MOTT MACDONALD

Leeds CITY COUNCIL

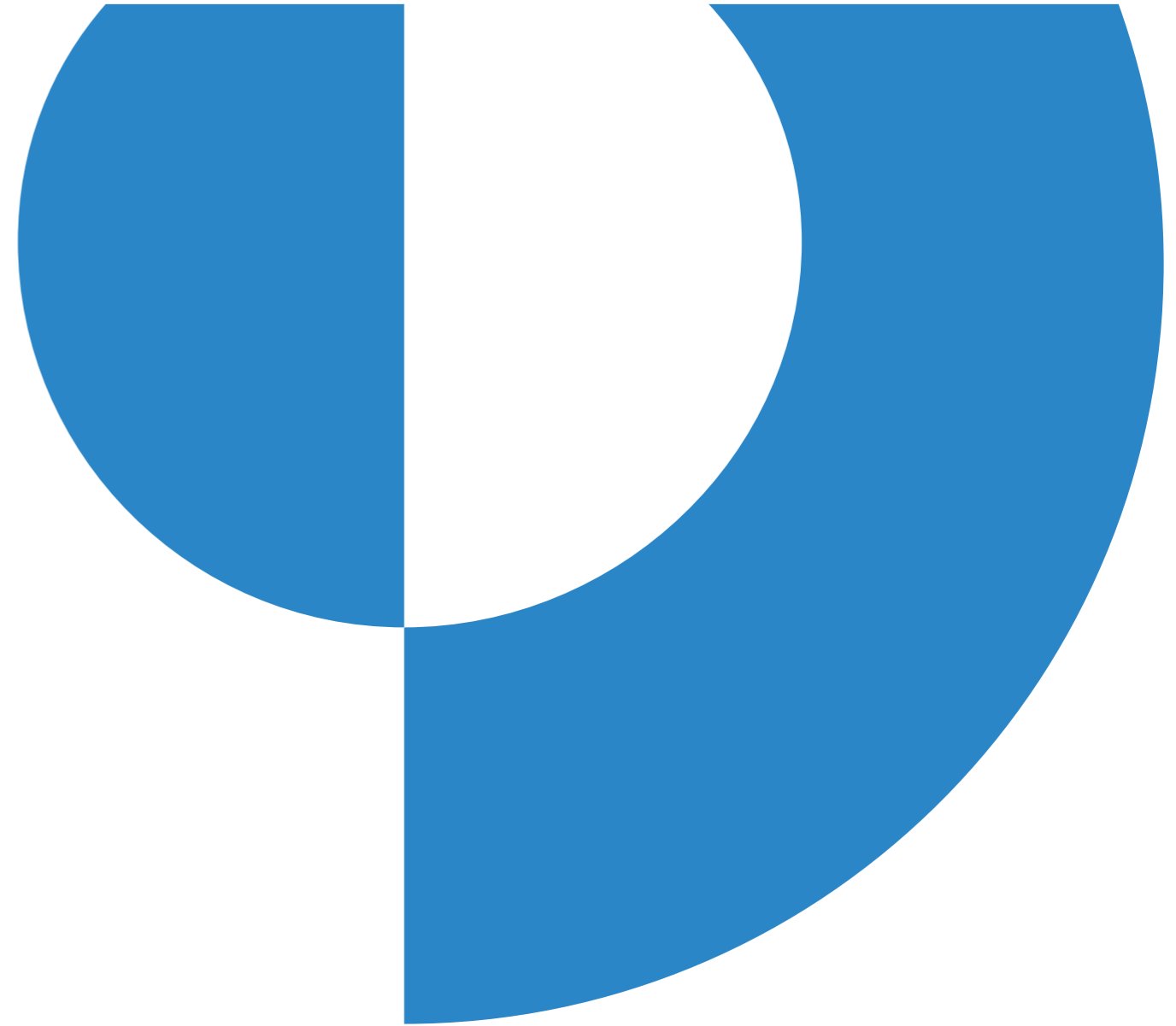# Leeds 20-Minute Neighbourhoods

Technical Note

October 2022

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Leeds 20-Minute Neighbourhoods

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Contents

1   Introduction

The Leeds 20-minute neighbourhood (20MN) study has been commissioned in support of Leeds City Council's (LCC) emerging Local Plan update. It sets out to examine levels of walking accessibility across the district based on how many amenities are accessible within a 20-minute round-trip on foot.

1.1   Study Overview

Mott MacDonald was appointed to assist the Policy and Plans Group at Leeds City Council (LCC) in exploring implications of applying the "20-minute neighbourhoods" concept to the Leeds district. Leeds district lies within the Mayoral Combined Authority of West Yorkshire (WYCA). The district incorporates the City of Leeds, its surrounding suburbs and several outlying towns and villages bounded by Harrogate District to the north, Selby District to the east, Wakefield and Kirklees Districts to the south and Bradford district to the west – see Figure 1.1.

1.2   Study Objectives

LCC's work on the Leeds Local Plan update (Phase 1)[1] with its focus on climate change, sustainability and place making has set out to explore the policies needed to help shape places within the district within the context of the 20-minute neighbourhoods concept. This raises two key questions;

- Which places can be classified as "20-minute neighbourhoods" based on their current walking accessibility to local amenities?
- How well-connected are areas of future growth? What services can they currently access?

The study aims to provide evidence to address both these questions and illustrate where there could be opportunities for future growth in more accessible areas; plus, where targeted provision of amenities could be provided to improve walking accessibility in areas identified for growth in the Local Plan. It builds on an initial analysis undertaken by Mott MacDonald in 2020 which used a set of standardised amenities to estimate levels of 20-minute accessibility across the district. The outputs of this early analysis are illustrated in Figure 1.2.

The purpose of this analysis will be to produce a more detailed custom-built map in partnership with LCC, incorporating a wider range of services reflecting their importance to people in Leeds.

1.3   Report Structure

This report summarises the context, assumptions, methodology and findings of the study under the following headings:

- Chapter 1 – **Introduction** - study context and objectives
- Chapter 2 – **The 20-Minute neighbourhood concept** – outline of the 20-minute neighbourhood concept and its applications elsewhere
- Chapter 3 – **Methodology** – outline of the analytical approach and local specifications applied to Leeds
- Chapter 4 – **Outputs** – presentation of key findings
- Chapter 5 – **Conclusions and Next Steps** – outline of potential uses of the findings

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[1] Leeds City Council "Leeds Local Plan Update: Scoping Consultation 2021" - https://www.leeds.gov.uk/docs/Local%20Plan%202021.pdf

Figure 1.1: Leeds district context
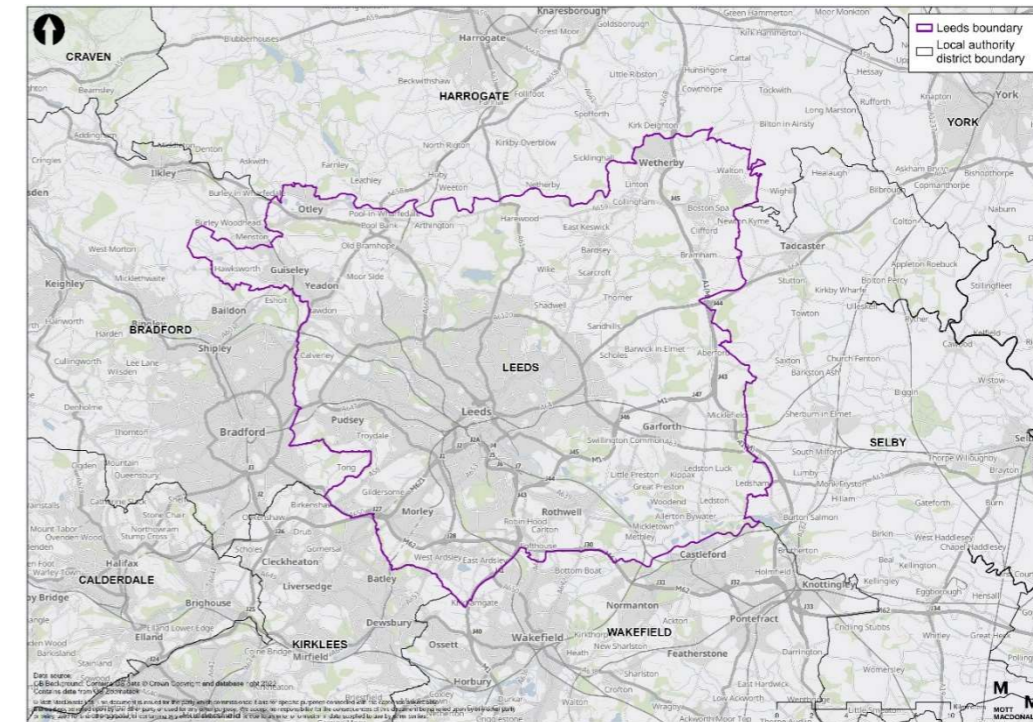
Source: Mott MacDonald

Figure 1.2: Leeds 20-minute neighbourhood analysis (2020)

Source: Mott MacDonald

2 The 20-minute neighbourhood concept

This section outlines the origins of the 20-minute neighbourhood concept, its applications elsewhere and how it has grown in prominence to be included in the LCC Local Plan.

2.1 Origins of the concept

The origins of the concept are commonly attributed to Carlos Moreno; a French-Columbian systems engineer and scientist in 2016 in response to growing concerns around urban sustainability.[2] The principle was that any city's residents should be able to access their daily needs within a 15-minute walk or cycle ride, to reduce the redundancy of spaces that were far apart and infrequently used.

The idea gained traction when it was put into practice by Paris mayor Anne Hidalgo, who successfully used it in her re-election campaign in 2020 – see Figure 2.2. It has also been promoted by C40 Cities, a network that major cities around the world to tackle climate change.[3] Since the COVID-19 pandemic, the concept has gained further popularity as a means of recovering urban economies and producing more pandemic-resilient neighbourhoods.

Were it not for Covid-19, I think that the conditions for deploying the 15-minute city concept would have been very hard to instigate…but the catastrophe of the pandemic has seen us drastically change how we live – it has forced us to reassess the nature and quality of our urban lifestyles.

Carlos Moreno, The RIBA Journal, December 2021[4]

2.2 Other applications

As well as being implemented as part of Paris' "living smart city" initiative, the idea has also been put into practice in Portland, USA (Complete Neighbourhoods – see Figure 2.3)[5] and Melbourne, Australia (Plan Melbourne).[6] In the latter example, the definition shifted to a 20-minute neighbourhood, which is what has been applied to this study. The principle of this adjusted definition is:

Neighbourhoods where most daily journeys need take no longer than 10 minutes and 10 minutes back by walking or cycling have a good foundation for sustainability.

The concept has attracted broad attention across the UK, and is similarly being developed in Edinburgh, Birmingham and Newcastle. The latter two studies are also being led by Mott MacDonald.

2.3 Applying the concept to Leeds

Within the Leeds Local Plan, the council has set out its vision for strategic placemaking. In line with other cities, the impacts of COVID-19 and climate change have led to the introduction of the 20-minute neighbourhood (20MN) concept into planning documentation.

Figure 2.1: Strategic Place Making in the Leeds Local Plan

Source: Leeds Local Plan Update – Scoping Consultation 2021

The concept is intended to be a framework for examining the connectivity of different neighbourhoods and considering the implications on land use, accessibility and digital connectivity. As outlined in Section 1.1, analysing the level of walking accessibility to amenity across the Leeds district can help to address the following questions:

- Which places can already be classified as "20-minute neighbourhoods" based on their accessibility to local amenities?
- How accessible are areas identified for future growth? What services can they currently access?

Gaining an understanding of these questions can then help to inform policy responses in the Local Plan around desirable areas for development; and where further amenity development should be encouraged to deliver sustainable 20-minute neighbourhoods in the future.

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[2] Carlos Moreno: The 15-minute city – C40 Knowledge Hub -
    https://www.c40knowledgehub.org/s/article/Carlos-Moreno-The-15-minute-city?language=en_US
[3] How to build back better with a 15-minute city – C40 Knowledge Hub -
    https://www.c40knowledgehub.org/s/article/How-to-build-back-better-with-a-15-minute-city?language=en_US

[4] Carlos Moreno: 15 minutes to save the world - The RIBA Journal -
    https://www.ribaj.com/culture/profile-carlos-moreno-15-minute-city-obel-award-planning
[5] https://www.portlandonline.com/portlandplan/
[6] https://www.planmelbourne.vic.gov.au/current-projects/20-minute-neighbourhoods/pilot-program

Figure 2.2: Illustration of 15-minute neighbourhood concept in Paris

Source: Micaël/Paris Commune

Figure 2.3: "Complete Neighbourhoods" concept, Portland USA

Source: Portland Plan

Figure 2.4: 20-minute neighbourhood concept, Melbourne Australia

Source: Plan Melbourne

3   Methodology

This section describes our approach to analysing 20-minute neighbourhoods and the key underlying assumptions driving the assessment.

3.1   Overview

Mott MacDonald has created a 20-minute neighbourhoods analytical approach. This is based on an analysis of walkable access to a range of core amenities that are considered essential for sustainable and local neighbourhoods. Such amenities include local shops, early years education, doctors, green spaces, playgrounds, and public transport stops. Figure 3.1 illustrates the core set of amenities.

Figure 3.1: Overview of amenities considered in typical analysis
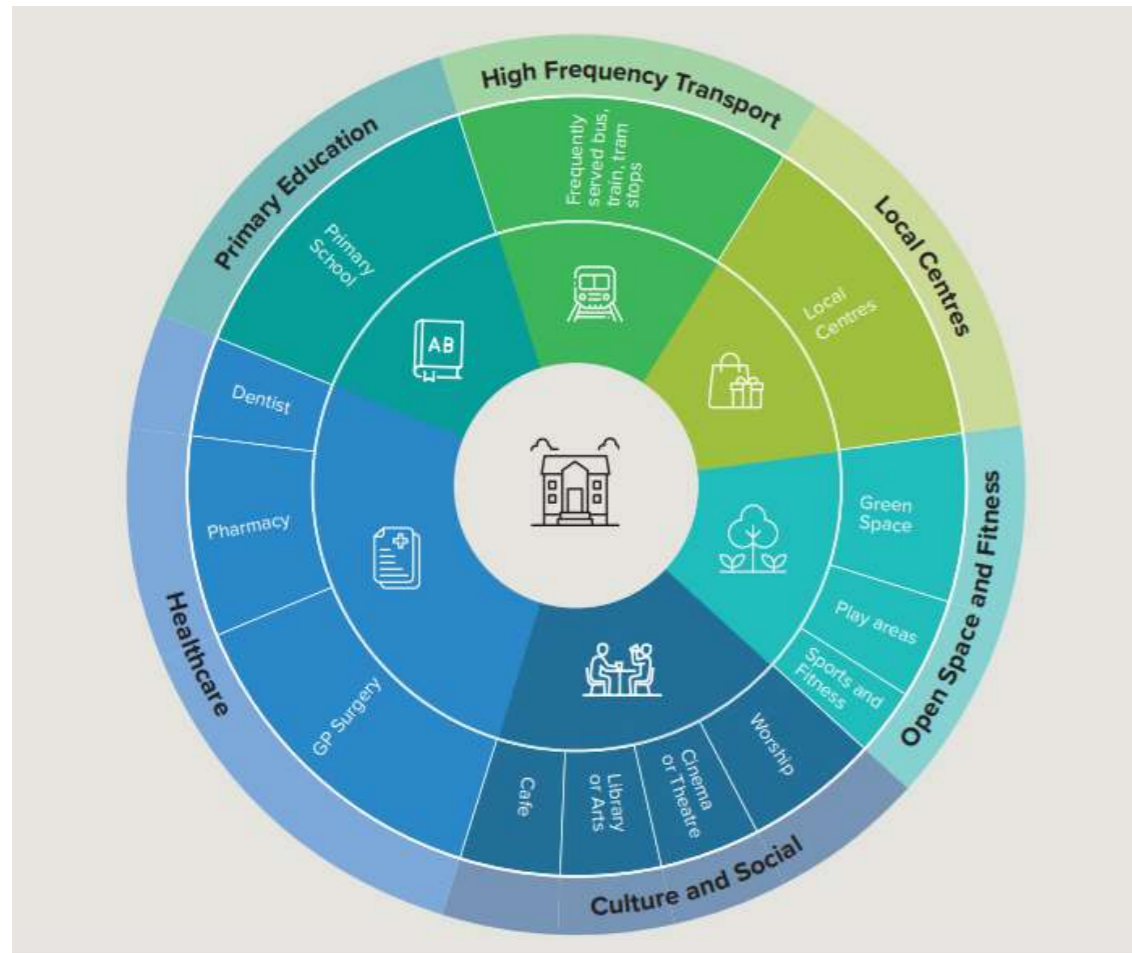
Source: Mott MacDonald

This analysis can be used to create a map showing how access to these kinds of amenities varies across the city, with higher scoring areas (those with more amenities on their doorstep) represented by warmer colours on the map, and lower scoring areas shown with cooler colours.

