cars into the middle of Roundabout?
2. Right turn from Wellington St to Wellington Bridge St is 90° this may slow traffic but might make dangerous drives mount the path.
3. IRR W entrance slip toucan crossing looks narrow and does not follow desire line
4. City-bound cycle path under IRR looks very narrow.
5. There is not enough space for +6 bikes to wait at the toucan island crossing (IRR E A58 exit slip)

6.they should be a mini cycle roundabout at the new grass area bottom on West gate to allow 2-way cycle traffic travelling parallel to IRR on NCN to allow for high capacity and speed
A complete waste of public money
Absolutely wasting money. Paint cycle lanes on existing roads.
At the moment I get off my bike and cross by the traffic lights on the pedestrian crossing on foot. Lots of cars turn left, and it's really hard to get from the cycle/bus lane into the middle lane (I need to get from Kirkstall Road to Wellington Street). It's not ideal, and the only part of my journey I don't feel comfortable doing on my bike.
because it is the busy end of Leeds and needs it more than most between both cities of Leeds and Bradford ..
Bicycles need removing from roads for ALL our safety !!
Can see you plan to put a cycleway on Armley Road, which is good, but how about viaduct road and canal road? Very dangerous to cycle into Armley from Headingley and Burley, or via Kirkstall Road, the cars drive like they're possessed. Also would be nice to see some connectivity to Wortley from Town Street which also needs some money spent on it, definitely a forgotten area with plenty of commuters. Always congested with everyone else reliant on buses or cycling.
Complete waste of money
Completely waste of money Feed the homeless
Concentrate on getting public transport right. Cyclists account for less than 6% of the population. Concentrate resource and money where there is the most benefit ie. NOT cycle ways.
Connection to Kirkstall Road is a big thing, so that'll definitely help. But it's a big junction, it'd be great to make sure cyclists and pedestrians get priority over cars here.
Cycle highways are very bad for the environment - tons of emissions from concrete production etc. Traffic stop/start increases pollutants - make traffic flow smoother
cycle lanes are dangerous for the cyclist at night they are causing more congestion therefore more air pollution
Cycle lanes are rarely used, they are a high cost minority provision, at a time when there are significantly more important issues - care homes, children's homes, basic road repair etc
Cycle lanes must be maintained and examined for defects after construction and not just left dormant and filthy. Vehicles that park in the cycle lanes must be followed up by a fine as this endangers cyclist lives.
Cycling is not a viable regular travel option to the vast majority. The expense is grossly disproportionate to the benefit fit such an extreme minority of people.
Cyclists commuting along Kirkstall Rd should hopefully benefit from this extension, if it is done right.
Do not put cycle paths on the pavement as this regularly leads to cars pulling out on cyclists in the cycle lane.
Does not appear to add any real benefit.
Does not show how this links to other routes away from this area.
Don't know if I've missed something - all I have seen is a summary of work in progress and the map of whole city centre, so without further details it's impossible to judge
Due to the number of crossings and fragmentation here I would cycle in the road rather than use the segregated cycle tracks. The only thing that would change this would be



preferential crossing for cyclists and pedestrians at each intersection with the highway, where these users had priority over cars.

Essential infrastructure to create a joined up cycling network

Far too expensive for a council in massive debt.

Forcing cyclists to use multiple push-button crossings to get into town isn't progress. There are still four(!) crossings to navigate between the northbound inner-ring shared path and the city centre (Wellington St.) This shared use area needs to be separated as well. Far too many conflicts between cyclists and pedestrians here. This bit of the cycle superhighway route should be the most used, but as the standard of design is so poor, it's not. These plans don't address this at all.

Getting into the centre is ok, but getting across is not straightforward and it is not clear whether this joins up the two halves of the superhighway any clearer. The other problem is getting across the city without going through the city centre. There is no safe way to get from West to east or south without navigating major roads and busy roundabouts

I agree on separate cycle lanes help, I don't think sharing with pedestrians is a good idea because bicycles travel at much greater speeds and pedestrians react unpredictably when they see or are surprised by a bicycle near to them. Also, I think in regards to junctions I am not fond of separating them from other vehicles. A characteristic of cycling is maintaining flow where possible, so lots of 'stop-start' toucan crossings are frustrating and tiresome. They'll likely be ignored by cyclists who will just merge with other traffic at these key junctions. A better proposal is to have large blocks of colour/markings on the roads for cyclists and more signage for other road users that cycles are in the vicinity just to make them more aware and be more considerate.

I am completely against any reduction in road capacity making provision for cyclists, especially when vehicle users pay heavy taxes to use the roads, and cyclists have the bias in accidents which is also very wrong and unfair to vehicle drivers. Cyclists need to be made to stick to any cycling lanes provided and obey all road signals and speeding restrictions, which many do not. Also they must be made to wear high vis clothing at all times, and if not there case is diminished if they involved in any accidents be to pedestrians or vehicles, local bye laws could enforce such.

I am concerned about shared use areas, I presume that these are shared with pedestrians. I find that cycling in areas used by pedestrians makes pedestrians feel unsafe, considerably slows my journey and makes pedestrians feel negatively towards cyclists, despite this being the designated place for cyclists to use. Mainly, I do not feel that "gateways" are extensive enough. I live in Harehills and regularly commute through the city centre to Kirkstall. Crossing the city centre is especially problematic and dangerous for cyclists. Boar Lane in particular has poor road surface and no designated cycle lane. Identifying a clear, safe route across the city centre would make a significant difference. A further issue relates to transitions between cycle lanes and cyclists using the roads. For example, where Regent St crosses Skinner Lane (east Leeds) or where Wellington St meets the A58 (west Leeds), cyclists using a cycle lane are effectively "dumped" onto the road. Drivers aren't expecting cyclists to suddenly join the road, and if cyclists wish to turn right, they must suddenly cross several lanes of traffic. I find these transition points the most stressful and dangerous parts of my journey.

I am concerned about the right-angled turn for cyclists on West Street (?) on to the crossing.

It is anything BUT intuitive at the moment, and certainly doesn't "feel safe" slowing down, across a junction, to mount the kerb - as drivers accelerate beside me! I'm used to it - but I've been cycling that route for 20+ years!

I am fully supportive of cycle and pedestrian infrastructure being installed. A key focus for Leeds City Council should be to achieve a significant reduction in inefficient and harmful vehicular trips.

However, the plans put forward for the Western Gateway are poor and outdated. There seems to have been a conscious effort made to design a scheme that appears to be for bikes and pedestrians but actually continues to prioritise inefficient and polluting transport.

There are some noteworthy points to be raised which should all be rectified at the planning phase:

- Cyclists hoping between segregated paths and shared use paths will result in conflict. There is plenty of space for fully segregated paths and full pavements.
- Eastbound, the segregated path seems to start out of nowhere. The plan should be to have segregated infrastructure all the way along the Kirkstall Road/Abbey Road corridor so this should be even constructed at the same time or at least planned.
- Eastbound, the pedestrians and bikes are forced past the sensible crossing point and are instead funnelled into a 90 degree turn beyond West Street. The 'slip road' should be drastically restricted meaning bikes and pedestrians can cross at the proper place. (or you will just get bikes not using the paths)
- Westbound, there is the same problem on the 'slip road' although not as drastic. Inefficient and harmful transport is prioritised. Make these side roads smaller and run the paths across them without weird angles.
- There is no mention of reducing the space dedicated to harmful modes of transport in these plans. At certain points, these are given three lanes. At the most, there should be one lane each way which would match the nature of the rest of Kirkstall road especially when it becomes (what should be) a pedestrian zone at the Cardigan Fields high street. Currently three lanes of traffic is funnelled into one lane (how was that ever built!)

In summary, I do not think these are good plans however I support any measures to modernise infrastructure in the city. I feel like money could be a lot better spent and envisage a time five years in the future where the junction will have to be re-done and more money spent. Perhaps it is best just to do it properly first. If these plans are put in place then the only saving grace would be to install proper pedestrian and cycle sensors so that the lights change for them when they approach the junctions. If there are any beg buttons then inefficient transport modes will be prioritised then the scheme will be of very little use.

I couldn't tell from the plan whether you have to keep joining and rejoining the cycle lane. When cycling I don't use the one on Whitehall Road for this reason. Many of the new cycle lanes around the city seem to be designed to stop cyclists impeding drivers, e.g. cycle lanes joining pavements approaching side roads, therefore forcing cyclists to give way to drivers, when if they stayed on the road they would have right of way. I do cycle into Leeds sometimes in the summer but don't have the confidence to use cycle lanes that force you to make tricky, tight manoeuvres joining and rejoining pavements and tracks - I feel safer staying on the road.

I cycle from LS16 to LS11 for my commute, and the route I take can depend on season/daylight hours; traffic; direction (ie I take a different route returning home due to hills); and traffic light phasing (can I safely get to turn right off the A660 when heading south) but I tend to either cycle right through the centre of town or skirt the main centre to the west via Clarendon Rd which could make use of Western Gateway. I currently avoid the WG location, but this might give me an opportunity to connect to the canal to Holbeck/city centre when I normally ride along Whitehall. The ability to cycle on the "wrong side of the road" avoiding the traffic lights underneath the ring road will only work for me if the traffic light phasing is meaningful (ie it takes less time than following the roads that other traffic would use). Time is the greatest factor when I cycle, which is why I am not keen on low traffic routes as they tend to meander too much.

I don't see any difference to what is already there. Going into town from the west the crossing is further so easier to cycle alongside cars onto Wellington St

I don't think any of the schemes represent suitable expenditure. They will take years to deliver and like super cycleway project will receive much criticism through delivery. Resources are already ridiculously stretched and should concentrate on delivering maintenance and safety improvements to general highway network first - for example complete 20mph zones and enforce.

By the time the schemes are used there will be many commuting by electric vehicles, if you need to spend on "sustainable" project then invest this money in charging points. Cycles have no advantage when electricity produced for vehicles is all renewable. This should be the direction of travel we aim to deliver. Limited numbers will use a bike, large numbers will use a car.

Also one further point, the picture used to advertise this consultation is shocking. No helmet, dark light weight clothing. She is a danger to herself and in the event of an accident would cause extreme trauma to anyone else involved, for example the truck driver included in the photo!

I have been knocked off my bike twice whilst cycling in Leeds, of which one time was at the Wellington Street (Westbound) lights just before the IRR flyover. I lived in Kirkstall for a number of years and cycled to/from work in the city centre. The large junction from Kirkstall Road to Wellington Street, under the IRR, is really not safe for cyclists, and a number of improvements are necessary in my view.

I live in Otley. Until there is cycling provision made from Otley to Lawnswood I am unlikely to travel to Leeds more often. Its OK making the city ce the more accessible but useless if cycle routes into Leeds from outside dont exist.

i live in Wortly and cycle . my main obstacle is the Armley gyratory

I live near the Dragon Inn in Wortley. Cycling access to the city centre from Whitehall Road is either via the footbridge next to Dunelm, even more precarious bridges around Armley Gyratory, or various ginnels to Gelderd Road and Holbeck that are overgrown and feel unsafe. Access from Tong Road isn't much better. As a motorcyclist I'm concerned about things like wand orcas used to segregate cycle lanes that have never had a proper safety assessment.

I welcome and am encouraged by it. However, I think it is disgraceful when such schemes as portrayed as being important to avert climate when LCC supports the massive expansion in GHG from the almost doubling of flights from LBA. It is hypocrisy of the worse kind.

I would encourage as much use as possible of Segregated two-way cycle tracks wherever possible both in and out of the city and in satellite towns and villages also.

Some pedestrians are still not used to the shared facilities and walk in the middle of the paths obstructing the route for cyclists. I use a bell but even this does not always alert the pedestrians who may have headphones on or hearing difficulties. Also, continuity of routes and good signage is essential.

Also I notice the bus lane on the west side of the plans - if that is shared with cyclists then this is a good move. As a cyclist, I like using the wide bus lanes and they are quiet and I have rear mirrors so can easily manoeuvre out of their way if they are approaching.

If heading into Leeds from West Street I would like to stay at the traffic lights among the cars then have a ramp onto the path under the IRR. This is quicker than having to go to the crossing after the Ibis Hotel. This crossing is fine for less confident riders. (note this is already there so not sure what the changes are)

If these cycle ways are as succesful as the one going from Armley Junction to Stanningley bypass it will be a total failure.I travel up there now and then and if I see one cyclist using it it's a miracle.If you are coming into Leeds down to Armley then you are squeezed two lanes into one which has been like this for years why?.

I'm glad that you have identified this as a location for cycle improvements as it serves a number of popular routes and a growing population in it's catchment area is likely to want to take up cycling for transport, to get to work/ college and access leisure facilities. Currently it is an unpleasant high-speed junction which is very slow to get around on a bike if you do not want to risk mixing with traffic on the gyratory. I think this junction needs to be a real high quality example with complete separation of cars, cyclists and pedestrians across the whole scheme. Make the junction more comfortable and desirable for cyclists by giving them as few red lights as possible, consideration should be taken throughout the design to think of ways to reduce the number of red lights and ask the question do we really need cyclists to stop at the same light as the cars? can we extend the cycle lane ahead of the cars. Good examples of high quality junctions have been appearing recently in the UK, such as the Princess Road/ Medlock Street Roundabout (Manchester), Vauxhall Bridge which carries large numbers of cyclists and pedestrians across a complicated inner ring road in central London. Also, please consider how the features of the CYCLOPS junctions in Manchester could be taken advantage of, especially how cyclists do not have to stop in the same place as cars and how you can provide a 'free' left turn.

One dangerous part of my daily ride into Leeds is traffic turning left into Marlborough Street, this is often taken at speed and is very intimidating as they get release from the lights at the same time so either race ahead of you and cut across the cycle lane or aim to cut in behind you at speed. As part of improvements here you should make the junction of the A58/ Marlborough Road one-way for motor vehicles, this will remove the risk of cars cutting cyclists up to turn left and make this difficult pedestrian crossing easier, less stressful, and much safer. This will reduce rat running on Marlborough Road, make turning movements easier at the Marlborough Road/ Burley Street junction. For Traffic wanting to turn into Marlborough Road from the A65 they can still follow the A58 and turn into Park Lane losing very little time but making the junction infinitely safer for people walking and cycling, and reducing traffic numbers in Marlborough Street itself through reduced rat running. Removing this dangerous left turn will enable you to carry a separated cycle lane to the 'separate cycle and pedestrian crossing' identified on the consultation sheet provided. This way we can give cyclists a green light at the AMT lights when there are no pedestrians wanting to cross, even though cars are being held back from entering the roundabout . At the AMT junction safe crossings for pedestrians can be retained through use of detection loops to identify cyclists incoming on the A65 and change the cycle/ Ped lights accordingly, or continuing to use a beg button for pedestrians as is presently the case. I believe this solution will make crossing for both safer and more convenient, have little to no effect on traffic flow, it may even help traffic flow as making the cycle lanes safer and more convenient will remove the braver cyclists who use the carriageway, instead of shared space at present, from slowing down traffic on the gyratory as well as cars turning left into Marlborough Street which need to slow to turn left. Please consider carrying protection a bit further back than the diagram states, at least as far as Abbey Street.

Cyclists travelling from Wellington Street towards Kirkstall Road often use the gyratory instead of the shared space, just like on the other side of the junction. Please consider separating cyclists and pedestrians on this section and reduce the number of red lights cyclists' encounter. If after improvements to the scheme it continues to be considerably less convenient to use shared space than risk the gyratory, many cyclists will feel they are better served on the road, which is clearly the less safe option. Trying to get to the canal from Wellington Street feels a bit messy and indirect and is not adequate to accommodate mixed use at busy times.

Imposing Leeds desire to push people into cycling more is unrealistic and detrimental to those with disabilities

In all cases the route needs to be separate from road but not have excessive separate signalling as cyclist will use the road instead.

