

Connecting Leeds Transport Strategy Consultation – Interim Analysis v2 – 11/06/21

This note provides a summary of the strategy consultation results ahead of further analysis and full consultation report. The coding of the qualitative responses has started but is not complete however the following themes have emerged: public transport cost, rural mobility, disability & accessibility and lack of orbital public transport provision.

This note covers the responses received on the Commonplace website and is broken down into question area. A brief summary is provided of the qualitative responses receive.

Headline Statistics

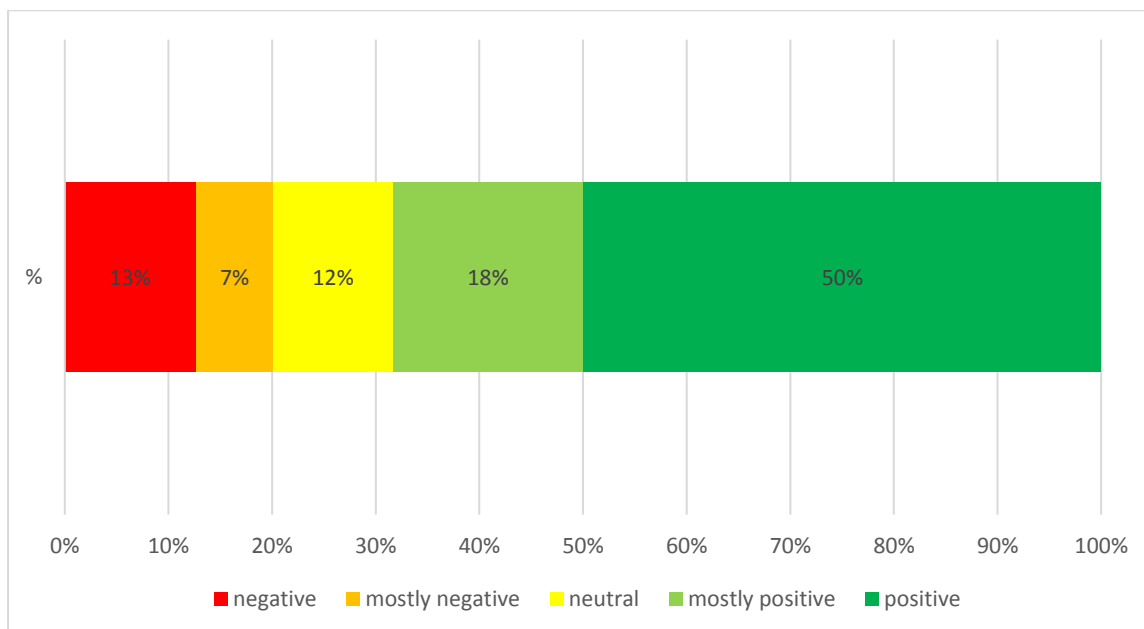
The Commonplace site launched on 18/12/20 and was open until 11/04/21, over this time the site had 19,072 visitors; 4,634 contributions and 1,739 respondents. 769 respondents have subscribed to be kept updated. Eight webinars were held which have been subsequently viewed over 2,500 times.

A city where you don't need a car

Respondents were asked to what extent did they agree or disagree with the proposed vision for Leeds, this was scaled 0-100 from strongly disagree to strongly agree. The mean response was 66, indicating agreement with the vision statement.

Sentiment –support for the strategy

The strategy received overall support, with 68% of respondents on the website saying they felt positive or mostly positive about the strategy. 20% of respondents felt negative or mostly negative and 12% were neutral.



Objectives

70% of respondents (n=991) either strongly agreed or agreed with the objectives with 9% neutral and 20% disagreed or strongly disagreed. When asked to rank the objectives in importance, the following ranking emerged:

- 1 – tackling climate change
- 2 – health and wellbeing
- 3 – delivering inclusive growth



Targets

On average, 71% of respondents considered all four target areas were either very ambitious or ambitious. The breakdown of other responses included neither ambitious nor unambitious (14%), unambitious (7%), very unambitious (4%) and don't know (3%). Overall, all four targets scored similarly in respect of level of ambition (or lack of it).

Big moves – priority

Respondents were asked to rank the big moves in order of priority (1 to 6), the distribution of the results are presented in Figure 1 below. As shown in Figure 1, delivering a Mass Transit network and enhancing public transport received the largest percentage of the first and second priority vote, closely followed by creating healthier streets, spaces and communities. The de-carbonising transport big move was ranked the most consistently by respondents. A ranked voting analysis identified the following priority for the big moves: 1- enhance public transport, 2- creating healthier streets, 3 – deliver mass transit, 4- de-carbonising transport, 5-transform the city centre and 6 – new mobility solutions.

Big Moves - effectiveness

Respondents were asked how effective do you think each of the big moves would be ranging from very effective to not effective, similarly to the targets, there was little variance between each of the big moves. An average of 59% of respondents thought each of the big moves would be either very effective or effective compare to an average of 15% of respondents who considered the big moves not to be effective. Other responses include Neutral (21%) and didn't know (5%).