It can also be tailored to reflect the importance of different amenities and services for individual cities, building on inputs from stakeholders or public consultation to define new services, or specify weightings for more important services.

3.2   LCC Workshops

At an inception workshop in May 2022, the standard selection of core amenities was presented to the Policy and Plans group. Three breakout sessions were then organised to discuss:

● The definition of amenities, and whether anything should be added to the core selection from Figure 3.1
● The importance of each amenity, on a scale of 0 – 5
● The willingness to travel to each amenity; either within the 20-minute neighbourhood, within a wider city region, or outside the city region

The intention of the sessions was to ensure that the amenities under consideration reflected local priorities and could be weighted to reflect their importance. The outcomes of these sessions are described below.

3.2.1   Definition of Amenities

In the first breakout session, the following additional amenities were identified as potential new additions to the analysis:

● Bike hire
● Car club
● Care homes
● Co-Working Space
● Health and beauty
● Local venue
● Mass transit stop
● Petrol station with convenience store
● Postal collection
● Takeaways

Each of these suggestions was subsequently assessed for data availability to determine whether it could be included in the analysis. It was agreed that:

● Health and beauty could be incorporated under the "Pharmacy" classification
● Local venue could be incorporated under the "Community Centre" classification
● Mass transit could be incorporated under the "Bus/Train stop" classification
● Petrol stations with convenience stores could be classified as "Convenience Store"
● Takeaways could be incorporated under the "Restaurant, Café or Fast Food" classification

Several amenities including care homes, co-working spaces, car clubs, bike hire and postal collection could not be linked to reliable data sources and therefore were not included in the subsequent analysis. In total, 28 amenities were taken forward into the analysis.

3.2.2   Importance of Amenities

The second breakout session enabled all participants to rank the full selection of amenities according to their level of importance on a scale of 0 – 5. An average score was taken from these rankings to apply to each of the remaining amenities and inform the level of weighting that could be applied to individual services; with higher scores denoting more important services.

3.2.3 Willingness to Travel to Amenities

To validate the findings of the previous breakout session, the final workshop exercise invited participants to place amenities within various travel ranges, including

- Within a 20-minute neighbourhood on foot
- Within a 40-minute city region by car
- Outside a 40-minute travel time/not important

Similarly, all participants' rankings were scored and applied as an additional factor to calculate the weightings applied to different amenities. Scores were then reviewed by the Policy and Plans team for consistency. The finalised weightings are presented in Figure 3.2.

3.3 Inputs from public survey

In May/June 2022, LCC conducted a public survey inviting feedback on the importance and willingness to travel to the amenities under consideration. The survey outputs were compared to the LCC weightings to understand how closely aligned the two sets of weightings were. The outputs, and key differences are illustrated in Figure 3.3.

This demonstrated a broad alignment of the relative importance of several amenities, including those given the highest weighting of 5. There were some minor differences in the weightings at the middle of the scale, but nothing significantly different to have any impact on the overall analysis to warrant changing the weightings at that stage. Further details of the consultation can be found in Appendix A.

3.4 Data sources

With the weightings agreed, the amenities were all mapped based on information supplied from several sources. A full breakdown is provided in Appendix B:

- OS Gazetteer Data licensed by LCC for the majority of amenity types and locations
- Geolytix Open Data for supermarkets[7]
- Open Street Map export data for post boxes, post offices, ATMs and convenience stores
- Basemap public transport data[8] for bus stops and train stops

3.5 Assumptions

The following assumptions have been noted to caveat the analysis:

- Amenities outside of the Leeds boundary are not considered in the analysis, some neighbourhoods on the edges of the district could still benefit from amenities in adjoining local authorities (e.g. Bradford, Wakefield, Kirklees, Selby and Harrogate)
- It was agreed with LCC that that there could be some outdated information across the datasets which may benefit from further verification (e.g. newly-opened convenience stores, or recently closed post offices)
- The walkable network was taken from current street and rights of way layouts, excluding those unsuitable for walking (e.g. motorways).
- This walking network does not include designated crossing points or bridges
- The walking network is connected and effective with surfaced pavements and paths. It doesn't account for temporary closures or perceived barriers (such as lighting and sightlines)

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[7] UK Retail Points - Supermarket Locations 2022Q1 | Geolytix

Figure 3.2: Weightings applied to amenities in Leeds

Source: Mott MacDonald/LCC

Figure 3.3: Outputs from public survey on amenities

Source: Mott MacDonald/LCC

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[8] https://www.basemap.co.uk/map-data/public-transport-data/

3.6   Analysis Process

The analytical approach uses GIS mapping to plot the locations of each of the amenities and define 10-minute walk isochrones from each location. This is based on a set of parameters outlining average walking speeds, networks and public rights of way.

The study area is then divided into regular hexagonal "cells" and the number of overlapping isochrones within each cell is counted. Weightings for each of the amenities are then applied and added together to provide a weighted "accessibility score" for each cell. Where there is only partial coverage of an isochrone within a cell, a fraction of the score is calculated.

For the purposes of the calculation, weightings were assigned on a scale of 0 to 1 so that:

● Input weighting of 5 is calculated as 1 per amenity
● Input weighting of 4 is calculated as 0.8 per amenity
● Input weighting of 3 is calculated as 0.6 per amenity
● Input weighting of 2 is calculated as 0.4 per amenity
● Input weighting of 1 is calculated as 0.2 per amenity

The outputs are presented in a series of hex-maps covering the whole Leeds district. The associated GIS output files include information on the weighted score of each cell, and the amenities detected in the isochrone analysis. This can enable more detailed interrogation of the output data by LCC and other interested parties following the conclusion of the study.

Figure 3.4: Illustration of weighting calculation

Application of weightings
Building the hex-map

Neighbourhood A	Nearby amenities plotted	Walking Isochrones mapped	Weightings applied	Weightings adjusted for hex coverage	Scale applied

Unweighted score:
(3 x 1) + (3 x 1) + (3 x 1) =3

Weighted score:
(5 x 1) + (4 x 1) + (1 x 1)= **10**

Weighted score:
(4.2 x 1) + (3.1 x 1) + (0.1 x 1) = 7.4

7.4

Neighbourhood B	Nearby amenities plotted	Walking Isochrones mapped	Weightings applied	Weightings applied	Scale applied

Unweighted score:
(3 x 1) + (3 x 1) + (3 x 1) + (3 x 1) **4**

Weighted score:
(5 x 2) + (3 x 1) + (1 x 1)= **14**

Weighted score:
(4.3 x 2) + (3.3 x 1) + (1.1 x 1) = **13**

13.0

Mott MacDonald

Source: Mott MacDonald

4 Outputs

This section presents the outputs from the analysis, alongside several initial spot-checks conducted to validate the data and define walking accessibility categories that could be applied to the Local Plan.

4.1 Overview

Based on the assigned weightings, the total achievable score for any hex on the map is 18. The outputs are presented by their total weighting score, underpinned by a series of individual scores associated with individual amenities. This means that any hex can be analysed to understand the extent to which services are accessible.

A full map of walking accessibility across the district is provided in Figure 4.3

Hexes shaded darker red in this map are those with higher overall accessibility scores, meaning that a greater range of services are accessible within a 20-minute return trip on foot. The scale graduates through orange and yellow shades for lower accessibility scores, through to dark blue for areas with the least number of accessible amenities.

In addition to examining levels of walking accessibility, the analysis also considers population density. An illustration of the population densities around Leeds is provided in Figure 4.1

4.2 Classifications

Based on the scale of 0 – 18 emerging from the walking accessibility analysis, simple classifications have initially been defined based on dividing the scores into quarters so that:

- **Walkable neighbourhood (Score 13.5 – 18)** with majority of essential and desirable facilities within walking distance.
- **Good accessibility (Score: 9 – 13.49)** Many essential and desirable facilities within walking distance but some journeys require a longer trip.
- **Limited accessibility (Score: 4.5 – 8.99)** Some essential or desirable facilities within walking distance but most journeys will require a longer trip.
- **Poor accessibility (Score: 0 – 4.49)** Very limited number of essential and desirable facilities within walking distance

An illustration of how these bands are applied across the district is included in Figure 4.4

Similarly, classifications have been defined for population density to aid in the interpretation of the data. These are:

- **Rural** (<15 people per hectare)
- **Suburban** (15 – 60 people per hectare)
- **Urban** (60 – 90 people per hectare)
- **Dense Urban** (>90 people per hectare)

These population classifications are provided in Figure 4.2.

Figure 4.1: Population density
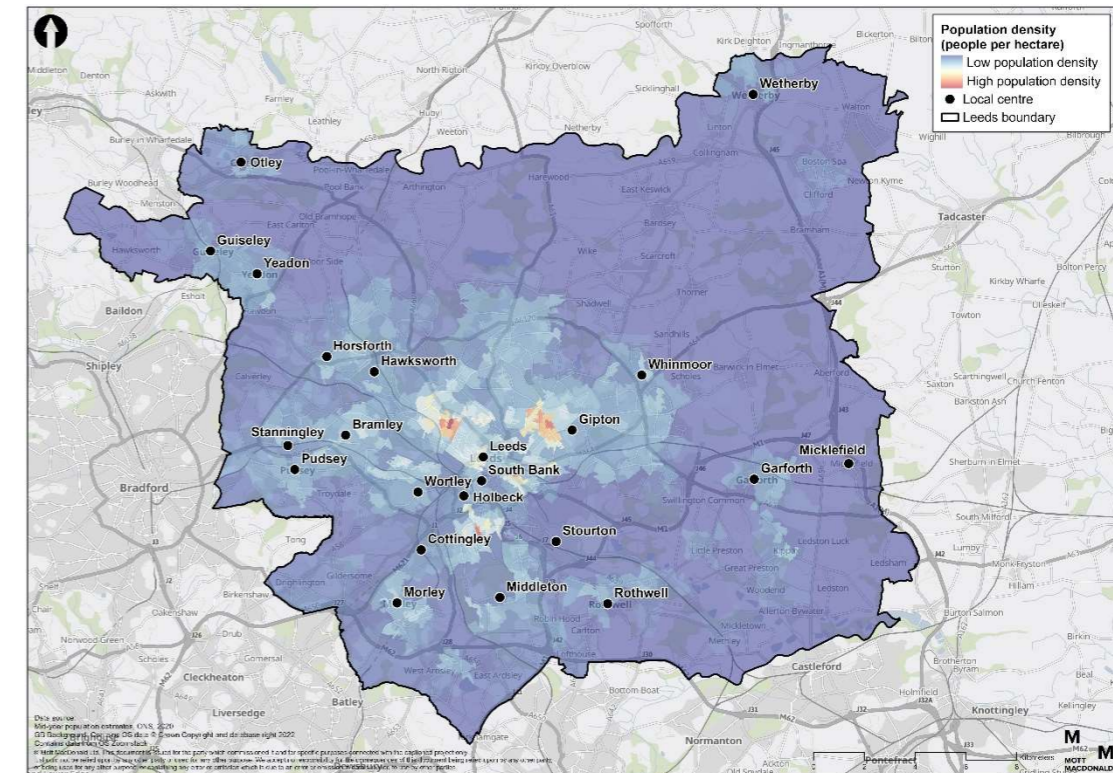
Source: ONS/Mott MacDonald

Figure 4.2: Population density classifications
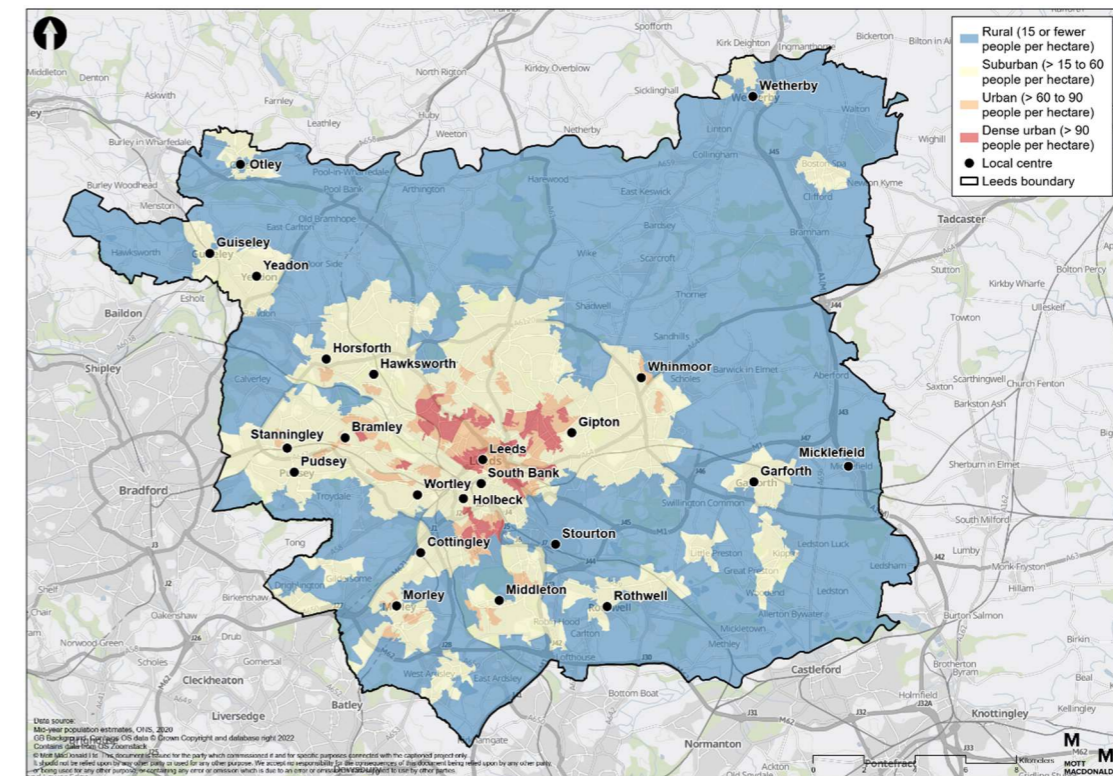
Source: ONS/Mott MacDonald

Figure 4.3: Leeds 20-minute neighbourhood walking accessibility mapping
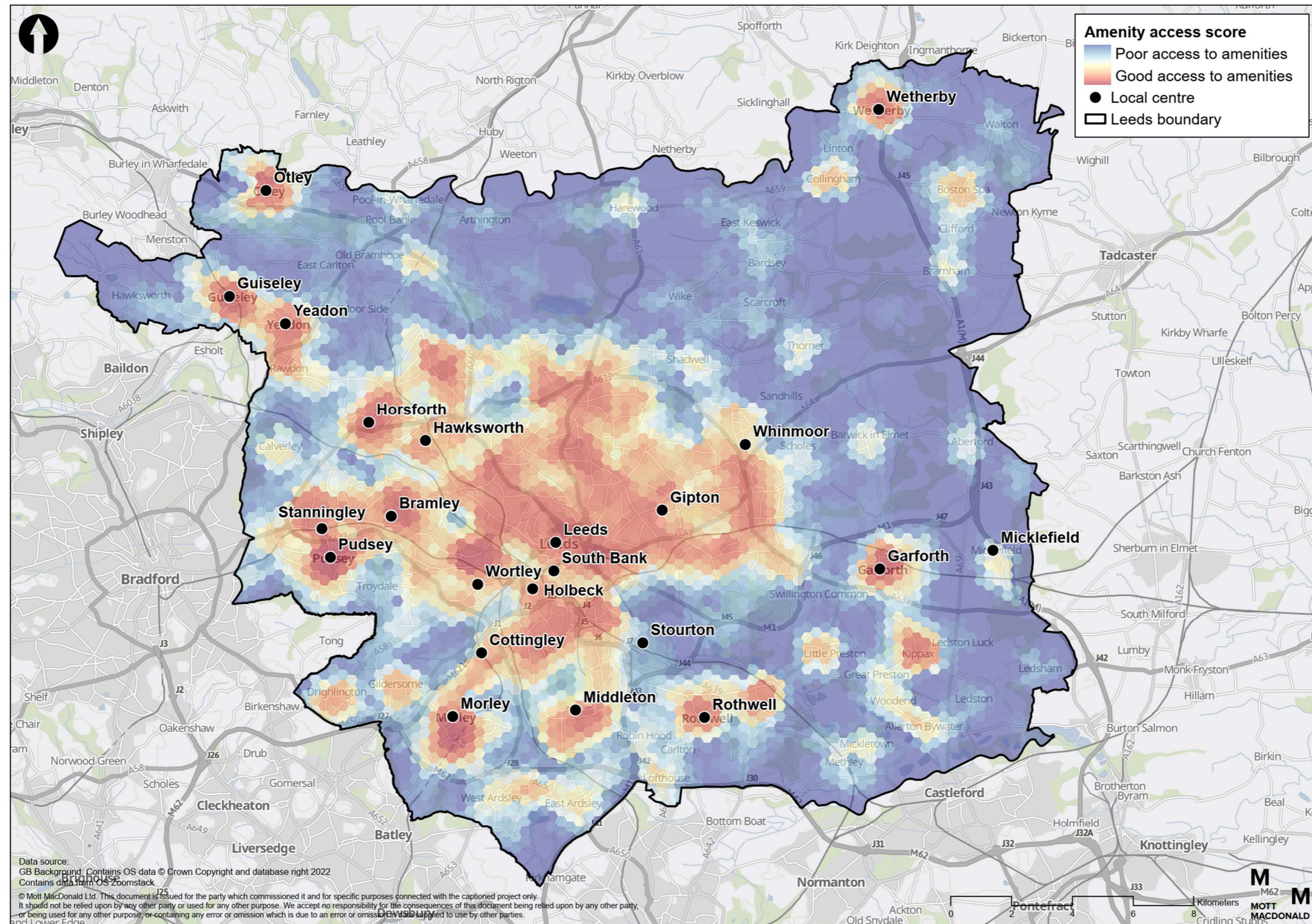
Source: Mott MacDonald

