

Leeds New Generation Transport Phase 3 (Holt Park) Public Consultation Results

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Summary

1. A four week consultation period, on the proposal to extend the Leeds New Generation Transport scheme (NGT) to Holt Park, ran from 20th May until 18th June 2010. NGT is a proposed trolleybus scheme for Leeds which would provide high quality public transport on three routes leading into the city centre.
2. The consultation consisted of an exhibition lasting three days, which included an evening and a Saturday. Information was also available on the internet, in the local library and was distributed to members of the public on-street.
3. Feedback was sought via a questionnaire which over 140 people completed. The questionnaire responses showed a positive reaction to the proposals and 65% of all respondents supported / strongly supported them. The main reasons for such support related to:
 - § Reduced car use / congestion;
 - § Environmental reasons; and
 - § Provision of reliable / quick / good quality, modern public transport.
4. A similar level of support was shown for the use of trolleybuses, which were primarily supported due to environmental reasons. Over 70% of all respondents supported / strongly supported the introduction of Park & Ride sites, such support was even higher amongst car owners.
5. The feedback questionnaire asked about potential use of NGT and 71% of those living within a ten minute walk of one of the routes said they would consider using it. 39% of car owners responding said they would consider using the Park & Ride services.
6. A number of comments and suggestions were received in relation to the NGT proposals. Common themes included the following:
 - § A desire for more NGT routes and wider coverage across Leeds;
 - § Concern about how NGT would integrate with existing bus services – some feel it is not necessary if existing services are improved; and
 - § The impact of the scheme on traffic, with some concerns that NGT would create additional congestion.

1 Introduction

Background

- 1.1 In Summer 2009, a twelve week consultation period on the New Generation Transport (NGT) proposals took place, with public exhibitions on each of the proposed routes. The proposals were for three initial routes:
- § North Route to a Park & Ride site at Bodington;
 - § East Route to St James's Hospital; and
 - § South Route to a Park & Ride site at Stourton.
- 1.2 The Promoters (Metro and Leeds City Council) were also looking at the potential for other future NGT routes and highlighted, within the consultation materials, an aspiration to extend the North Route to serve Holt Park.
- 1.3 In March 2010, the Government granted Programme Entry Approval to the NGT network and allocated funding for the North Route to Bodington, the South Route to Stourton and a city centre link between these two routes. In addition the Government gave approval to a proposed extension of the North Route to serve the Holt Park area. The Government did not approve funding for the East Route to St James's Hospital or the full city centre loop. Work is currently underway to investigate alternative means of funding these important sections of the route.
- 1.4 Following the inclusion of the proposed Holt Park extension within the Programme Entry Approval, public consultation on this proposal to extend the North Route to serve the Holt Park area took place over a one month period from 20th May to 18th June 2010. The main activity was a public exhibition which was held at the Holt Park District Centre. The exhibition opening times covered an evening and a Saturday and the programme of dates is shown in Table 1-1. An exhibition display was used, on the concourse outside the entrance to ASDA supermarket, as shown in Figure 1-1.
- 1.5 The exhibition was attended by over 400 people as shown in Table 1-1. A further 400 people who were passing by, but did not visit the exhibition, were given an information pack. This contained an NGT leaflet, feedback questionnaire and freepost envelope.

TABLE 1-1 NUMBER OF PEOPLE THAT ATTENDED THE EXHIBITION

| Day | No of people at the exhibition |
|---|---------------------------------------|
| Thursday 20 th May (12 noon – 8pm) | 209 |
| Friday 21 st May (10am – 6pm) | 119 |
| Saturday 22 nd May (10am – 3pm) | 74 |
| Total | 402 |

FIGURE 1-1 EXHIBITION DISPLAY



1.6 The purpose of the exhibition was to show the proposed Holt Park extension of the NGT Trolleybus network to members of the public and seek feedback to help inform design.