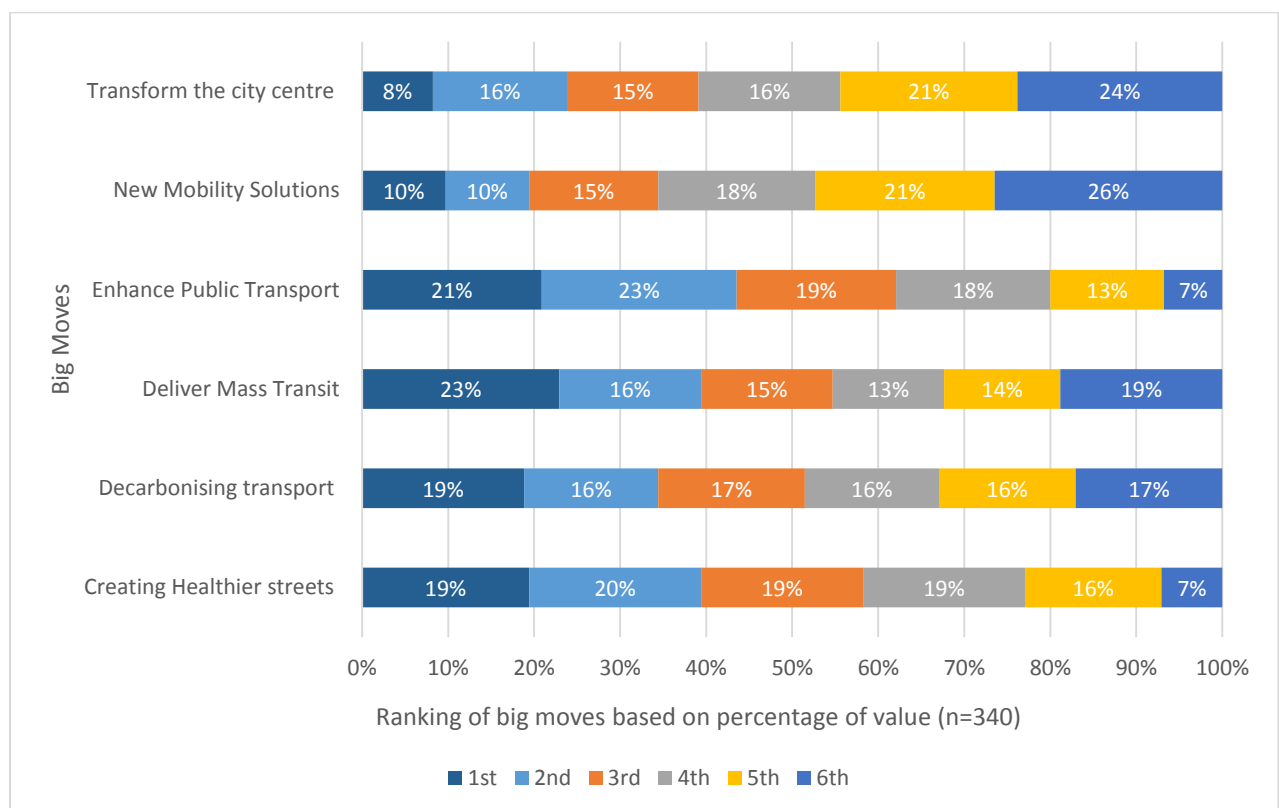


Figure 1 Distribution of ranking of Big Moves



Meeting the Challenge

Respondents were asked whether they agreed that more needs to be done to reduce carbon emissions from transport. This was scaled 0-100, strongly disagree to strongly agree with a mean score of 81 indicating that the majority of respondents agree/strongly agreed that more needs to be done to reduce carbon emissions from transport. 58% of respondents were likely or very likely to change to a lower carbon transport mode, other responses include: neither likely or unlikely (15%), quite unlikely (6%), very unlikely (11%), Don't know (1%) and not applicable (8%).

Top 5 responses:

If you decided to use a different mode of transport, what mode would you use?

1: Bus, 2: Foot, 3: Train, 4: Bicycle, 5: would continue to drive

What would encourage you to travel differently?

1: concern for the environment, 2: dedicated cycle routes, 3: safer streets,
4: quieter streets, 5: greener streets

What can we do to help you to make change to the way you travel?

1: reasonably priced public transport, 2: better integration of bus and rail, 3: deliver a mass transit network,
4: quicker buses, 5: segregated cycle routes

What pledge are you willing to make to change how you travel?

1: visit places by public transport, 2: walk more often, 3: have a virtual meeting,
4: leave the car at home one day a week, 5: buy a bike,

Qualitative data

This summary is separated into the following two sections:

Commonplace response

A total of 586 written responses were received on Commonplace, these have been thematically coded and are summarised in Table 1 over the page. Three sample responses for each theme have been provided as examples. A broad range of theme have been identified but the most common was Mass transit where a range of views was submitted both in support and against

Written submissions

Analysis of the written submissions received is still ongoing, whilst overall support for the strategy is emerging the feedback does indicate some difference from the commonplace results. The emerging themes included but is not limited to:

- **Healthy streets (18)** - Healthy streets (18) was the big move that had the most interest. Interlinked themes were 'Streetscape' (5), 'Crossings (5), School Streets (3) and Inclusivity and accessibility (7). Within responses around Healthy streets there was support for rolling out Active Travel Neighbourhoods across Leeds, with some groups wanting to see their area of Leeds benefit from an ATN and others advocating a Leeds wide roll out of ATNs. A lot of respondents felt future strategy should focus as much as possible, on the needs of all residents being able to comfortably move around their local area, and to enjoy spending time out and about was of importance. The theme of crossings could reflect a desire to see



less focus on radial routes into the city centre and more of a focus on the inclusivity and accessibility of local centres, with enhanced streetscapes as particularly desirable.

