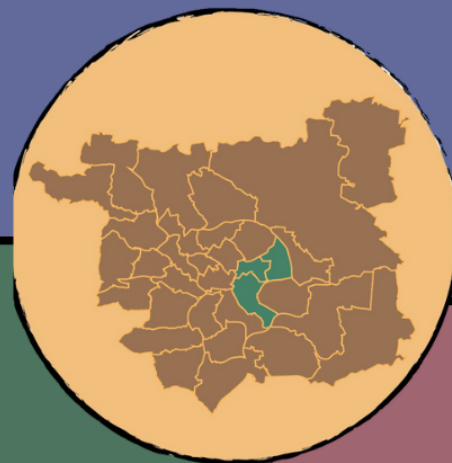


Leeds Streets for All

Local Area Transport Plans
Public Responses Report



Leeds Inner East

Burmantofts & Richmond Hill

Gipton & Harehills

Killingbeck & Seacroft



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Section 1: Why have a local area transport plan?

We are developing Local Area Transport Plans (LATPs) after the city-wide Connecting Leeds Transport Strategy was 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.

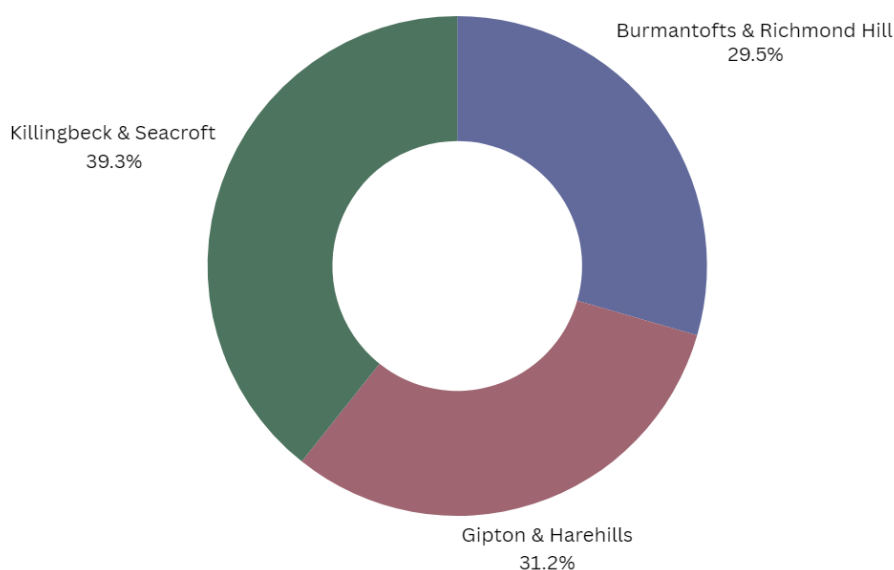
In recent years Leeds has enjoyed a massive increase in the funding available for transport improvements, which has predominantly been spent in the city centre and on other large highway schemes notably including the East Leeds Orbital Route (ELOR). This has allowed Leeds to catch up with other cities 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 which, for the Inner East Leeds, ran from Monday 29 July to Sunday 8 September 2024. It helped people record what type of improvements they want to see and where in their local areas.

The Survey



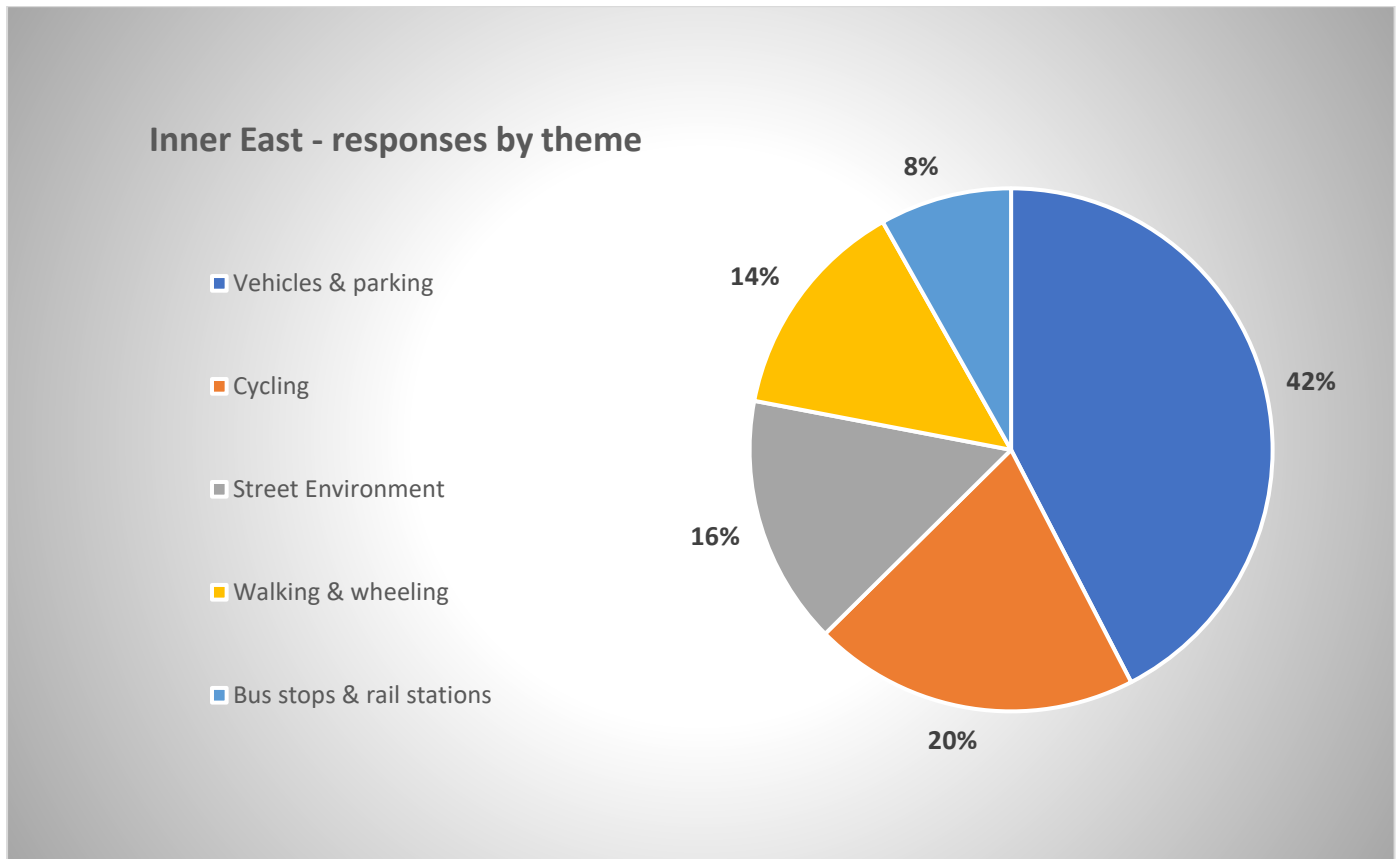
Nearly 2,800 people visited the consultation website of which 95 respondents left 257 pins. A total of 441 comments were analysed in this report, which includes 'free text' feedback. These comments were received for the three wards of Burmantofts & Richmond Hill, Gipton & Harehills and Killingbeck & Seacroft, with a similar number of comments received for each ward (see chart below).