This report

1.7 This report provides a summary of the responses to the NGT questionnaire and is structured as follows:

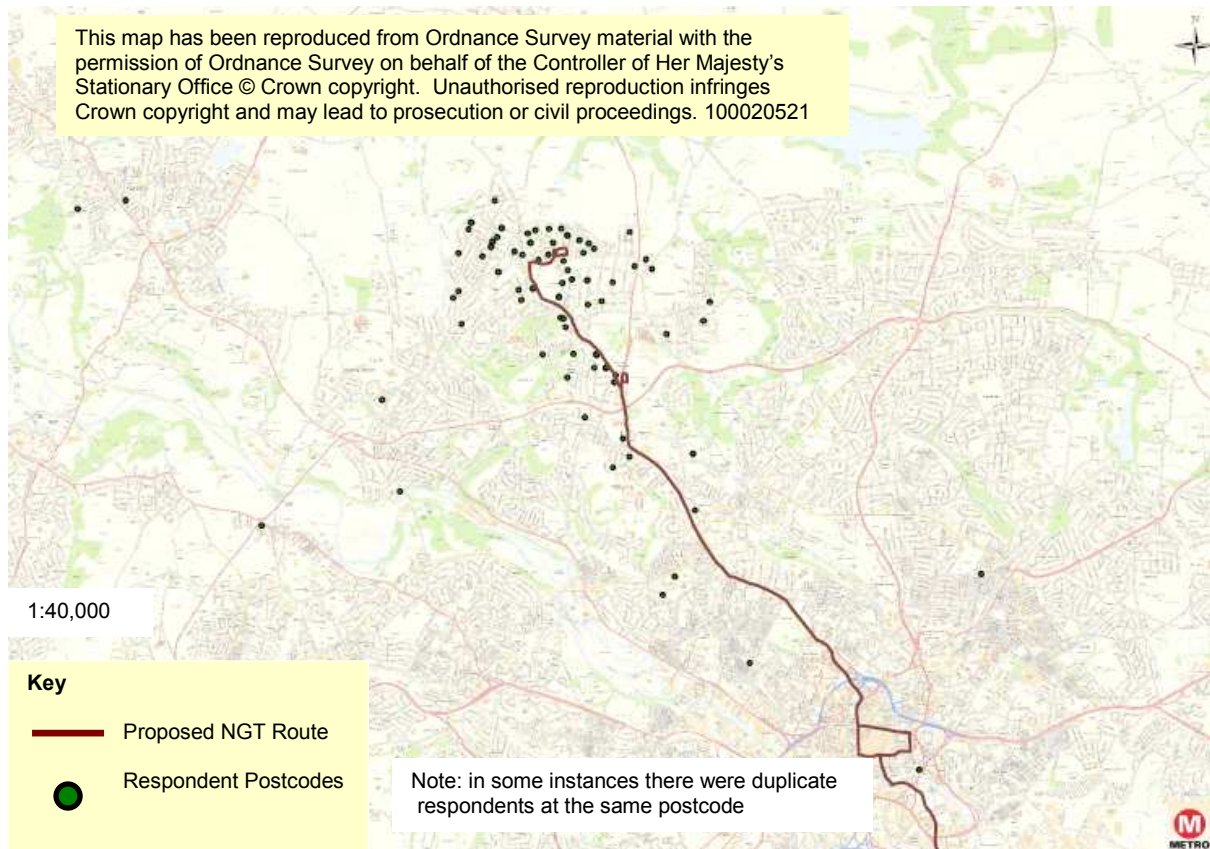
- § Section Two details the numbers of respondents and respondent demographics;
- § Section Three sets out the support for the scheme, new public transport and potential NGT use; and
- § Section Four summarises the comments received about the scheme.

1.8 A copy of the questionnaire is provided as Appendix A.

2 Consultation results

- 2.1 The results presented in this report are from those who chose to complete a questionnaire. They may not represent the wider Leeds population. The questionnaire response was approximately 18%.
- 2.2 Details of the proposed Holt Park extension were available on the NGT website and people were given the opportunity to provide comments on the proposals, using a specific link. It should be noted that demographic information was not sought from respondents using the website (of which there were only 2. A further 6 respondents sent comments on the proposals using the NGT e-mail address). Therefore the results shown in this section are based on those respondents who completed the NGT questionnaire.
- 2.3 Respondent postcodes have been mapped to illustrate the spread of responses. This is presented in Figure 2-1 and shows that the majority of respondents came from the Holt Park area, which was expected for this local consultation.

FIGURE 2-1 GEOGRAPHICAL SPREAD OF RESPONDENT POSTCODES



Respondent demographics

Respondent gender and age

- 2.4 58% of all respondents were males and 42% were females. Responses came from a mixed age group, including 1% that were under 16 years old.
- 2.5 The respondents' age profile does not fully align with the Leeds population (identified in the 2001 Census) Table 2-1, although all groups are represented. There were fewer responses from those under 16, 16-24 and 25-34 years old, whilst those aged 55-64 and 65+ years old were over-represented.

TABLE 2-1 AGE OF RESPONDENTS COMPARED TO THE LEEDS POPULATION

| Age | % of Leeds residents (2001 Census) | % of NGT respondents |
|----------|------------------------------------|----------------------|
| Under 16 | 20% | 1% |
| 25-34 | 15% | 6% |
| 35-44 | 14% | 16% |
| 45-54 | 12% | 13% |
| 55-64 | 10% | 33% |
| 65+ | 15% | 30% |
| Total | 100% | 100% |

Respondent illness

- 2.6 Respondents were asked whether they suffer from a long term illness, and if they do, whether it affects the way they travel. 24% of respondents suffer from such an illness and almost a third of them (10% of the total sample) suffer from a long standing illness that affects the way they travel.

