

Public Document Pack

Amendments to the White Paper Motion (in the name of Councillor Buckley) - Transport

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COUNCIL MEETING – 17th January 2024

NOTICE OF:	Reference No:	Date Received:	Date Forwarded:
White Paper Amendment	A1 to WP1	16/1/24	16/1/24

Submitted by:	Councillor Wayne Dixon
Relevant Board/Regulatory Panel:	Executive Board
Executive Member/Chair:	Executive Member for Sustainable Development and Infrastructure
Relevant Director	Director of City Development

Append “The approach appears challenging to disabled drivers, especially those with physical disabilities and mobility issues” to the end of the first paragraph.

In the second paragraph, replace the words “serving outer areas” with “serving most areas”.

In the third paragraph, replace the words “our City Centre is frequently” with “our City Centre and surrounding areas are frequently”.

Insert the following between bullet points three and four at the end of the white paper:

- “A review to ensure, the quantity and the availability of disabled parking in the city centre to cater for all Leeds residents possessing a blue badge.”

The amended White Paper would then read:

“This Council is concerned by the current approach to transport policy in our district centres and the city centre. Instead of making it easier for people to get where they want to go, this administration seems intent on pursuing a “Disconnecting Leeds” strategy which is increasingly ineffective, anti-motorist, and damaging to the local economy. The approach appears challenging to disabled drivers, especially those with physical disabilities and mobility issues.

Proposals to introduce parking charges in Guiseley and Rawdon, Wetherby, and Adel and Wharfedale wards would harm outer areas, discouraging people from visiting our district centres and local attractions. Council is concerned that similar proposals to introduce charges may follow in other district centre cars parks in Calverley and Farsley, Ardsley and Robin Hood, and Pudsey. This short-sighted policy comes at a time when the local buses serving most areas are more unreliable than ever, with timetable changes and cuts to routes that have made travelling to and from these areas of Leeds much more difficult.

Meanwhile our City Centre and surrounding areas are frequently in a state of gridlock, particularly around the railway station, with visitors to Leeds often left confused and frustrated by new road layouts and disruption.

This Council calls for a rethink of the city’s approach to transport policy and strategy, and asks that a report is brought to Executive Board setting out options that will achieve the following:

- Improved connectivity to, from, and within our town and district centres;
- Cancellation of any and all plans to introduce new charging in town and district centre car parks, parks and attractions;
- A pause to any future planned transport schemes in the city centre while a review into their effectiveness is conducted, drawing on lessons learned from disruption caused by recent schemes;
- A review to ensure, the quantity and the availability of disabled parking in the city centre to cater for all Leeds residents possessing a blue badge.
- Making the city centre more accessible by car for shoppers, theatre, restaurant and bar goers, so that all can enjoy our amazing city centre.”



Cllr Wayne Dixon

Deadlines for submission

White Papers	- 10.00 am on the day before the issue of the Summons
Questions	- 10.00 am on Monday before the meeting
Amendments (including references back)	- 10.00 am on the day before the meeting

(All submissions should be made to Governance Services for receipt to be recorded and distribution made)

COUNCIL MEETING – 17th January 2024

NOTICE OF:	Reference No:	Date Received:	Date Forwarded:
White Paper Amendment	A2 TO WP1	16/1/24	16/1/24

Submitted by:	Councillor Penny Stables
Relevant Board/Regulatory Panel:	Executive Board
Executive Member/Chair:	Executive Member for Sustainable Development and Infrastructure
Relevant Director	Director of City Development

Delete all after “This Council” and replace with:

“is concerned by the current approach to transport policy in the outer areas of the city. The Leeds Transport Policy offers an integrated connected approach within the Ring Road, however for those towns and villages outside this area transport has become disconnected. This makes it increasingly difficult to rely on Public Transport and encourages those with cars to use them instead. This is against Council’s own Climate Emergency Policies that look to reduce carbon emissions.

In addition, the proposed car parking charges in several outer areas, including Wetherby, will be extremely detrimental to those areas. In the case of Wetherby, with no train and a very limited bus network connecting villages to the town centre, the introduction of parking charges will have the disastrous double impact of deterring workers on low incomes and volunteers in the charity shops, as well as deterring visitors to the town. This double effect will have a negative impact on the whole economy of Wetherby creating a downward spiral - Reducing the number of retail outlets to attract visitors, thereby reducing the number of tourists and further impacting the economy. In addition it will have a negative social impact, disproportionately affecting the poorest in the community as those on the lowest wages will not be able to afford £12 less every week in their pockets.

On top of that, if charges are introduced to the two car parks providing all day parking in Wetherby it will likely encourage illegal and inappropriate parking across the town. Visitors may circle the central car parks waiting for a space, or alternatively park on yellow lines or in housing estates. This would result in clogging up the roads, increasing air pollution, making it more dangerous for pedestrians and cyclists, and limiting access for emergency services.

This Council calls for a rethink of the City’s approach to both transport policy and parking charges in the outer areas of Leeds, especially Wetherby.



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COUNCIL MEETING – 17th January 2024

NOTICE OF:	Reference No:	Date Received:	Date Forwarded:
White Paper Amendment	A3 to WP1	16/1/24	16/1/24

Submitted by:	Councillor Stewart Golton
Relevant Board/Regulatory Panel:	Executive Board
Executive Member/Chair:	Executive Member for Sustainable Development and Infrastructure
Relevant Director	Director of City Development

Delete ‘anti motorist,’ from the first paragraph, and replace ‘local’ with ‘wider Leeds’.

