

Shaping Leeds' transport future community workshop

Citizen recommendations

INFUZE Community Workshop 3
6 June 2026 at Carr Manor Community Hub
in-fuze.org.uk

The logo for INFUZE, featuring the word in a stylized, blocky font. The letters are primarily teal, with some vertical strokes in a lighter purple color. Small teal dots are placed at the top and bottom of several vertical strokes.

Introduction

The third INFUZE Community Workshop was held at Carr Manor Community Hub on the 6 June.

The Community Workshop brought together 31 citizens to share their lived experiences of travelling in Leeds. It built on a citizen survey and two previous creative assemblies where citizens developed principles, missions and visions for the future. We wanted to understand what matters most in your neighbourhoods, hear about the reality of travel choices today, and identify which transport changes could be made to help people get around and thrive in Leeds without needing to own their own cars. Our aim was to design transport solutions **with** the people of Leeds, rather than **for** them.

Each neighbourhood group developed a package of transport measures that they felt would best meet the needs of their communities.

We collected the transport packages and transcripts from each group before analysing them. We reviewed the discussions to identify key ideas, which we organised into themes that reflected common patterns. Finally, we developed these themes into key insights, supported by representative participant quotes to illustrate and provide context for the findings.

The ideas and insights generated through the Community Workshop give us a strong foundation for the next stage of our work. We will continue to develop these ideas with citizens and partners to help shape future transport planning and define what successful, community-led transport improvements could look like in Leeds.

The Community Workshop included a range of activities designed to explore participants’ experiences, priorities and ideas for the future of transport.

Healthy transports futures needs a mix of ingredients. The **Salad Bar activity** explored which transport measures participants supported based on their neighbourhood missions, revealing the reasons behind their choices and the common values that shaped decision-making.

The **Future Visions activity** identified the transport futures that resonated most with participants, highlighting the shared aspirations and priorities that emerged across the workshop.

The **Tough Journey activity** captured the everyday barriers people face when travelling, identifying the challenges that most affect access, confidence and mobility in local neighbourhoods.

The **Making Change that Matters activity** explored how participants would redesign everyday journeys within their neighbourhood, to local centres and beyond, generating practical ideas for creating safer, healthier and better-connected communities.

In this report, we share the ideas and insights you helped generate during the **Future Visions activity** and **Salad Bar activity** in more detail. This activity provided the clearest picture of the transport measures participants supported most strongly, the reasons behind those choices, and the common themes that emerged across the discussions.



Confidence at every step

Start with a mobility scooter pick-up, a community-run lift scheme offers back-up if needed. Trust, clarity and comfort are built into every part of the system.

Stop for a coffee in a warm, green resting space and change buses with help from a real person at a hub.

The world opens up, not because it's faster, but because it's built for you.

Every journey feels doable even when it's complex – helping older people feel safe and confident wherever they go



INFUZE

What we learnt

During the *Future Visions* activity, each table voted for the visions that resonated most strongly with them. The graphic below shows the visions by popularity. People wanted to see transports systems that give real independence to young people, develop family friendly neighbourhoods that make their communities calmer and give people time for each other, and ways to get around that help Leeds become a healthier and greener city that is full of life and vibrancy.

Our favourite visions of the future

22



Freedom to move

Everyone can travel independently, affordably and spontaneously, no matter their background.

15



Green and lively streets

The city feels like a park, not a car park – bringing people, nature and Leeds' culture together.

11



Flow, not friction

The city runs smoothly, even in winter – helping us to feel calm and gain stability.

11



Not stuck in waiting rooms

Leeds' transport system cares for us – helping people stay connected and supporting our health and wellbeing.

19



Family first neighbourhoods

Transport fits with real life – helping us recover lost time and bringing us closer together.

12



Confidence at every step

Every journey feels doable even when it's complex – helping older people feel safe and confident wherever they go.

Which visions are most popular? What's less popular? What's missing?

Citizens' choices for change

During the *Salad Bar* activity, each table selected their own 'ingredients for change' – the transport measures they felt would make the biggest difference for their communities.

The graphic below ranks the transport measures by how often they were selected across all tables, highlighting the priorities that emerged most strongly from the Community Workshop.