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

We have developed an accompanied interactive mapping tool to support analysis of the 'Leeds Street for All' consultation which also includes Stats 19 collision data. This allows you to view the feedback across the Inner East 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
- Speeding
- Congestion/volume of traffic
- Vehicles using street as a rat-run
- Difficult sightlines (e.g. parked cars)

WALKING & WHEELING

Popular comments on walking and wheeling

- Inconsiderate parking
- Difficult to cross the road
- Obstruction on pavement (e.g. lamppost, bollard, bin, signpost, overgrown shrubs)

CYCLING

Popular comments on Cycling

- Cycle provision feels unsafe/inadequate
- No provision for people cycling
- Inconsiderate parking
- Cycle route not well connected

BUS STOPS & RAIL STATIONS

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

- New bus service needed
- Buses are late
- Hard to cross the road to access bus stop/rail station
- Timetable is wrong

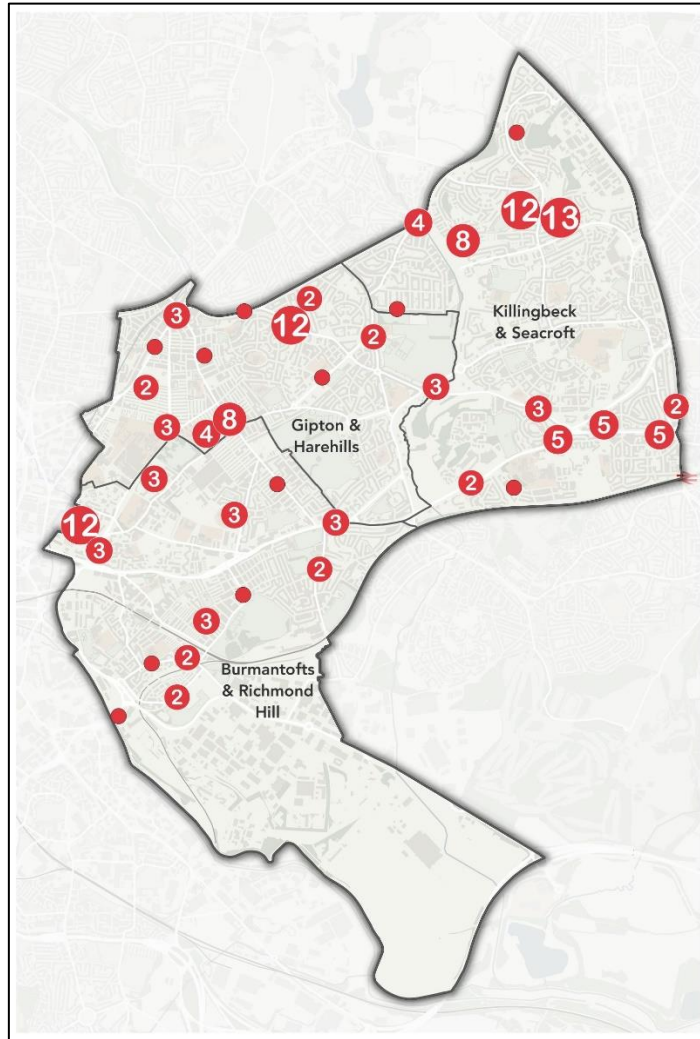
STREET ENVIRONMENT

Popular comments on the Street Environment

- Anti-social behaviour
- Litter/dog poo
- Overgrown shrubs
- Nowhere for children to play

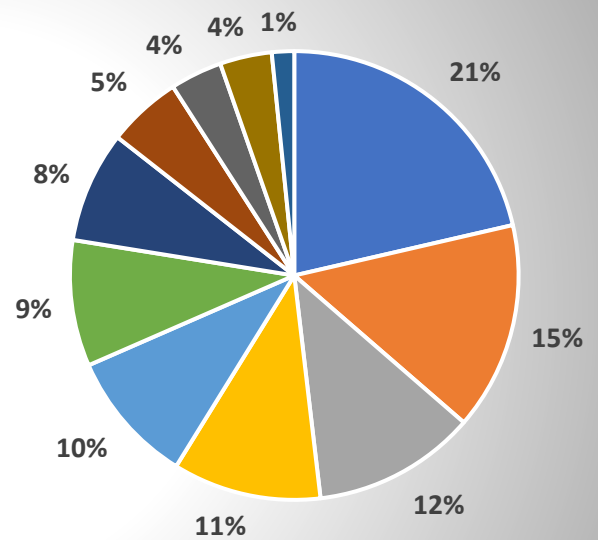
1. Vehicles and Parking

Where people commented:



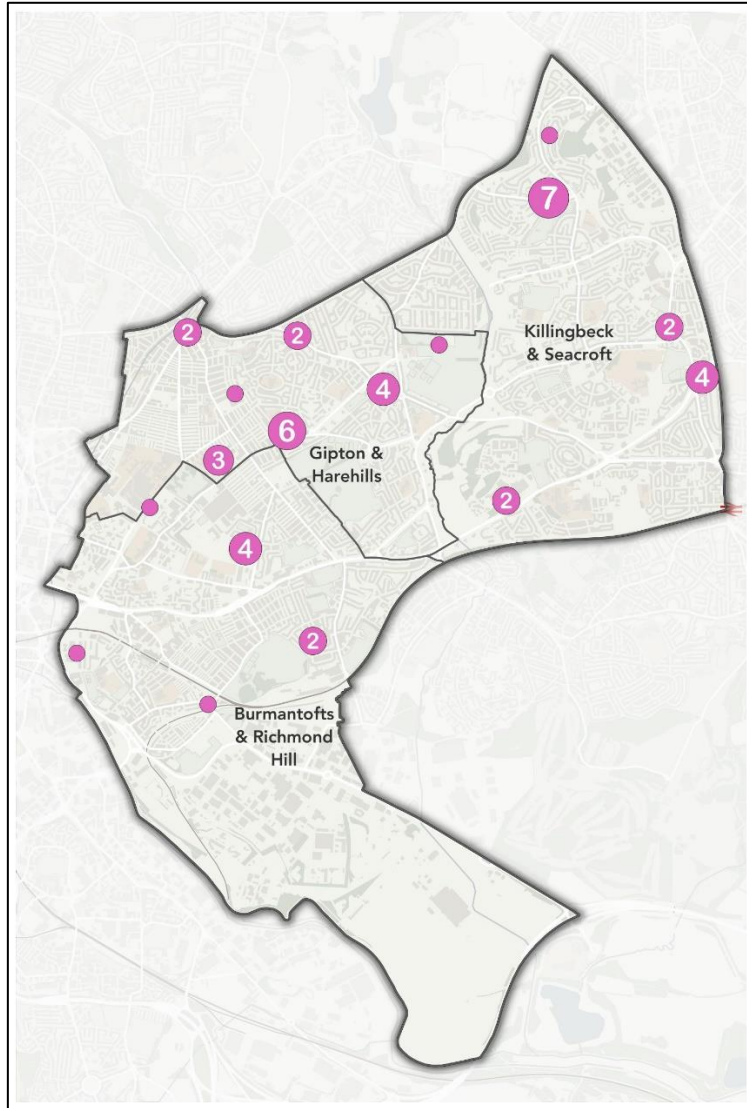
Vehicles & parking - breakdown of responses

