Leeds
CITY COUNCIL

Leeds Transport Conversation

EXECUTIVE SUMMARY – December 2016

Executive Summary

Introduction

Leeds City Council, in partnership with WYCA, are developing a longer term strategic approach to transport in the city, through a conversation initiated by the Transport Summit (10th June 2016). This first phase is focused on securing the promised £173.5m from the Government before the end of the year and sits within a wider context of the £1 billion of transport schemes, identified through the Transport Fund. Progression of the Transport Conversation and Transport Strategy spend is to be reported to Executive Board on the 14th December, with a subsequent Department of Transport submission.

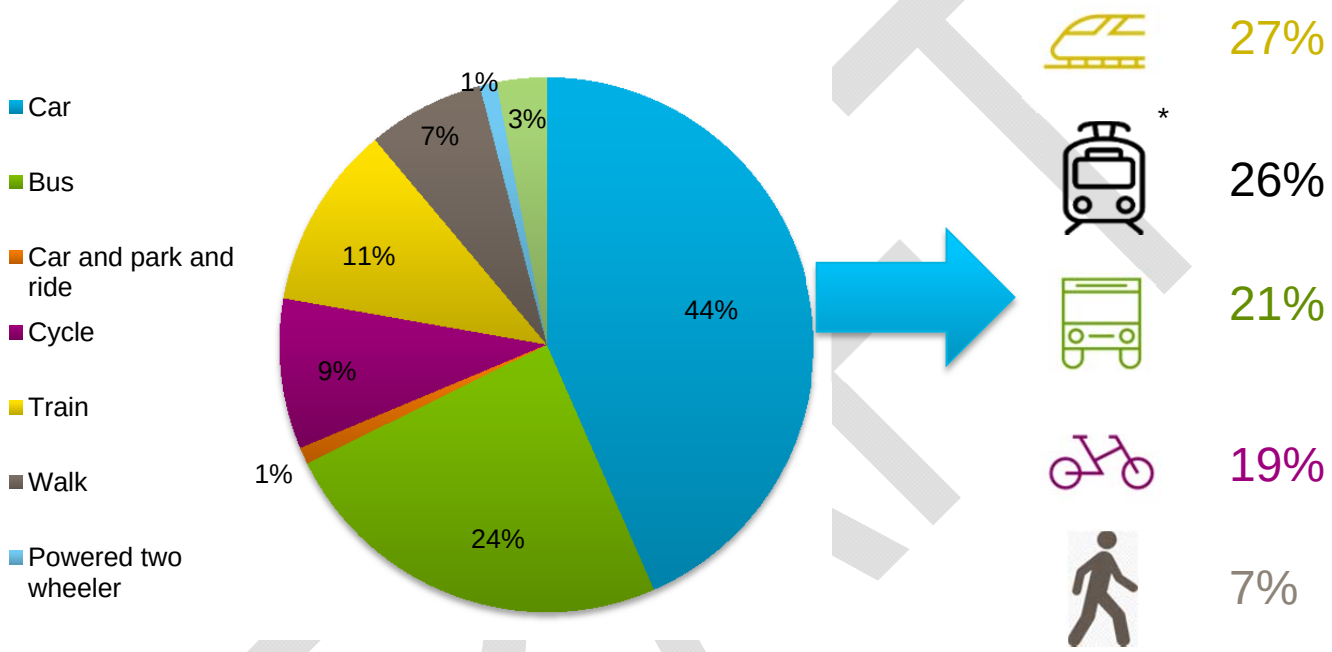
The Key dates and Activities: Phase One	Transport Conversation: Summary of Key Activities
• Transport Summit: 10th June. • Two stakeholder workshops: 15th/ 20th September. • Launch of online questionnaire: 2nd August – 11th November. • Child Friendly questionnaire: 16th September – 11th November. • Community Committee presentations: September/October. • Community Committee Workshops: September/October/ November. • Younger people/older people/ Physical and Sensory Impairment Network and other workshops: September/October/ November. • One to ones and meetings – July/August/September/October/November • WYCA Bus Strategy and Single Transport plan consultation: 18th July - 21st October.	• Over 15 workshops • Over 25 presentations and discussion • Over 30 meetings • Over 25 drop Ins • Over 370,000 postcards distributed • Over 1500 paper copies distributed • Over 120 emails and letters received • 8169 responses to the Transport Conversation Questionnaire • 136 responses to the Young Person's Transport Conversation questionnaire

This executive summary primarily highlights the key findings from the Transport Conversation Questionnaire. Unless specified otherwise the results shown are from this survey. Key themes raised in the workshops and meetings are highlighted where appropriate: where this is the case these groups are collectively referred to as 'Stakeholders'.

