

Minutes of A660 Joint Council Meeting, Monday 4th July 2016, 7.30pm at HEART

1. Attendance Present: CT, GR, RR, SS, NS, IL, MS, PL, NF, SB, DCJ, CP, IS, TS, CF, PM, Cllr Pryor. **Apologies:** MM, CH, BM, EP, DF, JF, GL.

2. Agreement of minutes Minutes accepted as an accurate record of 6th June 2016 meeting.

3. Matters arising

1. CF did not attend the Transport Summit. BM attended on behalf of FOWM, SB on behalf of SHCA, and PM attended too.
2. Cllr Pryor was asked to confirm as correct the following sentence recorded in the last paragraph of the May minutes: "NF said Cllr Jonathan Pryor has told her the NWLTF alternative won't go ahead." Cllr Pryor confirmed that he had said this to NF, that he met with Cllr Lewis, had received emails from residents expressing misgivings about the NWLTF alternative, that it was being looked at alongside other proposals but not being given special consideration, that it would not go ahead, and that the £173m would probably be distributed piecemeal across all of Leeds. When asked he confirmed that NWLTF were trying to cherry pick for the benefit of their area (mainly Weetwood). Cllr Pryor was made aware that there was resistance to the trolleybus scheme all along the route, that the people at the meeting came from groups from outside the ring-road to Belle Isle and that the Public Inquiry Inspector had been aware that opposition was coming from all over. Cllr Pryor was made aware that the A660JC was concerned that NWLTF were setting themselves up as representatives of a far bigger area than they had a right to and that people of Hyde Park and Headingley in particular were extremely concerned about the way they had gone about their consultation process and the flawed conclusions they had published since.

4. Treasurer's Report and Collection

The meeting agreed to close our Leeds Building Society account and for NS to get the process of opening an account at the Headingley branch of Yorkshire Bank started. It will be a business account for clubs and societies, with a cheque book, and with no bank charges. The meeting agreed for the four officers, CF, BM, NS and DCJ to be signatories and for two signatures to be required on a cheque. We have £838.66 in the bank and £70.06 in cash (May's collection of £52.50 plus £17.56 held by Trevor). A collection of £64.80 was taken).

5. Report from Transport Summit

DCJ read out a report prepared by BM. The structure of the event was: 1) brief introduction by LCC's chief executive Tom Riordan; 2) talk by LCC leader, Cllr Blake; 3) video talk by Peter Hendy, boss of Network Rail who ran Transport for London for ten years; 4) presentation by Professor Greg Marsden, transport professor and Director of Institute of Transport Studies at Leeds University; 5) talk by Liz Hunter, head of Transport Strategy at LCC; 6) Q&A session with a small number of questions from the floor being put to Ben Still (head of WYCA), Cllr Blake, Cllr Carter and Professor Greg Marsden; 7) Workshops; 8) and finally a discussion comprising Lib Dem leader Cllr Stuart Golton, Cllr Keith Wakefield, Liz Hunter, Cllr Richard Lewis and Dave Alexander from First Bus. There was not the opportunity for the A660JC's statement to be read out. There was ambivalence as to whether it had been a useful meeting or not with a feeling that the workshop format possibly distracted from the main issues and that it had been a top-down event. On the other hand, no-one was saying we needed more concrete and big car parks. Support for an underground system was expressed during the workshop session but not fed back to the whole summit. The A660JC felt that an underground would be a good idea but that LCC would say it would be prohibitively expensive. It was pointed out that for an underground to be considered viable it had to be forecast to attract over a certain number of passengers. Cllr Pryor said that the tram-train option was not viable with only £173m. Cllr Pryor said that LCC would not be proposing the £173m be spent on anything that required permission from a govt inspector. Cllr Pryor agreed to find out whether the 9 parcels of open space appropriated by LCC in January 2014 for planning purposes in relation to the NGT scheme would be returned to open space. He also agreed to look into the status of garden CPOs. The deadline for LCC to submit to DfT a very general strategy for spending the £173m is autumn this year. Cllr Pryor confirmed LCC has no appetite for more opposition to proposals not properly thought through. The north gets very little funding per head for transport compared to London despite asking for an increase. In response to a suggestion that there ought to be another transport summit Cllr Pryor said that groups like the A660JC were now incredibly important because LCC will be spending the money on small changes across Leeds and needs to know what people think about the areas closest to them in relation to changes i.e. what would and would not be tolerated. Cllr Pryor was made aware that all the time and energy people had put into telling the council about the problems with the scheme and fighting the CPOs should not be taken lightly.

