

LEEDS CYCLING CONSULTATION FORUM
6.15pm Wednesday 8th January 2014
NOTES OF MEETING

Councillor Roger Harington (Chair)	LCC	James Craig	UoL/ Leeds Cycle Campaign
Tim Parry	LCC	Graham Shortt	LCAG
Sean Hewitt	LCC/ Metro	Russell Oakes	LCC
Mark Robinson	LCC	Richard Barker	Seacroft Wheelers
Stephen Hammond	LCAG	Nick Munton	Leeds Cycle Campaign
Chris Boulton	CTC	Kathleen Lofthouse	TPT Ranger
Will Crocombe	Leeds Cycle Campaign	Lisa Brannan	Uni of Leeds
Gwyn Owen	LCC	Seb Sikora	Uni of Leeds
Aaron O'Leary	Cyclist	Ruth Gelletlie	Cyclist
Martin Stanley	Leeds Cycle Campaign	Richard Goddard	Seacroft Wheelers
Robin Lovelace	UoL/ Leeds Cycle Campaign	Michael Ousby	Leeds Cycle Campaign
Thomas Miles	Cyclist	Steven Clarke	West Yorkshire CTC

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 Lizzie Reather, David Hall & Les Webb

2.0 New Generation Transport (NGT)

2.1 Sean Hewitt (SH), NGT Highways Liaison Officer and Case Manager for the Leeds Cycle Campaign (and similar) objection(s), discussed the scheme and progress to date. The Transport and Works Act Order had been submitted to the Department for Transport on 19th September 2013 and the 6 week objection period ended on 31st October. Approximately 1800 objections (plus more than 30 letters of support) were submitted. The scheme will now face a Public Inquiry; a definitive date was not confirmed. The Public Inquiry was subsequently confirmed by Metro to commence on 29th April 2014

2.2 Engagement with objectors was planned as part of the "Objection Management Phase". Objectors should have received a letter of acknowledgement from the Secretary of State which detailed the next stages. Objectors were invited to submit a "Statement of Case" which brought together the evidence base for each specific objection raised. This was not obligatory and where one is not submitted, the Objection itself would be treated as the Statement of Case. The Public Inquiry Inspector would review each case individually. All "Statement of Case" documentation should be submitted before 30th January 2014. The withdrawal of objections would be permitted prior to the Public Inquiry Meeting. NGT were revising scheme drawings to incorporate solutions to some objections.

2.3 There were discussions regarding the grounds for withdrawing objections. It was decided by some forum members that should NGT revise plans to a satisfactory standard, a decision would be made as to whether objections should be pursued.

- 2.4 Lisa Brannan (LB) questioned how NGT would co-ordinate working with the University of Leeds given that there was close involvement with Leeds Cycle Campaign members. SH confirmed that Andrew Wheeler was liaising with various higher education institutions to accommodate their needs.
- 2.5 Chris Boulton (CB) queried whether objections raised by users of other modes of transport could adversely affect cycle users when solutions to overcome issues are explored. SH confirmed that the NGT team would review each objection in a balanced method in order to take into account all users.
- 2.6 Tim Parry (TP) requested that revised scheme drawings should be ready for viewing prior to the next meeting of the cycling committee. SH reaffirmed NGTs commitment to attending meetings. The latest scheme proposals that would be referenced at the Public Inquiry should be available for presentation at the next Forum meeting.