In west Leeds the scheme has been a total waste of money and caused problems for lots of people. I come across the route usually twice a day and never seen it used by more than the odd cyclist!

Is it cost affective and will it be well used

It looks like making a turn is a faff - waaaaay too many crossing/junctions. It'll take an age to get anywhere. Should be a cyclops junction instead.

It seems to push the cyclist completely away from the road and make many extra crossings that a cyclist would have to stop at. This would mean the, inevitably, cyclists would still go on the road for efficiency and cyclist hating car drivers would get angry at them, though they are fully permitted on the road. Some provision that follows the road/traffic for cyclists, not removes them from cars way. This seems more like a provision for car drivers than one for cyclists. Look at the new cycle ways round Duke street: the number of crossings put in for cyclists there that make the cycle routes almost unusable if you are in any kind of a rush (eg. commuting).

It would be great if there was also a bike lane planned for Gelderd Road, that angle seems to have been overlooked.

It's very hard to understand what is actually planned based on the information provided.

Just a pure waste of money.

Knowing this stretch of road from a driver's perspective and how busy it is, I think greater clarity and safety for cyclists is very important. It is also a main thoroughfare into the city from Kirstall and Horsforth and further, so very good to strengthen the provision for cyclists on this route to enable and encourage more active transport options for residents working in or travelling to Leeds for leisure and other purposes.

LCC spent millions on leeds/Bradford route, cyclists still ride in the road and most don't ride in the specific lane for them! If you don't believe this, drive in a car from horsforth to leeds at 6.00am on a morning

Leeds doesn't seem to know how to increase walking and is concentrating on 'prestige' cycle super highway type projects. Whatever the percentage increase in cycling there will always be more people will be walking. I think encouraging cycling is laudable but use the money you have to benefit both modes. There is very little to suggest that these plans benefit people walking. Make some of the suburbs better for walking and cycling so children can walk/cycle to school, people can walk/ cycle to parks and shops etc from where they live.

Maps need improvement. They are missing street names and it's difficult to tell exactly where this is. It was only by spotting certain landmarks that I figured it out.

Shared use areas need better segration and clearer markings. Cyclists will not slow down and pedestrians will have to get out of the way. See existing shared use sections in this area or canal towpaths. There is also a corner you cannot see around at Wellington St / Wellington Bridge St near the old YP Tower. It would be wrong to have this as shared use without clear segregation.

Existing crossing facilities and timings need updating where Toucan crossings are proposed. Please ensure signals are at head height opposite and not at 90 degrees waist height where they cannot be seen.

The shared facility by the old YP Tower needs to continue to connect to the gyratory. You cannot expect cyclists heading to Holbeck and Wortley to cross over onto CC1 only to come back over the bridge just before the Gyratory.

The shared facility connecting with CC1 needs better markings to separate cyclists and pedestrians. Especially those that step off the bus and don't expect to be and aren't aware they are in the middle of a cycle lane. It also needs several large obstructions removing

that cyclists have to pass around or through. Crossings need improvements at Holts Crest Way and the Armley Rd junctions for cyclists connecting with the Gyrotory footbridge. Cars exit the A58 at speed at these junctions and are not visible.
monitor the ones you have built, no one uses them
More cycling schemes designed by someone who has never commuted by cycle, likely making it slower and more dangerous to cycle in Leeds.
More use of quieter routes needs to be made together with improvements outside the City Centre where commuters are making their way onto routes such as the canal towpath
Must be separated from the road
Narrow junction mouths for CityGate and other junctions in the area
Narrowing the approach lanes under the underpass will create inbound rush hour traffic gridlock along Kirkstall Road. Space for dual carriageway free flow is required into the ring road and three lane access for continuation into Wellington Street and right turn onto overpass toward M62. There is plenty of space to widen the carriageway to accommodate a separate cycle lane rather than constrict the existing carriageway.
needs a better road upgrade on the A 647 Leeds to Bradford as it gets very bad at rush hour
Never seen anyone using the cycle lanes from Armley to Bramley and used for parking cars from Pudsey ring road roundabout to Thornbury Roundabout total waste of tax payers monies a red herring!!
No thank you
None of the cycle routes in the city consider that cycling for commuting needs to take speed into consideration. If the route for cycle crossings are added across the a65, then on the slip road from the inner ring road that would mean stopping and starting 3 times just on that v small section of the route. This could add another 5 mins to my 20 minute commute. Usually cycling on the road there would be one set of traffic lights. This issue means confident cyclists will opt to use the road as it is quicker. This is already seen in the cycle lanes on the outer ring road near roundhay where the cycle lanes cross the road and expect cyclists to stop at every side road. I strongly suggest someone actually cycles the proposed routes.
not many cyclists use this route in winter it is dangerous congested area coming into Leeds also a lot of pollution as many roads meet
not that many cycles on the roads therefore a waste of much needed funds for more necessary services
One of my main cycle routes is from Hanover Square north west of city centre to Wharfe Street south east of city centre. Currently the obvious route is via a very polluted Headrow across the city then back around the ring road which doesn't feel too safe. The Gateways are not relevant to me. A route through the city is what would work for me and no doubt many others.
Please listen to other cyclists regarding detailed design to make it truly work properly for cyclists.
Remove ALL cycle lanes. They narrow the road and restrict the flow of traffic. Cyclists DO NOT even use them. Leeds is a city of hills, it's not flat like York.
Scheme looks like it separates cars from bikes at a major junction. I'm neutral on this - I'm a confident cyclist who is in a hurry, so I wouldn't use it due to reduced speed. However i daresay it is better for less confident, or newer, cyclists, whom i do want to encourage.
Scrap the scheme and stop wasting money!

<p>Separating and segregating seems good, but I used to feel safe cycling down the A65 from Horsforth end and now I don't. The reason for this is that cars ignore the new arrangement near Cardigan Fields. They sit on the pavement rather than on give way lines, they turn right into them as though they were just a road. In fact, it's treated like just a road by cars and I feel less safe on the 'pavement' as a pedestrian and a cyclist. I avoid it. I think I'd find the new arrangements into Wellington Street confusing, I'd be worried that drivers would too (as they do around Cardigan Fields) and coming from what I perceive to be the dangerous bit I don't think I'd ever use it. I cycle a lot less since the area around Cardigan Fields was developed.</p>
<p>Shared use areas will cause problems where cyclists come into conflict with pedestrians. It would be much better to reduce space on the road for cars, and have a properly segregated cycle lane</p>
<p>Shouldn't be using shared footways for cycling and pedestrians. Particular problem for route on south side of Wellington St and from Wellington Bridge Street to Armley Road</p>
<p>Still doesn't seem to go far enough - in practice routes are good where there is no conflict with motor vehicles e.g. at junctions and on narrow sections. As soon as such conflict exists the cycle facilities tend to stop. The designs as proposed do go some way towards fixing that, but not completely.</p>
<p>The connection from Armley Road to Wellington Street is confusing and not well signed, passing under the A58 and crossing many lanes of traffic. It should also include segregated connections from the Burley Road corridor onto Westgate.</p>
<p>The cycle lanes are creating chaos. The roads are too narrow which means if a bus stops, there's no room to get around, so increasing jams and frustration especially when the cycleways so underused. People travel from all over to get to Leeds.</p>
<p>The failed cycle super highway from Bradford to Leeds has not deterred the "climate emergency" council in spending more pointless money to get a couple more lycra clad fools to take up cycling. In the history of the world how many people have foresaken even rubbish public transport to use a bike.</p>
<p>The gateway needs to connect up through the city centre to the Eastern Gateway, preferably along Boar Lane and along the Headrow. Otherwise cyclists coming from Hyde Park, Burley and Kirkstall will be unable to access Quarry Hill, Leeds Markets and the Corn Exchange safely and have to negotiate bus lanes and loop traffic. This is a huge oversight.</p>
<p>The gateways need to be introduced alongside a move to a car-free city centre. This should be broadly co-terminous with the Loop Road. Exceptions could be made for disabled Blue Badge holders and electric taxis. Delivery vans should be restricted to early mornings and evenings.</p>
<p>The Green coloured surfacing easily identifies the route to all road users</p>
<p>The infrastructure is not suitable, the roads are too narrow</p>
<p>The introduction of cycle lanes is good provided that those of who use cars can switch to reliable public transport</p>
<p>The key thing will be how much time is allocated to cyclists at the junctions. As with any scheme where uni-directional cycle track are used there will be suppressed demand for the reverse direction. Good legibility will be important.</p>
<p>The Leeds station cycle hub , empty and unused for two years cost the public £500000. There is no safe bike parking in Leeds , really important to have staffed secure bike parking in Leeds city centre. Not aware what plans are in place for this ?</p>
<p>The maps provided are useless and do not contain street names so I've got no idea where you are planning to implement these changes.</p>
<p>The new connections to the cycle superhighway are the bits that will most help me on my commute, but it's disappointing that these are shared use. Only the segregated cycle lanes really help in Leeds, as it's so busy with both cars and pedestrians. There will a lot of bell dinging - which pedestrians won't hear as they'll have headphones on.</p>
<p>The pdf plan did not load so no idea.</p>

The plans look very similar to the existing layout. Routes that force cyclists to wait at multiple sets of traffic lights will not encourage anyone to cycle through here. Instead we need routes that give cyclists priority through this junction. For example, heading east from Kirkstall Road to Wellington Street, the cycle track needs to directly follow the road and have priority over the slip road that heads north onto the Inner Ring Road. As it is in these plans, the cycle provision doesn't look worth using.

Burley Road/Park Lane/Westgate/The Headrow is also a key cycle route into Leeds city centre. Most of it is an excellent route, but we need improvements at the roundabout where it crosses the Inner Ring Road. Especially heading westbound, this is a really nasty junction to cycle through.

The rest of the a65 needs to be sorted... going into the centre is awful with cars edging out of the rat runs

Also sorting out safe access to the canal would make more difference to encouraging people to travel by bike than anything else. The canal is safe and traffic free, but getting there can be horrible - e.g. the lack of pedestrian crossing at wyther lane/kirkstall bridge, or bike friendly crossing at Bramley falls.

The routes are not direct. Cyclists are dumped onto pavements. Sweeping bends into side roads encourage high speed. Turns should be as sharp as possible to force motorists to drive at an appropriate speed.

The transition from bus/cycle Lane on Kirkstall Road to access Wellington Street is very dangerous for cyclists. A segregated and direct route would be a huge improvement.

The whole cycle scheme is a waste of money. The one on Kirkstall Road is a disaster, Very rarely used. Holds buses up at rush hour as cannot pass a slow cyclist. Should have used space to create a 3rd lane, which could be used at peak times in direction of traffic flow - as they do in Lincoln. Not that many people are capable of cycling any distance, or do not have shower facility's etc when they arrive at work. You are spending all this money for a minority. Cars are becoming more and more environmentally friendly. Invest in the future of these, or at least provide decent and quick Park n Ride facility's, like proposed one near LBA. I mean who's idea was it to built one next to a football stadium that cant be used most Saturdays

There is nowhere else for me to air my views.

I drive and cannot cycle.

I am tired of delayed journeys, old tree lined avenues being dessimated, and constant disruption for the sake of cyclists.

I understand trying to help make leeds become greener and agree with that. However the felling of hundreds of trees which have long had preservation orders on them is outrageous.

Cyclists need to be made to wear hi vis clothing, and have lights on their bikes. So many are difficult to see.

They should also have to pass a basic road proficiency test as many of them cycle ridiculously dangerously, totally unaware of anyone else and the chaos they cause.

Finally, when are cyclists going to pay a minimal yearly amount towards using all these cycle paths?

This area is very car dominated and the roads are laid out primarily for vehicles. I've never cycled in Leeds, but this area must be very daunting so any improvements to prioritise cycling and walking over vehicles are to be welcomed.

This area was previously near impossible to cycle through as you either had to choose to go on the pavement (and danger pedestrians) or go in the road at a point where cars were switching between lanes. The creation of cycle lanes here will make it much safer to travel out toward kirkstall.



This is a generic comment applicable to all proposed plans regarding the improvement of cycling connections.

Living in East Leeds, I like thousands of other motorists had to endure the daily inconvenience cause by the Bradford Leeds Cycle Superhighway build on the A64. I understand the construction of this cycling route is meant to improve connections, encourage healthier living, cleaner air, provide the opportunity for safer, greener travel etc. However, it is clearly notable, how unused the route is. I would be interested to hear if any of the authorities involved have surveyed its usage? Is it actually worth considering these schemes if they are not used? Could such a waste of money be justified? Given the expense of the build and daily inconvenience for the thousands who will NEVER use it, I have to question the wisdom of any consideration to further develop the current cycle network.

This route is already busy, Construction works will lead to chaos. How many people in Leeds really want to cycle into town? If for shopping how much can be carried by a cyclist? Who made up the figure of a 1,000,000 journeys by bike on the so called Bradford Leeds Superhighway? I travel frequently to Bradford and rarely see more than 5 cyclists between Dawsons Corner and the Odeon. Overexaggerated figures used to justify another white elephant. Friends who live on Stanningley Road report similar low uptake.

This scheme appears to do the bare minimum for cyclists and needs refinement at the next stage of design to make it navigable by users and in line with LTN 1/20 guidance.

Most of the provision appears to entail little more than painting a white line down existing footpaths and calling it a cycleway. there is still far too much shared use footway, almost all the crossings are toucan crossings rather than parallel separate crossings (no upgrade on existing facilities), and cyclists are expected to make many awkward and uncomfortable turns. There appear to be no changes to existing kerblines to help facilitate better paths for cyclists, even though there is an abundance of under-utilised space available to improve provision, nor is there even an attempt to re-angle crossing points (there is no reason that crossing points must be exactly parallel to the vehicle stop line, they should follow the desire line of cyclists and pedestrians). On the southern side, placing the cycleway on the outside of the footway rather than adjacent to the carriageway results in cyclists and pedestrians having to cross each others paths to use the crossing points more than is necessary. On the Wellington Road arm in particular, the designers appear to have given up.

Additionally, there is no attempt made to improve access for either pedestrians or cyclists to the car park in the middle of the junction.

This will provide a much needed link from the A65, however mostly this is a minor change to the existing infrastructure.

The sheer number of toucan crossings however is completely unacceptable so long as motor vehicle priority is maintained and the junction remains purely timed signals. Cyclists and pedestrians \*need\* to be given priority, ideally with ground sensors to ensure that this ridiculous crossing situation is fast and effective.

To ensure that people on bicycles can travel south from the A65, it's essential that this cycle infrastructure is clearly two way with sufficient width (at least 2m as defined in the LCC transport SPD document and 3m where a shared path).

On the whole it's a step in the right direction but considering the carbon neutral by 2030 pledge it isn't anywhere near serious enough a plan for this to succeed. Even with cyclist and pedestrian priority at all lights it's never going to be a nice junction to traverse from any direction - just another black mark against doing so for most people.

This would connect the current cycle lanes starting on Wellington Street

To be honest from the plans it's difficult to tell what is what. I'd like to know confidently that someone has cycled this route before designing this as it looks again like you're making cycling difficult - creating separate crossings further from the main road so many cyclists will just continue in the traffic lanes. I think there's an opportunity for the cycle Lane to be segregated alongside the main roads from what I can see on the plans. If you want people to cycle, it needs to be a quick and easy option.

too many toucans. It is stop start stop start stop start on a bike. Stop designing for cars.

Too much focus on cycling which only suits certain categories who are classified as fit to do so. No consideration that there are fair sections of society who are too old or have health problems which makes cycling not realistic transport options.

These projects vary the following drawbacks:

1. Major disruption to the roads when works is carried out.
2. I feel that Leeds council has got their priorities wrong by Spending money on projects which the council seems to be obsessed by and serve only minority sections of societybut ignoring more desperate issues which needs urgent attentions (eg. state of some of the roads).
3. Council seems biased against pensioners and people who have health issues which prevent them from cycling and rely heavily on driving cars in view of Covid19 which makes the use of public transport unsafe option.

