

Inner West Community Committee Notes
Wednesday 12th October 2016

Approximately 50 attendees (including Cllrs, Officers and public).

Strategy:

- Regarding aspirations/strategies – these are 50 years old, why would they be successful now?
- Problem is now – not 20-30 years' time.
- Need to address problems before £173.5m.
- Need radical solution – think big.
- Crowdfund best proposals to emerge through conversation and implement.

Bus:

- Park and rides needed.
- Buses are expensive and not much quicker than cars.
- Renationalise the buses – buses for communities.
- Driver training around passenger needs.
- Bus fares are too high, why can't we have flat fares like London/Bristol?
- Smaller buses needed in local communities and can serve roads with no bus routes (enabling a door-to-door service).
- Consider marginalised communities (e.g. young people, old people) and find solutions such as subsidised fares.
- A65 Quality Bus Corridor does not address delays elsewhere on route (City Centre/NW Leeds).
- Bus punctuality more important than journey time reliability.
- Park and Ride on Kirkstall district centre.
- Simplified ticketing, multi-operator at same cost.

Rail:

- New stations including as P&R sites.
- Use of rail freight lines.
- Train P&Rs require a car to access site.
- Increase number of tracks on railways (i.e. 2 to 4) – stopping & express rail services.
- Need a station at Kirkstall, not Kirkstall Forge.
- Re-open old rail stations such as in Armley which once had 2.
- DLR type solution.

Highways issues and solutions:

- Make Victoria Road one way.
- St Anne's Lane used for rat running. Residents claim of 600+ vehicles per hour, with high speeds and mounting the pavements to pass each other. Pavements are narrow (struggle to fit a buggy on them).
- 20mph zones need enforcing.
- Morris Avenue speeds are too high, speed cushions do not work.

- Speed humps cause 'thumping' (noise from vehicles over speed cushions / road surface depressions).
 - Vesper Road speed cushions cause swerving (vehicles avoid cushions), threat to cyclists.
- Kirkstall Lights area is close to gridlock and needs action now.
 - LCC Highways monitor and intervene with traffic signals to keep network/vehicles moving.
 - Behavioural change is being looked at and a clean air zone is being discussed with DEFRA that will encourage the take up of cleaner vehicles.
- Blanket 20mph on all roads except A roads – consistent approach over city.
- Make radial routes one way (inbound during AM peak and outbound during PM peak).
- £173.5m is city wide, will not address delays/congestion in Kirkstall area.
- Speeding issues on Queenswood Drive/Abbey Road area.
- Improved incident communication through traffic alerts to apps that re-route drivers (or drivers can re-route themselves) before joining a queue.

Behavioural change:

- Address short journeys (e.g. school run) with non-car alternatives.
- Encourage parents to encourage children.
- Modal shift from cars (also address volumes and speeds).
- Speeding signs (smiley face) are successful.
- Need hard and soft strategies in parallel (e.g. congestion charge and bike hire).
- Education for all road users of all ages.
- Embed desired behaviour in younger generations now, notice change in coming years.
- Stagger working days (schools, offices, universities etc).
- Congestion charge has reshaped air quality in London, would cause a rebellion in Leeds but there is a need to be hard in ambition.

Cycling and walking:

- 'Boris' bikes in London are popular.
- More cycling/walking; in Amsterdam cyclists and walkers own the road.
- Footbridge from Halfords to Morrisons.
- Children need to be able to move around their local area.
- Child safety – especially around schools.

Accessibility:

- Equal access – in terms of disabilities and funding.
- Need to adapt facilities for aging population, and increase in other medical conditions such as dementia.
- Remember disability is not just wheelchairs, there are a wider range.