Respondent ethnicity

- 2.7 The respondents were from a range of ethnic groups. The full breakdown is provided in Table 2-2 and is compared to the 2001 Census ethnicity data for Leeds. This shows that the NGT respondent ethnicity generally aligns well to the wider Leeds population.

TABLE 2-2 RESPONDENT ETHNIC PROFILE

| Ethnic group | % of Leeds residents (2001 Census) | % of NGT respondents |
|---|---|-----------------------------|
| White: British | 89.2% | 92% |
| White: Other White | 1.5% | 1% |
| Mixed: Other Mixed | 0.2% | 1% |
| Asian or Asian British: Indian | 1.7% | 2% |
| Black or Black British: Caribbean | 0.9% | 1% |
| Chinese or other ethnic group: Chinese | 0.5% | 1% |
| Chinese or other ethnic group: Other | 0.4% | 2% |
| Total | 100% | 100% |

Respondent occupation

2.8 The occupation of the respondents was also recorded and is presented in Table 2-3. This shows that the majority of respondents were employed / self employed.

TABLE 2-3 RESPONDENT OCCUPATION

| Occupation | % of Leeds residents (2001 Census) | % of NGT respondents |
|------------------------------|---|-----------------------------|
| Employed/self employed | 59% | 47% |
| Retired | 13% | 39% |
| At school/college/university | 11% | 3% |
| Unemployed | 3% | 3% |
| At home/keeping house | 5% | 5% |
| Other | 8% | 3% |
| Total | 100% | 100% |

Transport characteristics

2.9 The respondents' car ownership profile compares well to that of Leeds, as presented in Table 2-4. Almost one fifth of the sample live in a non-car owning household and just over four fifths own one or more cars.

TABLE 2-4 CAR OWNERSHIP

| Number of cars in household | % of Leeds residents (2001 Census) | % of NGT respondents |
|------------------------------------|---|-----------------------------|
| 0 | 34% | 19% |
| 1 | 42% | 43% |
| 2+ | 24% | 38% |
| Total | 100% | 100% |

- 2.10 Respondents were asked whether they hold a concessionary pass that allows free bus travel and / or reduced train fares. Over two fifths of respondents stated that they had a concessionary pass.
- 2.11 The age range of pass holders were examined and 32% of the 55 to 64 years olds said they held a pass, as did 63% of those aged over 65.

3 Support for the NGT scheme

Summary

3.1 The consultation results were positive and showed that:

- § There is clear support for the NGT proposals, 65% of respondents support / strongly support the proposals;
- § Those living further away from the proposed route were more likely to use NGT than those living within a 10 minute walk of the route; and
- § Respondents with two or more cars were less positive than others;

Opinions about the NGT proposals

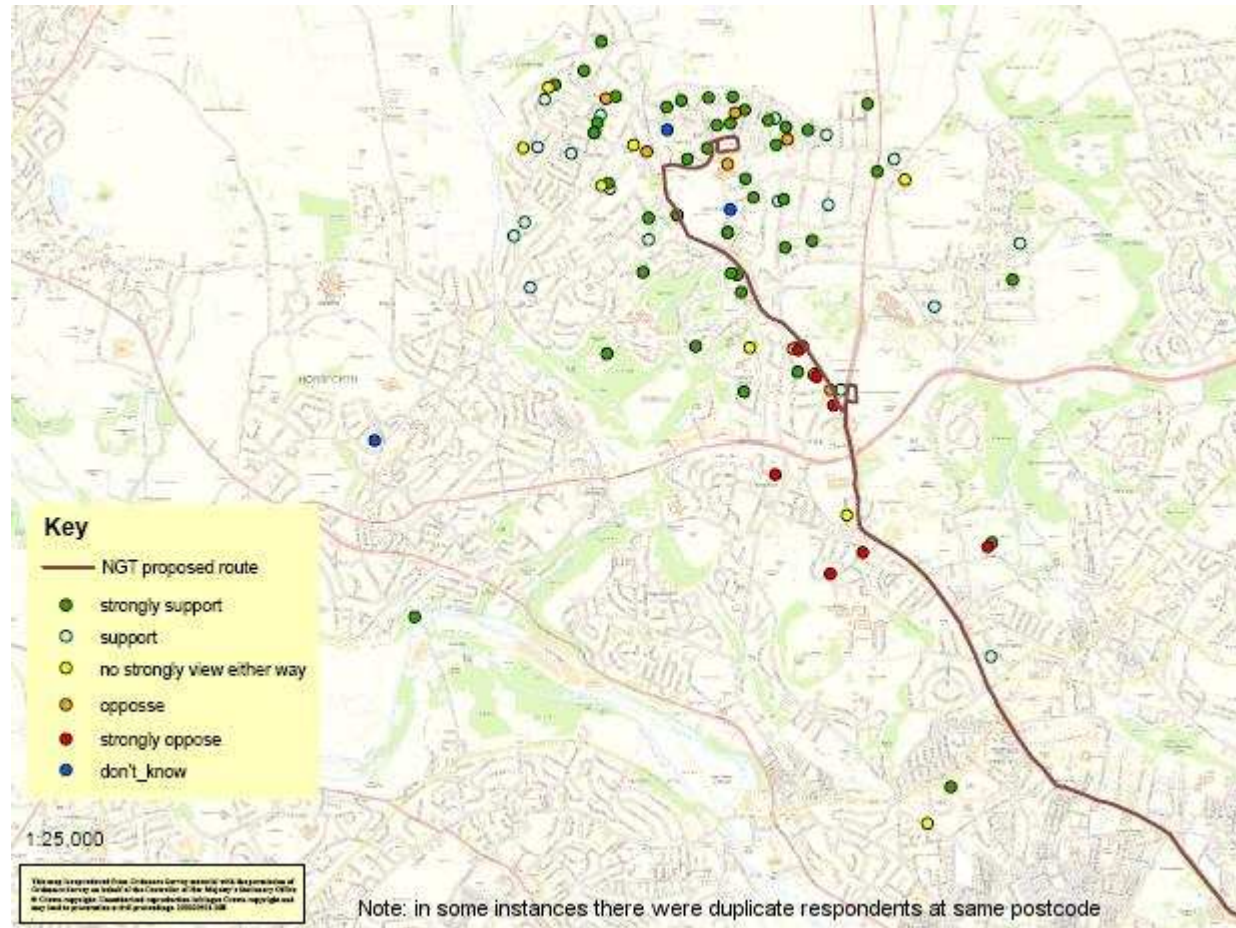
3.2 The results showed good support for the NGT proposals as illustrated in Table 3-1.

