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LEEDS CYCLING CONSULTATION FORUM
6.15pm Wednesday 16th July 2014
NOTES OF MEETING

Councillor Roger Harington (Chair)	LCC	Stephen Hammond	Leeds Cycle Campaign
Tim Parry	LCC	M. Ash	Leeds Cycle Campaign
Mike Earnshaw	Sustrans	Nick Munton	Leeds Cycle Campaign
Colin Noble	Sustrans	Allan Luxton	Leeds Cycle Campaign/ CTC
Richard Hobson		Lizzie Reather	Leeds Cycle Campaign
David Green		Martin Stanley	Leeds Cycle Campaign
Jane Kaye	LCC	David Dowden	Bikeability
Frank Montgomery	CTC/ Leeds Cycle Campaign	Paul Bruffell	LCC
Chris Boulton	West Yorks CTC	Adam Hewitt	LCC
David Langford	Leeds Cycle Campaign	Mark Robinson	LCC
Victoria Smith	Leeds Cycle Campaign	Alison Pilling	WYCA
Tony Reed	Leeds Cycle Campaign	Andy Poole	Cyclist
Thomas Miles	Cyclist	Amit Buk	

The Cycling Consultation Forum is a forum for discussion of matters related to cycling in Leeds. It is open to interested members of the public and is attended by elected members and officers of Leeds City Council. It does not replace or supersede other consultation processes operated by the Council.

Due to time constraints, various items on the agenda were addressed out of order.

1.0 Apologies

1.1 Councillor Illingworth

2.0 Child Friendly Leeds

2.1 A presentation was given to the forum by Jane Kaye and Adam Hewitt, Leeds City Council Children's Services. The ethos of the initiative was explained in order to raise awareness; this included the 12 'wishes' identified as priorities by children and young people, several of which can clearly be supported by improved cycle provision in the city. It was explained that partnership working across bodies in all sectors was pivotal to the success of Child Friendly Leeds. An overview of work undertaken to date was presented.

2.2 Questions and comments followed the presentation. The forum considered highways related elements such as rat-running but also opportunities for training all road users and challenging perceptions of how residents and visitors interact with the city of Leeds.

2.3 The forum thanked Jane and Adam for giving the presentation. More information can be found at (<http://www.leeds.gov.uk/residents/Pages/Child-friendly-Leeds.aspx>). Alternatively, Jane can be contacted at (Jane.Kaye@leeds.gov.uk)

3.0 Minutes of the Previous Meeting (9th April 2014)

3.1 TP updated the Forum on progress with Horsforth and Rodley Roundabouts. It was emphasised

that these were “off the shelf” projects due to the availability of funding, which needed to be spent by 2015. With regret, it was explained that there was no capacity to incorporate the major changes suggested by cyclists into designs. However, it was confirmed that utilities would be relocated to accommodate future design implementations. TP added that a formal cycle link along A6120 Broadway between Horsforth and Rodley would be investigated, while the designs did accommodate some amendments to improve the scheme for cyclists.