Figure 4.4: Leeds 20-minute neighbourhood walking accessibility classifications
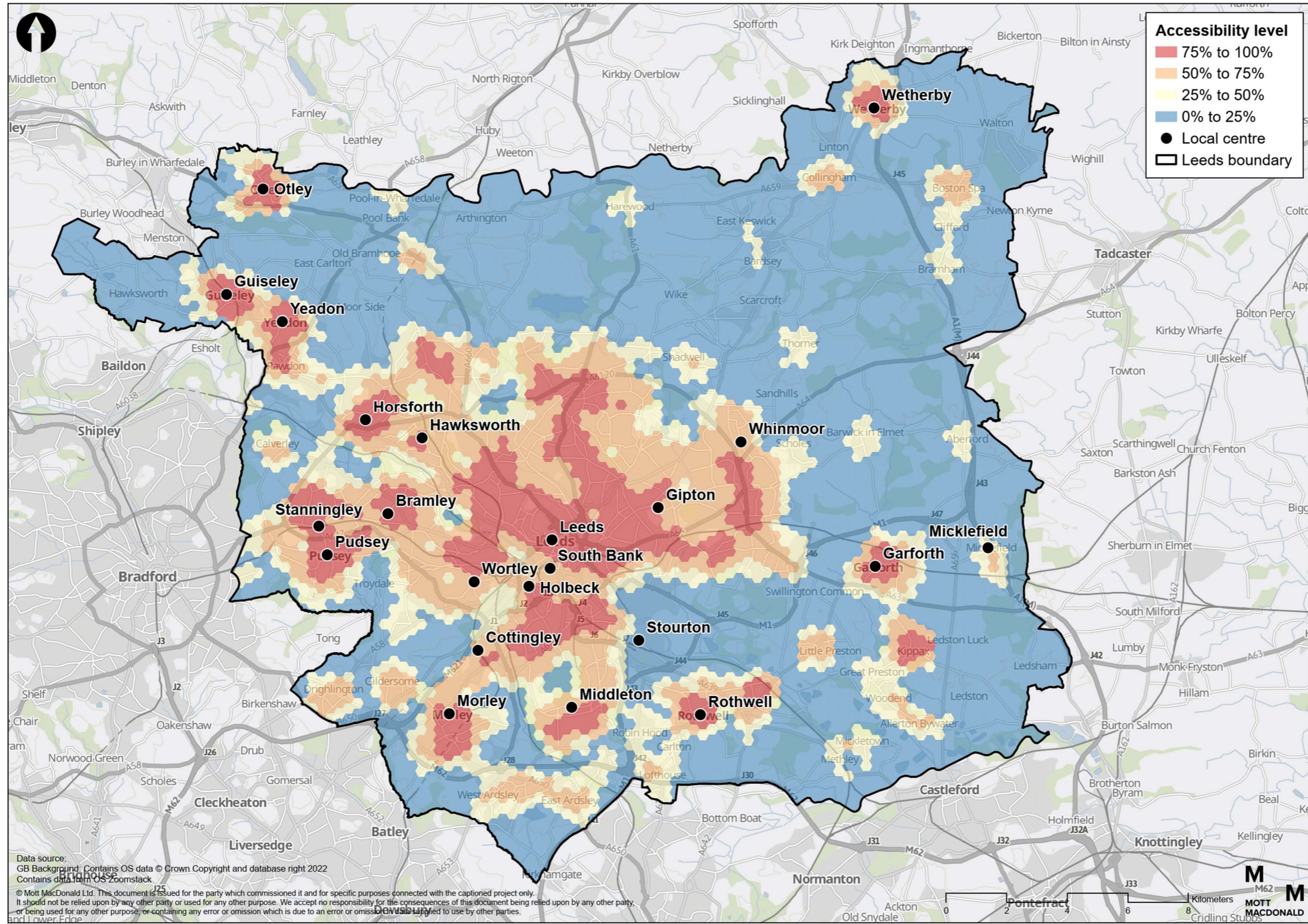
Source: Mott MacDonald

4.3 Outline Analysis

This section provides some outline analysis of the results examining five areas of interest:

- Classification assessment: Summary of key characteristics observed across the walking accessibility classifications
- Local Centres: Spot checks of accessibility scores on key local centres and train stations across Leeds
- East Leeds: Further analysis of settlements to the east of Leeds; examining a range of local centres in a more rural setting
- Leeds Core Strategy Settlement Types: Comparison of accessibility classifications against Core Strategy settlement types
- Population Density: Examining the inter-relationship between accessibility and population density

The analysis draws upon the hex-maps illustrated in Figure 4.3 and Figure 4.4 and the underlying data relating to accessibility to individual amenities.

4.3.1 Classification Assessment

As an initial piece of analysis, the characteristics across the four amenity accessibility classifications outlined in Section 4.2 have been examined to determine whether there are any common services, or missing amenities that separate those neighbourhoods.

The chart in Figure 4.5 illustrates how often an amenity appears in each classification, with the weighting of amenities increasing from left to right. For example; ATMs (weighting of 4) can be found in 67% of walkable neighbourhoods, 45% of good walking accessibility neighbourhoods, 14% of limited accessibility neighbourhoods and 5% of poor accessibility neighbourhoods. Elsewhere, Primary Schools (weighting of 5) can be found in 95% of walkable neighbourhoods, 80% of good accessibility areas, 49% of limited accessibility areas and 17% of poor accessibility areas.

Analysing the change of these percentages across the classifications can help to identify where key amenities are commonly lacking from one classification to the next (i.e. where there are big gaps between each classification marker on the chart).

The biggest differences between walkable neighbourhoods and good amenity accessible neighbourhoods were observed in a reduction in GP practices, pharmacies, libraries and nursery schools. There were further large drops in GP practices, pharmacies and nursery schools between good accessibly neighbourhoods and limited amenity accessible neighbourhoods; as well as a reduction in public transport access, convenience stores, primary schools and ATMs. The biggest differences between limited and poor accessibility neighbourhoods were in post boxes, parks, playgrounds and restaurants/fast food/takeaways.

There are several amenities where there are few differences between each classification, including hospitals, household waste sites, leisure centres and museums/art galleries.

The analysis shows where amenity provision could be changed in order to provide more amenity accessible neighbourhoods; either by providing better walking access to certain amenities, or by improving the provision of the missing amenities themselves.

4.3.2 Local Centres

A series of spot-checks have been undertaken on a selection of 25 local centres around Leeds to better understand what is driving the scores and whether these are impacting on the

classification of individual settlements. The overall scores of these settlements are summarised in Table 4.1.

Table 4.1: Local Centres Total Scores

Local Centre	Total Score	Walking Accessibility Classification
Morley	17.20	Walkable neighbourhoods
Pudsey	16.80	
Armley	16.49	
Garforth	16.36	
Horsforth	16.00	
Bramley	16.00	
Guiseley	15.68	
Middleton	15.57	
Wetherby	15.39	
Yeadon	15.25	
Rothwell	15.17	
Headingley	15.00	
Hawksworth	14.89	
Leeds City Centre	14.87	
Otley	14.85	
Burley Park	14.83	
Farsley	14.80	
Cross Gates	14.80	
Gipton	14.24	
Stanningley	14.14	
Woodlesford	13.93	
Holbeck	13.40	Good accessibility
Cottingley	12.48	
South Bank	12.02	
Cookridge	10.65	
Wortley	10.50	
Micklefield	9.33	
Whinmoor	9.33	
Kirkstall Forge	7.32	Limited Accessibility
Stourton	2.65	Poor Accessibility

Morley emerges as the most accessible neighbourhood in Leeds, with access to all services apart from hospitals, household waste and recycling centres, and museum/art galleries. It benefits from maintaining a police and fire station in the town, placing it above other high-ranking local centres in the list.

Comparing Morley to places on the lower end of the walkable neighbourhoods classification, such as Stanningley and Gipton indicates that the key services lacking in these areas include libraries, post offices and secondary schools.

Figure 4.5: Classification Assessment
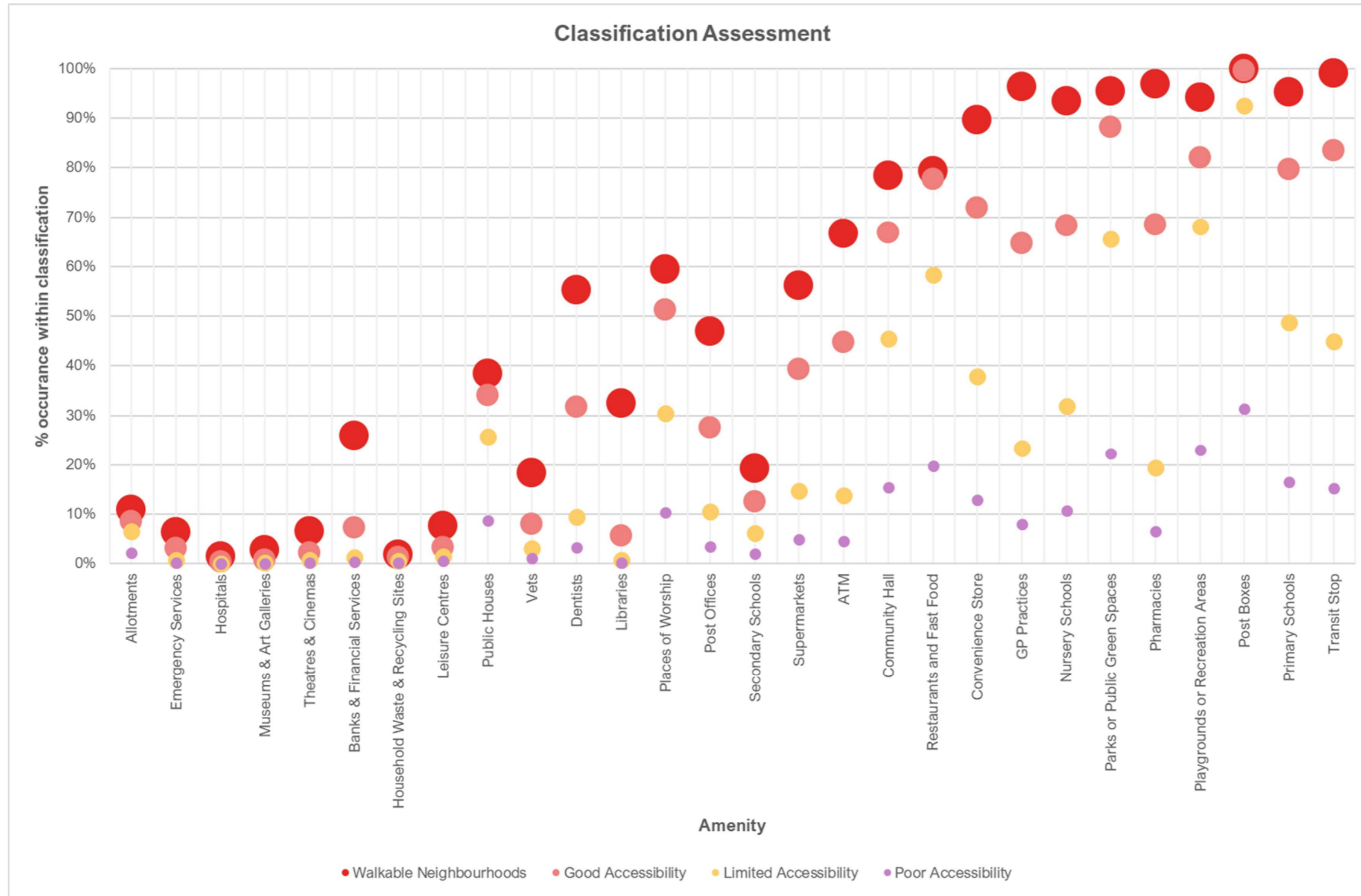
Source: Mott MacDonald

There are few consistent distinctions between places with walkable neighbourhoods and good amenity accessibility. Often the difference is the absence of access to a single high-scoring amenity, such as a dentist, community centre or nursery school.

Places with limited walking accessibility, such as Kirkstall Forge, are often characterised by having partial accessibility to some services, but only full accessibility to a limited number of them.

Towards the lower end of the scale in Stourton, most services are not accessible with a few exceptions such as transit stops and post boxes.

4.4   East Leeds

East Leeds has been selected as an area of focus as several local centres are located there. This area highlights the differences between dense urban, urban, suburban and rural densities. Which is looked at a further in Section 4.5. The area of interest is illustrated in Figure 4.6.

The spot checks on selected settlements in this area help to identify where there are gaps in amenities between individual settlements, informing where accessibility and amenity improvements could be directed as part of windfall development (subject to relevant policy).

All areas assessed provide good access to primary schools, restaurants/fast food, community centres, GP practices, parks, recreation sites and places of worship. Out of the top-rated amenities, the most commonly missing are frequent transit stops and nursery schools in Swillington, Collingham and Micklefield. There are also no observed convenience stores in Boston Spa, although this highlights where certain information could be missing from the source data as our spot checks revealed there to be a Costcutter store in the village. Ongoing verification on the data sets to ensure mapping is up to date will be necessary for monitoring and implementation purposes if Leeds are to focus a policy on 20-minute neighbourhoods reliant on walking accessibility scoring.

Whilst several of the lower-weighted amenities commonly found in city centres (such as theatres, emergency services, leisure centres) have not been observed in this area, the analysis also found that there were no secondary schools within walking access of any of the settlements. Libraries and ATMs are also rare.

Micklefield appears to have the lowest access to amenities; missing access to pharmacies, supermarkets and post offices, which can be found in most other settlements in the area. Meanwhile, Kippax is among the most accessible, possessing a high number of more heavily weighted amenities.

Figure 4.7 presents an illustration of how the cumulative scores for each settlement have been calculated, starting with the lowest weighted amenities and working towards the higher weighting. It illustrates the maximum score attainable for each amenity on the grey line, with the main settlements plotted on the coloured lines. A flat line between amenities indicates that those amenities were not detected in each settlement, meaning that the underlying drivers separating the scores can be observed.

This underlines some of the observations made above, including the lack of low-weighted amenities to the left of the graph and the lack of certain key services such as libraries, ATMs and secondary schools causing "lags" against certain settlements. A number of missing highly weighted amenities in Micklefield illustrates how this settlement is appearing the least accessible. The checks have also highlighted potential discrepancies with the source data which may need further verification.

