

# The WEST PARK CHRONICLE

The Community Newspaper for West Park

Spring 2020

[www.westparkresidents.org.uk](http://www.westparkresidents.org.uk)

## Annual General Meeting

**Monday 30th March — 7:00 pm — Lawnswood School**

***In the main hall of Lawnswood School***

Thank you once again to the staff and pupils for allowing WPRA to hold our AGM at the school. There's plenty of car parking—please use the access from Otley Road (just before the roundabout).

If you can't make it but want to make a comment, please email

[westpark.residents@ntlworld.com](mailto:westpark.residents@ntlworld.com).

***Agenda items include: election of WPRA committee; local traffic and parking; update on latest plans concerning Leeds Bradford Airport; an opportunity to question you local councillors.***

***We look forward to seeing you at the meeting. Meanwhile the next section summarises some of the events of the past year.***



### ***The Lawnswood Roundabout***

After a vigorous campaign by local residents, the unsatisfactory proposed changes to the roundabout have been halted. They were to be funded from the £173.5 million originally earmarked for the NGT Trolley Bus scheme. Concerns remain about the safety of pedestrians and cyclists at this roundabout, but at present there seem to be no proposals to address them.

### ***Leeds Beckett University Parking***

Parking remains a serious issue on Kestorn Road, and is also affecting streets at the Otley Road end of Arncliffe Road. There are few signs of any action to address this.

The LBU parking survey carried out in 2019 sought the views of residents in surrounding streets and residential neighbourhoods, and the views of motorists who parked their vehicles in these areas. Apparently 424 responses were recorded on the website, 281 from residents and 143 from 'car parkers'. Residents reportedly believed that people

parked in the area primarily because of its proximity to the Headingley Campus, or because parking was free on these streets.

The main challenges in the eleven streets identified were perceived to be access and congestion. Extending permit parking zones and increasing on-site parking at the Headingley Campus were among residents' suggestions.

The majority of motorists surveyed identified themselves as either LBU staff (71%) or students (20%). They parked three to five days a week during "working hours".

Cost and a perceived lack of spaces were widely identified as reasons for not parking within the Headingley Campus.

The findings of the survey were presented at a workshop held in the Jubilee Room on the Headingley Campus on Saturday, 11 May 2019, attended by 43 local residents and their representatives.

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The final report, dated July 2019, contains the following recommendations for action:

In the short term:

- The pay-and-display car park on the campus should change from cash payments to digital one.
- LBU should work with residents' associations, the LBU students' union, and the staff unions to produce guidelines and advice about parking issues and appropriate behaviour for both staff and students. These would be posted on the main LBU website.
- LBU should set up a "designated community webpage, where residents can log their parking concerns. This would include a named university person".

In the medium term:

- LBU should review the eligibility criteria for staff parking permits on the Headingley Campus. "This will prioritise staff who have a clear and specific need to travel to work by car".
- LBU should work with local residents' associations and Leeds City Council (LCC) "to review the extent of the residents' car parking permit scheme and parking regulations, with the possibility of residents' parking permits being extended to cover all of the streets within the vicinity of the Headingley Campus".
- LBU should look into extending and enhancing the shuttle bus services for moving staff and students between the two university sites. "This could include setting up additional shuttle bus journeys to enable students to attend Wednesday afternoon sports sessions at Headingley Campus, without having to resort to using their cars".

In the longer term LBU should:

- Explore with LCC the opportunity to create additional car parking spaces within the Headingley Campus.
- Work with local residents' associations and LCC "to explore the possibility of establishing new park and ride facilities within the locality"

- Work with LCC to "promote, perhaps even actively subsidise, the environmental benefits of staff and students using non-car based means of getting to work and to and from the Headingley Campus, including the increased use of public transport, cycling and walking.
- "Actively engage with helping to promote the aims and objectives of the Leeds Clean Air Zone (CAZ) initiative, and review the university's Travel Plan in the light of the CAZ and the findings of this report".

Since the report was published, changes have been made to the digital payments system and the inter-campus shuttle bus service. Also it seems that meetings have taken place between the University and the Council, but WPRA is not aware of any other progress or significant outcomes.

Meanwhile, we note that inconsiderate parking that blocks immediate access to a driveway or street is a police matter and can be reported using the non-emergency number 101.

### Local Traffic and Roads

Speeding, increasing traffic and street parking, and the poor condition of many road surfaces are all issues that concern local residents at the present time. Recently WPRA met with representatives from the



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Highways Department to alert them to the poor state of roads in the area, such as Arncliffe Road, and to show them the extent of street-parking on Kepstorn Road. It was a positive meeting, but the possibility of useful action depends on future finance.