- 3.2 Nick Munton was concerned with how the consultation process had been conducted. Cyclists had provided suggestions for improvements but the Council had failed to provide feedback prior to the meeting. It was considered whether involvement from the Local Government Ombudsman was required. He also stated that the radial routes should receive greater emphasis over orbital routes.
- 3.3 Councillor Harington agreed that some elements of the project could have been handled better. TP suggested that these points should be taken back for further investigation.
- 3.4 Lizzie Reather argued that cyclists are “capacity” and should be considered whenever a scheme is altered for capacity related reasons. It was suggested that cycle and pedestrian modelling should be investigated as part of an overarching policy.
- 3.5 David Langford related the junction improvements to Killed or Seriously Injured (KSI) statistics and their contribution to designs. It was argued that as the final installed scheme is a legacy itself, greater consideration to KSI statistics should be given. Andy Poole added that designs should be cycle and child friendly in line with Council strategies.
- 3.6 TP discussed progress with Meadow Lane and the temporary closure of the National Cycle Network. He confirmed that improvement to visibility on the diversion route. However, access to Meadow Lane was still under discussion due to the postponement of a meeting with taxi drivers whose stacking area would be encroached upon if formal access was created onto the cycle path diversion. Due to high pedestrian activity in this region, cycling on the footway would remain prohibited.
- 3.7 Stephen Hammond questioned where the breakdown in communication between involved parties had occurred. TP stated that due to the complexities of the project, determining the root cause of this omission would be difficult.
- 3.8 RO confirmed TROs had been issued for Hird Street, Beeston. All vehicles, including cyclists, would be prohibited from entering Hird Street from Tempest Road. A safety audit concluded that this was the best option. Nick Munton considered this to be a ludicrous concept and suggested “Except Cyclists” signage would be sufficient.
- 3.9 Councillor Harington confirmed that a pilot scheme to review cycling within the central pedestrianized area was to be investigated.
- 3.10 TP stated that a Highways Board report regarding Cycle-Proofing is to be written. Lizzie Reather requested that the Forum is consulted. Alison Pilling also requested that the report is shared with the West Yorkshire Combined Authority (WYCA)
- 3.11 TP reported that a lining amendment on the A65 New Road Side toward Rawdon had been implemented. Lizzie Reather added that there had been positive feedback on this scheme.
- 3.12 Councillor Harington had spoken with Mark Jefford (Parking Services) regarding enforcement on Roundhay Road. It was argued that due to the refreshing of markings, more parking tickets had been issued. In addition, it was confirmed that enforcement officers visit the area during peak hours with the prospect of increasing presence. Councillor Harington and Councillor

**Cllr.
RH
/TP**

**Cllr.
RH
/NM**

Lewis had also visited Eastern Foods, it was decided that further discussion was required. Nick Munton to be invited to any future meetings.

4.0 Issues raised by Forum members

4.1 Thomas Miles discussed his proposal to reconfigure East Parade for improved cyclist navigation. TP replied that although there was merit in the proposal, East Parade forms a part of the City Loop. It was policy to assist cyclists across the loop only and cyclists were advised to use the Public Transport Box. Cyclists did, however, raise City Square and Merrion Street as areas where vehicular capacity had been reduced. The latter was arguably an area where cyclists could have had greater input with design and feasibility.

4.2 Councillor Harington requested that the City Centre remains as a standing item on the agenda due to the scope of subjects which cyclists raised. **RO**

4.3 Stephen Hammond requested an update on Dib Lane. RO confirmed that designs were to be reconsidered following objections. Cyclists requested that the ability to cross Easterly Road from Dib Lane was retained.

4.5 Lizzie Reather requested further information on Chapeltown Road. TP confirmed that no further progress had been made.

4.6 Alan Luxton requested that advance warning of Motorway restrictions are improved on the Inner Ring Road, specifically on the approaches from Armley Gyratory. **RO**

5.0 New Generation Transport (NGT)

5.1 Public Inquiry ongoing, Leeds Cycle Campaign had not been called for evidence due to delays. Further details can be found at: (<http://www.persona.uk.com/LTVS/index.htm>) [*Schedule subject to revision*]

6.0 Tour de France Legacy

6.1 Councillor Harington confirmed there was a commitment for Leeds City Council to implement Legacy proposals with joint working across various bodies. An Executive Board Report written by Mark Allman, Head of Sport and Active Recreation was tabled.

6.2 Political will and the vision to lead on projects such as this was discussed. It was agreed that the TdF Vision required a strong steer across all parties. Councillor Harington reiterated that Leeds had achieved various milestones through securing City Connect and TdF. Cyclists added that other cities were looking toward Leeds with interest, which increased the requirement to ensure current and future projects achieved their objectives.

6.3 Nick Munton raised an issue in paragraph 4.4.7 in the Executive Board report. The listed figure of £10 should have read £20. It was stated that a programme board was required, to which Leeds Cycle Campaign requested membership.

