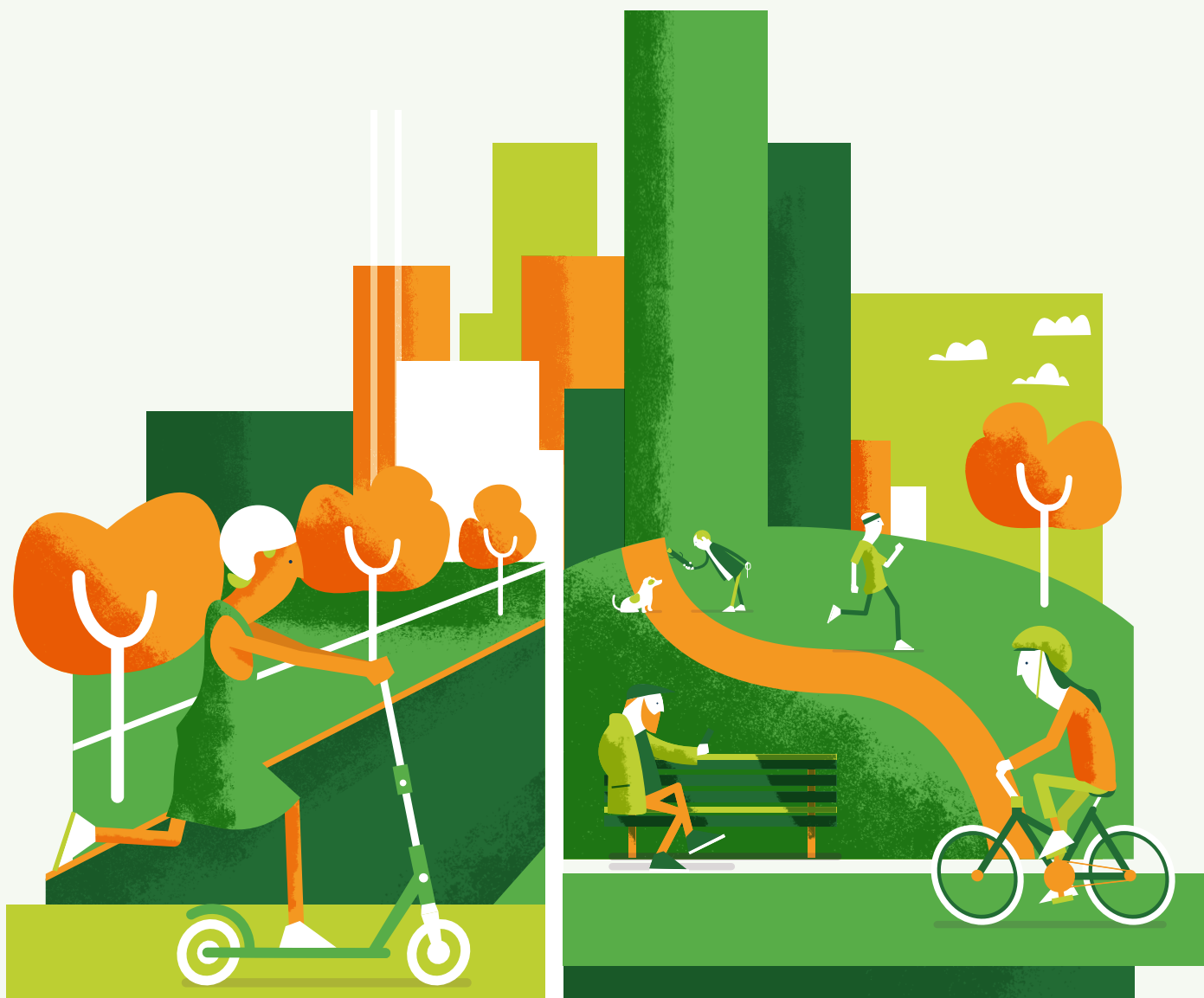


# Sustainable Travel



## Walking

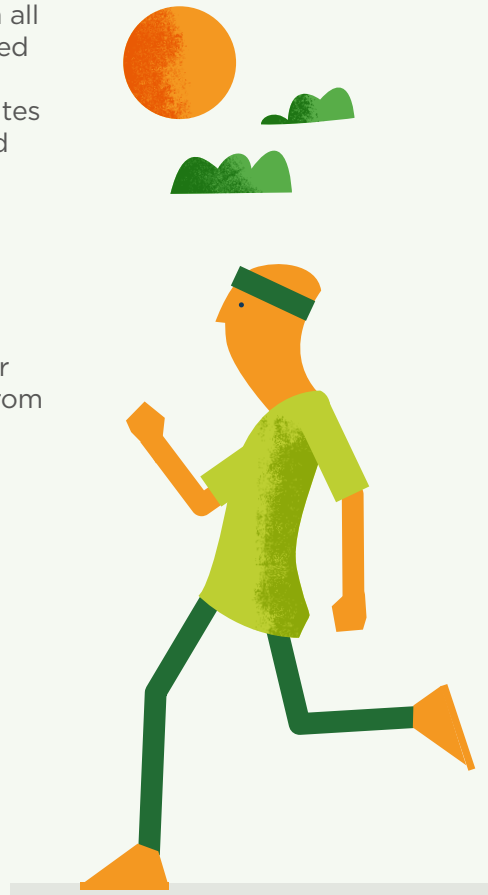
Walking is the simplest, cheapest, most efficient, greenest and healthiest means of moving around the city. Walking is a component of almost all journeys and it has the potential to replace the car for a high proportion of short trips.

All decisions on transport should take into account the impact on walking, which should be the city's primary mode of transport. Currently, the pedestrian environment is sub-optimal, especially in the inner city where rates of walking are highest.

Leeds must carefully consider how pedestrians experience our city. We should ensure that pedestrians are catered for on all roads with safe, well-maintained and generous pavements and crossing facilities. Walking routes must be accessible to disabled users, including the blind and partially sighted. Off-street walking routes should be clean, accessible and well-lit. Across the city, and especially in the central and inner areas, there is considerable scope for re-allocating highway space from general traffic to pedestrians.

Direct walking routes are often hindered by physical barriers such as highways and railways, which pedestrians cannot cross. Providing more opportunities for pedestrians to cross such barriers would help connect the inner city to the city centre.

In the past, the creation of cul-de-sacs and impermeable developments has hindered walking. There is a need to open up new pedestrian rights of way through existing residential and commercial developments to create more direct and attractive walking routes.



## Cycling

The city should develop a comprehensive network of safe and effective cycling routes to enable people of all abilities, including children and people with lower levels of physical fitness, to cycle in the city. These should be a mix of fully segregated on-road and off-road cycling routes. Such measures will provide for cycling as an ordinary means of transport as well as a leisure activity.

The key design features that make cycling safe and attractive include:

- cycle lanes protected by a curb or level change;
- cycle route priority across minor side roads;
- cycle user priority and protection at all junctions.

Cycle users also benefit from lower traffic speeds and proper enforcement of rules around passing cyclists and parking in mandatory cycle lanes.

Adequate secure cycle parking should be provided in the city centre, neighbourhood and district centres, at public transport hubs and key destinations. E-bikes make cycling more accessible to more people, and should be encouraged by providing charging points across the city.

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