Too much money has already been spent on this project. Leeds needs other things

Total waste of time and money. Who in their right mind would even consider cycling in poor weather? Especially when the weather is poor the majority of the time. We don't live in a hot country.

Totally unsuitable mode of transport for all except superfit enthusiasts.

utter waste of tax payer money during the covid crisis and the abject failure of the "cycle super highway". disgusting use of public funds

Waste of money and time

Waste of money not much use of existing new cycleways

Waste of time and money

Wasted money, hardly anyone uses the existing provisions, even a ten fold increase in cycling won't make any difference.

Western Gateway feeds into an extremely busy roundabout configuration (A58 Kirkstall Road/Wellington St.) and also one of the busiest roads in Leeds (Wellington Street)

Where is the Northern Gateway? What about the massive volume of traffic that endangers cyclists on northern routes into the centre of Leeds (i.e. via Meanwood and Headingley)? Where and what are your plans to encourage cycling on the A660 through Headingley (where there are just a few stretches of on-road cycle lane 'protected' by flexible bollards) into town and on Meanwood Road into town?

While still good, the scheme could be significantly improved by continuing further up the A65.

Will not be used .

**Q11: Eastern Gateway: Do you have any other comments on the scheme to share at this stage?**

1.They were proposals before I was born to remove Eastgate RA by making Eastgate a 2-way road on the north of RA and a T-Junction for Lady Ln and Regent St-St Peters Street, which would be a 2-way road in front of Leeds City

College. This would be safer and improve the public realm near the old Eastgate Fountain.

2. Will Buses (Harrogate 36) Still travel on Lady Lane/"And Lane" The contraflow segregated cycle path is good, but having to share the narrow road other way is dangerous. or will you cycle down Eastgate?

3. Unsure how this will connect to new 2-way Vicar Ln.

A complete waste of public money

A cycle lane on Lady Lane would be useful, but only if it is going against the traffic (uphill) – it is too blurry to be able to know this from the plan. Suggestion for this area: provision from Regent Street to right hand turn lane for the traffic light controlled roundabout (if you want to travel to the Headrow) needs to be improved. Currently, you cycle under the bridge (cyclist has own traffic light and lane, which I enjoy, even if it is often full of glass) and then a red cycle lane randomly starts 2 lanes away. I am a confident cyclist, however, the first time I saw it, I spotted it far too late as it is so random. However, even when I do remember it is there, it can be hard to have the confidence to go out in front of/across 2 lanes of relatively fast moving traffic on a large road in order to reach it. Often I get off at the pedestrian crossing because it is easier this way!

A total waist of money

Absolutely wasting money.  
Paint cycle lanes on existing roads.

Ady Lane should read Lady Lane. Essential infrastructure to create a joined up cycling network.

Although it would provide some benefit it doesn't seem to benefit any existing cycling patterns. Travelling up Ady Lane would chuck cyclists out on Vicar Lane out to North Lane, but the Bridge Street cycle lane doesn't seem to go to/from anywhere?

As above

Coloured surfacing is essential at conflict points

Complete waste of money

Could do with gaps to allow more easy turning. Overall good and would love for it to be extended further out of the city. Perhaps

Cycle lanes are poor value for money

Cycle routes have been proven to be ineffective and rarely used

Cycle routes should be continuous and route from one side of the city to the other and be clear to find where they go while keeping cyclists away from motorised vehicles so most importantly they are safe. The eastern gateway in particular looks far too short and doesn't offer much at all in the way of access from the north side of the city (Meanwood/Chapel Allerton direction) to the centre where the roads are full of cars and there are no segregated cycle lanes. What every city needs is clear routes to follow for one side of the city towards the centre and all the way through the centre. The centre can often be slow to navigate through the traffic, both pedestrian and bus traffic, leaving cyclists either in danger or stuck in pedestrian traffic.

Cyclists are dumped onto the pavement near the roundabout - you would never propose this for vehicles so should not do so for cyclists.

Does not fit in with other plans for the Eastgate area. Why have a cycle lane on Lady Lane when The Headrow will have much less traffic? Why Bridge Street cycle route which duplicates route along Regent Street and proposed route on Mabgate?
Don't know if I've missed something - all I have seen is a summary of work in progress and the map of whole city centre, so without further details it's impossible to judge
Eastgate would have been better.
Far too expensive for a council in massive debt.
Great start, the more the better
I live in east Leeds and since the super highway has been built most cyclists have moved to routes roughly following Sustrans or East Leeds link routes. So most cyclists from the east enter the city around 400m south of this and it's easier to cross the city this way.
It probably works for cyclists coming from the north of the city.
I think its a waste of money
I wont use it. I think all this cycle lanes is a waste if money should invest in a mass transit system
I would like to see the cycle lane extended away from the city with a contraflow on the one way section of Bridge Street and continue to Byron Street (and potentially on to Leylands Road to connect with Sheepscar intersection)
If it improves the area around Wellington Street then this will be a benefit as the current structure is a scary
I'm all in favour of contraflow cycle tracks, but the proposed one on Lady Lane seems a bit unnecessary given that Eastgate already makes a perfectly decent cycle route. I'm not against it, but there are probably more effective places the money could be spent.
Imposing Leeds desire to push people into cycling more is unrealistic and detrimental to those with disabilities
Is it cost affective and will it be well used
It looks like there are two new one-way cycle tracks proposed. A one-way system is not that helpful for cyclists. If we're going into town, we're going out of it too, so we need to go both ways. I'd probably walk rather than using a cycle lane which took me out of my way.
It seems like literally the least you could do, which is better than nothin.
It's not really clear how this fits into other cycling infrastructure. What is the problem that this is trying to solve. I would typically cycle up Eastgate rather than Lady Lane, so not sure what this is trying to achieve.
Make the cycle lane bi-directional on bridge street then up templar lane to link up with vicar lane, rather than up lady lane where more traffic and bus stops are
monitor the ones you have built, no one uses them
More cycling schemes designed by someone who has never commuted by cycle, likely making it slower and more dangerous to cycle in Leeds.
Need to improve cycling in the core city centre. Routes could be more direct
Needs to extend out along Roundhay, Harrogate, Scott Hall, Meanwood Roads. None of those are good for cyclists coming in from North and North East Leeds.

Nobody uses these cycle paths, the few cyclists on these routes still ride in road holding up traffic
None
Not a corner I know well, so this is a superficial impression ... but I like that the protected cycle lanes are against the flow of motor traffic. That's neat ;-).
not that many cycles on the roads therefore a waste of much needed funds for more necessary services
Not worth the cost for the amount of users
Please listen to other cyclists regarding detailed design to make it truly work properly for cyclists.
Please provide useful plans and maps
Probably would but not sure why it's needed when there is already east gate that can be used.
Route to rail station from A64 could be better
Same as above
Scrap it!
Seems good as long as there is also provision on Eastgate. Quieter street for people is nice, but facilities should still be present for cyclists on major routes.
Shared use footway/cycleway doesn't meet LTN20. Better to provide proper segregated facilities for cyclists.
Small improvements but they are improvements and I like it. It would be good if the roads (potholes) in this area were maintained well especially where the cyclists would go.
Spend our money wisely, our parks in east Leeds need urgent maintenance. Capability Brown,s legacy at Temple Newsam has been destroyed. By this inept Council. Instead of handing over something better to our children. We won't have a park to hand over. It's a total disgrace
The access to this gateway is not suitable for cycles, one way roads and the Leeds IRR created additional problems
The cycling lanes must be maintained and not left dormant and filthy. Vehicles that park in designated cycle lanes must be fined as is the law.
The Eastern Gateway, implemented correctly, will open up access to the LGI from the south and east of the city. I currently frequently use the Superhighway from CrossGates into the city, but feel "dumped" into traffic on the last leg of my journey into the hospital. There are cycle provisions in part on this route, but they are substandard, and actually cause conflict between cyclists and motorised vehicles. I reported this a few years ago, and an engineer at LCC agreed with me, but haven't seen any change.
The existing cycle lanes are not used money should be spent improving roads and traffic management
The functionality of these routed may be limited given what it is in place on Regent Street, The Lady Lane proposals have value albeit being only uni-directional. Not entirely what this connects to and this is reflective of further improvements that will be needed to the core network.
The gateway needs to connect up through the city centre to the Western Gateway, preferably along Boar Lane and along the Headrow. Otherwise cyclists coming from Burmantofts, Harehills and Chapeltown will be unable to access Leeds Train Station and the Town Hall safely, and have to negotiate bus lanes and loop traffic. This is a huge oversight.

The junction of Lady Lane and Bridge Street is too reliant on shared use space and toucan crossings, which results in the cycling routes becoming discontinuous around the junction. No thought appears to have been given to provision for with-flow cyclists, it cannot be expected for them to cycle on the main carriageway with no dedicated facilities on a junction with the A61. a proper segregated design with parallel crossings and clearly marked paths for cyclists between routes (probably following a CYCLOPS-style approach), and provision through the junction for cyclists with the flow of traffic to safely reach off-carriageway facilities alongside the A61 is needed.

The Oulton and Woodlesford Neighbourhood Forume, on whose behalf I am responding (as its Chair) is particularly anxious that access to the City Centre via the Aire and Calder canal is greatly improved. At the moment this is an excellent access route but only to the fringe of the centre where it runs out. We believe that if it connected to the proposed scheme, it would be used much more.

The proposals don't seem very substantial. Maybe they're linked with bigger projects but I don't see how they are going to help so much. I feel positive that Leeds is investing money into safer cycleways but why not go further and have cycle lanes that take up more of the road (for example). Especially if it is in the long term ambition for Leeds to become greener, in which case, the segregated cycle lane will probably end up being widened anyway.

The routes provided are not where cycle demand is currently, nor it is made easier for cyclists to access the city centre. There should be atleast another access for cyclists to Templar Street than just by Bridge Street - Bridge Street has a lot of on-street parking and cars accessing the car parks, which makes it not safe for cyclists.

The safety of cyclists needs to continue up to St James Hospital - Beckett Street is a danger with nowhere to cycle safely.

The use of Lady Lane and Bridge Street is clever to avoid the traffic on Eastgate. One thing this is missing is a connection to the current segregated cycle lane on the A61 which almost connects to these lanes. A proper connection would provide a real, protected cycle route from around The Calls to Vicar Lane. I fear, without this, Cycle traffic will end up on Eastgate just because its easier and where people would be used to travelling on foot and in a car.

There needs to be a cycle superhighway running from Leeds to Castleford

There should be dedicated cycle lanes and lights around the western portion of Eastgate roundabout, rather than forcing cyclists to share the pavement and crossings with pedestrians. Good use of contraflow cycle lanes. The traffic calming on Templar Street should probably cover the whole street as there are a lot of fast rat-running drivers here.

This appears to be severely limiting in where it permits people on cycles to travel. It must be ensured for example that people travelling west along Lady (/Ady - how was this made live without even basic spelling checks...) Lane can still turn right onto Templar Lane, Templar Place, and Edward Street. It cannot be assumed that someone using this infrastructure can easily dismount and walk on a pavement or bump over a curb to get here - they may be disabled (and indeed connected infrastructure done right is of huge benefit to disabled members of society). This is a common issue with cycle infrastructure in Leeds - right hand turns are often restricted unnecessarily.

The infrastructure as a whole will be of benefit, especially to those travelling west

who would historically have gone up Eastgate. I'd would really like to see a link to Harrison Street included though to provide a link to the Pedestrianised New Briggate.

I'd also still like to see a contraflow lane on Templar Street if this is still to become one way (as per the New Briggate and Vicar Lane plans)

This is an vital traffic corridor any further restricted vehicle movement will impact both our main roads ie York, Harehills, Chapeltown, Meanwood and Scott Hall Roads. The gridlock effect this scheme will create along Regent Street and North Street at Sheepscar Junction. The problems are already evident with the new development in this area, which cause London style gridlock from 7am till 11pm. Cycle's are good but its the cars that are problem in those areas who have to live with the traffic beyond your beloved city centre cycle pipe dream.

This seems like too much of a temporary bodge to me with too many crossings and I don't think fits will fit with LTN 1/20, at the least for directness and coherence. I undertand that the council does not have an infinite amount of money to spend on this junction though. The use of one-way roads does mean crossing the junction you will probably only encounter one red light. Strong consideration should be made with regards to the sahhred space and whether it is appropriate, could segregated cycle lanes be made use of at this section to stop cyclists passing waiting pedestrians at speed. In London when you cycle across The Strand into or out of Wellington Street there is a good example of a transition zone for cyclists which gives a visual signal to pedestrains not to stand there as cyclists will be exiting the carriageway. If shared space is to be used here something like this could help but I'd rather see the exit motor traffic removed from this messy corner.

Total waste of time and money. Who in their right mind would even consider cycling in poor weather? Especially when the weather is poor the majority of the time. We don't live in a hot country.

utter waste of tax payer money during the covid crisis and the abject failure of the "cycle super highway". disgusting use of public funds

Waste of money and time

Waste of time and money

Will not be used.

Would Byron Street be a better option for an Eastern Gateway cycle route to avoid cyclists filtering onto Vicar Lane which is a busy bus/pedestrian route.

**Q13: Southern Gateway: Do you have any other comments on the scheme to share at this stage?**

1a. The Floating bus stop at CS3 is too small I use CS2 and its better when the cycle path fully crosses the footpath and not get smaller at a pinch point.

1b. Here the cycle path should be agest the wall of the Dalek (Bridgewater Place), with marked pedx for the steps and the footpath next to the road and bus stops. This is better for everyone.

2. Improve cycle access on Water Lane (NCN)

3. Will they still be access to Sovereign Street with HS2?

4. Will there be easy access from the cycle lane to Sovereign Square Park and the new bridge over the Aire.
A complete waste of money
A complete waste of public money
A useful proposal but needs to connect to other developments, i.e. Beeston cycle lane
Absolutely wasting money. Paint cycle lanes on existing roads.
Adding a 2-way cycle route on Sovereign street would be welcome on this one-way street
Adding cycle lanes to the Dewsbury Road is incredibly unsafe for cyclists, and the hostility on social media towards cyclists and improved cycle paths leads me to believe motorists will not care about the well-being of people cycling on busy roads, or mind the lanes and not park in them/use them for passing.
As above
Complete waste of money
Cycling lanes must be maintained and not left dormant and filthy as is happening with the current cycling lanes around Leeds. Vehicles that park in the cycle lanes must be fined accordingly.
Cyclists appear to lose priority at the junction with Manor Road - why? Manor Road also maintains its sweeping bend which encourages high speeds. This must be changed to give priority to cyclists and pedestrians with as near a 90 degree corner as possible. This forces slow speeds and thus a safer environment.
Dewsbury road is narrow enough without narrowing the road further with a cycle lane - and currently cars drive in this area. Cars that overtake me I could touch - they don't understand the overtaking distance. Route would have to be a separate route that cars cannot drive into. The southern gateway should include the route through Hunslet to Middleton park - where there is an off road cycle track. How good would that be if you could cycle there rather than drive
Don't know if I've missed something - all I have seen is a summary of work in progress and the map of whole city centre, so without further details it's impossible to judge
Far too expensive for a council in massive debt.
From the drawings the 'two-way' cycle route looks narrower than the width of one road lane - will two bikes actually be able to comfortably pass one another? I very much support the scheme - a two-way route is desperately needed here - I currently have no direct way to reach City Walk once emerging from under the railway bridge when travelling southbound along Neville Street.
Given there are plans to reroute the loop further south, which would probably remove most of the traffic from this area, this scheme seems very unambitious. Sovereign Street has very little traffic already, and Neville Street needs to have traffic removed from it, especially given the air pollution problem under the dark arches. Instead of building two-way segregated cycle tracks alongside these streets, it would be much better to remove most of the vehicles and designate the streets as a 20mph zone, with attractive bits of greenery, where walkers and cyclists have priority.