TABLE 3-1 SUPPORT FOR THE NGT PROPOSALS

| Level of support | % of NGT respondents |
|---------------------------|----------------------|
| Strongly support | 46% |
| Support | 19% |
| No strong view either way | 9% |
| Oppose | 7% |
| Strongly oppose | 16% |
| Don't know | 3% |
| Total | 100% |

3.3 The level of support was mapped by respondent postcode and is presented in Figure 3-1. This shows that there is some strong opposition from residents living on or close to Otley Old Road which is part of the proposed NGT route.

FIGURE 3-1 SUPPORT FOR THE PROPOSED EXTENSION TO HOLT PARK



3.4 Respondents were asked why they supported or did not support the NGT scheme. The most common reasons for support related to the following issues:

| | |
|---|---|
| Reduced car use / congestion: | <ul style="list-style-type: none"> • <i>“There needs to be a public transport system which encourages motorists out of cars”</i> • <i>“Need a faster, cheaper service from Leeds to Holt Park, reducing the congestion and delays through Headingley”</i> |
| Environmental reasons: | <ul style="list-style-type: none"> • <i>“Need a cleaner, environmentally friendly form of transport to cut pollution and congestion”</i> • <i>“A less polluting form of public transport”</i> |
| Provision of reliable / quick public transport: | <ul style="list-style-type: none"> • <i>“Leeds has a need for faster and more efficient transport”</i> • <i>“It will provide a much more direct and quicker route into the city”</i> |

3.5 The most common reasons for opposing the scheme related to the following reasons:

| | |
|------------------------------|--|
| Considered a waste of money: | <ul style="list-style-type: none"> • <i>“Complete waste of money at a time when the country is experiencing severe economic problems.”</i> • <i>“Waste of money. Not as versatile as bus.”</i> |
| Scheme is not needed: | <ul style="list-style-type: none"> • <i>“Extension to Holt Park is unnecessary on an already little used bus route.”</i> • <i>“The additional transport not required as buses are not full now.”</i> |
| Environmental impact: | <ul style="list-style-type: none"> • <i>“Mainly oppose because of how it will destroy the look of the local environment. Wires trailing and concrete instead of grass verges will look rubbish.”</i> • <i>“Trolleybuses need overhead power – an eyesore.”</i> |

3.6 Table 3-2 shows that those living further from the route showed more support than those living within a 10 minute walk of the route.

TABLE 3-2 SUPPORT FOR THE NGT PROPOSALS – PROXIMITY TO ROUTE

| Level of support | % that live within 10 minute walk of NGT route | % that do not live within 10 minute walk of NGT route | % of all NGT respondents |
|---------------------------|---|--|---------------------------------|
| Strongly support | 47% | 45% | 46% |
| Support | 13% | 36% | 19% |
| No strong view either way | 9% | 8% | 9% |
| Oppose | 9% | 0% | 7% |
| Strongly oppose | 19% | 8% | 16% |
| Don't know | 3% | 3% | 3% |
| Total | 100% | 100% | 100% |

3.7 There was also a significant difference in the level of support by car ownership, as shown in Table 3-3 and those with one or more cars were significantly less positive than those with no cars.