Current modes used

Most respondents (84%) stated they travelled to work, of which 43% currently travel to work by car, 24% by bus and 11% by train. Respondents were asked how they would prefer to travel to work. Just over half (51%) of those who usually drove to work wanted to change to a more sustainable mode, of which, the preferred alternative mode was train (27%) or tram (26%)*, even though Leeds does not currently have a light rail option. This is illustrated below.

Figure 1: Mode currently used to work and mode car users would like to use



Respondents were asked to rate their usual mode of transport for work. Car users generally rated their journey as good particularly for comfort and safety (93%). Those using public transport however were less likely to rate their journey as good with less than half of those that used the bus to travel to work giving a positive rating. In particular, bus users were unhappy with their overall door to door journey with just (24%) rating it as good or very good. Train users were happier with the door to door journey (57%) but only 23% were happy with the cost of their journey.

Mode	Comfort and Safety	Cost	Door to Door Journey
Bus	49%	34%	27%
Car	93%	58%	64%
Train	54%	36%	60%

Travelling by Public Transport

Respondents wanted to use public transport more, particularly when travelling to Leeds City Centre.

Desire to use Public Transport more

- 78% felt more people should travel to the City Centre by public transport
- 78% felt through car traffic should be directed away from the city centre
- 73% wanted schemes to improve the capacity of the network
- 71% would use park and ride service if it were quicker
- 69% wanted alternative types of high quality, high capactiy public transport schemes for example tram or bus rapid transport
- 56% agreed we should take away road space from cars and give priority to PT on main routes in the city centre
- 52% wanted an increase in park and ride options around the city
- Stakeholders strongly avocated the need for an integrated multimodel network and ticketing