We also received 28 additional self-suggested change cards, which have informed our understanding of the changes people would like to see and the core values behind them. These insights have also helped us identify the types of changes that are most important to explore through the upcoming experiments.

Our neighbourhood change menu



Which ingredients are frequent? What's original or unexpected? What's missing?



Chosen ingredients

Walking and bike ‘school buses’



Parents leave the car at home as pupils travel together to school on foot, or on bikes safely with staff

Walking and bike ‘school buses’

Reasons

- Make school journeys safer, healthier and less car-dependent.
- Walking school buses are seen as the most accessible, practical and safe option.
- Bike school buses provide an alternative where suitable cycling infrastructure exists.
- To feel safer, healthier, confident.

Considerations

- Bike school buses depend on safe, connected and protected cycle routes.
- Poorly designed or shared cycle infrastructure reduces support.
- Success requires 20 mph zones, protected routes, school streets and better public transport links.

Low-cost West Yorkshire transport pass



Make all bus and train travel in the West Yorkshire authority area cheaper with more subsidised fares

Low-cost West Yorkshire transport pass

Reasons

- Make public transport more affordable and fairer for a wider range of people.
- Improve access to jobs, services, leisure and nature, especially for lower-income residents.
- Support one integrated pass across buses, trains and other modes.
- Reduce car dependency by making public transport more attractive.
- Feels fair, inclusive, accessible and practical.

Considerations

- Fair discounts and pricing targeted to specific groups is one way to ensure that the scheme is financially sustainable.
- Lower fares must be matched by reliable, convenient and well-connected public transport services.

City centre congestion charge



Discourage driving with a fee to drive in the city centre – the money improves walking, wheeling and public transport

City-centre congestion charge

Reasons

- Reduce congestion, improve air quality and create a safer, more pleasant city centre.
- Encourage a shift from private cars to public transport where good alternatives, such as buses and park and ride are available.
- Seen as a practical, proven policy, with successful examples in London and other cities.

Considerations

- The scheme should be fair, with exemptions and recognition that some groups have little choice but to drive, e.g. disabled people.
- Some charging models, such as pay-per-mile or workplace parking levies, are seen as less fair than a city centre congestion charge.
- A congestion charge should be introduced alongside more reliable public transport, improved park and ride, and convenient alternatives to driving.

“School traffic is a huge impact even in small towns. Children don’t know road safety or exercise if always driven everywhere.”

“I think it would induce a lot of multi-modal travel if integrated properly, which would provide a viable alternative to the car.”

“We all use the city centre, and it can set the direction for community hubs and the wider city – gets people used to not using a car / paying for the privilege.”

Community car club



A service where people share vehicles with a group of other people in their neighbourhood, free or for a fee

Community car club

Reasons

- Provide flexible access to a car for occasional journeys without the cost of ownership.
- Improve access for working parents, older people, lower-income households and people with health or mobility needs who cannot always rely on public transport.
- Help reduce car ownership and emissions while providing an option when public transport is not suitable.
- Feels neighbourly, sustainable, useful and convenient.

Considerations

- Schemes need to be affordable, trusted and well managed to encourage participation.
- Community car clubs should complement wider transport options.
- Concerns include cost, insurance, neighbourhood disputes, vehicle storage and management.

Travel to hospital appointments offered

Reasons

- Reduce stress and make healthcare easier to access, particularly for vulnerable patients.
- Improve transport for older people, disabled people and those with health conditions, recognising that hospital visits can be physically and emotionally demanding.
- Reduce reliance on private cars, lifts and taxis, especially where public transport is limited.
- Feels fair, supportive, inclusive, compassionate, reassuring.

Considerations

- Concerns about how the service would be funded and delivered, particularly given NHS resource pressures.
- Hospital transport should be reliable, accessible and holistic, provide door-to-clinic support rather than simply offering a vehicle.

More frequent buses

Reasons

- Support more frequent, reliable and better connected bus services, particularly between suburbs, local centres and the city centre.
- See better bus services as a way to reduce car use, make journeys quicker and less stressful, and encourage more people to travel by bus.
- To feel optimistic, happy, less stressful.

Considerations

- Current concerns include infrequent, unreliable and overcrowded services, cancelled buses, long waits and poor coverage in some areas.
- Improvements should combine higher frequency with affordable fares, accessibility, better integration with other transport and higher overall service quality.