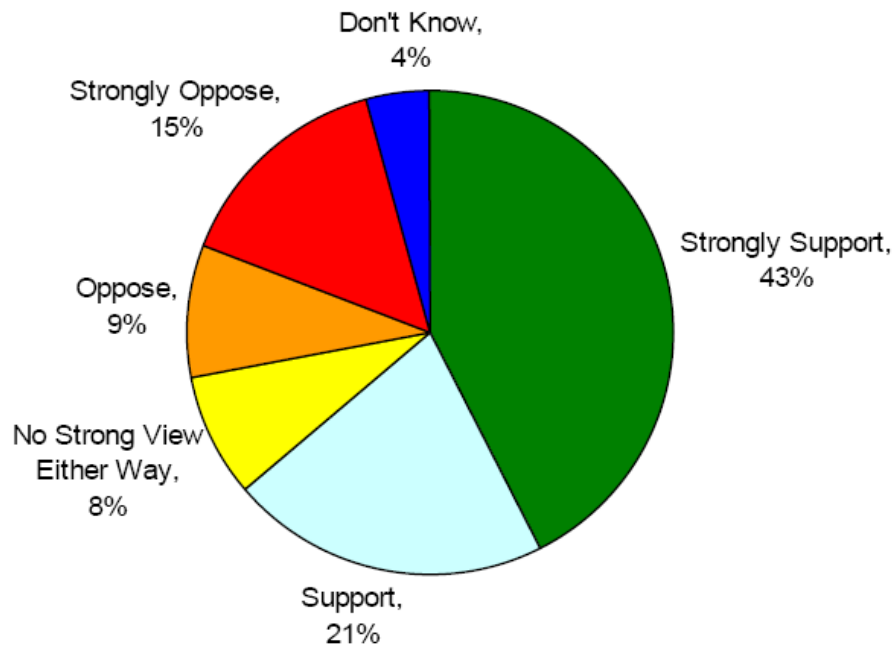
TABLE 3-3 SUPPORT FOR THE NGT PROPOSALS – CAR OWNERSHIP

| Level of support | % with no cars | % with one car | % with two + cars | % of all NGT respondents |
|---------------------------|-----------------------|-----------------------|--------------------------|---------------------------------|
| Strongly support | 72% | 47% | 36% | 46% |
| Support | 16% | 19% | 22% | 19% |
| No strong view either way | 0% | 9% | 8% | 9% |
| Oppose | 0% | 14% | 2% | 7% |
| Strongly oppose | 4% | 9% | 30% | 16% |
| Don't know | 8% | 2% | 2% | 3% |
| Total | 100% | 100% | 100% | 100% |

Opinions about the use of Trolleybuses

3.8 Almost two-thirds of all respondents support / strongly support the use of trolleybuses on the NGT routes as illustrated in Figure 3-2.

FIGURE 3-2 OPINIONS ABOUT THE USE OF TROLLEYBUSES ON THE NGT ROUTES



3.9 The most common reasons for supporting the use of trolleybuses related to:

| | |
|------------------------|--|
| Environmental reasons: | <ul style="list-style-type: none"> • <i>“A more environmentally friendly form of transport.”</i> • <i>“The buses will provide a fast, environmentally friendly solution to current transport needs.”</i> |
| General support: | <ul style="list-style-type: none"> • <i>“Trolleybuses are more flexible than tram.”</i> • <i>“Avoids digging up roads for tram tracks.”</i> |

3.10 The most common reasons for opposing the use of trolleybuses related to:

| | |
|------------------------------|--|
| The need for overhead wires: | <ul style="list-style-type: none"> • <i>“Particularly up Otley Old Road where the overhead cables and support will spoil the whole outlook.”</i> • <i>“Overhead wires are unsightly – is the price worth paying?”</i> |
| General opposition: | <ul style="list-style-type: none"> • <i>“Trolleybuses are an unnecessary expense. Trolleybuses don’t allow an express service.”</i> • <i>“We need a supertram system. Leeds is the largest city in Europe without one. Trolleybuses are generally considered a poor substitute.”</i> |

Opinions about the Park & Ride proposals

- 3.11 Almost three quarters of respondents support / strongly support the idea for Park & Rides sites at the end of the North and South routes. Car owners were more supportive than non car owners, as shown in Table 3-4.

