

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability	
Section A	Extension of Cycle Superhighway 2 (Leeds to Seacroft) from the east to the City Centre Loop.	It is anticipated that through segregation between users, that pedestrian and cycle safety would be enhanced by reducing the number of collisions that have historically occurred on this section. Creates a safer cycling environment (through segregation) for all ages, but in particular the more vulnerable in society such as children and senior citizens	Provides a consistent standard of segregated bi-directional cycle super highway along the whole of the section. Thus providing a coherent route for cyclists.	Completes a missing link to the City Centre from Cycle Superhighway 2 from Seacroft providing a direct route into the city centre.	Offers an attractive, convenient and segregated route into the city centre suitable for all abilities, and will encourage cyclists with disabilities or impairments to make more journeys by bicycle.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists.	Lower Kirkgate Townscape Heritage Initiative - Opportunity to collaborate and improve cycling in Kirkgate area through public realm scheme. St Peter's Street Super Crossing - Crossing helps deliver ambition for St Peter's Street Proposed Educational Premises located on St Peter's Street/ Eastgate. Krikgate regeneration project.		Involves the closure of two railway viaduct arches to traffic on the Hull Line (Micklefield to Leeds) travelling on the A61 Duke Street. Construction of other works in the area should be phased to avoid an overlap with these works to minimise disruption to road network resilience.	
	Works Cost Estimate:									
	£2,293,462.00		Completes an essential link from CycleSuperhighway2 (Marsh Lane/York Road) to the existing off-road shared use cycle facilities in the city centre on Kirkgate.	Provides a direct and safe route to deprived areas such as Burmantofts and Richmond Hill, and further afield to Harehills, Killingbeck and Seacroft. Thus providing an affordable means of transport accessible to all income and employment classes.	Although it is an urban cycle route parallel to heavily trafficked roads which may serve to discourage some users, it would be segregated thus overcoming these issues.	Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.				
	Length / km:									
	1.8									
	12 hour 2way weekday cycle flows 2016, *2014									
	200*		Also provides links to the proposed facilities on Section F (Education Quarter Link) on Crown Point Lane.		It provides direct links to the city centre, places of work, the retail quarter and the Yorkshire Playhouse.					
	Cyclist collisions									Links to proposed facilities on Section D on Eastgate.
	13 cyclist collisions in the last 5 years. 2 Serious and 11 Slight in severity. It was noted that 3 collisions have occurred on the footway on Marsh lane at the car park access.									The route has priority over vehicles at side roads providing a coherent route for cyclists.
	Collisions / Km									
7.2										
Section A Scoring:		+2	+2	+2	+1	+2	Overall Score: +9			

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability
Section B	Cycle Superhighway 3 - a new Cycle Superhighway between Leeds City Centre and Morley.	The scope for a reduction in collisions involving cycles is considered to be low due to the current low rate of collisions per kilometre and proportion of on-road with traffic sections that would remain.	Along the majority of this section there is a consistent standard of segregated bi-directional cycle super highway. Some sections of shared use footway are provided on a footbridge over the M621, in the vicinity of Holbeck Moor Park and Holbeck Moor Road thus resulting in a marginal loss of priority and consistency for users.	Would provide a completely new cycle superhighway link to the south west of the City serving the deprived areas of Beeston and Holbeck. Thus providing an affordable means of transport accessible to all income and employment classes.	The route would be attractive to users since it offers a convenient, safe and mostly segregated route into the city centre overcoming major obstacles in the form of heavily trafficked arterial routes into the city including the M621, A653 and the A61. This is likely to encourage cyclists with disabilities or impairments to make more journeys by bicycle.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists.	S278 works at Halfords Site - Jack Lane / Meadow Road S106 contributions from other developments within the South Bank area.		
	Works Cost Estimate:								
	£2,790,000,30								
	Length / km:	The route travel past Leeds United Football Club's Ground on Elland Road which would require temporary interventions on match days to manage pedestrian volumes that would likely walk in the cycle super highway.	Would provide coherent links from Elland Road to the existing cycle facilities in the city centre on Meadow Lane.	Provides direct links from the southwest of the city centre to amenities such as places of work, schools, shops, and tourist attractions.	Although it is an urban cycle route parallel to heavily trafficked roads, it would still appeal to users since it is segregated and provides direct links to the city centre, with a short section through the green space in Holbeck Moor Park.	Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.			
	3.2								
	12 hour 2way weekday cycle flows 2016, *2014								
	186								
	Cyclist Collisions	Creates a safer cycling environment (through segregation) for all ages, but in particular the more vulnerable in society such as children and senior citizens.	The route gives priority to vehicles at two side roads and crosses three major roads resulting in a minor loss of coherence for cyclists.	Provides a more direct link into the City Centre than vehicles avoiding one side of a gyratory on Victoria Road and Great Wilson Street.					
	8 cyclist collisions in the last 5 years. 1 Serious and 7 Slight in severity.								
	Collisions / Km								
2.5									
Section B Scoring		0	+1	+2	+2	+2	Overall Score: +7 It is noted that with interventions on Elland Road the route could perform better in safety terms.		

