

## LEEDS CREATING HEALTHIER STREETS, SPACES AND COMMUNITIES PROJECT

1. The Council has secured funding from the Combined Authority's City Region Sustainable Transport Settlement for a new Creating Healthier Streets, Spaces and Communities project.
2. The project provides for new investment in neighbourhood connectivity to support opportunities for making shorter journeys more sustainably and healthily. It aims to embed the *twenty-minute neighbourhood* concept in city planning helping people to meet their day-to-day needs within 20 minutes journey from home by access to better places for walking, wheeling and cycling.
3. A capital fund of circa £6.2 million is available. This is expected to fund several demonstration schemes across the city and, depending upon demand, smaller schemes spread more widely across neighbourhoods. Content will be shaped by the kind of proposals that come forward. It is anticipated that the project will leverage match funding and be a catalyst for more schemes as future funding emerges. The project will progress in phases running to the end of 2026.
4. The project will be innovative, taking new approaches to combining physical elements into demonstration schemes with measurable benefits that engender positive changes towards more active and healthy local travel behaviours with low carbon impacts for local journeys.
5. Proposals will be assessed and prioritised by the transport benefits they provide communities and the "Big Move" priorities established in the Council's Connecting Leeds Transport Strategy, planning and regeneration policies and the Combined Authority's policies and will need to:-
  - Demonstrate a strong contribution to low carbon connectivity at the local level.
  - Link well with other transport, community development, renewal and wellbeing projects.
  - Have technical and financial value and be capable of delivery within project timescales.
  - Be capable of monitoring and evaluation that demonstrates successful outcomes and benefits.
6. Scheme packages need to provide a wide range of benefits, from large exemplar schemes giving wide travel benefits to the community such as connectivity to town and centre amenities or small schemes connecting to a public transport hub, school or college. Measures 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. The project will be shaped by engagement with ward members; previous consultations and feedback; and existing knowledge of community aspirations to help understand the possibilities. This will lead to further community participation in shaping and developing the final schemes. Once priorities are agreed the project will be returned to the Combined Authority for approval and full funding to allow a rolling programme of design, construction and learning to proceed.
8. The first step of engagement will be to invite ward members to suggest potential locations for "pilot" schemes preceding the identification of further priority locations in scope for the funding.

**STRATEGY CHECKLIST FOR SCHEME PROPOSALS**

This list acts as a guide to the range of project attributes that could contribute to a neighbourhood connectivity scheme. It is not a pass or fail exercise, but one designed to tease out and estimate the opportunities, limitations and risks associated with proposals with the aim of understanding how well they might work to create a 20 minute neighbourhood.\*

<b>Success criteria**</b>	<b>Description (examples)</b>
<i>Connectivity Attributes – At least 3</i>	
Retail and services	Access to shops, banks, offices, cafes and other services.
Education	Schools, colleges and other centres of learning.
Public amenities	Libraries, One-stop centres, job centres etc.
Recreation, sport and leisure	Green and spaces, sports centres and clubs, cinemas etc
Community amenities	Community halls, places of worship, food banks etc
Transport / mobility hubs	Links bus and rail stations, cycle hire, car club, taxi ranks
Transport networks	Accesses bus stops, connections to rail, cycle routes etc
Links to other transport schemes	Takes advantage of existing and new transport schemes
New site developments	Adds to sustainable connectivity of the site.
<i>Policy attributes – At least 3</i>	
Equalities and inclusion***	Provides for improved mobility and tackles exclusion.
Carbon reduction	Shows potential for reduction in transport emissions.
Health and wellbeing	Encourages healthy lifestyle and links to health facilities.
Regeneration and planning	Support policies and sustainable neighbourhood renewal.
Streetscape	Simplifies streets better suited to place and active travel.
<i>Delivery attributes - All</i>	
Community support	Evidence of support and capacity to champion change.
Constructability risk	Potential for unforeseen / unmanageable risks.
Legal and regulatory risk	Potential for issues with statutory processes etc.
Strength of business case	Creates good transport outcomes, meets project criteria.
Value for money and cost risk	Measures financial value / chance of cost escalations etc

Notes:

\*The “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.

\*\* The success criteria are for larger schemes, reduced requirements would be applied to smaller schemes.