6. NWLTF Alternative

Cllr Pryor says that the NWLTF alternative does identify some problems along the A660 even if the proposed solutions are not acceptable. It was pointed out that the biggest problem with NWLTF is that their starting point was to get traffic flowing as quickly as possible along the A660 which we know would attract more vehicles and lead to increased congestion and emissions. The A660JC was adamant that the inner city needed to be protected and had previously spent a long time discussing the degradation of the inner city and public health: the inner city is not just a through route to the city centre for those living further

out. The severity of the traffic problem between Hyde Park Corner and the Arndale Centre was questioned by the meeting - it is bad at peak times during term-time but otherwise not too bad - sledgehammer and nut were mentioned. Elation that the TWAO was refused had been tempered by the realization that there was still the NWLTF proposal to deal with. It was pointed out that NWLTF is a grand name for what is primarily the Weetwood and West Park Residents' Associations and that these two areas are the only ones that remain untouched by the NWLTF proposals. Cllr Pryor said the NWLTF proposals did seem to be about getting cars along the A660 as fast as possible and missed the point that there should be more than that to a traffic plan but that at this stage LCC would probably not reject the plans formally. Cllr Pryor suggested it would be helpful if the A660JC could suggest the three things people most and least wanted and send to councilors along the route. It was reiterated to the meeting that NWLTF are incredibly persistent and minutes from a local residents group state that they are seeking another meeting with LCC. Cllr Pryor said that congestion charging had never been mentioned to him as a policy, only as a possibility. It was pointed out to Cllr Pryor that NWLTF seemed to be trying to push through some things which were similar to those rejected by the Inspector in his report. Cllr Pryor said that the NWLTF proposals for Bennett Road and Hyde Park Corner and Woodhouse Moor would definitely not be happening. It was pointed out that NWLTF had omitted (and admitted this) to include anything in their proposal which would improve the situation for pedestrians and cyclists. Cllr Pryor said that cycling was a priority for LCC and that action on cycle lanes along the A660 needed to be seen immediately. Cllr Pryor said that he could not rule out as strongly as some other things the NWLTF proposal to widen the road outside the Arndale Centre but said there was not enough money to widen Headingley Lane as it passes the former LGHS. There was discussion about the hierarchy of road users and that LCC's written policy is to follow it but in practice it often seems to be upside down. The point was made that the high number of city centre parking spaces does not help the situation. DCJ will ask people to send to her what they consider vital in transport terms and what is unacceptable. One of our members has written to DfT to say not to trust LCC with the £173m and to monitor whatever they do. Cllr Pryor said that whether to include the airport link within the £173m budget was under discussion. The meeting agreed that DCJ should send the statement prepared in advance of the transport summit to all councilors. The statement is: *"The A660 Joint Council welcomes the Secretary of State's decision to reject the trolleybus for the multiple reasons outlined in his Inspector's report. We welcome that the Inspector and Secretary of State placed more weight on heritage, trees and open space than did Metro or the Council. We ask the Council to reject major infrastructure projects, apart from an underground, as unsuitable for the A660. We ask the Council to reject the proposals of the misleadingly named NWLTF, a small group within the much larger area of North West Leeds whose destructive old fashioned scheme allegedly designed to improve public transport along the A660 would actually increase car use and degrade the inner city environment and public health of areas like Headingley and Hyde Park and Woodhouse. The A660 Joint Council strongly opposes the NWLTF proposals. However we are not opposed to proposals such as the Marchant Plan which are based on the hierarchy of road users."*

7. Any Other Business

1. Buses: Cllr Pryor reported that LCC is hoping to move towards a quality bus contract to see improvements to bus services that were verbally promised but that all companies need to agree. Bus companies are currently not interested in Oyster Card-like schemes because they are transferable between one bus company and another. It is a lot easier to get north to south in Leeds than it is to get across Leeds. There are far fewer buses on the roads than there used to be. The card readers on buses seem to have sped up. Outside the Arndale Centre during term-time buses can sometimes wait 20 minutes while they deal with students handing over ten pound notes and waiting for change.
2. BM's appeal against bias and factual inaccuracy by the BBC has been rejected.
3. DF is doing well. The meeting wished to record a thank you to her for all she did towards the campaign and throughout the public inquiry.

Date of Next Meetings 1st August if room available.

Actions	
Cllr Pryor	Find out whether the 9 parcels of open space appropriated by LCC in January 2014 for planning purposes in relation to the NGT scheme will be returned to open space
Cllr Pryor	Look into the status of garden CPOs
DCJ	Ask people to send what is acceptable and unacceptable transport-wise