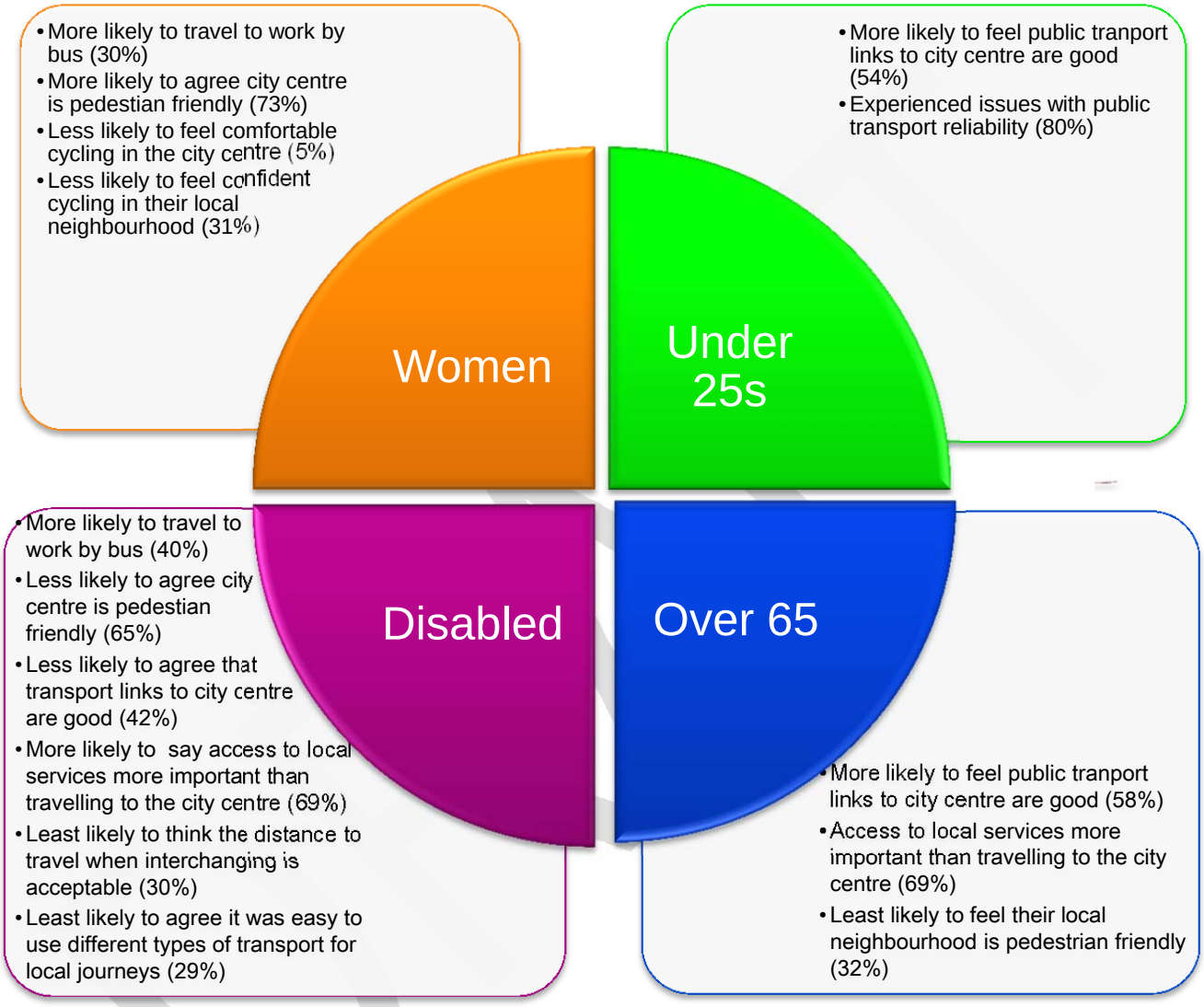
Limitations of current Public Transport

- 49% public transport links between my area and the city centre are good
- 46% bus routes allow me to easily access the locations I need in the city centre
- 73% stated public transport reliability is a problem.
- Only 45% felt confident changing between different types of transport.
- Just a third (33%) found it is easy to use different types of transport for thier local journeys.
- 35% felt the distance to travel when changing between bus and/ or rail stops/ stations is acceptable.
- Stakeholders highlighted the physical speration of Leeds rail and bus station as a barrier to interchange

Accessing local services (e.g. shops, doctors, community centres) was more important than travelling to the city centre for half of respondents (50%) being especially important to older people (69%) and disabled people (63%).

