

Briefing

LEEDS CREATING HEALTHIER STREETS, SPACES AND COMMUNITIES PROJECT

1. The Council has secured in-principle funding from the West Yorkshire Combined Authority's City Region Sustainable Transport Settlement budget for a new Creating Healthier Streets, Spaces and Communities project in Leeds.
2. The project's purpose is to release a new resource for investment in neighbourhood mobility and realise fresh opportunities for making shorter journeys more sustainably with lower carbon emissions and dependence on, or need for, a car. It aims to embed the *twenty-minute neighbourhood* concept in city planning, whereby living in a **compact and better connected** place allows residents to meet their day-to-day needs within 20 minutes journey from home by access to safer walking and cycling routes, or public transport.
3. A capital fund of circa £6.2 million is available. This is expected to fund at least one scheme for each Community Committee area, although this will be shaped by the kind of proposals that come forward. For example, there may be various opportunities for mixing the number of larger schemes and combine them with more smaller schemes and/or thematic packages which can be spread widely across neighbourhoods.
4. It is hoped that the budget will also help to leverage match funding, where sensible, so that schemes might align with planning policies, development plans and transport schemes. Similarly, learning from the schemes can provide a catalyst for more schemes as further new funding sources emerge to meet any unmet needs arising from the project.
5. Scheme proposals will be assessed and prioritised against the sustainable transport benefits they provide for the community and the "Big Move" priorities established in the Council's Connecting Leeds Transport Strategy and the Combined Authority's own policies, and for complementing active travel and bus improvement strategies and accessibility plans.
6. The kind of measures that could be combined into individual local scheme packages for improved connectivity and accessibility might include:-
 - New pedestrian crossings and allied improvements
 - Footway improvements and connections
 - "Modal filters" to manage through traffic
 - Cycle connections and allied improvements to junctions
 - Optimisation of traffic signals for walking, cycling and buses
 - Improve legibility for example routes to bus stops and new cycle parking
 - Small scale access and connectivity measures that don't fit in other programmes
 - Complementary environmental improvements

7. Scheme packages could offer a wide range of benefits, ranging from a new safer route to school or college to a broader offering of wider benefits to the community such as for travel into the local shops or district centre amenities and their bus or rail transport hubs.
8. The project will be innovative and take new approaches to combining physical elements into demonstration schemes. Outcomes should have measurable benefits that will demonstrate positive choices for sustainable, low carbon local travel.
9. As the project moves forward the next steps will be to begin examining where the opportunities for schemes are and to take an early look at the possibilities (Appendix 1 and 2). Alongside this a process of dialogue with Ward Members will begin to understand their aspirations for local sustainable connectivity schemes in their areas. This will also help to frame further with their communities as the scheme identification and prioritisation begins and development is progressed.
10. Priorities are expected to be established along the following lines so that they:-
 - Show support from Ward Members and their communities.
 - Demonstrate a strong contribution to low carbon connectivity at the local level.
 - Have technical merit and are capable of delivery within project timescales.
 - Link well with other transport, community development and wellbeing projects.
 - Are capable of being monitored and evaluated to demonstrate their worth.
 - Are affordable within the proposed project package and approved budget funding.
 - Have a financial and business case as a scheme and for the project as a whole.
11. Once priorities for local scheme packages are established, using the initial development funding now being agreed with the Combined Authority, the project will be returned to them for final approval and release of full funding for construction. It is envisaged that the project will progress in three phases running from 2024 to the end of 2026. This will allow for a rolling programme of development, design and learning and provide for an earlier start on schemes as they become ready.
12. In terms of immediate next steps is the timing of communication with Ward Members. The intent of which would be to encourage their early participation and to invite to feedback with their first thoughts and suggestions.
13. Considerable work is needed to turn this project into deliverable scheme packages that meet the objectives for local centre micro-connectivity in line with transport and spatial planning ambitions for functional TMN's in the city. Questions for discussion:-
 - i) What approach offers the best option for engagement with Area Committees and Ward Members in the light of the pan-city geography of this project.
 - ii) Is there any preference towards the types of scheme package used to build the programme i.e. a blanket approach with common measures across a large area of the city or discrete local packages more in keeping with TMN principles.

