



CityConnect Consultation Report

Leeds City Centre Improvements

**September 2016**



## Summary of Key Findings






From 8th August 2016 to 9th September 2016, consultation on the CityConnect scheme proposals for Leeds City Centre was undertaken. There was a total of 205 responses received over the four week period both online and through community events.

Overall, 94% of all respondents were in favour of the proposals to segregate cyclist from motor traffic in Leeds City centre and 78% said it would encourage them to start cycling or cycle more within Leeds.

The scheme highlighted as the most important was the City Cycle Loop scheme with 46% of respondents listed it as number one. 29% listed the Cycle Superhighway 1 & 2 extensions as the most important route while only 7% listed the Education Quarter link's scheme as the most important.

After being presented with the CityConnect proposals for Leeds, each respondent was asked to comment on which aspects of the proposals they supported.

Overall, 5 themes were identified, these are:

-  Maintenance of cycleway, surface, width and signage
-  Access to Leeds Station
-  Cycle Parking
-  Links to Headingley
-  Cycle Superhighway

Many comments focused on the existing level of cycle storage across the city. Respondents requested additional cycle racks and hubs to make cycling a more appealing option.

Some respondents are concerned with the proposals for bi-directional cycle lanes. Not because they do not like the design but they are concerned with the 3m width. The majority of respondents are in support of the segregated cycle lanes but do just want to ensure they will be utilised as intended.

Numerous comments from members of the public related to existing cycle schemes already built or in the process of being built across Leeds. It is important to remember this consultation process regarded the proposed scheme for Leeds City Centre only.



# 1 Introduction

## Background

CityConnect is a series of improvements to the local environment to encourage people to walk and cycle as part of everyday journeys. It adopts principles of segregation and priority for cyclists which aim to address real and perceived safety concerns.

The CityConnect scheme is funded by the Department for Transport's Cycle City Ambition Grant. It consists of a number of projects all intended to inspire more people to cycle more often. By developing and improving cycle routes and engaging with local populations through activity based projects, CityConnect is working towards the vision of West Yorkshire being recognised as a great region for safe cycling. Increasing the level of cycling will improve air quality, lead to a healthier population, create a safer more attractive urban environment and improve the potential for economic growth through further access to employment and training.

In August 2016, Leeds City Council provided a 4 week consultation process allowing members of the public to comment on the proposed City Centre Improvements scheme. The consultation aims to engage with the future users as well as those impacted by the route and the additional measures proposed. This report aims to provide the results of the consultation process between 8<sup>th</sup> August and 2<sup>nd</sup> September 2016.

## Leeds City Centre Improvements

The Leeds CityConnect 2 scheme will build on the recently completed 23km Cycle Superhighway (CityConnect1) from Bradford to Leeds and Leeds to Seacroft, and expand the Cycle Superhighway network in Leeds City Centre. The ambition within Leeds is to provide an additional 10km of segregated Cycle Superhighways and the CityConnect2 proposals will deliver part of this ambition.

The scheme would include full segregation from general traffic, junction improvements to better accommodate cycles, segregated cycle crossings, improved pedestrian crossing facilities, cycleway bypasses at bus stops, cycle priority at side roads and signed links to and along streets with lower traffic numbers.

Leeds City Centre Improvements are split into 4 sections, these are:

- Cycle Superhighways 1 and 2 Extensions;
- Cycle Superhighway 3 – City Centre to Elland Road;
- A City Cycle Loop; and
- Education Quarter Links.



## Cycle Superhighway 1 & 2 Extensions

This would continue Cycle Superhighway 1 along Wellington Street and into City Square, and Cycle Superhighway 2 along Marsh Way, York Street and Kirkgate to Vicar Lane.

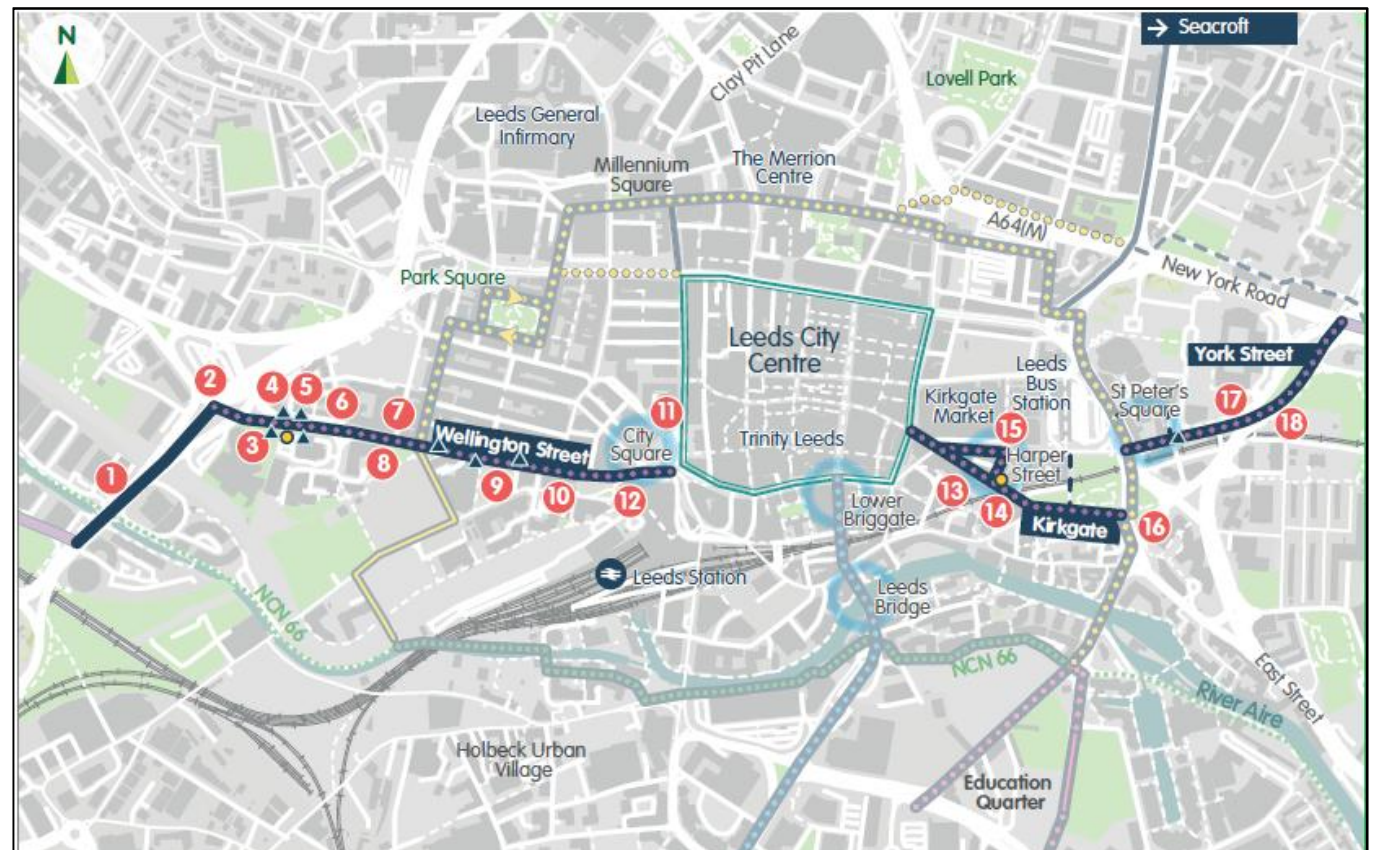
Two options are currently being investigated on Wellington Street, one which would provide a segregated one-way cycleway on either side of Wellington Street, and another which provides a two-way, segregated cycleway on the northern side of Wellington Street. The scheme will integrate with the existing cycle facilities at City Square and to also be compatible with the potential closure of City Square to through traffic.

