

Inner North East Community Workshop Notes Thursday 20th October 2016

Bus

- Buses are slow and expensive.
 - Need to reduce dwell time(s), provide traffic light priority, priority schemes, and smartcard payments.
- Poor marketing of bus networks for longer journeys – people unaware of opportunities and connections.
- Extend bus frequencies into evenings (i.e. 1800-1930) lots of not in services buses – make these buses run for passengers and not NIS.
- Orbital journeys are poor, nightmare for short distance journeys (orbitally) such as INE to Headingley.
- Traffic lights in city favour car parks rather than buses (i.e. green time for bus route, less than car park egress).
- More guided bus routes.
- Buses cannot safely access the inbound Reginald Centre bus stop (outside Cantors) due to parked cars.
- High frequency/good connection options orbital Outer Ring Road buses.
- Cashless buses – pre pay. Payment on buses = slow buses.
- Faster/direct buses from outer suburbs.
 - E.g. Meanwood to city via Little London.
 - Aberford/Scholes direct rather than tour of suburbs (e.g. Seacroft).
- Reduce bus fares.

Park & Ride

- Address the flows of traffic from North Yorkshire
 - Identify and earmark land for a P&R site on A61.
 - Fast P&R bus, later upgraded to LRT.
- Bodington P&R.
- Lawnswood – potential site for P&R?

Influencing travel behaviour

- Too many cars in city, encourage modal shift to public transport, walking, cycling.
- Like the shift from car towards public transport being discussed.
- Obsession with car parking = more cars come – seek alternatives to car.
- Need a bus/cycle friendly mentality.
- Move away from encouraging car travel.
- Work with NHS to promote benefit of walking to bus stops/rail stations.

Cycle and walking

- Extend Regent Street cycle lanes – it just ends.
- Chapeltown Road – loss of cycle lane and inadequate parking provision. Reinststate the cycle lane and provide adequate parking.



- Sheepscar junction is a barrier to city centre.
 - Safety is a concern for pedestrians/cyclists.
 - Daunting for infrequent/less confident cyclists.
 - Pedestrian/cycle tunnel or bridge would be good in reducing severance.
- Issues with City Connect.
 - Sloping surfaces – flat is better.
 - Traffic signals only take you part way across a road.
- Pothole on junction outside Reginald Centre (cyclists need to avoid).
- Cycling on Westgate towards the ‘bottleneck’ is dangerous for cyclists if they don’t position themselves on the road.
- Street furniture at Hyde Park Corner forces cyclists to cycle in middle of carriageway.
- Harehills Lane/Harrogate Road junction – no clear route for cyclists.
- Segregated cycle routes are good for roads with HGVs.
- Dual the outer ring road where it is single now and install cycle track in verges. Response that single sections where property accesses are.

Airport

- Leeds Bradford Airport has poor access, congestion can mean missed flights. Demand for the airport is growing will more people wanting to fly from LBIA. Connectivity to LBIA is a challenge, needs an integrated approach as current main mode is car.

Mass Transit and Future Technologies

- Reconsider the 1970’s tram proposals.
- Driverless cars could cause increased demand (taxi like use) causing further congestion.

Highways

- Shift north-south/south-north through traffic on Harrogate Road onto Scott Hall Road.
- Roundabouts
 - King Lane/Stonegate Road
 - A61/Harrogate Road/Stonegate Road
 - LCC Highways – designs for the junctions known/being drawn up.
- More traffic lanes into/out of Leeds.
- Queenshill needs a one way system.
- Meanwood junction by Waitrose dangerous – Poynton style solution?