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability
Section C	Extension of Cycle Superhighway 1 (Leeds to Bradford) from the west to the City Centre Loop.	It is anticipated that through segregation between users, that pedestrian and cycle safety would be enhanced by reducing the number of conflicts. Creates a safer cycling environment (through segregation) for all ages, but in particular the more vulnerable in society such as children and senior citizens	Provides a consistent standard of with-flow segregated cycle super highway along the whole of the section. Thus providing a coherent route for cyclists.	Completes a missing link to the City Centre from Cycle Superhighway 1 from Bradford providing a direct route into the city centre.	Offers an attractive, convenient and segregated route into the city centre suitable for all abilities, and will encourage cyclists with disabilities or impairments to make more journeys by bicycle.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists.	Section 106 Contributions and Section 278 Works at the former Yorkshire Post Site. Developer Section 278 scheme amended to suit these proposals at the junction Wellington Street with Northern Street.		
	Works Cost Estimate:								
	£1,965,900.00								
	Length / km:		Completes an essential link from Cycle Superhighway 1 to the existing cycle facilities in the City Centre on Wellington Street.	Provides a direct and safe route to deprived areas such as Armley and Stanningley. Thus providing an affordable means of transport accessible to all income and employment classes.	Although it is an urban cycle route parallel to a heavily trafficked road which may serve to discourage some users, it would be segregated thus overcoming these issues. It provides direct links to the city centre, places of work, the retail quarter and the train station.	Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.			
	1.0								
	12 hour 2way weekday cycle flows 2016, *2014								
	260*		Links to proposed facilities on Section D on Queen Street.	Provides a direct and a safe route from Bradford to amenities such as Leeds train station, places of work, shops, and tourist attractions.	Likely to have a big appeal to less confident cyclists since it overcomes the barrier of the heavily trafficked Wellington Street which is a very busy corridor.				
	Cyclist Collisions								
	8 cyclist collisions in the last 5 years. 2 Serious and 6 Slight in severity.								
	Collisions / Km								
8.0									
Section C Scoring		+2	+2	+2	+1	+2	Overall Score: +9		

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability
Section D	City Cycle Loop - a two-way segregated superhighway on the western, northern and eastern sections of the proposed City Cycle Loop. The southern section would use the existing NCN Route 66 and part of the Aire Valley towpath.	The scope for a reduction in collisions involving cycles is considered to be low due to the current low rate of collisions per kilometre and proportion of on-road with traffic sections that would remain.	The proposed route provides a mix of segregated bi-directional cycle super highway and on-road mixed with traffic routes on the northern section of the city loop resulting in a minor loss of coherence due to the mix in provision.	This route does not form the most direct route between tie-in points with other sections of CC2. However the route offers a cycle hub around the city centre providing links to amenities such as places of work, schools, shops, tourist attractions and links to existing cycle facilities.	Offers a relatively attractive, convenient and mostly segregated route around the city centre.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists.	Potential connectivity with British Cycling's future vision for the Headrow. Remodelling of the road space into a 20mph boulevard closed to private cars including a cycle-bypass. Victoria Gate Phase 2 could deliver S278 works between Eastgate Roundabout and Vicar Lane.		
	Works Cost Estimate:		Provides a formal link on the northern half of the city centre completing links with the proposed sections A and C		Lengths of this section are routed along heavily trafficked roads (on Oxford Place, Great George Street and Merrion Street) which normally serve to discourage some users from cycling along these routes, however it would be segregated thus appeasing some of these concerns.	Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.			
	£1,259,628.00								
	Length / km:								
	1.7								
	12 hour 2way weekday cycle flows 2016, *2014								
	164		The coherence of this section relies upon the delivery of Sections A and C being implemented first otherwise it only forms a loop with lesser standard of existing cycle facilities.		It provides attractive links to the city centre and other cycle facilities on the periphery of the City Centre.	Some lengths of this section are routed on-road (on St Paul's Street, Park Square West, Park Square North and Park Square East) where some users may experience some anxiety when mixed with traffic.			
	Cyclist Collisions								
	3 cyclist collisions in the last 5 years all slight in severity.								
	Collisions / Km								
	1.8								
Section D Scoring		0	0	0	+1	+2	Overall Score: +3		

