

KIRKSTALL VALLEY PARK

Feasibility Study and Design Proposals

A Great Network: Movement and Circulation



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INTRODUCTION

This study has been undertaken by DesignLeeds, the research and practice arm of The Leeds School of Architecture, Landscape and Design on behalf of Kirkstall Valley Park (KVP), a collaborative venture involving many organisations and community partnerships. Alongside Board members particular contributions by Sustrans, Groundwork, BTCV and Leeds Metropolitan University are acknowledged.

Kirkstall Valley Park is a not for profit company with charitable status that aims to establish a new public park in central Leeds. It forms part of the extensive West Leeds Country Park being established by Leeds City Council. Through partnership with local communities, the Council, educational providers and businesses the establishment of KVP will help realise the dreams of many people over the last thirty years in establishing this vital community resource, Kirkstall Valley Park.



The vision for KVP is the creation of a park which will form a Great Green Heart near the centre of Leeds which will help regeneration and provide accessible green space close to thousands of homes. A Great Network: Movement and Circulation is one section of the proposals illustrated above and is essential for the development of KVP. A Great Place covers Landscape and Built Form and A Great Partnership relates to Development and Community Partnerships.

A number of consultation events have taken place and informed the study. Draft proposals for KVP together with models and art work produced by local school children were exhibited at the Kirkstall Festival in July 2007 and a stakeholder workshop was organised in November 2007. These events were very well attended and generated much interest in KVP, confirming the significance of the proposals and the urgent need to implement them.



Kirkstall Festival July 2007



School Projects 2007



Stakeholder Workshop November 2007

Kirkstall Valley Park - A Great Network - Setting the Scene

A Great Network for movement will have a fundamental impact on recreational opportunities, travel to work and on the health and well being of individuals and local communities. The proposal is to establish a great network of routes for walkers, cyclists and other park users. Routes will run east west along the valley, connecting the city with the countryside and provide cross valley connections into the surrounding communities.

The network will comprise major and minor routes which are organised to provide regional and local access as well as paths which connect to features of interest in the park and provide a variety of walks. The system will connect to other forms of transport, bus stops, car parks, railway stations and water bus stops. Irrespective of purpose, movement whether by car, bus, bike or walking should be concerned with experiencing places in an enjoyable and safe manner. Each journey can be unique and respond to the particular qualities and character of the locality and in this way give all year round value.

The network of pedestrian and cycle routes in KVP needs to be carefully designed and managed for commuting and leisure. Routes and connections, which link destinations should be safe, coherent, direct and attractive. They should be distinctive, and relate to the particular landscape that they pass through and they should create opportunities that encourage activity.

THE KIRKSTALL VALLEY

The Kirkstall Valley is one of Leeds' best kept secrets. Very few people are aware of this substantial area of open space immediately adjacent to the city centre. The valley is sandwiched between Armley, Burley and Kirkstall, but physical barriers created by the Leeds - Skipton railway, the River Aire and the Leeds - Liverpool canal make it difficult to explore this part of the city. People either imagine that there is nothing there, or assume that the land was irretrievably damaged by its previous industrial heritage. Nothing could be further from the truth. The Kirkstall Valley is rich in nature and rich in cultural heritage and deserves to be enjoyed by the public to a much greater extent than is currently the case.



Gotts Park Armley



Leeds Liverpool Canal Towpath



Kirkstall Valley



The River Aire

HISTORY AND LANDSCAPE CHARACTER

Local history can be traced from the foundation of Kirkstall Abbey in 1152. The monks were among the first to use the river. The weirs at Armley Mills and Kirkstall Abbey date from these times, but during the 18th and 19th centuries the valley became a major centre for the woollen industry, and a complex network of weirs and goits was constructed alongside mills, to supply additional energy. Many of these works survive to the present day including Armley, Burley, and St Ann's. Mills within the vicinity of the Park.

Armley Mills - once the world's biggest textile mill is now the home of Leeds Industrial Museum. It was once owned by Leeds Industrialist Benjamin Gott, who also commissioned Humphrey Repton to improve and enlarge a mansion nearby and lay out its extensive parkland. Gott's mansion overlooks the valley and its industrial features and together with the park was acquired by Wade's Charity and leased to Leeds City Council in 1928 in order to establish a public park which now includes a municipal golf course.

The Leeds Liverpool Canal was completed in 1816. In contrast to the River Aire, it has largely unpolluted water drawn from various Pennine catchments. This large body of clean, slow moving water is the home to various rare species of freshwater mollusc that resulted in its designation as a Site of Special Scientific Interest in 1984. The canal was once used to supply the power station with coal, and the former coal basin and loading bay have been converted into a narrow boat marina.



A Great Green Heart



C1853 Gotts Mansion and Kirkstall Valley

The diverse landscape of the Kirkstall Valley which runs west from the centre of Leeds has a wide range of green spaces combined with a dramatic topography that affords many impressive views. The valley sides accommodate the urban villages of Kirkstall, Armley, Bramley and Burley and major water, rail and road routes run through the valley bottom. A remarkable range of landscape types can be found from woodland and extensive parkland, to small scale walled gardens and sports pitches. The island nature reserve and associated scrub land, contrasts with farmland and the open landscape of small grassy meadows. Open hill sides and incidental stands of trees provide a setting for foot paths, attractive glades and viewing points.



Kirkstall Abbey and Park



Leeds Liverpool Canal: Armley Mills



Gotts Mansion and Repton Landscape

Kirkstall Valley Park - A Great Network - Understanding the Place

Despite these qualities there are many problems. The site is fragmented and there are barriers to movement. Much of the site is neglected and overgrown and although this can be an asset for wildlife it can feel unsafe and hostile for people. Paths and steps are often uneven and there are dangerous vestiges of previous industrial eras such as unprotected high river banks and rusty railings. Inappropriate signage and other crude details detract from the parkland experience. These aspects combined with a few intrusive developments cast a shadow over the otherwise rich and diverse environment.

A number of distinct character areas can be identified in the valley landscape and include particular features which provide a setting for the park proposals;

- Kirkstall Abbey Park and riverside
- Playing fields and grassland adjacent to the river
- Kirkstall Village
- Goit side walks and parkland
- Nature reserve and farmland
- Sports area and switching station
- Leeds Liverpool Canal and Armley Mills
- Cardigan fields leisure and commercial complex
- Gotts Park and Armley park

Response to the particularities of these areas is a key part of the Great Network. The outline proposals for the park illustrate a wide range of existing and potential destinations and activities that need to be connected in a variety of ways.



Valley looking west



Kirkstall Village



Electricity switching station



River Aire: Redcote Bridge



Leeds Liverpool Canal: Marina

POLICY CONTEXT

The policy context for the development of KVP and the Network underlines the significance of the proposals and covers the following key aspects;

Recognition by Leeds City Council in the 1950's of the potential of Kirkstall Valley as public open space – commenced land acquisitions.

The inclusion of most of the area as playing fields and public open space in the **1972 Development Plan Review Proposals for Kirkstall Valley Park in the 1980 Local Plan**

Some inappropriate developments but also environmental improvements by **Leeds Development Corporation in the 1990's**

2006 Government white paper – Strong and Prosperous Communities – stressing importance of community involvement

2007 The Core Strategy; Leeds Local Development Framework – includes aim of creating a well connected city with sustainable modes of transport

2005-2008 West Leeds District Partnership 'Strategy for Success' – identifies as one of its key priorities the development of the Aire Valley and Leeds Liverpool Canal as a green 'linear link'.

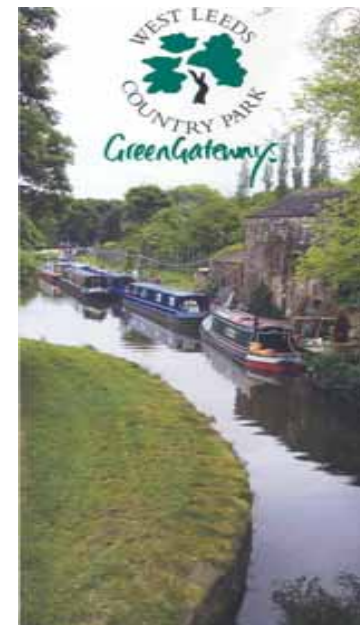
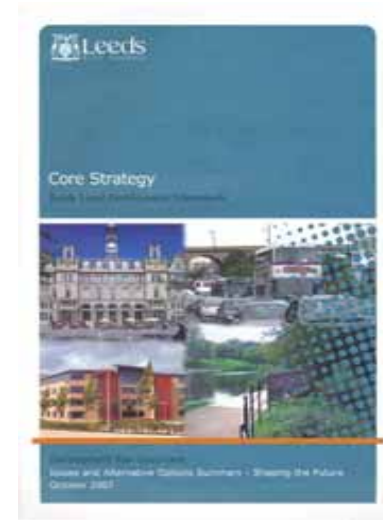
West Leeds Country Park and Green Gateways launched in 2005 is an initiative by Leeds City Council with the intention of protecting, improving and publicising the recreational benefits of green space in West Leeds.

The draft Management Plan aims to secure;

- Suitable and sustainable greenspace
- Quality recreational areas
- Diverse wildlife habitats
- Strong community involvement

Relevant objectives include;

- The way marking of routes and sites of interest
- Improving key public rights of way and establishing a Green Gateways trail for walkers, horse riders and mountain bike riders
- Creating mini circular trails within the area
- Improving connections and access to new areas of greenspace
- Establishing new public rights of way or permissive ways
- Identifying conservation projects



Kirkstall Valley Park - A Great Network - Policy Context

The Leeds Waterfront Strategy published in 2002 by the Leeds Initiative is approved supplementary planning guidance to the Leeds Unitary Development Plan.

The study area covers 6.5km of the river and canal corridor through Leeds, from Thwaite Mills to Armley Mills. It identifies 3 zones, Armley Mills is within the western stretch of zone 1. Although the strategy only covers a small part of Kirkstall Valley Park its vision and aims are very similar:

The vision for the Waterfront Strategy is to *'Add vitality to the waterways and waterfront of Leeds through good planning and design.'*

The objectives of the Strategy focus on:

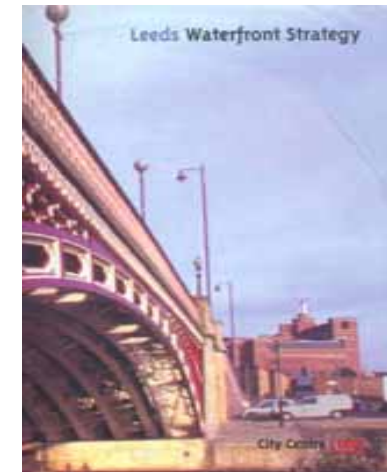
- Improving pedestrian access and waterfront walkways
- Opportunities for environmental improvement
- Promoting the use of the waterways for leisure and navigation
- Conserving heritage and natural features
- Promoting sustainable development and coordinated design
- Distinctive coordinated design
- Accommodating diverse needs

Particular proposals of relevance to this study are:

- A network of primary and secondary routes is proposed, to link to City Centre, and access local communities. Direct as possible to facilitate easy and simple movement.
- Links to other forms of transport e.g. to the bus and railway stations and to car parks.
- The primary route is to be developed for dual use by pedestrians and cyclists. A cycling network is proposed.
- A water bus stop, and moorings are identified at Botany Bay, Armley.
- A focal point for water space activity and festivals is identified in Granary Wharfe, south of Leeds railway station.
- A primary route for pedestrians and cyclists is identified at Armley Mills on the Canal, linking to the Armley and Kirkstall neighbourhoods.
- A secondary route is identified along the riverside. With a waterside access point at the Vue leisure complex, Cardigan trading Estate, and Botany Bay.

The National Cycle Network and other Sustrans' initiatives – Route 66 part of the Aire Valley Towpath Route runs alongside the Leeds Liverpool Canal through the park and many initiatives and campaigns such as 'Safe Routes to Schools' have a direct bearing on the proposed great network.

The Leeds Climate Change Strategy - Produced by Leeds Initiative the Strategy articulates a Climate Vision for Leeds and identifies as a key objective making walking and cycling more attractive.



Leeds Liverpool Canal



ADJACENT COMMUNITIES AND NEW DEVELOPMENTS

The council wards and urban villages adjacent to KVP include Kirkstall, Burley, Bramley, Armley, Wortley, Headingley, Woodhouse, Holbeck and the City Centre covering a significant proportion of inner city and suburban Leeds. Shops, industry and public facilities such as schools exist within these districts together with two Universities and colleges in close proximity.

Some of these neighbouring areas suffer from significant traffic problems, economic disadvantage and a serious shortage of recreational open space. These handicaps are reflected in a wide range of socio-economic indicators. For example school children in central Leeds face ten times the risk of a serious road accident when compared with their counterparts in the outer suburbs. Inner city children need safer places to play and safer access to schools and play facilities.

An improved network of movement and circulation will help to address a number of these issues and service existing and new developments in an appropriate way. Strong connections with existing and proposed cycle networks and footpaths are important such as links from residences to the universities.