Figure 4.6   East Leeds study area
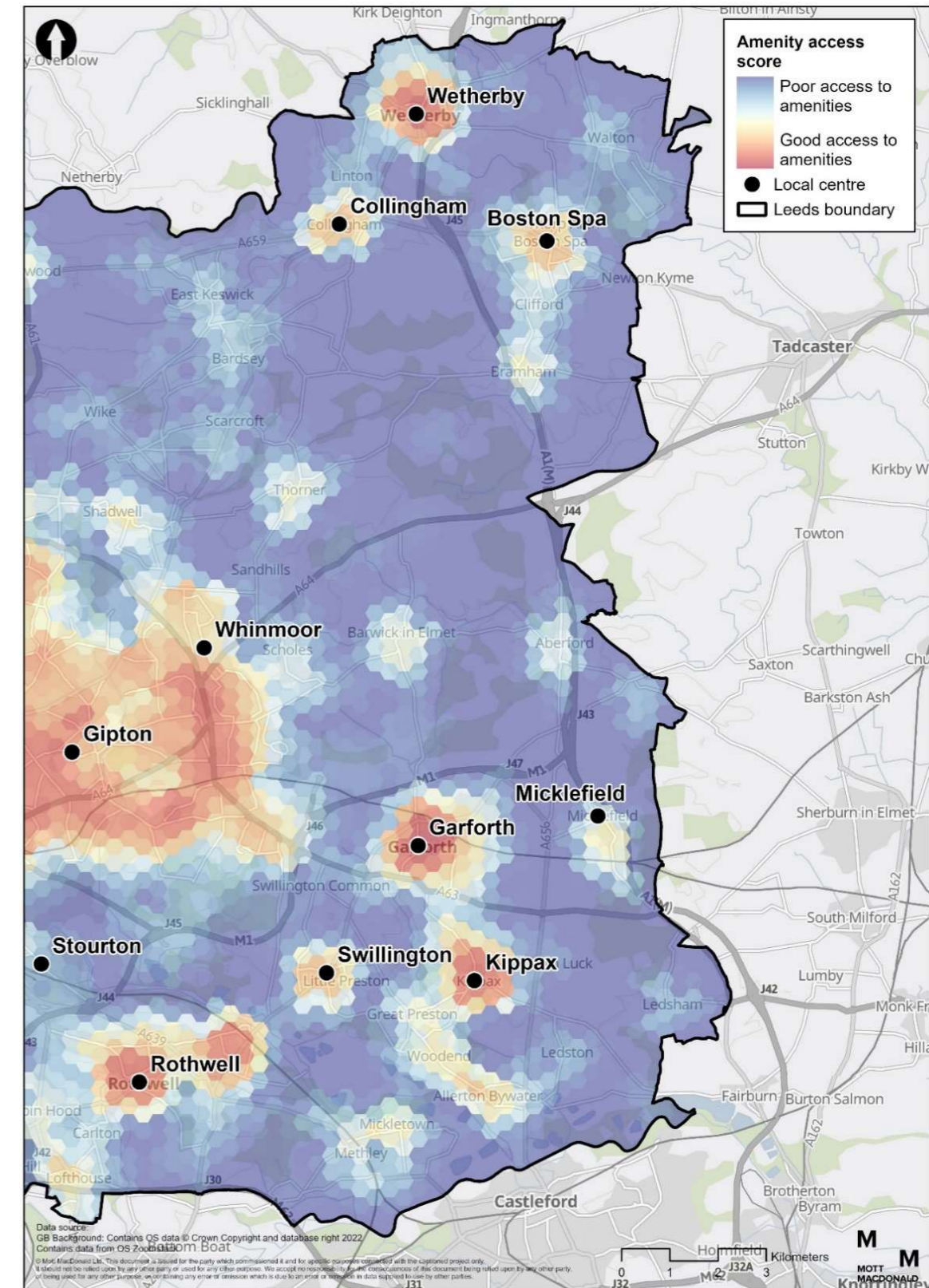
Source: Mott MacDonald

Figure 4.7: East Leeds: Cumulative Walking Accessibility Scores
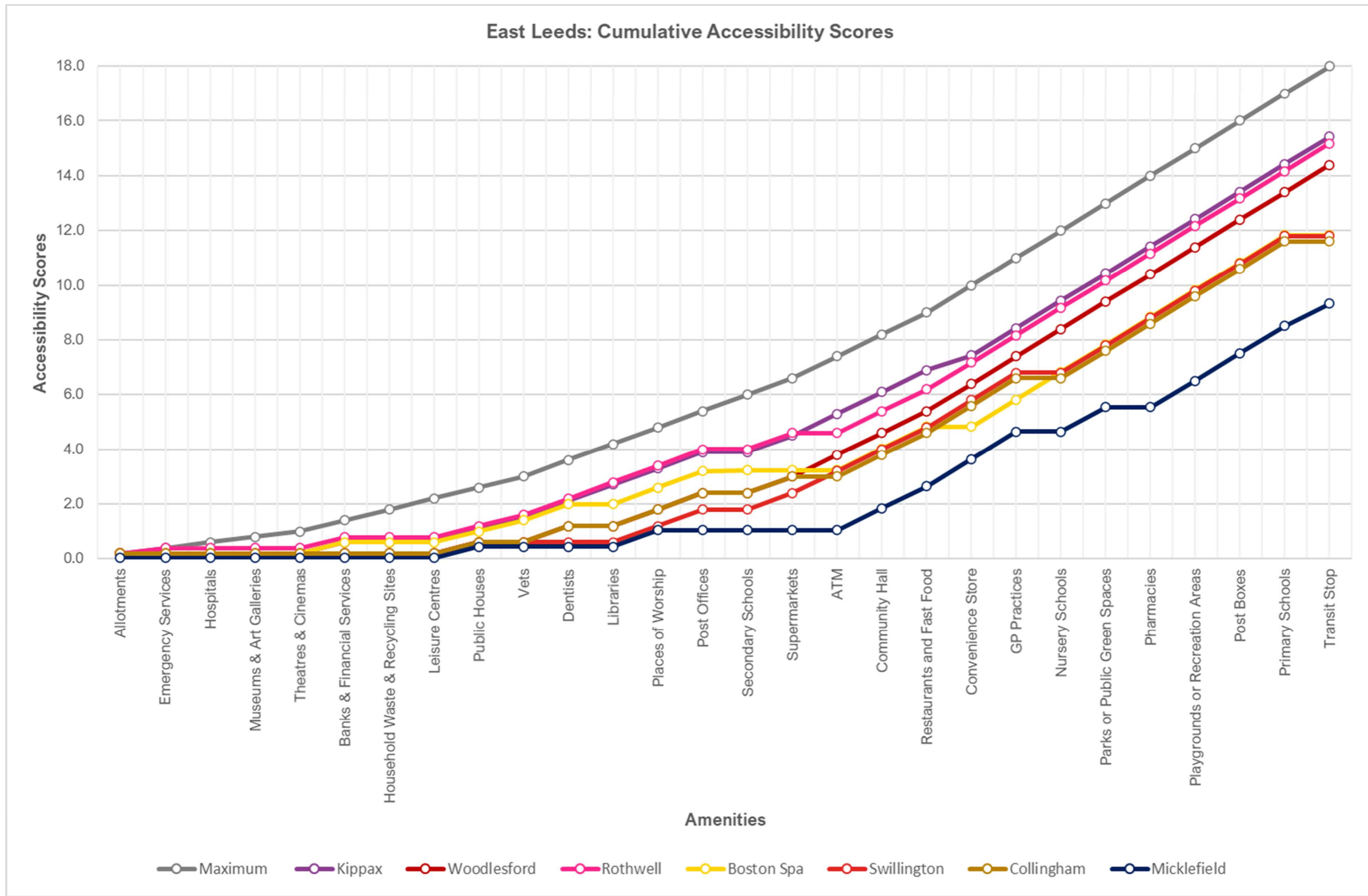
Source: Mott MacDonald

4.5 Leeds Core Strategy Settlement Types

The Leeds Core Strategy, adopted in 2019, provides the policy framework underpinning the emerging Local Plan. It defines planning and housing policy as far as 2033, aiming to provide new homes and jobs in sustainable sectors.

There are several commonalities between the Core Strategy and the 20-minute neighbourhood concept. Both to promote walkable neighbourhoods with good access to services/amenities so that people are less dependent on cars. They see areas of high population but low amenities as areas that should be developed, whereas areas with low population should not be developed unless they have good transport links.

The Core Strategy identifies settlement types based on the following principles:

- **Main Urban Area** of Leeds City Centre is where employment opportunities are concentrated and there is good access and a wide range of opportunities. Over 60% of all housing opportunities focus on this area.
- **Major settlements** provide services to residents and those immediately surrounding the settlement. There are some new housing development opportunities, as well as the potential to complement existing amenities.
- **Smaller settlements** provide a basic service level of amenities. It may be possible to achieve additional development, supported by enhancements to of services and infrastructure.
- **Villages** provide few independent amenities and will have limited development opportunities.

The reason these types have been developed is to have a clear hierarchy of which settlements should be targeted by developments.

By applying the walking accessibility categories to these settlement types, it is possible to draw out key characteristics within the settlement typologies and whether there is any variance in walking accessibility within them. The comparison is summarised in Table 4.2 and centres on the nominal centre of each place, although typically there are a range of scores associated with all the hexes covering an individual settlement.

This comparison shows that both the Main Urban Area and all Major Settlements named in the Core Strategy are all classified as walkable neighbourhoods, showing a close alignment between the major service centres identified in the Core Strategy and the emerging 20-minute neighbourhoods.

For smaller settlements, only Kippax is classified as a walkable neighbourhood, whilst all the others vary between good and limited accessibility; none have poor accessibility. The difference between Kippax and the other settlements is that it retains a lot of services that are not available elsewhere, such as libraries, vets, banks and ATMs. The main variance between the good and limited accessibility settlements in this sample is often the absence of higher-weighted amenities such as high frequency transit stops, convenience stores, pharmacies and nursery schools.

This aligns with patterns observed elsewhere in the analysis where the absence of highly-weighted amenities is causing the differences in classifications to occur.

Table 4.2   Core Strategy Settlement Types: Walking Accessibility Classification

Settlement Type	Location	Walking Accessibility Classification
Main Urban Area	Leeds City Centre	Walkable neighbourhood
Major Settlements	Garforth	Walkable neighbourhood
	Guiseley/Yeadon/Rawdon	Walkable neighbourhood
	Morley	Walkable neighbourhood
	Otley	Walkable neighbourhood
	Rothwell	Walkable neighbourhood
	Wetherby	Walkable neighbourhood
Smaller Settlements	Allerton Bywater	Good accessibility
	Bardsey	Limited accessibility
	Barwick-in-Elmet	Limited accessibility
	Boston Spa	Good accessibility
	Bramham	Limited accessibility
	Bramhope	Good accessibility
	Calverley	Good accessibility
	Collingham	Good accessibility
	Drighlington	Good accessibility
	East Ardsley	Good accessibility
	Gildersome	Good accessibility
	Kippax	Walkable neighbourhood
	Lofthouse	Good accessibility
	Robin Hood	Limited accessibility
	Micklefield	Good accessibility
	Mickletown Methley	Limited accessibility
	Pool-in-Wharfedale	Limited accessibility
	Scholes	Limited accessibility
	Swillington	Good accessibility
	Tingley	Good accessibility
	West Ardsley	Good accessibility
Villages	All other settlements	N/A

Source: LCC/Mott MacDonald

4.6   Population Density Analysis

The final analysis looks to cross-reference population densities mapped out in Figure 4.1 and Figure 4.2 alongside the walking accessibility scores from Figure 4.3 and Figure 4.4. This can help draw out several observations:

- High density; high access: Sustainable 20-minute neighbourhoods with high population densities
- Low density; high access; communities that benefit from good accessibility and could potentially sustain further growth subject to more detailed assessment and Local Plan determination)
- High density; low access: Areas that may not benefit from good accessibility but still sustain a high number of people and could benefit from accessibility or amenity improvement
- Low density; low access: Predominantly rural areas where there are low levels of accessibility, but fewer people are impacted

The analysis is presented in Figure 4.8 overleaf.

It highlights several areas around Leeds that benefit from high population densities and levels of walking accessibility, including Leeds City Centre, Harehills, Headingley, Burley Park and Beeston.

Areas that retain this high level of access to amenity with lower population densities include several areas towards the edge of the Leeds urban area, including Hunslet and Morley. It also characterises the several individual settlements such as Drighlington, Gildersome, Rothwell, Kippax, Wetherby and Otley.

There are only a few areas where there is high density and poor amenity accessibility, concentrated mostly at the edges of the Leeds urban area. These include Cookridge and Alwoodley, as well as several communities in east Leeds such as Stanks, Whitkirk, Manston, Whinmoor and Seacroft.

Low density and low access areas tend to correspond to the more remote rural locations around the district.

The analysis highlights areas where potential issues could arise if Local Plan development is brought forward in areas with already high populations and low accessibility (e.g. East Leeds), or where there may be further opportunities to encourage access improvement or development of amenities in key locations. Equally, it could also highlight where the amenity provision needs to be reviewed to understand if it can manage high numbers of people.

It can also highlight opportunities for further residential growth where the amenity accessibility score is currently high; either through further densification in areas of high population density, or further development in areas of low population density.

Figure 4.8: Population density and walking accessibility analysis
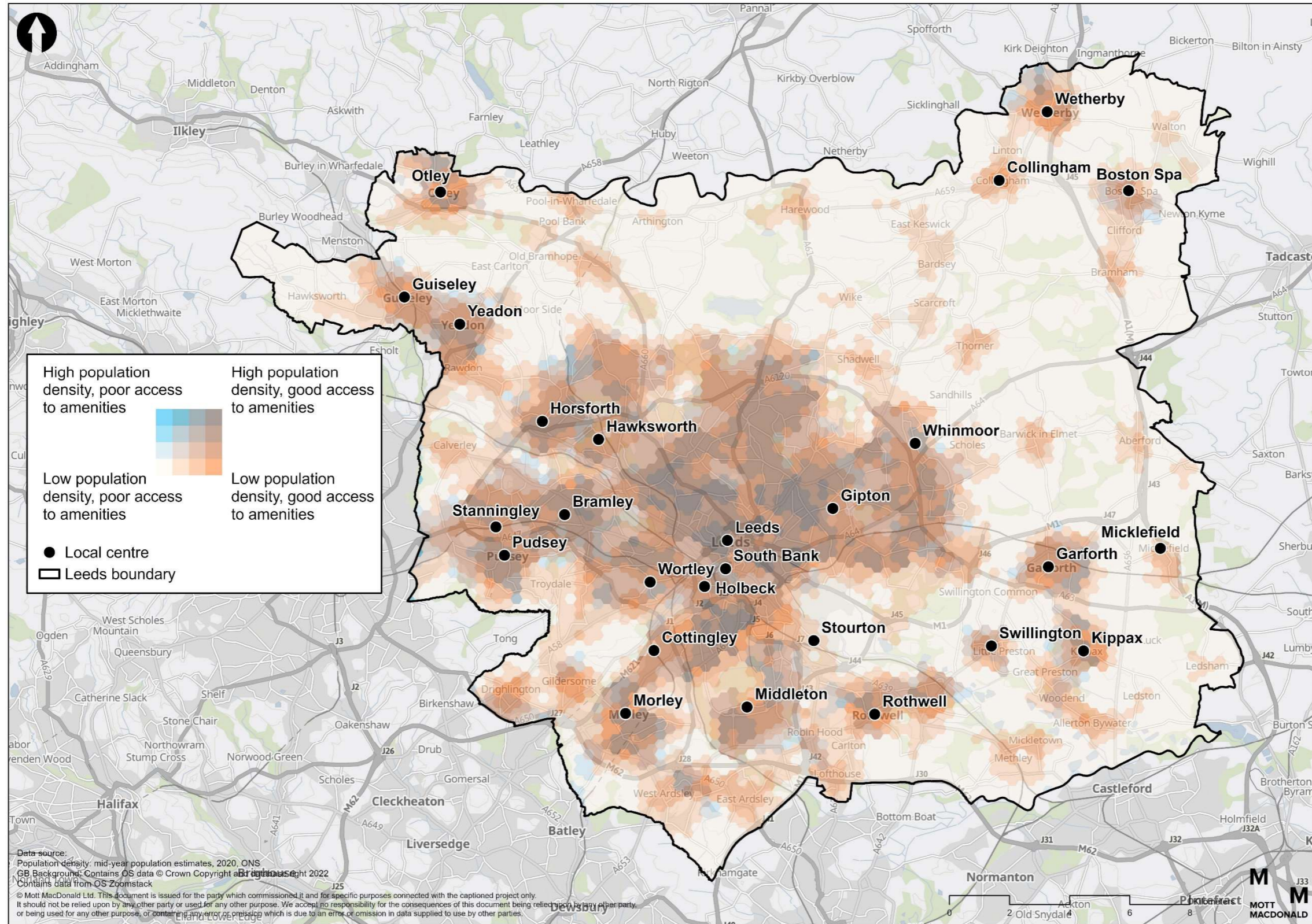
Source: Mott MacDonald

5   Conclusions and Next Steps

This section outlines the key findings from the analysis and potential further stages of development.