- Inconsiderate parking
- Speeding
- Congestion/volume of traffic
- Vehicles using street as a rat-run
- Difficult sightlines (e.g. parked cars, overgrown shrubs)
- Not enough parking
- Highway maintenance (potholes, gritting etc.)
- Layout of junction
- Poor road markings/signage
- Street is too noisy
- Others (<4%)



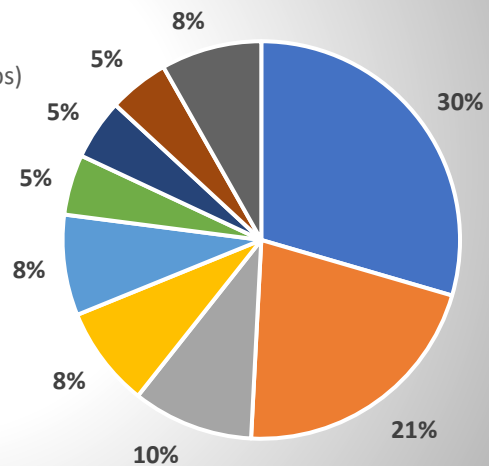
2. Walking and Wheeling

Where people commented:



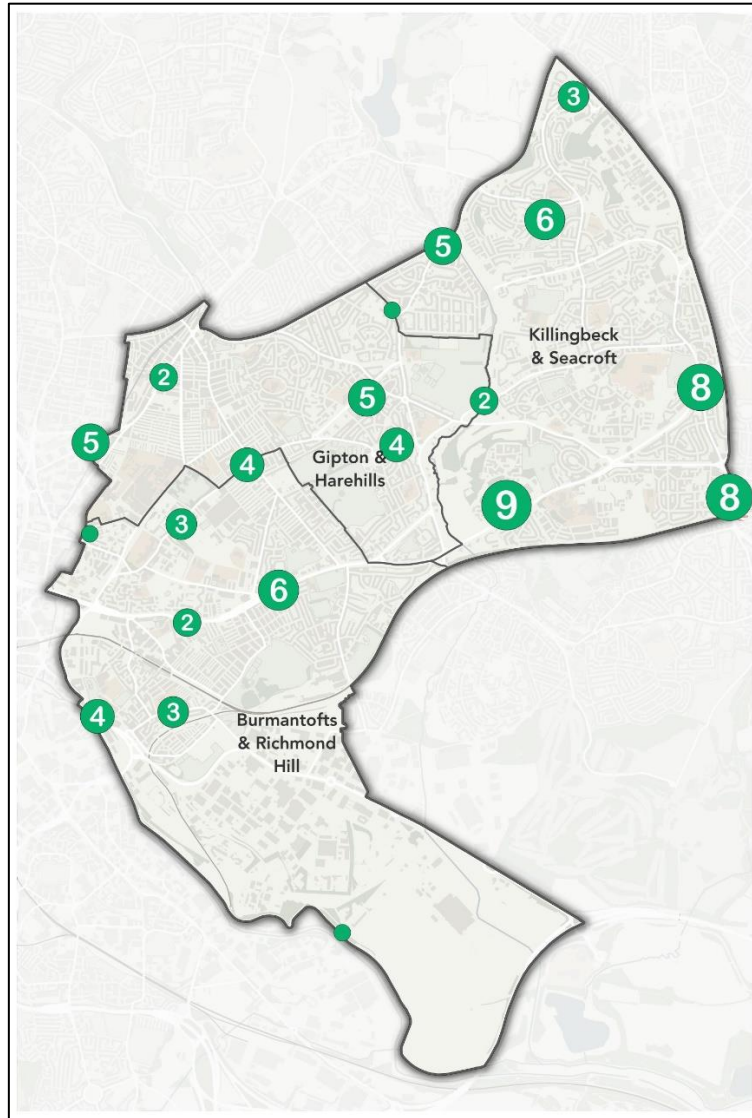
Walking & wheeling - breakdown of responses

- Inconsiderate parking
- Difficult to cross the road
- Obstruction on pavement (e.g. bin, signpost, overgrown shrubs)
- Litter/dog poo
- No accessible dropped kerbs
- Existing pedestrian crossing is slow to use
- Footway maintenance (gritting, uneven surface etc.)
- Pavement is shared with people cycling
- Other (<4%)



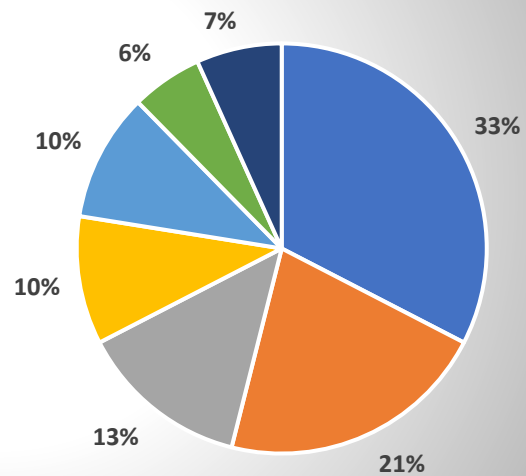
3. Cycling

Where people commented:



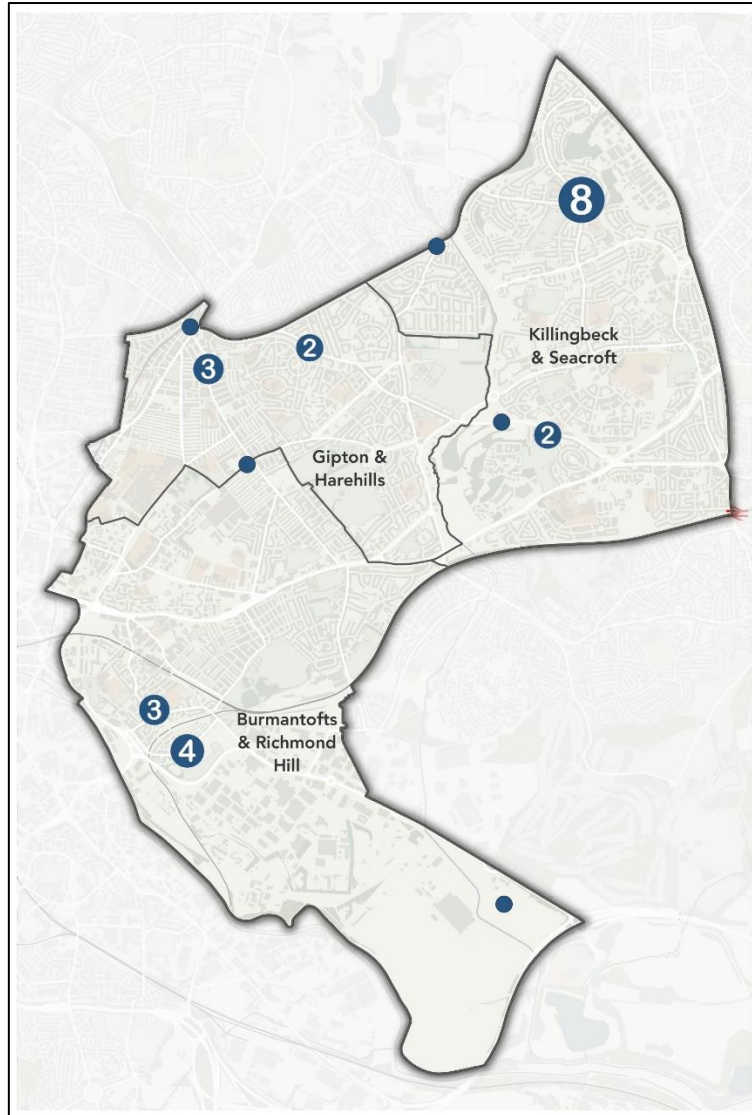
Cycling - breakdown by responses

- Cycle provision feels unsafe/inadequate
- No provision for people cycling
- Inconsiderate parking
- Cycle route not well connected
- Nowhere safe to park bike
- Difficult to cross the road
- Other (<4%)



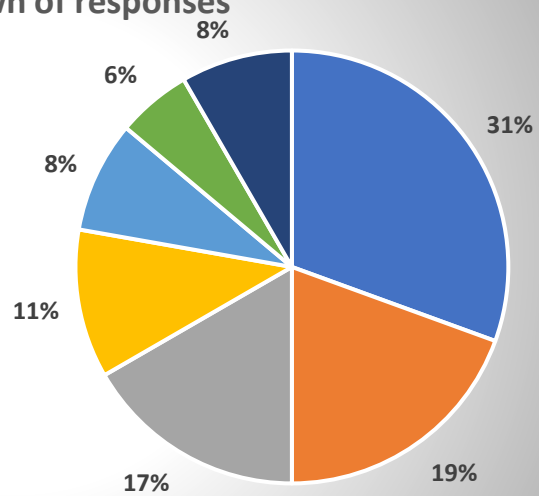
4. Accessing Bus Stops and Rail Stations

Where people commented.

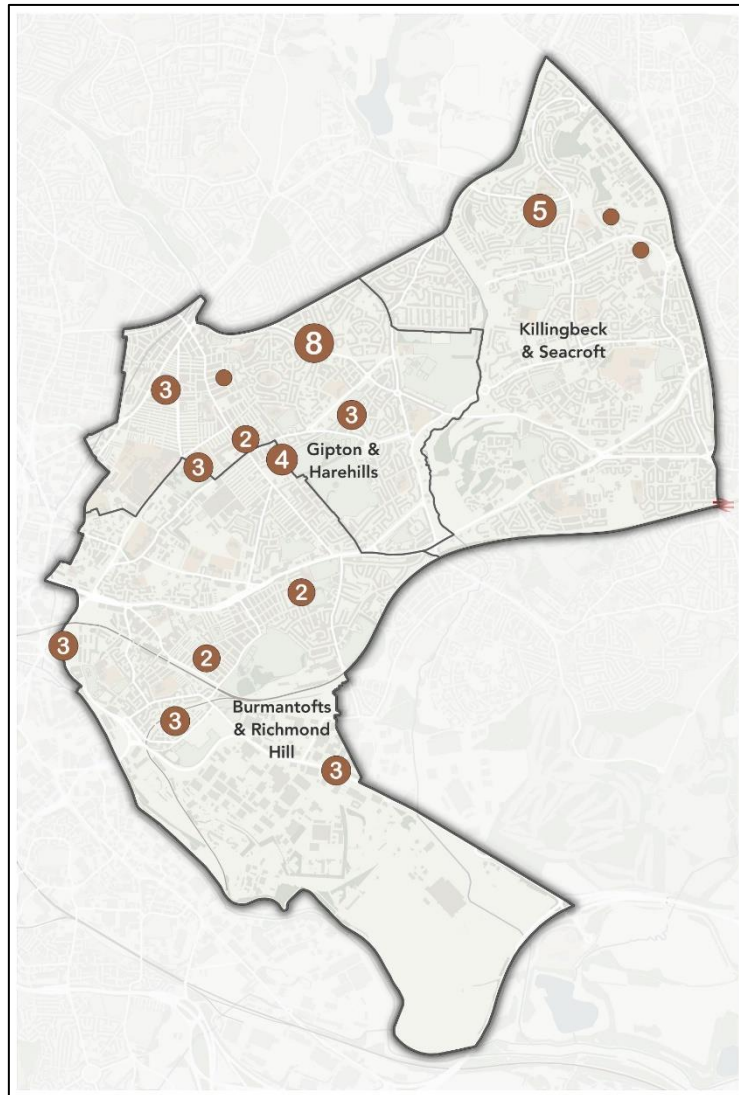


Bus stops & rail stations - breakdown of responses

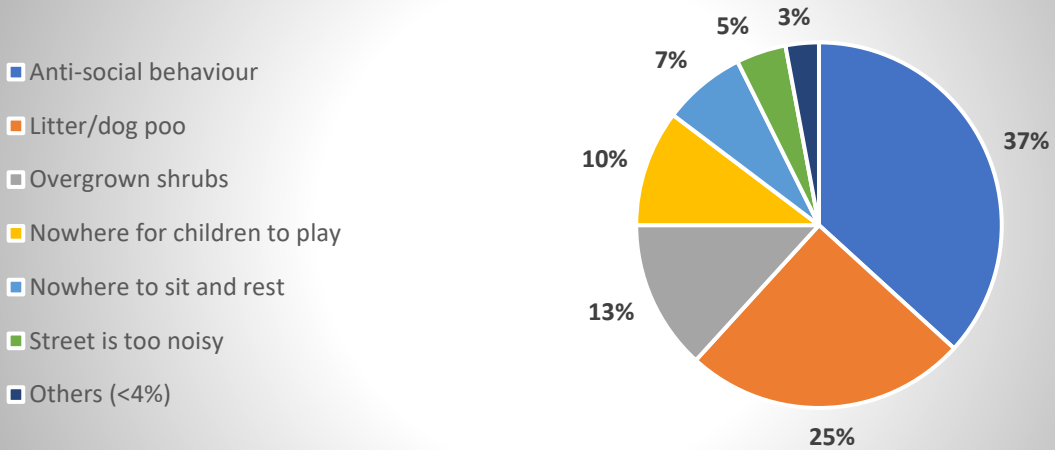
- New bus service needed
- Buses are late
- Hard to cross the road to access bus stop/rail station
- Timetable is wrong
- Bus shelter too small
- Not enough space around bus shelter
- Other (<4%)



Where people commented.



