

Leeds Transport Conversation

Outer North West Report – April 2017



1. Introduction

The Leeds Conversation questionnaire included two questions which allowed people to enter free text:

1. Please provide any further comments on your priorities for transport investment; and
2. Please provide any further comments.

Respondents were assigned to a Committee area based on the partial postcode information that they were asked to provide. Postcode information was not provided by over a quarter (27%) of respondents. Furthermore, 6% of respondents were designated as 'Out of District'.

This document presents detailed analysis of responses given by those living in the Outer North West.

2. Outer North West

A total of 1006 respondents (12%) to the Leeds Conversation were designated as Outer North West. Of those, 593 gave comments on their priorities for transport investment.

Table 1 below shows the top ten comments given by Outer North West respondents and compares them to comments provided by respondents outside the area (others). Highlighted blue are issues that appeared in the top ten for respondents from the Outer North West but not the top ten of respondents overall (see main report).

Priority 1: Improvements to cycling facilities: a significantly higher proportion of respondents from the Outer North West called for improvements to cycling facilities (22% compared to 18% of others). The quotes below illustrate some of the improvements suggested.

“Cycling in and around Leeds is a terrifying experience - I try to cycle in to work from Otley at least twice a week, but feel like I am taking my life in my hands every time I do so. Headingley particularly is awful and cars are the primary reason I and many other people are too frightened to ride. Cycling is cheap, environmentally sound, good for health, sustainable and a very minimal risk to other road users. As far as I'm concerned, encouraging people to cycle is an absolute no-brainer and investment in cycling would cost the city less in the long run. I love my bike and rarely drive when not commuting, so I'm not an unconfident rider, but Leeds at rush hour is just terrible. I know six people who have been in accidents with cars in the last two months while on their bikes, one of whom was my own partner - and none of them have been through the cyclists' action (mostly people being left-hooked at junctions). Please help us!”

“There should be provision for cyclists to use the main roads safely and to continue through the outer suburbs to the Leeds perimeter. It would be even better if they could join up with safe routes in adjacent towns.”

Priority 2: Invest in tram system: the second priority was for investment in a tram system, with 16% commenting on this. The comments below relate to suggestions made about such an investment.

“I believe setting up a tram system should have been a priority for the City Council years ago. It's about time you deliver on this front. We are being left behind.”

“Leeds needs a tram or similar light rail network, not an enhanced bus service. There should also be a rail link to the airport by running a spur off the Harrogate line.”

Priority 3: Tackle traffic congestion: tackle traffic congestion (15%) was the third most frequently mentioned issue by Outer North West respondents, significantly higher than others (10%). Some of the views regarding this priority are highlighted in the quotes below.

“Car congestion in Leeds is horrific. Buses cannot and do not run to time due to congestion. Bus journeys on the A65 to Leeds in rush hour take 90 minutes. That's 90 minutes for a nine mile journey! Even with the sporadic bus lanes, journey times and bus timetables are increasing!”

“Traffic through Headingley, Otley Road in particular, is a nightmare; all public transport using this one over-congested narrow route. No access to rail services. No alternative public transport routes other than to sit through hours of static traffic a week. Additional land purchases for transport and re-think on road priority is essential.”

A rail link to the airport and investment in roads both featured in the top ten priorities raised by respondents in the Outer North West, but not overall (see main report).

Table 1: Top Ten Comments about Priorities for Investment in Outer North West

	Outer North West	Others
1. Improvements to cycling facilities	22%	18%
2. Invest in tram system	16%	16%
3. Tackle traffic congestion, e.g. congestion charge, car share	15%	10%
4. More reliable bus service	14%	14%
5. Expanded Metro rail service	11%	9%
6. Expansion of Park and Ride facilities	11%	9%
7. Improve journey times/ more express services	9%	7%
8. Rail link to airport	9%	4%
9. Investment in roads	9%	4%
10. Improvements to pedestrian facilities	8%	7%
Base: Respondents who provided a comment	593	3952

Green = statistically significant difference

At the end of the Leeds Conversation questionnaire respondents were given the opportunity to provide any other comments. 326 respondents from the Outer North West area gave a comment.

Table 2 shows the top ten comments they gave and compares them to other people who also provided a comment. Highlighted blue are issues that appeared in the top ten for respondents from the Outer North West but not the top ten of respondents overall (see main report). However, most of the comments received were similar to those of other respondents; including the **top three priorities**:

- Longer term vision for transport solutions needed (20%)
- Improvements to bus services/ network/ facilities (17%)
- Improvements to rail services/ network/ facilities (17%)

Anecdotal evidence to support these priorities can be found in the subsequent quotes.

“Short term improvements are only that and leave the long term unsolved. The city needs a long term strategy so that we can solve the problems for many years to come.”

“Funds should be concentrated on bus and rail services, and hopefully in the medium term tram/ train routes, connecting Leeds suburbs to the city centre. Leeds Bradford Airport desperately needs better public transport links too.”

“Train station for Otley! Traffic is a big problem in the town. A station would encourage more people to walk to the station and use the railway to Leeds. It would also bring more visitors to the town and help our wealth of independent businesses to thrive.”

There were a few of noticeable differences in the top priorities cited by respondents in the Outer North West. In particular, a significantly higher proportion of respondents highlighted the need to be creative/ imaginative and innovative (11% compared to 6% of others).

Conversely, the need to reduce the environmental impact of the transport network, improve the road network/ capacity and criticism of money wasted on previous schemes all featured in the top ten priorities raised by respondents in the Outer North West, but not overall (see main report).

Table 2: Top Ten Other Comments in Outer North West

	Outer North West	Others
1. Longer term vision for transport solutions needed	20%	18%
2. Improvements to rail services/ network/ facilities	17%	14%
3. Improvements to bus services/ network/ facilities	17%	17%
4. Reduce car use in city centre/ tackle congestion, e.g. restrict access, reduce speeds, Park and Ride	11%	11%
5. Implement tram system/ rapid mass transit	11%	11%
6. Creative/ imaginative/ innovative ideas needed – need to think big/ bold, etc.	11%	6%
7. Criticism regarding money wasted on previous schemes	9%	6%
8. Reduce environmental impact of transport network	9%	6%
9. Deliver several small scale joined up schemes	9%	8%
10. Improve road network/ capacity	8%	6%
Base: Respondents who provided a comment	326	1997

Green = statistically significant difference

Summary

Support for improvements to cycling facilities and tackling traffic congestions was significantly higher amongst Outer North West respondents than others. A rail link to the airport and investment in roads were also particular issues for respondents from the Outer North West.

The top three priorities for respondents from the Outer North West for the delivery of transport investment mirrored those of respondents overall (see main report). A significantly larger number of respondents from the Outer North West raised the need to be creative/ imaginative and innovative. Criticism of the money wasted on previous schemes and the needs to reduce the environmental impact of the transport network were particular to this area.