

Leeds Streets for All

Local Area Transport Plans

Public Responses Report

Leeds Inner West

Armley

Bramley & Stanningley

Kirkstall



Table of Contents

Section 1: Why have a local area transport plan?	3
Section 2: People were asked to comment on the following categories: -	5
1. Vehicles and Parking	6
2. Walking and Wheeling	7
3. Cycling	8
4. Accessing Bus Stops and Rail Stations	9
5. Street Environment	10
Section 3: What we are already doing in your area.	11
Armley Town Street Improvements	11
Healthy Streets and Better Places complementary improvements to Armley Town Street.	11
Our Annual Programme of Works	11
Local Cycling and Walking Infrastructure Plans (LCWIP) in the Inner West.	12
Road collision data in Inner West	13
Section 4 : Proposed list of new transport improvement schemes in Inner West.	14
Respondents suggested solutions	15
List of potential new schemes identified from the LATP survey in the Inner West	15
Appendix 1 : Proposed schemes – The Local Plan	17
Sources of Funding	20
Section 5: What happens next?	21

Section 1: Why have a local area transport plan?

We are developing Local Area Transport plans (LATP) after the city-wide Connecting Leeds Transport Strategy has been developed and approved in October 2021.

An important goal for the City Council is to prioritise streets for all, putting healthy streets at the heart of our Connecting Leeds Transport Strategy. It gives the opportunity for large cities such as Leeds to develop an overall Strategy and then still have a forum where we can put more local-led issues forward and help secure more funding in the future.

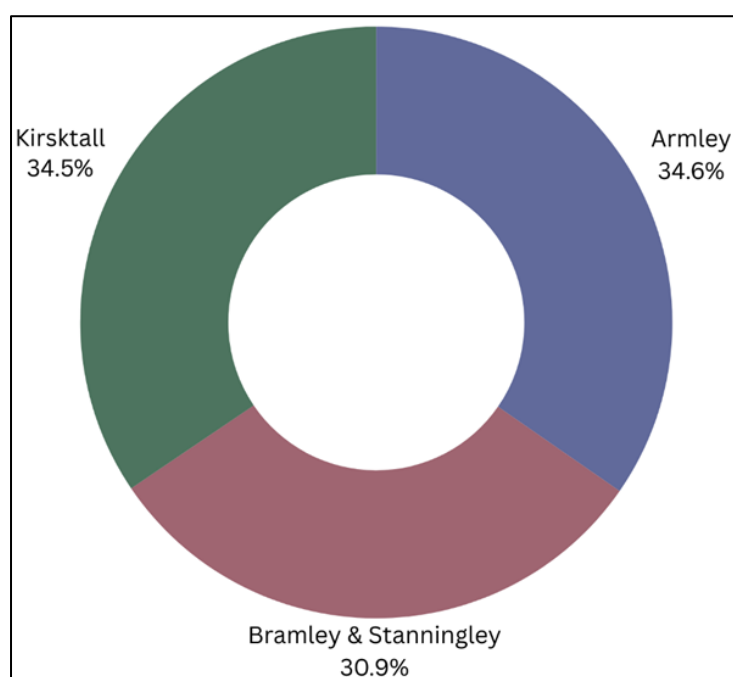
In recent years Leeds has enjoyed a massive increase in the funding available for transport improvements, which has predominantly been spent in the City Centre and on other large highway schemes notably including the East Leeds Orbital Route (ELOR). This has allowed Leeds to catch up with other cities as significant investment in the City Centre has been long overdue. We now want to focus our efforts on improving travel in our local neighbourhoods.

An online [Leeds Streets for All](#) survey, has helped people record what type of improvements they want to see and where in their local areas.

The Survey



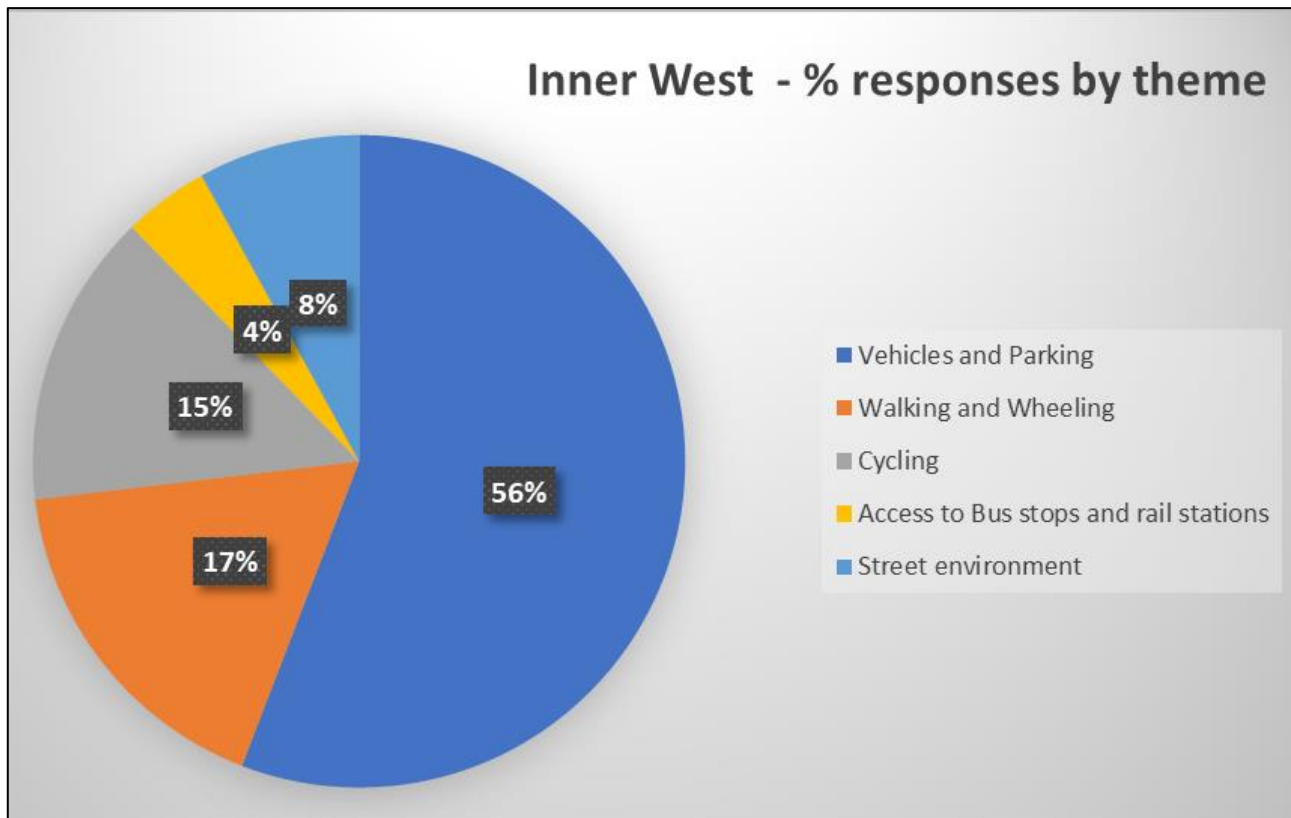
Nearly 2,500 people visited the consultation website of which 235 respondents left 616 comments. These comments were divided equally between the three Wards of Armley, Kirkstall and Bramley & Stanningley (see chart below) with a total of 897 comments analysed in this report.



Most of the comments received are from people who live within the Inner West area, but the many people who travel through the area have also commented.

LCC have developed an accompanied interactive mapping tool to support analysis of the 'Leeds Street for All' scheme which also includes Stats 19 collisions data. This allows you to view the feedback across the Inner West to help build up a picture of what issues people told us.

We have had a range of comments from people of all ages, which this Report looks to develop into a Local Area Transport Plan (LATP).



Section 2: People were asked to comment on the following categories: -

**VEHICLES
& PARKING** 

Popular comments on vehicles and parking

- Inconsiderate parking
- Congestion
- Junction layouts
- Noise and pollution
- Speeding

**WALKING
& WHEELING** 

Popular comments on walking and wheeling

- Difficult to cross the road
- Lack of safe walking routes.
- Obstructions on pavements
- Footpaths too narrow, damaged with a lack of dropped kerbs

CYCLING 

Popular comments on Cycling

- Cycle lanes not well connected
- Current provision feels unsafe
- Lack of secure cycle parking
- Cycle paths shared with pedestrians

**BUS STOPS &
RAIL STATIONS** 

Popular comments on accessing bus stops and rail stations in your area.

