

Leeds Transport Conversation

Inner 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 Inner West.

2. Inner West

A total of 557 respondents (7%) to the Leeds Conversation were designated as Inner West. Of those, 333 gave comments on their priorities for transport investment.

Table 1 below shows the top ten comments given by Inner 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 Inner West but not the top ten of respondents overall (see main report).

Priority 1: Improvements to cycling facilities: improvements to cycling facilities (18%) was the most frequently mentioned issue by Inner West respondents. The quotes below illustrate some of the improvements cited by respondents from the Inner West.

“As a daily cyclist commuter and social rider, it would be great to see more investment in sustainable transport initiatives such as more isolated cycle paths and maintenance/ further outreach for exposure of those already in existence. Safety is a big concern of mine as I was recently in a serious RTI with a driver who turned into the bike lane - luckily I came out of it with relatively minor injuries. Isolated cycle paths and fewer cars in the city would make life a great deal safer and easier for the cycling community, and encourage more users to join in!”

“Priority should be placed on cycling and walking infrastructure. The main reason people choose not to cycle is because they're afraid of the traffic. If there were segregated cycle paths along common transport routes, this could motivate more people to try cycling; reducing congestion, improving air quality and generally leading to a healthier and happier population. Consider the following points: Cycling and walking should become the default choice for short journeys (less than 3 miles). Residential areas need effective filtering of through traffic. This can be achieved quickly and cheaply through effective use of bollards. This not only results in areas becoming cycling and walking friendly, they also become nicer places to live. An effective public bike share system could facilitate short cycling trips, and solve many of the problems linked with bike ownership (storage, maintenance). Main routes (30mph and above) require protected cycling spaces away from motor traffic. The quickest and cheapest way to do this is through reallocation of existing road space. Longer journeys need to be catered for both in terms of cycle routes and an effective public transport system. The ultimate aim should be that residents can live comfortably in Leeds without the need to own a car.”

Priority 2: More reliable bus service: the second priority was for a more reliable bus service with 17% commenting on this. Some of the views regarding this priority are highlighted in the quotes below.

“The bus services need to be improved with reliable bus timetables. Increase the routes so that the bus network serves the passengers in all areas of Leeds, and reduce the fares. We need more park and ride facilities and put a restriction on the amount of vehicles travelling into town. We need traffic heading for major arterial routes to avoid the city centre somehow. Hopefully this kind of planning will encourage people to use the public transport system. The other major thing that needs to happen is for regular frequent bus services to be available until late, perhaps until 10pm, instead of them being run off starting at 6pm when most workers are still trying to get home.”

“Improve the reliability of bus network; if you want to have less people driving into the centre make the other options more appealing. Until that happens you will have cars in the city centre.”

Priority 3: Invest in tram system: investment in a tram system (14%) was the third most frequently mentioned issue by Inner West respondents, slightly lower than others (17%). The comments below relate to suggestions made about such an investment.

“A city-wide system such as improved rail or tram would be a vast improvement over the current system of public transport.”

“Leeds needs trams and separate bus-only lanes. The priority must be to remove private cars from our roads and encourage public transport use. Trams are an attractive option, being clean, quiet and safe. Users must have access to a transport card which can be used on all buses and trams. This is the way all other modern cities have gone and Leeds must not be an exception to this rule. Recent delays to a tram network are frustrating and unacceptable.”

Criticism of cycling improvements, increased capacity on rail, reliable public transport and investment in roads all featured in the top ten priorities raised by respondents in the Inner West, but not overall (see main report).

“Stop spending money on cycle schemes which aren't needed. Use the power of Leeds City Council to ensure buses are affordable, run on time and are clean.”

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

	Inner West	Others
1. Improvements to cycling facilities	18%	18%
2. More reliable bus service	17%	14%
3. Invest in tram system	14%	17%
4. Cheaper/ better value for money (Bus)	12%	8%
5. Criticism of cycling improvements/ waste of money	11%	7%
6. Tackle traffic congestion, e.g. congestion charge, car share	11%	10%
7. Cheaper/ better value for money (General)	10%	7%
8. Increased capacity on rail	9%	5%
9. Reliable public transport	8%	5%
10. Investment in roads	8%	5%
Base: Respondents who provided a comment	333	4212

Green = statistically significant difference

At the end of the Leeds Conversation questionnaire respondents were given the opportunity to provide any other comments. 170 respondents from the Inner 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 Inner 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, though there were a couple of noticeable differences. The **top three priorities** for the Inner West were:

- Longer term vision for transport solutions needed (24%)
- Improvements to bus services/ network/ facilities (18%)
- Consider needs of all users, e.g. commuters, residents, visitors, etc. (12%)

Such suggestions are highlighted in the comments below:

“A long-term vision and plan is needed - studies into cities with high levels of cycling / public transport use should be a place to start.”

“If buses ran on time there would usually be no problem. I feel easing traffic congestion and creating more bus lanes or even 2+ lanes would be more helpful than creating a new mode of transport that only helps a small section of the city.”

“Try spending money on public transport in the west of Leeds for a change. Remember we have votes too.”

Respondents from the Inner West were more likely to suggest improvements to reduce the environmental impact of the transport network (8% compared to 6% of others). Similarly, respondents from the Inner West were more likely to suggest that short term thinking was needed on the Transport System (8% compared to 5% of others).

The need to reduce the environmental impact of the transport network and adopt short term thinking, featured in the top ten priorities raised by respondents in the Inner West, but not overall (see main report).

None of the differences observed between respondents from the Inner West and others were considered to be statistically significant.

Table 2: Top Ten Other Comments in Inner West

	Inner West	Others
1. Longer term vision for transport solutions needed	24%	18%
2. Improvements to bus services/ network/ facilities	18%	17%
3. Consider needs of all users, e.g. commuters, residents, visitors, etc.	12%	9%
4. Improvements to rail services/ network/ facilities	12%	15%
5. Implement tram system/ rapid mass transit	11%	11%
6. Improvements to cycling facilities, e.g. cycle lanes, priority at junctions	9%	9%
7. Reduce car use in city centre/ tackle congestion, e.g. restrict access, reduce speeds, Park and Ride	8%	12%
8. Reduce environmental impact of transport network	8%	6%
9. Short term thinking needed on the Transport System	8%	5%
10. Improvements to ticketing, e.g. affordability, fare structure, VFM	8%	7%
Base: Respondents who provided a comment	170	2153

Green = statistically significant difference

Summary

A cheaper/ better value for money bus service was mentioned more frequently by Inner West respondents than others. Respondents from the Inner West also had significantly heavier criticism of the money spent on cycling improvements to date.

The need for a longer term vision for transport solutions was the top priority in the Inner West. However, reducing the environmental impact of the transport network was also a particular issue for the Inner West, as was the view that short term thinking is required on the Transport System.