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.

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 Superhighway between St Peters Street and Crown Point Road. Direct cycle facilities would also be provided on the 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 urban realm in this location.

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 of Harper Street to Vicar Lane and on New York Street, along with enhanced cycle facilities at the junctions.

### Cycle Superhighway 3 - City Centre to Elland Road

This would be the first part of a new Cycle Superhighway between the City Centre and Morley. 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.

This Superhighway would start at the junction of Boar Lane and Duncan Street with a proposed southbound contra-flow cycle lane on Lower Briggate and with on carriageway facilities for northbound cycles. Junction alterations are proposed at the junction of Boar Lane / Duncan Street and The Calls / Bridge End junctions to 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.

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 adjacent to the Elland Road Park & Ride.



## City Cycle Loop

The City Cycle Loop would provide a segregated cycleway around Leeds City Centre which would allow easy cycle movements around the City Centre and to the other Superhighway proposals and any future Cycle Superhighway routes.

The CityConnect 2 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 would use the existing NCN Route 66 and part of the Aire Valley Towpath. The western section would follow Queen Street, St Pauls Street, Park Square, and The Headrow, to then join the existing cycle facility on Cookridge Street. There are concerns regarding public realm impacts on the Headrow and therefore an alternative corridor alignment is being investigated via Oxford Place and Great George Street.

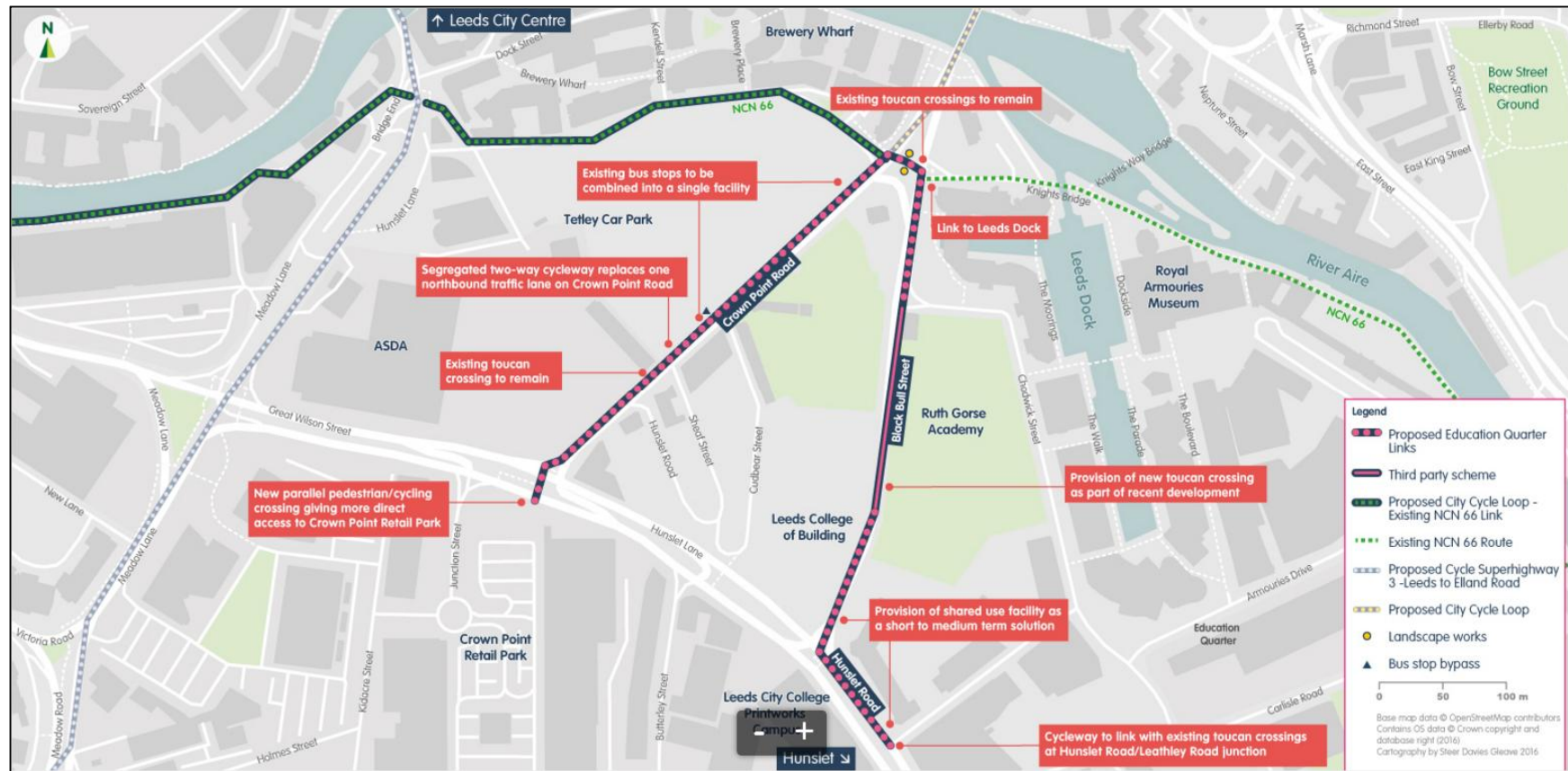




## Education Quarter Links

This link seeks to provide connections between the emerging Education Quarter (on Black Bull Street and Hunslett Lane) and Leeds Dock, to the City Centre and the wider Cycle Superhighway network. A section of the Cycle Superhighway on Black Bull Street is currently being delivered via an adjacent development, the Ruth Gorse Academy and with the route south of this development to be a shared-use facility.

A two-way, segregated cycleway is proposed on the western side of Crown Point road, with the cycleway to be provided through the removal of the nearside traffic lane. The proposed cycleways on Black Bull Street and Crown Point Road would link with existing cycle facilities and Toucan Crossings on Hunslett Road, and with improvements to the crossing facilities at the junction of Crown Point Road and Hunslett Road to provide better links to the Crown Point Retail Park.



## 2 Methods of consultation

Several methods of consultation were used:

- Users were encouraged to login **online** to comment on the scheme. The CityConnect Facebook and Twitter pages were used to promote events and provide information to the public.