Travel to hospital appointments offered



Offer use of shared minibus transport or similar when people are contacted to confirm hospital appointments

More frequent buses



Run more buses on the same routes to make them more reliable and convenient to use

“Love the principle of local community sharing for expensive but under-used assets like cars. I fear problems would cause neighbourhood disputes.”

“Healthcare is already trying for the person receiving it. It would be easier if they have one less thing to think about.”

“Buses too infrequent; have to allow too much time; journeys depend on infrequency and likelihood of cancelled buses.”



E-bikes

Reasons

- Provide a practical alternative to cars for everyday journeys.
- Reduce traffic, noise and emissions.
- E-cargo bikes make it easier to carry shopping, children, pets and other heavy loads.
- Make cycling accessible to more people, including those needing electric assistance or extra carrying capacity.
- To feel happy, engaged, convenient, optimistic.

Considerations

- Be cautious that e-bikes are not suitable for everyone.
- Uptake depends on affordable rental schemes and convenient local access.
- Safe, connected and protected cycle infrastructure is essential for widespread use.



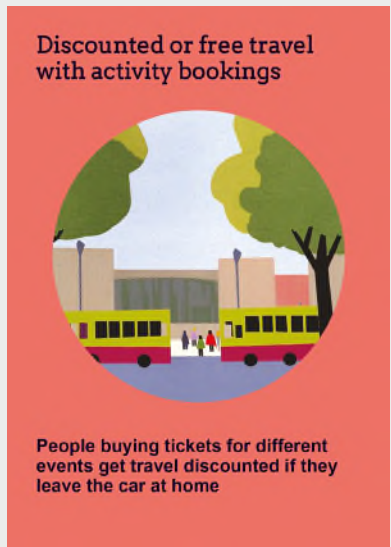
Community lift sharing

Reasons

- To strengthen neighbourhoods, reduce car ownership and make better use of existing vehicles.
- See the greatest benefits for older people, working parents, people with disabilities, rural communities and those without a car.
- To feel happy, positive, freer, community-minded.

Considerations

- Want clear guidance on insurance, liability and trust, with trusted drivers and practical organisation.
- Emphasise that schemes should be easy to access, locally based, low cost and convenient.



Discounted or free travel with activity bookings

Reasons

- Make activities more affordable and encourage wider participation.
- Link public transport with leisure, hospitality and community activities, increasing public transport use while supporting local businesses.
- Encourage people to choose public transport over driving, helping reduce congestion and emissions.
- Feels inclusive, supported, smart and exciting.

Considerations

- The scheme should not be limited to specific events and must connect communities to a wide range of destinations.
- Success depends on simple, accessible integration with public transport, affordable fares and good bus connections to venues, park and ride, and convenient alternatives to driving.

“Easier for those who can’t pedal as much. Can carry more cargo. Safer than scooters. Available all time, not just for the school run. Can work at any age.”

“If I had the options to use these services (as a working mum), I would be able to use them when needed and not rely so heavily on my own car for those difficult journeys especially when time doesn’t allow.”

“It can be difficult enough getting to places in Leeds, so not having to pay would help significantly; cost of activities is getting increasingly prohibitive.”

Friendly and safe crossings



Zebra crossings across side roads by large roads make neighbourhood much safer for everyone, especially children

Friendly and safe crossing

Reasons

- Prioritise pedestrians by making it easier and less stressful to cross roads and reach destinations such as bus stops.
- Encourage more walking by creating calmer streets, slower traffic and safer neighbourhoods.
- To feel safe, less stressed, protected, supported, calmer and more confident.

Considerations

- Crossings alone are not enough and should be combined with measures such as 20 mph zones and a pavement parking ban.
- Safe crossings should be delivered across residential streets and suburbs, particularly where fast traffic or poor road design currently make walking difficult.

Play streets



Neighbours work with councils to close streets temporarily to cars, creating safe space for children to play together

Play street

Reasons

- Create safer places for children to play by reducing traffic and road danger in neighbourhoods.
- Strengthen communities by helping neighbours meet, children play together and streets become places for people rather than just cars.
- Encourage active travel and healthier neighbourhoods by supporting walking, cycling and access to nature through calmer streets.

