

Agenda:

Originator: Tim Parry

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Report of the Director of City Development

Executive Board

Date: 14 October 2009

Subject: LEEDS CORE CYCLE NETWORK PROJECT

Electoral Wards Affected:

All except Wetherby, Otley & Yeadon, Guiseley & Rawdon, Kippax & Methley



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In

(Details contained in the report)

EXECUTIVE SUMMARY

This report provides an overview of proposals now being developed to implement a strategic approach to the longer term development of cycle facilities and routes within Leeds. The proposals build on a scheme submitted for Major Scheme funding to the Regional Transport Board early in 2009 which was not supported for funding.

It is intended to take the project forward in phases. The Leeds Core Cycle Network which is the subject of this report will form the first phase of the project for development over the next few years as resources allow. Further work is in progress to identify extensions to this initial network capable of forming a Core Network 2 Project together with the intention to commence the early review of facilities provided within the City Centre. It is intended to progress the scheme from within the Local Transport Plan and the third Local Transport Plan from 2011 onwards, and to consider the scheme as a potential candidate for Major Scheme funding as opportunities arise.

The first phase Leeds Core Cycle Network Project will provide a series of continuous safe and convenient cycle routes, primarily for commuting. The project is designed to implement policies for greater levels of cycling which will relieve congestion, benefit the environment and improve the health of Leeds residents. The routes that make up the network have been designed in outline, and the initial consultation was launched in June during Bike Week in Leeds.

The report seeks endorsement to the continued development of the project and seeks approval to take forward the implementation of the first tranche of four routes from within the project.

1 PURPOSE OF THIS REPORT

1.1 The purpose of the report is to:

- inform Executive Board of the key issues in providing a core cycle network for urban Leeds and seek approval to continue progressing the detailed proposals; and
- seek financial approval to commence implementation of specified routes.

2 BACKGROUND INFORMATION

2.1 Work to improve conditions for cycling in Leeds has been undertaken over a period of more than ten years, albeit at a modest level. Currently there are some routes of variable quality but, with exceptions, the facilities are typified by being discontinuous, with would-be cyclists deterred by areas where conditions are poor.

2.2 The level of cycling in Leeds at 1.30% of all trips to work is below that of most other major UK cities: Birmingham 1.4%, Liverpool 1.73%, Newcastle 1.75%, Manchester 3.24%, Nottingham 3.67%, Leicester 4.0%, Bristol 4.58%. It is also very substantially below leading examples in the UK and Europe for example York and Copenhagen, where 12% and 46% respectively of journeys to work are by bicycle and where there are goals to further increase these levels.

2.3 A bid was submitted for Regional Funding Allocation (RFA) for the Leeds Core Cycle Network Project in October 2008. The bid performed strongly and met RFA criteria, but due to other regional funding pressures was not prioritised. The project may be supported in the future.

2.4 Cycling has the potential to provide benefits to the population of Leeds in terms of congestion, air quality and health, but issues described below prevent the benefits from being realised.