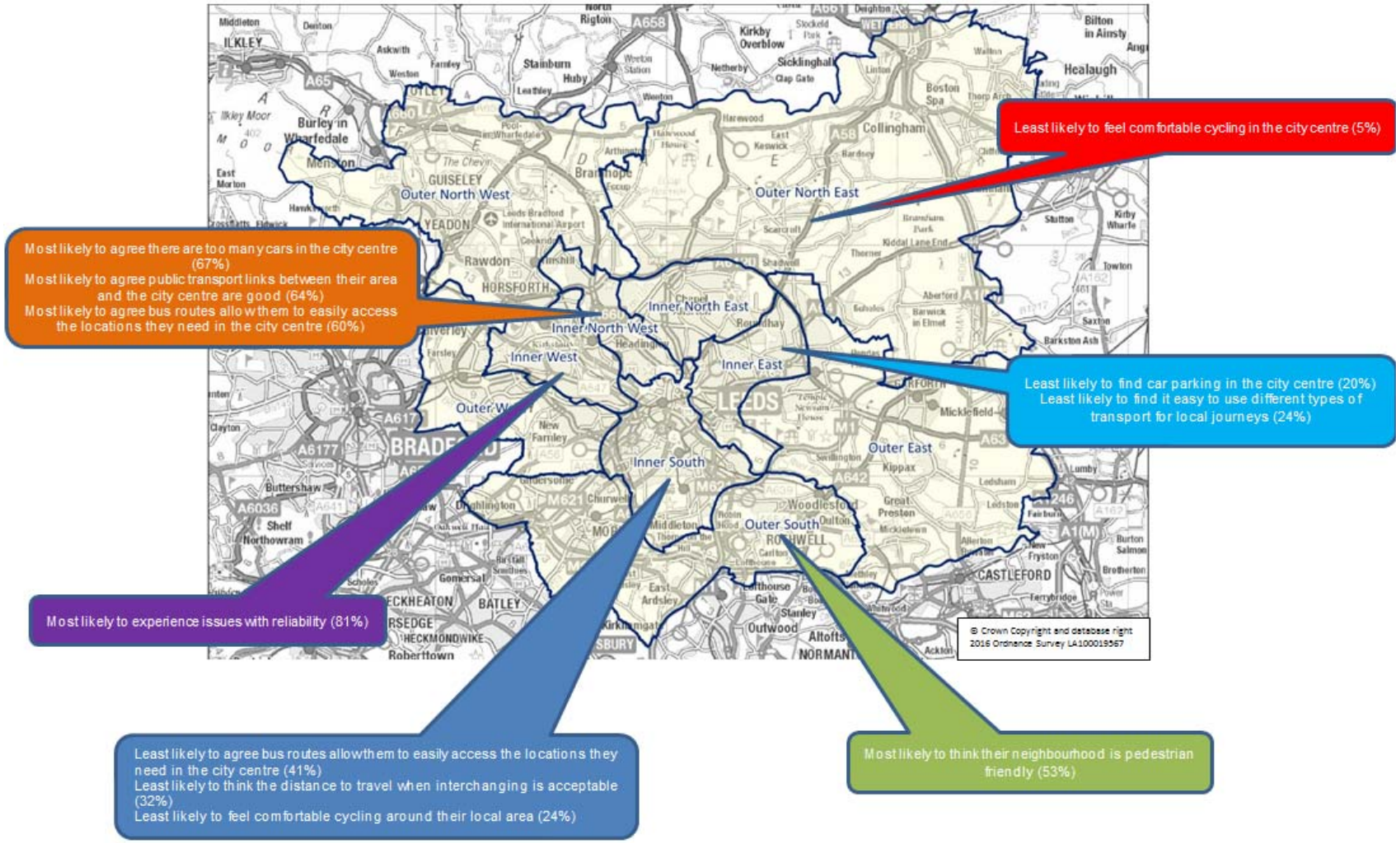
Figure 2 and 3 below highlights the key difference in response, about their experiences of Leeds city centre and their local neighbourhood, by specific demographic groups and the location in which respondents live.

Figure 2: Key Differences in response by demographic group*



*percentage shown is the proportion of people who strongly agreed or agreed with the statement

Figure 3 Key differences in response by Community Committee area*.



* Postcode data has been grouped into Community Committees in order to identify appropriate areas for analysis. This is limited by the available postcode data (note LCC policy on data protection limits the collection of postcode data to outcode, LS1 etc, not the full postcode) which does not exactly coincide with the Community Committee areas. 27% of respondents did not provide a postcode.

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Sustainable Modes and the Environment

Environment

Just over half of respondents (56%) felt there were too many cars in the city centre and only 29% of respondents thought that air quality in the city centre was good. 65% thought more priority should be given to creating a pedestrian and cycle friendly environment.

Stakeholders noted the negative impact on residents' respiratory health of high levels of congestion particularly surrounding the A621.

Walking

Respondents generally felt the city centre was pedestrian friendly (71%). However, just 42% thought their local neighbourhoods were pedestrian friendly.

Stakeholders felt further walking infrastructure was needed in the city centre particularly in eastern and southern parts.

Some Stakeholders felt the transport strategy should include a specific walking strategy to include the assessment of infrastructure such as lighting and condition of pavements and a desire to make walking *"more pleasurable for all".*

Cycling

Only 8% felt comfortable cycling in the city centre. However nearly two fifths (39%) stated they felt comfortable cycling around their local area.

56% wanted schemes to create quality and safe pedestrian and cycling friendly areas.

'Improved cycling facilities' was the most frequently given comment to the free text questions (18%).

> *"Better infrastructure to make cycling safer please, especially on routes in and out of the city for commuters and on routes used by children to get to school."*

Stakeholders particularly mentioned the need for increased cycle infrastructure to improve accessibility. Suggestions included increased provision of cycle lanes and the promotion of existing lanes to increase usage.

