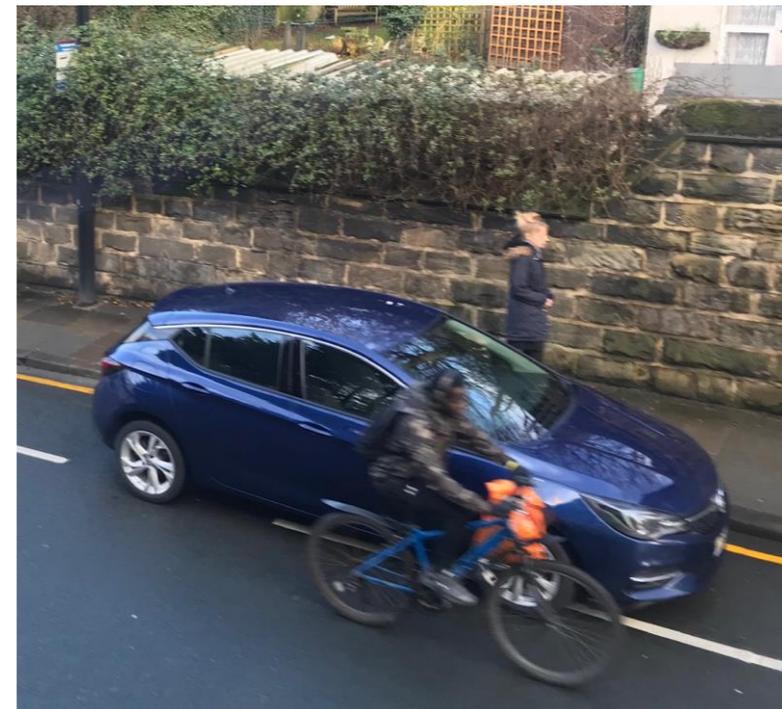


**Some challenges for Headingley
*as seen by the Zero Carbon
Headingley Transport Group***



A future like this ...

Zero Carbon Headingley is part of Headingley Development Trust.

We work towards a Zero Carbon Headingley by involving as many people and organisations as possible to take action on reducing our carbon footprints and emissions.



An impact of the coronavirus was much reduced local traffic congestion, cleaner air, and quieter streets. We aimed to use our time in lockdown to turn this into a 'new normal'.

The ZCH Transport Questionnaire

Our Getting Around In Headingley group designed 49 questions which we made into an online questionnaire which we circulated to our membership and via other local community networks.

We also asked people for their postcodes and in what ways they moved around before the coronavirus outbreak.

Questionnaire Responses

By our deadline in May 2020 we had 286 responses, 65% from LS6 and 26% from LS16.

While we did not use a statistically representative sample, we were delighted to find widespread and strong support for a better environment for walking, safer cycling, and reducing the volume of traffic.

A summary of the results is on our website at: <https://www.headingleydevelopmenttrust.org.uk/wp-content/uploads/2020/06/ZERO-CARBON-HEADINGLEY-TRANSPORT-SURVEY-REPORT.pdf>

Summary of the results

Respondents were asked to give their opinion on proposals on a scale of 1 (“do not support”) through 3 (“Neutral”) to 5 (“fully support”). Eight proposals received very strong support (mean score of over 4.5) and thirty five proposals had strong support (a mean score of over 4.0). Only one proposal received a negative response (less than 3.0) for banning all petrol and diesel vehicles within the outer ring road.

A Better Environment for Walking

Strongest support for

- Higher priority for pedestrians at crossings
- A 20mph speed limit in ALL residential roads
- Removing obstacles to walking on pavements
- Make pavement parking a fixed penalty offence
- Enforce parking restrictions near schools and pedestrian crossings
- Plant more trees and shrubs alongside roads

Safer Cycling

Strongest support for

- A parking ban on cycle lanes
- A continuous safe cycle route into Leeds avoiding A660
- Continuous segregated cycle lanes along A660

Reducing the Volume of Traffic

There is very strong support for encouraging greater use of public transport.

Specific measures include:

- Strict enforcement of parking ban in bus lanes
- More feeder bus services at local train stations
- New train stations (eg Otley, Pool, Horsforth Woodside)
- Park and Ride at Lawnswood

There is less enthusiasm for continuous bus lanes along the A660 by widening the road, but the idea of a tidal bus lane gets strong support.

Introducing a congestion charge for vehicles coming into Leeds has slightly less support (score 3.84) but this is still a positive response.

Respondents' Comments were many and varied and hard to summarise. However the need to enforce speed limits and parking restrictions is seen as a priority by many. The high cost of public transport is also an issue for many respondents.

We Shared a Summary of the Results

- online with the Headingley Development Trust, our members and others who completed the questionnaire
- on Zoom with Headingley and Hyde Park Councillors and our local MP
- on social media such as Facebook

If there were not the issue of physical distancing, we would have presented the results at a well publicised general meeting.

In addition Zero Carbon Headingley is

- arranging a meeting with Weetwood Councillors
- circulating a survey about the impact of lockdown, physical distancing, and changing patterns of behaviour to businesses/traders in Headingley and Hyde Park
- establishing a Greening Up group to explore how a greener environment can help consolidate changes to local travel, including looking at the potential for job creation and training
- we are also continuing our campaigning on buildings, food and water, consumption and waste.