New developments of particular significance to KVP include;

Kirkstall Forge where planning permission has been granted for a development which will accommodate 1385 new homes, in a variety of types sizes and styles as well as 16,518m² of office space and social facilities. Conservation of the Forge (Grade II listed) is planned which will together with restaurants and a riverside hotel encourage visitors to the area.

The BHS/Alders site; a mixed use development which is in a crucial location relative to KVP and depending on the nature of site planning could enhance or detrimentally affect the character of the park and associated routes.

The refurbishment of Abbey Mills and St Annes Mills which need to compliment and add to the qualities of KVP in a positive way. Changes to Mills should include orientation towards the park to make the most of increased activity.

Redevelopment of Kirkstall District Centre which will generate more journeys and further traffic congestion which would to an extent be ameliorated by the KVP network. Developments that create pedestrian friendly environments rather than car orientated solutions should be encouraged.

Mixed use developments between Kirkstall Viaduct and Leeds City Centre will have a major impact on KVP and increase the need for an effective network for movement and circulation. New development along the riverside will activate a new linear route and parkway.



Kirkstall and Headingley



St Anne's Mills development site



Riverside central Leeds

THE PROPOSED PARK

The Park stretches from the Kirkstall Viaduct to Kirkstall Forge. It embraces the existing Armley, Gotts and Kirkstall Abbey Parks and overall it is over 200 hectares in extent.

A park in the Kirkstall Valley is not a new idea. Proposals were included in the Leeds City 1980 Local Plan and in a variety of ways attempts have been made to improve the area since that time. It is only recently that a not for profit company with charitable status has been formed with planning and design now taking place under the auspices of the KVP Board of Directors.

The aims of the Park are to:

- Create a green heart which conserves nature, enhances biodiversity and forms a naturalistic setting for healthy city living
- Provide access for all through the establishment of a network of routes through the park for cyclists and walkers to travel to work and enjoy for leisure and health
- Conserve and interpret the cultural legacy of the valley, such as Kirkstall Abbey, Armley Mills and other historic features through improved access and environmental improvement
- Create a place that encourages activities with things to see, things to do, opportunities for play and events to join in and watch
- Enhance destinations, features of interest and community facilities
- Improve connections through new routes, bridging points, entrances and links to the surrounding communities and new developments
- Encourage new developments that reflect the aims of the park and contribute to sustaining it and ensure that the positive impact of the park is realised in sensitive architecture and landscape design

The value of well designed green spaces as an integral part of urban regeneration is now widely recognized. In virtually every city worldwide initiatives are underway to improve former industrial sites and develop new environments for 21st century living. There are a number of notable examples of places where industrial heritage has provided a key aspect of new parks and where local communities have participated in the development and management of them. Kirkstall Valley Park is well placed to emulate these examples and contribute to sustainable city living.



Access for all



Place for activities

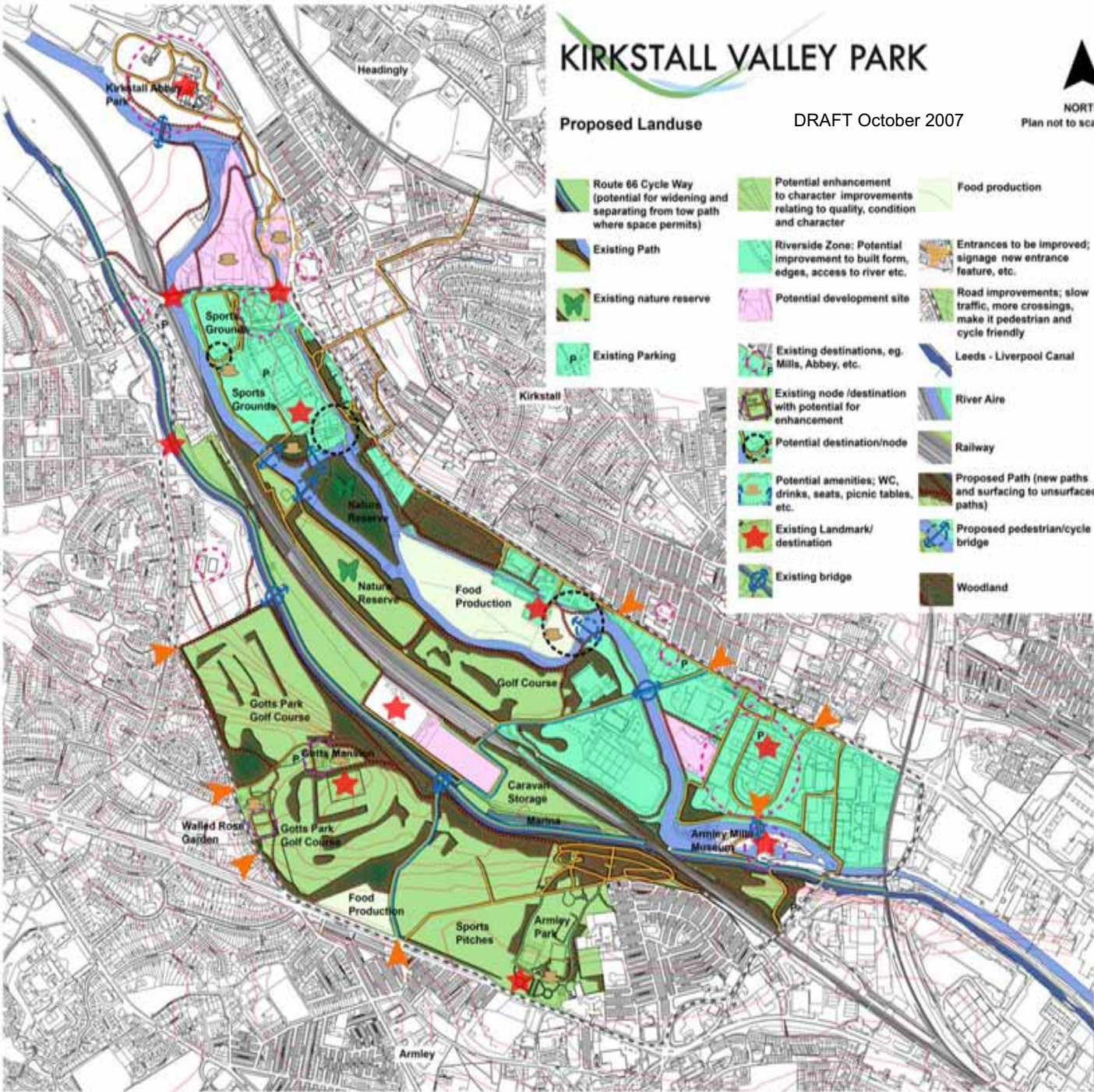


Enhance Destinations

KIRKSTALL VALLEY PARK

Proposed Landuse

DRAFT October 2007



THE PARK PLAN

The plan has been developed to:

Pull together the left over landscapes, isolated spaces and existing parks to create an accessible larger park.

This strategy creates a wider area with an increased number of benefits:

- A space with longer edges makes nature accessible to as many people as possible.
- Spatial continuity permits continuous corridors that are generally accepted as being beneficial for wildlife. Core sites can be protected and human activity can be planned through careful design.
- Retaining the area in a green and generally natural state is good for long-term sustainability aims in terms of flooding, for the area and the region.

A movement network infiltrates the mosaic of spaces. The network with a hierarchy of routes will:

- Connect people with the Park, the City and the Countryside.
- Activate the Park through movement: pedestrian, bicycle etc. connecting people to nature and their local environments.
- Connect people to the varied park destinations, e.g. Kirkstall Abbey, Nature reserve and to activities e.g. Rugby, fishing etc.
- Connect people to work places, and ease access to adjacent communities.
Create safer places and routes.

Crystallise a new Identity. This new nature park embraces a number of parks, spaces, river, canal, mill-streams, cultural destinations and artefacts, for the enjoyment of people. Identifying this mosaic as a Park identifies it's use and value:

- The new park identifies places to go, things to do, places to be, that are accessible and relevant locally and beyond.
- A range of destinations already exist which are presently poorly connected, Through providing good access and promotional and interpretive material the park can engage and reach a larger number of people.
- A range of activities, passive and active pursuits can be publicised for daily routines and occasional events and extended. Schools and groups can visit the Park, at a new centre for nature study, or e.g. on a new community boat.

There will be economic and strategic development benefits from creating this new park concept that embraces this part of the valley:

- Nature is now a marketing and branding feature for new housing and development. Sensitive and responsive branding should encourage development that delivers a sensitive and landscape led solutions.
- Values on the sale and re-sale rise on properties adjacent to good green spaces and Parks, as will tax revenue.



Leeds Met student project 2007



KVP Stakeholder Event November 2007



Parklife

Kirkstall Valley Park - A Great Network – The Park Plan

A landscape led strategic and detailed approach to planning that harnesses the valley's natural processes and Park features would create opportunities:

- As buildings and infrastructure reach the end of their useful lives, new sustainable development can take its place, capitalising on the locations of waterfront and parkland.
- A new riverside route with enormous potential for access for pedestrians and bicycles etc. can be achieved.
- Pocket Parks, small spaces on the edge of the park can improve the image of the local environment and invite access into the wider park.
- Features which have stagnated in existing Parks, Gotts, Armely and Kirkstall abbey Park can be revitalised e.g. Mansion Terrace and Rose Garden at Gotts Park.
- Spatially the structure will build upon enriching existing features and characters: e.g. Parkland, Nature Reserve etc.

Character Areas and in the Park



It is essential for landscape management to be a part of proposals and link closely with design:

- A programme for daily routines and occasional events
- Protection and preservation: Involvement and support by local people is crucial to ensure the green heart is guarded as a valuable asset and site design is relevant to local needs.
- Restoration and Conservation of elements of the historic parkland, opening views, restoring structure and enhancing access.
- Sponsoring the development of the park from public and private sources
- Generating publicity for the park
- Management of the park for public safety and enjoyment. The quality and character are enhanced: removal of graffiti, clearing vegetation is essential to build respect for the park.
- A community facility would bring people together and engage them in a natural setting. Possibly a Community Boat, it could have multi-functional uses for all ages, this could be a canal boat, e.g. educating children about water and nature issues.

NETWORK: PROBLEMS AND OPPORTUNITIES

Existing problems and opportunities for walkers and cyclists create a good case for improvement and indicate the nature of changes required.

Problems:

- Erosion of the intrinsic green valley character of the area by insensitive road and built development.
- Very busy and unattractive road corridors e.g. A65 Kirkstall Road, sever the communities from the Park and they are intimidating to both pedestrians and cyclists. Cyclists sometimes illegally cycle on the paths.
- Overgrown vegetation and unattractive surroundings in places making people feel unsafe and unsure about travelling along routes.
- Insensitive development along the A65 and riverside. Fine views are obscured, access prevented, unattractive and inactive edges to buildings.
- Linear routes, disconnected from destinations limit the scope and experience of walking and cycling.
- Access to the current system of routes is poor and needs to be improved.
- Lack of strong connections crossing the valley, due to physical obstacles e.g. river, canal, and railway line
- Poor provision for walkers and cyclists in Gotts Park, unsurfaced routes marginalised to the edges.
- Flooding, although occasional along the valley and river floodplain, will require suitable surfacing.
- Unfriendly signage to both public and private areas discourages use of routes and spaces.

Opportunities:

- The flat valley bottom, provides unrivalled physically comfortable walking and cycling conditions and provides a real opportunity to encourage a modal shift in movement from car to walking and cycling.
- Establish routes that allow contact with nature: green valley environment, it's river and canal and mill streams.
- Attract both commuters and leisure cyclists and walkers.
- Create a traffic free attractive route connecting the city centre to surrounding communities and the countryside.
- Establish trails and features to encourage play and exercise.
- Connecting cultural destinations and access to activities.
- Connect the existing routes that allow only linear movement, to a wider network to enable greater choice and satisfaction.
- Improve popular routes to enable movement, and reduce conflict of use.
- Using good design to enhance and invite use, by creating calmer pedestrian and cycle friendly streets, entrances to routes, and signage for orientation.
- Promote good sustainable development which capitalises on the green valley and waterside locations.
- Connect to and permit other types of movement and activity: bus network canoeing, car parking, and horse riding...



Poor connections to Canal towpath



A65 Kirkstall



New cycle routes Amsterdam parks

NETWORK: PLANNING AND DESIGN PRINCIPLES

Connect people to places: The network aims to connect people and the adjacent communities to each other, to the countryside and to the city centre. The routes will improve existing pathways and establish new connections where access has not been possible previously. Through the network access to local places will be improved as well as connections to wider destinations, extending opportunities for walking, cycling and other forms of movement. Connections to bus stops, stations and car parks are key to a successful network.

Protect, enhance and restore: All new routes should aim to protect, enhance and restore the green valley and village/urban characteristics of its locale, with the aim of connecting people with their environment, rather than isolating them. The routes should reflect the varying character of the valley from the urban centre of the city through the leafy suburbs to countryside. They should be sensitive to historic locations, and use suitable materials to reflect that character. Development should follow sustainable urban design principles.