TABLE 3-4 SUPPORT FOR THE PARK & RIDE PROPOSALS BY CAR OWNERSHIP

| Level of support | % of car owner | % of non car owner | % of all NGT respondents |
|---------------------------|----------------|--------------------|--------------------------|
| Strongly support | 47% | 29% | 41% |
| Support | 20% | 14% | 30% |
| No strong view either way | 7% | 29% | 6% |
| Oppose | 7% | 7% | 7% |
| Strongly oppose | 16% | 21% | 10% |
| Don't know | 3% | 0% | 6% |
| Total | 100% | 100% | 100% |

- 3.12 The most common reasons for support related to the following issues:

| | |
|------------------------------------|---|
| Would reduce car use / congestion: | <ul style="list-style-type: none"> • <i>“A great way of getting commuter transport, i.e. cars, out of the city.”</i> • <i>“There is a need for the Park & Ride site to the North of the city thereby easing congestion through Headingley.”</i> |
| Other general support: | <ul style="list-style-type: none"> • <i>“Leeds lags well behind other cities, large and small, in the provision of park and ride sites.”</i> • <i>“Need P&R sites to encourage people to use new services.”</i> |

- 3.13 The most common reasons for opposing the Park & Ride sites related to the following issues:

| | |
|--|---|
| Environmental impact: | <ul style="list-style-type: none"> • <i>“Completely destroys the local environment.”</i> • <i>“Prefer to keep Greenfield site.”</i> |
| Would not reduce congestion / would create congestion: | <ul style="list-style-type: none"> • <i>“Additional concentrated traffic will block Otley Road.”</i> • <i>“I think this will create more traffic chaos. I also think if you’re driving, what’s the point of P&R – you may as well go the full hog.”</i> |

Potential use of the NGT Park & Ride Services

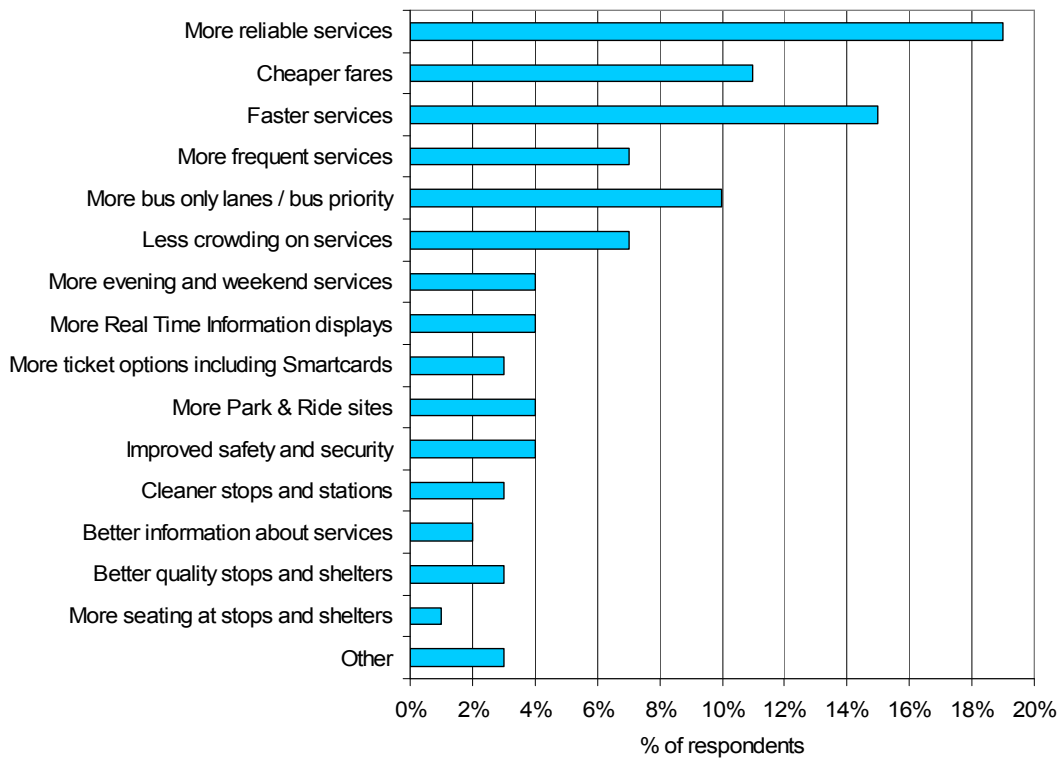
- 3.14 Over a third of respondents said they would consider using the Park & Ride services. Of those car owners who would consider using the sites (39% of all car owners), 64% lived within 10 minutes of the proposed Park & Ride site at Bodington.
- 3.15 Those that would not consider using the Park & Ride services were asked why this was. Amongst the car owners that would not consider using the sites (61% of all car owners):
- § 31% do not travel near the proposed Park & Ride sites;
 - § 6% have parking at work which is provided by their employer; and
 - § 5% do not have access to their household's car.
- 3.16 Other reasons were also given and included the fact that car owners live on the proposed route and would therefore not need to use their car, travel into the city centre in other ways than the car (bus or train) and that such travel would not be practical: *"I would not park my car in a large car park then proceed to catch a bus into Leeds. It seems so impractical"*.