Street environment - breakdown of responses



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

Burmantofts Street and Beckett Street: City Centre to St James’s Hospital

This scheme aims to improve cycling, public transport, and pedestrian safety between Leeds City Centre and St James’s Hospital, on a 1km route along Burmantofts Street and Beckett Street. Proposals aim to speed up bus journey times between the city centre and the hospital and make it safer, easier and more convenient for people to travel in greener and healthier ways.

<https://beckettstreet.commonplace.is>

A64 Bus Priority Improvements

The A64 Route Improvement Scheme will help to improve delays along the route by adding bus priority at key road junctions and improving access for people walking and cycling. It aims to make commuting to work by bus easier and make the A64 safer for all road users. [A64 Bus Priority Improvements | Your Voice. The second stage of consultation finished on 4 February 2025.](#)

Active Travel Social Prescribing Pilot

This pilot is being conducted in the Burmantofts, Harehills, and Richmond Hill PCN area. It aims to create interventions that enhance active travel and encourage groups and individuals to become more active and improve their overall health. [Leeds Active Travel Social Prescribing Pilot - Arup.](#)






A58: Roundhay Road and Barrack Road Safety Improvements

We have proposals to improve the safety of a common collision hotspot on A58 Roundhay Road. Proposals aim to make it safer for all road users and more accessible for people walking, cycling and catching the bus. Consultation is scheduled for March 2025.

<https://a58improvements.commonplace.is/>

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 East are shown in table 1 which are all fully funded and designed ready to deliver in 2024/25 (April to April).

Locality	Street Name	Ward	Works Category	Works Description	Theme
Burmantofts / Richmond Hill / Gipton / Killingbeck	A64 York Rd	Burmantofts & Richmond Hill	Carriageway resurfacing	Various locations	
Burmantofts	Beckett St	Burmantofts & Richmond Hill	Carriageway improvements	Bus lane provision plus pedestrian and cycle improvements	  
Harehills	Shepherds Lane, junction with Roundhay Rd	Gipton & Harehills	Pedestrian crossing	Installation of new zebra crossing	




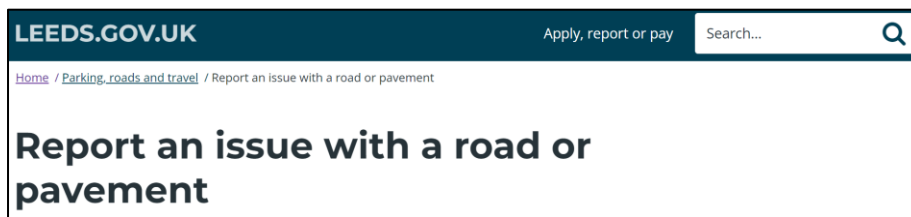
Gipton	Oakwood Lane	Gipton & Harehills	Pedestrian crossing	Installation of new zebra crossing	WALKING & WHEELING 
Seacroft	Kentmere Ave	Killingbeck & Seacroft	Street improvements	Street improvements: Pigeon Cote Road to Ramshead Hill	VEHICLES & PARKING 
Killingbeck	A64 York Rd	Killingbeck & Seacroft	Pedestrian crossing	Renew - traffic signals	WALKING & WHEELING 

Table 1 – Traffic Engineering forward plan of works 2024/2025

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](#).



Potential new local cycle and walking routes in Inner East.

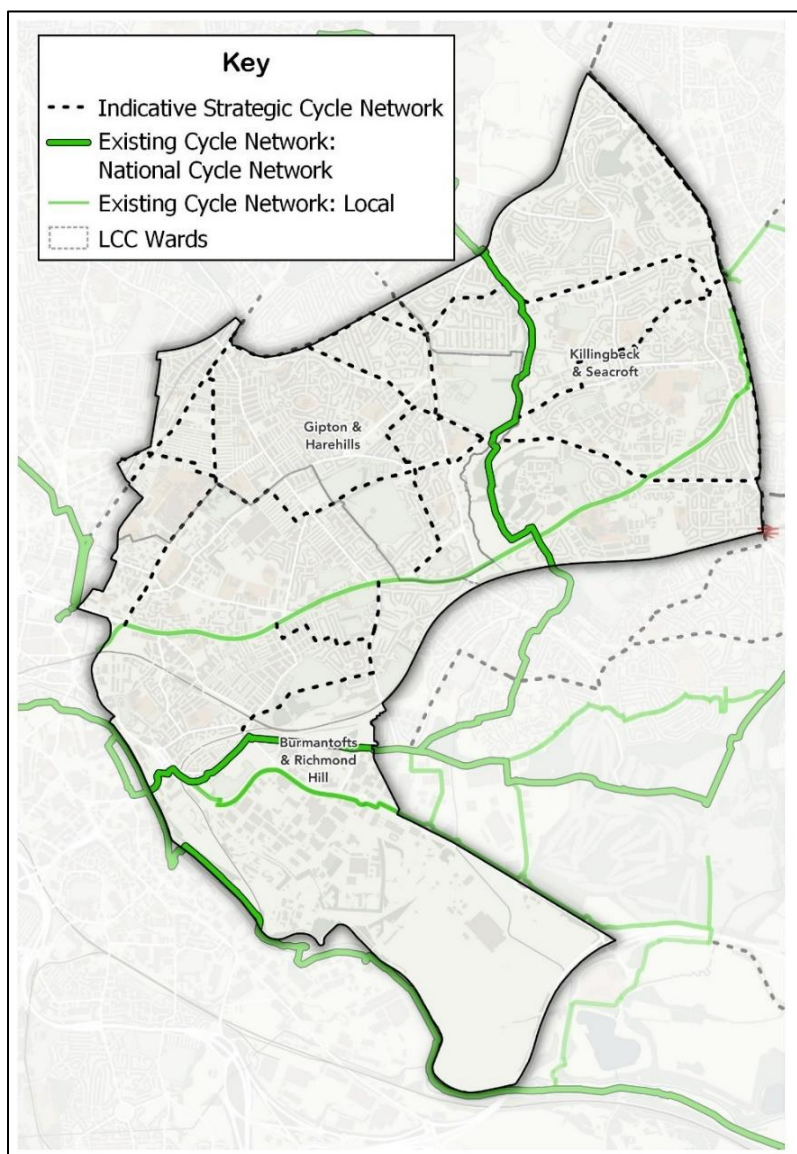
We are required by national Government to produce a Local Cycling and Walking Infrastructure Plan (LCWIP).

In Leeds we have worked with our partners at the West Yorkshire Combined Authority (WYCA) to create a list 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 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 Leeds Streets for All consultation. 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 Leeds Streets for All.