- **Zero-carbon travel (13)** - The next big move that attracted interest was de-carbonising transport reflected in the themes of ‘Zero carbon travel’ (13), the interlinked theme of ‘Low carbon zone’ (6) also attracted interest. The idea of a low carbon zone was one stakeholders felt really needed deep engagement on and several asked to be involved in any developing proposals for an Ultra Low Emission Zone should proposals come forward. Some respondents focused more on the need to achieve ‘Modal shift’ (5) as being of greater importance than to simply focus on de-carbonising existing modes.
- **Deeper Engagement (11)** - was a theme that interested a third of stakeholders. For some this reflected a sense some of the implications of the transport strategy were likely to be radical, and that communities (and business) were going to need to be involved as much as possible to ensure an equitable transition to a lower carbon future, with all groups accessibility needs still met. For others a theme that seemed to link in to a desire for Healthy Streets, was a desire for community co-production of schemes, for instance Active Travel Neighbourhoods.
- **Parking management (10)** - Including support for a work place parking levy (WPL). Responses indicated that some form of low or zero Carbon zone or other form of road user charging, parking management through some degree of reducing the availability of parking and making it more expensive, the greater use of residential parking zones and much more robust enforcement of pavement parking prohibition would be effective at achieving the goals.
- **Gap between aspiration and deliverability (7)** – this theme included comments such as *“fine words are not enough – they must be followed through with determined action”* and *“we are not confident that this strategy demonstrates how this major change in culture will be achieved. What restrictions will be needed and what can we offer to people to motivate them to change”*.

Table 1 Sample of coding results from Commonplace

Theme	Number of responses	Sample responses
Public transport cost	68	<ol style="list-style-type: none"> Public transport is currently unreliable, infrequent (especially off peak) and unconnected and expensive. Make the public transport options more attractive (in cost, availability and completeness) before limiting parking or increasing parking charges Consider possibility for free travel at point of use for Leeds/West Yorkshire Region residents
Mass transit	171	<ol style="list-style-type: none"> Mass transit system should be THE priority for any council administration in Leeds. Mass transit is key, but it has been promised for so long and not delivered that I don't think we can rely on it to reach the aspirations of the strategy. Mass transit has already been rejected for Leeds and will not include the whole of the population of Leeds, it follows therefore that is not an effective use of public funds and furthermore



Table 1 Sample of coding results from Commonplace		
		disenfranchised about 50% of the total population of the while of the Leeds Metropolitan conurbation
Leeds Bradford Airport	34	<ol style="list-style-type: none"> 1. Decarbonising transport is a great idea and very necessary, but it is irrelevant if the airport expansion goes through. 2. Aircraft emissions and noise are missing. I understand Leeds CC don't own the airport but the planes fly over Leeds CC area and emit carbon by the bucket load. 3. Improved links to the airport. We need to reduce the number of people who feel the need to travel to Manchester Airport by car and encourage them to fly from Leeds.
Rural Mobility	31	<ol style="list-style-type: none"> 1. More frequent bus services to outlying areas such as Otley, Pool etc. 2. Until Public Transport is improved people in LONE area will still be reliant on their cars. Until something is done about heavy traffic coming through the centre of our market town and the villages around people are not going to feel safe on the narrow footpaths of the town and village centres. 3. Nearly 50 years ago when visiting Ottawa I was impressed that you could call up a dial-a-ride and book a minibus within an hour for a lift to the local suburban hub, transferring to a non-stop bus to the city centre. It was teenager-cheap. Why isn't Wetherby such a hub?
City Centre	31	<ol style="list-style-type: none"> 1. The city centre doesn't need changing, it's fine as it is 2. You've RUINED the high street in Leeds City Centre. All pedestrianised and EXTORTIONATELY EXPENSIVE parking. 3. I'm surprised you haven't consider a city shuttle bus. You have eco buses, run some of them in loops around the city centre every 5-10 mins. It would be nice to connect places like the bus station and train station, the universities, the financial distract, the major shopping and cultures area, and it's not very difficult to implement.
Bus Network	50	<ol style="list-style-type: none"> 1. An acknowledgement that the attitude that buses should run in "corridors" is part of the reason Leeds is such a car-based city - people need to travel between different parts of the city and forcing all journeys through the centre (and forcing bus users to buy more expensive tickets to do so) is designed to deliver revenue to the bus companies, not to help people give up their car 2. Simple changes like a vastly improved bus network would make a huge difference and could be a large element of the Mass Transit initiative. 3. Affordable and frequent bus and rail services are key.