\*\*\* Essential attribute

# Hierarchy of Centres – Designated Towns, Local Centres and Smaller Settlements (Leeds LDF)

## Map 4 Hierarchy of Centres



### Key

- City Centre
- Town Centres

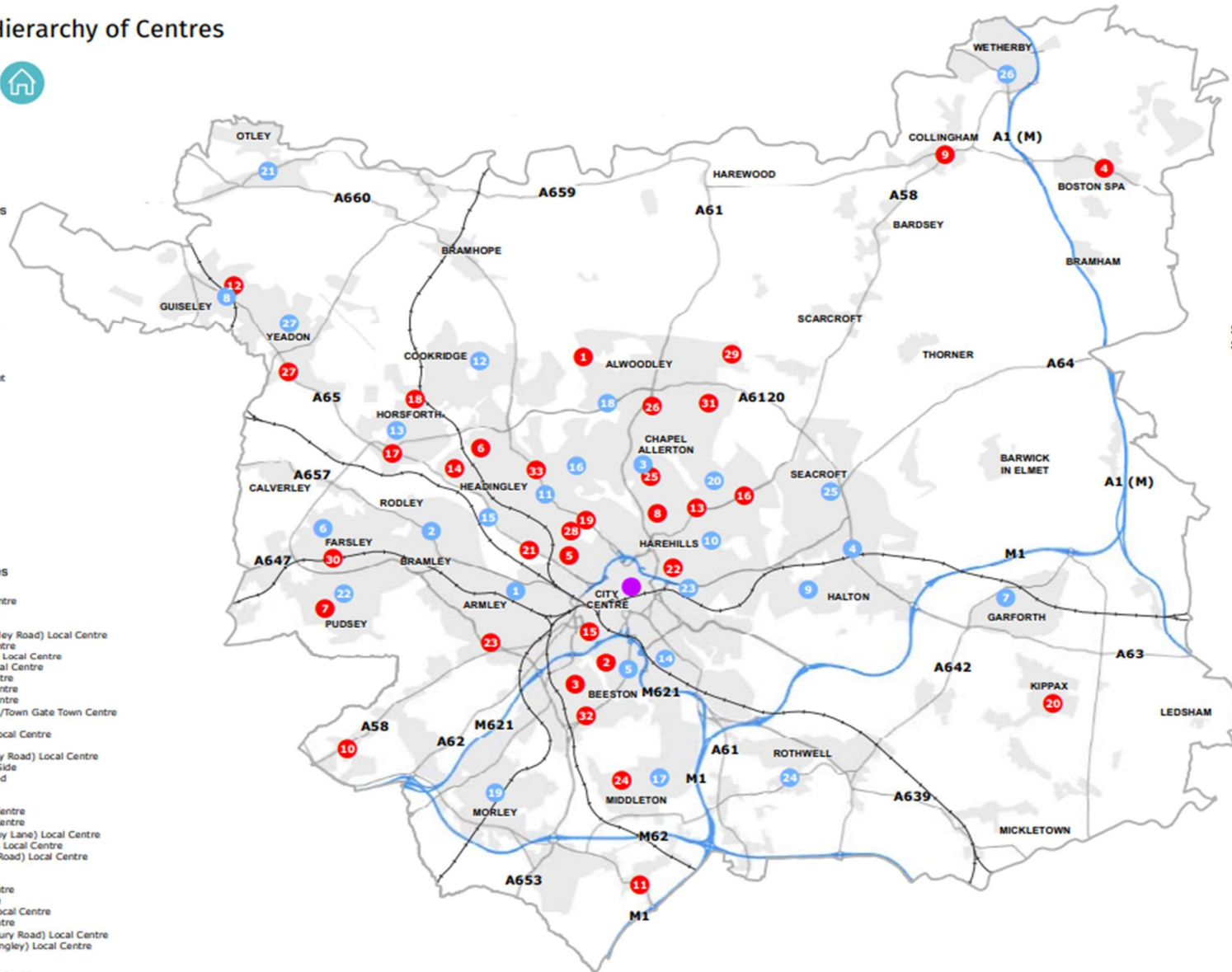
- 1 Armley
- 2 Bramley
- 3 Chapel Allerton
- 4 Cross Gates
- 5 Dewsbury Road
- 6 Farsley
- 7 Garforth
- 8 Guiseley, Otley Road
- 9 Halton
- 10 Harehills Lane
- 11 Headingley
- 12 Holt Park
- 13 Horsforth, Town Street
- 14 Hunslet
- 15 Kirkstall
- 16 Meanwood
- 17 Middleton Ring Road
- 18 Moor Allerton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

### Local Centres

- 1 Alwoodley King Lane
- 2 Beeston Hill Local Centre
- 3 Beeston Local Centre
- 4 Boston Spa
- 5 Burley Lodge (Woodsley 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 Hawksworth 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 Slaid Hill Local Centre
- 30 Stanningley Botton Local Centre
- 31 Street Lane Local Centre
- 32 Tommy Wass (Dewsbury Road) Local Centre
- 33 Westwood (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

## Hierarchy of Centres showing 20 minute travel time (walk, cycle etc) distances for Designated Town Centres