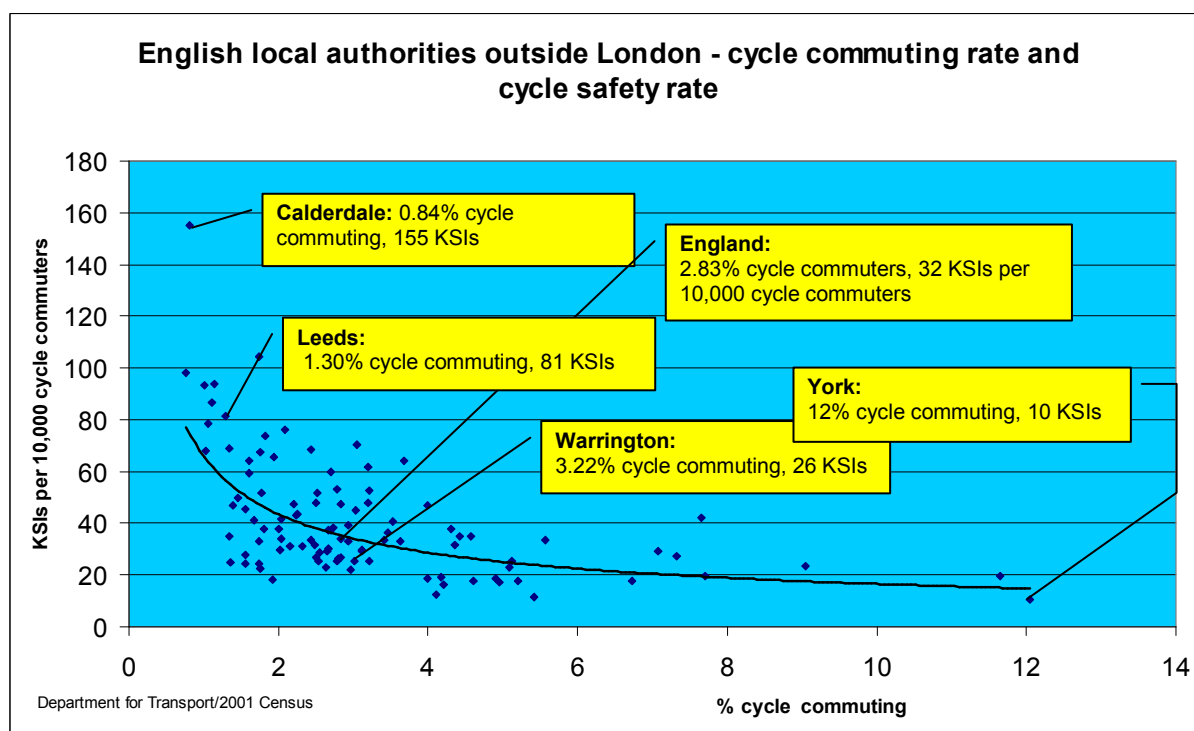
2.5 Whilst the level of cycling in Leeds remains comparatively low, overall trends in levels of adult cycling in Leeds over the past five years are showing strong growth:

- an 86% increase in journeys into the city centre, where many of the cycle trips within Leeds are made (1) (References in Appendix 1),
- a 76% increase in cycling to work (2); and
- a 20% increase in cycling predominantly on trunk and major roads, excluding canal towpaths and other minor routes (3).

2.6 While the trend in adult cycling journeys has been strongly upwards, the number of adult cycling injuries (4) has not increased in line with the upward trend of use, indicating that the risk cyclists experience on their journeys has diminished. For children the number of injuries has decreased (5).

2.7 The evidence from a recent analysis of UK cities, Figure 1 below, shows that as cycling levels increase the casualty rate for cyclists gradually declines. The changing figures for Leeds over the past five years are broadly consistent with this observation. Leeds is currently positioned towards the lower cycling rate and higher cycle accident rate end of the spectrum of English local authorities, but appears to be moving in the direction of higher use/lower accident rate.

FIGURE 1: CYCLE COMMUTING RATES AND CYCLISTS KILLED AND SERIOUSLY INJURED (KSI) RATES



- 2.8 While many people express a wish to cycle, many new or potential cyclists find road conditions and the fear of injury a deterrent. Public consultations for the Local Transport Plan 2 revealed that 15% of Leeds respondents identified a “continuous door to door cycle network” as “a measure to reduce my car use”. This showed a demand for the opportunity to cycle that was equal to the demand for those selecting bus priority measures and increased frequency of public transport services.
- 2.9 The cost of physical inactivity in Leeds is estimated at £123 million per year or £172 per year for each adult taking account of lost work time and medical costs, to which greater levels of cycling have the potential to make a significant impact. For example cyclists have been shown to have a 39% lower rate of all cause mortality. It has been calculated that the health benefits of cycling outweigh the costs by a factor of 20:1 (6) and The National Institute for Clinical Excellence has estimated that investment in high quality provision for cycling can be very cost effective with the potential for benefit cost ratio of around 11 to 1 when taking account of all the positive effects that arise from cycling.
- 2.10 There is severe congestion on traffic routes to the city centre yet 35% of people who drive to work in the city centre are undertaking journeys that are 8km/5miles or less, which is a distance suitable for cycling. Average peak time journey speeds by car on many routes are at a level that can be compared to cycling i.e. 10-15 mph. This represents a substantial opportunity to relieve congestion on urban roads at peak times. Congestion can be reduced by providing facilities that encourage people to leave their car at home and cycle instead on short commute and other journeys.
- 2.11 Local air quality deteriorates as a consequence of journeys made by motor vehicles. Seven of the eight Air Quality Management Areas in Leeds are associated with NOx and road traffic emissions. Cycling produces no air quality deterioration and substitution of motoring journeys by cycling is a complete solution to local air quality deterioration for those substituted journeys.