Replace the section of the 2nd paragraph from “Proposals...” to “...Pudsey.” with “The existence of car parking charges in Otley, and the introduction of such charges in other town and district centres are a deterrent for people wishing to visit local health centres, hospitality venues, shops and facilities local to them, and have a ‘chilling effect’ on local economies.”

Delete the words ‘by car’ in the final bullet point and inserting after ‘...bar goes,’ the phrase ‘by insisting that bus companies do not reduce service frequency after 6pm on their routes’.

Add a further bullet point:

- o The development of a Transport Plan for every ward in the city to maximise local mobility.

The amended White Paper would then read:

This Council is concerned by the current approach to transport policy in our district centres and the city centre. Instead of making it easier for people to get where they want to go, this administration seems intent on pursuing a “Disconnecting Leeds” strategy which is increasingly ineffective and damaging to the wider Leeds economy.

The existence of car parking charges in Otley, and the introduction of such charges in other town and district centres are a deterrent for people wishing to visit local health centres, hospitality venues, shops and facilities local to them, and have a ‘chilling effect’ on local economies. This short-sighted policy comes at a time when the local buses serving outer areas are more unreliable than ever, with timetable changes and cuts to routes that have made travelling to and from these areas of Leeds much more difficult.

Meanwhile our City Centre is frequently in a state of gridlock, particularly around the railway station, with visitors to Leeds often left confused and frustrated by new road layouts and disruption.

This Council calls for a rethink of the city’s approach to transport policy and strategy, and asks that a report is brought to Executive Board setting out options that will achieve the following:

- Improved connectivity to, from, and within our town and district centres;

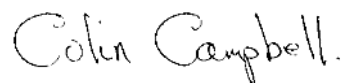
- Cancellation of any and all plans to introduce new charging in town and district centre car parks, parks and attractions;
- A pause to any future planned transport schemes in the city centre while a review into their effectiveness is conducted, drawing on lessons learned from disruption caused by recent schemes;
- Making the city centre more accessible for shoppers, theatre, restaurant and bar goers by insisting that bus companies do not reduce service frequency after 6pm on their routes so that all can enjoy our amazing city centre.
- The development of a Transport Plan for every ward in the city to maximise local mobility.

Proposed by:



Cllr Stewart Golton

Seconded by:



Cllr Colin Campbell

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COUNCIL MEETING – 17th January 2024

NOTICE OF:	Reference No:	Date Received:	Date Forwarded:
White Paper Amendment	A4 TO WP1	16/1/24	16/1/24

Submitted by: Councillor Helen Hayden
 Relevant Board/Regulatory Panel: Executive Board
 Executive Member/Chair: Executive Member (Sustainable Development and Infrastructure)
 Relevant Director: Director of City Development

Delete all after “This Council” and replace with:

“.....welcomes the comprehensive local transport infrastructure investment delivered by this administration in recent years, including new rail stations, bus infrastructure improvements, cycling routes and road improvements, helping to better connect this city’s communities to each other. Council notes this has resulted in more people choosing to travel by bus, rail, cycling and walking, as well as quicker journeys for vehicles using A roads in Leeds than in other core cities.

Council notes these achievements have been delivered against a backdrop of a shambolic approach to long term transport planning by the Conservative Government, who have broken countless promises to invest in and improve transport infrastructure in the North.

Council notes the district parking proposals are a direct result of the huge financial pressures facing the council due to the Conservative Government failing to properly fund local councils. Council notes all areas affected by the parking charges proposal would continue to offer free parking at other sites both on and off street within the local area.

Council further notes Leeds is a busy and bustling city, recovering well from the COVID19 pandemic, and welcomes the comprehensive work done to enhance the street environment in Leeds, helping to make our city centre a premier destination to visit, with city centre footfall last month up 13.6% compared to the previous year. Over the last ten years, the city has attracted £4 billion private investment for large scale development projects in the city, with an even larger active future pipeline of over £7 billion. Council notes this is despite the hugely damaging mismanagement of the national economy in recent years by the Conservative Government.

Council also notes that over 10,500 off street parking spaces are available to the public in council and private car parks in the city centre, in addition to over 3600 Park and Ride spaces.

Council notes the rise in rail usage in Leeds, with many days now higher than pre COVID levels, but regrets the current bus system allows private operators to reduce or remove services placing the travelling public at the mercy of companies focused more on generating profits than generating a comprehensive, connected network. Council reiterates its support for a franchise model to allow better accountability and involvement in setting the bus routes the public wants.

Council notes Executive Board received an update report on the Connecting Leeds Transport Strategy Action Plan as recently as November, and Council supports the recommendations agreed by Executive Board for a further report to the Board this year. Council welcomes input

into the strategy by Scrutiny Board Infrastructure, Investment and Inclusive Growth, most recently at its meeting in July 2023, as well as engagement with Community Committees.

Council notes the significant funding gap that prevents the delivery of the ambitions outlined in the Connecting Leeds Transport Strategy and therefore calls on national Government for the support, powers and funding to enable full delivery of the strategy.”

A Hayden

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