- iii) Should a strong steer be given in the engagement advice in terms of the scheme packages most likely to succeed.

Appendix 1: Hierarchy of Centres – Designated Towns, Local Centres and Smaller Settlements (Leeds LDF)

Map 4 Hierarchy of Centres



Key

● City Centre

● Town Centres

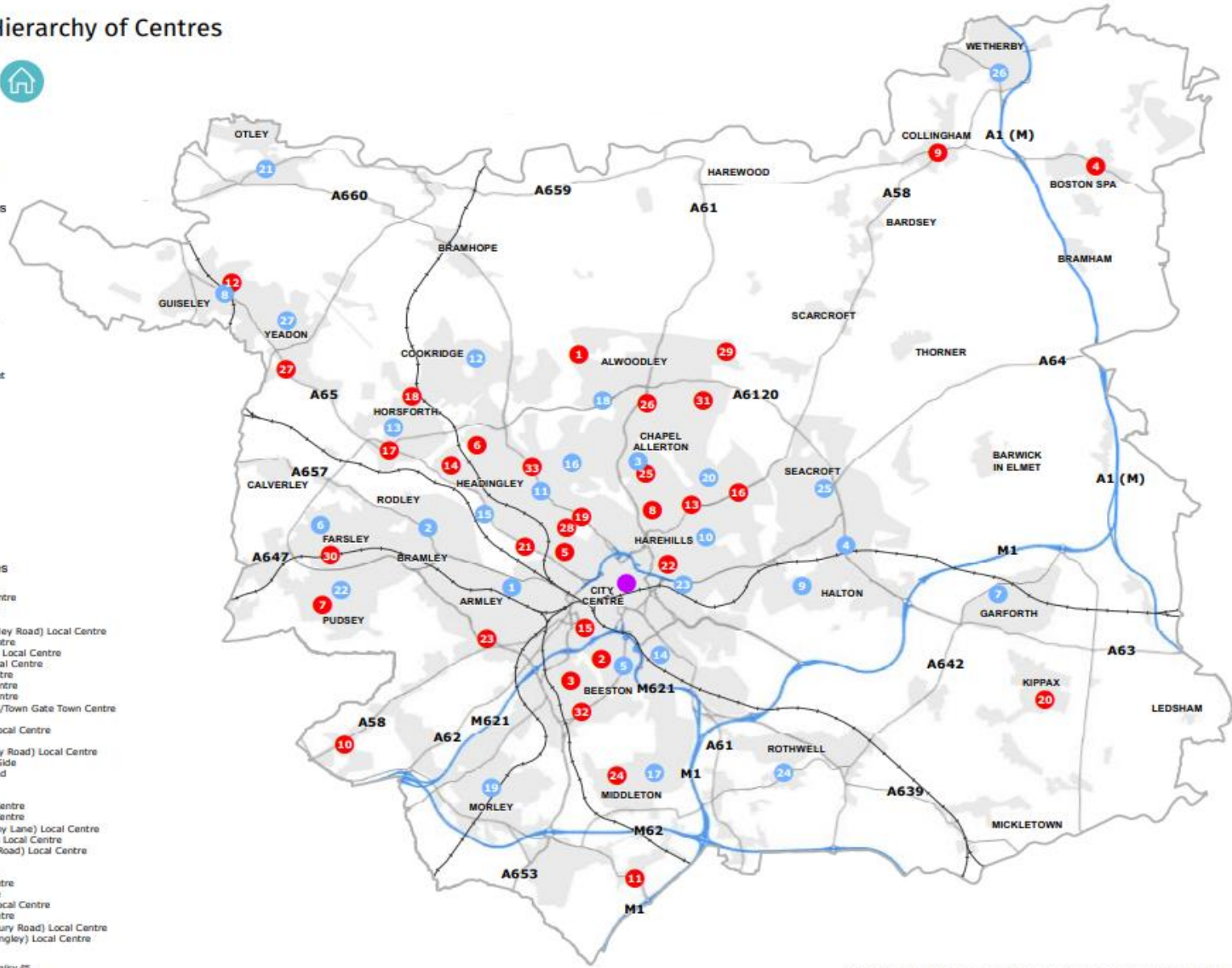
- 1 Armlley
- 2 Bramley
- 3 Chapel Allerton
- 4 Cross Gates
- 5 Dewsbury Road
- 6 Farsley
- 7 Garforth
- 8 Guiseley, Otley Road
- 9 Halton
- 10 Harehills Lane
- 11 Headingley
- 12 Holt Park
- 13 Horsforth, Town Street
- 14 Hunslet
- 15 Kirkstall
- 16 Meanwood
- 17 Middleton Ring Road
- 18 Moor Allerton
- 19 Morley
- 20 Oakwood
- 21 Otley
- 22 Pudsey
- 23 Richmond Hill*
- 24 Rothwell
- 25 Seacroft
- 26 Wetherby
- 27 Yeadon