Capitalise on a new sustainable future: The valley has the potential to contribute to and take advantage of change. Through natural processes, and environmental restoration, the ravages of the industrial past are no longer evident. This post industrial landscape now has the potential to provide the setting for good sustainable community living, informed by good and sensitive design, with opportunities for extending the network. Where feasible sharing of facilities such as car parking should take place to maximise value. The existing dispersed car parking around the edges of KVP should be maintained rather than creating additional large car parks.

Actively manage the environment: The routes will need to be managed: to prevent them being overgrown, to clear graffiti, to repair damage, to restore views, to enable good natural surveillance and to make them safe.

For each route there needs to be detailed considerations regarding: Surfacing, path widths, lighting, connections, legibility and signage, seating, space for other users e.g. anglers, associated art and environmental works.



New bridge Bruges



Riverside Zurich



Connecting people to places Bruges

NETWORK PROPOSALS

The network addresses the problems and opportunities through establishing a new principal route (The Riverside Way) and a number of contributory routes, which add to the connectivity, and capacity of the system. Local loops also connect spaces and places.

The Riverside Way aims to:

- Connect city to countryside, and access to local communities, as directly as possible and to facilitate ease of movement for commuting and leisure and to destinations e.g. Kirkstall Abbey to Gotts Park and Armley and the city centre.
- To connect and build upon existing routes, paths and tracks and provide access to nature and activities
- Link to other forms of transport: buses, car parks, and railway stations.
- The route is to be developed for dual use by pedestrians and cyclists.
- To have the potential to connect and extend to areas currently inaccessible but have enormous potential through re-development e.g. Leeds Riverside and Kirkstall Village.
- To help stimulate regeneration along the River

There are 3 other contributory routes:

Towpath (Route 66)

A65 and Goitside

Armley Links

Together these aim to:

- Connect to the principal Riverside Way route and link to wider regional and national routes.
- Provide alternative routes and environments for walking and cycling for leisure and recreation.
- Connect communities with their assets: parks, cultural legacy (mills), canal and riverside.
- Provide local people with opportunities to access the network.

Local routes and loops:

These provide additional interest and connections within the park. They connect people to their local environment for leisure and recreation as well as connecting them to the network and wider destinations



River Aire



Towpath (Route 66)

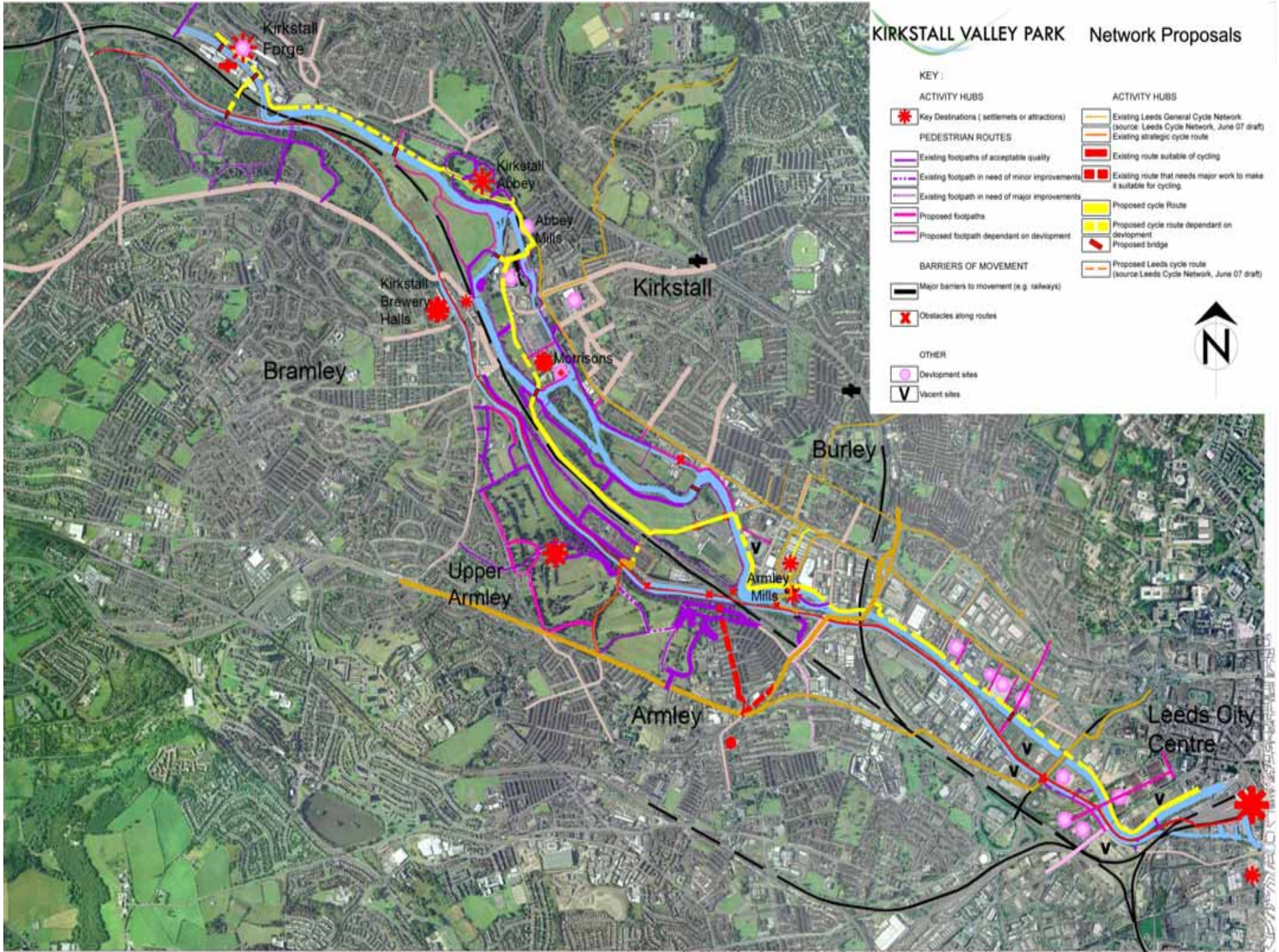


Park Life Amsterdam

KIRKSTALL VALLEY PARK Network Proposals

KEY:

- | | |
|---|---|
| ACTIVITY HUBS | |
| Key Destinations (settlements or attractions) | Existing Leeds General Cycle Network (source: Leeds Cycle Network, June 07 draft) |
| PEDESTRIAN ROUTES | |
| Existing footpaths of acceptable quality | Existing route suitable of cycling |
| Existing footpath in need of minor improvements | Existing route that needs major work to make it suitable for cycling |
| Existing footpath in need of major improvements | Proposed cycle Route |
| Proposed footpaths | Proposed cycle route dependant on development |
| Proposed footpath dependant on development | Proposed bridge |
| BARRIERS OF MOVEMENT | |
| Major barriers to movement (e.g. railways) | Proposed Leeds cycle route (source: Leeds Cycle Network, June 07 draft) |
| Obstacles along routes | |
| OTHER | |
| Development sites | |
| Vacant sites | |



ROUTES IN DETAIL

The Riverside Way

This principal route connects countryside to city following the River Aire. It connects Kirkstall Forge, Kirkstall Abbey Park, to Abbey Mills, Redcote Lane, A65, The Vue, Canal Towpath/Route 66, and Gotts Park. It forms a future route along the River to the city centre, parallel with Kirkstall Road but within a parkland setting. This route is partly dependant on future development although sections can be implemented which would provide immediate benefit.

The Riverside Way: From Kirkstall Forge to Kirkstall Abbey Park.

There is an existing narrow foot-worn track that connects Kirkstall Forge to Kirkstall Abbey Park. Along this length the route will require widening and tarmac surfacing to safely accommodate both cyclists and walkers.

- Character: This section should reflect the naturalistic and parkland setting, and have a soft edge to the River.
- Detail: Gateway connection needed at Kirkstall Road. Surfacing and sign posting needed to signal the way.
- Environmental Management: thinning and clearing of overgrown vegetation is necessary to create gaps to enable surveillance. Incidental tree planting to frame views and give emphasis to gateways.

The Riverside Way: Kirkstall Abbey Park.

Kirkstall Abbey Park is a dramatic and beautiful destination. The Abbey ruins lie in an area of parkland, which forms a pastoral green setting. The lower areas of the parkland are lined with majestic trees, there are great views of the River here, and seating has recently been provided. A wide track connects the parkland to Kirkstall Road and other paths allow exploration of the abbey buildings. There is a new visitor centre with facilities and car park.

An existing central track running through the park would become the new connecting cycle/ pedestrian link along the river. Kirkstall Abbey is inaccessible at present from the south of the River Aire in this location. A new footbridge would connect and give access and amenity to the playing fields and the southern bank of the Aire facilitating spectacular views of the Abbey and access to the river.

- Character. Minimal intervention. Make good any damage around the new bridge to harmonise with the existing. Widen paths to 3m minimum as they leave the park and move towards the wooden footbridge Kirkstall Bridge, and connect to the BHS site and Kirkstall Road.
- Detail: The surfacing to be tarmac to match existing. Additional signposting will be needed to identify the route along to the Forge, and back to Bridge Road. Cycle / Pedestrian subtle demarcation line may be needed to be identified on the existing central wide track.
- Environmental management: Cyclists dismount on event and special calendar days and peak times.

A Potential alternative route out of the park would be for the route to travel along through the flat ground presently occupied by the Abbey Light Railway. The railway is a popular attraction, supported by volunteers, well loved by children and families; it is especially popular on summer and event days.



The River Aire and Kirkstall Abbey c18

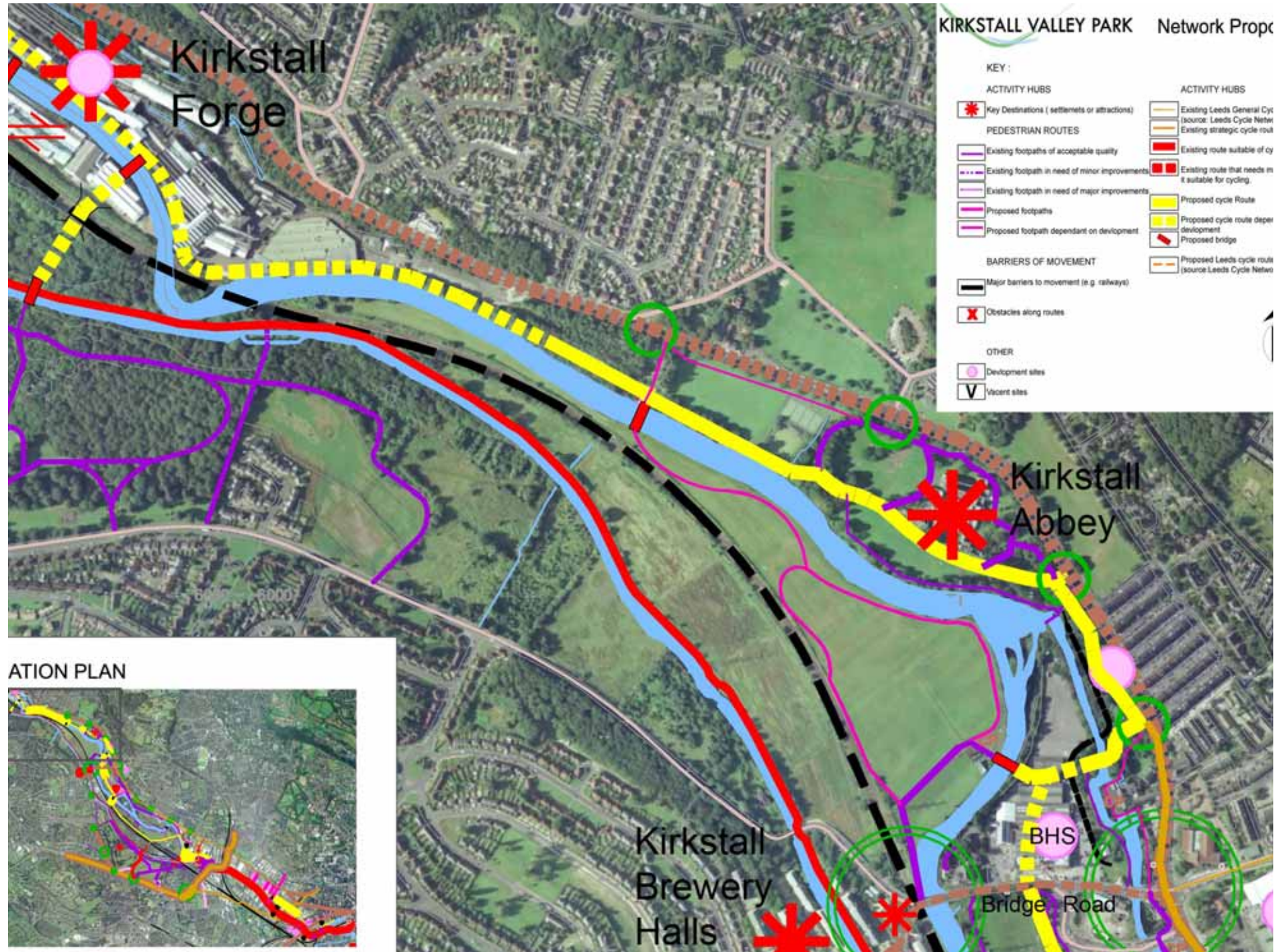


Kirkstall Abbey

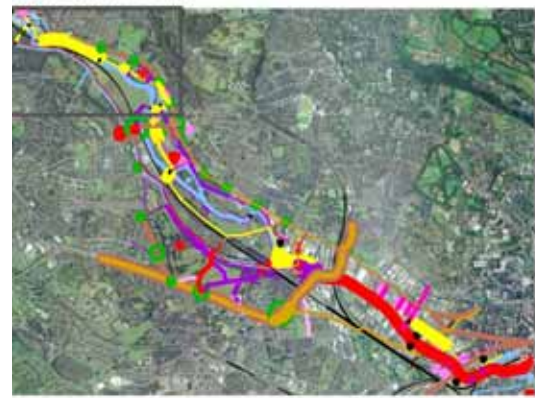


Abbey Light Railway

KIRKSTALL VALLEY PARK Network Prop



ATION PLAN



Kirkstall Valley Park - A Great Network - The Riverside Way

The Riverside Way: Kirkstall Abbey Park to Bridge Road

The current route crosses an existing wooden footbridge at the eastern end of Kirkstall Abbey Park and then follows an established route that runs parallel to the Abbey Light Railway. This is a delightful pedestrian walk, it is tree lined with grassy glades filled with meadow flowers and rich in wildlife. Here changes would be minimal, only to widen paths at the bridge junction, repair damage to the bridge (missing uprights), and provide additional signposting to the Forge in the West and connections to the East.

