

**LEEDS CYCLING CONSULTATION FORUM**  
**6.15pm Wednesday 12th October 2011**  
**NOTES OF MEETING**

Councillor John Illingworth	Leeds City Council	Tim Parry	Leeds City Council
Viv Kendon	Uni of Leeds	Chris Boulton	CTC / Otley CC
Martin Thomas	LCAG	Martin Bennett	Rambler Committee
Lisa Brannan	Uni of Leeds, UTA	Allan Luxton	CTC / RTR
Mark Robinson	Leeds City Council	Dave Holt	LCAG
Will Crocombe	Uni of Leeds BUG	Elizabeth Reather	Uni of Leeds BUG
Kevin Cooney	Otley Town Council	Stephen Hammond	LCAG
Ray Hill	Leeds City Council	Edward Rosser	Ilkley Cycle Club
Gavin Keir	Ilkley Cycle Club	Graham Shortt	LCAG

*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.*

**1.0 Apologies**

1.1 Robert Ibberson, Philip Purkis, Kathleen Lofthouse, Mark Sadler, Joseph Cullen

**2.0 Minutes of Meeting of 13<sup>th</sup> July 2011**

2.1 The minutes of the 13<sup>th</sup> of July 2011 were agreed to be a true record.

**3.0 Issues raised by forum members**

3.1 Philip Purkis asked if the issue of the discontinuation of the North West Area Committee's Transport Subgroup could be raised. Councillor Illingworth thought that the group would be continuing in some way. *[Subsequent inquiries suggest that some highway issues might be considered by the Inner North West Planning sub-group chaired by Cllr Walshaw and serviced by Ryan Platten, which next meets in Leeds Civic Hall between 9am and 10am on Wednesday 9 November. So far no additional meetings, members or publicity have been agreed.]*

3.2 Dave Holt raised the issue of cycle signing for the Leeds Core Cycle Network. He thought use of straight ahead arrows, diagonal arrows and red stickering would make the signs stand out more and be more user friendly. MR had examined the regulations and concluded that DfT permissions would be needed. He had contacted DfT and was waiting for a response. He was in favour of DH's recommendations. MR also explained that markings on the footway that identified it as shared-use were being trialled on the Middleton to City Centre Route (Middleton Park Avenue for example). It was thought these would add greater clarity so that cyclists would know if they were supposed to be on the road or on footway to follow a particular route. Feedback was invited. MR ALL

3.3 Dave Holt had also asked if the online LCCN maps could be improved. Their resolution was too low to be able to print out sections or read street names online. The LCC graphics team had produced an example and uploaded it to the website. If this worked then the rest of the maps would be replaced also. MR showed a printed MR

version and attendees thought this was adequate.

- 3.4 A number of forum members had raised the issue of cars, and in particular taxis parking in cycle lanes. The location discussed at the last meeting (outside Sheesh Mahal on Kirkstall Road) had been passed to Parking Enforcement who had agreed to prioritise enforcement there. It was also thought that, if details of illegally parked taxis could be taken, letters to the taxi companies would be a good idea. Dave Holt mentioned that cycle helmet cameras were quite cheap and footage of dangerous behaviour by taxis could be sent to the police. An LCAG campaign to get cameras fitted to cycles was discussed and Councillor Illingworth suggested using screen shots from Urban Traffic Control Cameras also.
- 3.5 Will Crocombe described how he had been contacting local companies to see if any would sponsor repair works to the Aire Valley Canal Towpath. He had not yet been successful but it was thought a good idea by the Forum. TP reported that resurfacing of a large stretch of the towpath was written into planning approvals for the Yorkshire Chemicals site on Kirkstall Road, but the timing of the development was uncertain. Designs for the work had already been prepared. He also talked about the high cost of works and the difficult nature of construction on a narrow towpath.
- 3.6 Several Forum members had also enquired about bus lane enforcement. MR reported that cameras were now being used on bus lanes in Leeds. In one city centre location 1600 tickets had been issued in a week and the violation rate had dropped by 80%. Installation of more cameras was being investigated for 2012/13.