5.1   Summary

Leeds City Council (LCC) commissioned Mott MacDonald to undertake an assessment of the characteristics of the district and its ability to deliver "20-minute neighbourhoods". The analysis used a combination of LCC and public data to assess levels of walking accessibility to a selection of key amenities.

28 amenities were identified by LCC officers and weightings were applied to each service to reflect their importance. These weightings were also verified through a public survey circulated by LCC.

The analysis estimated 10-minute walking catchment areas for each service (a 20-minute round-trip) and calculated an accessibility score for each neighbourhood in Leeds based on how many services could be accessed.

By classifying these walking accessibility scores, it was possible to characterise several "20-minute neighbourhoods" across the district, as well as understand what characteristics other neighbourhoods should build upon in order to become 20-minute neighbourhoods themselves. The analysis also considered other factors such as population density and undertook a series of spot-checks to understand what was driving individual scores.

5.2   Key Findings

The key findings are summarised below:

- Leeds' highest scoring 20-minute neighbourhoods can be found in some of its surrounding towns such as Morley, Pudsey and Garforth
- These places have sufficient levels of local services in a relatively small area meaning that many residents can access a range of amenities
- The biggest difference between the highest scoring areas and the rest of the region was the provision of highly valued services such as GP surgeries, pharmacies, libraries and nursery schools
- Comparing walking accessibility with population density shows that there are several densely populated areas that can access a range of services, however towards the outskirts of Leeds, accessibility tends to decline whilst population densities remain the same
- Detailed analysis of individual areas can yield more information regarding amenity gaps in different settlements, such as the lack of a supermarket or ATM
- However, it is noted that the data may require further checks and verification to ensure it remains current and reflects local knowledge

5.3   Policy Responses

There are several potential policy responses to consider using evidence from this analysis:

- Consider whether amenities that are very accessible to a wide range of people are sufficient to cater for a population of that size with the opportunity to align to other evidence such as Town and Local Centre Surveys

- Consider promoting and prioritising growth in areas that are already very accessible 20-minute neighbourhoods and have sufficient capacity among their amenities
- Consider implementing walking and cycling access improvements to areas where connectivity with certain nearby amenities is partial
- Where walking and cycling access is not possible, ensure that access can be provided by public transport
- Consider promoting or directing amenities to be provided in certain areas where amenities are lacking and cannot be delivered through accessibility enhancements
- Use the accessibility mapping to determine the suitability of windfall development and potentially assess the feasibility of future Local Plan allocations

5.4   Next Steps

Key next steps to consider include:

- A wider verification exercise using the current mapping to ensure most accurate and up to date information on amenities.
- Consideration of other user types with differing levels of age and accessibility requirements
- Further interrogation and statistical analysis of amenity accessibility layers
- Consider future updates and re-runs of the accessibility analysis to reflect changes in land use and access arrangements
- Consider the more detailed comments received from the survey (see Section 3.3 and Appendix A). Potential to refine future assessments of 20-minute neighbourhoods, incorporating other amenities where data is available.
- Consider the links to other evidence datasets within the Council and Partner organisations, in particular, but not limited to, Town and Local Centres work, Public Transport and NHS data which can assist in assessing the quality/capacity of amenities.
- Use of accessibility mapping in future Local Plan discussions and land use allocations

A. Public Survey Responses

A.1 Introduction

Following an officer workshop on assessing the weighting of local amenities/services/facilities for is expected to be within a 10 minute walk from home, a smart survey was organised in May 2022 to verify the weightings applied to a range of local services and facilities.

A simple online smart survey was set up and ran for 3 weeks.

This link was sent out to Neighbourhood Planning groups and key stakeholders such as older people forum, equality hubs, citizens panel, Localities team, Town/Parish Councils and Ward Members.

Answers have been moderated to remove offensive comments but are otherwise presented verbatim from the responses. These reflect the views of those surveyed and not of Leeds City Council or Mott MacDonald.

A.2 Survey Text

As part of the Leeds Local Plan Update, we have been considering the concept of 20min Neighbourhoods. This has broadly been endorsed, but to gain more meaningful understanding of what makes up a 20 minute neighbourhood we are undertaking research to ask local communities and representative groups which facilities and services are important to you and what you expect to be able to access within a 10 minute walk/cycle from your home. For example you may feel that access to primary schools and greenspace is essential, whereas access to a library would be desirable.

Once we have collated your responses, the answers will be averaged and a mathematical weighting will be applied to rank the expectations of importance of what uses can be reasonably expected within 10 minutes' walk. These will then be mapped to understand where existing communities have good or poor access to the identified facilities/services.

Survey Link - Local plan update Placemaking - 20min Neighbourhoods Research (now closed)

*The opportunity to take part in this research is open from **Monday 30 May 2022** for a period of approx. three weeks.*

*The survey will close on **Friday 17 June 2022**.*

If you need to speak to someone about this research, then please:

*email **localplan@leeds.gov.uk** or telephone **(0113) 37 87993***

A.3 Survey Questions

- **Q1:** Do you give consent for your personal information to be used as described in the privacy notice.
- **Q2**: Of the following services, which do you consider to be **essential** to be within 10 mins of your home? (i.e. what is important for you to access on a daily /weekly basis).
- Supplemental - Are there any services/facilities missing?
- **Q3**. Of the following services, which do you consider to be **desirable** to be within 10 mins of your home? (i.e. what uses/services would you be prepared to travel further for).
  - Supplemental - Are there any services/facilities missing?

- **Q4**: If you have additional comments on the current research, or local services and facilities more generally, please let us know [free text box].

A.4 Outputs

A.4.1 Question 1

Answer Choices	Response Percent	Response Total
1 I give my consent for my personal information to be used as described in the privacy notice.	100.00%	730

A.4.2 Questions 2 & 3

Answer Choices	Essential	Desirable	Response Total
ATM (cash machine)	59.83% 362	40.17% 243	605
Allotments	20.00% 91	80.00% 364	455
Bank	38.25% 192	61.75% 310	502
Bus Stop	95.51% 660	4.49% 31	691
Café, Restaurant or Fast Food takeaway	46.06% 257	53.94% 301	558
Co-Working Space	17.59% 73	82.41% 342	415
Community Hall	48.18% 252	51.82% 271	523
Convenience Store	85.49% 554	14.51% 94	648
Dentist	52.20% 297	47.80% 272	569
Emergency Services	59.16% 323	40.84% 223	546
GP Practice	84.93% 575	15.07% 102	677
Hospital	20.54% 99	79.46% 383	482
Household waste and recycling sites	42.57% 232	57.43% 313	545
Leisure Centre	42.91% 233	57.09% 310	543

Answer Choices	Essential	Desirable	Response Total
Library	45.17% 248	54.83% 301	549
Museum or Art Gallery	7.52% 33	92.48% 406	439
Nursery school	69.14% 354	30.86% 158	512
Parks or public Green space	90.12% 620	9.88% 68	688
Pharmacies	86.02% 566	13.98% 92	658
Place of worship	30.00% 132	70.00% 308	440
Playground or Recreation Area	77.02% 449	22.98% 134	583
Post Office	70.44% 436	29.56% 183	619
Post box	92.53% 644	7.47% 52	696
Postal collection	81.90% 484	18.10% 107	591
Primary School	72.84% 405	27.16% 151	556
Public House	40.59% 207	59.41% 303	510
Railway station	37.15% 198	62.85% 335	533
Secondary School	44.67% 218	55.33% 270	488
Supermarket or Market	69.00% 423	31.00% 190	613
Theatre or Cinema	11.23% 51	88.77% 403	454
Vet and animal services	37.92% 182	62.08% 298	480

For the purposes of integrating these into the analysis, the frequency that each service was selected across both "essential" and "desirable" characteristics was ranked, so that the most popular amenities were ranked highest and consequently categorised into the highest weighting to yield the outputs presented in Figure 3.3.

A.4.3   Question 3a

Any other Services you feel should be listed / considered?

1	Local shops, butcher, baker, greengrocer, newsagent, hardware, laundry & repairs, hairdresser, barber, tech services, florist, plant nursery, fish & chip shop, car repairs, Care home. Cultural outdoor public gathering space and seats Containers for recycling
2	Police station, launderette, day services for older people,
3	Community Centres
4	Gym.
5	Hairdressers Cinema
6	Id like to see better provision of sports and leisure facilities for secondary school age children and young adults. For example: Basketball courts Football pitch with goal posts Skate park
7	Community hub / one-stop to access local authority services (welfare rights, housing advice, adult education, environmental health, social services)
8	Sheltered accommodation, Domestic Refuge
9	Bike parking essential. Re-cycling desirable. Sounds a funny one for this survey but local car parking so you don't drive past available shops etc.
10	Wild flower sections, planted as such. So including a mixture of different species, to feed our bugs
11	Walk in centre for minor injuries centre needed for ls 14 area.
12	Car club Food bank
13	Electric charging points. Car Club vehicles. Bike stands.
14	Hardware shop, charity / second hand shop. Refill shop (should be normal within supermarkets). Also independent coffee shops / cafes, and gift / card shops - basically it's very important to get local people to "buy in" to their neighbourhood, to feel that they don't need to get in their car and go elsewhere just for a birthday card or their favourite brand of baked beans!
15	Bottle bank
16	1.Youth centres 2. Outdoor gyms for children and adults to share 3. Football field areas to try prevent less footballs on estates which are damaging properties. 4. Safe Bike /Scooter tracks

Any other Services you feel should be listed / considered?

	5. CCTV on estates for safety 6. Skate parks 7. Playgrounds for children 8. Benches for socialising 9. More rubbish bins 10. Volunteer Centres / Community centres to get the children / youths. 11. Dog park We are lucky for our location but the youths and children need youth clubs and different types of clubs to in involve them in the communites in a positive way with volunteering etc
17	Parks and green spaces for me, but they're not the same thing. people should be able to access wildlife a oasis, not a trimmed lifeless green carpet, but trees also. Ideally with edible fruits or nuts so kids could learn where the foods are coming from. Electric cars charging points as well.
18	All these should have level flat access where possible. Current parks involve climbing steep slopes.
19	
20	Petrol Filling Station
21	Local police hub for local police officers and community officers
22	Sports facilities ie golf, tennis, CG bowling and playing fields for team sports.
23	The type of 'place of worship'. The C of E in theory aims to maintain a Christian presence in every community. Food banks. Help with debt/addiction.
24	Mechanic / garage
25	Consider desirable options such as rental for garden equipment / tools, regular or pop up repair cafe facilities. Essential list should include electric car charging points Publicly accessible toilets/changing facilities
26	
27	Create some gathering/resting points with seating and greenery and litter bins to encourage people to meet outdoors and basically get more fresh air but remember to design these areas to minimise possibility of vandalism/unlawful acts. My view is that when an area is of a better standard and maintained then people tend to respect their surroundings more.
28	local food stores eg butcher baker etc
29	As I mostly cycle I would like (and I do have) a bike repair shop nearby.
30	Green spaces such as allotments, community growing spaces not just allotments. Community beg and flower spaces. Swap and lend places eg borrow tools, lawnmowers, saws, sewing machines, rakes, irons, wool, craft materials....
31	Recreational ground for sports
32	Real time Screens at every bus stop is needed
33	Sports facilities Swimming pool
34	Would accept a mobile library which seems to have disappeared.
35	Activities for children / youth - lack of investment at the moment other than groups run by individuals.

Any other Services you feel should be listed / considered?

36	Mental health / welbeing drop in centre like dial House that's at the other side of leeds not just a welbeing cafe I think there should be one in each ward for mental health run by volunteers like dial House.
37	For those with limited mobility - the access to parking to access these services
38	A Community Centre is essential, for use by local people and the Third Sector
39	Household waste and recycling sites are mentioned, but facilities dedicated to re-use like Revive at Kirkstall should be commonplace in communities
40	Polution free clean foot paths Hope
41	Recycling centre
42	Charity shops, access to food support e.g food banks, access to financial support and advice, access to healthy, locally sourced food, infrastructure for biking and active travel, access to public wifi and devices, spaces to facilitate socialisation and community action
43	Petrol stations Desirable DIY shop. Essential Garage repairs Desirable Swimming pool Essential Launderette Desirable Hairdressers. Desirable
44	A community centre of some type like in my youth where children can meet and oaps could have somewhere to go and possibly socialise and maybe get some form of meal and possibly ppl to help with things that would possibly be online that they usually don't have access to
45	Hairdressers Opticians
46	Greengrocer, health food shop, hardware store, garage/car repair,
47	A regular bus service, not just the bus stop.
48	Fuel station (including EV charging) Other sustainable travel entry points eg mass transit, car club, bike hire, etc
49	DIY/gardening supplies
50	Bus station Public toilets are essential and should be available 24/7 LCC/social services advice centre Job centre
51	Electric charging (essential) Parking (including on road) (essential) I've taken church and community centre as one item.
52	Bike hire facility
53	Please note I live in the country, so some of the above questions were not really relevant due to wear I live.
54	Laundry/dry clean essential Clothing/equipment repair services desirable

Any other Services you feel should be listed / considered?

	Information/ advice/ CAB desirable Garden centre desirable
55	Electric car charging point Car club car parking point
56	An area benefits in developing character and destination impact if it has a mix of non-chain , independent shops and cafes as well as communal spaces for people to connect on an individual level
57	Hairdressers,
58	Gym - swimming pool (if not included in Leisure Centre option)
59	Public toilets are essential. We need more. Places for people to sit and rest are essential. We need more.
60	Blood donar service is essential.
61	Access to local member of parliament
62	Walk in centre for non emergency medical care which would take the pressure off the hospitals
63	I wish grocery stores would reappear so you could buy single items of fruit and veg on a daily basis, cheaper and less waste, would also help with the new 8 to 9 a day recommendation the nurse informed me about last week
64	art related workshops or classes
65	Bus stop should provide seating and real time service indicator board. Litter bins at suitable locations.
66	easy access to safe cycle routes
67	Community space
68	optician
69	Youth activities
70	Sensory gardens with free herbs you can pick. Pay as you can cafes using intercepted food. Orchards. Community centre for all generations and cultures with very healthy food at highly affordable prices and lots of activities for all ages- this is so lacking in our neighbourhood. Libraries of tools, toys, baby stuff, and general items like tents, sleeping bags etc. Good affordable bike loan schemes. Proper affordable car share and electric car hire services and schemes- accessible to all. Chatty cafes and conversation cafes. Makers spaces- so art workshops and events. Music studio with instruments that everyone can afford to learn. Instead of public houses I'd love to see family friendly venues. Lots and lots of green spaces everywhere- businesses given incentives to keep their places green. More traffic free zones. Signs to local parks so everyone knew they are there. More local festivals. Youth clubs.
71	Public toilets, especially near public amenities, such as canal, river and country park.
72	Vegetable shop
73	Local clubs for children under 10.
74	Policing Essential Waste services Essential street clean
75	

Any other Services you feel should be listed / considered?

76	Hardware store and garden centre. Car repair and service garage
77	Dedicated greengrocer or local fruit and veg market
78	Swimming for toddlers, after taking on foster of a 1 year old, I am appalled to find that John Charles Centre (that amazing place that replaced all the ones that got bulldozed) does not facilitate swimming for little ones so lessons are out of the question. And as a non driver it means 2 buses to Morley since the direct service was removed, which considering the shocking service they also provide means a 45 minute swimming session was a 5 hour round trip last time we went. Suffice to say, we haven't been since. Shocking in 2022 really! Child friendly Leeds and all that 🙄
79	Gym/fitness facilities. Hardware store.
80	Any convenience store should sell newspapers.
81	Hairdressers
82	Access to Police For crime and antisocial behaviour and drug dealing
83	Defibrulator
84	Factories , warehouses
85	Children's green space to play on Playgroups,youth clubs More parks
86	Preschool and youth club services.
87	Bowling Green or other place where people can meet and make friends. We have experienced illness this year which caused anxiety. Green space or meeting places have been a Godsend.
88	Police station/Ambulance station - covered in emergency services but worth having specifically
89	Household waste / recycling: more bottle banks needed throughout communities. Main recycling centres are good as they are.
90	Hairdresser/barber-dry cleaners-charity shop
91	6th form / further education college.
92	Variety of meaningful employment opportunities Reliable cheap public transport services Safe cycle and walking routes Police station/officers available Waste collection Reasonable maintenance of infrastructure such as roads an pavements with a local contact for chasing up Cluster of shops Affordable Housing Affordable commercial premises Secure cycle storage
93	Support for older people Groups for children
94	ATMs need to be free ones, not the ones that in petrol stations or convenient shops that charge fees. More Post Offices are required

Any other Services you feel should be listed / considered?