A new opportunity arises at the footbridge to connect the Riverside Way from Kirkstall Abbey Park to the new development at the BHS/Alders development site and Bridge Road. This would help activate the development and connect it to local attractions. To achieve this a small level crossing would need to be installed, as the path would cross the light railway track. (Currently the railway runs on Sundays and bank holidays).

The proposed route runs through the BHS development site to Bridge Road, and makes a new bridge link to the playing fields in the floodplain to the south of Kirkstall Abbey Park. This connection creates a great movement loop, increasing amenity and connectivity. It runs through the Abbey grounds, along the riverside south of the river Aire, and into the BHS site and Bridge Road. Here it connects with existing bus routes.

- Character: The route through the BHS site will be 4m wide, carry both pedestrians and cyclists, and be surfaced in materials complementary to the quality of the development. The new footbridge should be small and discrete, can be timber or steel.
- Detail: New signage at all cycling and pedestrian junctions to provide directions and identify destinations.
- Environmental Management: Trees and vegetation on the margins of the BHS site provide a good habitat for wildlife, and a rich green resource. These should be managed to promote wildlife and create good visibility. The BHS development site can add further greening, particularly on the route and on Bridge Road, and signify its location in the heart of the park.

The Riverside Way: Bridge Road

Bridge Road is a key location, the current status with its new road alignments; heavy transport engineering and the Morrison's development have eroded the green valley and village quality of Bridge Road. The road has become pedestrian and cycle unfriendly with isolated indirect crossings, narrow pavements and wide splays. Yet, the road is a movement hub, it connects Kirkstall Village to its environs, it is the confluence of many routes.

- Character: The proposals seek to restore and create a green park like character. All development here, including the road, should profit from the proposed 'In the Park' Image, and be sensitive to the proximity to the Abbey and the River.
- Detail: The road should be tree lined, with wide generous pavements, special lighting, and high quality materials: stone, and a singlewide pedestrian crossing. At the junction with Kirkstall Road, engineering should seek to redress the current vehicular priority, which has created pedestrian refuges that are now akin to islands in a sea of traffic.
- Environmental Management. Traffic on Bridge road should be changed to 20mph, to calm traffic, and provide a new wide pedestrian crossing, to present pedestrians with a more altogether attractive and functional environment.



Traffic dominates A65 Kirkstall Road

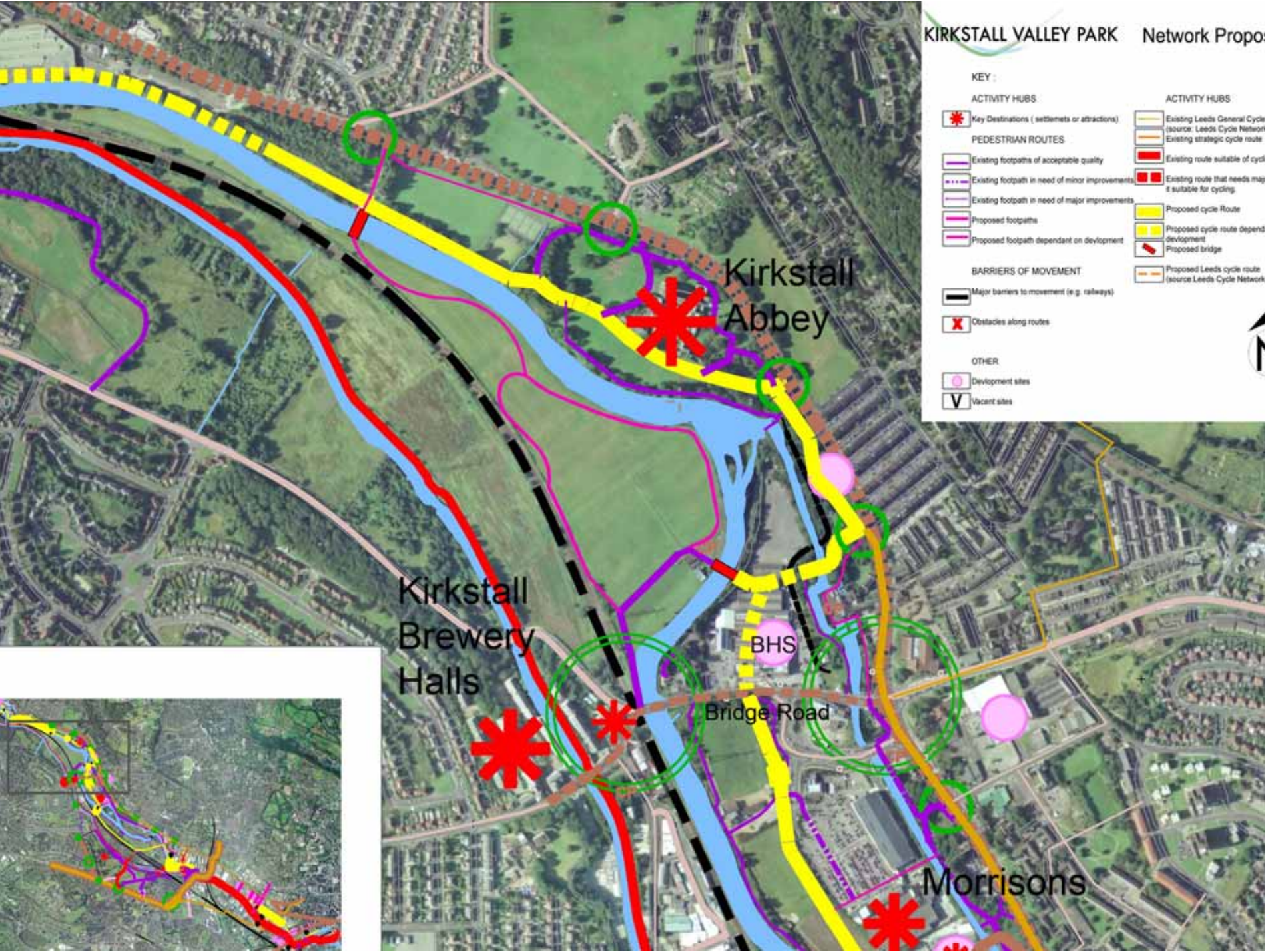


Pedestrian/ cycle friendly road Holland

KIRKSTALL VALLEY PARK Network Propo:

KEY :

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|---|--|---|---|
| ACTIVITY HUBS | | ACTIVITY HUBS | |
| Key Destinations (settlements or attractions) | Existing Leeds General Cycle (source: Leeds Cycle Network) | Existing route suitable of cycl | Existing route that needs may it suitable for cycling |
| PEDESTRIAN ROUTES | | Proposed cycle Route | Proposed cycle route depend development |
| Existing footpaths of acceptable quality | Existing route suitable of cycl | Proposed bridge | |
| Existing footpath in need of minor improvements | Existing route that needs may it suitable for cycling | | |
| Existing footpath in need of major improvements | Proposed cycle Route | | |
| Proposed footpaths | Proposed cycle route depend development | | |
| Proposed footpath dependant on development | Proposed bridge | | |
| BARRIERS OF MOVEMENT | | Proposed Leeds cycle route (source Leeds Cycle Network) | |
| Major barriers to movement (e.g. railways) | | | |
| Obstacles along routes | | | |
| OTHER | | | |
| Development sites | | | |
| Vacant sites | | | |



The Riverside Way: Morrison's to Redcote Lane

To create a safe, direct connecting route the new primary route should start at the new wide crossing, next to bus stops, on Bridge Road. It flows up to and along the southern boundary of Morrison's Car Park and links to the rugby Club and the historic site of St Ann's Mills. At St Ann's Mills access for both cycling and walkers along the Goit side is limited, due to topography.

Near St Ann's Mills a new bridge is required to connect to the existing track at the nature reserve and the southern side of the River Aire. The Nature reserve, a large tract of land has no links at its western and northern boundary. Here, dangerous attempts are made to get to Bridge Road, (evidenced by tracks), alongside the railway line. The route picks up on the wonderfully attractive views back across the river, before joining the existing track to Redcote Lane.

- Character: Between Bridge Road and Morrison's, the 3m minimum wide track should be block paving to match existing blocks. The shared cycle and pedestrian track should be demarcated. At St Ann's Mills the 3m track will activate and connect this historic area, and should be sensitively handled in respect of flooding, and it's proximity to the Mills. The sale of St Anns Mills and its subsequent conversion should provide natural surveillance to the route and some car parking for park users should be incorporated. The proposed bridge can be an interesting steel structure to give identity to this crossing, and be respectful to the industrial location. The existing track from the bridge should be widened to 4m and surfaced with tarmac, and orientated to make the most of great views.
- Detail: Signage and signposting of routes and destinations is needed. Carefully accommodate the levels around the access to the bridge.
- Environmental Management: Trees, shrubs and grasses should be managed to keep the track open, attractive and visible. Opportunities should be taken to increase biodiversity when restoring disturbed ground, wild flower mixes and native plantings should be incorporated to enhance earthworks.

The Riverside Way: Redcote Lane

Redcote Lane is a valuable existing link to Gotts Park and Armley in the south and Kirkstall Road and it's local shops. It has a number of sporting businesses that are accessed from it and associated car parks. Environmental Improvements are needed at Redcote Lane to enhance it's image, make it a safer, more attractive and cycle/pedestrian friendly route.

- Character: The blend of nature, business and water, generates a unique opportunity to express clean modern design in a green setting. Renovation and distinctive painting of the existing bridge. Resurfacing of the track with cycle/pedestrian demarcation.
- Detail: New cycle and pedestrian friendly signage, for connecting routes and destinations. New entrances to be clearly identified
- Environmental Management: Clearance of existing vegetation, removal of inappropriate signage and derelict items. Organisation of bin storage. Coordination of business interests to manage change at the entrances onto Redcote Lane and arrangements to utilise car parking at certain times.