- Unsafe walking routes
- Unclear/poor strategic signage
- Poor access to the public transport network.
- Inadequate provision at bus stops

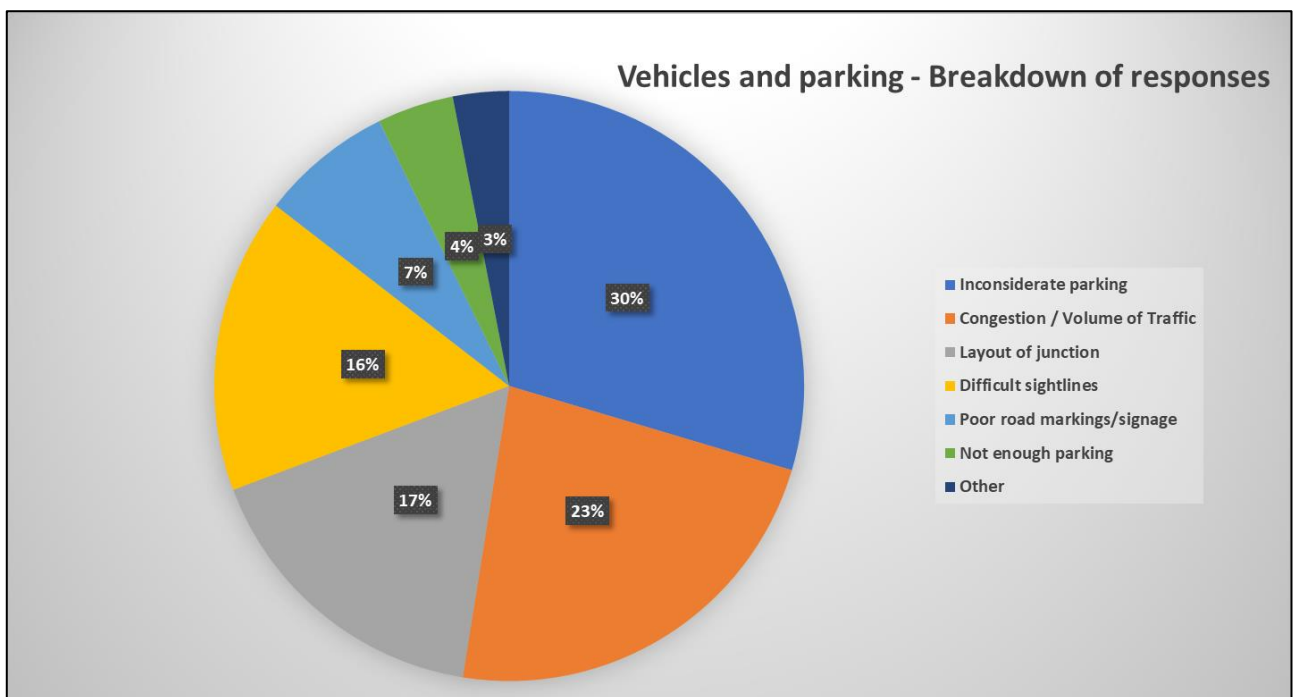
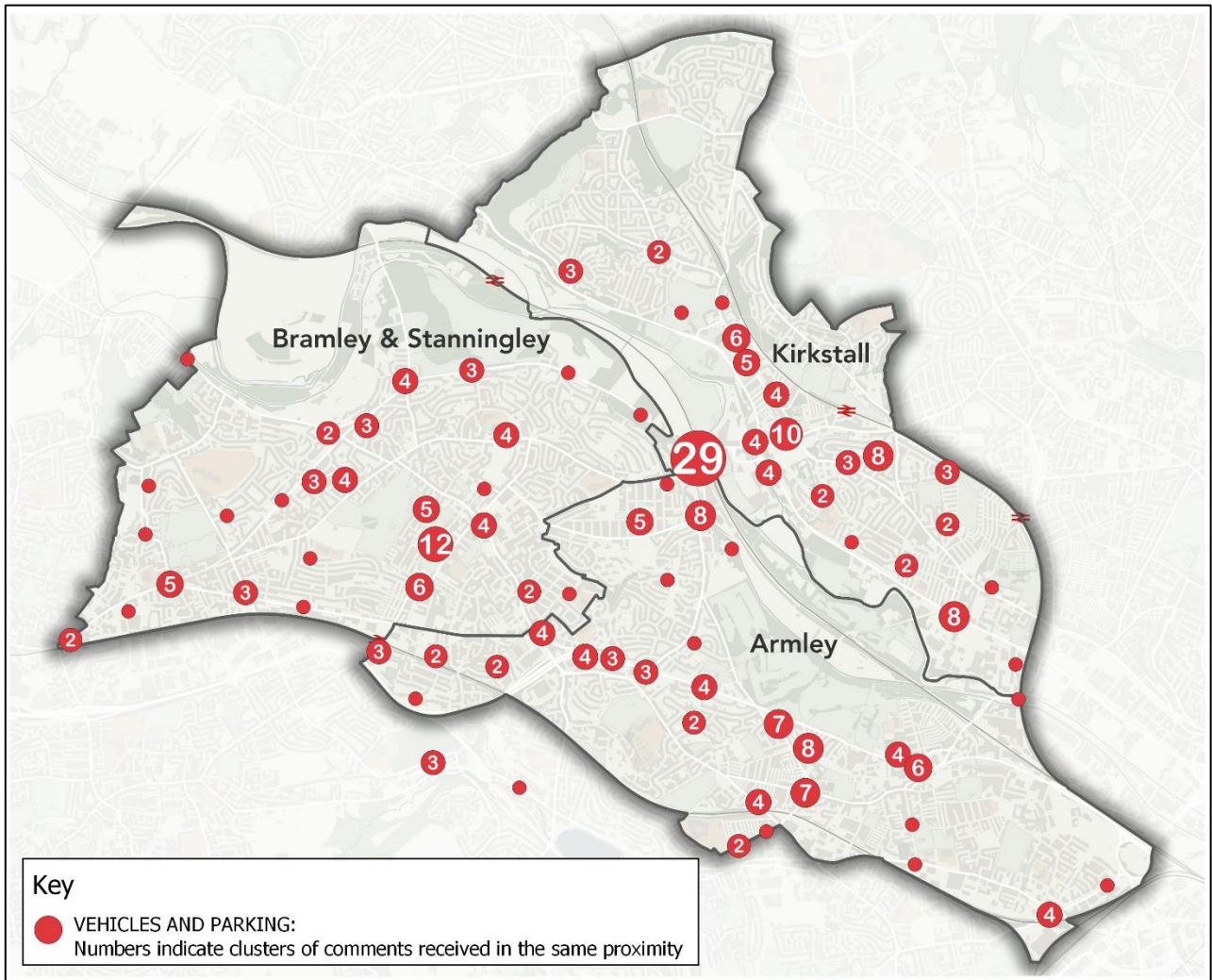
**STREET
ENVIRONMENT** 

Popular comments on the Street Environment

- Overgrown shrubs and vegetation
- Anti-social behaviour
- More greenspace and planting

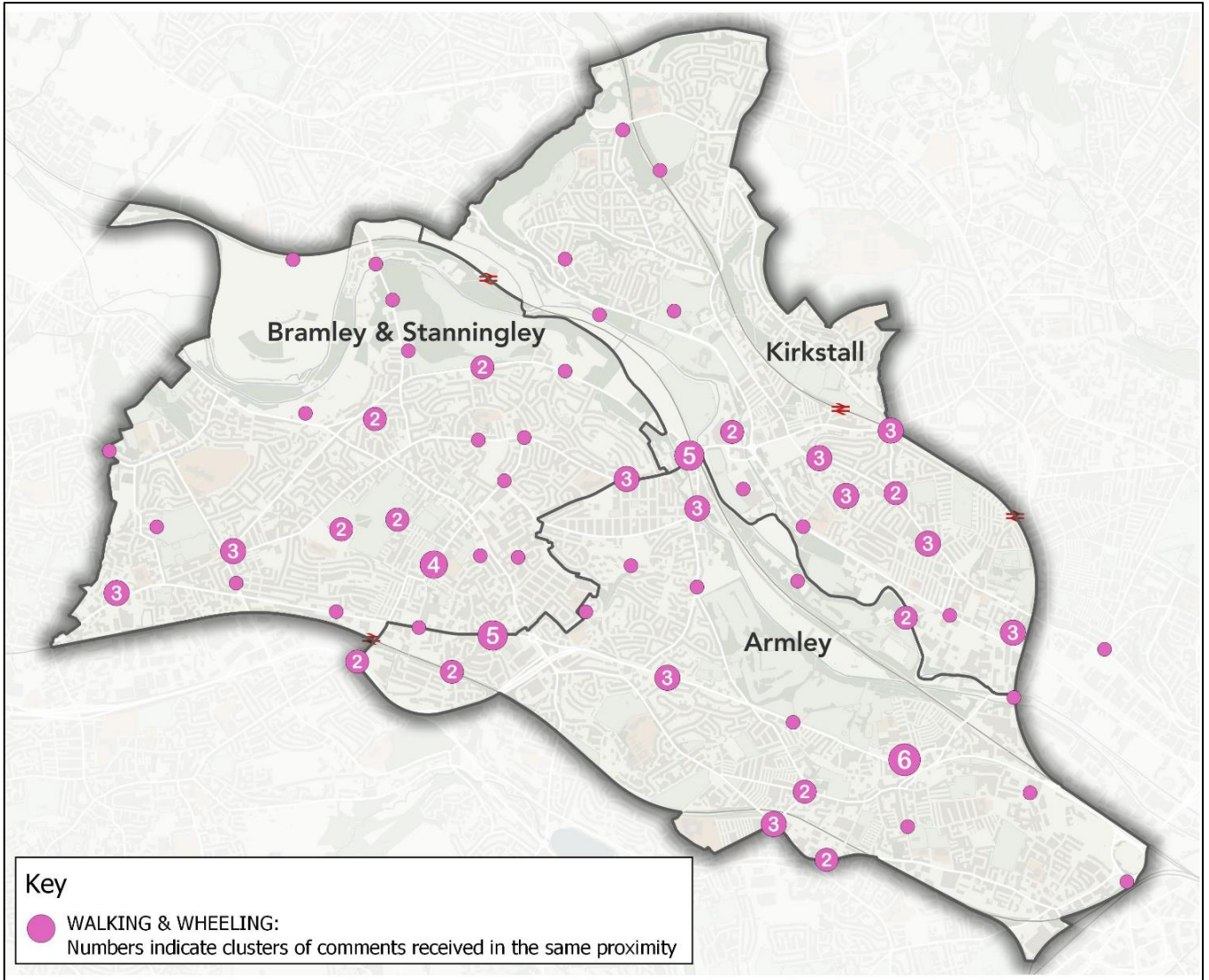
1. Vehicles and Parking

Where people commented:

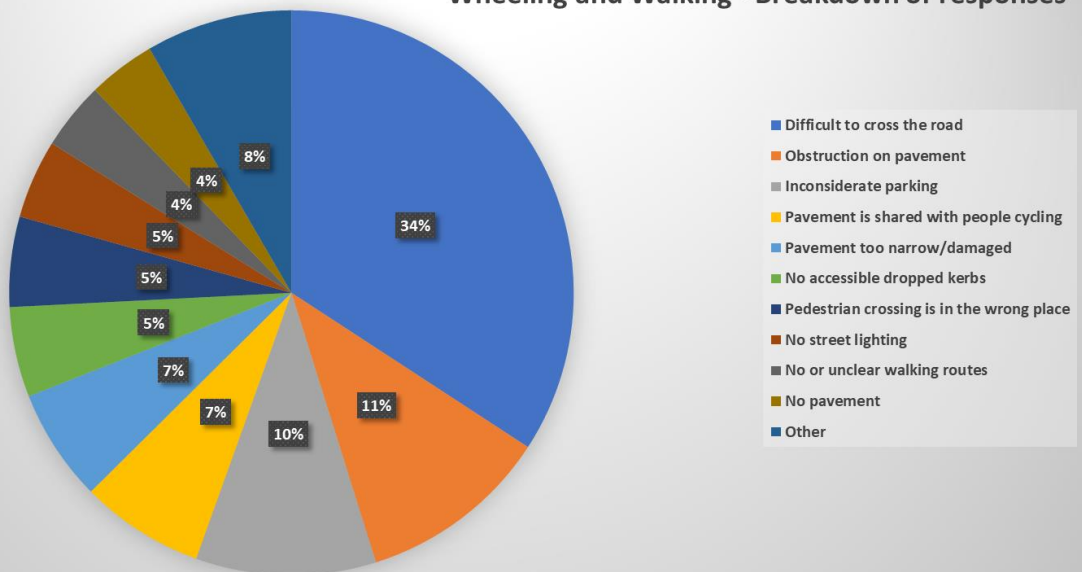


2. Walking and Wheeling

Where people commented:

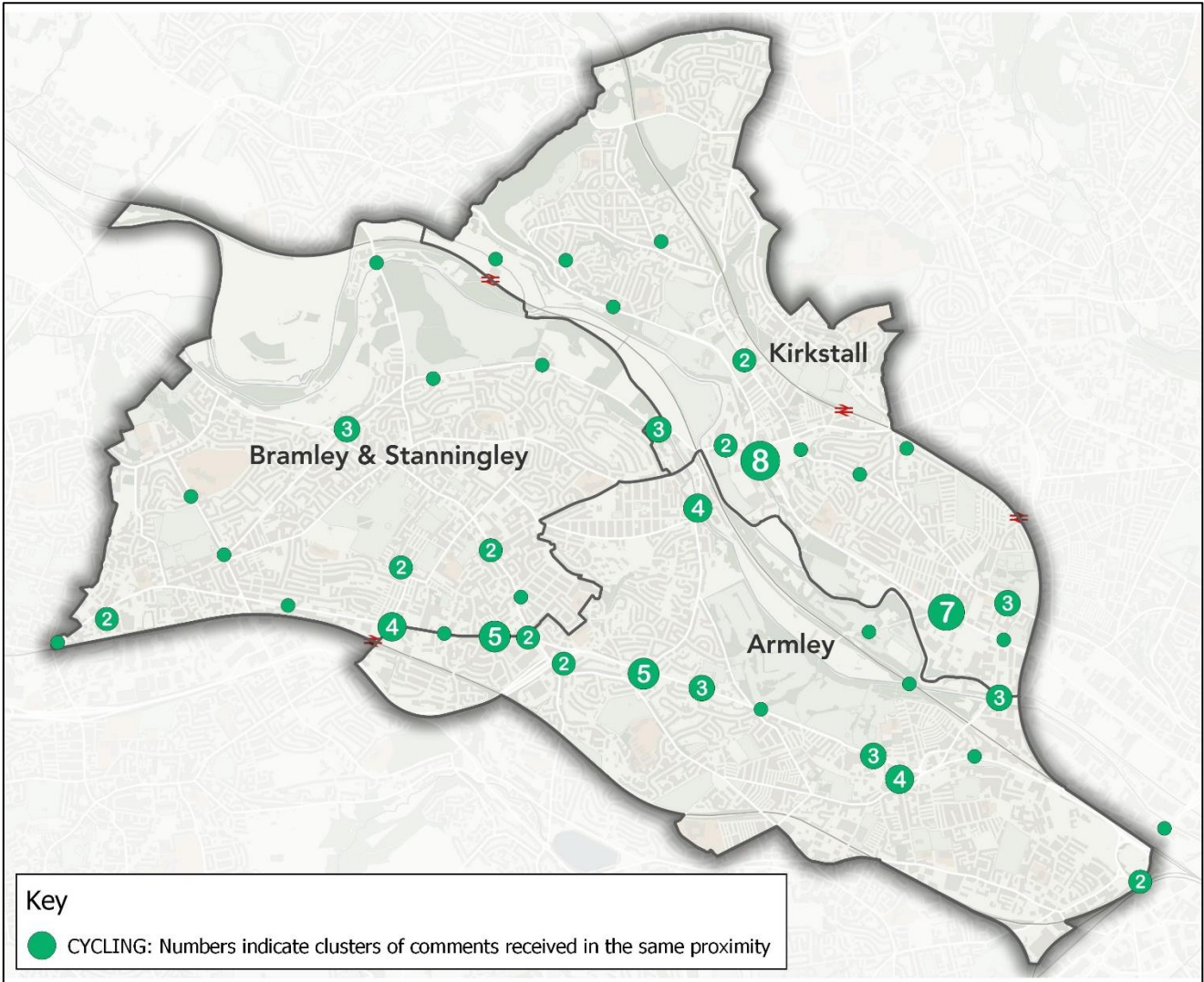


Wheeling and Walking - Breakdown of responses

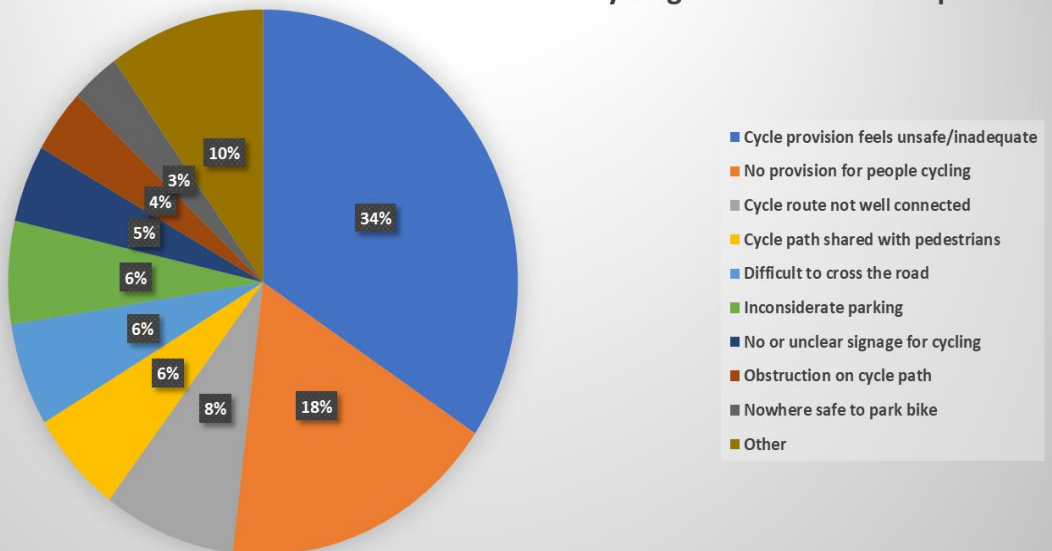


3. Cycling

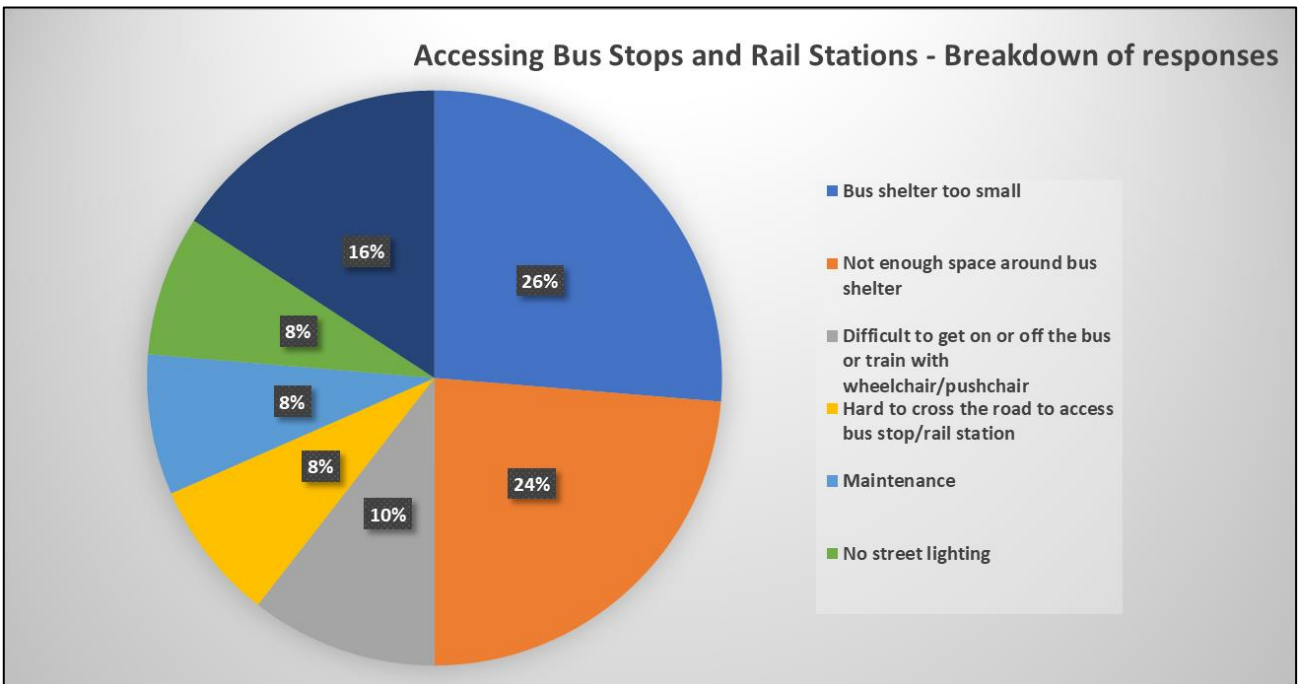
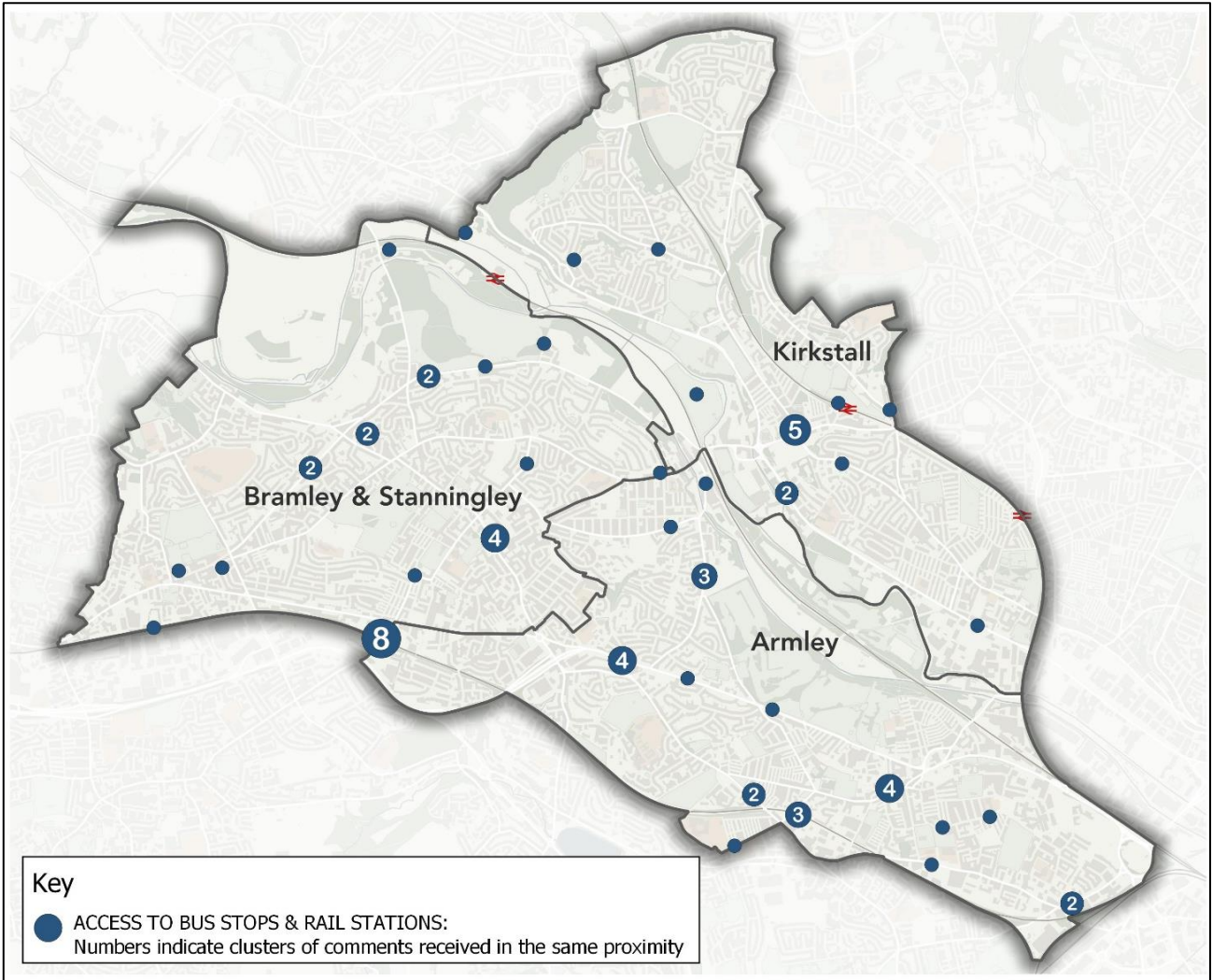
Where people commented:



Cycling - Breakdown of responses

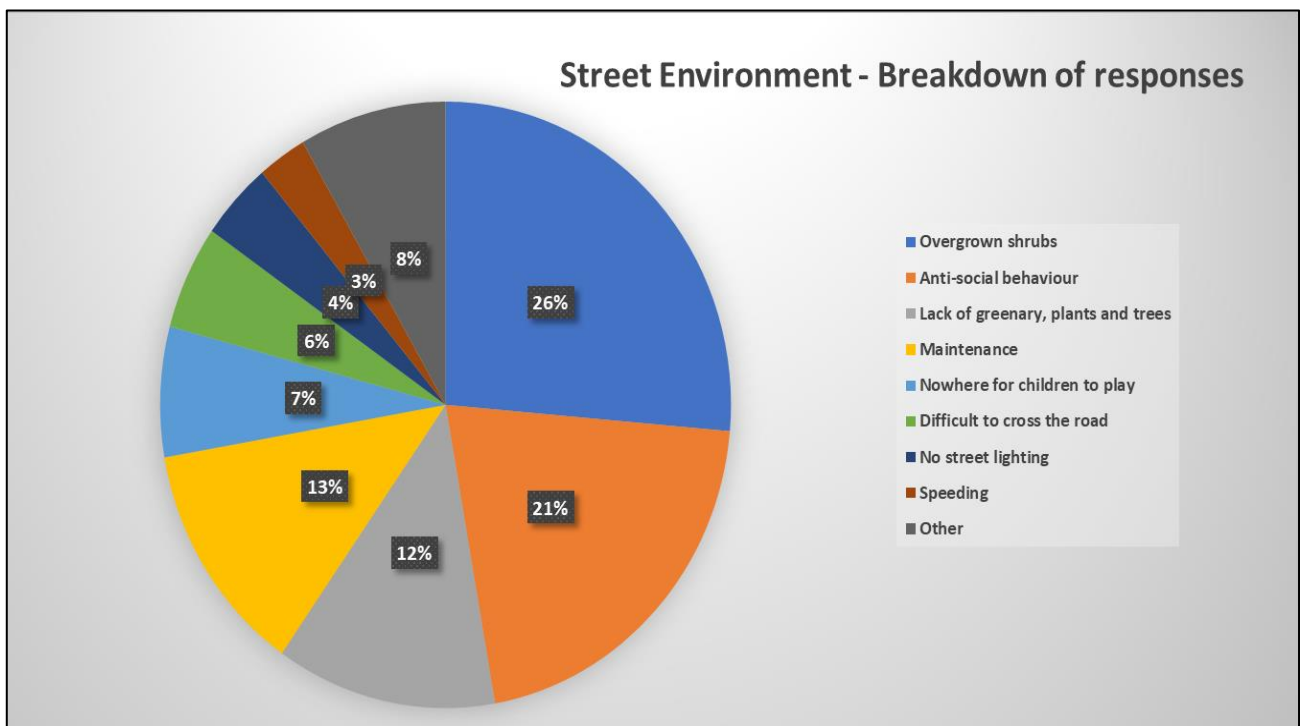
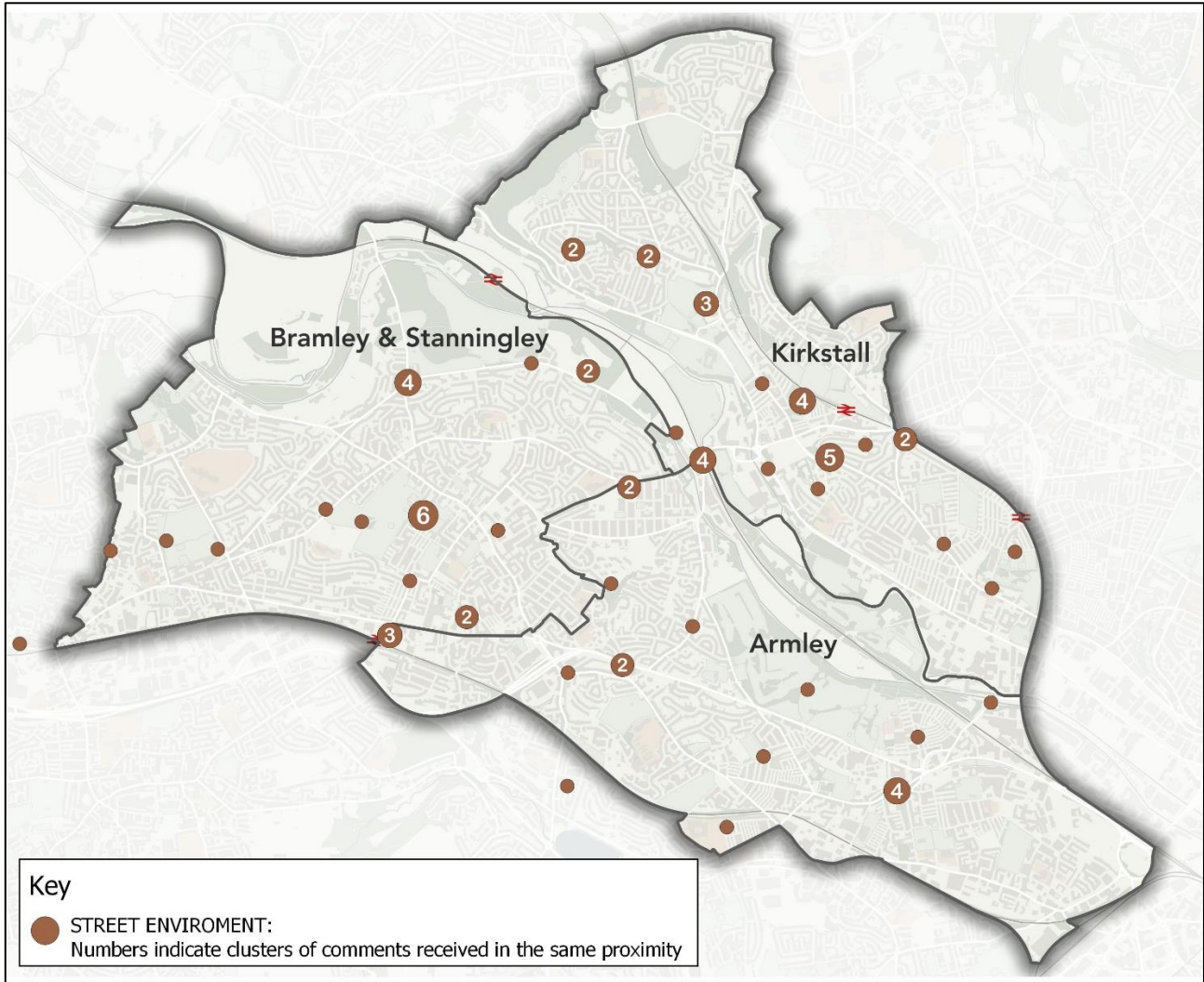


4. Accessing Bus Stops and Rail Stations



5. Street Environment

Where people commented.



Section 3: What we are already doing in your area.

Armley Town Street Improvements

We have successfully been awarded £2.9 million from Active Travel England funding to revitalise Armley Town Street. Improvements aim to make it safer and easier to walk, wheel cycle or use public transport. Further information can be found via the Commonplace - [Armley Town Street | Commonplace](#)

Healthy Streets and Better Places complementary improvements to Armley Town Street.

A scheme that involves several walking, wheeling, and cycling improvements that better connect nearby communities to Armley Town Street:

- Create a safe walking/cycling route from Armley Town Street
- Upgrade footpaths at Armley Moor and Strawberry Fields
- Improved footpaths/junctions from Armley Ridge Road to Moorfield Road.

Our Annual Programme of Works

Many of these proposed improvements will form part of the various forward district work plans, with the most current included in this year's **Annual Programme of Works**. The works can be viewed on an interactive map, where you can search by street, town and area - [Connecting Leeds Annual Programme of Works 2024-2025 \(arcgis.com\)](#) - Some of the key highway improvements planned for the Inner West are shown in table 1 which are all fully funded and designed ready to deliver in 2024/25 (April to April).






Pote	Street Name	Ward	Works Category	Works Description	Theme
Junction with Carr Crofts	Tong Road	Armley	Junction Improvement	Road safety works at two side road junctions	VEHICLES & PARKING 
Junction with Theaker Lane	Moorfield Road	Armley	Pedestrian Crossing	Construction of crossing point (check if toucan).	WALKING & WHEELING 
Stanningley Road to Green Hill Road.	Armley Grange Drive	Armley	Street Improvements	Movement violation camera installation	VEHICLES & PARKING 
Junction with Broad Lane	Upper Town Street	Bramley & Stanningley	Pedestrian Crossing	Existing zebra crossing upgraded to signalled pedestrian crossing.	WALKING & WHEELING 
Junction with Waterloo Lane	Broad Lane	Bramley & Stanningley	Pedestrian Crossing	New zebra crossing	WALKING & WHEELING 

Table 1 – Traffic Engineering forward plan of works 2023/2024

Important note: All maintenance and Asset management related queries, including potholes are dealt with via the 'Report an issue with a road or pavement' page – see link [here](#).

LEEDS.GOV.UK Apply, report or pay

[Home](#) / [Parking, roads and travel](#) / Report an issue with a road or pavement

Report an issue with a road or pavement

Local Cycling and Walking Infrastructure Plans (LCWIP) in the Inner West.

We are required by National Government to produce a Local Cycling and Walking Infrastructure Plan (LCWIP).

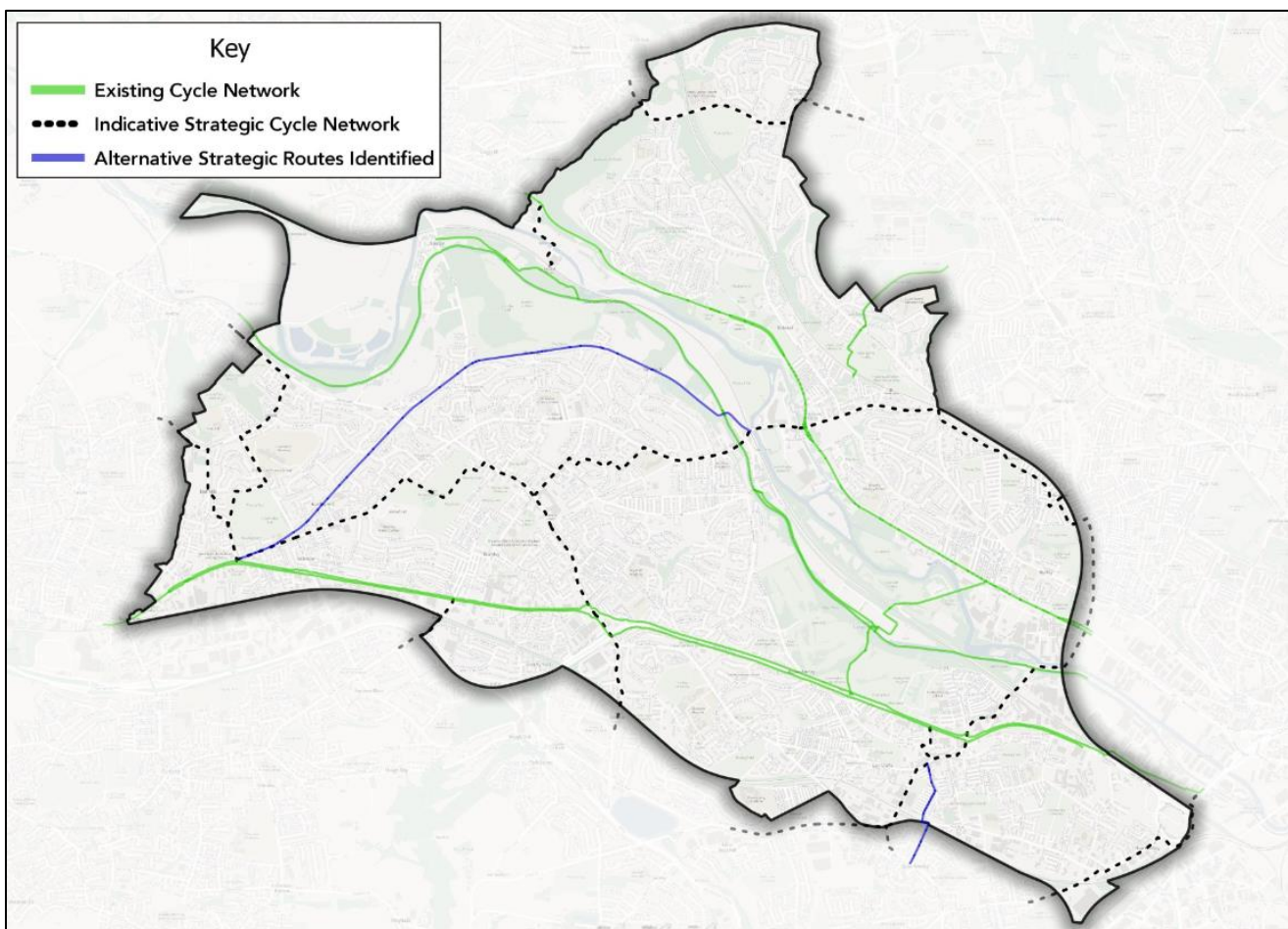
In Leeds we have worked with our partners at the West Yorkshire combined authority (WYCA) to create a longlist of cycle routes that would most effectively strategically link different parts of Leeds, and beyond into neighbouring authorities like Bradford & Wakefield.