#### 4.0 Matters Arising

- 4.1 Para. 6.0. It was pointed out that none of the Leeds Core Cycle Network routes went to Pudsey or to the south-west of Leeds. MR explained that a continuous route to that area had not yet been identified. There was a gap in the Pudsey direction and in the area between Gelderd Road and Whitehall Road. Members were invited to make suggestions for routes. One suggestion made at the meeting was for the use of the disused railway viaduct that runs through Holbeck to Gelderd Road. ALL
- 4.2 Para. 7.2 Councillor Illingworth asked if any progress had been made on the suggested deputation to the Council from Leeds Cycle Action Group. It was thought a good method for raising the profile of cycling in Leeds and making Councillors aware of problems that cyclists faced. LCAG would progress LCA  
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- 4.3 Para 8.1 MR reported that resurfacing works had been undertaken on sections of the A65. Works would be ongoing into summer 2012 and details and updates could be found at:  
  
[http://www.leeds.gov.uk/Transport\\_and\\_streets/A65 Kirkstall Road Quality Bus Corridor scheme update.aspx](http://www.leeds.gov.uk/Transport_and_streets/A65_Kirkstall_Road_Quality_Bus_Corridor_scheme_update.aspx)
- Yorkshire Water works towards Horsforth were still ongoing and it wasn't known when they would be complete. On street signs had said March 2011.
- 4.4 Para 8.2 It was requested that LCC look at a scheme on Horsforth A65 Roundabout to improve safety, similar to that installed at Lawnswood Roundabout on the A660. MR was asked to examine accident stats at Lawnswood to see how that scheme had affected safety of cyclists. MR
- 4.5 Para 6.6 Councillor Illingworth explained that he had been asked to look at the issue of lack of parking outside shops on Roundhay Road and that something would need to be done eventually to solve the problem. A drawing had been produced that

showed cycle lane removed to provide parking space. A drawing had been produced so that discussion could take place. Numerous objections had been received from cyclists. The Forum members expressed their negative views on removing the cycle lane and also suggested that Roundhay Road needed better parking enforcement.

- 4.6 Para 8.4. MR reported that Leeds City Council were looking at a new Cycle to Work Scheme for summer 2012. Technical problems had arisen with the tax administration procedures that enabled the scheme, and solutions to these needed to be found. MR also reported that any new scheme would use multiple cycle shops and not just one as previously.

## 5.0 Leeds Cycling Map Consultation (replaces Agenda Item on Cycle Training)

- 5.1 A draft version of the Leeds Cycle Map was available. Members of the Forum were invited to make comments or corrections. MR made hard copies available and would post a copy on the internet. *A copy is now available at:*

MR

[http://www.leeds.gov.uk/Transport\\_and\\_streets/Walking\\_and\\_cycling/Leeds\\_cycling\\_map\\_consultation.aspx](http://www.leeds.gov.uk/Transport_and_streets/Walking_and_cycling/Leeds_cycling_map_consultation.aspx)

ALL

*Deadline for consultation is Tuesday 8<sup>th</sup> November 2011.*

## 6.0 Use of Access Barriers on Cycle Tracks

- 6.1 After requests to look at this issue at the previous meeting, MR had contacted the Leeds City Council Park's Service and Police to gain their opinion on use of various types of barrier. The Parks Service said they used barriers on Public Rights of Way only where a proven problem existed. A-frame gates could be used but they were expensive and needed a staff resource to open and close them. The Police thought they had negative aspects as they allowed small motorbikes to pass but prevented their motorbikes from getting by, but on balance though they felt their use was better than any alternative as they did prevent access by larger motorbikes and also by other vehicles. MR said that when he had tried to implement schemes, for example the Yeadon – Guisely route, he had tried to leave barriers out with the idea that they could be put in later if problems arose, but that local residents had asked them to go in straight away, and in fact motorcycle problem did still occur where gaps in fencing existed.

- 6.2 Martin Thomas thought the new barriers installed on the Wyke Beck Way near Asda were pointless as the adjacent land was open and allowed easy bypass of the barrier. Lisa Brannan said this was also the case at Beckett Park. TP said that these locations could be looked at but that A-frames were a useful tool at the right location. All present were invited to pass on locations where they felt barriers should be removed and MR would assess each one.