I have concerns with the volume of pedestrians that often use this part of town (due to the railway station) that pedestrians will encroach on cycling lanes, as is currently common near the university where cycle spaces are overrun with pedestrians.

I like these plans - I particularly like the use of Segregated two-way cycle tracks. Brilliant! The more of these Segregated two-way cycle tracks the better in my opinion as a cyclist wherever the space is made available to use them.

I really like this proposal. Please consider giving enough space for cyclist movements and using the 'hold the left' principle on traffic lights where motor traffic may cut across cyclists going straight ahead for example when going from Sovereign Street into Neville Street. The space this proposal will potentially free up on sovereign Street to give back to pedestrians and people enjoying the park is incredible. Please consider how traffic turning into Concordia street may cut cyclists up, especially with a bi-directional path. maybe close this crossing and put in a modal filter. One-Way cycle lanes could work here also.

I'd love this route to go on to Gelderd Road all the way up to the Birstall area where I work. It's only 30 minutes walk by bike but I never had the chance to do it since I feel it's not very safe for cycling.

I'm reserving judgement.

For riding into town from S Leeds - a huge improvement.

However, the ride from the Scarborough Hotel to the Asda Training Centre, riding OUT of the city centre is nasty and dangerous, unless one has YEARS of experience of being assertive. Two questions - will the proposed cycle lane be bidirectional? And will the layout be improved to reduce conflicts between the interests of folks on foot and folks on bikes?

Imposing Leeds desire to push people into cycling more is unrealistic and detrimental to those with disabilities

Is it cost affective and will it be well used

It is a great disappointment that these proposals don't address the access issue's at Skelton Grange bridge on the Aire and Calder canal. This is part of the Trans-Pennine trail and Sustrans national cycle network. It is the major green route linking Leeds and Wakefield. The steep steps at the bridge prevent access by wheel chair user's, many people using e bike's, people with long-term health conditions and people with a disability.

It is completely unacceptable that LCC and WYCA allow this situation to continue. 500 people use this route everyday and 2,200 people have signed the Leeds Cycling campaign petition calling for action to be taken. This needs to be an urgent priority for both commuters and leisure users.

It is very good that the bus stop does not impede the cycle lane (unlike Headingley!!)

It's busy enough without a bike lane and I have only seen 1 person ever use a bike lane so it's a waste of money and time

It's impossible to tell from the plans whether the cycle lane is for both directions - it looks to only be one-way, which isn't very useful.

Its not to clear from the plans but good access to/from the station on bikes should be a must with this

Long lasting coloured surfacing is essential
Main risk is high pedestrian footfall in route identified so if at the same level as footpath, as is seen on other cycle routes in the city, it ends up being safer cycling on the road. This area is not particularly a problem for cycling as it is.
monitor the ones you have built, no one uses them
Most likely section to be used by myself, I am happy cycling on the roads and the short bits of cycle path but I would definitely prefer a cycle lane even if its along the road and just marked with paint.
Needs extension further south. There not any provision on Hunslet Road
Needs to connect in the east to The Calls / Corn Exchange
No links to proposed Sovereign Street bridge. How will cyclists on the TransPennine Trail (NCR 66) ride through this area?
not that many cycles on the roads therefore a waste of much needed funds for more necessary services
Please add street names to the plan! Essential infrastructure to create a joined up cycling network.
Please connect the Lane on A653 to Middleton Park, it's very close to the proposed plan. Middleton Park is this huge and beautiful green space that I can't visit as often as desired because its a bit far away by foot but with a proper cycle lane it would be a nice trip from the city centre (where I live), so perfect for a weekend plan
Please connect to transpennine canal routes and link the major cities and towns in the area. There needs to be a strong link to train stations particularly leeds and people with bikes need to be encouraged on trains not scared of the process or frightened they will not get on
Please do the whole of the A61 to Wakefield border for pity's sake 😬
Please listen to other cyclists regarding detailed design to make it truly work properly for cyclists.
Please provide useful plans and maps
Question 11 is all wrong. There is no statement to say that I will continue with the current system, irrespective of its condition
Really pleased to see a connection into the train station from the south. I already cycle to work, but this will give me some route options. It may also help enable a route south to Middleton park with the kids.
Same as above
Seems tricky for any cyclist that wants to turn left. Two way cycle lanes are good but also trap cyclists on the wrong side of the road often.
Segregated Cycleways are a must for Meadow Lane and Neville Street
Thank you for uploading the combined map of existing and proposed cycle routes, that's really useful. Unfortunately it highlights the fact that there is a significant lack of cycling connectivity in and across the city centre, particularly the pedestrianised zone. The map clearly shows that Swinegate and The Calls seem like a very logical place for a segregated cycle lane, as it would provide a connection between 4 of the proposed Gateway projects.
I live near Saxton Gardens, and there is no direct or safe cycle route to the train station from there; you can try following the City Connect route but it chucks you off at Crown Point Bridge. You can then travel a short distance along Kirkgate (after crossing the road), but there is no use doing that if you wish to travel along

the Calls as you have to try and turn left out of a sharp junction which cars fly down at nearly 40mph. You then have to travel alongside regular road traffic right up to the train station.

I appreciate some improvements come as part of the Bishopgate Street TCF works, and that improvements to The Calls probably fall within the scope of the City Boulevard plans and works to pedestrianise City Square - it just appears on the combined map as a glaring omission of east-west cycling traffic for what is rapidly becoming a very populated part of the city centre (SOYO, Saxton Lane developments, CITU Climate Innovation District, lots of others in for planning currently) and the city centre.

The creation of a cycle lane on Sovereign street is an excellent idea because its a quieter street in the city centra and will filter bikes from more dangerous roads. I often use this road currently to avoid traffic in the city centre. The creation of a cycle lane on Neville Street is really needed. I often cycle up here on my commute to work and the route is really dangerous because 1) Cyclists cant use the walkways as they are very busy with commuters in the morning, 2) the walkways are commonly used at shelters for Leeds' homeless community as they are undercover, 3) traffic is often tightly packed throughout Neville Street, and is a mix of cars, Buses and Goods vehicles and 4) where Neville Street meets Bishopsgate Street the road takes a steep uphill, where there is a cycle lane which is not coloured (so cars often encroach on it) and there is a bus stop to the left of the cycle lane. All of this creates an incredibly dangerous environment for anyone trying to get into the city from South Leeds.

The current 'cycle route' on Dewsbury would benefit greatly from redesign. Until the it will continue to direct users straight into the path of pedestrians and those exiting parked vehicle.

The dark arches form such an amazing part of Leeds history, currently they are not shown off, this new scheme looks to move priority from cars to cyclist and walkers

The design at the Neville Street / Sovereign Street junction is removing a pedestrian crossing from one of the arms of the junction, which appears unnecessary. A single-stage pedestrian crossing of this arm should be provided, parallel to the cyclist crossing. Additionally, the single-stage crossings might be improved by having a refuge for pedestrians between the cycleway and main carriageway. Informal or zebra crossings of the cycleways should be provided for pedestrians.

The entry to Manor Road from the A653 should be fully closed to traffic, it is a death trap and encourages rat-running and traffic to approach at unsafe speeds. I witness at least one near miss between a car and a pedestrian a week at this junction, only avoided by the pedestrians jumping out of the way of the cars. With a cycleway across these near-misses will become serious accidents. Access to Manor Road from David Street is more than sufficient for access.

The drwaings provided with this consultation are POOR. There are no street names, no inset map or any additional information on the location. Some of the drawings even do not have a North arrow, this is a very poor standard from the engineers involved.

What are the widths of the cycle lanes provided? They are not mentioned in the map?

The cycle lane routes provided do not have any connections to the Crown point

shopping centre or further a link to the route along the river? For instance the sovereign square park is not used as a potential cycle route at all despite being a nice area to cycle through. A three lane approach at the junction next to Bridgewater place is a lot of road space allocated to only vehicles. The crossings at those junctions do not favour pedestrians and cyclists in terms of green timings and synchronised crossing all across because we have to wait at the middle island for a long time. There are usually a high volume of pedestrians and cyclists crossing North - South at this junction and there should be a separate crossing for both due to the high volumes - which means it is not efficient to combine the pedestrian crossings with the cycle lane and its crossings at this location.

The infrastructure is not suitable, the roads are too narrow

The maps do not indicate if the cycle crossings of the highway will be signalised, and hence what the priority will be. If this is done in a way that enables smooth flowing of cycle traffic that would be optimal.

The proposal talks about a suppressed for cycling. I do not know any one, including cyclists, who would use the cycle way. Whenever I drive into Leeds I often never see a cyclist. So why waste the money. It should be spent on other needed projects.

The quality of the crossings will make all the difference. Bridgewater Place seems to have good separation from pedestrians. Need to ensure drivers are looking both directions AND give way to cyclists.

The right turn from bishopgate street onto boar should be implemented for vehicles

The volume of pedestrian traffic at commuter times is quite large and I wonder whether the design will encourage them to encroach on to the cycle path? Otherwise I think it sensible to switch the southbound cycles on to the "wrong" side of the road, as long as there is enough signage to warn pedestrians to look BOTH WAYS when crossing it (especially at bus stop).

There are MANY issues with this area for cycling. One being that there is no cycle Lane on the northbound Victoria Road past bridge water place. This means some cyclists are forced into the traffic lanes whilst others try navigate the pavement (with people, bus stops and LOTS of signage!!). From your plans I can't see this area being improved, which is crying out for investment. Could you look to extend the scheme to cover this small, straight area, from the bus Lane ending at Manor Road to the junction of Water lane? 3 lanes for cars and no cycle lane seems excessive and very car centric. If you want people to use these routes you must make them safe.

These look like decent cycle lanes.

This is essential infrastructure that has been far too long coming, however it must be adequately and obviously linked up to the existing national cycle network route along Water lane and the canal. This westbound lane that's not currently very clear should be clearly marked as two way, ideally with improvements to the Canal Wharf junction for improved safety.

The cycle/toucan crossings must be made cycle/pedestrian priority wherever possible, especially where it passes over Little Neville Street, and the grade should ideally be higher than the road, and maintained wherever it is crossed over by a business entrance or minor road.

The cycle lane along Sovereign Street surely should also have a clear join/leave point to connect to the proposed new shared space bridge across the Aire to

Water Lane.

The passings behind bus stops are as always a massive concern, being a common issue where people walking and those on bicycles interact in a negative way on existing routes - the cycle lane width looks to be being maintained in these locations which is great to see, however if any of these shelters are ever to become more enclosed in the future then the lane should be set back further from the road to reduce the risks here.

Total waste of time and money. Who in their right mind would even consider cycling in poor weather? Especially when the weather is poor the majority of the time. We don't live in a hot country.

Use of bi-directional facilities supported. Again legibility and sequencing of the traffic signal will be important for success along with smooth interface to wider network in the centre.

utter waste of tax payer money during the covid crisis and the abject failure of the "cycle super highway". disgusting use of public funds

Very Strong scheme that will help me

Waste of time and money

When I cycle in, it is from Holmfirth, via Huddersfield town centre. This is fine as a system once you reach the edge of the gateway you propose, but I would urge you to think about how people can commute by cycle from Huddersfield or Dewsbury. The roadways are treacherous (I recommend trying to cross the M62 at 7am without being terrified of the giant wagons or having to wait ages on the footpath for all of the crossings to work in your favour). Also, coming down Gelderd Road is a nightmare! Many incidents have been recorded on that stretch and the footpath is not adequate for cycling and walking at all.

Basically, what is the point of having a good route for cycling into the city from the south, if you're unable to get your bike safely to the edge of said gateway? It needs joined-up and co-ordinated cross-district planning to work effectively - not just thinking about individual patches of jurisdiction.

While I agree this will be fundamentally important for wider public transport in Leeds by closing City Square etc to traffic, I would point out here that east/west connectivity to East Leeds and the various residential developments/existing properties out here is very poor/none existent. Is any consideration being given to Kirkgate/The Calls/Swinegate for a segregated cycle lane? It is nearly impossible to safely cycle to the train station using these roads, and all of the existing cycle lanes turn cyclists away from the Station (e.g. up Kirkgate).

Why not work with Asda to upgrade the ramp towards the Riverside so that it is better suited to cyclists and can connect to the cycle super highway. Would benefit those cycling along the river and be a great asset for Asda staff to be directly connected.

Why not link and upgrade to the existing cycle lane on Water Lane... Present plan doesn't have great route for those following the Riverside and seems cut off from plans

Will not be used.

Would be great to see connectivity with Gelderd Road and up to Gildersome

Yes!! Amazing! Neville street is so dodgy to cycle on, including the right turn onto Water Lane (I am experienced cyclist but I have to get off and cross as a pedestrian!). I am equally enthusiastic about the Victoria road improvements - This area has bad road surfacing an coming up to junction to cross to Neville St is dodgy because you have to veer right (the road becomes more narrow). Bishopgate street would benefit from improvements too - namely fixing the provision at the top of Bishopgate street before the Wellington St junction; there is currently a random right turn onto a segregated cycle lane onto boar lane that would be dangerous to take/use. The same segregated cycle lane is also marked as though it is viable to exit from it - but you can't as it doesn't connect with either the pedestrian crossing, or the (one way) road. So I am not sure the point of it! When I reach the top of Bishopgate street, I always dismount and use the pedestrian crossing, because it is too dangerous to cross 2 lanes of traffic, going uphill (I'm not that fit!), on a large main road, at a short distance, in order to reach the cycle lane on city square (I travel up bishopgate street then up Park Row to access town, or home).

**Q15: Holbeck Gateway: Do you have any other comments on the scheme to share at this stage?**

1. Can you cycle throw the underpass from Elland Rd /P&R to CC
2. They is an informal path in the park between Cross/Ingram Rd and the old railway a shared foot and cycle path should link the desire line.
3. How will the Whitehall Road cycle path interact at bus stops? 45013217 isn't on the plan.
4. Will the Sutton Street underpass re-open (under railway to Armley Gyratory)?
5. Will the formal crossing at Springwell St/Rd be a tiger crossing?
6. Floating bus stop 45013264 Whitehall Rd Globe Road will be better if cycle lane is agest the wall and footpath at the roadside (no island)

A complete waste of money

A complete waste of public money

Absolutely wasting money.

Paint cycle lanes on existing roads.

Although it seems from the diagrams that there will be an improvement due to the plans, it looks as if the route will be a shared pavement and cycle lane alongside existing roads. As these are busy and therefore full of car fumes I'm not sure it would make me feel very safe about cycling along these routes

As above

AT THE MOMENT there are a lot of road works coming into town. Any disruption would need to be separate to this. Getting from South to North Leeds is difficult and I wouldn't want to make this worse.

Better provision needs to be made for cycles and pedestrians coming down or joining the footbridge over the A643. This is a potential clash point with the new lane passing here towards the Gyratory.

