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Supplementary Information for North West Outer Area Committee – 23rd September 2013

Agenda Item 12 – Area Update Report – Joint Transport Sub Group Minutes.

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Outer North West Area Committee

Joint Inner & Outer Transport Sub Group

**Note of 13 September 2013 Meeting
1.00 pm Civic Hall Committee Rm1**

Item	Present	Actions
	<p>Cllr Cleasby (Chair) - Horsforth Ward (Ch) Cllr Wadsworth – Guiseley & Rawdon (CW) Cllr Anderson – Adel & Wharfedale (CA) Cllr Campbell Otley & Yeadon (CC) Cllr Illingworth – Kirkstall (CI) Cllr Walshaw – Headingley (CW) Cllr Fox – Adel & Wharfedale(CF) Gillian McLeod – Gurdip Bahi – Highways & Transportation (GB) Andrew Wheeler – NGT (AW) Nathan Huntley – NGT (NH) Mark Philpott – NGT (MP) Rachel Marshall – Area Support Team (RM)</p>	
	Apologies	
	<p>Cllr Christine Towler - Hyde Park & Woodhouse Andrew Hall – Highways and Transportation (AH)</p>	
1.0	Welcome and introductions	
2.0	Minutes & Matters arising	
2.1	Agreed and nothing further	
3.0	20 mph Zones Around Schools	
3.1	<p>GB talked through the programme and explained that the areas around all the schools in Leeds are on a list to be done. The zone takes in a school and up to a 1km buffer around the boundary. The zones are prioritised according to no. of traffic casualties per area but at a ratio taking into account of the area square. This list is updated on a yearly basis to reflect the accident rate over the past 12 months.</p>	
3.2	<p>At present Highways delivers approx. 20-25 schemes in each phase dependant on cost. Phase 3 is to go out to consultation next week and work is planned to start by the end of the year beginning of next year 2014. GB advised that the resources tend to go further now as public awareness has grown there have been less objections which take up officer time and the majority of schemes now tend to involve less major works.</p>	

3.3	Phase 4 has been prepared based on existing levels of funding being made available. However amounts are yet to be agreed due to other schemes impacting both on the funding available and if any of the schemes identified on Phase 4 are funded elsewhere then the list for this scheme would need to be revised.	
3.4	Schemes can be funded from 2 different pots. A West Yorkshire pot is available to apply to for funding a scheme where a serious accident has occurred otherwise a local pot of money is available. Some schemes within Phase 4 have been identified for potential funding under the regional pot.	
3.5	Concerns were raised regarding the relevancy of the accident figures as in they were not related to particular times of day.	
3.6	A scheme trialling flashing traffic lights at school drop off and pick up times was being used in some areas but GB advised motorists not complying were not subject to prosecution.	
3.7	Members felt there was a need to discuss this issue in more detail and requested a list of the schemes still to be done in ONW identifying them by Ward and school. The list to be brought to the next Transport sub group.	NOTED
3.8	Members felt there was a need to look at the schemes per ward with a view to deciding what schemes they might want to support. A discussion would also take place as to whether or not it was appropriate for Wellbeing funding to be used to match fund these schemes.	NOTED
3.9	GB to supply RM with the necessary information around the schemes per ward in ONW and their current priority.	NOTED
4.0	NGT	
4.1	NH had previously provided members with a NGT update report and copies were made available at the meeting.	
4.2	AW advised members that the Transport & Works Act Order (TWAO) is to be submitted on 19 th September 2013. The application consists of approx. 8000 sides. Copies will be available at local libraries along the route, Leonardo building, Wellington House and on the NGT website. All those whose property directly fronts the route will be written to (approx. 2200)	
4.4	AW is to email members with details of the next phase. This is a 42 day consultation period from 19 th September to 31 st October. Any organisations or members of the public who wish to comment on the TWAO must do so direct to the Secretary of State and not the NGT project team. Members will have all information necessary to inform constituents and interested parties on the process of commenting.	
4.5	A resolution will be required when full Council meet on 13 th November 2013.	
4.6	NGT project team expect there to be a public enquiry which would likely start April 2014 and run for 2 months. Then the timetable is; <ul style="list-style-type: none"> • The Sec. of State decision will likely be Spring 2015. • Work to begin 2017 • Start of operation 2020 	
4.7	Members expressed concerns over the loss of public playing fields to Leeds University on Otley Old Road. These are to compensate for the loss of 6 University pitches near Boddington Hall. There were also concerns raised regarding public using the park and ride car park to access the pitches.	
4.8	AW Advised that NGT had to ensure the University were compensated for the loss of their pitches to avoid a challenge being made and that the public	