All

MR

## 7.0 Roundhay Road Bus Lane Scheme

- 7.1 MR handed out consultation drawings showing a scheme on Roundhay Road between Gledhow Road and Harehills Road. This proposed an outbound bus and cycle lane, toucan crossing over Roundhay Road and various other features. More information can be examined at:

[http://www.leeds.gov.uk/Transport\\_and\\_streets/Roundhay\\_Road\\_highway\\_improvements.aspx](http://www.leeds.gov.uk/Transport_and_streets/Roundhay_Road_highway_improvements.aspx)

- 7.2 The width of the bus lane was questioned. It was said to be 4m. 4.25m was seen to be ideal. It was generally thought that the scheme catered for drivers and omitted the needs of cyclists and would be detrimental to them. It was asked if lanes could be reduced or central hatching could be removed to introduce cycle lanes.
- 7.3 MR reported that official consultation would be available soon and cyclists were urged to make their views known. Fliers would be sent to adjacent housing and would be handed out to cyclists on the road. They would also be available to download. *Public consultation is now ongoing until the 18<sup>th</sup> November 2011. All details available at the above web address. Contact Mark Robinson if you would like a hard copy.* ALL
- 8.0 Local Sustainable Transport Fund**
- 8.1 Ray Hill from LCC's Travelwise Team described the successful LSTF Key Component Bid. The theme of the bid was Access to Employment. £4.1m had been allocated across West Yorkshire. This would provide funds to continue construction of the Leeds Core Cycle Network and also provide revenue resources for support and training along existing facilities. Training to Bikeability Stage 3 level would be undertaken through the West Yorkshire Travel Plan Network, UTravel Active and the School Support Partnership. It was hoped that 9000 new cyclists would be trained across West Yorkshire. Details of how the scheme would be implemented were still being drawn up but it was thought that there would at least be a West Yorkshire branding exercise for the project. Money would also be available for maps, leaflets and other resources.
- 8.2 A Sustrans Thematic bid regarding training in education was also being looked at by central Government. Sustrans had been asked to revise its bid and resubmit it with fewer authorities involved. Leeds was bidding to be one of those authorities, which would mean money becoming available to provide Bike-It training to a number of secondary schools in Leeds.
- 8.3 Chris Boulton suggested that offers of training be focused on corridors that already had good cycle routes. RH replied that the money was to be focused on Key Employment areas that in Leeds were the City Centre and Aire Valley, and that LCCN routes would be used as the means to reach these areas.
- 9.0 Leeds Core Cycle Network Update**
- 9.1 MR handed out outline plans for a route that proposed to run along the footway on Regents Street with links into the surrounding road networks including Chapeltown Road, A61 Scott Hall Road, Meanwood Road and Mabgate. Drawings had been circulated previous to the meeting and the opinion of the Forum was sought.
- 9.2 Dave Holt thought that only experienced cyclists could be expected to use the carriageway on Regents Street, and therefore an off road option was appropriate.
- 9.3 Lisa Brannan thought that the proposals should ensure good links between the LGI and St James' Hospitals and possibly a signed route should be provided. MR explained that he had tried to create such a route some time ago but that few cyclists made the trip and those that did used a variety of routes depending on where exactly in the hospitals they needed to visit.
- 9.4 Viv Kendon asked if 2-way cycling on Sackville Street could be considered. MR
- 9.5 Several members asked if the scheme could include conversion of the existing crossing outside the BMW garage on Scott Hall Road to a toucan. MR

9.6 The Forum endorsed the proposals including use of off road facilities on Regents Street.

9.7 It was asked if the Cookridge Street contraflow scheme was close to implementation. TP explained that conversations were being held with the DfT and disabled groups regarding the details. One such detail was the use of a southbound contraflow on the west side of Cookridge Street ie on the opposite side of what would normally be expected. The proposal was to delineate this with white paint only but the DfT had raised questions about it. The Forum asked why kerbing could not be used and said that this would be their preference. TP handed out drawings of latest proposals and talked through them.

#### **10.0 A.O.B.**

10.1 The amount of gravel used on the Wyke Beck Way between Foundry Lane and A64 was raised. TP explained that once the gravel had had a chance to bed, excess gravel would be swept off.

#### **11.0 Date of the next meeting**

11.1 The provisional date for the next meeting was 11<sup>th</sup> January 2012.

#### **Contact for queries etc:**

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