	If I want to visit my Bank, I have to go into either LEEDS City Centre, Ilkley, or Harrogate. There used to be ones in Otley, Headingley, and Horsforth.
95	Not just "a bus stop" but also a bus shelter and, most importantly, access via a frequent service at this stop to numerous other places including all other bus services, train stations, coach station, etc in Leeds and beyond, as well as access to all the major health sites (inc hospitals), shopping, banking needs etc etc in the city and neighbouring towns eg Otley. In the next section you seem to be asking me many of the same Qs as I have already answered, with the desirable and essential columns swopped over - this a silly, annoying and a waste of time so please carry my answers above over to the next section, if you need them repeating?
96	Food banks, less high rise apartments
97	Council housing office
98	Public transport such as buses being electric to reduce pollution in built up areas.
99	Electric vehicle charging points.
100	Citizen's advice or similar community support centre; butchers and greengrocers so not always reliant on supermarkets
101	A members of the public accessible frontline Police station where crime reporting/enquiries can be dealt with face to face with a police officer. (Because many members of the public consider phoning in is not efficient, Many problem's/minor crimes are not reported). Conveniently sited Polling Station.
102	I have presumed 10 minutes means 10 minute walk / about 800m / about 0.5 mile. If by bicycle it would be more like 1.7 miles or 2.7km - roughly Leeds inner to outer ring roads.
103	EV charging points
104	Optician Free public toilets (especially for older people)
105	Independent shops such as greengrocer Hardwear delicatessen crafts
106	A reliable bus service to go with the stops via direct route to city centre - not one an hour which takes 57 minutes. Also real time information display for when the bus is cancelled or delayed.
107	Youth provision Early years provision (pre nursery)
108	Outdoor gym equipment - essential if you want to help people become more active and help prevent chronic diseases
109	Cycle parking, charging points
110	Youth services, something for young people locally to do in evenings.
111	Safe streets/somewhere natural to go for walks
112	Petrol station Walking and cycle routes - recreational use rather than active travel, preferably through countryside or green spaces.
113	Hairdresser, barber, beauty salon
114	Citizens advice, funeral services, financial and other personal advisers, care services and advice service, police access.
115	Optician

Any other Services you feel should be listed / considered?

116	Bicycle repair shop Gym Music venue or creative space (eg Left Bank or OSA)
117	Support group services for mental health and well-being, carers as all these tend to be inner Leeds city centre or out in Armley, Harehills mikes from Wetherby
118	Community centre used by every one
119	Newsagents
120	Greengrocers community kitchens community gardens and orchards community composting sites refill shops
121	Specifically glass re-cycling. As LCC do not collect glass we have to drive some distance to get a recycling point which is not acceptable.
122	Interesting that Allotments have been partitioned out ? In terms of Food Security/Resilience it is questionable how effective they are. They also take up large space for relatively few people and are often fenced off. If we are to use Green land for the public then surely it is better to have something more people can use. Community Gardens.
123	Community Hub for Independent businesses and Local Projects
124	DIY shop/store Garden Centre These would both be essential
125	Other forms of public transport, such as a tram into town. Any means of actually getting to town outside rush hour. Things missing - police station, glass recycling, regular bin collections, street cleaning, decent lighting, traffic calming, maintenance of roads and parks, the means to get anywhere you can't walk to.
126	A&E medical walk in centre
127	Access to large green belt areas. Health clinics
128	The local sports centre (leisure centre) should have longer opening hours all through the week.
129	
130	Cycle paths to help stop cycling on public footpaths. Put other areas other than the city center as important. More police officers not PCSO's
131	physiotherapist chiropodist
132	greengrocers ie good quality fresh fruit and veg
133	Walk In Centre (NHS) Transport Interchange
134	Transport is extremely important. The village of Kippax is very poorly served with public transport. The current service is unreliable and does not run to the timetable provided. Without reliable public transport we are stranded

Any other Services you feel should be listed / considered?

135	Traffic-free walking paths and cycle routes
136	Safe/ssgregated cycle ways and secure cycle parking at all key destinations (as per previous items)
137	Police Station Fire Service Local Council
138	Safe cycle routes, E.g. decent cycle lane or off road alternative, to get into town.
139	Diy shops. Garden shops.
140	Youth centres to help youths to help guide them , football areas for youths away from homes, skate parks, scooter parks, bike tracks , community halls, play areas for children, outdoor gyms, social benches, cctv for neighbourhood safety.
141	Young peoples hub (falls under recreational centre), but needs addressing as we have a lot of young nuisance crime, such as reckless endangerment riding of motorbikes.
142	Local independent stores especially of perishable goods such as fruit & vegetables, bread, dairy products such as cheese (beyond milk that can be delivered) Refill centre. Dry cleaners General store that sells small items such as screws, washers, plumbing and electrical tape etc that might be needed for essential but quick fix DIY problems
143	Community grow soace/garden at a community hub
144	Easy access to green spaces for disabled people, mothers with prams and pushchairs and able bodied people.With manageable paths.
145	Swimming pool Greengrocers - local produce Coach pick up stop /drop off Youth club/youth service point Foodbank - drop off point Orchard - pick your own
146	Repair shop for e.g. bikes
147	No
148	Petrol station / garage Youth Centre Wind turbine to power neighbourhood
149	Police station Fire station AED Citizens advice bureau Older people services
150	Garage (car maintenance) And all the shops we've lost - butchers, greengrocers, fishmongers. Though we seem to be doing very well for artisan bakers and coffee shops. Community centre. NHS dentists!
151	Citizen's Advice Bureau

Any other Services you feel should be listed / considered?

152	6th form / further education college.
153	Baker / greengrocer / cinema
154	Community hubs
155	Bike Repair Car Share Points EV Charging Points
156	Cycling infrastructure which is safe for everyone Much less cars and NO SUVs
157	Cycle path network - desirable
158	Access to cycle network
159	Greengrocer Butcher Fishmonger

These responses incorporate some of the current amenities included in the analysis; however a number of new amenities have been identified which could be considered in future 20-minute neighbourhood assessments, subject to data availability. These additional amenities could include:

- EV Charging Points
- Laundrette
- Mechanic/garage
- Florist/nursery/garden centre
- Butcher/Fishmonger/Baker/greengrocer (independent from supermarket)
- Bike Garage/stands/storage
- Further education (6th form/college)
- Care home and senior services

A.4.4   Question 4

If you have additional comments on the current research, or local services and facilities more generally, please let us know in the box below

1	It would be great , in the light of LCC's Active Travel agenda and emerging Transport strategy, if it were made easier to get on a train with a bicycle! To promote joined up travel it is not, in my view, sufficient to encourage people to cycle to a local station and leave their bike there, hiring one from their destination station (if bikes are available there). Generally, only 2 bicycle spaces are available on local trains. Surely, with the climate crisis in mind this is a woefully inadequate number and we should be actively encouraging people to get on a train with their bicycle, not severely restricting the numbers.
2	The 20 min neighbourhood should apply to existing neighbourhoods, not just new development. This might mean allowing changes of use to community facilities within residential area. For new development this means ensuring its location is within a 10min walk of, and contributes to the strengthening of existing town and local centres, not just adding token facilities within otherwise remote new estates.

If you have additional comments on the current research, or local services and facilities more generally, please let us know in the box below

3	It is not particularly helpful to have only "essential" and "desirable" as categories.
	For example, I consider a place of worship to be neither, unless of course you refer to Elland Road.
4	This survey made no sense.
	How can the question be "Which Services are 'Essential' within 10 minutes of your home? With the options for answering be Essential or Desirable, then the second question be Which are Desirable, with the same option answers. A simple GSCE in statistics would have told you this was a flawed way to collect data. How can you interpret any data collected as people will have interpreted the poorly phrased questions and answers differently rendering all data useless.
5	The following are essential but missing from your list:
	Greengrocer Affordable supermarket Mental health services Electric car charging Car-free spaces including pedestrian/cycling routes Repair workshop Second hand/charity shop Zero waste/refill shop Bike maintenance workshop
	The following are desirable but missing from your list:
	Tram service Library of Things Bikes for hire, including e-bikes and trailer bikes Laundrette Bakery
6	If buses / public transport were provided free within all or a proportion of LS postcodes to discourage the use of private vehicles this could lead to a significant reduction in the volume of traffic on already busy roads. This could be funded through council tax, further encouraging people to use a service they are paying for anyway. It may also generate an increase in people travelling between suburbs and the city for leisure.
	Bike / scooter hire options at park and rides as well as within some of the inner suburbs may also encourage people to use alternative means of transport to teavel to work or to shop, without the outlay and commitment of purchasing a bike or escooter outright, particularly as the costs of running a car increase and become more challenging to more people.
	Encouraging city centre businesses to consider satellite offices or smart working spaces in suburbs would also support more dynamic ways of working, moving away from yhe traditional hub and spoke city model and distributing more of the opportunities outside of the city centre.
	Decentralising the focud on a city centre, instead recognising and promoting the individual 30+ inner and outer suburbs as destinations in their own right, with their own identity within, across and outside of the city would see value for all. A city acknowledging the values and opportunities that each of these 20 minute suburbs and urban villages provide to each other, would promote satellite development and build on the recognised communities and community networks as equals rather than as a subordinates to a city centre growth strategy.
	Drastically reducing the volume of hard landscaping across the inner city areas as well as a programme of canopy tree planting in public spaces and along main and minor roads would significantly reduce summer heat and better regulate street level temperatures as well as reducing wind tunnelling and enable leeds to aspire to become a garden city.
	More transport-free public focal spaces for communities to gather without the purpose of economic activity would reintroduce some of sense of community ownership within some areas of the city.
	I love leeds and have lived here now more than half my life having escaped across the pennines for what I hadn't realised would be a new life. The city is doing much that is needed and I look forward to seeing how this strategy evolves.

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7	Accessible pavements, at the moment wheelchair users cannot independently get around as not enough lowered pavements access so have to go in roads and risk your life. 1 side of a road junction may have a slight dipped side but the other doesn't so your trapped in the road - spend a day in a chair trying to get around
8	We need more green space. Not just areas of grass left to go wild. We need someone to come and seed these areas with flowers that are desirable to pollinators.
	These areas are just left to go wild, which sadly, does not provide nearly enough different species of flower
9	Ls14 needs a walk in centre for ie. Minor injuries It wud take the pressure off gps in area. As you cannot get appointment a lot of time wit gps
10	Aware that the priorities differ depending on personal needs
11	I'm not sure if you've designed the survey form right. It seems to be the same question responses twice.
	I'd have also thought you wanted to collect people's postcodes to check areas which lacked facilities (?)
12	Benches situated in green pocket parks. Particularly when situated on a hill.
13	The twenty minute neighbourhood is a fabulous idea and the way forward, for sure; I have already raised it at my new local climate hub. However the problems are twofold: - local businesses have to be supported b y both shoppers and by council / government. It's so hard to get a business up and thriving today and the small ones are collapsing too often.
	- local people have to be persuaded to use their neighbourhoods. My bugbear is the huge "sense of entitlement" that people of my generation often have (nerdy retired); we didn't experience the hardships of post-war rationing or shortages and have grown up with everything we want instantly. People think that it's their right have everything they desire, wherever the cost. For example my neighbour prefers M&S ready meals; we have a perfectly good supply of food here in Horsforth, but she thinks nothing of getting in her car several times a week to drive across the city to obtain her favourite ones! How can we incentivise people out of this behaviour? what schemes, bonuses, rewards can we offer to entice people onto their own local high street?
14	In some ways barriers are also important - an essential service might be 10 minutes away on foot but separated by a dual carriageway or other main road and this will magnify the apparent distance, especially for the frail, etc. Services on the other side of significant barriers should not be counted
15	Leisure Centres should provide facilities of a comparably high standard in all areas of the city, which is not currently the case. Although I have a local leisure centre in Kirkstall, I often choose to walk further to Armley for modern changing facilities with proper shower cubicles and safer flooring and a greater range of activities on offer. The same is true of children's play areas across the city - some are sadly in need of refurbishment.
16	As Above
17	A small recycling center within walking distance would be nice.
	I think council shouldn't sweep clean the road in from of people houses, but each resident needs to keep the public footpath and road in front or near their residence tidy. Council should focus more on more difficult areas, such as bridges, rivers, parks, etc.
18	More public transport is needed to reduce the amount of car traffic
19	Strange questionnaire - you ask the same question twice - what's essential, with options to mark what's essential and what's desirable ... then you ask what's desirable - with the same options to mark what's essential and what's desirable.

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20	Please see my earlier comments. I don't understand how the questions were different. I don't understand why I'm being asked to rank things as essential or desirable when some of them are neither.
21	Poorly worded and designed questionnaire, I'm afraid. Needs to specify 'walk/cycle' at head of options. And why offer Essential and Desirable as options if you only require one of these to be ticked?
22	I have lived in Whinmoor for 30yrs. Sadly I have seen the facilities for children and young families disappear over the course of those years. Playgrounds removed and never replace, Community centres knocked down and never replaced. Nursery schools knocked down, these are the heart of a neighbourhood. The place where children learn to play together and yet there are so few in this area it's a crime. There is no Community Centre, so no heart for a community to meet, mix and celebrate.
23	Your question 2 and 3 were very confusing and may lead to wrong data.. They were the same but with the columns reversed as far as I could see. The actual questions only required one column to be a available for each question.
24	Those 2 previous questions were really confusing. Not sure if I got my desirables correct as that also had the essentials response again.
25	What is happening to the Pudsey animal house /glass house is a complete disgrace, badly managed 'consultation process' which wasn't a consultation as it was a forgone conclusion to close it instead of re-inventing or investing in what could be an asset to at 20 minute neighbourhood, delays in the process to allow private sector potential operators to bid. Complete shambles start to end. Political no doubt. If Leeds is serious about placemaking then it needs to properly engage and treat stakeholders with respect and transparency. Please see the work undertaken by the Institute of Place Management in terms of Vitality and Viability of neighobourhoods as this provides a useful framework as does their 4Rs methodology. Manchester is already engaging the IPM on work with their district centres
26	The woonerf philosophy should be used to develop safer streets the 20 minute neighborhood can't work without dealing with the issues of traffic in inner city areas. It would improve communities and encourage walking and cycling. It could potentially change the desirability of inner city areas. It would also encourage commuters to use public transport or alternatives to cars, especially if implemented alongside an appropriate transport strategy.
27	I view my neighbourhood has a place that could look exceptional but unfortunately is let down by littering, some of which could be reduced if the council paid more attention and removed some things that "hold litter". eg: there is shrubbery adjacent to junctions and walkways which is not maintained and allows people to fly tip and this litter remains there for years. Either remove these or cut them back to deter people from continuing to litter. Also plant of some good quality trees "and maintained" would improve the area.
28	satisfied but would appreciate improvents
29	A bus stop is required but variety of bus destinations has not been queried - in & out of city or adjacent areas that are difficult to walk to (eg Chapel Allerton - Roundhay)
30	Public transport is essential but not that fast or reliable. That's a shame. It is also very expensive for people on limited incomes.
31	We need more dentists and Gp's. More people means more need the: new builds in ls14 and LS15. Inner East. Better as in more practical bus services. Why do I need to walk to Crossgates from Seacroft. By the time I am at Seacroft bus station I am halfway there.So I waLk not everyone can walk. Services from East to west need improvement.
32	-
33	
34	I got confused by the question. Essential and desirable was an option on both.