	pitches currently had limited community use. AW did not feel the car parking would be an issue as use of the pitches would more usually be on weekends and evenings (off peak).	
4.9	Members questioned the potential shut down of the service which is likely only to run between the hours of 5.00am to 11.00pm.	
4.10	CW queried the lack of changes made to the report since the Area Committee in March. There only appeared to be a minor alteration to the size of the circuit at Holt Park to make it a little smaller.	
4.11	<p>Members commented on;</p> <ul style="list-style-type: none"> • the lack of information to Councillors • the lack of consultation with Councillors • poor public consultation that wasn't advertised sufficiently • the lack of requested changes being taken into account • Holt Park not being suitable for this type of vehicle and that it was a potential danger • Parking issues in Holt Park • Parking permits being required in Holt Park and why should residents pay for these when they don't want NGT • Only officers want NGT not the public • The removal of the cemetery extension by NGT • Concerns over the lack of the public pitches e.g. Ralph Thoresby pitches weren't open at all over the summer holidays • Concerns for night time workers who may not have access to public transport if NGT is not running and if there is a reduction in buses • There should be an early morning service for workers • Operating costs should be lower than existing diesel ones • General concerns over loss of heritage and scale of changes along Headingley route • Would like to see an eye being kept on emerging future technologies • Concern would be if this doesn't go ahead what next. • High numbers of students get on in city centre but get off in Headingley now leaving vehicles half empty <p>Members questioned</p> <ul style="list-style-type: none"> • Would officers from NGT be prepared to meet with CA at Holt Park to look at the issues again • Could another paper ballot be held making residents aware that they need to express an opinion either way to properly understand what public opinion is. • Why not look at a better provision of 'x' bus service as this would solve the issue with peoples travel times. • There are already parking issues along the route which will only be worsened with NGT. Highways would have to deal with the legacy in future years. • Potential high cost fares – would like to see them at London equivalents which were felt to be good value • Why have 2 different bus stops for buses and NGT vehicles • Concerns over existing bus services and whether they would/could continue to run • Congestion issues • NGT should run an early morning service • Concerns over the loss of trees along the route – could the wood from the felled trees not be used for a playground or other community use • Would like to see proper consideration given to the species and 	

	<p>number of trees being replanted ratio of 3-1 would be good.</p> <ul style="list-style-type: none"> • Can there be a separate cycling lane • Are Taxis able to go in the bus lane • Can buses overtake the trolley buses and vice versa • Any plans to use green energy • Could members be provided with the number of vehicles travelling this route • Could work be done to the Lawnswood school stop where there are large number of children gathered and there are potential safety risks • Is there only 1 size of vehicle • Could the trolley buses link in with other localised bus routes to provide a more comprehensive service • Can changes still be made to the plans 	
4.12	<p>AW & MP & NH responded to a number of the issues and questions raised.</p> <ul style="list-style-type: none"> • They felt there had been sufficient public consultation and whilst the responses had been low this was not unusual. 400 people attended consultation events and 140 questionnaires were returned which showed a 65% majority for NGT. They had held an event outside Asda which was felt to be a good location to speak to people. • They advised that it had been Leeds City Council who had made the decision on the cemetery extension not NGT. • Running times would fit with the Leeds Arena events • Fares would be set by LCC and Metro who could decide to set them low and pay a subsidy. • The new bus stops would have raised height kerbs and NGT vehicles will have up to 4 doors which will require a longer kerb length. Too many buses at 1 stop will affect journey times. There are places now where buses are split between 2 stops. • Of the 4000 jobs anticipated to come into fruition as a result of NGT the majority of these will start from 2017 when construction is planned to start. • In regards to the trees this was being discussed and whilst regulations for play equipment might make that suggestion unfeasible they would look at other options • Consideration to be given to a separate cycling lane within the bus lane. Planned meeting to take place with cycling forum where it can be discussed. • It is anticipated the current restrictions regarding the bus lanes will continue i.e. taxis will be permitted • Yes overtaking will be possible, trolley buses can disconnect from the line to allow them to pass another bus and then reconnect. • Discussions were on going to but no future power sources for green energy had been identified • Will have another look at the Lawnswood stop • There can be a variety of different vehicle sizes but there would be cost implications to having different sizes and numbers. • Yes the trolley bus routes could link with non NGT services • Minor changes are still possible but not major differences now as that will be up to the Secretary of State • Unable to dictate the requirement for more 'X' service buses as there is no Quality Contract with Arriva and First. 	

	NGT to provide information on; <ul style="list-style-type: none"> • Current number of bus stops along the route • Number of vehicles travelling the route 	NGT
5.0	Any other business	
5.1	Metro to be invited to the next meeting TBA	RM
5.2	GB to provide local information on 20mph zones to allow the sub group to discuss funding and priorities	GB

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