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

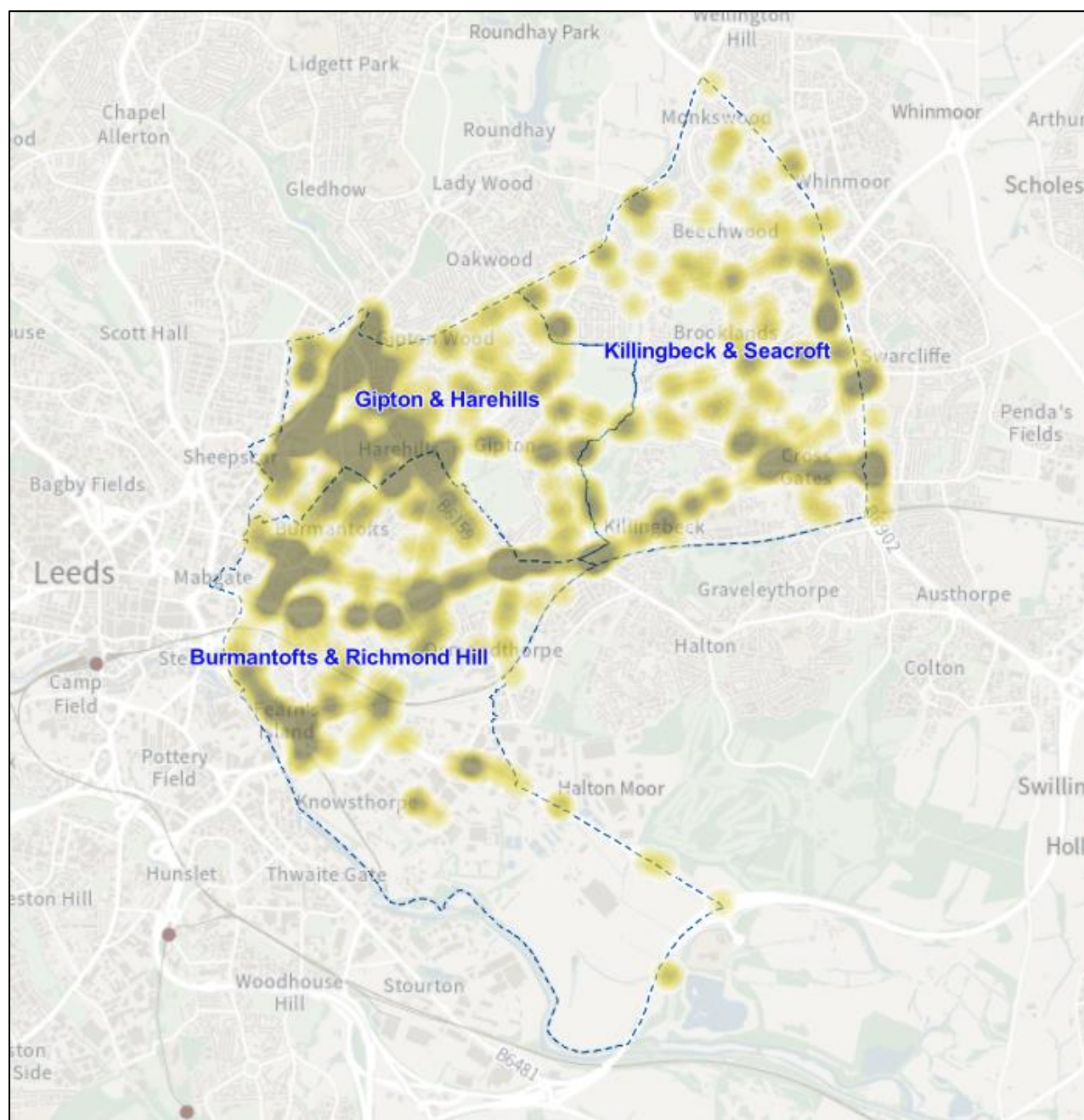
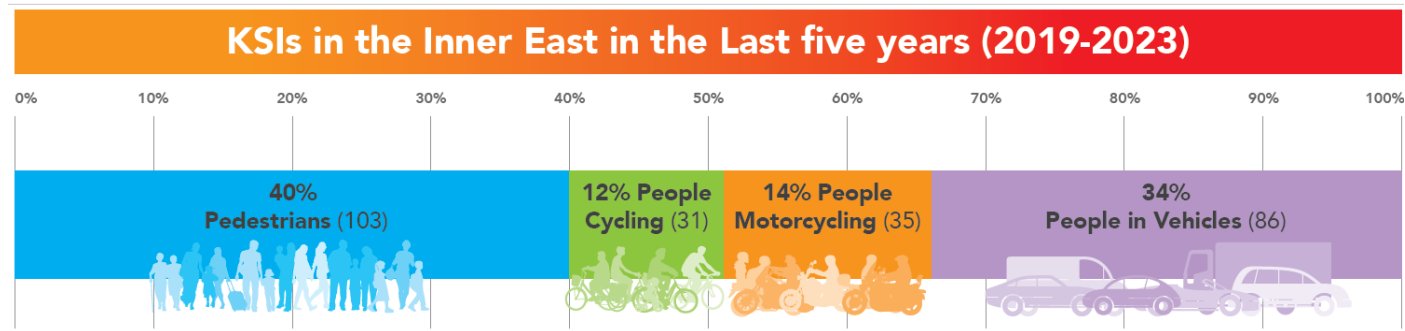
As we move forward with our LCWIP plans we will seek to develop improved ways of sharing these plans with communities and those interested in our walking and cycling networks.



Map 2 – Examples of potential new LCWIP routes in Inner East

Road collision data in Inner East

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



Map 3 – Heatmap showing locations of collisions across the last 5 years in the Inner East

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

Data from the Leeds Streets for All 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 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 East that have received the most comments. The map provides a visual display of the key locations where people have highlighted issues in the Inner East area.