3.0 Minutes of last meeting

- 3.1 Questions regarding the issue raised in paragraph 5.1. TP confirmed that this issue had been raised with Urban Traffic Management (UTC) however, no further update was available.
- 3.2 Councillor Harington confirmed that a meeting with Councillor Lewis had been conducted with regard to Item 4 on use of cycles in the pedestrian areas; however the result was not positive. Councillor Harington confirmed that a further formal meeting with cycle users and Councillor Lewis was planned; however no date had been set. RH
- 3.3 A correction was made to paragraph 5.2. Nick Munton (NM) questioned whether Mark Robinson's previous post as Cycling Officer would be filled. Gwyn Owen (GO) stated that it was the council's intention to fill the Cycling Officer's post. GO
- 3.4 Nick Munton questioned whether it was the Council's intention to take cycling into account when completing road schemes, such as re-lining, by way of a checklist of considerations. Mark Robinson (MR) added that the Council Maintenance Register was a large document to process; therefore it was difficult to highlight scheduled works where cycling issues could be addressed. Andrew Stanley suggested that the Leeds Cycle Forum could assist in processing cases. GO/ MR
- 3.5 Chapeltown Road remediation works had been completed; however, safety issues were still apparent. TP confirmed he had visited the site; however local shopkeepers had contacted the council to complain about the revised road layout. GO confirmed there was funding in place to resolve issues. This formed part of discussions in 4.1
- 3.6 Councillor Harington explained that funding had been allocated for cultural bike events, however no confirmation could be provided with regard to successful applicants. Further information on the cultural events planned across Yorkshire during the Tour can be found [here \(http://festival.yorkshire.com/\)](http://festival.yorkshire.com/)
- 3.7 A correction was made to paragraph 9.3, Graham Shortt (GS) stated that while the "infrastructure safari" was generally positive about the cycling infrastructure in Leeds, this was qualified, for example by concerns over conditions observed on Clay Pit Lane.

3.8 Concern was raised over the routing of the Core Cycle Network (CCN) through Headingley. Due to the alignment of NGT, a direct route through the district was difficult to align. Alternatives were in place, however routing was convoluted in several areas. LB brought attention to traffic issues on the CCN near St Michaels Lane and Bainbrigge Road. TP confirmed the council would consider monitoring issues on St Michaels Lane.

TP

4.0 Issues Raised by Forum Members

4.1 Lizzie Reather (LR) had submitted issues by email. Firstly, with regard to works recently undertaken on Chapeltown Road. Graham Shortt added that further detail had been publicised on the [Leeds Cycle Campaign Website](http://www.leedscyclingcampaign.co.uk/?q=node/371) (<http://www.leedscyclingcampaign.co.uk/?q=node/371>). LR wished to record thanks to Leeds City Council for recent gully cleansing works on the highway network across the city.

4.2 Leeds Cycle Campaign members reported various methods of contacting Leeds City Council, LR advised that John Woolmer (John.Woolmer@leeds.gov.uk Environmental Officer, East North East) was the best representative to contact regarding issues. TP advised the Leeds Highways email contact address was the preferred method of contact as each correspondence is audited through Leeds City Council's system.

4.3 Lisa Brannan raised the importance of a compliments email. TP confirmed that the Highways' email address handled compliments and complaints.

4.4 Awareness was raised regarding Leeds Cycle Campaign's [Vision for Leeds: 2045](http://www.leedscyclingcampaign.co.uk/?q=vision) (<http://www.leedscyclingcampaign.co.uk/?q=vision>). Lizzie Reather added that increased collaboration with Transport Policy was required. Lisa Brannan requested an update regarding the Leeds Cycling Strategy, Leeds City Council confirmed that the document was in the process of being compiled but the release date was subject to resource availability.

4.5 Nick Munton requested clarification on the existing Traffic Regulation Order covering Herb Street. Tim Parry to investigate.

TP

4.6 TP discussed safety concerns with highway "scoops" at refuges on the A65 between Rawdon and Horsforth. Will Crocombe had raised this as an issue to Leeds City Council following an incident with a foreign Heavy Goods Vehicle. TP reported numerous refuges and scoops between Rawdon and Horsforth varied in quality; surfacing and drain covers were identified as known issues. There was ambiguity with regard to the usage and intended purpose of the scoops.

4.7 Long term and short term solutions were proposed by TP. Refreshing or Relining hatching around the scoops was suggested as a short term solution while a long term option was to explore the feasibility of resurfacing the route. TP confirmed that he is in discussion with colleagues. It was suggested that casualty records should be reviewed to identify sites for concern.

5.0 Tour de France

5.1 An update on legacy work on the TdF was provided by TP. The legacy work was divided into three areas (Events, Infrastructure & Documentation).

5.2 Event proposals involved working across multiple disciplines, which included a Junior TdF in Roundhay Park and the continuation of Skyride. Infrastructure proposals were linked with [Cycle Yorkshire](http://sites.yorkshire.com/assets/tourdefrance/legacy/CycleYorkshireStrategy.pdf) (<http://sites.yorkshire.com/assets/tourdefrance/legacy/CycleYorkshireStrategy.pdf>) and

Leeds City Council objectives. Documentation was in preparation, pending adoption.

