

Leeds Transport Conversation

Inner North East 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 North East.

2. Inner North East

A total of 617 respondents (8%) to the Leeds Conversation were designated as Inner North East. Of those, 351 gave comments on their priorities for transport investment.

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

Priority 1: Improvements to cycling facilities: improvements to cycling facilities (27%), was the most frequently mentioned issue by Inner North East respondents and was a significantly higher proportion than others (17%). The quotes below illustrate some of the improvements cited by respondents from the Inner North East.

"My main priority would be improving the cycling infrastructure, focusing on making real improvements rather than headline-grabbing schemes like the Leeds-Bradford cycle superhighway, which I doubt serves that many people, and has been widely criticised. Painting strips of road red then claiming to have created so many extra miles of cycle lane when in fact the lanes are either useless or even plain dangerous (like some of the cycle lane along Chapeltown Road going out of town). I realise many shop-owners think they just want more car parking spaces outside their shops, forgetting that cyclists also shop if there is somewhere to lock their bikes. Cyclists lost the 'battle' for sensible cycle lanes along Chapeltown Road and got fobbed off with cycle lanes which go around the car parking space, sometimes out into the middle of the road (and the cycle lanes that are along the kerb are often used as car parking spaces despite the double yellow lines). No one seems to have thought to put some good bike racks in well-lit locations outside the shops along Chapeltown Road. Road maintenance along the edges of roads where most cyclists ride is also often poor. Further up Chapeltown Road, between Button Hill and Potternewton Lane, there are quite a few very lumpy bits and sunken covers, which cyclists have to negotiate or go out into the road in front of cars. Sometimes the Council has a good idea, but then doesn't carry it out properly. Scattered around Chapel Allerton, especially the Canadas, are some cycle 'traffic islands' which are supposed to give cyclists a bit of separation from cars. When placed where the road veers to the left, they actually help stop cars come too close to the edge of the road and close to cyclists - good idea! However, most of them are on straight streets, where they serve no purpose - the most useful one, on the north side of Gledhow Park Avenue near Gledhow Park Grove, usually has a car parked in it. Clay Pit Lane going downhill could do with one of these."

"The cycle Bradford/ Leeds route was nice to see, but there are still danger points. Future cycle infrastructure needs to deal with the dangers of junctions by allowing cyclists right of way, not asking us to give way."

Priority 2: Invest in tram system: the second priority was for investment in a tram system with 19% commenting on this compared to 16% of others. The comments below relate to suggestions made about such an investment.

"I believe it is essential that Leeds gets a modern tram system. Leeds being given funding for a tramway similar to what Manchester, Nottingham and Sheffield have would bring great economic benefits to Leeds and the surrounding West Yorkshire area, and make a successful infrastructure network in a disconnected city. I for one would be very grateful if the Leeds tramway was finally built."

“Leeds public transport is probably the worst in the country for cities of comparable size. It desperately needs a new transport network like a tram, tube, etc., to bring it up to modern day standards and this should be where the investment goes. A rail line linking the northern suburbs like Roundhay with the city centre would also be beneficial.”

Priority 3: Cheaper/ better value for money (Bus): 15% of Inner East respondents cited cheaper/ better value for money for bus travel, which was significantly higher than the 8% of others. Some of the views regarding this priority are highlighted in the quotes below.

“Public transport is currently too expensive. It’s cheaper to drive and park in the city centre than to take the bus. Make it affordable and more people will use it.”

“Many do not travel by bus because of cost. Need to find ways of making bus travel a more attractive option in terms of cost. Price of train travel also makes people select the car as the best option. This needs addressing.”

Greater promotion/ encouragement to use other modes, fully integrated public transport and investment in new technologies all featured in the top ten priorities raised by respondents in the Inner North East, but not overall (see main report).

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

	Inner North East	Others
1. Improvements to cycling facilities	27%	17%
2. Invest in tram system	19%	16%
3. Cheaper/ better value for money (Bus)	15%	8%
4. More reliable bus service	15%	14%
5. Tackle traffic congestion, e.g. congestion charge, car share	11%	10%
6. Improvements to pedestrian facilities	10%	7%
7. Cheaper/ better value for money (General)	8%	7%
8. Greater promotion/ encouragement to use other modes	7%	6%
9. Fully integrated public transport	7%	6%
10. Investment in new technologies, e.g. electric/ eco-friendly vehicles/ zero emissions	7%	6%
Base: Respondents who provided a comment	351	4194

Green = statistically significant difference

At the end of the Leeds Conversation questionnaire respondents were given the opportunity to provide any other comments. 155 respondents from the Inner North East 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 North East but not the top ten of respondents overall (see main report). However, most of the comments received were very similar to those of other respondents. The top three priorities for the Inner North East were:

- Longer term vision for transport solutions needed (21%)
- Implement tram system/ rapid mass transit (15%)
- Improvements to cycling facilities, e.g. cycle lanes, priority and junctions (15%)

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

“You’ve always got to plan long term. It’s no good providing short term help. Do something that is going to make a difference.”

“It would be better to have a good quality tram system which can be added to over time, than a short term plan which ultimately will not be adequate for a growing city and may be obsolete very quickly.”

“More cycle lanes are needed to encourage both physical activity and less traffic. I know many people who are too scared to cycle into Leeds. I myself have been knocked off my bike twice at difficult junctions in the past year.”

Respondents from the Inner North East were significantly more likely to suggest improvements to cycling facilities (15%) compared to others (9%). Conversely, others were significantly more likely to cite improvements to rail services/ network/ facilities (15% compared to 8%).

Table 2: Top Ten Other Comments in Inner North East

	Inner North East	Others
1. Longer term vision for transport solutions needed	21%	18%
2. Implement tram system/rapid mass transit	15%	11%
3. Improvements to cycling facilities, e.g. cycle lanes, priority at junctions	15%	9%
4. Improvements to bus services/ network/ facilities	14%	17%
5. Reduce car use in city centre/ tackle congestion, e.g. restrict access, reduce speeds, Park and Ride	11%	11%
6. Deliver several small scale joined up schemes	11%	8%
7. Improvements to ticketing, e.g. affordability, fare structure, VFM	10%	7%
8. Creative/ imaginative/ innovative ideas needed – Need to think big/ bold, etc.	10%	7%
9. Improvements to rail services/ network/ facilities	8%	15%
10. Consider needs of all users, e.g. commuters, residents, visitors, etc.	7%	9%
Base: Respondents who provided a comment	155	2168

Green = statistically significant difference

Summary

Improvements to cycling facilities were mentioned significantly more frequently by Inner North East respondents than others. Respondents from the Inner North East raised the need to improve cycling facilities in both open ended questions.

Greater promotion/ encouragement to use other modes, fully integrated public transport and investment in new technologies were particular priorities for respondents in the Inner North East. Furthermore, a significantly greater number of Inner North East respondents cited the need to make bus services cheaper and better value for money.