Unsure how the segregated cycle track passes in front of the bus stop near Spence

<p>Lane. Cars park on the pavement just after of the Railway Bridge on Whitehall Rd. Barriers are needed to prevent this and cars driving over cycle lanes. Please don't put cycle traffic signals at waist height and 90 degrees. The ones at Northern Street are massively confusing as you can see signals directly in front of you for other crossings. It would be good to see how this links up with a proposed cycle lane for Copley Hill (C42)</p>
<p>clear identification is essential for safety of all road users</p>
<p>Complete waste of money</p>
<p>Concentrate on getting public transport right. Cyclists account for less than 6% of the population. Concentrate resource and money where there is the most benefit ie. NOT cycle ways.</p>
<p>Crossing at Wortley Lane is currently a deathtrap - control that crossing as a matter of priority. Please remember that people with hand trikes will (try to) use this route and sign hills or narrow sections. Actually, signage is a major issue everywhere on this route.</p>
<p>Cycling lanes must be maintained and not left dormant and filthy as is happening currently. Vehicles that park in the cycle lanes must be fined accordingly.</p>
<p>Definitely a good idea. Will make travelling by cycle much quicker and safer</p>
<p>Doesn't connect the A58 or A62 out to the ring road. Huge swathe of access ignored to the south west areas of Leeds.</p>
<p>Don't know if I've missed something - all I have seen is a summary of work in progress and the map of whole city centre, so without further details it's impossible to judge</p>
<p>Elland Road/Ingram Road distributor needs a cyclists traffic light</p>
<p>Far too expensive for a council in massive debt.</p>
<p>Gate 1: It is not clear whether the cycle lane will be two way west bound beyond the crossing on Whitehall Road. If so, clear signposting will be needed to avoid cyclists continuing on the main carriageway. Gate 2: It is not clear where the Footway B will deliver cyclists. From experience this section of the city can be deserted, so good lighting and CCTV will be needed to encourage use of this section.</p>
<p>Gateway No2 plans - please add street names to the plan. Essential infrastructure to create a joined up cycling network.</p>
<p>Good but a little patchy, with all of the side roads in thar area plase consider radii and whether some of those side roads could be closed to make walking and cycling safer and more convenient.</p>
<p>Good to add provision but shared spaces just don't work. They just increase cyclist hating as people think they are on a footpath. Intrigued by 'landscaping'. What does that mean?</p>
<p>Holbeck Gateway 1: Current cycle lanes on Whitehall road were badly designed leading to them being under used - it is safer to cycle on the road but given narrowing of the roadway this has an impact on (and aggression from) motor vehicles. Holbeck Gateway 2: Looks a good suggestion and supports current informal use of footway for cycling.</p>

<p>I live in South Leeds and will be working on Whitehall Road after Covid. Crossing the traffic joining and leaving the motorway and negotiating the Ingram Distributor safely is important and if this is solved I will probably use this route outbound. On the return journey I will have to leave the Elland Road cycle route and negotiate Wesley Street safely which will be more of a challenge. I find the scariest moments are when drivers get frustrated by hill climbing cyclists.</p>
<p>I travel this route 5 to 10 times a day and I very rarely see any cyclists</p>
<p>I was knocked off my cycle by a mini-bus turning right from Whitehall into Globe Rd. I don't think this improvement looks to address any aspects of that particular junction, but it is particularly horrid in the morning when travelling SW on Whitehall out of the city when travelling straight on - there are many impatient drivers who are looking to overtake you and then turn left down Globe Rd and potentially "hook you" - this isn't what happened to me, but I was being cautious about the traffic behind I couldn't believe that anyone waiting to turn right from the opposite direction wouldn't see me and a collision was inevitable. Otherwise the improvements may mean that I take this route, rather than wend my way down Springwell Rd, Bridge Rd, Stocks Hill to get on to Domestic St to then get to Elland Rd (or if I'm feeling energetic up and over Beeston towards the White Rose Centre) I avoid the A643 from J2 M621 to Armley Gyratory like the plague.</p>
<p>Imposing Leeds desire to push people into cycling more is unrealistic and detrimental to those with disabilities</p>
<p>Is it cost affective and will it be well used</p>
<p>It appears to run through a mainly industrial area. Most residents in the area will use the route across Holbeck Moor.</p>
<p>It is not clear how the crossing of the domestic road roundabout will work. Currently I use the flyover which is not really suitable for cycling. The bridge takes ages and doesn't have enough room to get through.</p>
<p>Looks like the route will be along the A643, this is probably not the best solution in terms of air quality for the exercising. Crossing major junctions must not mean riders are forced to stop or worse dismount. Give riders priority</p>
<p>Lower Wortley misses out again. We live near busy ring roads and A-roads making cycling difficult. Once you hit the part where Whitehall road bends (Dunhelm) you should have a sprig that continues down Whitehall Road (towards ringways) OR down Gildersom Road Until and towards Morley/Gildersom.</p>
<p>Also more needs to be done to protect people walking and cycling on the Holbeck Gateway, it does not always feel safe when people are walking near dunhelm or whitehall road near the river. Safety is key (and not just road safety).</p>
<p>monitor the ones you have built, no one uses them</p>
<p>More cycling schemes designed by someone who has never commuted by cycle, likely making it slower and more dangerous to cycle in Leeds.</p>
<p>More unnecessary roadworks and disruption for very little benefit to local residents. Better work would be made improving the public transport eg bus routes which benefit more people, eg families and less able.</p>
<p>Nobody wants this and is a waste of money maybe think of using the money to fill potholes instead</p>



not that many cycles on the roads therefore a waste of much needed funds for more necessary services
Once again, I really like the use of the Segregated two-way cycle track in these plans. I would like to see these Segregated two-way cycle tracks (or at least a segregated cycle track) extended into the areas further away from the City Centre too as soon as possible.
Part 1 looks great. I'm concerned by the shared with in part 2. These are not ideal, cyclists are annoyed by pedestrians in the way and walkers annoyed by cyclists who struggle to get past. There is plenty of space so full segregation is a must, the fact that there isn't a road isn't relevant, this should always be the goal.
Pedestrian/Cyclist mis may produce conflicts but otherwise appears to be good. From a personal viewpoint and based on observations of the amount of cyclists using it, something should be added to Whitehall Road from Copley Hill and beyond travelling due West.
Please do something on Gelderd Road to improve the safety for cyclists. It's incredibly dangerous for cyclists at the moment
Please listen to other cyclists regarding detailed design to make it truly work properly for cyclists.
Please provide useful plans and maps
Please stop proposing shared use paths... They are barely much use for cyclists. Please keep the high standard segregated cycleways
Same as above
Scrap it
Shared use footways are not the best for cycling
Shouldn't be using shared footways for cycling and pedestrians. Needs to make sure it links to future schemes for neighbourhoods
The design is dangerous. Cyclist crossings of side roads are just after sweeping high-speed bends. Same as all other schemes in the survey, side roads need to have much smaller corner radii to force slow speeds and careful driving.
The gateway looks positive as I work on Whitehall Road but my journey to and from Elland Road (from Churwell/Morley) is absolutely deadly - WE HAVE ZERO SAFE FACILITIES OR ROUTES FROM CHURWELL TO REACH THIS GATEWAY.
I don't like that much of the gateway route is the 'awful' shared with pedestrians option, it's dangerous for both cyclists and pedestrians. It requires a lot of shouting at people wearing earbuds who get in the way of your commute. Commuting has to be time-efficient so slowing/stopping for pedestrians is a disincentive to cycle commute.
I am positive in that this route follows a main traffic route (the A643) rather than expecting cyclists to "go round the houses" to get to work.
I would use this in preference to the flawed alternative route on Old Elland Road that involves crossing a bloody steep footbridge - WTF, I'll just cycle up to Domestic Street and use the road with other traffic then use that bridge (somebody's ridiculous idea that will never be used).

The junction at Wortley Lane looks very dangerous. 40mph slip road with space for 2 vehicles. Very difficult for cyclists or pedestrians when there is no queuing. Please consider a proper toucan crossing here if you are to make this a core route.

The larger challenge for Holbeck, in my opinion, is the volume (and manner of driving) of traffic on Domestic Street, which is hideously dangerous for cyclists during busy times, especially cyclists cycling uphill (out the city)

The maps are really difficult to interpret and don't have street names or recognisable landmarks. I use this route regularly but had to spend a good 10 minutes comparing against Google Maps trying to figure out where this was.

Will the Wellington Rd route have clear direction markers in the Cycle Lanes so they are not used as two way lanes as on Wellington St. Nobody wants somebody cycling towards them in a narrow lane against the flow of traffic.

If you add new crossings and cycle signals can you please put the signals at head height on the opposite side of the road or junction facing the cyclist or pedestrian. You keep putting these at waist height and at 90 degrees and they are awful. The biggest problem being that you can see signals opposite you for other crossings that easily cause confusion. See Northern St at the Novotel as examples.

The maps aren't very helpful without street names so I'm not sure exactly where the new routes are

The section I know least about.

My concerns are

- the connection from Spence Lane through to the Cycle Super Highway; I've used it a lot, and it's ... nasty.
- the roundabouts - first one, where Spence Lane joins the A58, and the second. where Domestic Street heads off into Holbeck.
- and the way the improvements on Whitehall Road OUTBOUND just stop. At the junction with Springwell Street.

I lived in Cross Flatts for five years, and often commuted through this patch - into town and through to the other side. The improvements are welcome ... but they do not go far enough!

The segregated cycle tracks on Whitehall Road look good. But why are you proposing a cycle and pedestrian crossing over Spence Lane, accessed by a shared use footway? Spence Lane is a dead end with virtually no traffic. Cyclists should be in the road here. Nobody will waste time using a crossing and shared use footway.

We need improvements around Armley Gyratory, to better link Holbeck with the Cycle Superhighway and West Leeds.

The Whitehall Road extension will be useful, but the rest of the plans dont really have any provisions for bikes in them.

There are a number of locations where the proposed scheme requires cyclists to make uncomfortable tight turns or follow tortuous paths to access crossing points (mainly because these are located exactly where existing pedestrian-only facilities are). Cyclists are not pedestrians and cannot be expected to behave like them, realigning a footpath through green landscaping to avoid sharp corners is surely not beyond the scope of this scheme. These should be adjusted to provide more direct and navigable routes, with crossing facilities moved to accommodate navigable

routes.

The scheme is over-reliant on shared use paths. Given the amply available space there is no reason to not provide a wider route with adequate provision for both cyclists and pedestrians in their own space, with for example a trapezoidal strip to separate them.

There's a lot of 'shared space' in this. Usually indicator of a rubbish scheme

These lanes are not being used.

This is on the whole a great opportunity, however I have massive concern around the "formal crossings" proposed.

It must be ensured that these are safe, and I don't see how they ever can be.

The proposed "formal crossing" leaving the A643 (a 40mph road) towards Holbeck will never be safe. Visibility due to trees is very poor and even if this were to be a crossing with lights (and the trees were removed) motor vehicles would be going too fast for it to be a suitable location. It is effectively 2 lanes at 40mph.

A similar situation already occurs in locations such Hunslet Green way off the A61 with the same issues (although the aforementioned proposed crossing is even worse visibility). I've personally almost been run over twice here and I very rarely cross here due to how unsafe it is.

This scheme \*cannot\* be implemented with this crossing as proposed.

At minimum I would like to see a 30mph sign and signage informing vehicles of a crossing immediately as the turn lane appears, followed by the crossing being moved north at least 10m, a single lane being maintained until this crossing, and the crossing being built with a raised grade plus lights (toucan crossing).

The proposed crossing over Sydenham Street is less concerning, but I'd like to see the road being narrowed, with obvious crossing islands extending out into it, and a raised grade with markings across the road to ensure traffic speed is maintained rather than the typical situation of cars accelerating at this point. Traffic signals may be necessary to ensure the route is accessible to all (disabled and children specifically).

If extending islands cannot be implemented for some reason and traffic signals are not implemented, the bushes on either side should be removed to ensure that low height cycles are still visible approaching the crossing from either direction. A child or recumbent bicycle could easily be missed with the current size of these bushes.

This seems less effective than some of the other proposals with more of a mix standards. Key pinch points such as entry to Armley Gyratory and Whitehall river bridge are essential to unlocking these routes. It will be necessary to allocate meaningful sums to these obstacles. Previous principles comments re legibility and traffic systems integration apply.

This would be me my first choice for using this section when leaving Beeston.

Too many obstacles such as road junctions and roundabouts and the Ingram road feed into the IRR are a problem

Too many slow, meandering shared use paths, away from main roads so no-one will know they exist, and not enough proper cycle infra. Make the roads around here safe for pedestrians and cyclists rather than hiding us away and making our journeys longer. Also, a contraflow cycle lane on Springwell Street makes more sense to me than extending the 2-way cycle path all the way to the end of Whitehall Road.

Total waste of time and money. Who in their right mind would even consider cycling in poor weather? Especially when the weather is poor the majority of the time. We don't live in a hot country.
Use of shared footways is not recommended so why is this adopted for a significant part of this route? Potential clash with pedestrians especially during football matches.
Use of the old disused bridges would be very attractive and mean I would potentially ditch the car completely and take longer routes into work just to use such routes
utter waste of tax payer money during the covid crisis and the abject failure of the "cycle super highway". disgusting use of public funds
Waste of time and money
Whitehall road often feels unsafe and I have twice been shouted at or followed by individuals shouting loudly (who I ignore) in as many years. More needs to be done to make the paths and bike lanes feel safe if you are spending this sort of money. Consider CCTV, trees and also more police presence here too. You should also consider how this can be extended to cover the rest of Whitehall Road up to ringways. That would be a game-changer.
Why do you always forget about morley it's great it has gone to Holbeck but carry on to morley aswell
will not be used
Wonderful - any improvements would be welcome! Part 1 of the plans: I struggle getting in and out via this way so this would be really useful! So long as the route is clearly marked. Part 2 of the plans: I travel this way once years ago and it really put me off. I travelled once more recently and I equally found it an unpleasant experience. It stops me spending my money at businesses which are based in that area.
Would need very good lighting and good width for use with children
Would prefer to see better segregation between pedestrians and people on bikes

**Q17: Crown Point Road: Do you have any other comments on the scheme to share at this stage?**

1. Connect the route to the calls (existing contraflow cycle lane painted on cobbles) shape of junction makes access hard.
  2. Crown point road bridge good
  3. They should be no island outside Ruth Gorse Academy, cycle lane agest the wall, footpath for bus stops and crossing outside building college.
- A complete waste of public money
- A great idea but I would askt that you make the crossing into Armouries Way just as much as a priority as this is already a popular route. Consider a y-shaped crossing here so that cycylists can easily head down Black Bull Road as well as Armouries Way. Again I welcome that this links up a few exisitng high quality cycle routes especially new housing and education institutions.
- Absolutely wasting money.  
Paint cycle lanes on existing roads.

Again in this location the very popular route along the NCN towards/from the canal has been ignored. The infrastructure must obviously link up to this existing route along Armouries Way.

The scheme in general along Black Bull Street is (as far as I can tell), just finishing off the incomplete route. When heading North across the crossings at Chadwick Street you are directed onto the WRONG SIDE OF THE ROAD at present. How this ever got through any kind of approval before I have no idea.

The seemingly proposed changes to the route on Black Bull Street towards from the A61 look good, although it's not clear around the bus stop - it's an issue at present (not helped by an utterly useless shared space sign, and a street light also getting in the way) so clear delineation would be good here.

Again so long as it links routes on the wider network this is my route to work and would be used if I can easily get on and off from the transpennine trail from Wakefield it is such a busy area and segregated lanes are needed that prioritise cyclists and pedestrians

All look very useful! However, it is just missing a small part - you need to add in cycle lane markings to connect the crossing with Armouries Way, which is the street you use to access the canal, and therefore has high use by cyclists. Additional note: Hunslet road needs provision to connect Black Bull Lane and Leathly Rd. When choosing a route to Beeson, this is the lesser of two evils - I will travel down Black Bull Road (amazing cycle lane), down Hunslet Rd (I use the pavement) then cross the pedestrian crossings to reach the A653 cycle lane via Leathly Rd). The other option is travelling via Call Ln/Meadow Ln/Dewsbury Rd, which is an even more stressful route than this one.

As above

As above I don't want it to take me longer to cycle into town and i hate the cycle crossings that take you all over the place.

Belle Isle road is begging to be changed in to a cycle super-highway as it is an ex-dual carriageway so really easy to convert without taking up space. This would connect to Crown Point Bridge routes easily.

Can you show the existing link to the TPT / Middleton Cycle Route in Armouries Way. Essential infrastructure to create a joined up cycling network.

Causes huge inconvenience to me as a taxi driver. The recent claypit line cyclepath was causing immense tailbacks at sheepscair and was dangerous. There are very few people using the new cycle lanes.