- 5.3 TP emphasised that no Council support could be provided to groups holding large cycling events prior to *le grande departe*. In addition, cycling groups were advised against riding the route immediately prior to the event because of disruptions caused by the preparatory works.
- 5.2 Ruth Gelletlie (RG) questioned the extent to which the legacy strategy was quantifiable. TP confirmed that targets had been set regionally at a Yorkshire and Humber level. Leeds City Council would seek to monitor targets where possible.
- 5.3 Richard Barker questioned Leeds' sporting legacy following TdF in consideration of the current cycling facilities available in the city, in addition he questioned whether cycling clubs could have a greater impact on long term legacy plans. Councillor Harington reiterated concerns however; he suggested there was the potential for improvements in the long term. It was also suggested that schools could link up with cycle clubs as a means of encouraging greater engagement with school pupils.
- 5.4 Graham Shortt suggested that the targets set by Cycle Yorkshire did not include accountability for delivery. He was also disappointed at the lack of ambition which was evident in the targets set and the failure to link objectives with "City Connect". Gwyn Owen reiterated that these targets were of regional importance not a decision taken by Leeds City Council, TP
- 5.5 LB requested that progress on legacy developments should be reported back to the forum.

6.0 City Connect (Cycle Superhighway)

- 6.1 Mark Robinson provided an update on the Cycle Superhighway Scheme. Attention was brought to the revised name of the project "City Connect".
- 6.2 It was reported that the [Canal and River Trust \(http://canalrivertrust.org.uk/about-us/consultations/current-consultations\)](http://canalrivertrust.org.uk/about-us/consultations/current-consultations) had previously initiated its own consultation phase with a closing date of 17th January 2014. This focused on works which were scheduled for the towpath section of route.
- 6.3 Concerns had been raised during consultation regarding the behaviour of cyclists on the towpath, including by Councillors. This was to be addressed by campaigns carried out by Canals and Rivers Trust and/or the City Connect Team.
- 6.4 Cycle Parking consultation had previously been conducted. MR reported that from the 1700 responses, facility availability at workplaces was the primary concern with security and frequency of provision a close second, Investigative works on the upgrade of facilities were informed by the results from the consultation. Upgrade works were divided into three target areas including Sheffield Stands for frequent locations within and around the pedestrianized zone, Cycle Bike Ports for areas where footway space was not available and Hubs to provide longer term, more secure parking. It was revealed that increased cycle parking would be noticeable in Leeds by Summer 2014.
- 6.5 An update on route consultation was provided by MR. The first consultation phase would cover Thornbury - Dawsons Corner and Dawsons Corner – Stanningley. MR confirmed that this consultation phase would run from 3rd – 28th February 2014. Due to the nature of works, Stanningley centre would benefit from a standalone consultation period. It was recommended that those who are interested in the scheme to check Twitter (@CityConnect1) and the [website \(http://www.cyclecityconnect.co.uk\)](http://www.cyclecityconnect.co.uk) in order to remain up to date with developments. The consultation phase subsequently commenced in February 2014. Full details available [here](#)

<http://www.cyclecityconnect.co.uk/participate>).

6.6 MR approached forum members to determine the best possible way in which City Connect could communicate scheme proposals and various other materials to interested parties. WC advised that the sub-group system used for the Chapeltown to City Centre route and NGT consultation worked well as long as there were agendas produced in advance of the meeting. GS added that the sub groups needed rigorously chairing to ensure that meetings did not get bogged down.

7.0 Leeds Core Cycle Network

7.1 MR delivered an update regarding works which were in progress between Eastgate Roundabout and Meanwood Road as part of the Chapeltown to City Centre Route. Discussions surrounding the insertion of a “Danish Style” cycle lane followed. TP invited cyclists to provide their views during the implementation of the scheme. There were aspirations for the improvements to Meanwood Road to be showcased, MR confirmed details regarding a launch event would be confirmed at a later date, following a mid-spring completion. TP/ MR

7.2 MR outlined a proposal for a two-way cycle track running directly between North Street and Meanwood Road on the main carriageway that would be preferable to the current proposal to utilising the crossings.