2.12 Greenhouse gases are produced by motor vehicles. The UK road transport sector currently produces 24% of the total UK CO2 burden. It is the only major sector where CO2 emissions are not reducing (WYLTP2 p96). Cycling produces no CO2 burden and substitution of motoring journeys by cycling is a complete solution for CO2 production for those substituted journeys.

3 MAIN ISSUES

3.1 Design Proposals/Scheme Description

3.1.1 To address the issues above it is proposed to develop a network of cycle routes across the city. This work is planned to progress in stages as resources allow so that ultimately a high level network of routes exists across the city, convenient for people to access from their own local areas and feeding into routes to school and other measures. The elements are as follows:

- i) Leeds Core Cycle Network, which is the subject of this report, and which will form the initial stage of development.
- ii) Core Network 2, this would form a further extension of the network to provide more extensive coverage of the District. Routes for inclusion in this second stage are currently being evaluated for input to the preparation of the third Local Transport Plan.
- iii) City Centre Links. Further work is to commence to examine how best improved connectivity and linkages can be provided into and within the city centre. This work will dovetail with the wider work of the Renaissance Leeds programme.

3.1.2 The Core Cycle Network has previously been submitted for consideration by the Regional Transport Body for priority as a major scheme. Whilst the scheme displayed strong positive benefits and fit with regional policy, and may be supported in the future, the demands on the regional transport budget were such that the scheme was not selected for the regional programme. It is therefore proposed that the project is progressed incrementally from within the Local Transport Plan Integrated Transport block allocation. The city wide network provides a strong basis for contributions by developers to its construction.

3.1.3 In terms of the future developments, these will be put forward during the development of the third Local Transport Plan (LTP3) which will come into effect in April 2011. Programmes, funding priorities and the budget for LTP3 have yet to be established.

3.1.4 The initial Core Cycle Network Project consists of a core network of 17 connected cycle routes. The routes complement existing facilities and take advantage of areas where cycling conditions are adequate, such as traffic calmed roads, linking these into continuous routes. The routes are mainly radial, connecting the urban area of Leeds to the city centre 'transport box'. At the same time they provide access to schools, employment sites, regeneration areas, housing developments, stations and green space.

3.1.5 Cycle Routes included within the Project:

Route 1	East Middleton Spur
Route 2	Leeds City Station to Universities
Route 3	Middleton to City Centre
Route 4	Adel Spur
Route 5	Cookridge to City Centre (Headingley Cycle Route Extension)
Route 6	North Morley Spur

Route 7	Scholes – City Centre Route
Route 8	Rothwell to City Centre
Route 9	Chapel Allerton - City Centre
Route 10	Bramley to City Centre
Route 11	Farnley to City Centre
Route 12	Garforth to City Centre
Route 13	South Morley – City Centre
Route 14	A64 improvements
Route 15	Alwoodley to City Centre
Route 16	Wyke Beck Way
Route 17	Penda's Way – Crossgates to Thorner