Ongoing work will consider the role of Walking. This will involve studies such as that conducted for Armley Town Street where we will consider improvements that can be made to key destinations and centres in local areas across Leeds. This phase of the LCWIP will really benefit from the views expressed in the streets for all consultation

We also will do more work to consider cycling. To supplement the longer distance more strategic routes developed with WYCA. We need to do more work to look at shorter routes that plug vital gaps in our growing network of cycle routes in Leeds. Again, this project will be able to consider the feedback given by Streets for All.

The map below shows existing cycle routes in the Inner West and the indicatively planned strategic routes we have developed in partnership with WYCA.

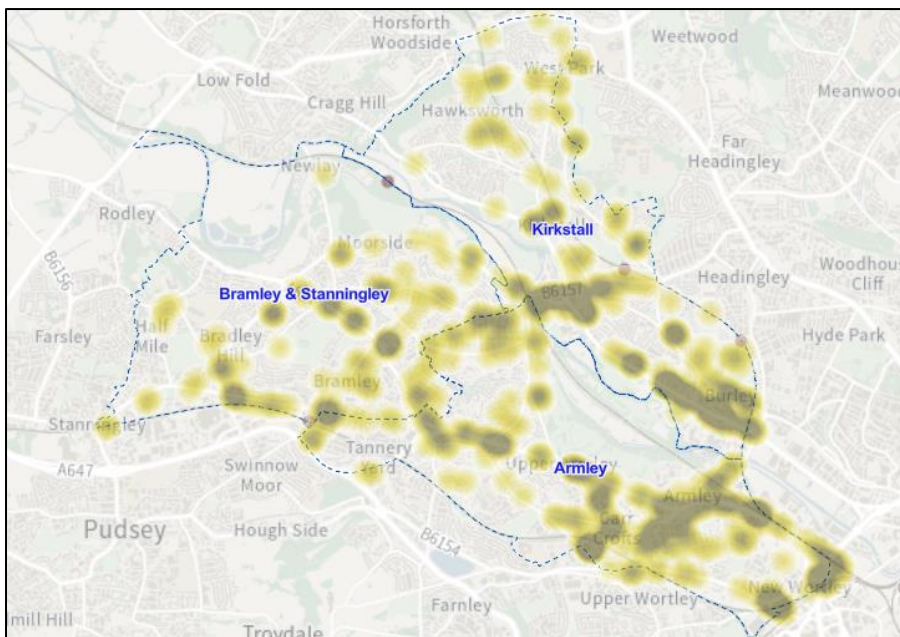
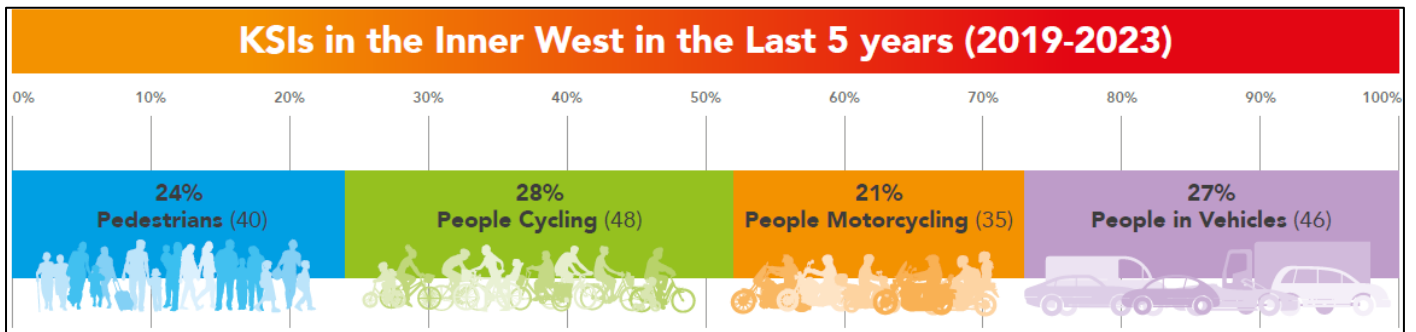
As we move forward with our LCWIP plans we will seek to develop improved ways of sharing these plans with communities and those interested in our walking and cycling networks.



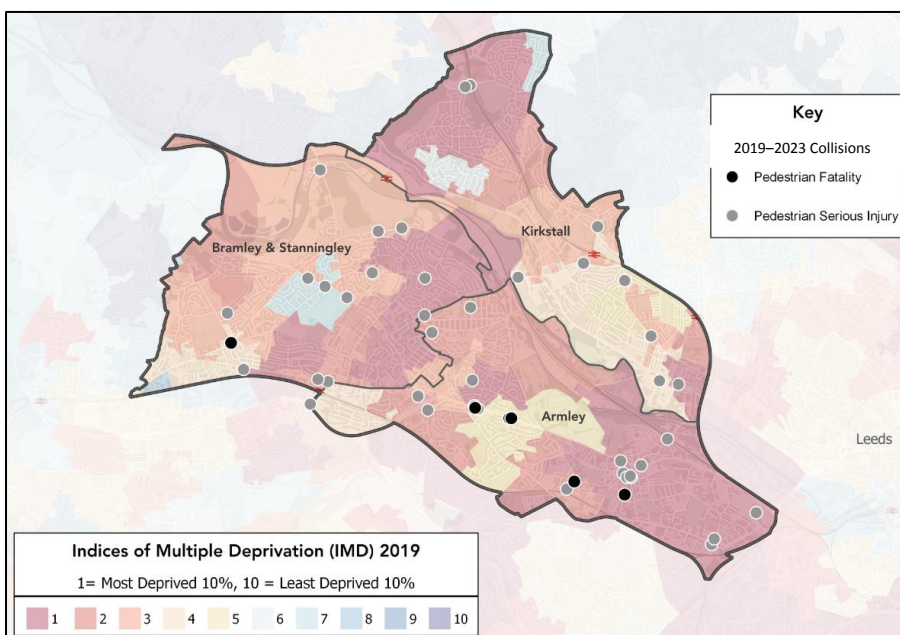
Map 2 – Examples of potential new Local Cycling and Walking Infrastructure Plans routes in Inner West

Road collision data in Inner West

The last 5 years collision data has also been analysed and mapped to see if the location of the responses correlates with existing collision hotspots. The locations where killed or serious injury (KSI) occurred are shown on the mapped below, which also highlight the IMD.



Map 3 – Collision heatmap for the Inner West.



Map 4 – IMD map with details of pedestrian collisions in Inner West.

Section 4 : Proposed list of new transport improvement schemes in Inner West.

Data from the Local Area Transport Plan consultation has been analysed and used to support and shape current transport improvement proposals as well as helping to identify new potential schemes. The intention is to provide a list of shelf ready cycling and walking schemes ready to take advantage of any future funding opportunities.

The following heatmap (figure 2) has been created using all the data provided from the 'Leeds Streets for All' consultation. The concentrated coloured areas show the locations within the Inner West that have received the most comments. The map provides a visual display of the key locations where people have highlighted issues in the Inner West area.