New bridge in park Amsterdam



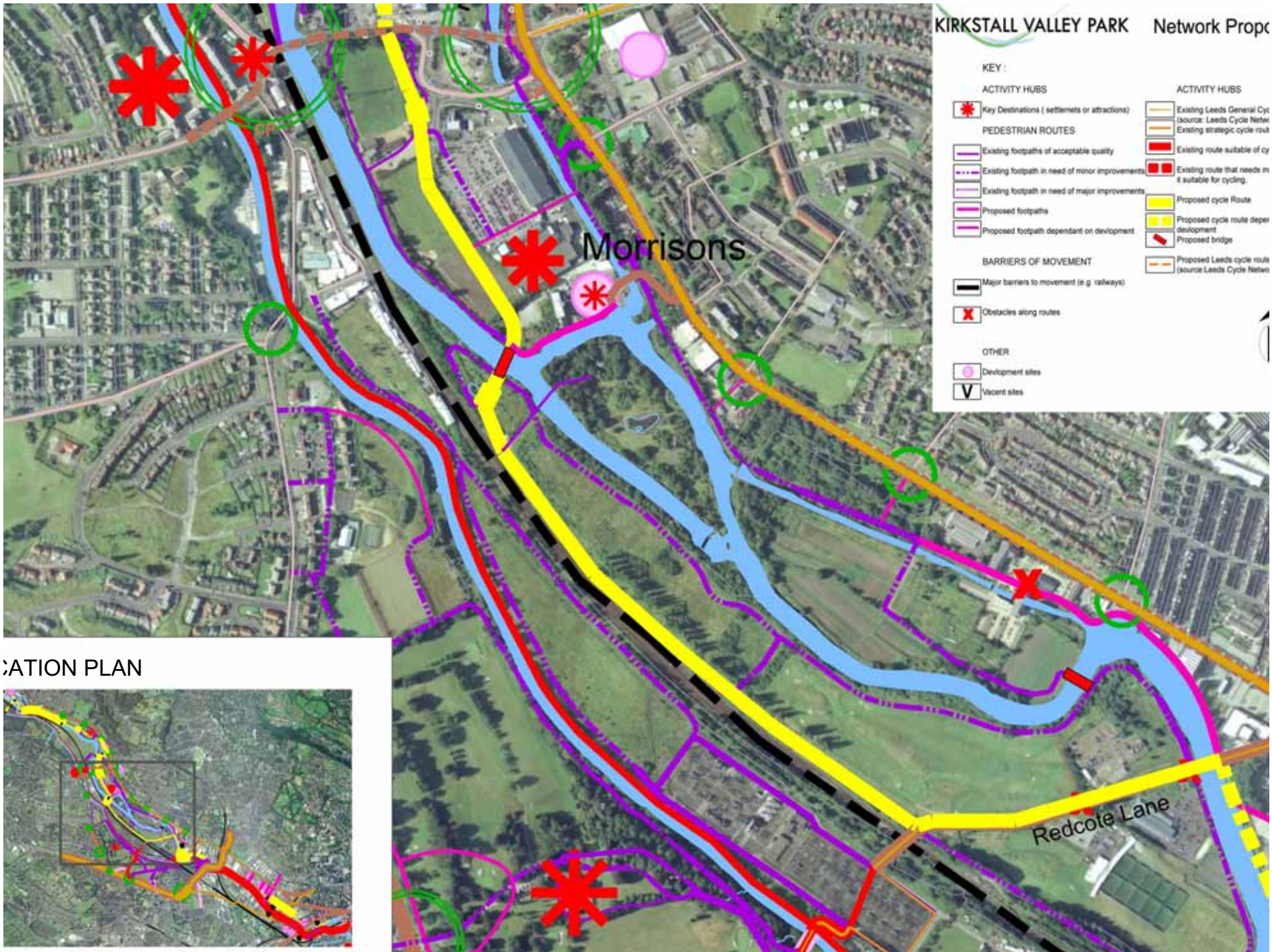
KVP track surface to be upgraded



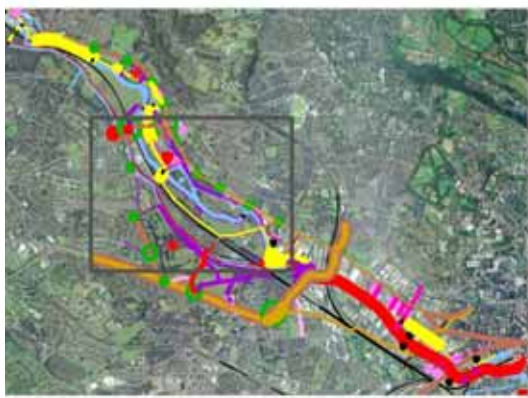
KVP Redcote Lane to be enhanced

KIRKSTALL VALLEY PARK Network Prop

- KEY :**
- | | | | |
|--|---|--|--|
| ACTIVITY HUBS | | ACTIVITY HUBS | |
|  Key Destinations (settlements or attractions) |  Existing Leeds General Cyt (source: Leeds Cycle Netw) |  Existing route suitable of cy |  Proposed cycle Route |
| PEDESTRIAN ROUTES | |  Existing route that needs in it suitable for cycling |  Proposed cycle route deper development |
|  Existing footpaths of acceptable quality |  Existing footpath in need of minor improvements |  Existing footpath in need of major improvements |  Proposed bridge |
|  Proposed footpaths |  Proposed footpath dependent on development | BARRIERS OF MOVEMENT | |
| BARRIERS OF MOVEMENT | |  Major barriers to movement (e.g. railways) |  Proposed Leeds cycle route (source Leeds Cycle Netw) |
| OTHER | |  Obstacles along routes | |
|  Development sites |  Vacant sites | | |



LOCATION PLAN



The Riverside Way: Redcote Lane to Gotts Park and Armley

This existing priceless route, which connects Redcote Lane to Gotts Mansion and the people of Armley to Kirkstall, to the city and the countryside requires environmental improvements.

A new direct link can be made over the redundant area of the switching station, providing a clearly integrated new visual and physical link of the route beyond, and the canal side.

New surfacing to and around the landings of the bridge over the canal, and to link with canal side paths on the Armley side.

The existing bridge over the canal is a pivotal to the movement in this area, and is a place where clear signage is needed.

The route up through the park is steeply inclined, needs surfacing and stabilising. An alternative track for the less able is possible.

There needs to be a good connecting route to the Mansion and associated car park and to Armley Park.

- Character: The route that crosses the switching station can be modern and clean in character, and can be tarmac with potential for artwork to express the former industrial use. The route into Gotts Park needs to be designed to prevent rapid run off of water, which would erode the path, and flood the lower areas. The path needs to be integrated into the slope, and have a soft edge of grass and trees and shrubs. A good connecting route to Gotts mansion is required. It could relate to Repton's original design for the park.
- Detail: signage is needed at the canal bridge, within Gotts Park, and at the Gotts and Armley Park entrances, to show routes and destinations. Entrances should be enhanced and clearly identified.
- Environmental Management: Clearance of trees and shrubs to enhance views, and create good natural surveillance, whilst maintaining adequate cover to stabilise slopes. Liaison with N Power to enable the crossing at the switching station.



Existing track by switching station



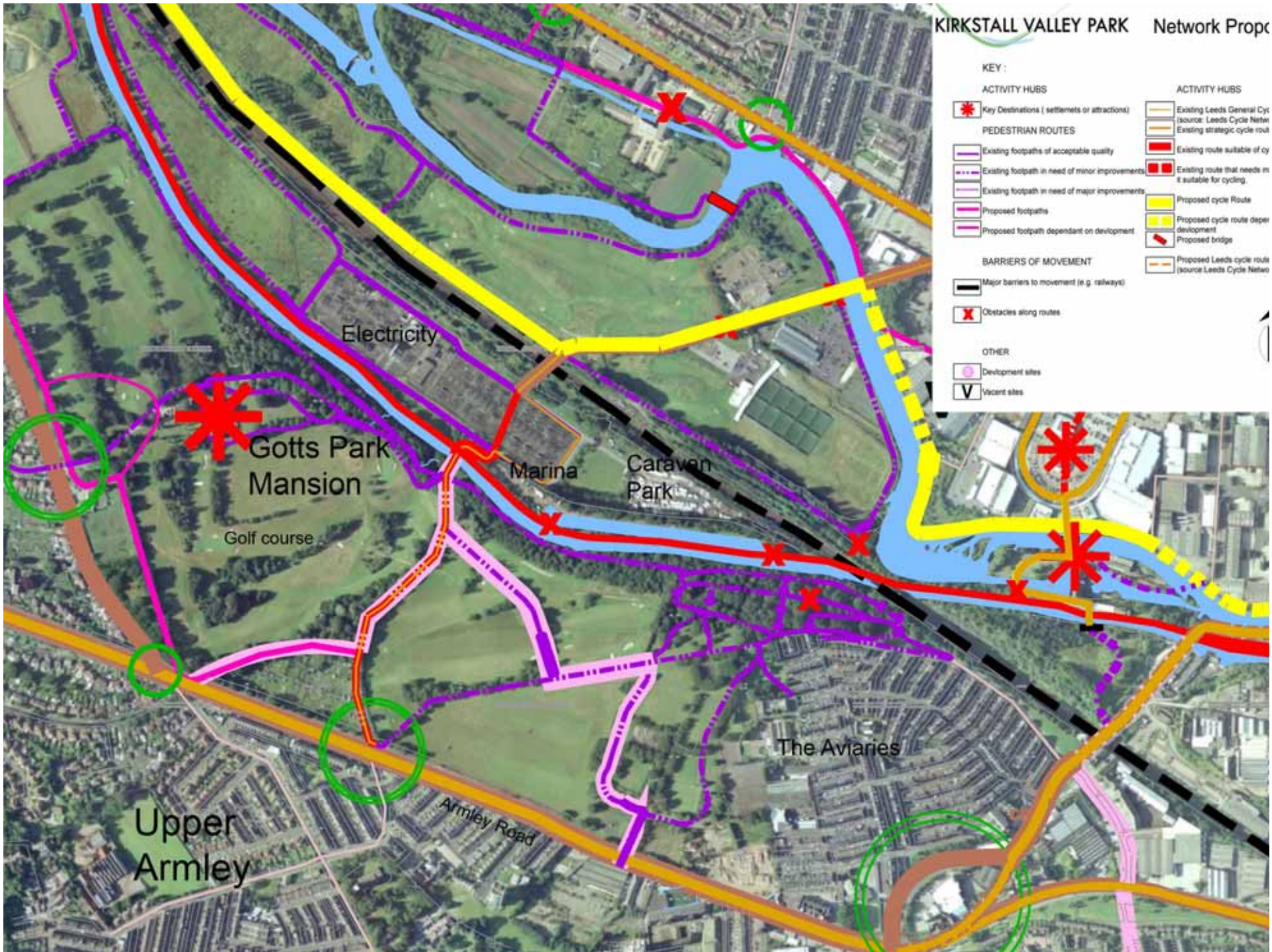
Bridge link Gotts Park to Redcote Lane



Gotts Park: improve link to Mansion

KIRKSTALL VALLEY PARK Network Prop

- KEY :**
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|---|---|--|--|
| ACTIVITY HUBS | | ACTIVITY HUBS | |
|  Key Destinations (settlements or attractions) |  Existing Leeds General Cyt (source: Leeds Cycle Netw) |  Existing route suitable of cy |  Proposed cycle Route |
| PEDESTRIAN ROUTES | |  Existing route that needs in it suitable for cycling |  Proposed cycle route deper development |
|  Existing footpaths of acceptable quality |  Existing route that needs in it suitable for cycling |  Proposed bridge |  Proposed Leeds cycle route (source Leeds Cycle Netw) |
|  Existing footpath in need of minor improvements |  Existing footpath in need of major improvements | BARRIERS OF MOVEMENT | |
|  Proposed footpaths |  Proposed footpath dependent on development |  Major barriers to movement (e.g. railways) |  Obstacles along routes |
| OTHER | | OTHER | |
|  Development sites |  Vicent sites | | |



The Riverside Way: Redcote Lane to Vue Cinema and Armley Mills

There are new cycle lanes identified on the Kirkstall Road, however this is a busy and intimidating fast moving road. A new off road route is desirable. A new path section is necessary to connect Redcote Lane to the existing riverside path behind the Virgin fitness club, and Armley Mills visitor attraction. The aim would be to eventually connect a new route along the riverside into the city centre from here, as redevelopment proceeds along the north shore of the riverside.

- Character: From Redcote Lane to Virgin: A 3m minimum wide tarmac surface with a railing to the canalised edge to this section.
From Virgin: Widen the route to 3m and surface the path with tarmac, allow a wide soft edge to the riverside and a post and rail fence as at Virgin.
Pathway improvements around the Mill area should accommodate both cyclists and walkers.
- Detail: Clear and attractive signage for routes and destinations.
Soft edge to the river.
- Environmental Management: Manage the soft edge and trees to the riverside to enhance views, and keep the pathway clear.
Keep the gates from Armley Mills to the towpath opened.

The Riverside Way: Vue Cinema Complex to Railway Viaduct

This connection is dependant on re-development. This area is already changing, and new development should make the most of the riverside, as would cyclists and pedestrians with a riverside route. It also connects an existing footbridge to Canal Road.

- Character: The route will need to be 3m minimum, a wider space 5m minimum, will be necessary where adjacent to new development.
The new development must respect good urban design principals; have active edges and ground floor to provide natural surveillance and safety. Design should exploit the riverside location rather than turn it's back upon it.
Pocket parks should be incorporated at key locations.
- Detail: Lighting needed under bridges/viaducts. Clear signage is needed for routes and destinations. Materials need to be selected to reflect the new modern sustainable development.
- Environmental Management: Liaison with developers will be needed to create a well designed joined up cycle and pedestrian route. Trees and shrubs to be managed to keep paths clear and frame views.



