

## Outer North East Parish & Town Council Forum Notes

Date: Thursday 13<sup>th</sup> October 2016

### Strategy

- Money spent in Leeds City Centre, less in outer areas.
- Gap in public transport provision in north Leeds.
- LCC Highways: Scheme prioritisation is important, rather than the funding source.
- Why only doubling the £173m (through contributions) and not treble?
  - LCC Highways: based on what we can achieve through known sources, if we can achieve more we'll do so.
- Why not borrow as rates are so low, or use pension funds to invest in transport schemes?
  - LCC Highways: borrowing and pension funds emerging through this conversation being held.
- Request that ELOR not using £173m money – LCC Highways confirmed.
- Request to rule out congestion charge for Leeds.
  - LCC Highways: Clean air zone will possibly involve a charge for taxis, HGVs, buses.

### Bus

- Why has Leeds been slow in park and ride adoption as it has been shown to work well elsewhere?
  - LCC Highways: Initial concern regarding modal shift, difficult to predict how popular they will be.
- What is LCC's influence over buses?
  - LCC Highways: Discussion regarding current relationship and £173m investment - what can operators do that they currently don't?
  - Buses Bill brings potential of franchising, though question over powers if no elected mayor.
- Community focused travel (e.g. bus connections Shadwell to Wetherby and St James' Hospital).
- Train operators thought process can be viewed as positive and forward thinking, bus operators is a different, negative attitude, and do not consider the wider picture.
- Use wider verges to provide dedicated busways (e.g. outer ring road from Seacroft to West Park).
  - Comment that radial routes have more buses and greater demand, though verge principle still applies.
- Rail interchange to buses in Leeds City Centre – remoteness of bus station.
- Remember buses also serve locality areas and consideration required for cross border connections (i.e. Harrogate and Tadcaster).

### Rail

- Increase capacity of station car parks (e.g. Garforth) for commuters from Barwick and Scholes.
- Is Micklefield still to be a hub station?
  - LCC Highways: looking at Thorpe Park.
  - Comment that this would benefit Cross Gates as well.



- LBIA rail link from Arlington?
  - LCC Highways: Topography constraints, although work ongoing regarding a short-medium term parkway solution.

### Cycling and Walking

- City Connect appears to have little popularity, design is accidents waiting to happen, what is current & overall cost.
  - LCC Highways: Eastern section of city connect substantially complete.
  - LCC Highways: City Connect bid was ambitious and it is an innovative scheme that has had challenges and lessons learnt. Changing culture and promoting cycling a key element.
- Missing fencing on Albion Street Clifford – can't be fixed as staff working on City Connect.
- Minimum widths for cycle paths – sections look narrow – increased risk to cyclists – London has wider cycle lanes. Also dual direction lanes rather than with flow either side of main carriageway.
- LCC Highways: Guidelines on what we can install, schemes are safety audited, though accidents can still happen

### Highways

- Wetherby traffic congestion, needs a bypass.
- What about airport access from the NE of Leeds (i.e. via A659)?
  - LCC Highways: Dyneley Arms needs addressing.

### Mass transit

- Underground and other major schemes – know the costs of such scheme if survey results suggest this type of intervention.