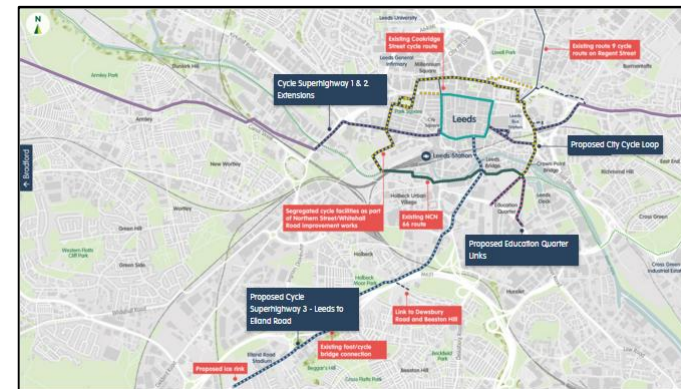


The same questionnaire used at events was also available online.

- Consultation Events** in community facilities where leaflets, maps and images were provided and the CityConnect team could engage with the public to obtain their views. A member of the CityConnect design team was also available to provide technical information about the scheme and discuss detailed aspects of the route design with consultees. At the events, members of the public were encouraged to fill out **short questionnaires** to obtain views and residential postcodes for each respondent to provide a geographical reference for each result.



- Door-drop** of consultation material to affected frontages. All residential and business properties fronting the route, received a pack containing a letter, section leaflet, detailed maps and details of consultation events.



- Key **Stakeholders** were identified and all were sent leaflets via email regarding scheme proposals and they were made aware of the consultation event dates and locations.





### 3 Questionnaire Results

Five events were held for the Leeds City Centre Improvements over a four week period between August 8<sup>th</sup> to September 9<sup>th</sup>, these were:

- Wellington House on 9<sup>th</sup> August
- Leeds Briggate on 10<sup>th</sup> August
- St Matthews Community Centre 15<sup>th</sup> August
- Trinity Shopping Centre on 6<sup>th</sup> September
- St Johns Centre on 7<sup>th</sup> September

At each consultation, members of the public were shown maps of the proposals before being asked to undertake a short questionnaire to obtain their views. As there a multiple proposals, there was a short question per each proposal and a summary questionnaire. Participants could choose which questionnaire they filled out. The summary questionnaire was not available online, online users comments on the proposals individually.

This report will present the results of the summary questionnaire first, and then detail the results of the more detailed questionnaires relating to specific proposals.

Over the 5 events there was a total of 116 respondents who filled out the summary questionnaire. 32 questionnaires were completed for the specific schemes at the events.

The summary questionnaire contained the following 4 questions:

- Do you support the segregation of cyclists and motor traffic in Leeds City Centre?
- Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?
- Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

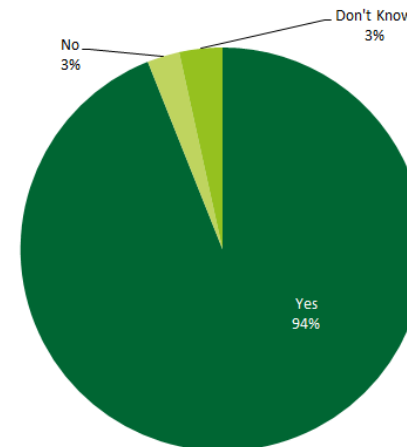
- Cycle Superhighway 1 and 2 extensions
- Cycle Superhighway 3 – City Centre to Elland Road
- City Cycle Loop
- Education Quarter Links

- Any Further Comments?

Results to each question will be reported with a summary of comments given by respondents.

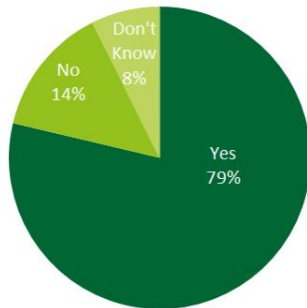
#### Q1 Do you support the segregation of cyclists and motor traffic in Leeds City Centre?

94% of respondents were in support of the proposed segregation of cyclists and motor traffic, 3% were against the proposal and 3% were unsure.



## Q2 Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?

78% of respondents said the proposed segregated cycleways would encourage them to start cycling or cycle more while 14% said it would not. 8% of participants said they did not know.



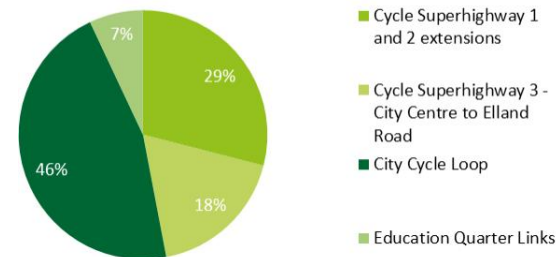
## Q3 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- 1 Cycle Superhighway 1 and 2 extensions
- 2 Cycle Superhighway 3 - City Centre to Elland Road
- 3 City Cycle Loop
- 4 Education Quarter Links

The following pie chart refers to respondent's first choice scheme. The summary questionnaire results show that 46% of respondents think the City Cycle Loop scheme is the most important with the Education Quarter Links scheme being the least important with 7%. Cycle Superhighway 1 and 2 extensions came in second place with 29% and

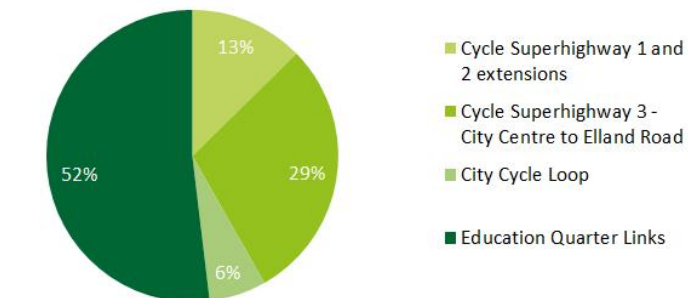
Cycle superhighway 3 – City Centre to Elland Road came third with 18%.

## Schemes listed as most important



The following pie chart refers to respondent's last choice scheme. The summary questionnaire results show that 52% of respondents think the Education Quarter scheme is the least important scheme. Only 6% of respondents listed the City Cycle loop as the least important scheme, respondents confirming it as the most popular choice for respondents.

## Fourth Choice Schemes



The questionnaires show the preferred order of importance of the City Centre Improvement schemes are:

- 1 – City Cycle Loop



- 2 – Cycle Superhighway 1 and 2 extensions
- 3 – Cycle Superhighway 3 – City Centre to Elland Road
- 4 – Education Quarter Links

#### Q4 Any further comments?

The comments provided by respondents were reviewed and categorised according to the topic area of the comment. Overall, 5 themes were identified, these are:

- 🚲 Maintenance of cycleway, surface and width
- 🚲 Leeds Station Access
- 🚲 Cycle Parking
- 🚲 Links to Headingley
- 🚲 Cycle Superhighway 1

#### 🚲 Maintenance of Cycleway, surface, width and signage.

Respondents were concerned over the maintenance schedule on any new cycle routes. Some highlighted current issues of glass on current cycleway and respondents were specific about the need for a high quality smooth surfacing.