- 3.1.6 Further details of each route and a map showing the Leeds Core Cycle Network Project are appended.
- 3.1.7 Funding for maintenance has not been included in the estimates. Arrangements for maintenance may be achieved by different means:
- on all purpose highways, maintenance will be undertaken by Highways Maintenance;
 - away from all purpose highways, routes may be declared as cycle tracks or public rights of way and accordingly maintained as (minor) highway.
 - a small proportion of the routes concerned lies off the public highway on land controlled by the Parks & Countryside Service; in terms of the routes for which consent to implement is being sought, in principle agreement has been reached on maintenance matters;
 - future tranches of the network will be discussed concerning future maintenance, which will be reported at the appropriate time.
- 3.1.8 Promotional activities to increase awareness of the network and encourage uptake will be a key element in the campaign to increase the number of people cycling across the City. This will be undertaken as part of the council's wider Smarter Travel Choices promotional work. Other current work such as ensuring that highway schemes and developments are compatible with demands for cycling will continue.
- 3.1.9 The project is being managed as a whole and being taken forward in stages. It is intended to complete the routes over the next five years subject to approvals and funding. The overall cost of the Core Cycle Network Project is presently estimated at £9 million. However, this cost takes full account of all early project risks and is expected to reduce as elements of the project are advanced to the more detailed stage.
- 3.1.10 The outline-designed routes when taken together with existing routes provide a network for radial and orbital cycle journeys in the urban area. While each of the individual routes provides continuity, many additional benefits will be realised when the project is completed overall because a whole network will aid the idea of cycling in the city as a normal activity. In the interim the criteria for prioritising development of routes are that:
- there should be even development across the city, while
 - taking advantage of possible external funding when it is available for individual routes, to provide the greatest economy, and
 - taking advantage of routes that have already received a degree of detailed design.

3.1.11 This first report includes a request for approval of the first tranche of the proposed works.

3.1.12 It is proposed to commence implementation of some elements of the network this financial year. These first elements for implementation have been selected to give a geographic spread across the city and to maximise opportunities for external funding:

- Route 16 Wyke Beck Way, section between the lake in Roundhay Park and to the south of the A58 Easterly Road.
- Route 5 Cookridge - City Centre
- Route 3 Middleton – City Centre
- Route 15 Alwoodley – City Centre

(For description of routes and maps, see Appendices 2 and 3)

3.1.13 Usage of the routes will be monitored before and after implementation. The estimated monitoring cost per route is £2000 for one count of base year and two counts in post implementation years.

3.2 Consultations

3.2.1 Initial consultation on the project proposals was undertaken during June 2009. Ward members and community groups were informed by letter which included the project leaflet and links to more detailed plans placed on the internet. Leaflets have also been placed at doctors surgeries, libraries and similar locations. Exhibitions have been held in Millennium Square, at the Leonardo Building offices and elsewhere. Responses are generally supportive and framed around detailed suggestions for revisions.

3.2.2 Ward member consultation letters were sent between 09/04/09 and 08/06/09 to all wards through which the routes pass. Responses have been supportive or provided detailed comments which are being considered. (Outline design on Route 2 has not commenced and no consultations have been undertaken). Ward members will be consulted again as a part of the detailed design process.

3.2.3 As the report explains the Project is being progressed in stages. Outline design consultations have been conducted for all routes, as above, and further consultations will be undertaken for each route as detailed design progresses.

3.3 Scheme benefits

3.3.1 The key output of the scheme is a 115km network of cycle routes in urban Leeds distributed between existing roads and off-road tracks, contributing to an estimated increase in cycling of 80% over six years which will provide the following benefits:

- **Economic benefits:** Economic benefits of the Core Cycle Network Project were calculated as part of the aforementioned bid for Regional Funding Allocation and found a benefit/cost ratio (BCR) of 3.39. This figure, which was considered to be a conservative estimation, falls well within the Department for Transport's high value for money criteria. It is considered that if a future such bid was to become possible this would have a high probability of success.
- **Delivering Accessibility:** The scheme improves access to jobs, education and other key services for everyone, and key locations would include Aire Valley Leeds, East and South East Leeds and West Leeds Gateway.
- **Tackling Congestion:** Each route has been designed to encourage people to choose to cycle, especially for the journey to school/university and the commute to

work. Many of the schemes, such as the Cookridge to City Centre and the Aberford to Crossgates routes provide alternatives to cycling on busy arterial routes and offer significant journey time savings for cyclists.

- **Safer Roads:** All of the cycling schemes are being developed with safety in mind and are subject to a review of the road injury data and safety audit as part off the design process. The off-road routes will improve safety by ensuring that more cyclists have an alternative to cycling on busy arterial routes and where on-road provision has been proposed, there will be a step-change in both quality and safety from the existing provision on these sections.
- **Better Air Quality:** The cycling schemes will improve air quality as it reduces the number of vehicle journeys being made. This will improve local air quality.
- **Health:** The scheme will result in more people incorporating physical activity into their daily lives. The Council's Physical Activity Strategy recognises that physical inactivity is one of the top ten leading causes of death and disability in the developed world, and one of the four key components of the strategy relates to increasing levels of Active Travel.