Bus

Almost three quarters (73%) of respondents stated reliability of services was an issue. Stakeholders in particular highlighted the need for greater prioritisation of services into the city centre.

Stakeholders felt electric buses should be an aspiration for Leeds.

The provisions of real time information would help increase bus patronage.

Some community groups mentioned the need to change the franchising structure to improve the customer experience and reduce the cost of travel.

Tram and Train

Light rail was mentioned by stakeholders and was the second highest unprompted response given to the public survey (16%).

"A tram or metro system is the only viable solution to the issues facing the city. Any lesser solution would simply be spending for spending's sake and would not address the issues."

Several Stakeholders, in the short term, raised the idea of opening more rail stations and disused rail lines. Stakeholders were keen that rail related projects such as HS2 and Northern Powerhouse schemes and wide spread electrification come to fruition.

Park and Ride

Half (52%) of respondents would welcome an increase in park and ride options around the city.

Park and Ride was particularly mentioned by Stakeholders. The Chartered Institute of Transport and Logistics felt that any focus on Park and Ride should be combined with traffic restrictions and a reduction in parking facilities in central Leeds to ensure they were used.

"Park & Ride spaces in Leeds should replace city centre parking and not be in addition to it"

Community groups felt it was important that Park and Ride facilities integrated with other transport hubs.

Investing in Transport

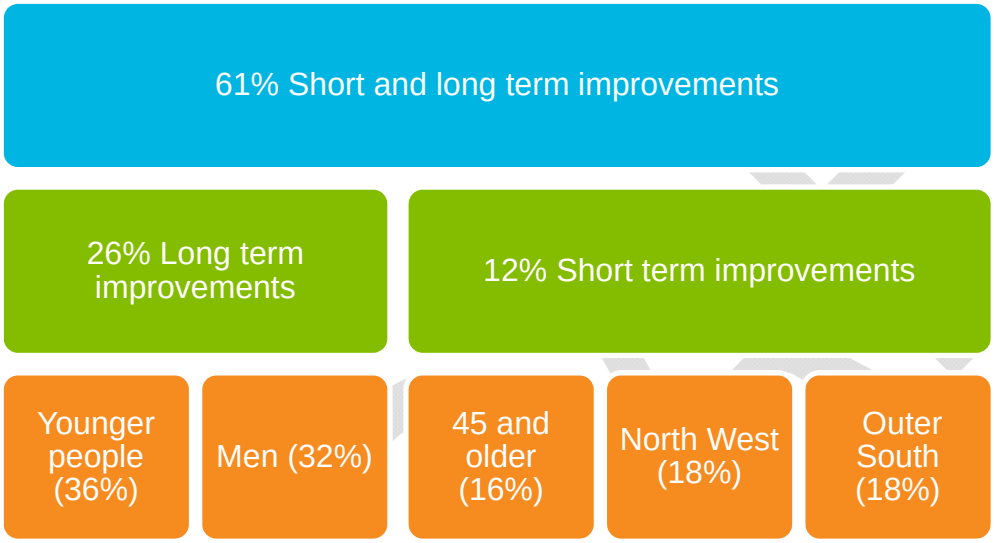
Respondents were given the following statement

"Delivering new transport infrastructure takes time and costs money. With the promise of an additional £173.5m from government for public transport improvements, we need to make sure that any changes to the road, bus or rail network are safe, provide improvements to journeys and that people have a chance to have their say."

They were then asked to indicate whether they preferred short or long term improvements or a combination.

The majority opted for a combination (61%) of short and long term improvements. A just over a quarter (26%) opted just for longer term improvements and 12% for only short term improvements.