● Local Centres

- 1 Alwoodley King Lane
- 2 Beeston Hill Local Centre
- 3 Beeston Local Centre
- 4 Boston Spa
- 5 Burley Lodge (Woodsey Road) Local Centre
- 6 Butcher Hill Local Centre
- 7 Chapeltown (Pudsey) Local Centre
- 8 Chapeltown Road Local Centre
- 9 Collingham Local Centre
- 10 Drighlington Local Centre
- 11 East Ardsley Local Centre
- 12 Guiseley Oxford Road/Town Gate Town Centre
- 13 Harehills Corner
- 14 Hawkeworth Estate Local Centre
- 15 Holbeck Local Centre
- 16 Hollins Park (Easterley Road) Local Centre
- 17 Horsforth New Road Side
- 18 Horsforth Station Road
- 19 Hyde Park Corner
- 20 Kippax
- 21 Kirkstall Road Local Centre
- 22 Lincoln Green Local Centre
- 23 Lower Wortley (Granny Lane) Local Centre
- 24 Middleton Park Circus Local Centre
- 25 Montreal (Harrogate Road) Local Centre
- 26 Moortown Corner
- 27 Rawdon, Leeds Road
- 28 Royal Parks Local Centre
- 29 Sland Hill Local Centre
- 30 Stanningley Botton Local Centre
- 31 Street Lane Local Centre
- 32 Tommy Wass (Dewsbury Road) Local Centre
- 33 Weetwood (Far Headingley) Local Centre