Complete waste of money

Concentrate on getting public transport right. Cyclists account for less than 6% of the population. Concentrate resource and money where there is the most benefit ie. NOT cycle ways.

Do the whole of the A61

Does not reflect plans to downgrade Crown Point Road as part of Aire Park. No clear links to riverside TransPennine Trail (NCR66).

Don't know if I've missed something - all I have seen is a summary of work in progress and the map of whole city centre, so without further details it's impossible to judge

Due to the number of crossings and fragmentation here I would cycle in the road rather than use the segregated cycle tracks. The only thing that would change this

would be preferential crossing for cyclists and pedestrians at each intersection with the highway, where these users had priority over cars.
Far too expensive for a council in massive debt.
For two-way cycle tracks, the crossings must be safe and drivers must look BOTH directions, and give way to cyclists. If the crossings are not good enough, this will be unsafe in a different way to the way it is unsafe currently.
I can imagine what Crown Point Bridge would look like and how the new cycle lane could fit on the Bridge Section
I currently use the TPT, continuing through past the back of the Asda HQ to connect with the canal towpath out towards Kirkstall, to provide a decent route from the Castleford direction to home in NW Leeds. I hope the proposals for Crown Point won't interfere with this option. I much prefer to avoid the main roads with their aggressive motorists.
Imposing Leeds desire to push people into cycling more is unrealistic and detrimental to those with disabilities
Indirect routes for cyclists - at the junction with Chadwick street the cycle lane takes a diversion through 2 crossings. Bowman Lane has a wide sweeping high-speed corner - this needs to be much tighter, in reality it should be a continuous footway/cycleway. Why must pedestrians and cyclists give way at side roads? On Armouries Way, pedestrians have to wait at 2 crossings simply to cross 1 road. Why not take out the island, sharpen up the corners and make the crossing as short as possible? Also the junction of Blackbull Street/A61 has no facilities for cyclists to turn right.
Is it cost effective and will it be well used
It is not clear whether the south bound cycle way is intended to be two-way. If so, clear signposting will be needed to ensure that cyclists do not continue on the main carriageway, competing with M-way bound vehicles.
I've said I "Strongly Agree" - there's a hesitation though.
I'm assuming I'm reading the plans aright - that the current 4 "motor lanes" will be reduced to 3, and the extra space will be used for a bi-directional buffered cycle lane? If so, please do it ... yesterday ;-). Crown Point Bridge is currently very nasty for folks on bikes - no way does one feel safe on that stretch.
Just massively adding to vehicle congestion
Looks largely positive, though again one sided segregated cycle ways with no clear crossing points potentially trapping cyclists/preventing turns. How far does cycle way continue down Bowmand Lane/Waterloo street? This road could really do with cycle provision.
Looks ok, although use of specific cycle crossings at junctions should be replaced by providing cycle priority - this type of crossing tends to be a hindrance rather than a benefit.
Make sure they use it
monitor the ones you have built, no one uses them
More cycling schemes designed by someone who has never commuted by cycle, likely making it slower and more dangerous to cycle in Leeds.
More unnecessary roadworks and disruption for very little benefit to local residents. Better work would be made improving the public transport eg bus routes which benefit more people, eg families and less able.

Most ridiculous idea. Taking out a road lane to make way for a cycle lane. Build a separate route dedicated to cyclists.
No
No
no
not that many cycles on the roads therefore a waste of much needed funds for more necessary services
Personally the connection to the A61 is the key one for me that would encourage me to use this route into Leeds as I come in around Cross Green.
Please listen to other cyclists regarding detailed design to make it truly work properly for cyclists.
Please provide useful plans and maps
Poor plan. People need to get to Crown Point Road to use the cycle facilities
Poor signal timings
Same as above
Scrap it
See comments above.
Scrap it and stop wasting money on stupid pointless projects!
Still too close to traffic on busy road. Possibility to use alternative solution alongside the canal making suitable for all cycle types and ensuring accessibility along all sections (Stourton Bridge)
The Addition of a cycle lane over the Crown Point Road bridge will make a huge difference for people getting into Leeds. One note I would make is that a lot of cycle traffic comes from Armouries Way (and the river path that follows on from it) so designing the cycle path to accommodate these users (as well as those travelling up Black Bull Street) would be useful. The current design would result in cyclists from the River path crossing with pedestrians over Crown Point Road, and then joining the cycle path to cross the bridge - so the actual cycle path over the crossing would have low usage.
The East-West crossing of Crown Point Road needs to be located better to integrate with Armouries Way and the cycle/foot traffic that are using the NCN 67 Trans Pennine trail by the Royal Armouries. This route has been upgraded (surfaced) all the way to Woodlesford and has seen a massive increase in usage. This is now a viable all weather commuting route. The proposals as shown have the crossing of CPR offset to the South. Also I hope the new crossing facilities are better integrated with the road traffic. The current crossings take forever, even with limited traffic on CPR
The entire cycling scheme is a gross waste of public funds. Firstly they are causing terrible delays to already congested roads. Our current road network is very poorly maintained. The current cycle lanes are hardly used and I still see cyclists using the roads even though cycle lanes are next to the road.
The most important missing link to the east of the city centre is where York Road crosses Duke Street. We need a direct cycle route across this junction, giving a route along York Road between the bus station and East Leeds. Otherwise we have the nightmare of people trying to use either the pedestrian crossing or the road, both of which are awful.
The safety of cyclists needs to continue up to St James Hospital - Beckett Street is a danger with nowhere to cycle safely.

<p>The scheme is generally good but requires cyclists to make several uncomfortably tight turns around crossing points, which appear to have been designed to avoid any change to carriageway kerblines.</p>
<p>The bus stops on Black Bull Street should be provided with a cycle lane bypass to avoid conflict between cyclists and alighting/boarding passengers and waiting pedestrians.</p>
<p>The sooner the better!</p>
<p>The usual pie in the sky proposals by people who do not have to live with them.</p>
<p>These look like potentially decent quality cycle paths, but as usual they're only a few hundred metres long, then cyclists have to either use busy dual-carriageways or cycle on the pavement. If the stated aim of a scheme is to increase commuting, this isn't good enough; the high-quality, segregated infrastructure needs to continue several miles out of the centre. I feel like you know this, but: local media and facebook groups will savage these paths when few people ride on them, and you'll be under pressure to rip them out. Piecemeal doesn't work.</p>
<p>These proposals at sites with generous road space available capture the principles well with bi-directional facilities assuming they are well integrated with the surrounding proposals and traffic signals provide good progression for cyclists and pedestrians.</p>
<p>This is a very busy road and clear cycle routes are essential</p>
<p>This is currently a difficult area to navigate and is poorly signed. Travelling from Regent Street towards Call Lane is possible but not straightforward so improvements here would be welcome.</p>
<p>This is fantastic - good use of Segregated two-way cycle tracks throughout here as there is more space to do so and it appears to have been planned well.</p>
<p>This is intended to link major transit networks into Leeds and is not suitable for cyclists</p>
<p>Total waste of time and money. Who in their right mind would even consider cycling in poor weather? Especially when the weather is poor the majority of the time. We don't live in a hot country.</p>
<p>Traffic is bad without this stupid idea and road should stay same instead of narrowing it</p>
<p>utter waste of tax payer money during the covid crisis and the abject failure of the "cycle super highway". disgusting use of public funds</p>
<p>Very few cyclists and those who do dont use the lanes. Waste of money</p>
<p>Waste of time and money</p>
<p>Why not improve connection with Armouries Way which forms part of the Riverside Transpennine trail. Seems to be ignored but could be a good connection. Currently not clear how cyclists easily get to Bowman Lane. Could provide direct link</p>
<p>Will get very very little use and causing more disruption than anything you have done before plus making leeds a ghost town as many people like me do not go to the city anymore because of the pedestrianisation and nowhere to park.</p>
<p>Will not be used.</p>
<p>Would be used more if better links to outer areas of Leeds.</p>
<p>Would be useful to provide some functionality to the cycle lanes here which are currently somewhat roads to nowhere. As above I would point out here that east/west connectivity to East Leeds and the various residential developments/existing properties out here is very poor/none existent. Is any</p>



consideration being given to Kirkgate/The Calls/Swinegate for a segregated cycle lane? It is nearly impossible to safely cycle to the train station using these roads, and all of the existing cycle lanes turn cyclists away from the Station (e.g. up Kirkgate).

## Appendix Two

### Emails received via YourVoice and responses provided

#### Email 1

Hi there, I think it would be easier to respond to the consultation process if a map was available which showed all the existing and proposed cycle lanes across the city centre. Could a combined map be provided on the website showing this? Thank you, [redacted]

#### Response

Hi there,

Thank you for your feedback, in response to this we have been working to improve the information available to help participants understand the context of the proposals and give their feedback. An 'overview' map of the existing and proposed cycle network in Leeds has been uploaded and more information has been added to the plans to help participants better understand the context of the proposals. Thank you for your patience.

Yours, The Leeds CCCI Consultation & Engagement Team

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#### Email 2

Hi,

I am emailing on behalf of the Yorkshire Evening Post. I have sent that a new cycle network will be added to Leeds city centre. I am looking for further comment on this if possible.

Thank you, [redacted]

#### Response

No response was needed for this email as this request was picked up and responded to via a different email account.

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### **Email 3**

Good morning,

I've just been reviewing the proposed plans for the Leeds City Centre cycle improvements at <https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>.

I'm not sure if I'm being very unobservant, or if my computer isn't loading the document properly, but it seems like the Southern Gateway map doesn't have any roads labelled, so it's impossible to tell where the measures are proposed.

Please could you edit the map to make it clear which roads are shown, or let me know what I'm missing!

Kind regards, [redacted]  
(Concerned local cyclist)

### **Response**

Hi there,

Thank you for your feedback, in response to this we have been working to improve the information available to help participants understand the context of the proposals and give their feedback. An 'overview' map of the existing and proposed cycle network in Leeds has been uploaded and more information has been added to the plans to help participants better understand the context of the proposals. Thank you for your patience.

Yours, The Leeds CCCI Consultation & Engagement Team

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### **Email 4**

Hi I strongly favour more cycle facilities. But suggest that your illustrations should show cyclists wearing helmets ! regards [redacted]

### **Response**

Hi there,

Thank you for your feedback, your views will be taken into consideration, but if you would like to formally take part in the consultation survey you can do so online by following this link to the project webpage: <https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>

We'll take your very valid point on board for future consultations regarding displaying protective gear like helmets in images, thank you for pointing this out!

Yours, The Leeds CCCI Consultation & Engagement Team

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## **Email 5**

Please could you improve the public information for this consultation?  
(I have also sent the following mail to your Customer Feedback email address.)

Unfortunately you have made joining this consultation much harder because the maps provide no clear indication of where they relate to. I have been a resident of Leeds for 45 years - and am very used to dealing with this sort of map having been chair of the County's Highway committee for 5 years - but it has taken me some time to decipher which streets they relate to.

You need to add a City Centre map showing the location of each scheme in relation to the City Centre as a whole. Then you need to put some street names on the existing maps to let people work out what they are looking at.

I look forward to seeing some easier to use information on the proposals.

## **Response**

Hi there,

Thank you for your feedback, in response to this we have been working to improve the information available to help participants understand the context of the proposals and give their feedback. An 'overview' map of the existing and proposed cycle network in Leeds has been uploaded and more information has been added to the plans to help participants better understand the context of the proposals. Thank you for your patience.

Yours, The Leeds CCCI Consultation & Engagement Team

## **Email 5a (following on from above)**

Thank you for the changes you have made, they make the whole project much easier to understand. I hope you felt my points were helpful - they were intended to be positive and help the consultation.

I will give my feedback in the normal way but I would like to say that I very much support the thrust of what you are doing and that (as someone who still cycles to and

around the City Centre) I am really pleased to see the City moving forward with things we were trying to do nearly 40 years ago!

Regards [redacted]

## **Response**

Hi there,

Not at all, we certainly appreciated your feedback and you were not alone in raising points about the accessibility of the consultation materials. Our aim is to provide a quality consultation which enables people to give informed feedback and give decision makers the detailed feedback they need, so we really appreciated feedback which helped us pin point where the plans could be improved.

Thank you again for your suggestions and your support of the objectives of this project.

Yours, The Leeds CCCI Consultation & Engagement Team

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## **Email 6**

Hi there

I hear that you are considering creating an additional 7 miles of cycle lanes in and around Leeds.

To what do you attribute the failure of the existing network ?

OK people aren't commuting at the moment but even at the weekend (if the weather is decent ) it is beyond rare to see more than a handful of people cycling say on the Ring Road between Sainsbury and Roundhay Park or on the Armley Road.

It is clear that a statistically insignificant amount of people travel around by bike.

My own personal view is that cycling is popular where there are few hills -York and Central London for example.

One look at Claypit Lane will be enough to put many people off

How do we prevent existing and future bike lanes becoming a colossal waste of money ?

Yours

[redacted]

## **Response**

Thank you for your feedback and question.

We appreciate cycling isn't the preferred mode of transport for some but equally, we

have received significant support for a connected Leeds cycling network and these proposals will fill gaps in the existing infrastructure. Cycle lanes allow people of all abilities to get out on bikes. People ride bikes for many reasons, to live healthier, support a greener environment and to get somewhere together or as an individual.

In general terms sites nearer to the city centre and inside the city centre have recorded lower levels of weekday usage, with the normal peaks much reduced, though more usage during the daytime. Away from the city centre usage over the weekday is either at or above normal levels, while across all the sites weekend activity is significantly up. So it seems that city centre commuting has fallen (reflecting all the working from home) but people are still getting out during the day time and particularly at weekends.

You can learn more about, and give your feedback on, the proposals by following the link below to the online project page, which has the plans and consultation survey. <https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>.

Yours, The Leeds CCCI Consultation & Engagement Team

### **Email 6a (following on from above)**

Cut and paste without really reading what I wrote . Never mind

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### **Email 7**

Hi

I commented on these proposals the other week, pointing out that there are not enough street names on several of the maps, and that Lady Lane is spelt Ady Lane. The situation does not seem to have improved. Can this be rectified asap please.

Regards [redacted]

### **Response**

Hi there,

Thank you for your feedback and for raising your concerns with the maps used in this consultation. This feedback was taken on board and work was undertaken to identify amends to the plans. There has been a bottleneck of work with the Combined Authority's design team which has significantly impacted the time it is taking to get updated plans uploaded, which is being actively worked on to resolve. In the meantime, colleagues at Leeds City Council have produced an overview map which indicated how the proposals fit with the existing cycle network in the city centre, and we hope to update the supporting plans imminently.

Thank you again for your patience and suggestions.

## Email 8

Hello WYCA,

I am a city centre part time worker and used my bike 100% of the time for the work commute. My route is A61 near the Angel PH from LS26 via stourton roundabout (where you are currently building the park and ride) onto Hunslet road via first direct building and straight towards the city turning right at Asda headquarters to head through the city towards the civic building. The commute was often dangerous at certain points and after having too many near misses where significant harm / likelihood of death was high I decided to stop all cycling commuting Sept 2019.

I can't tell from the maps if the areas of concerns have been addressed. I have detailed them below:

### Route from home to work

1. When A61 and the M621 meets the roundabout where park and ride is being built coming from south/ wakefield direction
  - a. Traffic joining at motorway speeds
  - b. HGV's swapping lanes for stourton HGV depot
2. When passing first direct building to join Hunslet road traffic at the lights (the jct where the road for Thwaite mills is) A639
  - a. The lane to turn left suggest two lanes of traffic but the lines aren't clear and cyclists often risk a squishing as there really isn't enough space provided for two lanes plus cyclists
3. The right hand turn from Hunslet Road heading onto Meadow Lane along the side of Asda house. Before making the turn I have to negotiate three lane changes.