The Highways people emphasized the importance of reporting road-related issues

*We hope to have a representative from LCC Highways Department at the AGM.*

such as potholes and poor surfaces to the Council. This provides useful evidence that they can use when they have to prioritize work. The best way to report issues is via the Council website at this link: <https://www.leeds.gov.uk/parking-roads-and-travel/report-an-issue-with-a-road-or-pavement>. The link also allows a resident to request road markings, crossings, or parking restrictions. This is something that residents of the roads in the photos might wish to do because it will help to build evidence to tackle the parking problem.

## **NWLTF**

The North West Leeds Transport Forum is a consortium of ten residents' and community associations in North West Leeds. They are: West Park, Weetwood, Far Headingley, Drummond and Churchwood, Beckett Park, Foxhills, Turnways and Laurel Bank, North Hyde Park, Little Woodhouse, and Friends of Beckett Park.

It was established in late 2012 in response to widespread concern among local residents that a major scheme, the NGT Trolleybus, was to be introduced along the A660 without adequate consultation or consideration of its local impact.

Other groups were already opposing the trolleybus but the founders of the Forum believed that, rather than simply oppose the scheme, it was important to promote a constructive debate about what was needed and to examine whether or not the proposed scheme would be beneficial.

The work was a major undertaking and involved many hundreds of hours by Forum members and their advisors, but at the public inquiry the evidence submitted by NWLTF turned out to be the most detailed

analysis and critique of the proposal that was presented. That analysis, plus technical cross-examination of the proposer's expert witnesses, played a major role in persuading the Inspector that the scheme should be abandoned.

Subsequently NWLTF has contributed detailed comments on the Council's proposals for schemes along the A660 and is continuing to press for urgent action to be taken to solve the problems which are so evident in the corridor.

Another important proposal that came to the attention of Forum members involved alterations to flight paths from Leeds Bradford Airport (LBA) over North West Leeds. This would have increased aircraft noise over West Park, St. Chads, Headingley, Woodhouse, and the City Centre.

Again NWLTF felt that there had not been adequate consultation with those who would be affected. They submitted an objection pointing this out to the Civil Aviation Authority (CAA) and were vindicated when the CAA cited inadequacies in the consultation as the reason for their decision to refuse permission for the changes.

NWLTF have already commented on earlier plans (granted in January 2019) to expand the airport and to construct a new road and rail station to serve it, but are now having to assess yet more plans for terminal expansion and related changes to flight timings (see next item).

## **Leeds Bradford Airport**

AMP Capital, owners of LBA since November 2017, are now preparing proposals for a new £150 million terminal to facilitate the expansion of passenger numbers from 4.1 million to 7 million. If granted this will supersede the 2019 planning permission and will inevitably lead to more flights to and from the airport.

This may all seem innocuous and perhaps even desirable, but the aim is a relaxation in current restrictions on night flying, and also to put pressure on the highway authority to improve road access to the airport. An important consequence will be more flights in the periods 2300-2330 and 0600-0700.

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Aircraft noise near airports, especially at night, is known to be harmful to those affected so the benefits to travelers of expansion of the airport have to be carefully balanced against possible medical ill-effects on those living nearby.

There are also implications for surface access. The link road scheme that was planned originally for LBA has been cancelled, so it's not clear how LBA can expect the considerably increased number of road trips to and from the airport to be accommodated on the existing local highway network.

LBA is suggesting that a new park-and-ride facility should be built on the Harrogate to Leeds line near the southern entrance to the Bramhope Tunnel instead of at the existing Horsforth Station. This is despite the fact that the latter would have a much larger

catchment, could be served by feeder buses, could provide an enhanced service for residents of Horsforth and Cookridge, and could have a dedicated link to the airport. The airport authority prefers the Bramhope Tunnel site but why should its preferences prevail over other stake holders?

The actual planning application for the new terminal building and associated changes to flight timings has yet to be submitted. In due course there will probably be a charm offensive by LBA pointing out the advantages of the new proposals from their point of view, but on the other hand there should also be opportunities for residents to give their views as part of the consultation process.

NWLTF will be contributing to the evaluation of the scheme and will be feeding information to the consortium members.

## Don't Forget

- **AGM—Lawnswood School—Monday 30th March—7pm**
- **Subscriptions—now due for 2020/2021—see below**



**WPRA—the voice of your community**

## How to Join WPRA or Renew Your Subscription

Membership costs £5 *per household* and covers from one AGM to the next (April to April). Please pay at the AGM, or by mailing your cheque with this form to WPRA, 26 Ring Road, West Park, Leeds, LS16 6EJ, or by dropping off your envelope at 10 Caythorpe Road or 24 North Parade.

*Please make cheques payable to: **Spen Lane and West Park Residents Association**. If you need a receipt, please enclose a stamped and addressed envelope.*

I/We enclose £5, as my/our subscription to WPRA for the period April 2020 to April 2021.

**Name:**

**Phone (see note):**

**Address and postcode**

**Email Address (see note):**

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