Vue cinema and attractions

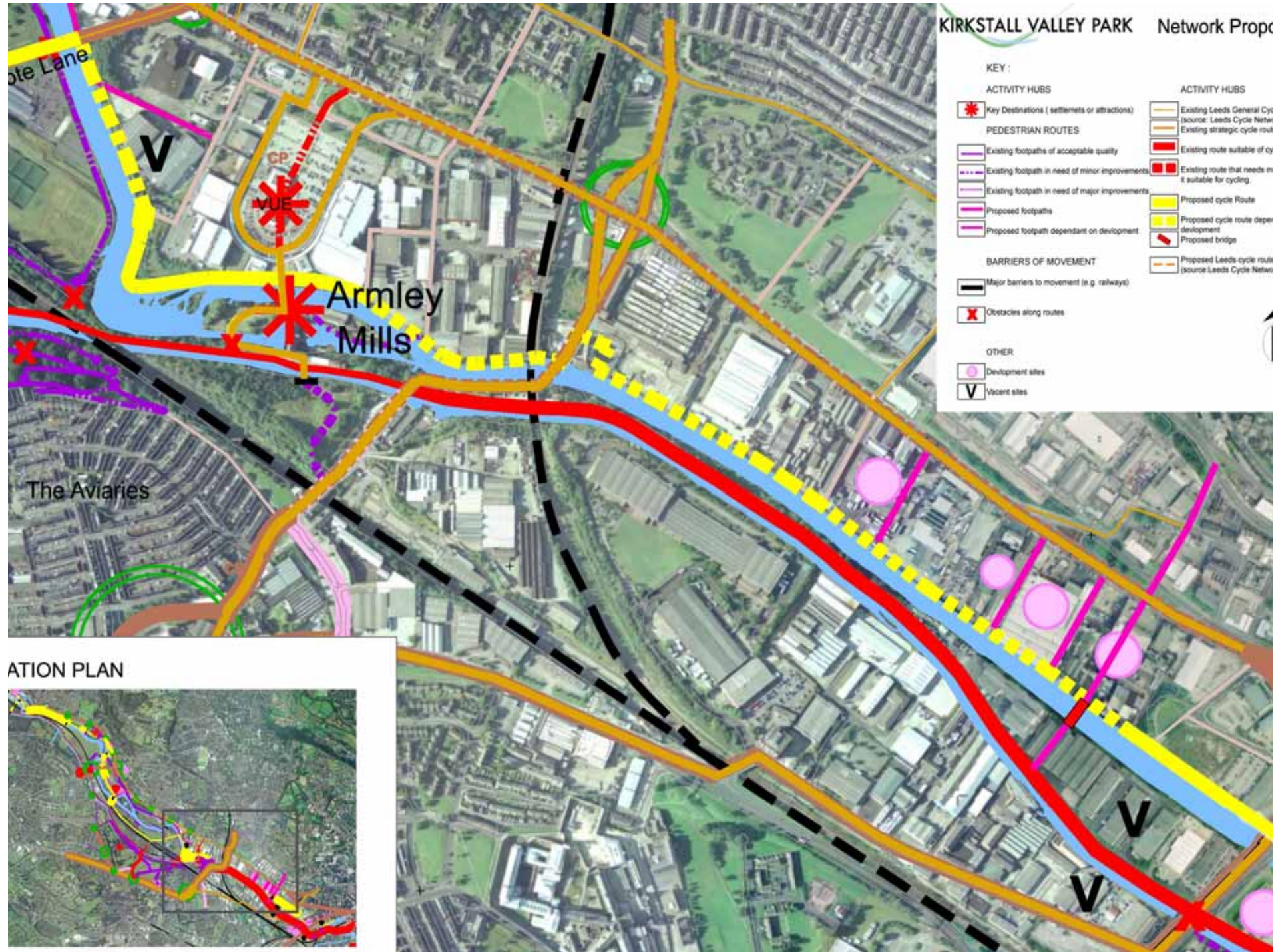


Public Square Amsterdam

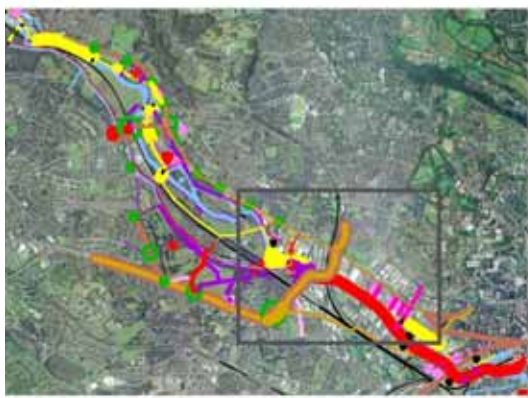


Footbridge: Vue complex to Armley Mills

KIRKSTALL VALLEY PARK Network Prop



ATION PLAN



The Riverside Way: Canal Road to City Centre

The aim is to create a continuous riverside route from the viaduct to the city centre. This would create a direct route, and would have striking views of the city and local environs. The route is dependent on development, which has already started adjacent to this stretch of the river.

Connect Canal Road to the Riverside Way to accommodate ground level changes.

Create a continuous riverside route to accommodate both cyclists and pedestrians. Path to vary in width (3m-5m) with pocket parks and widening to accommodate viewing points and places for anglers.

The riverside route is to be connected in various locations to Kirkstall Road to improve use, permeability and safety. Connections to new proposed bridging points identified by developers.

- Character: To reflect the riverside developments, the surfacing to be of high quality, durable materials e.g. Stone slabs and setts. New development to follow good sustainable urban design principles: active edges exploit the riverside location, and create natural surveillance.
- Detail: Lighting required along route connections from Kirkstall Road to the riverside path. Lighting needed on, under and around bridges. Signage is required to identify routes and destinations.
- Environmental Management: Liaison with developers needed to benefit from joined up thinking and coordinated design e.g. shared car parks for business and park users.



New York: Pocket parks along the Hudson River



Development Site: extend Riverside Way



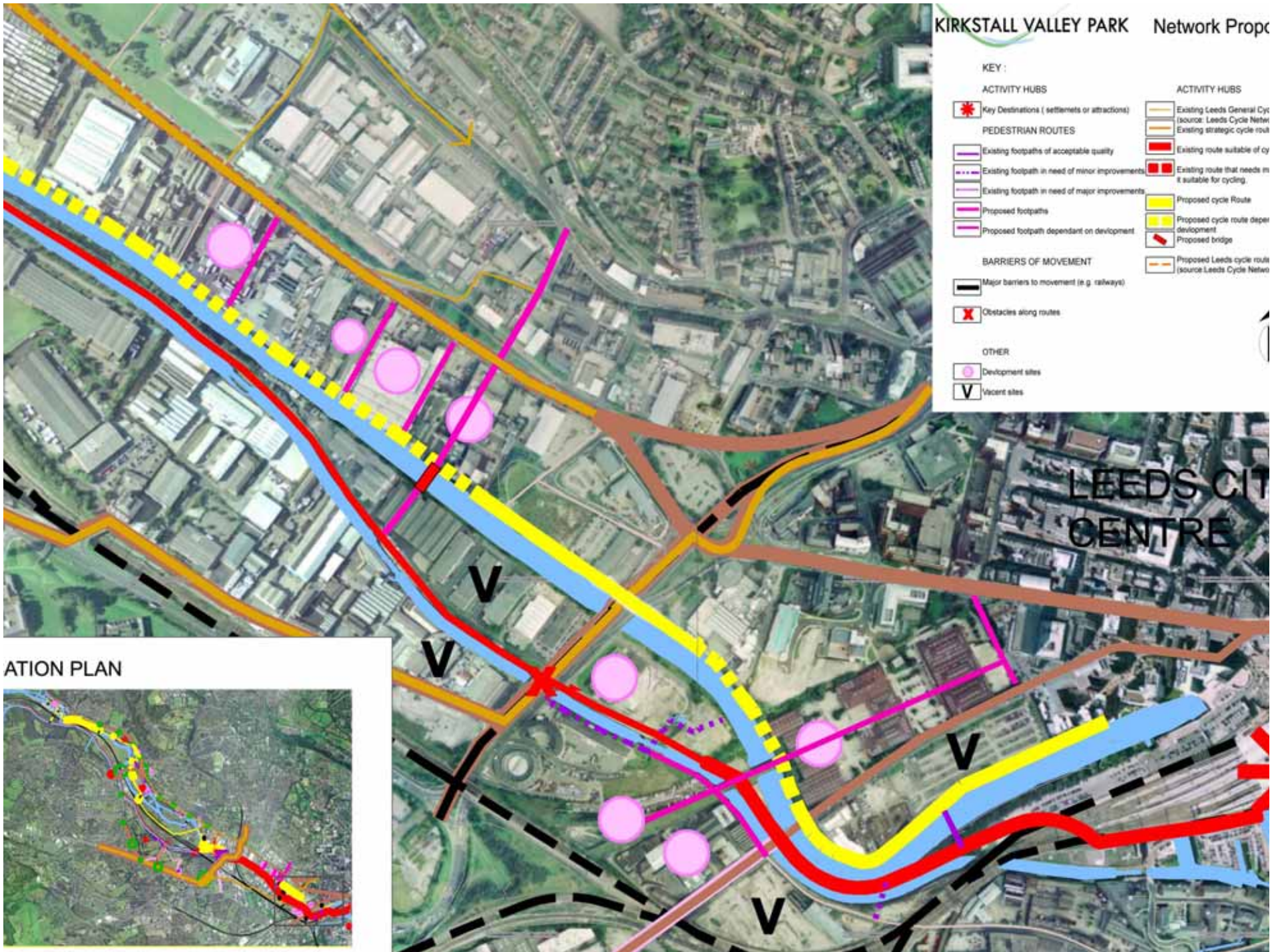
City Centre: Riverside resting places



City Centre: Riverside edge interest

KIRKSTALL VALLEY PARK Network Prop

- KEY :**
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|---|---|---|--|
| ACTIVITY HUBS | | ACTIVITY HUBS | |
| Key Destinations (settlements or attractions) | Existing Leeds General Cyc (source: Leeds Cycle Netw) | Existing route suitable of cy | Proposed cycle Route |
| PEDESTRIAN ROUTES | | Existing route that needs in it suitable for cycling | Proposed cycle route deper development |
| Existing footpaths of acceptable quality | Existing route that needs in it suitable for cycling | Proposed bridge | |
| Existing footpath in need of minor improvements | Existing route that needs in it suitable for cycling | Proposed Leeds cycle route (source: Leeds Cycle Netw) | |
| Existing footpath in need of major improvements | | | |
| Proposed footpaths | | | |
| Proposed footpath dependent on development | | | |
| BARRIERS OF MOVEMENT | | | |
| Major barriers to movement (e.g. railways) | | | |
| Obstacles along routes | | | |
| OTHER | | | |
| Development sites | | | |
| Vacant sites | | | |



ATION PLAN



The Tow Path (Route 66 National Cycle Network)

This is an existing, generally flat route connecting the city centre with Kirkstall, Horsforth, Rodley and Saltaire. There have been improvements to the towpath in places particularly around Armley Mills and Kirkstall Bridge.

The route is well used, especially at weekends. Shared use by walkers, cyclists and anglers creates conflict in places due to the narrow width of the towpath, and the lack of route options.

The towpath should be widened where space permits, and existing viewing areas restored and improved. Adjacent tracks and connections, which decongest the route should be utilised. Better links are required because the route is linear, and poorly connected to destinations and amenities.

Existing signage is largely for canal users, showing links to Liverpool and should be augmented by local signage. Trees, shrubby and grassy vegetation require management to enhance the environment. Graffiti removal and rubbish clearing is necessary.

Route 66: Kirkstall Brewery to the Marina

Opportunities to connect the towpath to its surrounding area. It should be surfaced in durable materials e.g. tarmac. Separate and direct cyclists and walkers by utilising the track for cyclists. The track runs up to and around the switching station from Broad Lane. Carefully manage vegetation to enhance the track and its separation from the towpath. Create a discrete direct exit form the towpath to Broad Lane and car parks at the forge site. Improvements to stepped ramps to allow wheeled vehicles to be pushed up across them. Repairs needed to stone flagged areas around Armley Mills and clearance of Graffiti and repairs to lookout areas.

- Character: The area around the Armley Mills should be carefully managed; paving to be stone, with sett trims, and plantings reveal spectacular views. The remainder of the path is to be surfaced using tarmac, with a soft grassy edge to the canal, except at landing stages. Vegetation to be naturalistic or native to enhance countryside character and create biodiversity. Grass seed to incorporate some wild flower species.
- Detail: Interpretive and directional signage required. Repair losses to paving.
- Environmental Management: Planting to be managed to reveal views, enhance biodiversity. Remove graffiti,

Route 66: Viaduct to City Centre

The towpath forms a continuous narrow route along the canal side, and connects to the city centre. It possesses striking views of the City and local historic features e.g. Botany Bay. The path is isolated and not well connected to its environs, and it feels unsafe, particularly under bridges, when not in peak use. The towpath should be upgraded where possible, through widening and improved surfacing.

It should be connected to new routes that arise as development takes place with shared car parks incorporated.

- Character: To reflect that of the adjacent new developments, Stone slabs, setts and seating around the lock.
- Detail: Signage of routes and destinations at bridging/ entry points and in particular at the gateway to Holbeck Urban Village, the City Centre and the Railway Station.
The path should be lit around and under bridges and along routes through development.
- Environmental Management: Planting to be managed to reveal views, enhance biodiversity. Remove graffiti.



