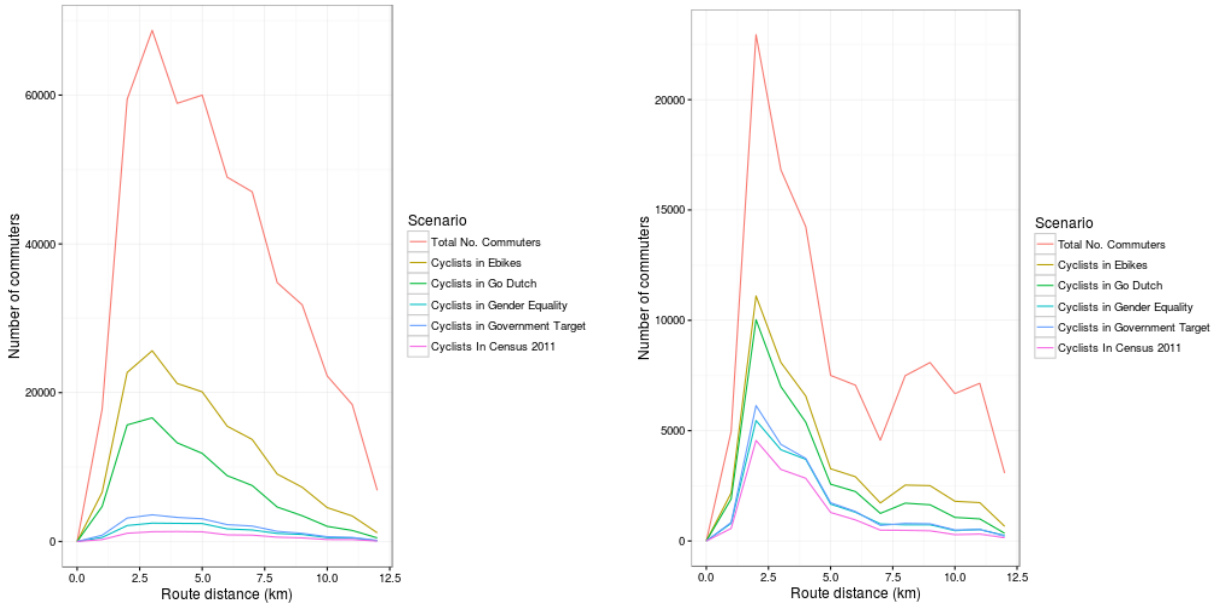

Figure 6: Modal share of trips made by cycling in West Yorkshire (left) and Oxfordshire (right) by distance, currently and under 4 scenarios of change.

Government Target are strongly influenced by the current distribution of cycling trips, concentrated in the North of the city (see Figure 3 for comparison with the baseline). Under the Go Dutch scenario, by contrast, the pattern of cycling shifts substantially to the South. The cycling patterns under the Go Dutch scenario are more representative of short-distance trips across the city overall. In both cases the desire lines are focussed on Leeds city centre: the region has a mono-centric regional economy, making commute trips beyond around 5 km from the centre much less likely to be made by cycling.

```
## [1] FALSE
```

The same scenario is illustrated in Figure 8 with the Route Network layer. This shows how the number of commuter cyclist using different road segments could be expected to change. The number using York Road, highlighted in Figure 8, for example more than triples (from 88 to 318) under Government Target and increases more than 10 fold under Go Dutch (from 88 to 1426). This contrasts with Otley Road (highlighted in Figure 5), which 'only' triples under the Go Dutch scenario. These outputs suggest that the geographical distribution of cycling