Many respondents' commented on the width of the proposed cycleway. They were concerned with the proposed bi-directional routes and many questioned if 3m was wide enough for this design to be successful regardless of industry standards. Cyclists feel a wider path is needed for bi-directional travel in order to encourage already established cyclists to use them and not the road.

#### 🚲 Access to Leeds Station

Some respondents are concerned that the proposals may hinder current access to Leeds Station. Respondents felt that at present it is not seen to be fit for purpose.

#### 🚲 Cycle Parking

Generally respondents were in support of the proposals and were suggesting how to make the proposed successful. Many respondent requested additional cycle racks within the City Centre and along the route. Also more cycle hubs to be made available across the city.

Some respondent's comments on the lack of resources at the end of the journey, while this is not affected by the design of the route, it perhaps suggests that employers need assistance to encourage cycling within the workplace.

#### 🚲 Links to Headingley

Many respondents' commented on the lack of links to Headingley. Generally, respondents wanted to know why this area had not been considered as part of these proposals and if anything would be planned in the future.

#### 🚲 Cycle Superhighway 1

Many comments from respondents refer to the existing Cycle Superhighway 1 and older schemes which have taken place across the city. Many have expressed concerns that some previous schemes have not been completed or not been constructed to a high enough standard and they wish to see some lessons learnt before starting a new scheme.





## 4 Scheme Specific Questionnaire Results

Online and at consultation events, a questionnaire was provided for each individual scheme proposed as part of the City Centre improvements. In total, 32 scheme specific questionnaires were completed at the events and 57 were completed online giving a total of 89 completed questionnaires. Results will be presented per scheme.

### City Cycle Loop

There were a total of 33 questionnaires completed regarding the City Cycle Loop Proposals. The questionnaire contained 7 questions which were:

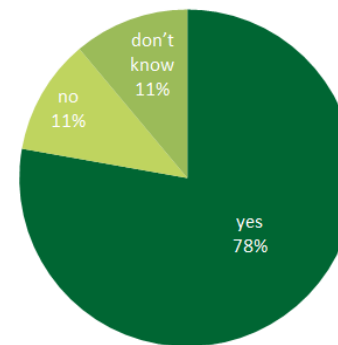
- 🚲 Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?
- 🚲 Which of the following options do you support?
  - 🚲 A – A two-way, segregated cycle Superhighway on New York Road between North Street and Regent Street?
  - 🚲 B – A two-way, segregated cycle Superhighway on Merrion Street, Templar Street and Bridge Street?
- 🚲 Do you support restricting the right turn onto Albion Street from Great George street in order to provide a direct cycle crossing and improved direct pedestrian crossings?
- 🚲 Do you support the loss of some on-street parking on Queens Street in order to provide a two-way, segregated cycle Superhighway?
- 🚲 Do you support the merging of the two existing pedestrian crossings on Merrion Street (between Woodhouse Lane and Wade Lane) into a single, wide, directly positioned crossing?
- 🚲 Do you support the segregation of cycles and motor vehicle traffic on St Peters Street?
- 🚲 Please rank the following proposed Leeds City Centre Ambition

schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- 🚲 Cycle Superhighway 1 and 2 extensions
- 🚲 Cycle Superhighway 3 – City Centre to Elland Road
- 🚲 City Cycle Loop
- 🚲 Education Quarter Links

Q1 Would new segregated cycle ways encourage you to start cycling or cycle more into and around Leeds City Centre?

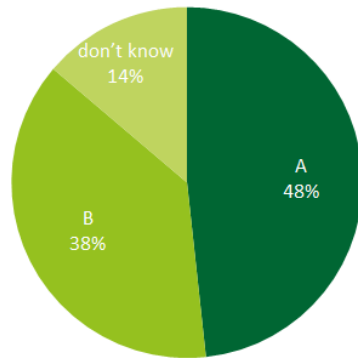
78% of respondents were in support of the proposed scheme, 11% did not support the proposals and 11% were unsure.



Q2 Which of the following options do you support? A a two-way, segregated cycle Superhighway on New York Road between North Street and Regent Street? OR B a two-way, segregated cycle Superhighway on Merrion Street, Templar Street and Bridge Street?

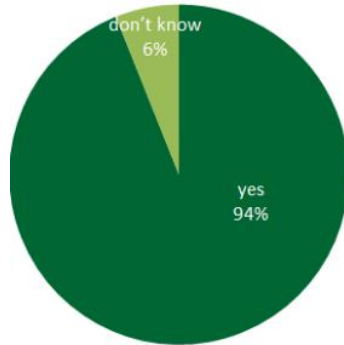
48% of respondents were in support of option A, 38% were in support of option B and 14% did not know.





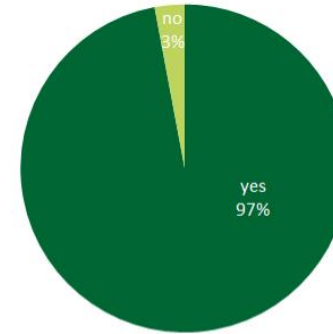
Q3 Do you support restricting the right turn onto Albion Street from Great George street?

94% of respondents were in support restricting the right turn while 6% did not know.



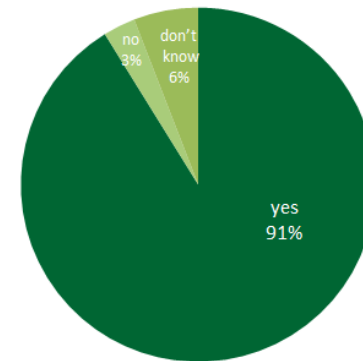
Q4 Do you support the loss of some on-street parking on Queens Street in order to provide a two-way, segregated cycle Superhighway?

97% of respondents were in support of the loss of on-street parking on Queens Street and 3% were not.



Q5 Do you support the merging of the two existing pedestrian crossings on Merrion Street into a single, wide, directly positioned crossing?

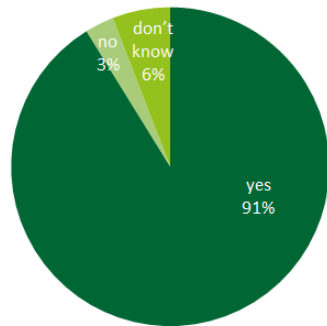
91% of respondents were in support of merging the two existing pedestrian crossings, while 3% were not and 6% did not know.



Q6 Do you support the segregation of cycles and motor vehicle traffic on St Peters Street?

91% of respondents were in support of segregation of cycle and motor traffic while 3% were not. 6% of respondents did not know.



