

## Appendix 3

### Route Descriptions

The routes being proposed as shown in Appendix 1 are;

- a) An extension of Cycle Superhighway 1 (from Bradford City Centre) from Canal Street into the City Centre;
- b) An extension of Cycle Superhighway 2 (from Seacroft) from Marsh Lane into the City Centre;
- c) Cycle Superhighway 3 - City Centre to Elland Road;
- d) A City Cycle Loop consisting of a segregated cycle route around the City Centre which makes use of some existing cycle facilities; and
- e) A link from the City Cycle Loop to the emerging Education Quarter

Sections proposed for delivery as part of Phase 1 as shown in Appendix 2 are highlighted in bold.

#### **a) Cycle Superhighway 1 Extension**

- i) This would continue Cycle Superhighway 1 along Wellington Street and into City Square.**
- ii) The extension of Cycle Superhighway 1 would provide a segregated one-way cycleway on either side of Wellington Street. The scheme will integrate with the existing cycle facilities around City Square and will complement the potential closure of City Square to through traffic.**
- iii) The junction of Northern Street, Wellington Street and Queen Street will be a key location on the extension of Cycle Superhighway 1 and on the proposed City Cycle Loop. The junction will allow cycles to move safely between these two Superhighway routes. Therefore the provisions of safe and direct cycle facilities are proposed along with facilities to provide safe turning movements. To allow this some movements at the junction may be restricted for general traffic, and a southbound one-way system on Queen Street is proposed.**

#### **b) Cycle Superhighway 2 Extension**

- i) This would continue Cycle Superhighway 2 along Marsh Way, York Street and Kirkgate to Vicar Lane.**
- ii) The extension of Cycle Superhighway 2 will be a two-way segregated cycleway on the southern side of Marsh Way and York Street, with direct crossing facilities at the Marsh Way / York Street junction. An improvement scheme is proposed at the York Street / Duke Street / St Peters Street junction which would close two existing arches of the viaduct to general traffic to allow a segregated Cycle Superhighway**

between St Peters Street and Crown Point Road. The St Peter's Street spur of the City Cycle Loop would be included within the Cycle Superhighway 2 extension to ensure a link is delivered to the existing Regent Street Route 9 cycle route. Direct cycle facilities would also be provided for east to west movement across the City Centre Loop road on York Street. This scheme would also provide improved pedestrian facilities as well as opportunities to enhance the streetscape environment in this location.

- iii) The Superhighway would then cross to the northern side of Kirkgate and follow Kirkgate to the junction with Harper Street. On-carriageway cycle facilities would be provided North West of the junction of the High Court and Kirkgate, along with enhanced cycle facilities at the junctions.

c) Cycle Superhighway 3 - City Centre to Elland Road

- i) This would be the first part of a new Cycle Superhighway between the City Centre and Morley known as CS3. It will also enable future superhighway routes to connect with the southwest of the City. This would provide residents of the Holbeck, Beeston and Hunslet areas with a safe, direct cycle route into the City Centre.
- ii) CS3 would start at the public transport box at Lower Briggate/Duncan Street/Boar Lane; a separate traffic management scheme on Lower Briggate/Duncan Street will provide a contra-flow bus/cycle lane southbound on Lower Briggate with northbound cyclists using the existing carriageway on Lower Briggate. Junction alterations at the junction of The Calls / Bridge End would provide for safe and direct cycle movements. **A two-way, segregated cycleway is proposed on the eastern side of Leeds Bridge** which would then extend along the southern side of Meadow Lane.
- iii) Improvements for cycles are proposed at the junction of Meadow Lane and Great Wilson Street in order to 'hold' left turning vehicles to allow cycles to proceed safely through the junction. The two-way, segregated cycleway would then follow the southern side of Meadow Road, crossing to the northern side of the road at the Dewsbury Road junction to follow the northbound off-slip of the M621 at Junction 3. The cycleway would then use an existing ramp to reach Holbeck Moor Road, where a connection is proposed to Dewsbury Road, before passing through Holbeck Moor Park and an existing underpass to reach Elland Road. The route would join the A643 Elland Road via an existing pedestrian / cycle bridge over the M621 before terminating at the site of the proposed Ice Rink opposite the Police Headquarters on Elland Road.

d) City Cycle Loop

- i) The City Cycle Loop would provide a mostly segregated cycleway around Leeds City Centre which would allow easy connecting cycle movements in the City Centre and with the other Superhighway proposals and any future Cycle Superhighway routes.
- ii) The CityConnect2 scheme seeks to provide a two-way, segregated Superhighway on the western, northern and eastern sections of the proposed

City Cycle Loop. The southern section will link to the existing National Cycle Network Route 66 and part of the Aire Valley Towpath. **The western section would follow Queen Street on a two way segregated cycleway and would then drop onto the quiet streets of St Pauls Street, Park Square connecting with Westgate at the junction of Park Square East** before recommencing as a two way segregated cycleway on Oxford Place.

- iii) The northern section would follow Great George St from Oxford Place with a segregated two-way cycleway to be provided on existing carriageway. The route would then cross the New Briggate / North Street junction onto a restricted access section of Merrion Street before continuing onto Templar Street and Bridge Street, linking with the existing Route 9 cycleway on Regent Street.
  - iv) The eastern section would run from the Eastgate roundabout to the junction of Crown Point Road and Bowman Lane. And is detailed in the information on the Cycle Superhighway 2 extension and the emerging education quarter links.
- e) Emerging Education Quarter Links
- i) This link seeks to provide connections between the emerging Education Quarter (on Black Bull Street and Hunslet Lane) and Leeds Dock, to the City Centre and the wider Cycle Superhighway network.
  - ii) A section of the Cycle Superhighway on Black Bull Street has been delivered via an adjacent development, the Ruth Gorse Academy and with the route south of this development to be a shared-use facility.
  - iii) A section of the Cycle Superhighway on Crown Point Road interacts with a potential development on the former Tetley Brewery site which provides opportunities for further cycle connectivity through the Southbank Quarter.
  - iv) The ambition includes a two-way, segregated cycleway on the western side of Crown Point road, with the cycleway to be provided through the removal of the nearside traffic lane. This will extend from its junction with Hunslet Road to the Kirkgate junction. The proposed cycleways on Black Bull Street and Crown Point Road would link with existing cycle facilities and Toucan crossings on Hunslet Road, and with improvements to the crossing facilities at the junction of Crown Point Road and Hunslet Road would provide better links to the Crown Point Retail Park.