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability
Section E	Section E is formed by Leeds Bridge with links to Boar Lane/Duncan Street via Lower Briggate.	It is anticipated that through segregation between users, that pedestrian and cycle safety would be enhanced by reducing the number of conflicts. Creates a safer cycling environment (through segregation) for all ages, but in particular the more vulnerable in society such as children and senior citizens	The proposed route provides a mix of segregated bi-directional cycle super highway on Leeds Bridge and south of the River Aire, but with on-road routes on Briggate resulting in a minor loss of coherence due to the mix in proposed provision.	Would provide a link between the City Centre and the existing National Cycle Network (Route 66) and the proposed Section B route south of the River Aire.	This relatively short section would appear attractive to commuters and leisure cyclists alike providing one of the main links into the City Centre from the south, over the River Aire.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists. Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.	Leeds Bridge Strengthening could deliver our scheme in parallel with their structural work savings mobilisation and traffic management costs.		Ideally this section should be implemented as part of the Leeds Bridge strengthening works. This would avoid disruption during works on two separate occasions and avoid potential conflicts with the planned wind baffle works near Bridgewater Place with its associated traffic diversions.
	Cost Estimate:						Call Lane stopping up scheme, involving a contra-flow lane on Briggate would potentially deliver part of Section E.		
	£256,012.00								
	Length / km:								
	0.3								
	12 hour 2way weekday cycle flows 2016, *2014								
	400 (includes North, south, east and west movements)								
	Cyclist Collisions								
	3 cyclist collisions in the last 5 years all slight in severity.								
	Collisions / Km								
10.0									
Section E Scoring		+2	+1	+2	+1	+2	Overall Score: +9		

	Description	Safety	Coherence	Directness	Attractiveness	Comfort	Development Opportunities	Stakeholder Acceptability	Build ability
Section F	The Education quarter alignment provides a connection between the emerging education quarter (on Black Bull Street and Hunslet Lane), Crown Point Retail Park and Leeds Dock to the City Centre and the wider Cycle Superhighway network.	It is anticipated that through segregation between users, that pedestrian and cycle safety would be enhanced by reducing the number of conflicts. Creates a safer cycling environment (through segregation) for all ages, but in particular the more vulnerable in society such as children and senior citizens	Provides a mix of segregated bi-directional cycle super highway along Crown Point Road with shared-use footways on Black Bull Street and Hunslet Road resulting in a minor loss of coherence due to the mix in proposed provision.	Would provide a link to the City Centre from the southeast serving Hunslet (a deprived area) with excellent links to the education quarter, and wider links to amenities such as places of work, shops (Crown point retail park, and tourist attractions (Royal Armouries, Leeds Museum and The Tetley Gallery).	Would appeal to users since a high quality segregated route is being provided on a number of the City Centre's busiest roads which would otherwise serve to discourage less confident cyclists from cycling.	The cycle provision would be built to a high standard and quality thus providing a high level of comfort for cyclists. Interaction at junctions has been simplified with a consistent approach adopted to make it easier for the user to understand the layout.	A section of the Cycle Superhighway on Black Bull Street has already been delivered by the Ruth Gorse Academy. Vastint development on the former Tetley Brewery Site. Opportunity to contribute to our scheme. Crown Point Retail Park opportunity to contribute to a new Toucan crossing on Hunslet Lane. Former Evans Halshaw site redevelopment may provide an opportunity to enhance the facilities on Black Bull Lane and Hunslet Lane. Leeds College of Building expansion plans may provide an opportunity to enhance facilities on Black Bull Lane.		
	Cost Estimate:								
	£1,016,524.00								
	Length / km:		In combination with Section A this route would complete a link from the city centre to the Education Quarter.		It already serves as an attractive route to users which can be seen in the existing cycle flows. This is likely to encourage cyclists with disabilities or impairments to make more journeys by bicycle.				
	0.9								
	12 hour 2way weekday cycle flows 2016, *2014								
	350		The coherence of this section relies upon the delivery of Section A being implemented first otherwise it would only form an isolated link.	Improves access to places of work, skill development and education for all socio-economic classes.					
	Cyclist Collisions								
	5 cyclist collisions in the last 5 years. 1 Serious and 4 Slight in severity.								
	Collisions / Km								
5.6									
Section F Scoring		+2	0	+2	+2	+2	Overall Score: +8		