Leeds Liverpool Canal: Route 66

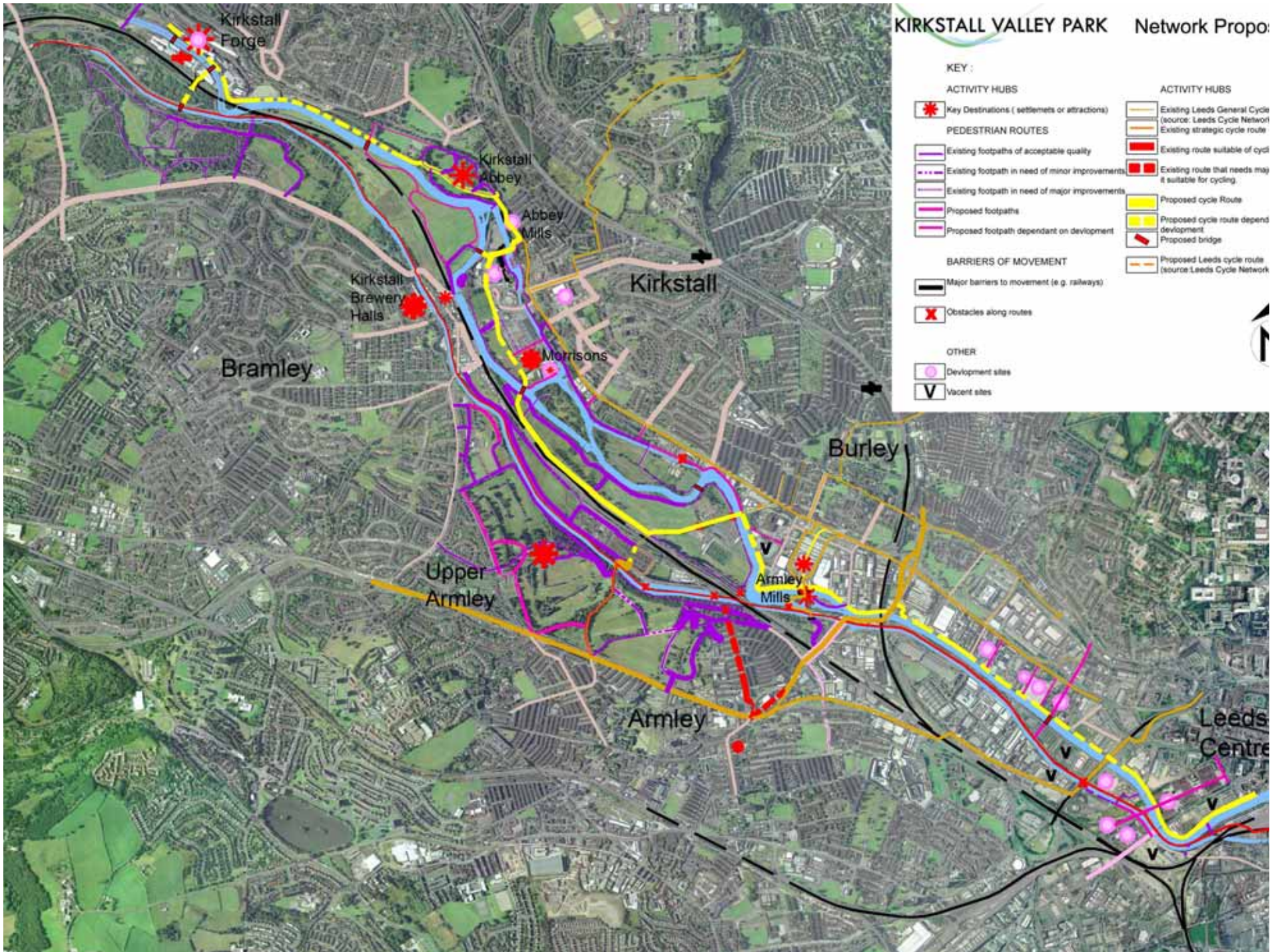


Kirkstall Valley Park : Towpath



City Centre Canal: Towpath

KIRKSTALL VALLEY PARK Network Propo:



A65 and Goitside Walks

The A65 is a direct link from Kirkstall to the City Centre. However the road is very busy transport route carrying heavy goods vehicles and large volumes of traffic. It is a noisy, dusty and intimidating highway for both pedestrians and cyclists. Recently proposed improvements to the A65 are aimed at incorporating a quality bus route, cycle lanes and more pedestrian crossing points. However the heavy use of the road means that the pedestrian and cycling experience will only be marginally improved, and further improvements would be desirable, including opportunities to cycle off road.

A65, junction of Bridge Road

Recent changes to the road layout at Kirkstall Junction have given priority to vehicles at this particularly busy junction. Significant improvements still need to be made to enhance pedestrian use. These include widening of pavements particularly at crossing points and bus stops. Links to car parks at Morrisons and St Annes Mills should be incorporated.

The Goitside walks provide an interesting footpath on the north side of the park and parallel to the Kirkstall Road. They connect a number of interesting historical features; mills, and millrace, and potentially provide an alternative route to Morrison's and the wider park.

At present their condition is variable, with uneven terrain, poor surfacing and the edges are encroached by over grown trees and shrubs. The area feels unsafe, as it's poorly connected, overgrown and there is little natural surveillance.

Improvements from the Kirkstall Centre include the need for: better access, surfacing and signage, management of vegetation to open up views and allow paths to be overlooked from the road and St Ann's Mills, and other development. Improve access points From Kirkstall Road, the key link to St Ann's Mills and the Riverside.

Establish new link adjacent to the home office buildings and farm area, connecting by the former site of Gotts Suspension Bridge.

Restore/ replace the suspension bridge link to give access to Redcote Lane and A65 and local shopping area.

- Character: The Goitside character should be retained as a sheltered small scale park with glimpses to the broader landscape and screening to the A65.
- Detail: Improvements to surfacing and signage are required.
- Environmental Management: Planting to be managed to enhance views and increase bio diversity.



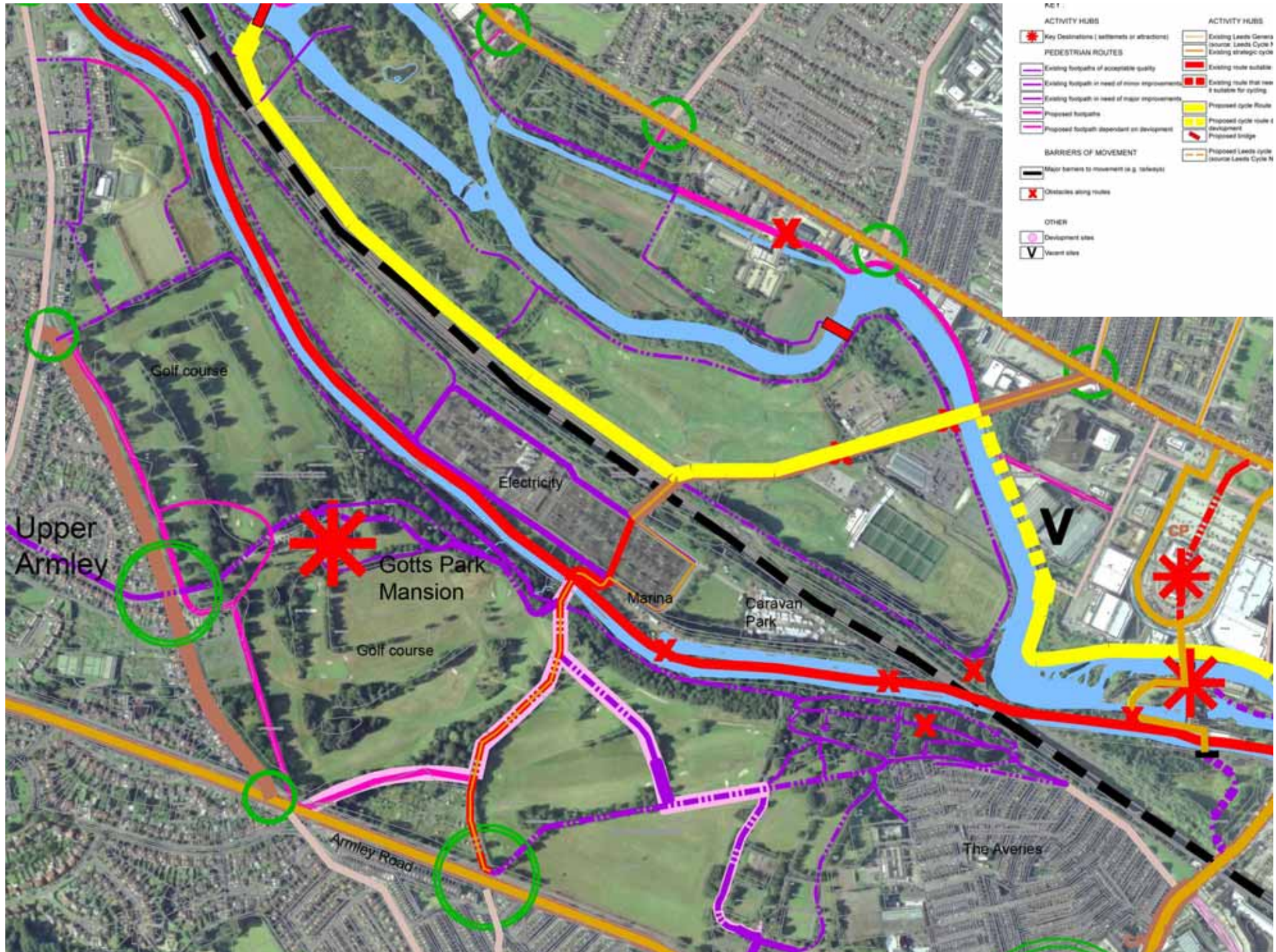
Existing Goitside walk



River Aire



River Aire: Activity and interest



Kirkstall Valley Park - A Great Network – Armley Links

Armley Links: Armley Bridge Road, Stanningley Road, Armley Road and Canal Street

The movement network aims to connect the communities of Armley, Upper Armley and Bramley to each other through Park and to the City and Countryside. It also aims to connect these communities to Kirkstall, Burley and the extensive green resources of Gotts Park, Armley Park, the nature reserve and Kirkstall Abbey and Forge.

Armley Links: Broad Lane, Wither Lane and Amen Corner

These narrow and curving busy roads with narrow paths link Armley and Bramley to Kirkstall Bridge. They discourage pedestrians and cyclists because they compete with vehicular traffic. People are unaware in this location of the proximity of Route 66 the towpath, The River Aire and Kirkstall Abbey Park.

- Character: Paths should be widened wherever possible, traffic speed reduced on Broad Lane Bridge and Amen Corner to 20MPH.
A new park entrance is needed on Wither Lane, to connect to Route 66 the towpath, and connect to the newly designated cycle path track, which leads to the switching station at Redcote Lane.
- Detail: Simple signage, creating a minimum of clutter, is needed to direct cyclists and pedestrians to routes and destinations.
- Environmental Management: Establish stronger links between park and highway management and increase number of trees for greater impact.

Armley Links: Armley Ridge Road and Stanningley Road A647

Armley Ridge and Stanningley Road border the SW edge of Gotts Park, where traffic moves at 30/40mph. The road like Stanningley Road separates the Park from the residential area. The public footpath alongside the park is in very poor condition, and access on to the park is restricted due to golfing activity, and un-surfaced tracks in the Park, which get muddy in wet weather. At present car parks in Armley and Gotts Park are poorly linked to paths.

- Character: Improvements should include; better crossings, marked entrances for pedestrians and cyclists, cycle path markings, improve surfacing and surfacing to public footpath and park routes.
- Detail: Clear signage is needed to direct users to the spaces and places around the movement network.
- Environmental Management: Establish stronger links between park and highway management and increase number of trees to enhance the road corridor.