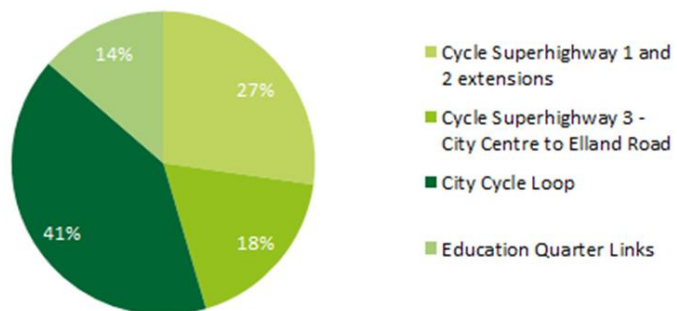


Q7 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- 🚲 Cycle Superhighway 1 and 2 extensions
- 🚲 Cycle Superhighway 3 - City Centre to Elland Road
- 🚲 City Cycle Loop
- 🚲 Education Quarter Links

The City Centre Loop was the scheme respondents thought was most important with 41% of respondents choosing it as number 1.

### First Choice Scheme





## Cycle Superhighway 1 & 2 Extensions

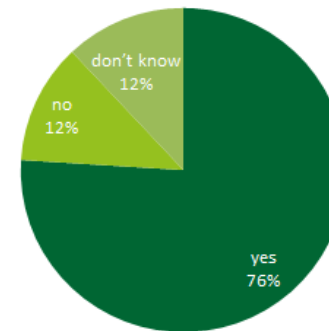
There were a total of 40 questionnaires completed regarding the Cycle Superhighway 1 & 2 extension proposals. The questionnaire contained 8 questions which were:

- 🚲 Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?
- 🚲 Do you support the segregation of cycles and motor vehicle traffic on Wellington Street?
- 🚲 Which of the following options do you support?
  - 🚲 A – A segregated one-way cycleway on either side of the majority of Wellington Street, OR
  - 🚲 B – A two-way, segregated cycleway on the northern side of Wellington Street?
- 🚲 Do you support the introduction of a southbound one-way system on Queen Street?
- 🚲 Do you support restricting vehicle movements at the junction of Wellington Street and Queen Street in order to provide improved pedestrian crossings and direct cycle crossings?
- 🚲 Do you support the segregation of cycles and pedestrians at the signalised crossing between Leeds train station and the former majestic building?
- 🚲 Do you support the introduction of direct cycle crossings at the junction of Kirkstall Road and Wellington Street to link to the Kirkstall Road cycle route?
- 🚲 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).
  - 🚲 Cycle Superhighway 1 and 2 extensions
  - 🚲 Cycle Superhighway 3 – City Centre to Elland Road
  - 🚲 City Cycle Loop

## 🚲 Education Quarter Links

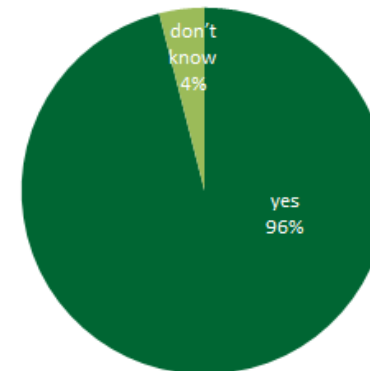
### Q1 Would new segregated cycle ways encourage you to start cycling or cycle more into and around Leeds City Centre?

76% of respondents were in support of the proposed scheme, 12 % of respondents commented that the proposals would not encourage them to cycle and 12% did not know.



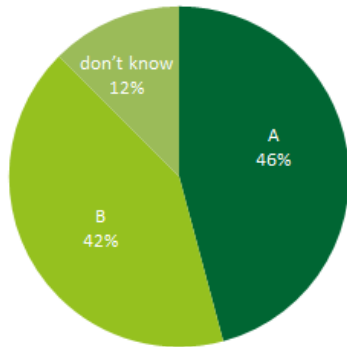
### Q2 Do you support the segregation of cycles and motor vehicle traffic on Wellington Street?

96% of respondents were in support of the segregation and 4% did not know.



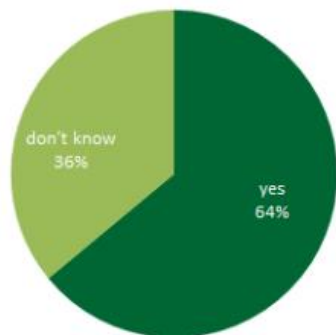
Q3 Which of the following options do you support? A - a segregated one-way cycleway on either side of the majority of Wellington Street, OR B - a two-way, segregated cycleway on the northern side of Wellington Street?

46% of respondents were in support of option A, 42% were in support of option B and 12% did not know.



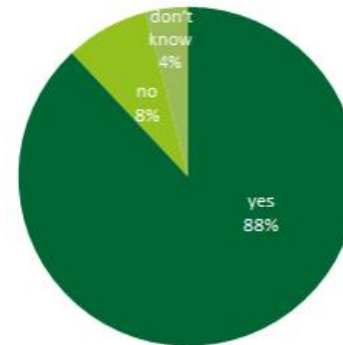
Q4 Do you support the introduction of a southbound one-way system on Queen Street?

64% of respondents were in support of the proposed one way system on Queen Street however 36% were unsure.



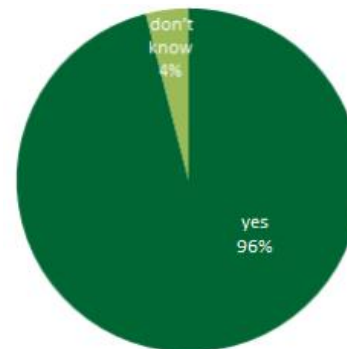
Q5 Do you support restricting vehicle movements at the junction of Wellington Street and Queen Street in order to provide improved pedestrian crossings and direct cycle crossings?

88% of respondents were in support of restriction vehicle movements on Wellington Street and Queen Street and 8% were not in support of the proposals. 4% were unsure.



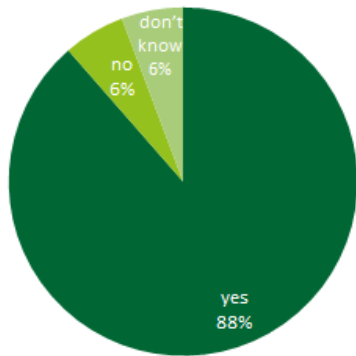
Q6 Do you support the segregation of cycles and pedestrians at the signalised crossing between Leeds train station and the former majestic building?

96% of respondents were in support of the segregation of cycles and pedestrians at the signalised crossing and 4% were unsure.



Q7 Do you support the introduction of direct cycle crossings at the junction of Kirkstall Road and Wellington Street to link to the Kirkstall Road cycle route?

88% of respondents were in support of the proposed cycle crossing ,  
6% did not support the proposals and 6% were unsure.

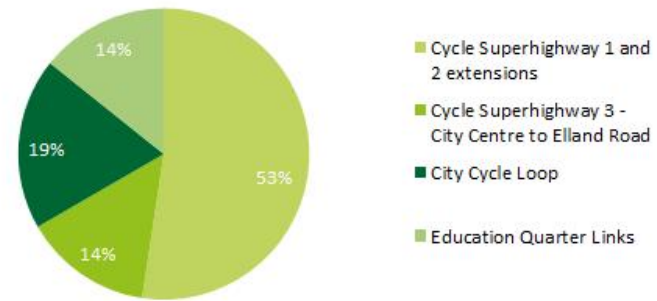


Q8 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- 1 Cycle Superhighway 1 and 2 extensions
- 2 Cycle Superhighway 3 - City Centre to Elland Road
- 3 City Cycle Loop
- 4 Education Quarter Links

The Cycle Superhighway 1 and 2 extensions was the scheme respondents thought was most important with 53%, 19% of respondents chose the City Cycle Loop, 14% chose the Cycle Superhighway 3 scheme and 14% chose the Education Quarter link scheme as the most important scheme to them.