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35	1. I don't understand why on earth you asked exactly the same thing in questions 2 and 3. 2. Your reference to being needed "daily" and "weekly" don't relate to whether they need to be within 10 minutes of home. 3. You don't say how the 10 minutes travel is made - I assumed on foot, but could be by bike, car, bus etc and this would change the answers. 4. So your survey questions are so ambiguous that people will probably respond in different ways, negating the whole point of the exercise.
36	This survey is definitely needed and well meant, but the format is garbage and will be useless. It asks the same questions twice with reversed options. Essential/Desirable then Desirable/Essential. Are we meant to not use one option in each question? The responses will be nonsense and a complete waste of effort.
37	Dog park seen as public moan about dog walkers on kids park Easer access to a bus for the disabled to access places .that are further a field than the 10 minutes with their assistance dogs .
38	Leeds city council keep removing parking (and I understand the environmental reasons for this) but this is very negative experience for those with limited mobility / disabled. Not everyone can walk 10 mins to a doctor etc. But this is vastly overlooked.
39	I didn't understand the difference between question 2 and 3 since essential and desirable were options in both.
40	Involve younger people more eg engage planning and development ideas with schools colleges and universities directly. Not just libraries or community spaces. Planning should allow for anti social behaviour objections.
41	
42	It's not enough to simply build lots of new housing. Infrastructure such as shops and schools needs to accompany new build housing.
43	There is no post office or bank within 10 minutes walking distance from where I live. Too many eating places, and not enough shops, like green grocers, butchers, etc.
44	The biggest problem living in Wetherby is the lack of public transport. A more frequent bus service into Leeds would be more desirable and really necessary for where Leeds call a "transport hub"; i.e. how can a town with only 2 buses per hour into Leeds and no train service within 15 miles be a "transport hub"
45	As a disabled wheelchair user local services are so important not having to travel too far for them is as you say essential
46	
47	Certain local areas have more disabled,elderly and parents with young children who have no access to personal transport. Priority should be for them.
48	No mention of sports clubs
49	I don't really understand the concept of a 20 minute neighbourhood is and the links in the email don't explain it well
50	Local areas need diverse facilities not all one thing. Traffic control and parking as many places places are dying as there is no parking
51	If local services are not accessible within a10 minute walk then reliable and cheap public transport should be available within a 10 minute walk.

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52	I am lucky enough to have transport which has skewed so of my answers from essential to desirable The more local services there are the more likely you will have a healthy and cohesive community
53	if 10/20 minutes on foot, then fine. 10 minutes in a car is already quite a way to walk
54	Far more of the income generated from the building of new homes needs to be put back to local communities, with an emphasis on the local infastructure from Drs Suregeries through to waste water treatment works and of course new roads. Carbon neutral doesn't mean zero cars.
55	Not entirely certain what 20mins converts into wrt distance; I have assumed it to mean within perhaps a mile, or mile and a half of my home, but it isn't clear. With a bus stop available and a good bus service, then this distance could be stretched. The important ones would be availability of timely emergency services, regardless of distance and a competent GP service, when they are needed
56	Do you mean desirable from a personal point of view or in terms of the area? I fear that this is just a ticking boxes exercise. Previously I received a questionnaire regarding making charges at Kirkstall Abbey and I was opposed to this but then discovered that before the date for submission of the questionnaire seeking public opinion the area had already been fenced off to enable entry charges to be made. This suggests these exercised are meaningless; LCC has already made decisions and public opinion is of no interest but LCC give the impression they are operating in accordance with public opinion.
57	A doctor, post office, an ATM and food shops and also schools for all age groups are the minimum requirements for a community
58	very lucky to have independent food and other shops within 10 minute walk. Would not want these to suffer from ever more restrictive parking since they depend on customers from further away as well as more local people.
59	Please note that if you live in a rural community, some of the questions are really not relevant.
60	Proximity of services depends on whether one is walking - where 20 minutes gets you about a mile if fit - or cycling where the range is 3-4 miles. This the neighbourhood needs to reflect the actual demographic rather than some standard rule. An area with a high proportion of old/ infirm may require a substantial range of services within about half a mile whereas a younger demographic might be persuaded to cycle in safety over a wide area (but might place a higher value on nursery provision).
61	Please consider people who have no access to a car or don't drive. Thanks.
62	It is essential that the council develops a more coordinated approach with planning to ensure that large housing estates are no longer allowed planning approval without an associated obligation to provide local facilities e.g. schools, community and public spaces, public transport and safe travel routes. Especially in east Leeds there are too many of these large estates being built without the associated infrastructure causing increased car use to get to schools, shops, leisure etc. These include Thorpe Park, Barnbow site, behind Seacroft Hospital. This strategy for 20 minute communities must not be allowed to develop in isolation from wider council policies and funding.
63	There should be options for not necessary
64	I think it has to be accepted that if you choose to live in a more remote location you should not expect many facilities on the doorstep. However, if you choose to live in a more urban/large community setting, I think it is acceptable to expect facilities that you are funding through taxes.
65	I have to get out my car if I want my dogs to be able to have a run and have a good walk myself. There are no such places in Garforth

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66	I used to give blood locally, this was good. Why not encourage nhs to do this again.
67	Improvement in bus & train service. better police presence.
68	One really key thing of the 20 minute neighbourhood is enabling communities to flourish - this will take much more than providing services. A key benefit - in these days of Sat nave it might involve initiatives to make neighbourhoods safer - such as more one way roads and putting pressure on residents to use driveways and garages.
69	If any kind of sustainability plan is to be effective, services that people can reach either on foot or within a short taxi ride HAVE to be available.
70	A quiet space away from teenagers and kids would be nice for people who just want to relax and read
71	I don't understand why you had 2 questions when the whole thing could have been answered in one by selecting either essential or desirable (or neither) in each category. It would have been good to have included local, independent shops as a category too.
72	Need to have regular (at least half hourly bus service) from 7 am to 11pm.
73	A more diverse range of local shops , not just mini markets, off-license premises and fast food outlets. Cloths and shoe shops, good class bakeries and butchers etc.
74	I think pubs, cafes and restaurants that are open for daytime trade as well as evening trade are a vital part of communities
75	Additional services needed locally: mental health services, dentists- some people have to travel considerable distances for these in Otley. We desperately need NHS dentists. Hospital appointments- being sent to Chapel Allerton or Thorpe Park from Otley when we have a hospital in Otley. We need better bus links from Otley- missing hospital appointments/people losing jobs cos of crap bus service. Youth services and activities are needed locally. We used to have adult education provision in Otley- gone- need it back! Jobcentre/benefits/careers/Citizens advice (now gone) on more regular basis.
76	To fully resource underserved neighbourhoods with all of the above. For every neighbourhood to have a Climate Action Hub. To have a highly efficient public transport system that meant you could easily live without a car- with all the other transport options I mentioned earlier. To provide lots of localised wellness workers who are rooted in the communities To eliminate fast food and betting shops and 24hr alcohol outlets To ask all schools to have litter pick days with our street cleaner teams/park keepers so kids really understand why not to litter
77	Feels like all services are slowly reduced or on limits
78	Too many fast food establishments in close proximity of each other.
79	If local public transport were improved, the accessibility of some of these services without using a car would be less important.
80	Good local reliable bus service, not everybody has the ability to walk for 10 minutes. More seating and safe spaces to walk. More visible Policing in local areas
81	A reliable and clean bus service. More police on the ground. Local Councillors that actually interact with the constituents not appear like a genie at election times.

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82	Your thing is poorly designed. You ask us to puck between essential or desirable both times really.
83	Greenspace, blue space, nature and traffic free areas are essential to health and wellbeing and need to be easily accessible from home on foot. People won't walk to their local shop if it's too noisy and unappealing. Rail stations must have safe cycling infrastructure connecting them to suburbs within a 3 mile radius to make them convenient
84	There are very few places for people with accessibility needs to access for leisure
85	One of the most important things for access is public transport, ie bus stops, other facilities are reachable if appropriate bus services are available. Post offices are vital if banks continue to close at their present rates. Parks/open spaces are important for all for recreation/exercise.
86	This questionnaire is confusing, I don't get the difference between the questions. I would questions the validity of the results based on it being difficult to understand what is being asked.
87	In Holbeck, we are in desperate need of a supermarket, not an express or small ones where prices are inflated, but ones where prices are at their lowest for the area. That carry a full selection of the cheaper brands, rather than premium.
88	More green spaces/ trees or flowers anywhere really lifts and brightens the mood. Not to mention it's benefits for wildlife.
89	It is clear that LCC are experiencing a very tough economic period with the front line services we all experience every day like highway maintenance, verges and parks getting less frequent or no visits for maintenance, repairs taking longer or not carried out and general quality reducing. Engaging residents with self help schemes and closer links to parish councils where they are present, may help resolve at leat some issues.
90	Why ask the same questions twice? Do you think we are idiots?
91	A regular and reliable bus service is essential. Also roads and pavements without potholes
92	During Covid most people realised the need for green spaces. Then when the cost of living increased people need them again. Plus to combat loneliness and anxiety we need places where you can meet other people. This gives company and support. We need less unhealthy fast food shops More cafes and pubs but not high street coffee shops.
93	This an awful questionnaire, it's not clear how to complete it why have Essential & desirable in both sections as a selection option
94	Not relevant for me, but a local opticians would be "desirable" for many.
95	A proper bus service not run by private companies
96	I've no idea what is meant by 'Postal Collection' in this survey
97	More independent stores instead of takeaways so we can by locally baked goods & fresh fruit & veg. Restaurants instead of takeaways.
98	Should define 10 minutes by form of transport. eg. Supermarket could be within 10 minutes drive (20 minutes public transport), 10 minutes cycling on segregated cycle routes (not on road). Convenience store would be within 10 minutes walk, 5 minutes cycle on segregated cycle route. Bus routes need to be routed past services such as leisure centres, parks, even if that's a bit out of the way - but that increases car-free access to exercise and improving mental wellbeing. The same with segregated cycle routes. Without sensible measures to increase & significantly improve alternatives to car use then there's no reason to expect car useage to decline.
99	Do the questions mean 10 minutes walking or 10 minutes driving?!

100	20 minute neighbourhood should havew a couple of key aims: Creating neighbourhoods where employment opportunities, accommodation and services are all available locally. This should nclde a range of shops and enterprises not just convenience stores and supermarkets. Benefits of should include: reducing the need to travel for work and leisure, creating stronger communities and retaining/recycling local money more. The employment and housing aspects were completely missed from your list of choices. In my view a move back to more local contact points for service providers should also form part of this change. Some of this will require long term planning, but without including affordable housing and employment opportunities in the list in my opinion the Consultation is deeply flawed as it misses a significant and indeed primary aspect of what a 20 minute neighbourhood is supposed to be.
101	I live in Far Headingley and there is very poor provision of places to buy food. There are two smallish Sainsburys so no competition. There are lots of pubs and cafes but they attract people from outside the area and locals are overlooked. Could do with lots more bins as pub crawls result in a lot of littering. Bins at every bus stop would help and emptied on a daily basis.
102	Local services should include more groups ran in community settings for elderly people, children and families with young children to help build better community relationships and help combat loneliness for new parents and older people. More and more people are suffering with loneliness especially older people and new parents following the pandemic with a lot of the services that were previously available closed for good it is important that this gets reinvestment to improve mental health and combat loneliness for vulnerable groups.
103	I think what's essential or desirable varies according to the community. Where I live in Adel there's lots of outdoor space and people have gardens so the need for allotments is reduced. Also, transport links are poor so we all need cars!
104	It is no good having a bus stop within 10 minutes of your home if the bus service is not regular or buses do not turn up.
105	Parks in my local area to be improved
106	We in Holbeck have a few corner shops, no big shopping centre, we have people in the community who needs services on the doorstep
107	Monitoring of drug dealing and regular community constables regularly patrolling streets.
108	You must design questionnaires so that there is no ambiguity or repetition - they should not be off putting for the responder.
109	My neighbourhood is over-run with cafes and charity shops. Presumably this is related to the rents. Can the Local Authority place a cap on such uses or would this leave empty shops? A lovely parade of local shops has turned into a useless clutter.
110	The requirement for facilities is impacted by a persons age and family demographic. I have answered from the perspective of a 61 year old working woman. Access to some basic amenities is of particular interest to elderly and those which do not have access to a car. I can drive and so that has also impacted my answers.
111	This survey is totally confusing. First there is a single mention of what a 20 min neigbourhood is. It should be repeated on every page - and confusingly refers to a 10 minute walk or cycle! Second - the two questions are identical but with the columns swapped. Do I repeat myself in both questions with regard to what I consider essential and desirable? Very confusing. Was this questionnaire ever tested on individuals before it was issued? I very much doubt it. I'm sorry - I try to support LCC initiatives but the standard of this survey is very poor.

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112	Our leisure facility is not fit for purpose in 2022. The facilities are disgusting and we need a new updated building and more facilities for the community to support healthier lifestyles.
113	More litter bins and bins for dog walkers to dispose 'dog waste'.
114	Questions 2 and 3 are duplicated so didn't answer 3 as answers covered in 2
115	Depends very much on your situation - disabled, with young children, simply old, with or without own transport.
116	Sorry, I found the two lists of questions rather confusing- not sure whether to complete both columns each time! Transport and safety of pedestrian routes affects how essential/desirable these facilities are. I live directly on an excellent bus route and can access many services from this, but not everyone in Leeds is so lucky.
117	The outer areas of Leeds city council are poorly serviced the amount of homes has increased but the services have not. We do not even have a decent leisure facility within driving distance (we have one but poor (not the staff) and also the lack of regular public transport to parts of the town mean to travel to access services means you have to travel by car. Where is the money spent in the town from all the new developments?
118	I have lived here for fifty five years and in all that time the Council have not provided one amenity of any kind whatsoever for our community. A few years ago Leeds Council moved the Leeds Boundary sign leaving our estate on the Bradford side of it. (It was moved back to the correct site after complaints were made). The only time we residents receive any correspondence to do with any Leeds activities is Council Tax Bills and Polling Cards.
119	I think the replies will be unique to the individuals at the time. I am 70 and in good health but I don't drive. So access to public transport (whatever the frequency as long as "it is always" on time !), is the most essential to me. I live in Garforth and most of the facilities shown can be accessed within a 20 min walk. (by me) or by bus / train. As I age the priorities will almost certainly change
120	It depends if you are young or old, have a family or not. If you're mobile or not.
121	Community police would be nice. Someone from the council checking on fly tipping outside their properties and vandalised grit/salt bins and replacing when vandalised.
122	Please maintain the closed roads established during the pandemic. Noise and pollution from traffic greatly reduced making life more pleasant. Harrogate Road needs to be closed to through traffic so that it is better for shops and local people. Leeds is horribly polluted with noise and traffic.
123	Please see additional comments against question 3
124	This survey so far is very poorly designed. Why have the 2 boxes to click on for each question! Yes you are good at saying things but in actions you fail. We can all have policies and standards but if you have too many exceptions they lose any meaning. The public see tick box exercises like these as pointless. So let's have more commitment and action. I'm part of a community group fighting against poor planning decisions that will destroy a 20 minute neighbourhood. Will even quoting back your own 20 minute neighbourhood mantra save green space that the community wants to keep? We shall soon find out. You continually ignore the voice of the community and destroy history and green space and ignore climate emergency principles.
125	We pay Leeds rates but do not get Leeds services, I can't remember the last time I went to Leeds city centre because it's just not viable to go by public transport, even with my free bus pass. It's time some more money was spent in the outer areas.