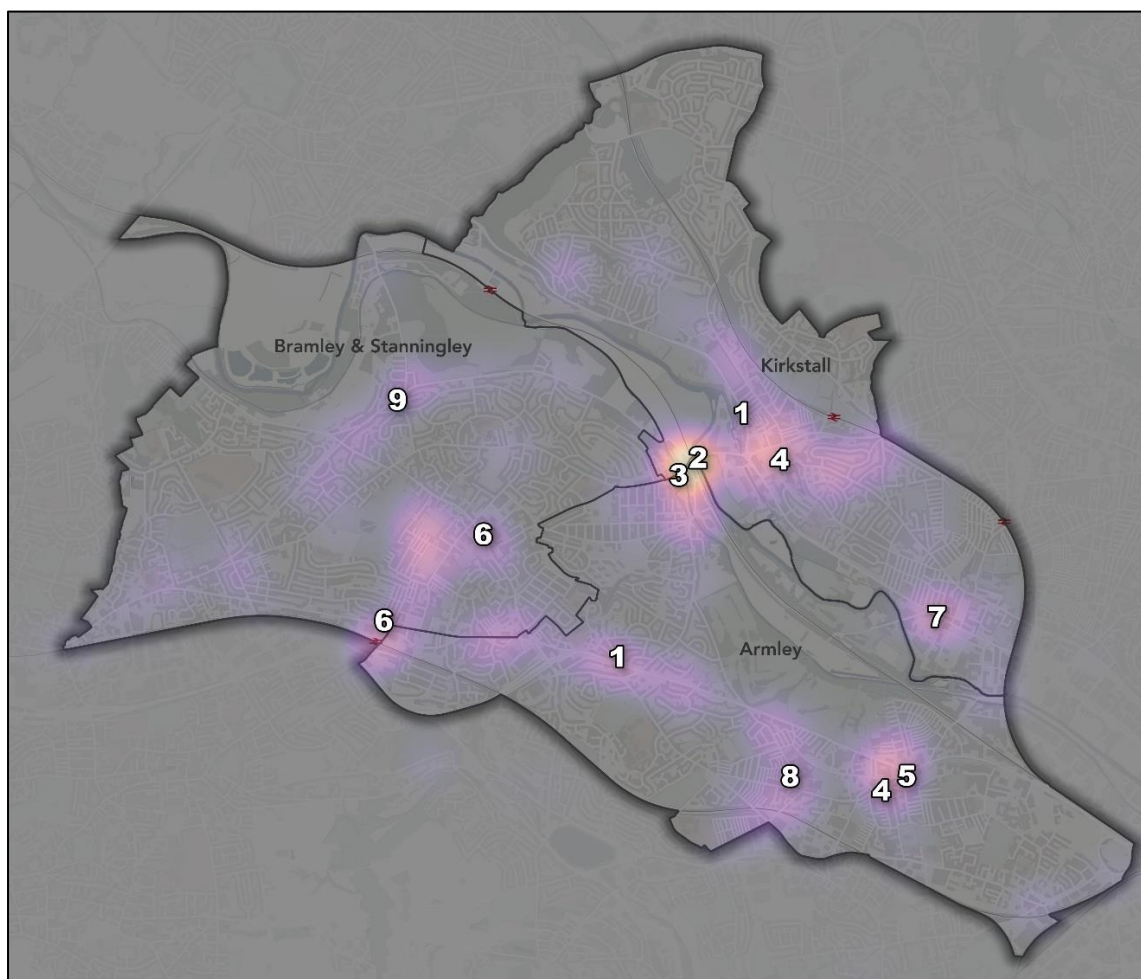


Figure 2 - Inner West survey response heatmap.

Map Number	Locations
1	A65 Kirkstall Road and A647 Stanningley Road corridors
2	River crossing at Wyther Lane and Kirkstall Bridge Road
3	Canal crossing at Board Lane
4	Armley and Kirkstall district centres
5	Junction with Stanningley Road (A647) and Branch Road
6	Bramley district centre, bus interchange and Bramley railway station
7	A65 and surrounding roads adjacent to Cardigan Fields Retail Park
8	Connections between Armley Town Street, Tong Road and Stanningley Road
9	Section along Leeds & Bradford Road (NW of Bramley)

Respondents suggested solutions

A list of potential interventions is shown in table 3. This list is not exhaustive and can only be developed as funding opportunities become available. It's possible some of the issues identified from the survey we are already aware of have been unable to resolve to date.

















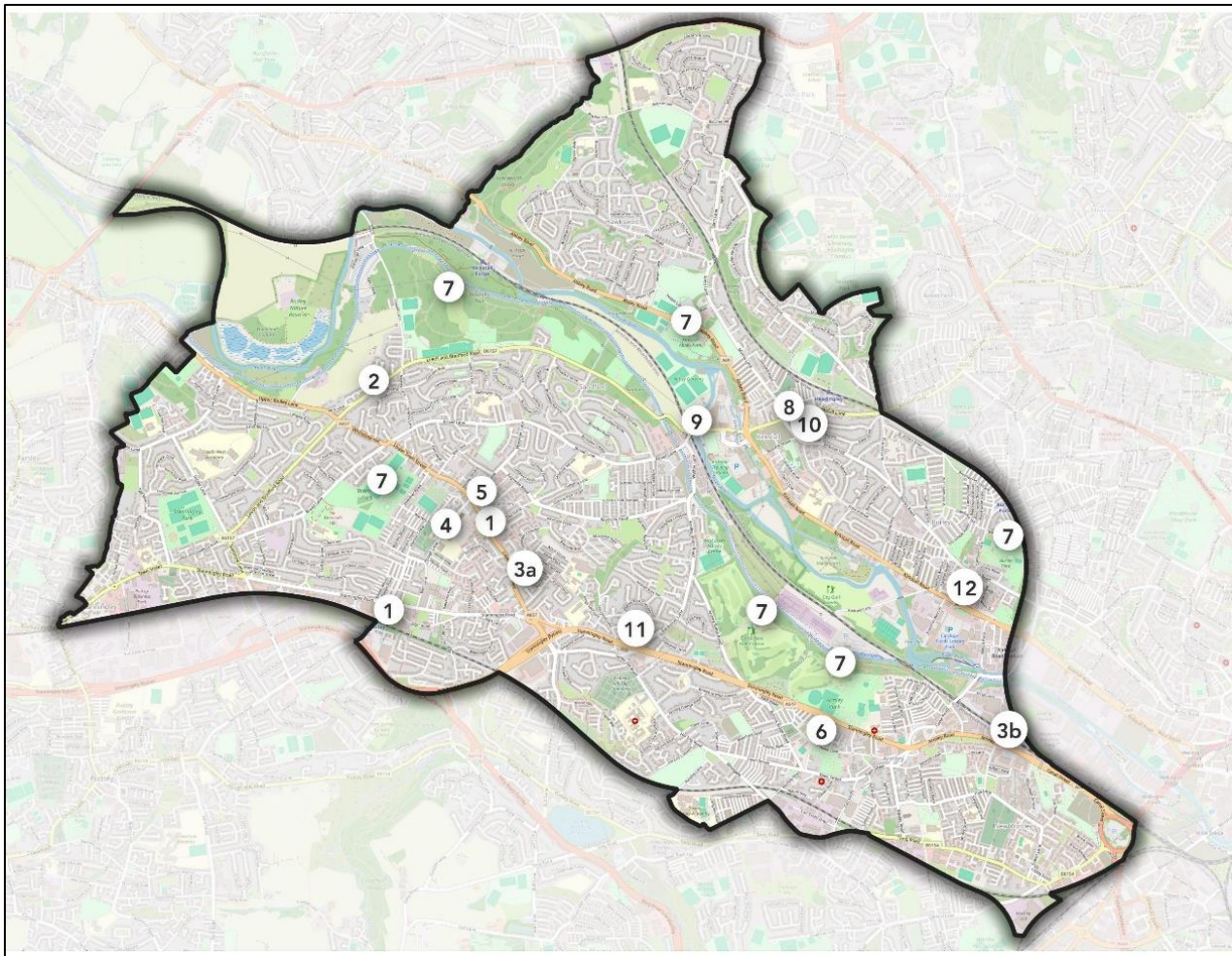
Suggested solutions	Theme	
Identify new pedestrian and cycle crossing points to improve safety	WALKING & WHEELING 	CYCLING 
Improve access to/and between key transport interchanges i.e. Bramley Bus Station and Bramley Rail Station	BUS STOPS & RAIL STATIONS 	WALKING & WHEELING 
Review feasibility of providing more river/canal crossings for cyclists and pedestrians	WALKING & WHEELING 	CYCLING 
Traffic alleviation at Wyther Lane/Kirkstall Bridge Road	VEHICLES & PARKING 	
District centre improvements – wider footpaths, safer crossings, better public transport access, better lighting, improved public realm and reduced inconsiderate parking	WALKING & WHEELING 	STREET ENVIRONMENT 
Encourage the development of safer local cycling and walking routes to key local destinations	CYCLING 	WALKING & WHEELING 
Traffic calming measures to reduce anti-social driving.	VEHICLES & PARKING 	
Consider measures to curb inconsiderate parking on pavements, at junctions, public transport & cycling infrastructure and blocking access to property and businesses.	VEHICLES & PARKING 	BUS STOPS & RAIL STATIONS 
	WALKING & WHEELING 	CYCLING 

Table 3 – Suggested solutions

List of potential new schemes identified from the LAMP survey in the Inner West











The following list of potential new interventions have been identified from the responses which would improve transport connectivity in the local area. More details on this list can be found in Table 4 below.