Railway dividing KVP



Road near Gotts and Armley Parks

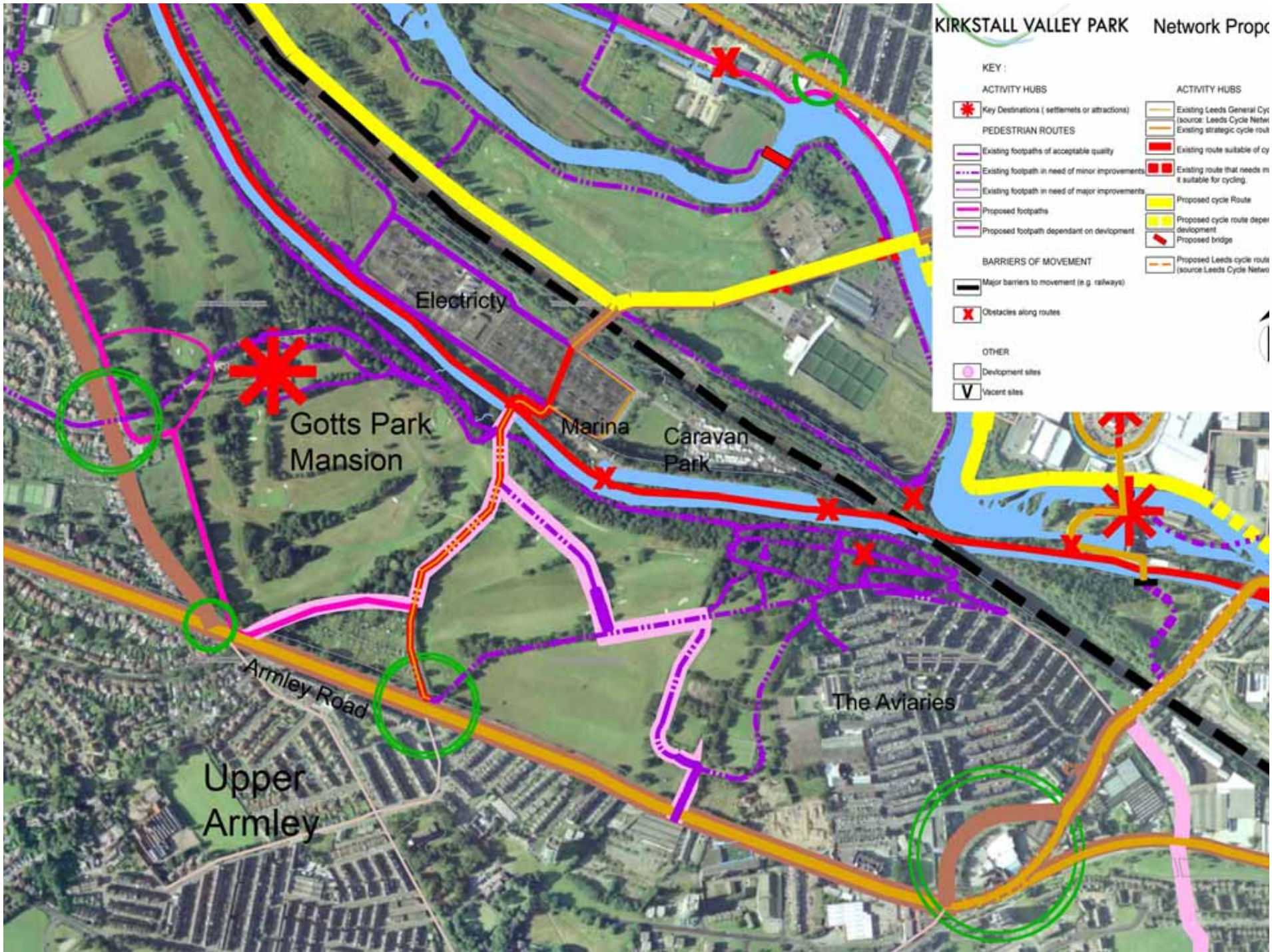


New route ways Amsterdam

KIRKSTALL VALLEY PARK Network Prop

KEY :

ACTIVITY HUBS		ACTIVITY HUBS	
Key Destinations (settlements or attractions)	Existing Leeds General Cyt (source: Leeds Cycle Netw)	Existing route suitable of cy	Proposed cycle Route
PEDESTRIAN ROUTES		Existing route that needs in it suitable for cycling	Proposed cycle route deper development
Existing footpaths of acceptable quality	Existing route that needs in it suitable for cycling	Proposed bridge	Proposed Leeds cycle route (source Leeds Cycle Netw)
Existing footpath in need of minor improvements	Existing route that needs in it suitable for cycling	BARRIERS OF MOVEMENT	
Existing footpath in need of major improvements	Existing route that needs in it suitable for cycling	Major barriers to movement (e.g. railways)	Obstacles along routes
Proposed footpaths	Existing route that needs in it suitable for cycling	OTHER	
Proposed footpath dependent on development	Existing route that needs in it suitable for cycling	Development sites	Vacant sites



Armley Links: Local Routes and Loops

The concept is to connect people at a local level to their local spaces and the network, which can take them to destinations further a field.

In Armley the two parks are already used by local people and visitors, but could fulfil their potential if there was: better signposting, clear pathways on reasonable gradients connecting to destinations e.g. Gotts Mansion, and in places surface paths where there is no surface at all. In Gotts Park itself, the presence of golf is inhibiting pedestrian use. Paths have been driven to the margins, are unsurfaced, unsafe and disconnected. A vision is required whereby the activities can successfully co-exist e.g. shared car parks. Pathways are needed, these could invite the local populations to enjoy walking through the park and visit the Mansion, a local destination for users from Bramley, Burley and Kirkstall.

Armley Links: Legard Way junction to Kirkstall Road

This is an important connecting road and gateway location. The road links Armley to Kirkstall Road, via Canal Road, along a winding course, over a very steep gradient. To encourage pedestrian and cycle movement environmental improvements should include: path widths and widths of pedestrian refuges should be increased where possible, and road speed dropped to 20MPH. Link pedestrian and cycle routes to neighbourhood Pocket Parks and car parks. At Botany Bay, an entrance and a pocket park with seating should be formed to celebrate the historic area and access to the canal towpath.

Detail: Use signage to direct and inform people of routes and destinations such as Armley Mills, and at the Mills signage should directly lead to the towpath, mill entrance and other options.

Armley Links: Legard Way to Wellington Road

The existing cycle lane and paths on Legard Way and Wellington Road are inhospitable due to the proximity of several lanes of traffic, which at times is moving at 40mph. The paucity of opportunity to cross has discouraged pedestrian activity in this area. The cycle route takes cyclists off the busy road corridor, to Maybrook industrial Estate, and eventually link up with a crossing on the Canal.

To reduce the impact that vehicular traffic is having on pedestrian and cycle movement environmental improvements should be made around the junction to create spacious and comfortable pedestrian areas, large refuge spaces, clear pedestrian and cycle signage, seating to rest at for the physically infirm, and good lighting for pedestrians.

Wellington Road could be improved by creating a boulevard with wide pavements and pedestrian crossings, a tree lined road to improve its poor image, and encourage use by local people. New development should be encouraged to follow good Urban Design principles: to have outward facing active frontages to create a civilising effect on the road.



Gotts Park: Golf and walkers can co-exist

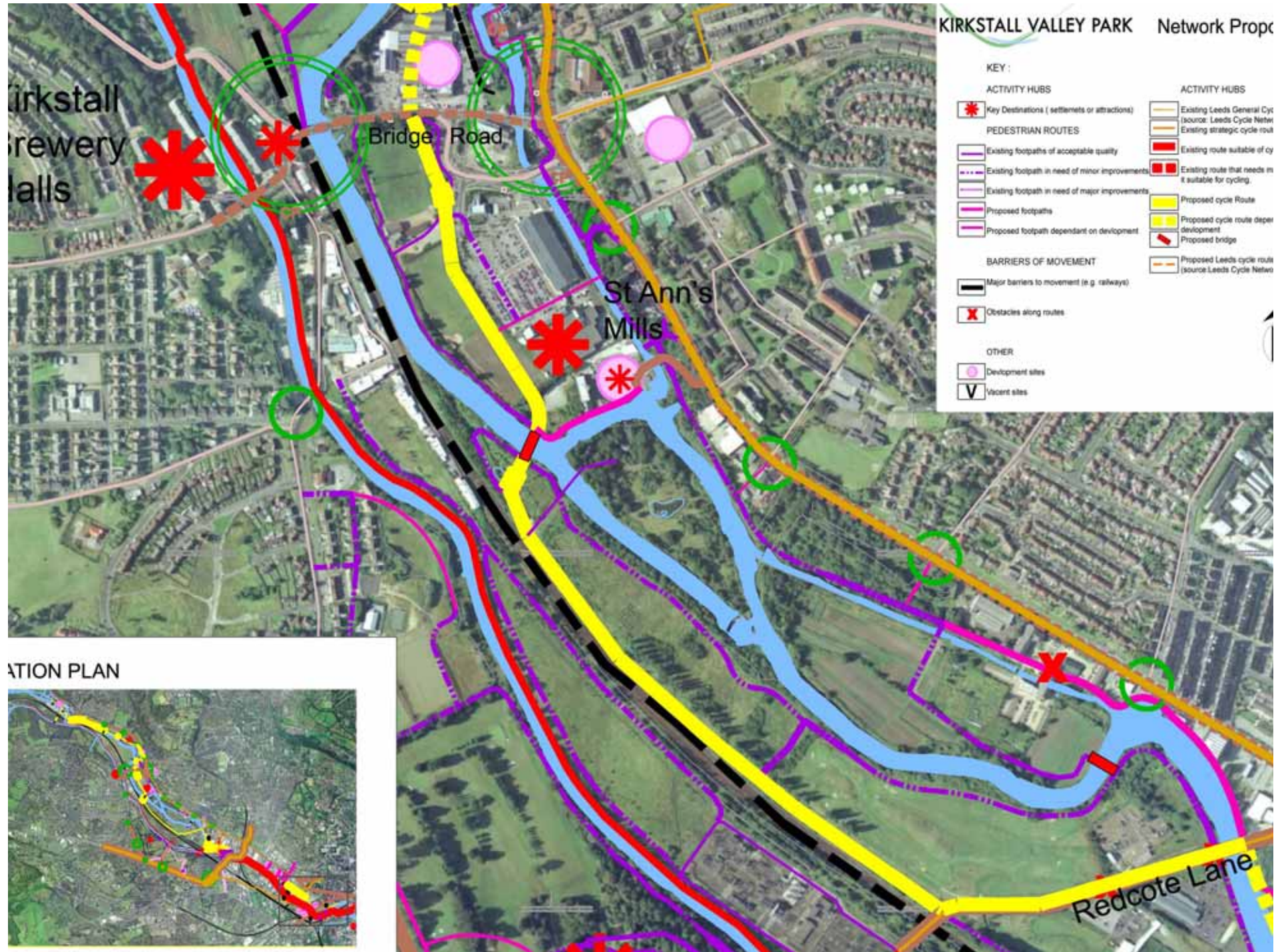


Armley mills car park: Improve signs



Safe and active canal side in Bruges

KIRKSTALL VALLEY PARK Network Prop



ATION PLAN



PROJECT IMPLEMENTATION AND ESTIMATE OF COSTS

Implementation will be achieved in a variety of ways but a clear priority is the establishment of The Riverside Way. For this reason an initial estimate of costs for the various sections of this is included below although a more detailed assessment is necessary.

Riverside Way: Kirkstall Forge to Kirkstall Abbey Park 980 m	Widening and new tarmac surface with gritstone surface dressing to existing track	Selective clearance of vegetation and new planting	£167,000
Riverside Way: Kirkstall Abbey Park to Bridge Road		Removal of derelict elements and poor signage Repairs to footbridge	£120,000
Riverside Way: Bridge Road to new Bridge crossing 490m	New bridge, new path	Works to Bridge Road to make pedestrian/cycle friendly excluded	£320,000
Riverside Way: New bridge to Redcote Lane 920m	New tarmac surface with gritstone surface dressing, along existing track. Some re-grading.	Conservation of existing vegetation	£92,000
Riverside Way: Redcote Lane 450m	Adequate surface exists	Removal of derelict elements/some fencing. New planting and signage	£65,000
Riverside Way: Redcote Lane to Gotts Park 653m	New link through switching station. New surface to route through Gotts Park.	Canal bridge improvements	£105,000
Riverside Way: Redcote Lane to Vue and Armley Mills 600m	New links alongside River depend on new development	Painting bridge. New signage	£60,000
Riverside Way: Vue to Railway Viaduct 426m	New Links alongside River depend on new development	Landscape design proposals within developments	
Riverside Way: Canal Road to City Centre 2219m	New Links alongside River depend on new development	Landscape design proposals within developments	



Park entrance and art work

THE WAY FORWARD

Plans for movement and circulation must be linked to the overall development of Kirkstall Valley Park. To successfully implement the vision for a Green Heart and a Great Network there will need to be a sustained level of consciousness about the significance of these proposals. Parks and routes through them are a vital resource for the health and well being of people and their communities.

The project will need to be funded from a variety of sources associated with new developments and a wide range of initiatives.

The Riverside Way is of particular importance and its establishment will act as a catalyst for the establishment of the broader network. It will provide for and encourage access into the park and to other destinations such as the city centre. In this way the necessary shift from using cars to other greener forms of transport, including cycling and walking, will be assisted.

POTENTIAL FUNDING SOURCES

Only small amounts of funding have been raised to date but potential key funders include:

English Heritage, Yorkshire Forward, Leeds City Council, Development Projects (Directly and through Section 106 agreements), Natural England, Leeds Initiative, Creative partnerships, Local Enterprise.

ACKNOWLEDGEMENTS

DesignLeeds Project Team: Fleure Gething, Luke Mitchell, Emma Oldroyd, Chris Royffe, Debbie Samuel,

The following post graduate landscape architecture and urban design students at Leeds Met have also contributed to various events and to design proposals for the park: Elias Arkin, Christopher Dixon, Kate Dundas, Soudeh Hekmat, Ying Lui, Jessie Kennedy, Joo Youn Kim, Carol Mather, Sarah Leeson, Nicholas Miller, Matt Nokes, Davey Northcott, Deborah Oakley, Stuart Prendergast, Lucas Shellhammer, Hannah Solomansson, Timothy Spain, Katie Spencer, Sally Stephenson, Philipp von Welck, Lasse Flies, Stephen Wilkinson



Park life Amsterdam the Future for Kirkstall Valley Park?

<http://kvp.org.uk>

designleeds@leedsmet.ac.uk