Smaller Settlements

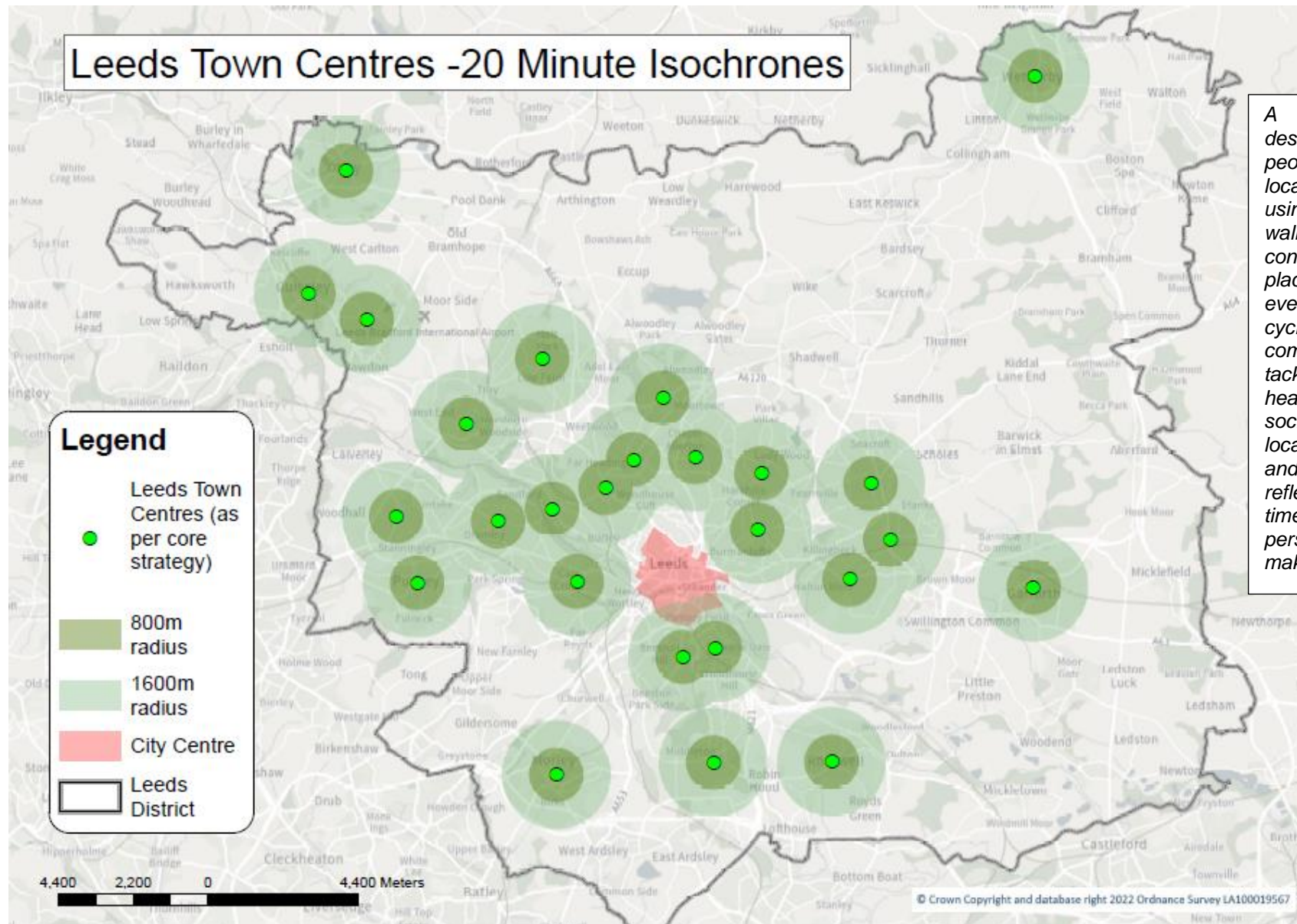
- Allerton Bywater
- Bardsey
- Barwick-in-Elmet
- Boston Spa
- Bramham
- Bramhope
- Calverley
- Collingham
- Drighlington
- East Ardsley
- Gildersome
- Kippax
- Lofthouse/Robin Hood
- Micklefield
- Mickleton Methley
- Pool-in-Wharfedale
- Scholes
- Swillington
- Tingley/West Ardsley



*Indicative location refer to Policy P5

Appendix 2

Hierarchy of Centres showing 20 minute travel isochrones for Designated Town Centres



A “20 minute neighbourhood” describes a liveable place where people want to spend more time locally, working at home if possible, using public green space, cycling and walking instead of using cars and connecting with neighbours. It is a place where people can meet their everyday needs within a short walk, cycle or bus ride with multiple community benefits including tackling climate change, improved health and wellbeing, increased social connections and a stronger local economy. (Rather than hard and fast the choice of 20 minutes reflects a convenient distance and time which will vary according to the person and their capacity for journey making.)