Considerations

- Play streets should be inclusive and widely accessible, with concerns about unequal provision across Leeds and the need for supporting initiatives such as bike maintenance.
- Rollout should extend across more neighbourhoods, including new developments and under-served areas.

No pavement parking



Make parking on the pavement a parking offence, some streets may become impassable, forcing some parking elsewhere

No pavement parking

Reasons

- Make streets safer by keeping pavements clear and accessible for pedestrians rather than forcing pedestrians into the road, create hazards and damage public space.
- Improving access for disabled people, wheelchair and mobility scooter users, parents with buggies, older people and children.
- Encourage walking, improve community well-being and reduce stress and danger on everyday journeys.
- To feel safe, less anxious, protected.

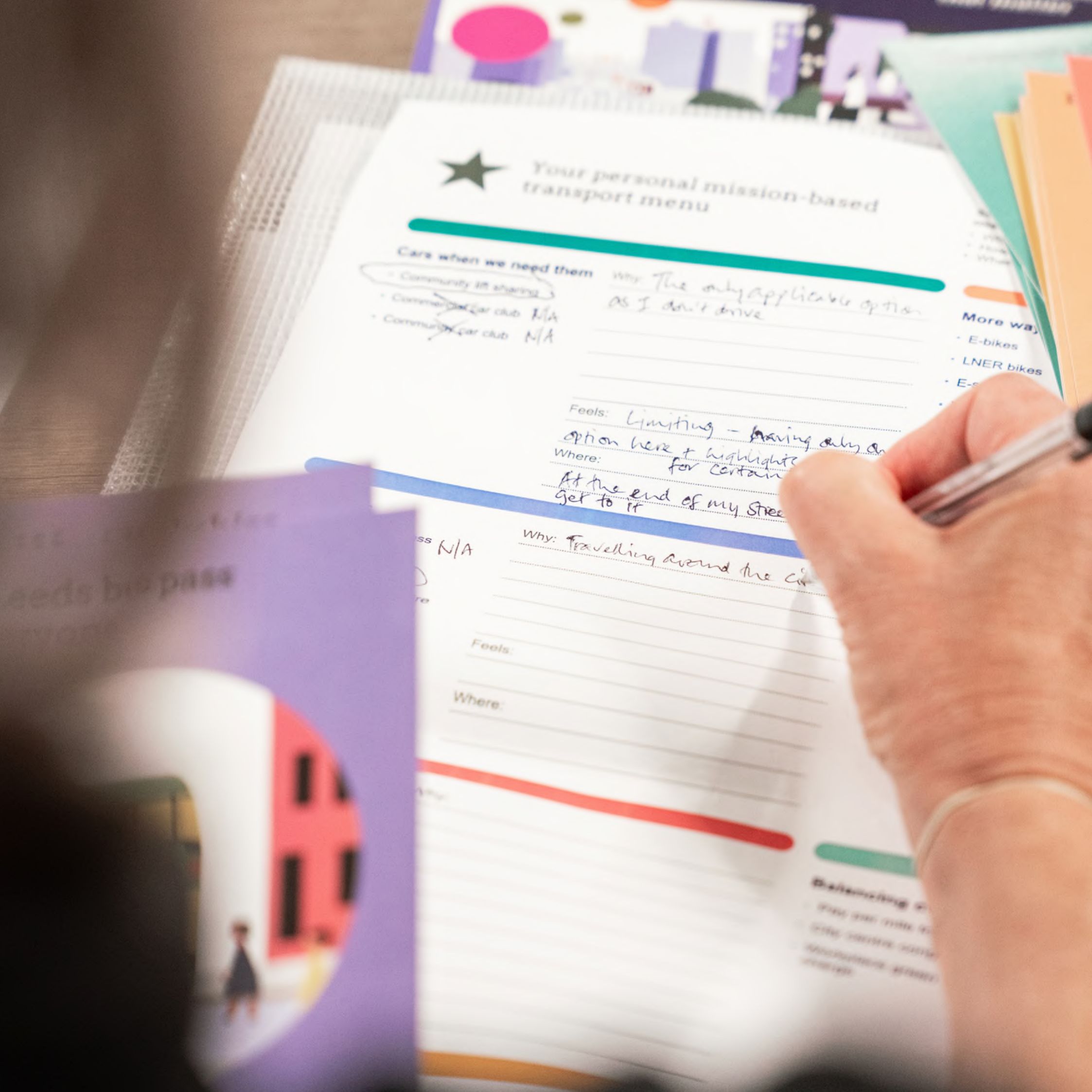
Considerations

- The ban should be applied consistently across neighbourhoods, suburbs and busy streets to ensure pavements remain accessible for everyone.