Opinions about a new public transport system

The overall service

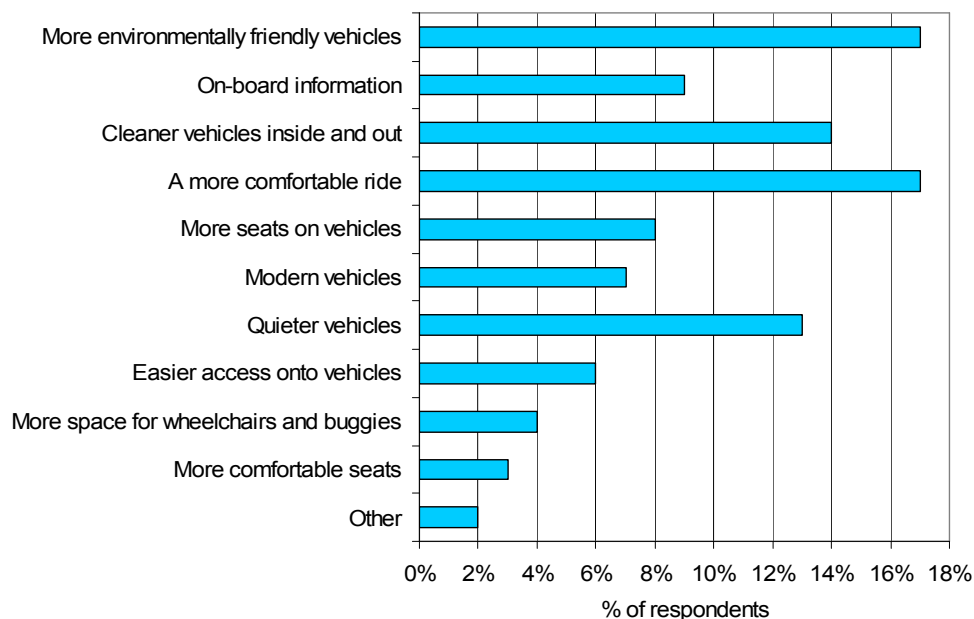
- 3.17 Respondents were asked what would be most important to them in a new public transport system. The results are presented in Figure 3-3 and show that more reliable services, cheaper fares and faster services were the most important features.

FIGURE 3-3 IMPORTANT FEATURES OF A NEW PUBLIC TRANSPORT SYSTEM



3.18 Figure 3-4 shows what respondents would like in new public transport vehicles. The results show that more environmentally friendly vehicles, cleaner vehicles inside and out and a more comfortable ride were the most important features.

FIGURE 3-4 IMPORTANT FEATURES OF NEW PUBLIC TRANSPORT VEHICLES



Potential use of NGT

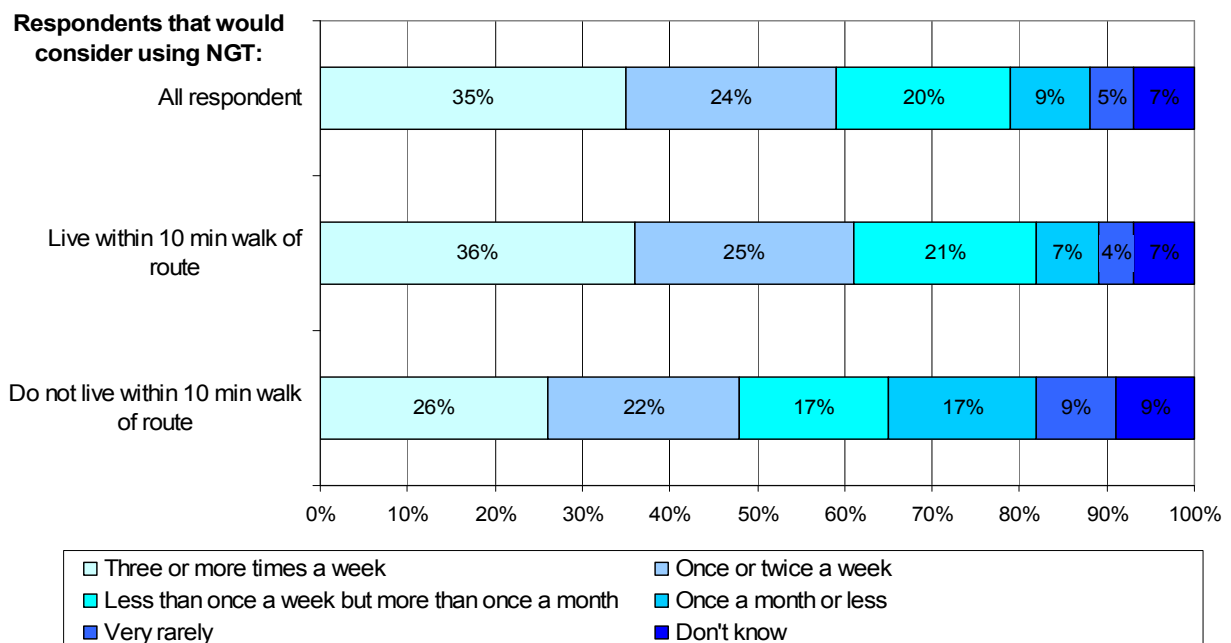
3.19 Over 70% of all respondents said they would consider using NGT to travel around Leeds. The proportion of respondents who do not live within a 10 minute walk of the NGT route was greater than those respondents who do live within a 10 minute walk of the NGT route, as shown in Table 3-5.