4 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

4.1 Compliance with Council Policies

4.1.1 Environmental Policy: The project directly contributes to the objective to encourage and support more sustainable transport in Leeds by enabling cycling.

4.1.2 Mobility: There are no specific implications for people with mobility problems.

4.1.3 Ethnic minorities, women and disabled people: There are no specific implications for ethnic minorities or women. The proposals comply with the Disability Discrimination Act.

4.1.4 Local Transport Plan: The cycle routes identified within this package will contribute towards the following objectives within West Yorkshire's Second LTP:

- **Delivering Accessibility:** To improve access to jobs, education and other key services for all.
- **Tackling Congestion:** To reduce delays to the movement of people and goods.
- **Safer Roads:** To improve safety for all highway users.
- **Better Air Quality:** To limit transport emissions of air pollutants, greenhouse gases and noise.

4.1.5 Leeds City Council Leeds Strategic Plan 2008 to 2011: Leeds City Council has identified an Improvement Priority to deliver and facilitate a range of transport proposals for cycling.

4.1.6 A Healthy City, Physical Activity Strategy for Leeds 2008 to 2012: The strategy recognises that physical inactivity is one of the top ten leading causes of death and disability in the developed world. Active Travel provides one of the four key components of the strategy.

4.1.7 LTP Policy Approval: The scheme has been instigated by the Transport Strategy Group and is included in the LTP programme.

4.2 Community Safety

4.3 The proposals contained in the report do not have implications for community safety.

5 LEGAL AND RESOURCE IMPLICATIONS

5.1 Legal

5.1.1 Paths to be designated as legal Cycle Tracks may be identified during detailed design. Conversion of existing legal Footpaths is not anticipated.

5.2 Scheme Estimate

5.2.1 The breakdown costs of the routes where approval is sought from the Executive Board are:

Works and Monitoring	£1,311,500
Supervision and Monitoring	£135,500

5.2.2 Design costs have previously been approved at Highways Board. Items for approval at Executive Board are indicated below in bold.

Route Name	Design (£)	Works, staff supervision fees and monitoring (£)***	Overall Cost (£)	LTP cost 09/10 (£)	LTP cost 10/11/12 (£)	External funding bids** (£)
Route 16 Wyke Beck Way	72,000	362,000	434,000*	150,000	284,000	120,000
Route 5 Cookridge - City Centre	62,000	546,000	608,000	208,000	400,000	243,128
Route 3 Middleton – City Centre	33,000	291,000	324,000	150,000	174,000	129,593
Route 15 Alwoodley – City Centre	28,000	248,000	276,000	60,000	216,000	110,401
Total (£)	195,000	1,447,000	1,642,000	568,000	1,074,000	603,122

* Implementation of section between Roundhay Park and Easterly Rd. Overall cost for entire Route 16 is £894,893. Approval to implement further sections will be sought in the future.

** If obtained, external funding support would reduce LTP09/10 and LTP10/11 costs.

*** Monitoring costs of £2000 per route included.

5.3 Funding

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2009 £000's	FORECAST				
			2009/10 £000's	2010/11 £000's	2011/12 £000's	2012/13 £000's	2013 ON £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						

FURN & EQPT (5)	0.0		195.0				
DESIGN FEES (6)	195.0						
OTHER COSTS (7)	0.0						
TOTALS	195.0	0.0	195.0	0.0	0.0	0.0	0.0

Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2009 £000's	FORECAST				
			2009/10 £000's	2010/11 £000's	2011/12 £000's	2012/13 £000's	2013 ON £000's
LAND (1)	0.0						
CONSTRUCTION (3)	1311.5		547.5	690.0	74.0		
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	135.5		42.5	78.0	15.0		
OTHER COSTS (7)	0.0						
TOTALS	1447.0	0.0	590.0	768.0	89.0	0.0	0.0

Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2009 £000's	FORECAST				
			2009/10 £000's	2010/11 £000's	2011/12 £000's	2012/13 £000's	2013 ON £000's
Transport Supplementary Grant	1642.0		785.0	768.0	89.0		
	0.0						
Total Funding	1642.0	0.0	785.0	768.0	89.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

West Yorkshire Local Transport Plan Funding

5.3.1 It is proposed to progress the scheme in stages using LTP Integrated Transport block funding. Funding for these four stages is included in the approved Capital Programme and is eligible for 100 % Government Funding. However, as the scheme progresses, funding will continue to be sought from external sources including Regional Funding Allocation, Sustrans, Cycling England and developers where appropriate.

External Funding

5.3.2 The value of current bids for external funding is indicated in the table above. Funding is being sought for individual routes or parts of routes. For each selected route, funding is considered to be less likely to be available in following years, and brief details of the funding bid are:

- Route 16 Wyke Beck Way, section between the lake in Roundhay Park and to the south of the A58 Easterly Road. Sustrans has indicated without commitment that funding is likely for this section from Connect2, which is part of the Big Lottery award that Sustrans won. An undertaking to start implementation this financial year will increase the probability of support, which is likely to be of between one third and one half of the total cost for the section.
- Route 5 Cookridge - City Centre is eligible for UTravel Active funding through Cycling England's Links to School Programme. 40-50% of scheme cost is potentially available for this financial year that will not be available next year.
- Route 3 Middleton – City Centre may be awarded 40-50% of scheme cost from the Safer Routes to School Programme (not limited to this financial year, but availability not certain for next year).
- Route 15 Alwoodley – City Centre may be awarded 40-50% of the scheme cost from the Safer Routes to School Programme (not limited to this financial year, but availability not certain for next year).

6 Risk Assessment

- 6.1 External funding is not awarded to Leeds. It is unlikely that the scheme will receive no external funding. Should such funding be less than anticipated, the scheme will be funded from LTP over a longer time period than currently anticipated.
- 6.2 Leeds Core Cycle Network is not progressed. Aspirations and policies for health, road safety, congestion, pollutant reduction, greenhouse gas reductions and the popular desire to cycle will all be unsatisfied.
- 6.3 Technical difficulties encountered with one or more routes. Feasibility work has not identified insuperable problems. Routes are flexible and alternatives can be found.
- 6.4 Costs are greater than anticipated. Costs have been estimated for potential difficulties identified during initial feasibility, giving a maximum cost of £9.4m, compared to £9m considered the most likely overall cost.
- 6.5 Levels of cycling do not increase. In conjunction with other initiatives to change travel behaviour, this outcome is considered improbable given the benefits to individuals arising from cycling, the publicity given to cycling and the stated wishes of the public. Evidence from Cycling England's Demonstration Towns indicates that growth can be achieved by taking appropriate measures.

7 Conclusions

- 7.1 The proposed network of 17 continuous cycle routes will improve access to the city centre, shops, education and workplaces by bicycle within the urban area of Leeds. Implementation will lead to reduced levels of congestion and air pollution, with improvements to sustainability and health. The project has received outline design and is the subject of public consultation. Detailed design of selected routes is underway with a view to implementation commencing this financial year.

8 Recommendations

- 8.1 Executive Board is requested to:
 - i. Approve progressing the design and implementation of the proposed Leeds Core Cycle Network Project, subject to financial approvals and regulation.
 - ii. Give authority to incur £1,311,500 works and £135,500 supervision fees and monitoring, for the following routes that form part of the proposed Core Cycle Network Project, to be funded from the Integrated Transport Scheme 99609 within the approved Capital Programme:
 - Route 16 Wyke Beck Way (Roundhay Park to Easterly Rd section)
 - Route 5 Cookridge - City Centre
 - Route 3 Middleton – City Centre
 - Route 15 Alwoodley – City Centre.