“I don’t trust cars to stop to allow my children to cross designated junctions. Reduces accidents involving pedestrians hit by car or motor vehicles.”

“Brings communities together. Allows you to meet neighbours. Shows that streets aren’t just for cars. Examples like Sao Paulo, Brazil do this well.”

“Would keep streets safer and more hospitable to pedestrians and especially the disabled.”



Key themes

Accessibility

Citizens want transport to be accessible, inclusive and available to people across all communities and locations.

Affordability

Citizens recognise that affordability varies between people and support transport that reflects different needs and incomes.

Alternative to the car

Citizens favour measures that make it easier and more attractive to travel without relying on a private car.

Community

Citizens support measures that strengthen neighbourhoods, encourage social connection and create places for people.

Confidence

Citizens support measures that help people, especially children and vulnerable groups, feel confident travelling independently.

Connectivity

Citizens value seamless, well-connected journeys across different transport modes, particularly in areas with limited or no current provision.

Fairness

Citizens want transport policies to be equitable and inclusive, recognising that different people have different needs and circumstances.

Health

Citizens favour measures that improve physical health, reduce emissions and benefit the environment.

Reliability

Citizens want transport options they can rely on, emphasising that reliable services matter more than simply increasing frequency or lowering cost.

Safety

Citizens consistently prioritise safety for all road users, particularly pedestrians, cyclists, children and vulnerable groups.

Viability

Citizens support measures they see as practical, deliverable and capable of working in everyday life.

What happens next?

We'd like to thank everyone who took part in the Community Workshop. Participants' ideas and experiences are helping shape the future of transport in Leeds.

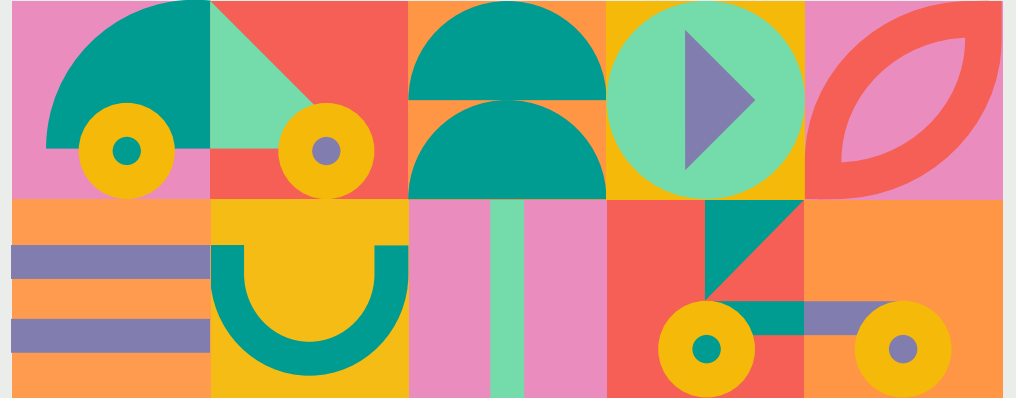
What's next:

September 2026 – Recommendations from the Community Workshop will be shared at a partner workshop, where organisations and policy makers will explore how your ideas can be taken forward.

November 2026 – We're looking for more people to get involved. If you'd like to take part in the next Community Workshop, we'd love to hear from you. Together, we'll develop and design a real-world experiment based on the priorities identified by the community.

May 2027 – Leeds residents will have the opportunity to take part in a real-world experiment, helping to test and refine ideas in practice.

In the meantime – Help us build a community of change by sharing this with family, friends, neighbours and colleagues! If you have any questions, please reach out to the team at infuze@leeds.ac.uk.



Please share this report with anyone who might be interested. Join our mailing list for updates on upcoming events, workshops, experiments and other opportunities to get involved.

Join the INFUZE community

INFUZE



Engineering and
Physical Sciences
Research Council



Royal College of Art



UNIVERSITY OF LEEDS