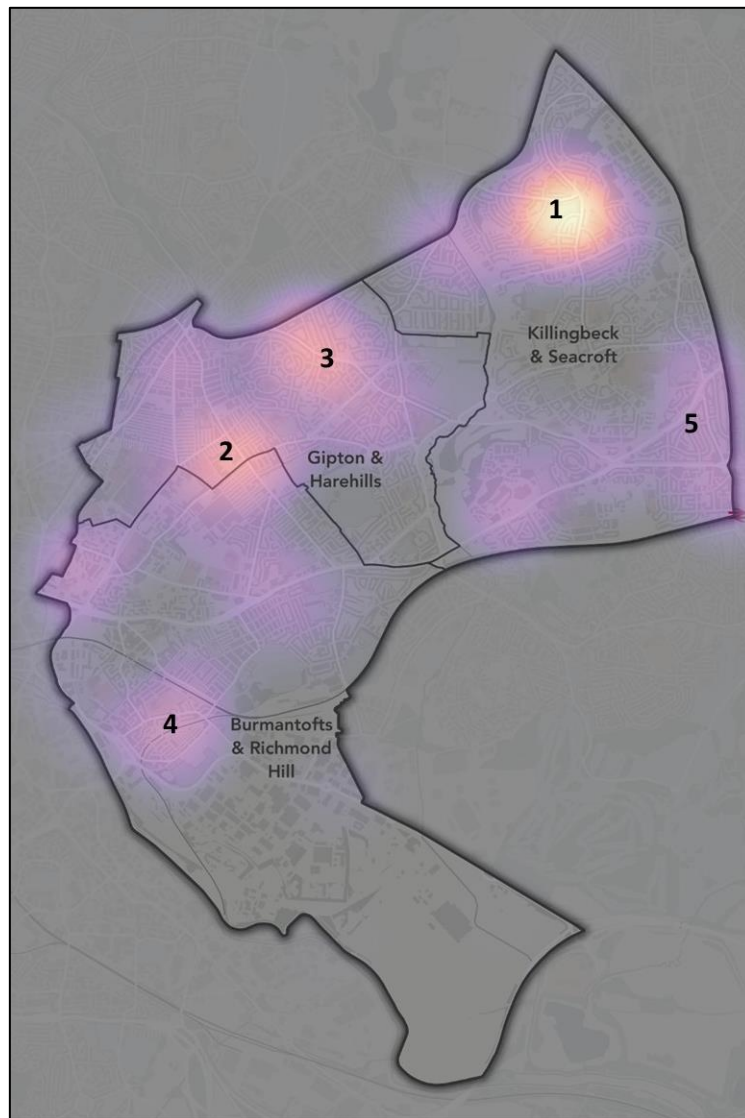


Figure 2 - Inner East survey response heatmap.

Map Number	Key Locations
1	Rein Park / Kentmere Avenue / Boggart Hill Drive, Seacroft
2	Harehills Lane / Compton Centre, Harehills
3	Amberton Road area, Gipton
4	Easy Road area, Richmond Hill
5	Poole estate, Cross Gates

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 and have been unable to resolve to date.

Suggested solutions	Theme	
Traffic calming measures to reduce anti-social driving.	VEHICLES & PARKING 	STREET ENVIRONMENT 
Identify new pedestrian and cycle road crossing points to improve safety.	CYCLING 	WALKING & WHEELING 
Review traffic management and road junctions to improve safety and pedestrian/cyclists experience.	VEHICLES & PARKING 	WALKING & WHEELING 
	BUS STOPS & RAIL STATIONS 	CYCLING 
Review local maintenance and vegetation clearance to ensure footpaths and alleyways are fully accessible.	STREET ENVIRONMENT 	WALKING & WHEELING 
Encourage the development of safer local cycling and walking routes to key local destinations i.e. schools, shops, libraries	WALKING & WHEELING 	CYCLING 
Review parking management and enforcement where inappropriate parking is blocking access to footpaths for pedestrians and making it difficult for public transport to pass along key routes, especially in local centres.	BUS STOPS & RAIL STATIONS 	VEHICLES & PARKING 
	WALKING & WHEELING 	
Residential/Local centre improvements – wider footpaths, safer crossings, better public transport access, better lighting, improved public realm and reduced inconsiderate parking	STREET ENVIRONMENT 	WALKING & WHEELING 
	VEHICLES & PARKING 	BUS STOPS & RAIL STATIONS 
Develop more sustainable travel routes between new housing developments and local amenities i.e. parks and recreational areas	CYCLING 	STREET ENVIRONMENT 
	WALKING & WHEELING 	

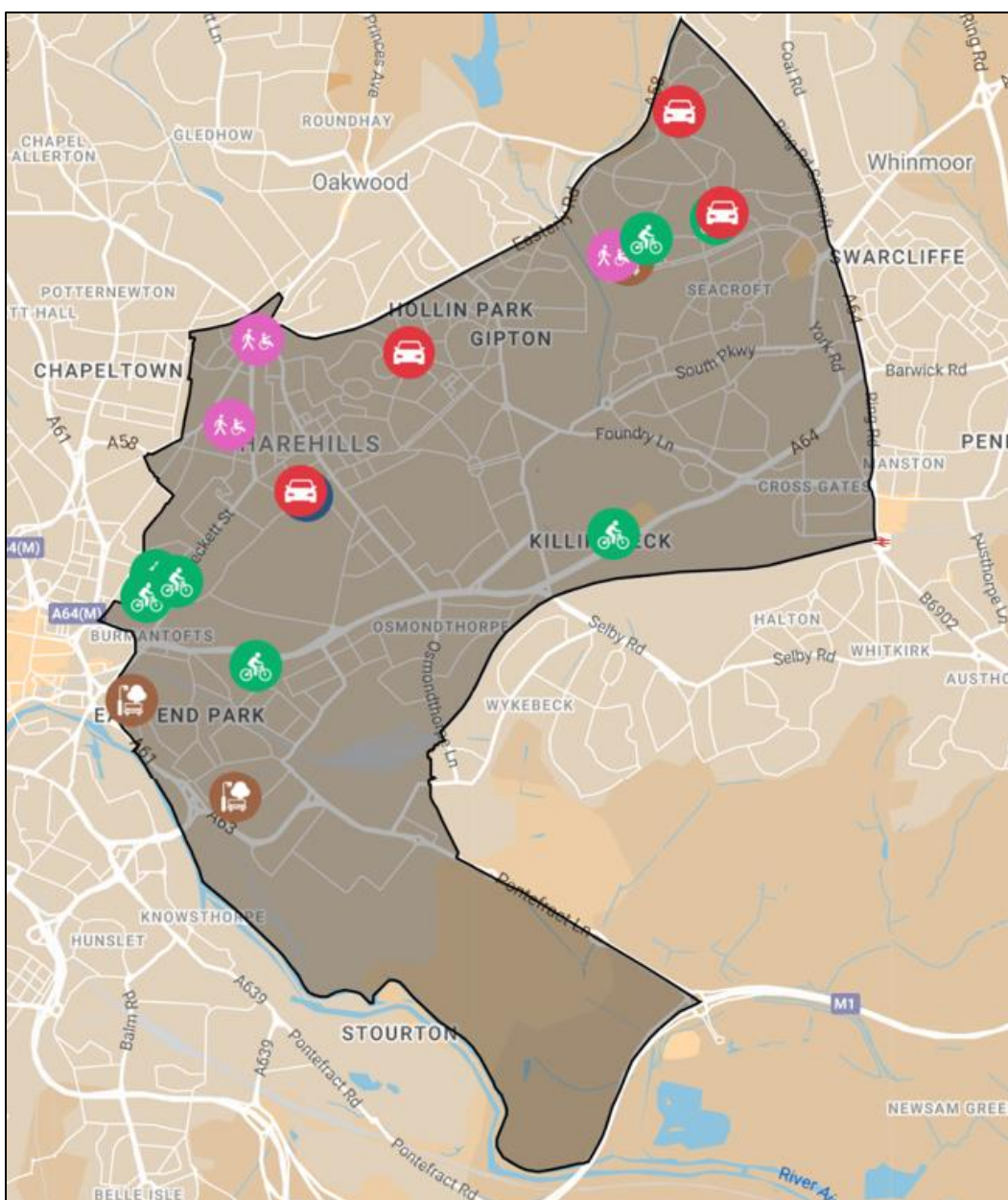
Table 3 – Suggested solutions










List of potential new schemes identified from the LATP survey in the Inner East









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.