Background Papers

There are no background papers

APPENDIX 1

References

- (1) From city centre cordon survey in morning peak period (from 571 to 1064 crossing the cordon).
- (2) Based on "snapshot" survey of employees cycling to work within companies (226 of 11807 respondents in 2005 to 775 of 22945 respondents in 2009)
- (3) Based on the National Traffic Census covering, district wide, all non-motorway road types 47.2, 2002-2004 to 57.0 2006-2008 average at 94 sites, 12 hr count,
- (4) Change from 28, 2003-2005 to 30, 2006-2008 adult ksi 3yr annual moving average
- (5) Change from 46, 2003-2005 to 44 2006-2008 child all casualty 3yr annual moving average.
- (6) Meyer Hillman M, Cycling and the promotion of health 1992

APPENDIX 2

Cycle Routes included within this Scheme

Route	Description	Links with other routes/initiatives
Route 1 East Middleton Spur	Spur intended to extend scope of Middleton to City Centre Route.	Links to Middleton to City Centre Route
Route 2 Leeds station to Universities (Cookridge Street contra-flow)	Provision of a contra-flow cycle route along Cookridge Street, completing a link from the University of Leeds and Leeds Metropolitan University City Centre campuses to Leeds City Station.	Links with package of routes for LTP3 between university halls of residence. Links with quiet road route to Cookridge and Becketts Park campus, university campuses and halls of residence.
Route 3 Middleton to City Centre	Links areas of low employment to the City Centre and Aire Valley Employment Area. Also provides links to a major school and sports facilities.	Route includes Middleton Woods and there may be leisure links including with the Middleton Steam Railway. Links to Holbeck village
Route 4 Adel Spur	Spur intended to extend scope of Alwoodley to City Centre Route, to include Adel and student accommodation	
Route 5 Cookridge to City Centre (Headingley Cycle Route Extension)	Provides link to Leeds Metropolitan University and Proposed development at Horsforth Woodside.	Links with Cookridge Street contra-flow cycle link.
Route 6 North Morley Spur	Spur to extend scope of South Morley- City Centre route and connects Gildersome	
Route 7 Scholes – City Centre Route	Provides links to several schools, and a commuter route through Swarcliffe, Harehills and Burmantofts.	Connects to Penda's Way and Wyke Beck Way,
Route 8 Rothwell to City Centre	Provides alternative for City Centre commuters to the busy A61 / M621 / M1 interchange.	Connects to Middleton to City Centre Route and Aire Valley Employment area.
Route 9 Chapel Allerton - City Centre	Links Moor Allerton with Chapel Allerton, Potternewton and City Centre	Links with Cookridge Street contra-flow cycle route (2)
Route 10 Bramley to City Centre	Provides link from Bramley to the City Centre	Links with Leeds-Bradford Connectivity work.
Route 11 Farnley to City Centre	Links Farnley with Wortley	Links to Route 10 (Bramely to City Centre)
Route 12 Garforth to City Centre	Arterial long distance commuting route.	Provides links to Leeds and Aire Valley Employment Area and City Centre.
Route 13 South Morley – City Centre	Connects Morley, Beeston and Holbeck to city centre	Passes through Holbeck Regeneration Area and past White Rose Shopping Centre
Route 14	Arterial commuting route	Connects with Wyke Beck

A64 improvements	passing through deprived areas in East Leeds.	Way and would provide crossing points for numerous routes to schools.
Route 15 Alwoodley to City Centre	Provides links to Sugarwell Hill Park, Chapel Allerton, Meanwood Park and Eccup Reservoir. Arterial commuting route and Greenway.	Part of Meanwood Urban Farm Strategy and Public Right of Way Strategy. Also may form part of a Lottery Funded Active Travel project.
Route 16 Wyke Beck Way	Links deprived areas of the city with Aire Valley employment area. Also important as it connects major schools and important green spaces.	Provides connection to East Leeds Radial Link, Aire Valley Employment Area, Temple Newsam, Roundhay Park and, ultimately, Rothwell and Trans Pennine Trail,.
Route 17 Penda's Way – Crossgates to Thorner section	Utilises disused Leeds to Wetherby rail line. Links Crossgates station with major development site at Vickers Tank Factory and surrounding villages.	Crosses Scholes – City Centre Route and connects to A64 Corridor Route. The route would also open up improved access to the countryside for walkers, wheelchair users and horse riders.

APPENDIX 3

Leeds Core Cycle Network Project Overview

Dwg No HDC/299224/CON/01