It is important to remember that none of LCWIP or the new scheme suggestions are currently funded but the list does provide an indication of what potential types of transport improvement could be prioritised and delivered if future funding opportunities became available. This list isn't exhaustive and should be treated as a guide to show what could be achieved.



Ref	Proposed intervention	Type of intervention	Theme	Theme	Theme
1	Cycle and walking improvements between key transport interchanges/destinations.	Healthy Streets approach facilitating active and sustainable travel	Walking & Wheeling	Cycling	Bus Stops & Rail Stations
2	Review the current speed limit and additional controlled crossing(s).	New cycle & pedestrian crossings, consideration of a reduction in the current speed limit.	Vehicles & Parking	Cycling	Walking & Wheeling
3a	City Connect connectivity improvements on the Cycle Superhighway route	Enhanced cycle provision	Cycling		
3b	City Connect connectivity improvements on the Cycle Superhighway route	Enhanced cycle provision	Cycling		
4	Provide better crossing points to access school and church.	New zebra crossing and extra informal crossing points. Review parking management.	Walking & Wheeling	Vehicles & Parking	
5	Improve pedestrian access to Bramley Shopping Centre and Bus Interchange	Footpath, junction, crossing, cycling and wayfinding improvements	Walking & Wheeling	Bus Stops & Rail Stations	
6	Better connectivity between Armley Centre and A647	Footpath, junction, crossing, cycling and wayfinding improvements	Walking & Wheeling	Bus Stops & Rail Stations	
7	Various access improvement to parks	Improved safety, lighting, pedestrian access, public realm and play areas	Walking & Wheeling	Cycling	
8	Road junction pedestrian crossing improvements	Signal phasing improvements	Walking & Wheeling		
9	River / canal crossings	Structures	Walking & Wheeling	Vehicles & Parking	Cycling
10	Footpath and crossing improvements to schools	Pedestrian access improvements	Walking & Wheeling		
11	Review safety concerns for people cycling and people waiting for the bus.	Provide safe bus stop by-pass provision	Cycling	Bus Stops & Rail Stations	
12	Create a better environment for cycling and walking.	Cycle and walking provision	Cycling	Walking & Wheeling	

Appendix 1 : Proposed schemes – The Local Plan

Ref	Proposed intervention	Type of intervention	Location	Alignment with Connecting Leeds Transport Strategy	Theme
1	Cycle and walking improvements between key transport interchanges/destinations.	Healthy Streets approach to encourage people to travel using more sustainable modes.	Bramley Town Centre and Bramley Rail Station.	<ul style="list-style-type: none"> - Safer walking and cycling routes (quiet streets). - Safer Streets - Improved access between public transport interchanges - Improved pedestrian access - Healthier streets approach 	WALKING & WHEELING 
					CYCLING 
					BUS STOPS & RAIL STATIONS 
2	Review the current speed limit and additional control crossing.	Installing cycle & pedestrian crossings and consider a reduction in the current speed limit.	Leeds & Bradford Road.	<ul style="list-style-type: none"> - Safer Roads (manage vehicle speeds) - Improved pedestrian and cycle crossing facilities. 	VEHICLES & PARKING 
					CYCLING 
					WALKING & WHEELING 
3	City Connect connectivity improvements on the Cycle Superhighway route	Enhanced cycle provision	A647 / Lower Town Street / Stanningley Road (Roundabout) to Bramley Centre.	- Increase safe cycling infrastructure provision.	CYCLING 
		Enhanced cycle provision	A647 / Armley Road Retail Park	- Increase safe cycling infrastructure provision.	CYCLING 
4	Provided better crossing points to access school and church (investigate ways to provide safe crossing points.	Upgrade current raised table into informal crossing point.	Hough Lane, Bramley	<ul style="list-style-type: none"> - Safer Roads - Pedestrian crossing improvements 	WALKING & WHEELING 
		Install a new zebra crossing	Hough Lane, Bramley	<ul style="list-style-type: none"> - Safer Roads - Pedestrian crossing improvements 	WALKING & WHEELING 

		Review current parking enforcement measures.	Hough Lane, Bramley	- Parking management and policy	VEHICLES & PARKING 
5	Improve pedestrian access to Bramley Shopping Centre and Bus Interchange	Footpath, junction, crossing, cycling and wayfinding improvements	Bramley Shopping Centre and Bus Interchange	- Safer walking and cycling routes (quiet streets). - Safer Streets - Improved access between public transport interchanges	WALKING & WHEELING  BUS STOPS & RAIL STATIONS 
6	Better connectivity between Armley Centre and A647	Footpath, junction, crossing, cycling and wayfinding improvements	A647 / Theaker Lane / Moorfield	- Safer walking and cycling routes (quiet streets). - Safer Streets - Improved access between public transport interchanges	WALKING & WHEELING  BUS STOPS & RAIL STATIONS 
7	Various access improvement to parks (Gotts Park, Armley, Bramley Fall, Bramley, Kirkstall Abbey, Burley).	Improved safety, lighting, pedestrian access, public realm and play areas	Various	- Investment in greenspace - Improved access to green space for recreation. - Promote healthy lifestyles	WALKING & WHEELING  CYCLING 
8	Road junction pedestrian crossing improvements	Signal phasing improvements	St Annes Lane / Kirkstall Lane	- Safer Roads - Pedestrian crossing improvements	WALKING & WHEELING 
9	River / canal crossings	Structures	Wyther Lane / Kirkstall Bridge Road / Broad Lane	- Review current transport network provision. - Increase safe cycling infrastructure provision - Safer walking and cycling routes (quiet streets).	WALKING & WHEELING  VEHICLES & PARKING  CYCLING 






10	Footpath and crossing improvements to schools	Pedestrian access improvements	Kirkstall Hill / Beescroft Street	<ul style="list-style-type: none"> - Safer walking and cycling routes (quiet streets). - Safer Streets 	<p>WALKING & WHEELING </p>
11	Review safety concerns for people cycling and people waiting for the bus.	Provide safe bus stop bypass provision	Various	<ul style="list-style-type: none"> - Bus stop infrastructure design - Safer cycling and pedestrian routes 	<p>CYCLING </p> <p>BUS STOPS & RAIL STATIONS </p>
12	Create a better environment for cycling and walking.	Cycle and walking provision	A65 / Cardigan Field Retail Park	<ul style="list-style-type: none"> - Review current transport network provision. - Increase safe cycling infrastructure provision 	<p>CYCLING </p> <p>WALKING & WHEELING </p>

Table 4 – Potential list of new transport improvement schemes.

Sources of Funding

All areas of Leeds (including Inner West) benefit from the Maintenance and Traffic Signal funding, which is already allocated separately across Leeds. Information obtained from the Leeds Streets for All' surveys will be shared within highways to help.

The main source of available central funding is from the City Region Sustainable Transport Fund (CRSTS). The £830 million City Regional Sustainable Transport Settlement (across West Yorkshire) is aimed at providing an integrated and inclusive transport network which was made possible thanks to the West Yorkshire Mayoral devolution deal.

West Leeds has also been successful with winning Levelling Up Funding (LUF) and we are developing a scheme on Armley Town Street. The Armley scheme will also benefit from Creating Healthier Streets funding which is a part of the CRSTS.

The Active Travel Fund (ATF) has more of a single focus on sustainable travel is also being used in local areas. All these funds are designed to invest in transport schemes which improves people everyday lives. Table 5 below illustrates this funding, and how we may attain more.






	City Region Sustainable Transport settlement Fund (CRSTS)					Other Potential Funding Sources	
	Transformational Schemes	Safer Roads	Healthly Streets	Traffic Signals	Maintenance	Active Travel Fund (ATF)	Bus Service Improvement Plans (BSIP)
VEHICLES & PARKING 	X	X		X	X		
WALKING & WHEELING 	X	X	X			X	
CYCLING 	X			X	X	X	
BUS STOPS & RAIL STATIONS 	X		X				X
STREET ENVIRONMENT 	X		X			X	

Table 5 – Examples of main funding sources available

It's also possible for targeted funding to be made available from central government that could cover any of the 5 themes to support specific initiatives in line with national policy. Some funding has already been received via the Network North which has £19.8M overall, to cover a wide variety of difference transport initiatives. More is expected in the coming months.

Useful links:

- [Network North - Levelling Up.](#)
- [Street improvement project puts Leeds neighbourhood on path to bright future,](#)
- [Active Travel Fund: local transport authority allocations - GOV.UK \(www.gov.uk\)](#)
- [Leeds Vision Zero 2040 Strategy](#)

Section 5: What happens next?

Further discussions with LCC project officers, Exec Members, and Ward Councillors to:

1. Determine how to present the results – via an evaluation report and common webpage formats.....
2. Assess how the LSFA online consultation can enhance current Highway & Transportation reporting processes for improved local interventions
3. Explore LSFA's potential to integrate Transport policy objectives into local schemes to support our Transport Strategy goals
4. Note: A dedicated working group has been established to evaluate the existing process for member conversations, reporting and monitoring highway and transportation issues, with a view to potentially creating one single solution.