All our activity so far has been undertaken by local people in their own time and at their own expense because we value a greener environment, a healthy and thriving neighbourhood, and are very concerned about the climate emergency.

Now we get to the hard bit ...

How does Zero Carbon Headingley work with others to turn these clearly expressed views on travel and transport into positive local change?

A big challenge historically for me has been the transport planning systems themselves:

- they are top down, with local consultation often being token or of poor quality
- they are fragmented, with a number of poorly coordinated and communicated strands
- they favour one-off capital projects, especially big ones, rather than small neighbourhood developments which may include some ongoing revenue spending
- attention to people's particular mobility needs is an add-on, not integral to projects
- they generally give priority to the perceived needs of motorists rather than to active travel, (with an emphasis on keeping traffic moving along through routes, plus plenty of parking spaces, including in the city centre)
- they decide travel routes rather than finding out where people actually want to go (for example, circular routes avoiding the city centre)
- aesthetics and a pleasurable environment should be given more weight
- the impacts on the climate emergency, public health and other environmental considerations are an afterthought

We called our transport work **Getting Around In Headingley**.

It is about more than the congestion caused by the cars, vans and heavy lorries that congest our roads. Of course this **is** a huge concern to local people: the air pollution, cars colliding with cyclists, the slow crawl of buses on Headingley Hill (and the high fares!), uneven pavements, and how long we have to wait to cross the road.

A very strong survey response was about enforcement- stopping cars and vans blocking cycle lanes, bus lanes; stopping them parking dangerously near junctions, pedestrian crossings, and outside schools; and 20mph speed limits.

Clearly the city should clamp down on such dangerous and antisocial behaviour.

But we also need to start with a **positive vision for Headingley**, such as:

Low Traffic Areas, with no through roads for traffic apart from possible 'electronic gates' for buses and other essential vehicles, which would enable families to cycle where they want to go locally without the need for dedicated cycle paths;

Shops, doctors, dentists, bus stops, banks, post office and library, places of worship, the Heart community centre, school, and pubs **all within 15 minutes** on foot or by cycle on pavements or roads with a 20mph or lower speed limit.

A **central neighbourhood** marked out by "Headingley Gateways" to strengthen its identity.

We also need to **significantly reallocate road space** throughout Headingley with some grassed over and planted with trees to enhance active travel; and with some used for loading/unloading electric or pedal power last mile deliveries; and some used as seating outside cafes, for play streets, and for outdoor markets, school streets (restricting dropping off and picking up children by car), and resident parking schemes.

Connectivity with the city centre and other neighbourhoods (often by circular routes avoiding the city centre) is of course important to us too.

How do we get planners to buy into a neighbourhood approach?

On a positive note: There are lots of **encouraging signs**,
(Of course, the pandemic has had very negative effects too!!)

Changes in public attitudes and behaviour:

- The lockdown resulted in people noticing the cleaner air, quieter streets, and many people have appreciated using the local shops, and more working from home.
- There is greater awareness of the importance of concepts such as Active Travel and the Hierarchy of Road Users.
- There has been a noticeable increase in walking and cycling.
- A climate emergency has been declared by a range of organisations.
- Council policies and strategies, such as bringing together policies on climate change, transport and sustainable development.
- The efforts of elected members and Council officers and other staff, at a time of greatly stretched finances, to make positive changes.
- The measures in the city centre which discourage through traffic
- And national funding to support active travel.

Attitudes about what is possible are changing as much amongst planners as the rest of us.

So where do we go from here?

Planning systems have to become more sensitive to the needs of local communities.

We need urgently to explore (and implement where we can) ways in which outside organisations and local communities work more closely together.

- A Headingley version of the Commonplace map has a lot of potential. At the moment it is difficult to make a suggestion for a whole neighbourhood rather than for a very specific place on the map. Ideally Connecting Leeds would work with a local community hub such as Zero Carbon Headingley to set this up and publicise it locally.
- The Clean Air Zone/congestion charge offers opportunities. Vehicles causing obstruction could be given fixed penalty fines, and some of that income could cover a local traffic warden.
- We also need to work together on any Green New Deal. We need initiatives to develop training and skills which enhance local neighbourhoods while contributing to tackling the worsening climate emergency.
- We need to work with big partners like the Universities. For example, Headingley Stadium should organise park and ride to all events (with public transport included in the ticket price), and offer facilities and incentives which encourage people to attend by bike.
- Why have an A Road going through the heart of our community?
It should be redesignated the B660.
- We also need to work together with the many established active travel/environmental organisations such as Living Streets

In summary: We can't rely on the ways we have always done things if we want a 'new normal'.

We can explore options for working in different ways that foster community engagement: Coproduction, planning for real, community anchors, a Headingley Town Council, the draft Headingley Neighbourhood Plan, and working alongside established travel/environmental organisations, political parties, campaigns and community groups.

Any or all of these could be part of greater community engagement in various aspects of planning.