TABLE 3-5 POTENTIAL USE OF NGT

| Would you consider using NGT? | % that live within 10 minute walk of NGT route | % that do not live 10 minute walk of NGT route | % of all NGT respondents |
|-------------------------------|--|--|--------------------------|
| Yes | 71% | 77% | 73% |
| No | 19% | 17% | 18% |
| Don't know | 10% | 6% | 9% |
| Total | 100% | 100% | 100% |

3.20 Respondents that would consider using NGT were asked how often this might be, as shown in Figure 3-5. More frequent use was anticipated amongst those living closest to the routes and over 35% of such potential users said they might use NGT three or more times a week.

FIGURE 3-5 POTENTIAL USE OF NGT



3.21 Potential users of NGT were also asked how they currently travel to the destinations that the scheme will serve. Responses were examined amongst those that live within a 10 minute walk of the proposed routes and would consider using NGT. This found that a significant proportion (almost 40%) currently travel by car, as shown in Table 3-6.

TABLE 3-6 CURRENT TRAVEL TO NGT DESTINATIONS

| Frequency of potential use | Current travel to NGT destinations by those that live within 10 minutes of NGT route and would consider using NGT | | | | | | |
|--|---|-------------------|-------|--------|---------|---------|--------------------------|
| | % Car - driver | % Car - passenger | % Bus | % Walk | % Cycle | % Train | % of all NGT respondents |
| Three + times a week | 19% | 0% | 77% | 0% | 0% | 4% | 100% |
| Once or twice a week | 42% | 0% | 47% | 0% | 11% | 0% | 100% |
| More than monthly but less than weekly | 50% | 0% | 38% | 0% | 6% | 6% | 100% |
| Total | 38% | 1% | 52% | 1% | 5% | 3% | 100% |

4 Comments about the proposals

4.1 Respondents provided a number of comments about the proposals which have been coded during the data analysis into different categories, as shown in Table 4-1.

The Holt Park extension

TABLE 4-1 COMMENTS ABOUT THE PROPOSED EXTENSION TO HOLT PARK

| Comment category | Example quotes / notes |
|--|--|
| Welcome idea (38 comments) | <ul style="list-style-type: none"> • <i>I feel that it is essential to extend route to Holt Park, thereby serving the local community.</i> • <i>I think the extension to Holt Park is a brilliant idea as it will enable people to have a quicker and more comfortable ride into the city centre.</i> • <i>“Holt Park extension would be particularly good – reaching a lot of potential passengers that don’t use the bus as it slow and unreliable and infrequent.”</i> |
| ‘Other’ concern (14 comments) | <ul style="list-style-type: none"> • <i>“Don’t want trolleybuses along Otley Old Road.”</i> • <i>“Will encourage more traffic in Cookridge / Holt Park.”</i> • <i>Insufficient number of stops – Spennithorne Drive would help.”</i> |
| Suggestion about scheme (12 comments) | <ul style="list-style-type: none"> • <i>“Would hope that the part of the route using Otley Old Road would be widened – this road is really an old winding country road – unnecessary delays occur even now.”</i> • <i>“Should run to airport.”</i> • <i>“Very doubtful about taking it up Otley Old Road, surely continuing along Otley Road would be more practical.”</i> |
| Not needed (11 comments) | <ul style="list-style-type: none"> • <i>“Seems completely unnecessary, the public transport in this area is already more than adequate.”</i> • <i>“I do not think that the extension to Holt Park is necessary. The current car park at Holt Park is already full and would become an unofficial park and ride with even less space for shoppers.”</i> • <i>“I do not believe there is demand for it. There is already sufficient access.”</i> |

| | |
|--------------------------------|--|
| Waste of money (7 comments) | <ul style="list-style-type: none">• <i>“The Holt Park extension is unnecessary based on current level of traffic and bus usage. Waste of money.”</i>• <i>“The whole idea is a total waste of money and was presumably intended to be funded by the outgoing Labour Party’s giveaway.”</i>• <i>“Please, please, please do not make the mistake of doing this. It is a complete waste of money.”</i> |
|--------------------------------|--|

Other comments about NGT

4.2 Other comments made about NGT related to the following:

- § A desire for NGT to extend to other areas including East and West Leeds;
- § Requests for alternative transport solutions – including a tram, improvements to existing bus services and greater attention to walking and cycling;
- § The need for more NGT priority / segregation; and
- § The timescale for delivering the project seems too long.