7.0 Calverley Lane North, Horsforth

7.1 TP tabled the current layout of Calverley Lane North, Horsforth and explained that a large number of houses were planned or under construction on the former chemical works site and Calverley Lane North was used to egress the estate. The existing substandard width unsegregated shared use pedestrian and cycle path and the 3.2m vehicular carriageway had given rise to concerns about safety. TP requested views from cyclists as to the best options. It was stated that no major redesigns were possible.

- 7.2 Suggestions including utilising coloured surfaces were put forward by cyclists. There were also suggestions including the paving of routes or providing wider cycle paths at the expense of vehicular space (examples including The Netherlands, Devon and Grassington were given).
- 7.3 Councillor Harington requested a site visit in order to consider the best options for this location. Cyclists were invited to attend on Saturday 19th July at 1600hrs, Horsforth Roundabout. [*Site visit subsequently took place*]
- 7.4 Martin Stanley added that the drawings marked joining routes as priority for cars. It was requested that this is reviewed as part of the final scheme.

8.0 West Yorkshire Cycle Map Consultation

TP

- 8.1 TP tabled base maps which covered the Leeds District and explained that the existing Leeds Cycle Map omits areas that surround the central area of Leeds. The project seeks to extend the Leeds Cycle Map to cover the entire district as part of a scheme to provide an online map covering the whole of West Yorkshire. Cyclists were invited to collaborate and suggest routes which were recommendable for inclusion into the map.
- 8.2 Cyclists suggested that groups might make suggestions which could not be recommended or would provide such a range that it would not be possible to prepare a map. TP emphasized that routes would be safety audited and a draft map would be consulted upon prior to production of the cycle map.
- 8.2 Awareness was drawn to mobile applications such as Strava which are used and developed by cyclists. Caution was, however, raised on the suitability of these applications due to the competitive sport element of operation.
- 8.3 TP stated that it would be beneficial if the maps were collaborated and responded to on an organisational basis rather than by individuals. He requested that awareness of this consultation exercise is maximised. RO added that maps can be sent to interested parties on request. A closing date of September 30th was given.

Cycling groups/clubs/schools able to contribute their knowledge were asked to contact TP (tim.parry@leeds.gov.uk 0113 2476385 or RO russell.oakes2@leeds.gov.uk 0113 3950436 and they will be provided with the base map, Leeds Cycling Map and further details on what is wanted. This is seen as a way for cyclists to contribute their route knowledge for the benefit of other cyclists.

Cycling groups. Cycle clubs. Schools

9.0 City Connect

- 9.1 MR provided a progress update on City Connect. Consultation on the City Centre to East Leeds section was open. TRO's had been advertised on the West section, however there were issues which required resolution. An Executive Board report had been presented for approval, which would allow tenders to progress. It was anticipated that tenders would be awarded in October with the potential for works to complete one year later.
- 9.2 MR added that if cyclists were concerned with the City to Seacroft section of route, attendance to City Connect advisory groups was strongly encouraged.
- 9.3 Paul Bruffel, City Connect, added that a review of network management would be required to enable the city to reduce its traffic levels and truly implement Dutch cycle design. There was to be a strategy devised for the city centre and this may have given the opportunity to free up some capacity within and near to the city centre and enable higher standard cycle facilities.

David Langford agreed with concepts discussed but emphasized the importance for weak links in the City Centre to be addressed.

- 9.4 An update was requested on canal towpath surfacing. MR confirmed that work was due to commence in September 2014 with the Kirkstall-Calverley section being treated with a tarmac base with a tar spray chip coating to give it a more rural appearance. Further sections would be treated subject to funding.
- 9.5 Lizzie Reather commended MR and the City Connect team for their commitment and level of engagement with cyclists.

10.0 Core Cycle Network

- 10.1 TP explained that Cookridge Street was near completion. Work was set to resume on Regent Street as part of the Meanwood Road Scheme with the anticipation that works would be completed by October.
- 10.2 MR added that the works on Regent Street would trial a new form of bus stop infrastructure which would be used on the City Connect route. Andy Poole requested that results from floating bus stop trials in Brighton were considered.

Date of Next Meeting

8th October **TBC**

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