### First Choice Scheme





## Cycle Superhighway 3 – City Centre to Elland Road

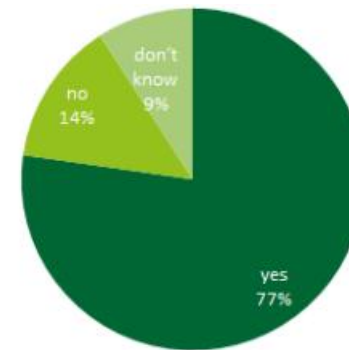
There were a total of 27 questionnaires completed regarding the Cycle Superhighway 3 – City Centre to Elland Road proposals. The questionnaire contained 8 questions which were:

- 🚲 Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?
- 🚲 Do you support the segregation of cycles and motor vehicle traffic over Leeds Bridge?
- 🚲 Do you support the proposals to reduce the number of outbound general traffic lanes on Meadow Lane and provide a dedicated lane for City bound traffic?
- 🚲 Do you support the provision of a new parallel pedestrian / cycle crossing of Meadow Road and Dewsbury Road, at the junction with Victoria Road?
- 🚲 In order to introduce segregated cycleways, do you support the restriction of parking on;
  - 🚲 Elland Road (south) in the vicinity of Revie Road?
  - 🚲 Elland Road (North) between Tilbury Road and Recreation Avenue?
  - 🚲 Holbeck Moor Road?
- 🚲 Do you support the introduction of an eastbound one-way system;
  - 🚲 For motor vehicles on Elland Road from the junction with Tilbury Road?
  - 🚲 For motor vehicles on Recreation Terrace and Recreation View?
- 🚲 Do you support the proposal for a segregated cycleway through Holbeck Moor Park?
- 🚲 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).
  - 🚲 Cycle Superhighway 1 and 2 extensions

- 🚲 Cycle Superhighway 3 – City Centre to Elland Road
- 🚲 City Cycle Loop
- 🚲 Education Quarter Links

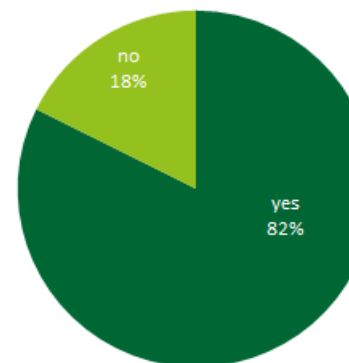
### Q1 Would new segregated cycle ways encourage you to start cycling or cycle more into and around Leeds City Centre?

77% of respondents were in support of the proposed scheme, 14 % were not and 9% did not know.



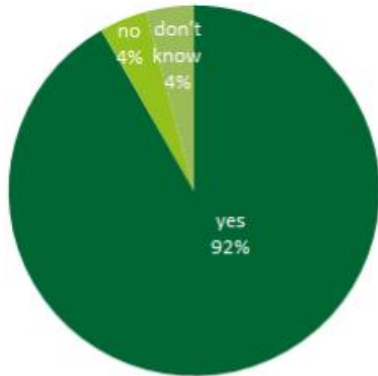
### Q2 Do you support the segregation of cycles and motor vehicle traffic over Leeds Bridge?

82% of respondents were in support of the proposed segregation of cycles and motor traffic and 18 % were not.



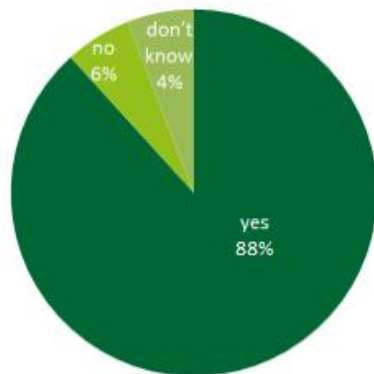
Q3 Do you support the proposals to reduce the number of outbound general traffic lanes on Meadow Lane and provide a dedicated lane for City bound traffic?

92% of respondents were in support of the proposal to reduce number of traffic lanes, 4% were not and 4% were unsure.



Q4 Do you support the provision of a new parallel pedestrian / cycle crossing of Meadow Road and Dewsbury Road, at the junction with Victoria Road?

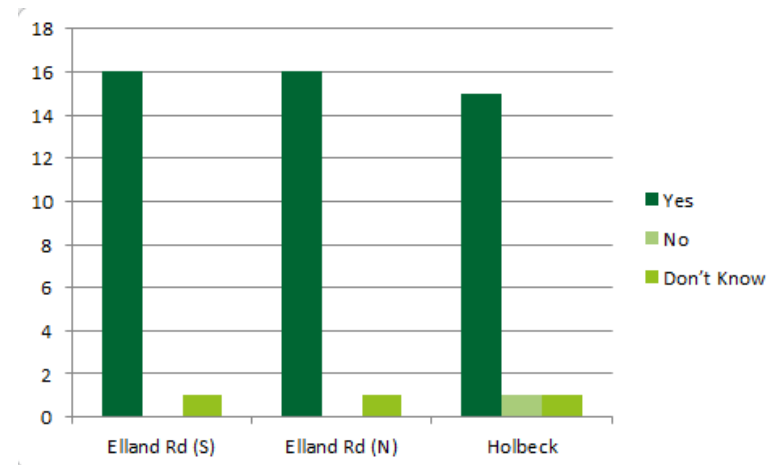
88% of respondents were in support of the proposed new pedestrian cycle crossing but 6% were not. 4% of respondents were not sure.



Q5 In order to introduce segregated cycleways, do you support the restriction of parking on;

- Elland Road (south) in the vicinity of Revie Road?
- Elland Road (North) between Tilbury Road and Recreation Avenue?
- Holbeck Moor Road?

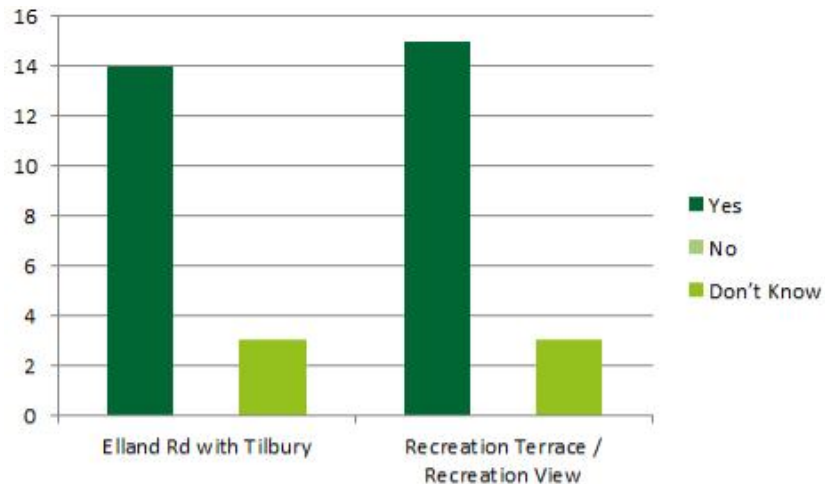
16 respondents said they supported the introduction of segregated cycle ways on Elland Road South, Elland Road North and 15 respondents said they supported them on Holbeck Moor Road. Zero respondent did not support the proposal on Holbeck and one respondent was unsure.