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	Also in my cul de sac of 6 privately owned bungalows - 2 are empty the residents have died! My next door neighbour is receiving treatment for cancer and another has dementia. Not seen anyone at the other for ages. I feel very vulnerable and would like to move into a smaller property but find the whole process of selling and buying another too daunting. These are 3 bedroom family homes. Surely the council could devise a scheme to enable people like me to move and at the same time provide some much needed council housing?
126	Youth provision is barely there anymore. I know finances are the issue but it has more consequences than just those few years. Providing something for young people to do, somewhere to go to be together safely reduces petty crime, anti social behaviour, drug use and provides opportunities. Similarly for early years the pandemic has shown the impact on parents of not having group support with huge increases in mental health needs, so this too is essential. It isn't just about the services, is also the quality, for example our local leisure centre is extremely old and tired.
127	In my area there are no primary schools within walking distance, no playgrounds, no libraries. The local green space is marred by quadbikes and off-road bikes. The local leisure centre is so tired, it belongs in the skip. It's tragic for my kids to grow up in these social conditions.
128	1. A regular Access Bus 2. A regular Bus service 3. A taxi Service - with care of the elderly-fixed reasonable pre-paid fare-for hospital visits, dentist, food shopping 4. Directory of local, trustworthy service providers-window cleaning, gardening, painting, odd jobs.
129	This is a really confusing survey: do you mean essential/desirable as things are now or essential/desirable in a 20 .in neighbourhood? The answers are different because currently I can get by driving everywhere, but if I were to want to reduce driving for sake of the environment my answers would change considerably. Also, the way the survey is structured with essential and desirable as options for answers to both questions makes the questions duplicates of each other and whole thing unessecarily complicated.
130	What feels just as important are the links between 20 minute neighborhood so you can move between them on bike and foot
131	Please keep in mind the needs of disabled people when designing a zero carbon city. Cars are mobility aids for some, include public seating for rests.
132	To encourage small shops in various districts is so valuable and builds community spirit
133	Confusing survey - surely one checklist would be adequate to gain all info needed as we had the option for essential and desirable in the same list? Thank you for doing this anyway!
134	Yes, this seems to me to be a poorly constructed survey. Both questions have essential and desirable boxes yet one asks what is essential and the other what is desirable. Anything not ticked as essential in question one will almost inevitable be ticked as desirable in question two.
135	An area like Rodley really needs a decent small to medium supermarket. Instead there are loads of hair salons and nail salons!
136	We have three primary schools within 20 minutes walk, two within 10 minutes but the only place we could get was over two miles away. Local facilities need to be suitable for the areas they pertain to serve.
137	Ideally, every area should have its own town/high street. This would reduce the number of car journeys we take as a family. Chapel Allerton is a great example of a thriving high street with a wide variety of shops.
138	Facilities need to be in place to allow short journeys made on foot or by bike. This would include adequate secure cycle parking. Also within these zones car us needs to be discouraged and parking restricted
139	Lookinh into the "over use" of our local gfreen spaces for concerts and other events that affect local residents with bad parking, increased volumes of people travelling into our local area, increased noise and litter, roads closed and the local

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	residents do not get any compensation for this inconvenience we only get our council tax increased to pay for the clear up afterwards, this is NOT why we moved to live near our quiet/green spaces
140	Very important to have a bank and a post office very close to hand for elderly people.
141	This survey is not very well organized. We have the option of ticking both essential and desirable in each instance. Some of these categories or places (eg leisure centre) need to have further example. Is this what you also consider to be a gym?
142	Living in Wetherby we feel our situation is an hour plus by bus which is only half hourly but if we had a rail link we would be 20 minutes from Leeds city centre and hospitals, devices, art and museums which without these mean we pay council tax without the services
143	I can't quite see why 20 minutes. It wouldn't hurt if I had to travel a bit further for most of these services. Of course, it would be nice if all these were within a short distance of where I live - PROVIDED that this went without a lot of traffic!! Not possible, I think. But I am lucky enough to own a car. My answers would be different if I had to walk to all these places
144	Meanwood Park playground was badly installed several years ago from what appears to be leftovers from the back of some storage unit and needs a major overhaul
145	What good is it having a bus stop within 10 min walk if the buses are only one an hour and no bus shelter to use. We are all told to use public transport but the services continue to be cut regularly. People have to use their cars to get to hospitals and shops because of the lack of a decent bus service. Rudely and disabled people cannot make use of the costly cycle lanes and cyclists are told(in the new highway code) that they don't have to use the cycle lanes and can go on the road anyway even if the council have spent millions on a special lane for them and severely cust the pavement space for elderly and disabled residents
146	Schools should be within walking distance of a residential area and the route should be safe, well lit, and ideally away from traffic. Where roads need to be crossed, there should be safe crossing points. Bus stops closer to homes with reliable service should also essential. On my doorstep I appreciate easy access to open-space for fresh-air and exercise. This doesn't have to be a large area but well looked after and feel safe to use.
147	The main additional item to consider is accessibility. A 10 minute walk for healthy people could be 30 minutes for mobility issues. They may have to use a car & it is essential, in my opinion, to provide blue badge parking spaces near the neighbourhood facilities
148	I am fortunate to live in a 20 minute neighbourhood but moving about still isn't safe - poor road crossings, non-deliniated cycling paths etc. There needs to be more encouragement for people to get out of their cars and support the local economy.
149	I feel public transport is essential to reduce traffic & pollution, I have put a bus stop as essential, but I think the preference would be for rail as it is so much quicker. Also its all well and good having a bus stop but there has to be a decent provision of buses otherwise it is pointless.
150	I really didn't understand the difference between the last 2 questions. Bad survey
151	Your survey is odd - there is an essential and desirable column already for each question! You should also repeat walk/cycle in the description. Though even these are very different measures! Walking 3mph versus cycling 15 mph! So a much bigger distance to cover! Hence, the meaning of the responses are unclear.
152	there is very little information regarding bus services -more would be useful as an alternative to using my car
153	I don't understand why you're asking the same question twice
154	Having these facilities is nice, but they also need to accessible to all. Disabled and people that work hours that can exclude them from things

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155	A larger place for new independent businesses to try their business ventures out before committing to a lease in local premises. I pop up facility to allow lots of businesses and projects to trial their ideas including Teenagers with new ideas, people with disabilities, so they can trial if something works for them, retired folk who want to keep on working on perhaps a project but not quite give up work, or to extend projects ideas that they may have already been involved in. Volunteer section/pay it forward pop up for people to sign up/help others. A hub would be beneficial to all communities for new businesses, projects, exhibitions and events
156	I would also see it as being essential that local paths and roads are maintained. There is also a real problem for people to access an NHS dentist. I've put it is essential for a dentist but it is essential for a Dentist who takes NHS patients. I would also say that it is essential that people can access local govt. services in person without having to travel far and there are areas of the city that are not well served in this regard.
157	I think it's a pretty poor survey, to be honest. You seem to have a pre-conceived idea of which services people are interested in.
158	I would not wish to give up anymore green space or green belt land for housebuilding
159	More organisation of social & welfare services. Cohesive & co-operational services between doctors. I have sat out at a local senior citizen flat complex. There always seem to be a number of Carers & nurses from different Doctor practices on site at the same time. Surely instead of sending numerous health representatives one could visit numerous people on the site in one visit if some kind of system could be agreed allowing local Doctors to work as a cohesive unit .
160	The two questions are essentially the same. I have therefore highlighted which I think to be essential and which is desirable in one of the questions.
161	More bus services needed throughout Carlton or a train station in Rothwell would be extremely useful. Especially with the upcoming housing development being built I cannot see how public transport will keep up with the demands needed if it stays how it currently is.
162	The roads pavements and pathways need to be upgraded to achieve the aim.
163	You asked for services/conveniences that I felt should be within 10 minutes of where I live. Well, where I live in Beeston, LS11, I am sure we can manage without any further fast food shops, (fried chicken shops). Has a Council you should be helping/supporting people by encouraging more healthy options, i.e Greengrocers for fruit & veg, and instead of leaving shops empty, try to encourage people to cook instead of relying on the fried chicken, pizza shops, because most of these places sell quite a bit of unhealthy foods and high sugar drinks. Has a local council, you should really try and lead the way in trying to help get the community healthy. I believe its called Leading By Example. Ed Carlisle is not my local Councillor but he seems to do a lot for the community, he's involved in encouraging people to ride bikes and fix them, also helps part of our community with Litter Picking
164	Consider making garforth main Street pedestrian only to reduce emissions and encourage people to walk
165	
166	I have ticked more things as essential-to-be-local than I strictly require at the moment, because I agree with the idea that it would be good to have facilities in walking distance. However, I don't think you can discount the complementary importance of cheap, reliable public transport so that we can use facilities in the city centre and also get out to the countryside.
167	Local services should be open at reasonable times for their use. There is a leisure centre over the road from me and I can not use is as the opening hours do not suit working families
168	A railway station at the new development in Woodside Quarry would be a big improvement and a more frequent evening bus service.

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	Giving options for desirable and essential in both questions was confusing and the first sentence under data privacy didn't make sense to me.
169	Please look at improving public transport to the village of Kippax. Current service is poor, unreliable and inadequate
170	The council tend to lump gym membership of a local (expensive) gym as fulfilling the criteria of a local 'leisure centre'. Whilst I have two within a ten minute walk both charge extortionate annual (or monthly) fees that are outside my ability to pay. Particularly with family. You live in 'the burbs' they think you're made of cash.
	Whilst having a bus stop is essential. Having a REGULAR BUS service that STICKS to it's timetable is key. You can have as many bus stops as you like, but if FirstBus don't provide the bus what you have is a concrete pole with a bus stop sign on it.
171	It wasn't clear whether the question referred to 10 minutes walking (which is obviously quite a small area), or 10 minutes by car (in which time I could be in the centre of Leeds outside of rush hour - so extra services and facilities would be expected in that range).
	For me, the key to all of this work towards improving local neighbourhoods is dependent on reducing car use. The biggest challenge is how to get the thousands of people who have become comfortable in making unnecessary car journeys to make healthier and more sustainable active travel choices.
172	We have a big open space near us which would be good for a supermarket for the people that don't drive and struggle with money to get buses
173	I felt safer with a doctor's surgery and pharmacy within walking distance. We do not have a convenience store. Nearest shop over 2 miles away.
174	May I comment on the design of the questionnaire:
	The first two questions are oddly presented. There are 'essential' and 'desirable' options for both; it appears as if the same question is asked twice.
	Furthermore, the overall project refers to a 20-minute neighbourhood, but the questions focus on a 10-minute range.
	In your email (but not the questionnaire), you indicate that 10 minutes refer to both walking and cycling. Not all respondents cycle (or would cycle, for example when dropping of nursery children), and distances covered vary significantly for cyclists and pedestrians within a 10-minute timeframe.
	The above confuses the respondent and is likely to make the results less meaningful than intended.
	You also state that you consider responses for further processing. Initially, I thought this relates to my answers and age, ethnicity, etc. data. But you also ask for my name, organisation and email. It is not obvious why this information is requested and whether this is optional or a requirement for participation. Will there be a follow up?
175	The questionnaire was a little confusing. I checked either "essential" or "desirable" for every amenity on Q1, but then had to uncheck all answers for desirable when realising the answers should be indicated in Q2.
176	In Garforth there is a lack of connectivity for segregated cycling/paths (away from traffic and safe for children without close supervision) between key services. Public open space is limited and often just grass/dog walking fields. The area would benefit from parkland and more connectivity with open water.
177	We could really do with a decent hotel. I beleive we have enough carehomes, charity shop, cafes, and pubs in the town to support the community. Road improvement is essential. Roads like Scott Lane have been neglected for a very long time. Also a better Police presence would be very useful, as the town continues to grow. Wetherby is very tempting to would be burglars.
178	The Westfield Estate, LS19 has no assets, no amenities, we do have a poor bus service, when it decides to come. If you have no car your life is limited, more so if you are unable to walk.

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179	Like idea of not having to drive to do most things. Much prefer to walk or cycle. In fact in Guiseley where I live we have this now in the main. I shop locally on foot, use local pubs, post office etc. train station and buses are convenient- though getting rid of all the mainly empty private cars off the road would improve the latter services immensely, as well as making cycling safer and more pleasant. It's a nice place to live bar the traffic. The train service is critical to my work (self-employed, either working from home or national travel) and one of the reasons I moved here.
180	I'm over 65 years old & live a simple life, so access to schools, library, etc have not been ticked by me. However, such places should be in communities.
	Also, I'm in an electric powered indoor/outdoor wheelchair, pavements/roads need to be truly accessible for disabled people to use...especially if LCC thinking about 20 minutes communities.
	Travel-isolation is devastating for physical & mental well-being. Public travel services need to be regular & reliable. There also needs to be provision for WAV pick-ups, drop-off & parking within 20 minutes communities.
181	I am concerned that Leeds is instigating an estates management plan that sees it removing certain services from certain communities which makes the principle of a 20minute Neighbourhood unattainable. Removing services from communities is not the way to ensure facilities are locally available. In Rothwell which is my home town, attempts have been made to close certain facilities eg Youth Club and closure of a Nursing Home has occurred. The utilisation of the former Rothwell Council Offices for community use would be a valuable means of ensuring that more services were locally realisable and would support the 20 minute target.
182	There are 130 or so identifiable places in Leeds that people relate to, e.g. Chapeltown, Gipton. I think overall the key is to be thinking how each of these identifiable and relatable spaces provide the services that are needed, which would support stronger community cohesion as well as local services. Essentially this is good work, and the next step is to see how this looks in each neighbourhood already, so that an action plan can be drawn up in each, and then used to influence planning policy and decisions - proactive planning please!
183	In designing housing developments the planners should ensure that homes are within reasonable walking distance to the essential services (shops, play areas, buses, medical facilities) so that residents can get the basic services to sustain life without having to travel by car. This also will help to create a cohesive community with positive neighbourly features.
184	none
185	When site allocation plans are configured it would be sensible if the services indicated within the previous schedules are accounted for. In Carlton where new homes are being built many of the services listed previously are not within the suggested 10 mins travel time. Building more homes in places with less connectivity without first making provision of those services is considered counter productive.
186	Youth centres , skate park, scooter park, outdoor gyms, football areas, bike tracks , walking tracks, social benches, more bins for rubbish, cctv for safety on the streets.
187	Facilities & activities for children and mentioned and biasing this survey. Activities for adults are not specifically mentioned eg gym, pool, sports fields.
188	I have to go to Pudsey for banking and library shopping is at Kirkstall/Pudsey. Chemist is just down the road as is the post box. Nearest open space is the moor. The park is quite near, but legs will not carry me back. Cannot do hills.
189	Local roads properly repaired and not just pot holes filled with tarmac
190	
191	Crossing points over dangerous roads
192	Mental health services in Leeds are run by Live well Leeds. They have funding for running services for people suffering with mental health. Touchstone, Community Links and Mind are tasked with this provision. I had to fight to get service to be monthly for women with mental health issues. Now this service is likely to finish and across the service, people are

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	being told after 6 months they have to leave and there is nothing else for them until 3 months later they can go back on a lengthy list. By this time people will be more needy, relapsed into severe states and even self harmed or even taken their life. This is not fair way of dealing with these people and ends up with NHS Community Mental Health team interventions. Each 20 minute neighbourhood should as essential have at least one regular mental health support group which people can attend as long as they need to.
193	Bus services need to be more regular and more reliable. In Lidgett Park I have to take 2 buses to get to St James and no bus goes directly to LGI - not ideal when not feeling energetic
194	Parks /recreation would be good if they were no vandalised. Shortage of banks on Garforth Main Street Too many betting shops not a good advert for children
195	In Carlton Village, umpteen new houses are being built yet there is NO infrastructure that correlates with this influx of housing and people. The post office in the village keeps the oddest hours and is closed more than it is open. There is no local convenience store or even an outlet for essentials such as bread and milk but there is an hugely overpriced farm shop!
196	Seems a useful exercise. My answers are biased towards encouraging people to walk rather than use a car and to avoid junk foods - so helping to improve our currently appalling general level of fitness and health.

These responses have raised several potential future considerations:

- Demographics (changes in priority of services for older/younger people)
- Importance of parks and recreation
- Survey design (improvement of survey design)
- Food Supplies (food security, and diversity of food options)
- Safety and security (safety within the 20 minute neighbourhood, giving people confidence to walk and cycle more)
- Vehicle services (including bike servicing)
- Health Services (including mental health and care homes)
- Transport connectivity (specifically around frequency and quality of provision)

B. Data Sources

Place Typology	Data Source	Comments
Place of worship	LCC Gazetteer	LLPG Code ZW
Transit Stop	Basemap Public Transport Data	High frequency bus stops (5 or more per hour) and all train stations, from 2022 Q2 PT network
Nursery school	LCC Gazetteer	LLPG Code CE02
Primary school	LCC Gazetteer	LLPG Code CE03
Secondary school	LCC Gazetteer	LLPG Code CE04
GP practice	LCC Gazetteer	LLPG Code CM02
Pharmacies, Health and Beauty	LCC Gazetteer	LLPG Code CR08/PH03 – edited by LCC
Dentist	LCC Gazetteer	LLPG Code CM01
Hospital	LCC Gazetteer	LLPG Code CM03
Vet and animal services	LCC Gazetteer	LLPG Code CN04
Café/Restaurant, Fast Food and Takeaways	LCC Gazetteer	LLPG Code CR07/CR10
Museum or Art Gallery	LCC Gazetteer	LLPG Code CL04
Public House	LCC Gazetteer	LLPG Code CR06
Theatre or Cinema	LCC Gazetteer	LLPG Code CL07
Parks or Public Green Space	OS Open Greenspace	
Playground or Recreation Area	OS Open Greenspace	
Allotments	LCC Gazetteer	LLPG Code LL
Leisure Centre	LCC Gazetteer	LLPG Code CL06
Community Hall	LCC Gazetteer	LLPG Code CC07/CC04
Library	LCC Gazetteer	LLPG Code CL03
ATM	Open Street Map	Points of Interest "ATM"
Bank	LCC Gazetteer	LLPG Code CR01
Post Box	Open Street Map	Points of Interest "Post Box"
Post Office	Open Street Map	Points of Interest "Post Office"
Convenience Store	Open Street Map	
Supermarket or Market	Geolytix	
Emergency Services	LCC Gazetteer	LLPG Code CX01/CX02/CX03
Household waste and recycling sites	LCC Gazetteer	LLPG Code CC09/CC10