Figure 4 Investments in Future Improvements



Transport Strategy

Respondents were given six statements about the future transport strategy and asked to what extent they agreed with them. Respondents generally agreed that spending should be prioritised on:

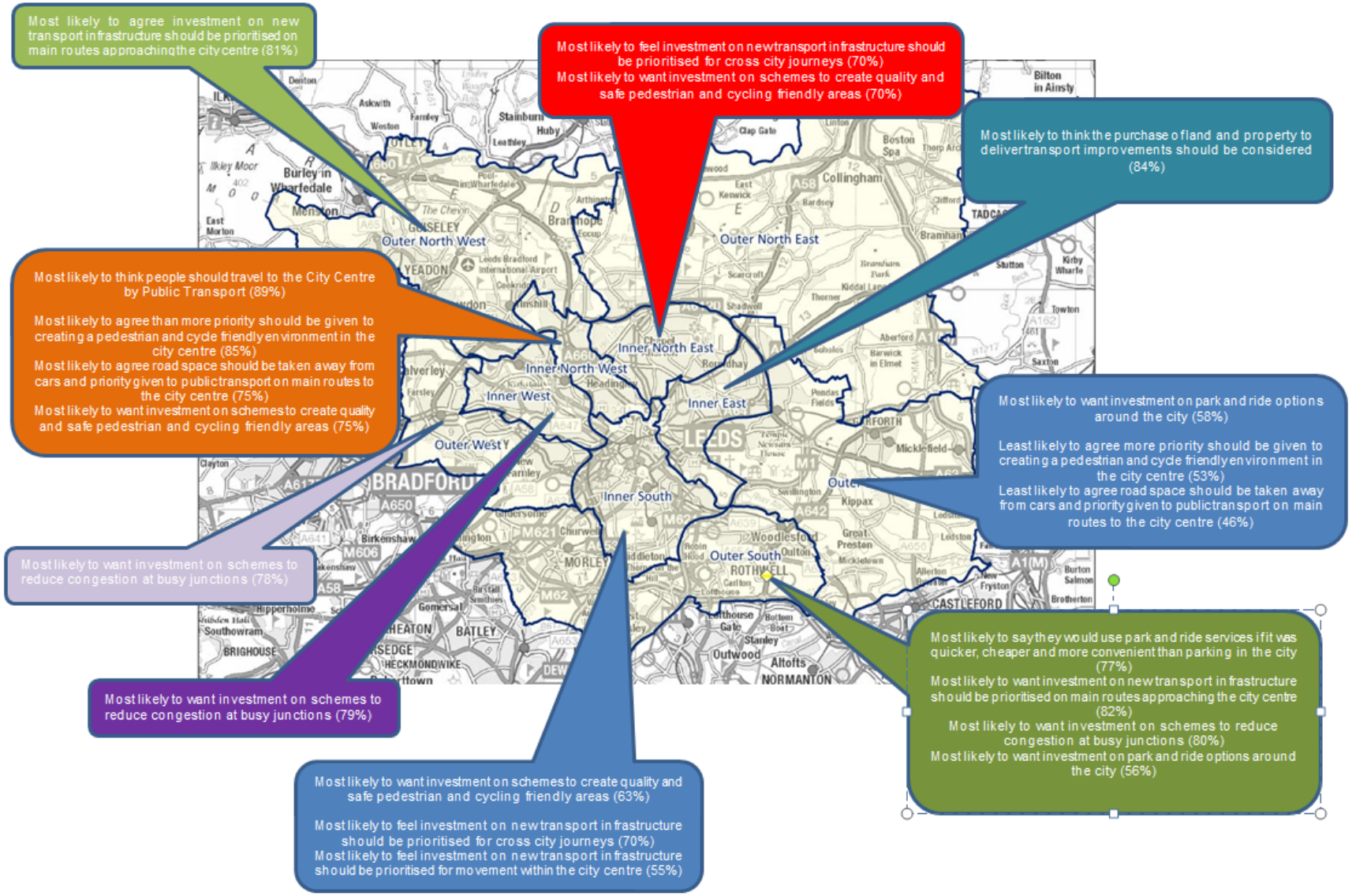
- Main routes approaching Leeds city centre (76%).
- Cross city journeys including those not going through the city centre (64%).
- Regional journeys and connecting Leeds to other cities (63%).

However, fewer respondents thought spending should be prioritised on

- Local journeys in and round adjoining neighbourhoods (57%). However in the Workshops and one to one meetings Community groups were particularly keen to see improvements to local services.
- Movement within the city centre (44%).

The figure below shows the difference in priorities for investment by community committee area

Figure 5 Key differences in response by Community Committee area*



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