### Route from work to home

1. Leaving A639 to join the roundabout at stourton while making my exit to the A61 on a non traffic light junction.
  - a. Traffic entering roundabout form M621 coming from the north / leeds direction at significant speed
  - b. This then encourages the cars entering roundabout from A639 to do it at speed
  - c. I have to make a significant lane change at cycling speed
  - d. HGVs making their lane change for HGV depot

I have always hoped for a cycling bridge to get over the stourton roundabout. I feel the most exposed in this area. I have almost always felt safer in the city centre while cycling. I have used the city centre cycling infrastructure and although it can be confusing at times I have still felt safe. It is the commute into the city centre from the south that is the significant concern

## Response

Hi there,

Thank you for your feedback and for raising your concerns regarding cyclist safety and your detailed description of issues faced in specific locations. Your comments will be taken on board as part of the feedback analysis which will take place when the consultation closes and will feed into the detailed development of proposals.

If you haven't already, please feel free to formally take part in the consultation survey online via the following link: <https://www.yourvoice.westyorks-ca.gov.uk/leeds-ccci>

Yours, The Leeds CCCI Consultation & Engagement Team

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## Email 9

Thanks for your prompt response. **[in reference to a question asked using the 'Q&A' tool on the YourVoice consultation project page]**

Having looked back at the question once again, I've copied it below for ease of reference, there is no mention of the word 'rank' hence my attempt to give each a 1-5 rating. Perhaps if more concise wording had been used, I would have 'ranked' the alteration options as required.

5

Which of these alterations would improve facilities for cycling around the city centre?

Please prioritise these from most effective to least effective (most effective = 1 'and least effective = 6

'Please place these in order of effectiveness. Each alteration may only be allocated one number' would perhaps have been a little more clear.

Many thanks [Redacted]

## Response

Hi there,

Thank you for your feedback. While we're unable to make any changes to the wording of survey questions once a consultation is live, we appreciate the suggestion, and will bear this in mind when formulating survey questions going forward.

I hope you were able to complete the rest of the survey and thank you again for giving your feedback to help us improve the experience for participants.

Yours, The Leeds CCCI Consultation & Engagement Team

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## Email 10

By allowing the expansion of the airport, just the additional journeys to and from the airport by increased passengers will more than exceed any savings from commuters transferring from cars to cycles.

Had permission not been granted the operators might have been more inclined to relocate to an area nearer the A1/M1 more easily served by a railway link, as it would not be in one of the highest elevations in the Leeds area.

## Response

Hi there,

Thank you for your comment on the consultation. There is a consultation live at the moment that is discussing the Leeds Bradford Airport Parkway Station. If you'd like to be part of the consultation you can do so here: <https://www.yourvoice.westyorks-ca.gov.uk/lba-parkway>

If you'd like to discuss with Leeds city council about the way they are approaching 'decarbonising the city' there is a webinar taking place about the Leeds Transport Strategy on 25 February at 4pm. If you'd like to pose your questions to the experts you can sign up here: <https://www.eventbrite.co.uk/e/draft-leeds-transport-strategy-decarbonising-transport-tickets-141402214831?>

Many thanks for your thoughts. They will be taken into consideration upon completion of this consultation.

Yours, The Leeds CCCI Consultation & Engagement Team

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## Email 11

Good Morning,

Hope your well just writing in to express my support and joy at all the cycle lanes that are getting put in around Leeds, I recently started to make the switch from catching the Bus to Scootering and the Cycle Lanes especially up Chapel Allerton are a god send they allow the ride to be silky smooth, they allow me to go faster, also stops my scooter getting worn as fast as it doesn't have to smack up and down curbs, they also allow me to go further, I also feel safer in them and I love the feeling of been V.I.P and having my own lane and on some even Traffic Light.

Really do appreciate the cycle lanes and definently need more across the city especially at the top of Dewsbury Road, The bottom I love but the top is awful!



Other day I managed to do 14 Miles and a top speed of 24mph and was faster than 2 Buses haha.

Just wanted to share my support and give a huge thumbs up to who ever is in charge of cycle lanes for Leeds.

Although if I may suggest one improvement maybe adding a little scooter symbol and make them scooter/bike lanes 😊

All best

## **Response**

Hi there,

We'd like to apologise for the time it has taken to reply to your email, this was down to an error (we believed your reply email had been sent but had not been), and we hope you understand. Please find the original reply below:

Thank you for your feedback and support of the improvements of cycle connectivity in Leeds.

We're glad that you're happy about the Elland Road, Leeds scheme which is part of a £6.9m package of new cycling and walking routes which construction was accelerated in response to COVID-19. This is an additional 5.8km of segregated routes that will be added to the region's network through the West Yorkshire Combined Authority's CityConnect programme.

Your comments will be fed into the feedback for this consultation. Thank you again for your support.

Yours, The Leeds CCCI Consultation & Engagement Team

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# Appendix Three

## Emails received from stakeholders and responses provided

### Email 1

Hello

Please find attached the response of the Leeds Civic Trust to the current consultation on new cycle facilities in and around Leeds City Centre. We hope that you will find these of value in refining plans for these important enhancements to the sustainable travel infrastructure.

Should you wish to discuss them further with members of the Trust, please do not hesitate to contact me.

[redacted]

Chair of Leeds Civic Trust Planning Committee

***[Content of the attached feedback document can be read below]***

Leeds City Centre Cycle Improvements  
*Comments by Leeds Civic Trust in response to the Connecting Leeds consultation from 11 January 2021 to 19 February 2021.*

### 1 General Comments

1.1 The Leeds Civic Trust welcomes the principle of providing better cycling facilities throughout the city, for commuters, casual users and leisure cyclists. These categories will have different requirements with regard to destinations, directness of route, extent of separation from other road traffic, etc so a range of options may be required on specific corridors.

1.2 The comments set out below relate to the City Centre schemes currently out for consultation but the issues raised would apply to other locations around the city, and the overall principles which have been adopted to design high quality cycle facilities.

1.3 The Trust would welcome an opportunity to have a wide-ranging discussion with key stakeholders to gain a greater understanding of the issues involved and contribute constructively to the debate.

### 2 General Comments

2.1 In the plans currently out for consultation, there is no acknowledgement of the different types of cyclist who might use the proposed lanes. A commuter is likely to travelling faster as they know the way and they could be impeded by leisure cyclists travelling slower - if the cycle lane is 'on road', they can pull over to overtake but this is not possible when a kerb is installed. A less confident cyclist might not be happy to use a 'raised' or 'on pavement' cycle lane where he/she could slip down a kerb into the road.

2.2 We should not be looking at cycle schemes in isolation, particularly in the city centre. A holistic approach needs to include public realm, public transport and be part of any wider development plans. However, it is accepted that compartmentalised government funding streams with short delivery timescales are part of the problem.

2.3 There is little indication in the material issued for this consultation as to how these schemes tie in with a wider network and hence what sort of demand/usage there is likely to be. There is only a small scale map which does not reflect the detailed plans e.g. the Eastern Gateway.

2.4 We feel that there should be greater consistency in any surface colouring used to indicate cycling facilities - in some areas there is a green wash and in others cycle lanes are coloured red. We understand that this may be to differentiate CityConnect routes but surely it would be simpler for all road users to associate one surface colour with cycling?

2.5 Signage will be a key consideration when marking out these routes - if they are to be attractive to cyclists, the direction of travel should be immediately apparent to all users without needing to read complex small blue signs. The location of signage should be consistent so people know where to look and repeaters (perhaps simple paint on the ground) should be provided at regular intervals.

2.6 Maintenance is a crucial issue as on road cycle lanes are cleaned by passing vehicles or, when wider, are washed by rain flowing off the wider carriageway. When a narrow kerbed area is installed, there is less likelihood of rain washing the tarmac clean and standard street sweepers are unable to enter to clean the surface.

2.7 The quality of the consultation material is inconsistent (as has been the case for many other cycle schemes) and so it is not easy to respond effectively e.g.

- • limited or non-existent labelling of the streets, making it difficult to orientate and see what areas are involved
- • the key is different for different maps e.g. Toucan crossings are red on the Western Gateway sheet but green on the Eastern Gateway, footways are grey in some areas and purple in others - consistent graphics would assist in understanding the plans
- • there is no clear indication whether the cycle lanes will be single- or bi-directional
- • there is no indication of what width the cycle lanes will be, and also the width of adjacent footways (there have been previous instances of too much space being reallocated from pedestrians to cyclists)
- • there is no indication of what the impact will be for vehicles e.g. road width/parking.

### **3 Western Gateway**

3.1 The graphics here are not easy to follow:

- is it really 'new footway' across the Wellington Road end of Wellington Bridge Street?
- it is difficult to distinguish between 'Toucan crossing' and 'Separate cycle/ped crossing' - the colours are almost identical
- road names are not well placed for clarity.

3.2 There is very heavy traffic in this area (and this is likely to remain so as the A65 is a key connection with the IRR) - at present it is difficult for bikes to navigate around some sections but other routes where there are already cycle lanes (e.g. Wellington Road to Wellington Street) are easy to follow.

3.3 However, there are issues with the existing route along the western side of Wellington Street where there is an extensive 'shared use' zone which is partly obstructed by street furniture and traffic signs - this is a key link to Armley Road so provision here should be enhanced.

3.4 Given the above, what are the new bike flows that the scheme is seeking to accommodate? What is the key purpose of the scheme?

#### **4 Eastern Gateway**

4.1 The diagram is headed Eastern Gateway 1 but there only seems to be one diagram.

4.2 'Ady Lane' should be 'Lady Lane'!

4.3 This area should be considered as part of the Eastgate Quarter Design Brief recently prepared for the area and presented to the City Plans Panel.

4.4 Where does the cycle lane go to beyond the north end of Bridge Street? The tunnel under the Inner Ring Road is quite narrow and the footpath is not wide enough for shared use, even if that were desirable - as this the pedestrian access to the Hilton Hotel, the footway is likely to be used by those unfamiliar to Leeds and/or carrying/rolling luggage.

4.5 How do these cycle lanes link into the wider cycle network e.g. Regent Street/East Street where there is already a cycle lane? Is this a duplication of facilities, particularly as Mabgate is also to be reconstructed as a 'mini-Holland' scheme which is intended to provide a safe route for cyclists?

4.6 As traffic on Eastgate from Vicar Lane to the roundabout will be significantly reduced on completion of the current road works, is there actually a need for a cycle route up Lady Lane?

4.7 There is a motorcycle parking area on Bridge Street - will this need to be re-provided? Also, parking spaces on Lady Lane are convenient for the disabled so will these be re-provided elsewhere?

#### **5 Southern Gateway**

5.1 There are no street names on this plan and some of the colours are not explained on the key. The difference between 'cycle crossings' and 'Toucan crossings' should be explained.

5.2 Looking at the top diagram (Victoria Road), to the south of here there is a bus lane. What is the plan for buses/cycles when Neville Street is closed to private vehicles? Should there be a bus lane on Victoria Road all the way to Victoria Bridge? There needs to be a strategy for this area which includes all future aspirations.

5.3 What is the arrangement for the bus stop outside Bridgewater Place? The cycle lane looks to go right through the bus shelter.

5.4 How do Neville Street and Sovereign Street link into a cycle network and the Bishopgate Street Station Gateway scheme?

5.5 There does not appear to be a clearly identified cycle route linking the riverside outside the Asda HQ to the Canal towpath to the west of Granary Wharf, although this part of the Trans-Pennine Trail (NCR 66) is likely to be a key route for leisure cyclists. Or is it envisaged that those riding the Trail will head north along Neville Street to Dark Neville Street and reach the towpath by Candle House? If this the case, cycle routes around Granary Wharf should be carefully defined and surfaces repaired. The alternative is to route cycles along Canal Wharf and Water Lane as now but this is less convenient for the city centre.

5.6 Should the section of footway between the Neville Street/Water Lane junction and the River Aire embankment be redesignated as 'shared space' or, better still, re-constructed with separate cycle and footway sections?

5.7 The yellow colour indicating 'parking' on Sovereign Street is proposed as a taxi feeder rank for the station so it would not normally be available for general parking. And Sovereign Street is a location for Rail Replacement bus services and shuttle buses for major events in Leeds (football matches, Leeds Festival, etc) - where would these be relocated to?

5.8 How does the cycle lane in Sovereign Street link with the new Sovereign Bridge and onwards to South Leeds via the Hunslet Stray and Aire Park?

## **6 Crown Point Road**

6.1 Cycle plans need to be linked with wider repurposing of Crown Point Road alongside any Eastside master-planning, the development of Aire Park and potential use as a MRT corridor. Also, there should be a general repurposing of space freed up by diversion of through traffic to Inner Ring Road and Marsh Lane.

6.2 There are no links shown to the riverside Trans-Pennine Trail (NCR 66) although this runs from Waterloo Street to Armouries Way - this is a key leisure route which is likely to be used by family groups who would most benefit from a segregated cycle route.

6.3 How do proposals in this area tie in with any cycle routes through Aire Park such as the Hunslet Stray and the down-grading of Crown Point Road to the south of Waterloo Street? No links are shown to the A61 Hunslet Road cycle scheme now under construction.

6.4 Crown Point Bridge is shown as two lanes northbound and one lane southbound - how is it envisaged that this would operate as part of the wider city centre highway network? Is it necessary to have two lanes northbound if general traffic is re-directed to East Street and Marsh Lane, so allowing more space for pedestrians and cyclists (a boulevard to link through to Aire Park?).

## **7 Holbeck Gateway 1**

7.1 Comments here and on Holbeck Gateway 2 are presented outbound from the city centre.

7.2 Have these plans been reviewed against the aspirations of the Holbeck Urban Village Planning Framework, the Holbeck Neighbourhood Plan and the aspirations of key developers such as CEG who have large landholdings in the area?

7.3 Whitehall Road (bottom diagram):

- is the road wide enough to accommodate cycle lanes without narrowing pavements and so reducing space available for pedestrians?
- what does 'informal crossing to bus stop' mean?

- what is the status of the 'formal crossing' close to the junction with Springwell Road?
- currently there are bus stops on both sides of the road east of the railway viaduct - how will those on the north side of Whitehall Road be accommodated?

#### 7.4 Holbeck (top diagram):

- the majority of this part of the route is shared use footway although this is not appropriate over long distances as it can lead to 'conflict' between pedestrians and cyclists - the Gear Change report is strongly against shared use and says that national funding cannot be used for its construction
- there is a cycleway marked on Whitehall Road but it is labelled as 'shared use' - which is it?
- there are also bus stops on Whitehall Road but these are not marked on the diagram - how will they be accommodated?

### 8 Holbeck Gateway 2

#### 8.1 Ingram Distributor (top diagram):

- this is almost all footway widened for shared use - could this be widened to be segregated?
- where the cycle route heads away from highways, provision needs to be made for enhanced lighting and long-term maintenance - this seems to be forgotten when cycle routes are less visible.

#### 8.2 Elland Road motorway junction (bottom diagram):

- this is almost all footway for shared use - could this be wider to be more fully segregated?
- although cyclists would do well to keep away from the area, there could be conflict with fans walking to matches at Elland Road Stadium
- there is no indication of routes away from the south end of the scheme other than 'Quiet street link to CityConnect route' - we assume that this is the route along Elland Road

### Response

Hi there,

Thank you very much for your consideration and for providing feedback on behalf of the Civic Trust. The comments will be taken into consideration as part of the feedback analysis when this consultation closes, and I'm sure the project leaders will be in touch if they have any queries.