7.3 There were discussions surrounding the provision of cycle parking on Sackville Street and Sheepscar Street North adjacent to the Royal Mail Sorting office. MR to investigate. MR

7.4 GS raised concern regarding the difficulty of navigating the “Elephant Feet” on North Street.

7.5 TP provided the forum with an update on the Cookridge Street project. It was confirmed that the contractors were on-site with the expected completion date by the end of the financial year. LB brought attention to the narrow footway arrangements to allow works to continue. TP to approach engineers to discuss resolution. TP

8.0 Roundhay Road Outbound Cycle Lane

8.1 TP explained that local ward members had raised concerns over conflicting demands for on street parking and an existing cycle lane near to 331 “Eastern Foods” Roundhay Road. A proposal had been prepared for consultation and differences of views between traders and cyclists would need to be taken to Councillor Lewis for consideration.

8.2 The matter had been raised previously but at that time a proposal to remove the cycle lane in the vicinity had been rejected following detailed consideration and a high level of concern expressed by many cyclists.

8.3 Ward members continued to have concerns which had resulted in further draft proposals, which TP had been requested to circulate in advance of discussion at the Forum.

8.4 The proposal was for the following measures:

- No Waiting Monday-Friday 08.00-09.15 and 16.30-18.00
- Saturday 08.00 to 09.15 and 12 noon to 13.00

8.5 The idea of the proposal was that the cycle lane would operate at the times when it was most used by cyclists and parking would be allowed in the cycle lane at other

times.

8.6

A count of cycle usage of the cycle lane and incidents of parking was subsequently taken to provide evidence on whether the proposal might be effective. A summary of the count was distributed to those present.

8.7

NM acting on behalf of Leeds Cycling Campaign had investigated and passed TP a report on the topic, which included points on the sufficiency of existing legal parking provision and the difficulty that would be caused by the removal of access to the cycle lane. MS acting on behalf of Leeds Cycling Campaign passed TP a collection of Facebook postings regarding the proposal.

8.8

WC questioned how this proposal would be enforced and whether the specific details regarding the new regulations would be communicated with those charged with enforcement. TP confirmed that they would.

8.9

NM provided local background detail to discussions, following his own investigations and stated that Eastern Foods appeared to be the only business with parking issues in the area. Other businesses have existing on site private parking in operation. TP added that AM Trade Supplies and Saffron Restaurant are known to have raised highway issues previously.

8.10

Cyclists pointed out that private parking was available to the rear of business and at other nearby locations so there was no need to park in the cycle lane. Graham Shortt added that car parking was also available opposite the site though crossing arrangements were poor. Cyclists pointed out that Eastern Foods had extended their trading area over their own forecourt, thereby generating their own parking problem. The legitimacy of that development was queried and a request was made to check on the matter. The private parking was in a very untidy condition so deterring its use.

8.11

Cyclists added that the count under represented typical cycle usage because of the time of year when the count had been taken and several cyclists noted that they, or other cyclists of their acquaintance, felt forced to use other less convenient routes because of the regular illegal parking and so would not have been counted.

8.12

Cyclists speaking at the Forum unanimously wanted the cycle lane to be retained full time because of its value and they did not see the need for it to be converted to parking. No cyclist present supported a potential revision to the proposal that might even more closely link parking prohibition to the times of most frequent cycle lane use.

8.13

NM noted that the double yellow markings on the highway are not acting as a deterrent to illegal parking because of lack of effective enforcement.

8.14

It was suggested that as an alternative, space from the pavement could be incorporated into the highway for parking. The cycle lane could then divert around the parking bays, allowing cyclists to use the highway unhindered.

8.15

TP to report the views of the Forum and pass on documents prepared by cyclists on the matter.

TP

9.0 Any Other Business

9.1

Thomas Miles raised his concern over the maintenance of drain covers. There was specific concern over the degradation of the covers to a level where the metal is smooth, causing safety issues, particularly in wet weather. TP stated that this issue had arisen previously. Discussions with Yorkshire Water should continue.

9.2

TP informed the forum of works which were due to be conducted on Water Lane in the

city centre by Meadow Lane. The works would close part of the existing cross-city cycle route for a 15 month period to facilitate construction of the Southern Station Entrance. There were no plans to implement a diversionary route for cyclists.

10.0 Date of Next Meeting

9th April TBC

Contact for queries etc:

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