Q6 Do you support the introduction of an eastbound one-way system;

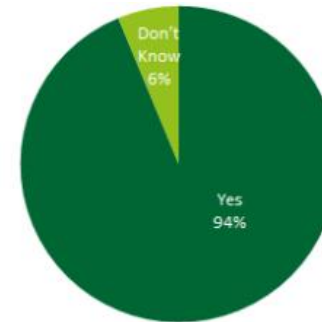
- For motor vehicles on Elland Road from the junction with Tilbury Road?
- For motor vehicles on Recreation Terrace and Recreation View?

15 respondents were in support of the recreation Terrace/ Recreation view proposals but 3 respondents were unsure. 14 respondents were in support with the Elland Road with Tilbury proposals and 3 were unsure. No respondents said they were not in support of these proposals.



Q7 Do you support the proposal for a segregated cycleway through Holbeck Moor Park?

94% of respondents were in support of the proposed segregated cycleway through Holbeck Moor Park while 6% did not know.

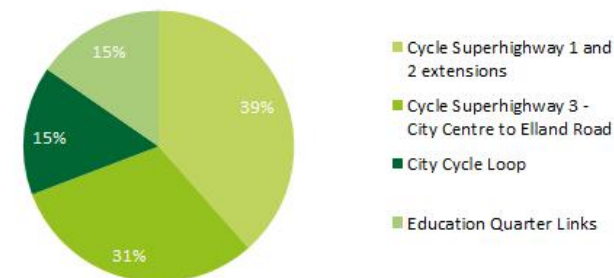


Q8 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- Cycle Superhighway 1 and 2 extensions
- Cycle Superhighway 3 - City Centre to Elland Road
- City Cycle Loop
- Education Quarter Links

Cycle Superhighway 1 and 2 extensions was the rated as the most important on this Cycle Superhighway 3 questionnaire with 39%. 31% of respondents chose the superhighway 3, and 15% chose the City Cycle Loop and Education Quarter scheme respectively.

#### First Choice Scheme





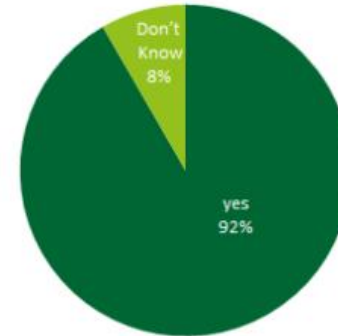
## Education Quarter Links

A total of 13 questionnaires completed regarding the Education Quarter Links proposals. The questionnaire contained 5 questions which were:

- Would new segregated cycleways encourage you to start cycling or cycle more into and around Leeds City Centre?
- Do you support the introduction of a segregated cycleway from Leeds City Centre to Leeds Dock and key education establishments on Black Bull Street & Hunslett Lane?
- Do you support replacing one of the northbound traffic lanes on Crown Point Road with a two-way, segregated Cycle Superhighway?
- Do you support the introduction of a parallel pedestrian / cycle crossing across Hunslet Road, to provide a more direct link with Crown Point Retail Park?
- Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).
  - Cycle Superhighway 1 and 2 extensions
  - Cycle Superhighway 3 – City Centre to Elland Road
  - City Cycle Loop
  - Education Quarter Links

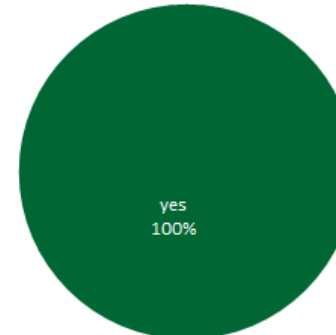
Q1 Would new segregated cycle ways encourage you to start cycling or cycle more into and around Leeds City Centre?

92% of respondents were in support of the proposed scheme, 14 % were not and 8% did not know.



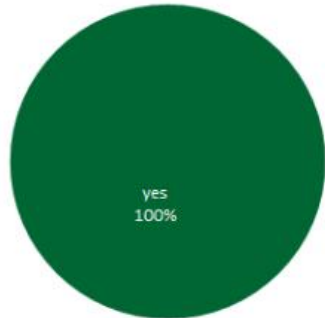
Q2 Do you support the introduction of a segregated cycleway from Leeds City Centre to Leeds Dock and key education establishments on Black Bull Street & Hunslett Lane?

All respondents were in support of this segregated cycleway from the City Centre to Leeds dock.



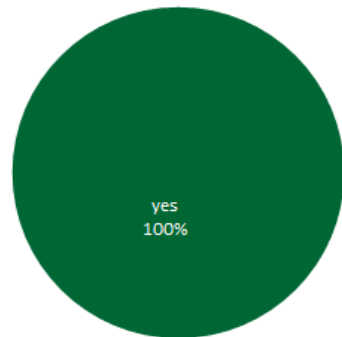
Q3 Do you support replacing one of the northbound traffic lanes on Crown Point Road with a two-way, segregated Cycle Superhighway?

All respondents were in support of replacing one of the northbound traffic lanes on Crown Point Road with a two-way segregated cycle superhighway.



Q4 Do you support the introduction of a parallel pedestrian / cycle crossing across Hunslet Road, to provide a more direct link with Crown Point Retail Park?

All respondents were in support of the introduction of a parallel pedestrian / cycle crossing across Hunslet Road.

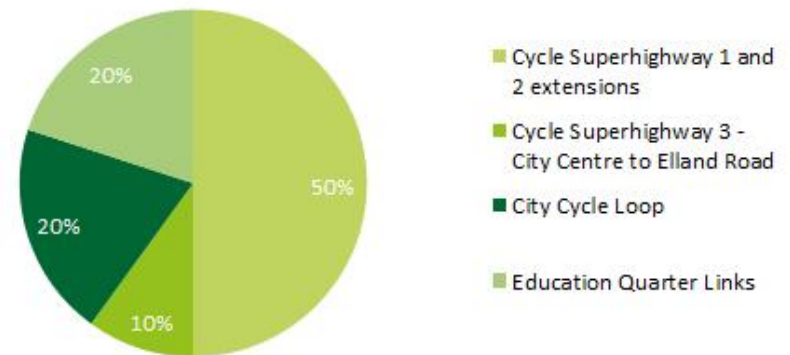


Q5 Please rank the following proposed Leeds City Centre Ambition schemes in order of which you see to be most important (where 1 is the most and 4 is the least).

