


John Illingworth/MEM/LCC


13/09/09 17:45

To Bob Buckenham/LLD/LCC@Leeds\_City\_Council

cc John Grieve/CED/LCC@Leeds\_City\_Council, Laura Pilgrim/CED/LCC@Leeds\_City\_Council, mjlw@willison.demon.co.uk, Mark X

bcc

Subject Local Access Forum - footpath / cycleway proposals 

History:  This message has been forwarded.

Dear Bob and others

I have attached as promised copies of a map showing improved waterside footpath / cycleway proposals in Armley, Kirkstall and Horsforth wards. The two maps are identical but the PDF version may be easier for most people to open, while the PNG version may be easier to paste and edit.

In essence, these proposals provide a riverside route between Horsforth (Newlay) and Leeds city centre, predominantly to the north east side of the valley, close to the A65. I would like to extend this draft beyond Newlay, and also through the Yorkshire Chemicals and Cardigan Fields sites, but the most obvious routes are currently obstructed by private development. This scheme is intended to complement the existing provision along the canal towpath on the south west side of the valley. It includes proposals for a new Armley - Kirkstall footbridge at St Ann's Mills, which will improve access to the Kirkstall Nature Reserve on foot or bicycle. My colleague Chris Royffe at Leeds Metropolitan University has done more detailed design work on the central parts of this scheme, but my drawing is designed to emphasise the long distance, traffic-free nature of this alignment.

A second footbridge is proposed at the site of Benjamin Gott's suspension bridge, near Burley Mills. This is a lower priority than the new bridge at St Ann's Mills, because (1) there may be opposition from local tenants, and (2) there are alternative, albeit less convenient and attractive routes via a short detour along the A65. However, Gott's footbridge is well marked on historic maps and was in public use until the 1950's, so the right of way is clearly established. I would not want to completely lose sight of this.

Part of this route along the Kirkstall Mill Goits has already been constructed by a Community Program scheme between 1985 and 1988, and there is a lapsed planning consent H24/538/91 granted to Haiste Ltd for the missing middle section. The stretch between Kirkstall Abbey and Kirkstall Forge is included in the section 106 agreement for the Kirkstall Forge development. Sustrans is in the process of acquiring some surplus railway land near Armley Mills which would facilitate the connection to the canal towpath.

Parts of this scheme were previously included in our Local Transport Plan submission, but the reluctance of the joint authorities to embrace demand management meant that these enhancements were not funded by the government.

John Illingworth



new routes.pdf



new routes.png