Yours, The Leeds CCCI Consultation & Engagement Team

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**Email 2 [A word document with feedback was attached to this email]**

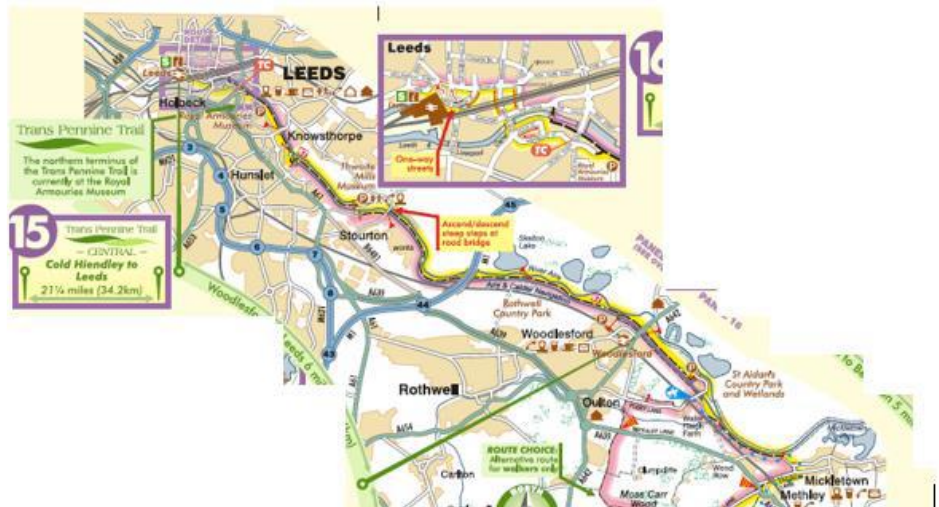


Despite the Trans Pennine Trail (TPT) being a major sustainable transport route within Leeds and a northern gateway to the TPT network, it is not shown on any of the documentation. At this location the Trans Pennine Trail is part of the National Cycle Network (NCN 67). The Trans Pennine Trail Partnership(TPT) notes that the Crown Point Gateway scheme cuts across the Trail and provides an excellent opportunity to link into the TPT / NCN, thus providing access to the Trail network for the local communities and also an opportunity for Trail users to link into other areas with potential visitor spend. WYCA are asked to confirm that links to the existing infrastructure will also be provided and signed accordingly as part of the Crown Point Gateway scheme. Links could also be provided to / from the TPT via one of the 'other works' schemes on Hunslet Road.

Further information is provided below.

**Detailed Information:**

The Trans Pennine Trail travels to it's northerly terminus in Leeds from Wakefield via the Aire & Calder Navigation. Along this alignment the TPT is also part of the National Cycle Network (NCN67):



©Trans Pennine Trail

It is disappointing that the Trans Pennine Trail is not depicted on the mapping provided as part of the consultation. This fails to show the importance and significance of the Trail locally, regionally and nationally. The Trans Pennine Trail is a successful existing sustainable transport schemes already in existence and extremely popular both for local residents and visitors to Leeds using the TPT. Leeds City Council has been part of the Trans Pennine Trail partnership since 1989.

The map above clearly indicates how the Crown Bridge Gateway scheme should provide direct connections into the Trans Pennine Trail / NCN. The route would offer direct facilities for residents and

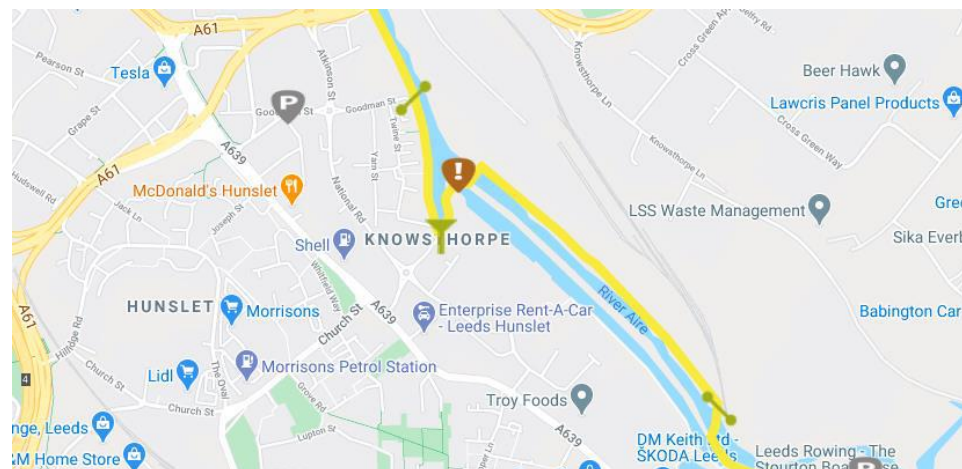


workers to be able to enjoy the comfort of an off-road scheme as part of their daily cycle / walking commute.

Including the TPT / NCN alignment would also provide further evidence to the importance of providing an alternative solution to the current problem at Skelton Grange Bridge with a stepped only access. This would evidence WYCA's commitment to supporting and funding a solution to provide a fully accessible solution to this inherited problem.

WYCA are also asked to acknowledge the importance of providing off-road options as well as on-road schemes. The Trans Pennine Trail has seen a tremendous increase in usage during the current pandemic with many users looking to reengage with nature as part of their daily exercise – both for their physical and mental health. Families and those less mobile are often more confident in using off-road schemes.

The section of TPT in Leeds has also had recent investment via the DfT from Sustrans to undertake resurfacing works, highlighting the importance of this route at a strategic level. Under the category of 'other works' there is reference to a scheme along Hunslet Road which will run parallel to the TPT / NCN:



©Google Maps

Whilst no further information appears to be available for this scheme there would be merit in providing links to the TPT / NCN to enable the local community to have a circular route for their daily exercise.

## Response

Hi there,

Thank you very much for your consideration and for providing feedback on behalf of the Partnership. The comments will be taken into consideration as part of the feedback analysis when this consultation closes, and I'm sure the project leaders will be in touch if they have any queries.

Yours, The Leeds CCCI Consultation & Engagement Team

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### **Email 3**

On behalf of the Sustrans volunteers we have collated our views and here is our response:

You will know that Sustrans, as custodians of the National Cycle Network (NCN), look after several routes throughout Leeds and West Yorkshire which people use for access to employment, education, shopping as well as for recreation. We would like to make sure that these routes which are enjoyed by so many are recognised and planned into Leeds future cycle network. In 2018 Sustrans launched "Paths for Everyone" which establishes quality standards for the network, through our seven levels of service, removed poor and unsafe sections and made a commitment to work with national and local government to make the network better and more accessible. The 370-mile Trans Pennine Trail, which Leeds maintains in a unique partnership with 26 other local authorities across the North of England starts at Leeds Dock. It brings cyclists to Leeds for leisure and is the start of many people's adventures.

Concerns that opportunities to integrate NCN are being missed:

During the City Connect Corn Exchange consultation there were uncertainties as to whether NCN Route 66 would be diverted from its current alignment with plans for Hunslet Road appearing to show it becoming one-way with no contraflow. Recently this concern was addressed in a Q&A with the Connecting Leeds team. Lack of integration with the NCN has come up again with the proposed crossing on Crown Point Road and the lack of a traffic free route for NCN Route 66 into Armouries Way. The release of a map showing current and future Leeds routes does not show NCN Route 66 or the TPT, the very popular east-west routes across the city. Large numbers of people discovered these routes for the first time last year and the resurfacing from Leeds Dock to Woodlesford provided for what was clearly a pent up demand for Leeds people to discover the River Aire. We have concerns that the riverside alignment of the NCN through Leeds City Centre will be compromised and we ask for clarification that this is not the case. We ask that WYCA and LCC work with Sustrans on any future changes which affect the NCN, to achieve well-connected high-quality cycle routes for all which will help transform the way we travel in Leeds.

Crown Point Crossing and Link into Armouries Way:

The proposed plans for Crown Point do not seem to consider the existing and very popular NCN Route 66 which comes out of Bowman Lane and crosses to Armouries Way. We are concerned that a segregated lane that goes down Black Bull Street on dedicated infrastructure but does not provide anything for the crossing to Armouries

Way will compromise the quality of Route 66, specifically affecting the wayfinding and flow of the route, two of our Seven Levels of Service for users of the NCN. Issues could arise if both routes are not considered where a kerb separated cycle lane would introduce a new physical barrier for cyclists. This would make it difficult for all users and some cyclists will feel they have to dismount on this section of Route 66. Those with heavy and non-standard cycles will find it most difficult. The Department for Transport's guidance in LTN 1/20 states that 'junctions should enable and facilitate cycle movements in all permitted directions' and with this in mind we believe that Route 66 should be given the same quality of crossing. We believe a better option would be a y-shaped cycle crossing on the traffic island which provides segregated cycle lanes for cyclists heading into and along Armouries Way as well as Black Bull Lane.

Support for Leeds City Centre Cycle Improvements and opportunities to integrate with the National Cycle Network and Trans Pennine Trail

The overall aims for the scheme of getting maximum value out of existing and future cycle infrastructure are clear, and we would like to express our support for this project. With construction of City Park and several new housing developments due to complete over the next few years; The Climate Innovation District, Hunslet Mills, Temple Quarter and the Guinness Partnerships Hunslet Road development there will soon be thousands more people living in the South Bank. Cycling as transport has been incorporated into the travel plans for a lot of these developments and we welcome this move away from car dependence.

Further to supporting the schemes aims of unlocking the potential within existing routes, Sustrans has experience of engaging with communities to help unlock potential within West Yorkshire at Crossflats Primary School. As part of Sustrans Bike-It scheme we helped connect the school to the Leeds and Liverpool Canal with a new path and we worked with a school staff member on engagement with children and parents. This work resulted in 85 children (30%) cycling to school, whereas only 4 had done so the year before, the school also made use of cycling as part of PE classes as well as outdoor learning and play. We predict that the new primary school being developed with CITU and the Ruth Gorse Academy could have this same potential if not greater. Fully integrating links with the NCN will help make many other institutions in Leeds accessible by cycle such as Leeds Playhouse, Leeds College of Building, Northern Ballet, Leeds Conservatoire, and the Quarry Hill Campus of Leeds City College.

Thank you.

Best regards,

[Redacted]

On behalf of Sustrans Leeds Volunteers

## **Response**

Hi there,

Thank you very much for your detailed consideration and for providing feedback on behalf of Sustrans volunteers. The comments will be taken into consideration as part

of the feedback analysis when this consultation closes, and I'm sure the project leaders will be in touch if they have any queries.

Yours, The Leeds CCCI Consultation & Engagement Team

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#### **Email 4**

I am responding to this consultation on behalf of Action for Yorkshire Transport. As we are a group, I did not think the online survey option was appropriate.

We welcome proposals to link up and fill gaps in the cycle network around Leeds City Centre. This work will improve safety and encourage greater take-up of cycling into the city, enabling as it will, less hazardous traversal of heavily trafficked roads and junctions.

It is not clear however from some of the plans whether the segregated cycle lanes are bi-directional.

**Eastern Gateway:** Connects to an existing route and a proposed route. This plan appears to show one-way lanes on Lady Lane and Bridge Street, protected by kerb buffers. Lady Lane appears to be contra-flow to traffic. There are areas of shared footway/cycle way at the intersection of these streets, near to the roundabout at the bottom of Eastgate. This area includes Toucan crossings. It is important that in these areas the safety of pedestrians is paramount and that cyclists are clearly instructed to give way to pedestrians.

**Southern Gateway:** Connects to CityConnect 3 scheme, covering the route approaching the city centre along Victoria Road and Neville Street, south of and beneath the station and including Sovereign Street (though street names are not shown on the map). There appears to be no indication as to whether the lanes are bi-directional but protection by kerb buffers is indicated. Cycle crossings are included at junctions and the scheme should improve safety for cyclists approaching the city centre and railway station.

**Western Gateway:** Connects to A65 route and CityConnect 1 route. Covering the large junction of Wellington Street, the A65 and A58 (Wellington Road). This is a particularly difficult junction to negotiate and the scheme should dramatically improve matters for cyclists. There are some shared use areas and Toucan crossings and we would wish to see appropriate signage etc to protect the safety of pedestrians.

**Crown Point Road:** From A61 via Black Bull Street and Crown Point Road, connects to an existing route at the city end and the proposed A61 route south of the river. The lanes are largely protected by kerb buffers but no indication on maps as to direction of travel or bi-directional. As with other 'Gateways' involving heavily trafficked routes and complex junctions into the City Centre, this should improve safety and raise confidence in cycling into Leeds, especially when connected to the A61 route.

Holbeck Gateway: Shown in two parts on the maps, outwards from the City Centre along Whitehall Road and ending by the roundabout at the M621 underpass on Lowfields Road near Elland Road football stadium. This scheme connects to an existing route in the City Centre and to a CityConnect route at Lowfields Road. It appears the Whitehall Road section is partly one-way on either side, with presumably a bi-directional section beyond the junction with Springwell Street, this section being on the north side of Whitehall Road. A proposed bus stop layby is indicated at the end of Springwell Street/Springwell Road. The cycle lane on Whitehall Road is protected by kerb buffers. For the remainder of this route, from around Spence Lane, the route uses mostly an existing pedestrian route which would be widened for provision of a shared use route, apart from a short section of cycle lane on Low Fields Avenue, with apparent shared use through the M621 Underpass. Where this route utilises the existing pedestrian footway, including a section towards Holbeck centre along the south side of the disused railway viaduct, signage should indicate that cyclists give way to pedestrians, unless there is to be painted line segregation. There could be conflicts of movement on football match-days, especially between Brown Lane, Low Fields Avenue, Lowfields Road and through the underpass, though this would be for limited parts of the day and only on match days. We assume parking would also need to be prohibited at all times adjacent to the short cycle lane on Low Fields Avenue.

These schemes are a welcome addition to existing ones with which they will connect and should enhance the attraction of cycling to access or cross the city centre.

Thanks, [Redacted]  
Action for Yorkshire Transport

## **Response**

Hi there,

Thank you very much for your detailed consideration and for providing feedback on behalf of Action for Yorkshire Transport. The comments will be taken into consideration as part of the feedback analysis when this consultation closes, and I'm sure the project leaders will be in touch if they have any queries.

Yours,  
The Leeds CCCI Consultation & Engagement Team

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## **Email 5**

Dear Consultation Team

Leeds City Centre Cycle Improvements

This letter constitutes formal advice from the Leeds Local Access Forum. West Yorkshire Combined Authority is required, in accordance with section 94(5) of the

Countryside and Rights of Way Act 2000 to have regard to relevant advice from this Forum in carrying out its functions.

The Leeds Local Access Forum, established by Leeds City Council as a statutory advisory body under the Countryside and Rights of Way Act 2000, has as its main purpose the provision of independent advice on the improvement of public access to land within Leeds for the purposes of open air recreation and enjoyment of the countryside, and also for 'functional' or 'utility' access issues such as using the public rights of way network to get to work, school, shops and local amenities.

The Leeds Local Access Forum supports the major strategic routes across the region and their importance for providing connectivity and recreation. The Forum endorses Leeds City Council's ambition to get more people cycling and walking and the Leeds Draft Transport Strategy's three objectives of tackling climate change, delivering inclusive growth and improving health and well-being. However, the Forum notes the consultation on Leeds City Centre Cycle Improvements does not consider the traffic-free route into the city centre from the south along the canal and river towpaths. This route is the Trans Pennine Trail (TPT), a major strategic route in the region, also designated as Route No. 67 of the National Cycle Network, which has recently been resurfaced making it more attractive to cyclists and other users. A recent survey by Leeds Cycling Campaign notes the route is being used by 500 people a day.

Currently there is one obstacle on this route that is likely to discourage anyone wishing to use it on a regular basis. This is the long, steep, narrow and often slippery flight of steps that takes the TPT over the canal via Skelton Grange Road bridge as per the photograph in this link <https://www.geograph.org.uk/photo/2766104> .

The Leeds Local Access Forum advises due consideration be given to providing a more user-friendly crossing of the canal for the TPT, for instance by providing a ramp or a new pedestrian / cycle footbridge over the canal here, or providing an alternative route through the council-owned Thwaite Mills Museum.

Yours faithfully  
[Redacted]  
Leeds Local Access Forum

## **Response**

Response pending from project team

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**End of Report**