- 1 Cycle Superhighway 1 and 2 extensions
- 2 Cycle Superhighway 3 - City Centre to Elland Road
- 3 City Cycle Loop
- 4 Education Quarter Links

Cycle Superhighway 1 and 2 extensions was the rated as the most important scheme on this Education Quarter scheme specific questionnaire with 50%. The superhighway 3 and City Loop was joint second at 20% and the education quarter was the rated the least important with 10%.

### First Choice Scheme



## 5 Local Business & Stakeholder Consultations

### **Leeds Civic Trust (24/08/16)**

Andy Norman went through all of the plans with them and described the scheme and the design approach.

They were happy with the proposals and said that they would write a letter of support.

### **Peter Brett – Representing Vastint, owners of the former Tetley brewery site and other land pockets nearby (30/08/16)**

Andy Norman and Andrew Thickett met with Edward Wheeler and Henk Gelens. After explaining the scheme to them they were supportive and the downgrading of Crown Point Road fits with their proposed masterplan, which looks to make this street two way and be more geared to cycles and walking (shared space).

### **Duke Studios, Yorkshire Design Company, Transport Enthusiast, NST Building Surveyor, Civic Trust) (11/08/16)**

Andy Norman met with the above stakeholders and the City Centre plans.

Issues that arose were centred around the Education Quarter area due to the business being located there; cycle routes should be all one colour, segregated areas clearly marked, cars (taxi's in particular) should be penalised for parking on cycle lanes (it was asked whether TRO will be enforced on these lanes).

Ideas that were put forward; Hunslet Road – one-way, make into a cycle route to give close access for students (Sheaf Street – across from centre into the Hunslet Stray), Regent Street – better for the more novice driver, route out from St Peter Street to East Street – bus lane only



## Conclusions

This report has summarised the method for consultation for the Leeds City Centre Improvement Schemes. Methods of consultation have been identified and the findings from the consultation process have been reported.

The consultation period began on the 8th August 2016 and closed on the 9th September 2016. Five consultation events were held at various locations across Leeds where members of the City Connect team were able to talk to members of the public regarding the proposed plans for the new cycle route. Maps and information were provided to allow the public to make their own informed opinions on the scheme and were asked to provide feedback. At the consultation events there were a total of 148 completed questionnaires.

The CityConnect website was available throughout the consultation period, and was actively advertised on Facebook and Twitter. A total of 57 responses were collected from these online services.

Business were consulted which would be directly affected by the route and their thoughts on the scheme were directed to Leeds City Council.

Overall, 94% of all respondents were in favour of segregating cyclists and motor traffic within Leeds City Centre and 78% of respondents said these proposals would encourage them to either take up cycling or cycle more within the city.

The City Cycle Loop was rated as the most important cycle to be delivered, followed closely by the Cycle Superhighways 1 and 2 extensions and the Cycle Superhighway 3, The Education Quarter proposals were reported as the least important to be delivered.





## Appendix - 1

### Social Media Comments

Facebook and Twitter were monitored for comments surrounding the scheme and many users expressed concerns that the plans were not detailed enough to understand how the route would look. Each comment has been listed as a separate bullet point.

- For it work you need to give cyclists right of way at left turns (as they would have on the main carriage way) and not make them less visible by bringing them in by 5m at the junction which is less safe for all than just staying on the road
- It's great idea all this cycling stuff. Great for the environment great for your health but for 9 months of the year we just ain't got the climate for it. Won't get used enough to justify the cost. Drain the canals and put a tram system in. It will be a massive shame to lose the canals but they are totally under utilised.
- I think the cycle lanes are a good idea, but unfortunately, how its all laid out is all wrong. Cars coming out of driveways, side roads, having to avoid pedestrians walking in the lanes. High curbs in places. Bus stops are a nightmare for cyclists and pedestrians alike. Poorly thought out plans.
- It's a start.. Definitely a start. But Leeds is coming from way back in the field. Cycling and walking and using public transport have to be made as attractive as hopping in a car if the predicted gridlock is to be avoided
- If we keep pushing quality cycle routes into the city centre then this will just add the increasing calls to pedestrianise/cyclify it. Let's keep supporting these ideas.



## Appendix - 2

Leeds Canal and River Trust Letter



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From: Martyn Coy [<mailto:Martyn.Coy@canalrivertrust.org.uk>]

Sent: 09 September 2016 10:23

To: City Connect <[cityconnect@westyorks-ca.gov.uk](mailto:cityconnect@westyorks-ca.gov.uk)>

Subject: Leeds City Centre Cycling Ambition - Consultation

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Dear Sir/Madam

Thank you for consulting the Trust on the Leeds City Centre Cycling Ambition Consultation.

I've unsuccessfully attempted to contact your department by telephone today as I was unable to register on the website to provide our comments. As such, we have the following comments to make.

We note that the 'City Cycle Loop' plan includes a section of the Leeds & Liverpool Canal towpath owned and managed by the Trust and a section of riverside walkway which acts as the towpath along the Aire & Calder Navigation which is not in the ownership of the Trust.

Both sections of the towpath comprise the existing National Cycle Network route 66 and are already used by many cyclists that enjoy the recreational, leisure and health benefits afforded by the canal and river towpaths.

The City Cycle Loop will help connect the rest of the City Centre with Leeds waterways and improve access and increase usage and enjoyment of them.

Increased usage will also result in an increase in wear and tear on our towpath and we would wish to understand whether the scheme will include long term funding arrangements for the future maintenance of the towpath. We would support such an approach. We would also wish to be involved in further discussions and partake in future consultation events as the scheme develops. For example, are physical works proposed to the towpath to carry out the scheme. Any works on our land will need our prior approval, so early discussions on this matter are strongly advised.

Please also note that the towpath is a shared route and future plans need to address potential conflicts and put in place solutions to overcome these. We do note that segregation is proposed and seek to understand if this is proposed on the towpath sections. We would welcome discussions on this aspect of the scheme also.

Should you have any queries please contact me.

Yours faithfully

Martyn Coy  
Area Planner  
Canal and River Trust  
07785241223

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Canal & River Trust is a charitable company limited by guarantee registered in England & Wales with company number 7807276 and charity number 1146792. Registered office address First Floor North, Station House, 500 Elder Gate, Milton Keynes MK9 1BB.

Elusen newydd yw Glandŵr Cymru sy'n gofalu am 2,000 o filltiroedd o ddyfrffyrdd yng Nghymru a Lloegr. Cymrwch ran, ymunwch â ni - Ewch i Rhoddion a Gwirfoddoli yn [www.glandwrcymru.org.uk](http://www.glandwrcymru.org.uk)

Mae Glandŵr Cymru yn gwmni cyfyngedig drwy warant a gofrestrwyd yng Nghymru a Lloegr gyda rhif cwmni 7807276 a rhif elusen gofrestredig 1146792. Swyddfa gofrestredig: First Floor North, Station House, 500 Elder Gate, Milton Keynes MK9 1BB.

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