Appendix 1: Proposed schemes mapped – The Local Plan



Ref	Proposed intervention	Type of intervention	Location	Alignment with Connecting Leeds Transport Strategy	Theme
1	Review current access arrangement at Asket Crescent. Opportunity to improve pedestrian experience and enforcement of one-way system by tightening junctions and better signage.	Traffic management and junctions	Asket Avenue and Asket Crescent, Seacroft.	<ul style="list-style-type: none"> - Healthier Streets approach - Improved pedestrian access and safety - Parking management 	<div style="background-color: #8B4513; color: white; padding: 5px; text-align: center;">STREET ENVIRONMENT </div> <div style="background-color: #D62728; color: white; padding: 5px; text-align: center;">VEHICLES & PARKING </div> <div style="background-color: #E377C2; color: white; padding: 5px; text-align: center;">WALKING & WHEELING </div>
2	Better access to green spaces and recreational facilities. Create more accessible and safer routes existing green spaces, parks and play areas together	Walking and public realm improvements	Kentmere Approach (and adjacent areas), Boggart Hill Drive into Rein Park.	<ul style="list-style-type: none"> - Healthier Streets approach - Improved pedestrian access and safety - Safe walking and cycling routes 	<div style="background-color: #2CA02C; color: white; padding: 5px; text-align: center;">CYCLING </div> <div style="background-color: #E377C2; color: white; padding: 5px; text-align: center;">WALKING & WHEELING </div> <div style="background-color: #8B4513; color: white; padding: 5px; text-align: center;">STREET ENVIRONMENT </div>
3	Review sustainable access to Our Lady of the Good Counsel Primary school.	Walking and cycling and public transport access improvements.	Pigeon Cote Road/Kentmere Avenue, Seacroft	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Safe walking and cycling routes - Safer routes to school - Parking management 	<div style="background-color: #2CA02C; color: white; padding: 5px; text-align: center;">CYCLING </div> <div style="background-color: #D62728; color: white; padding: 5px; text-align: center;">VEHICLES & PARKING </div> <div style="background-color: #1F77B4; color: white; padding: 5px; text-align: center;">BUS STOPS & RAIL STATIONS </div>

					<p>WALKING & WHEELING </p>
4	Review parking arrangement/provision along Ramshead Crescent. Look to encourage residents to use available parking away from houses to reduce inconsiderate pavement parking.	Parking management	Ramshead Crescent, Seacroft	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Parking management 	<p>VEHICLES & PARKING </p> <p>WALKING & WHEELING </p>
5	Look at ways to improve the wide, four junction on Amberton Road / Foundry Avenue / Gipton Wood Road. Potential to tighten the junction mouths to reduce speed and create more greenspace/public realm.	Junction improvements	Amberton Road / Foundry Avenue / Gipton Wood Road.	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Safe walking and cycling routes - Safer Roads 	<p>WALKING & WHEELING </p> <p>CYCLING </p> <p>VEHICLES & PARKING </p> <p>STREET ENVIRONMENT </p>
6	Increase reliability of the Fforde Green junction for all users, particular pedestrians wanting to cross Harehills Lane/ Roundhay Road. Reduce severance for pedestrians.	Major junction improvements and crossing facilities	Fforde Grene junction	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Safe walking and cycling routes 	<p>WALKING & WHEELING </p>

					VEHICLES & PARKING 
7	Opportunities to review dual carriageway roads in residential areas - Placemaking	Regeneration of existing residential highways	For example, Oak Tree Drive, Gipton	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Safe walking and cycling routes - Safer Roads 	WALKING & WHEELING  VEHICLES & PARKING  CYCLING 
8	Review suitability of Compton Place bus stop and inconsiderate parking on Compton Place and Florence Street	Access to public transport and local shops	Compton Road	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Safe walking and cycling routes - Inclusive and accessible to everyone 	BUS STOPS & RAIL STATIONS  WALKING & WHEELING  VEHICLES & PARKING 
9	Options to reduce displacement of traffic using Elford Grove between Roundhay Road and Harehills Road.	Traffic management	Elford Grove	<ul style="list-style-type: none"> - Safer Roads - Safe walking and cycling routes - Healthier Streets approach 	WALKING & WHEELING  VEHICLES & PARKING 

					<p>CYCLING </p>
10	Review pedestrian crossing options from the Avenue Saxton Garden / Mill Street junction.	Walking and public realm improvements	Saxton Gardens	<ul style="list-style-type: none"> - Safer Roads - Inclusive and accessible to everyone. - Heathier Streets approach 	<p>STREET ENVIRONMENT </p>
					<p>WALKING & WHEELING </p>
11	Investigate secure cycle parking provision in Mabgate/Lincoln Green to support local (high rise) residents.	Parking management	Cromwell Street and Lincoln Road	<ul style="list-style-type: none"> - Improved pedestrian access and safety - Parking management 	<p>CYCLING </p>
					<p>BUS STOPS & RAIL STATIONS </p>
12	Build on the Lincoln Road placemaking scheme leading to St James Hospital. Potential to incorporate future bike share sites.	Walking and public realm improvements	Lincoln Green	<ul style="list-style-type: none"> - Inclusive and accessible to everyone. - Heathier Streets Approach 	<p>CYCLING </p>
					<p>WALKING & WHEELING </p>
13	Review opportunities to improve the York Road cycle superhighway to increase safety and user experience. Upgrading the route and reviewing cycle parking requirements.	Upgraded cycle infrastructure	<p>At key locations along the A64 Cycle Superhighway route.</p> <ul style="list-style-type: none"> • Temple View Rd junction adjacent to the Irish Centre • Killingbeck Drive junction and adjacent Retail Park 	<ul style="list-style-type: none"> - Safer Roads Safe walking and cycling routes - Healthier Streets approach 	<p>CYCLING </p>
					<p>WALKING & WHEELING </p>




14	Look to increase public seating around the Cross Green area.	Walking and public realm improvements	Cross Green	<ul style="list-style-type: none"> - Inclusive and accessible to everyone. - Heathier Streets approach 	<div data-bbox="1834 97 2152 225">STREET ENVIRONMENT </div> <div data-bbox="1834 225 2152 352">BUS STOPS & RAIL STATIONS </div> <div data-bbox="1834 352 2152 497">WALKING & WHEELING </div>
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Table 4 – Potential list of new transport improvement schemes.

Sources of Funding

All areas of Leeds (including Inner East) 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.

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	Heathly 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 £19.8 Billion 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](#)