

Leeds Transport Conversation

Inner South 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 South.

2. Inner South

A total of 480 respondents (6%) to the Leeds Conversation were designated as Inner South. Of those, 246 gave comments on their priorities for transport investment.

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

Priority 1: Invest in tram system: investment in a tram system (21%) was the most frequently mentioned issue by Inner South respondents and was a significantly higher proportion than others (16%). The comments below relate to suggestions made about such an investment.

"The Supertram scheme that was in place a few years ago is still a brilliant idea. Using it to connect the suburbs of Leeds with the city centre is definitely needed. I live in south Leeds and there are no/ few park and ride schemes, local train stations and the bus routes are not direct. The cost of public transport is also prohibitive. Journeys are usually more cost effective to use the car."

"I think a key improvement which could be made is the implementation of a cross city transport link e.g. tram/ underground similar to those seen in other large cities. This would need to be widely accessible and quick enough to encourage people to stop using cars for transport; either this or an improved rail network across the city."

Priority 2: Improvements to cycling facilities: improvements to cycling facilities (17%) was the second most frequently mentioned issue by Inner South respondents. The quotes below illustrate some of the improvements cited by respondents from the Inner South.

"Cycling in and around the city can be far too dangerous, with poorly-marked or non-existent cycle lanes which switch randomly from pavement to road with little sign-posting. The cycle lanes on the roads are often too narrow, and cars often do not give enough safe space when passing. It can be incredibly unsafe when switching lanes on a multi-lane road sometimes too. It feels untenable to share road space with cars on most of the roads, but buses and public transport are too costly to use regularly."

"I feel that the current cycle routes focus on more affluent areas of the city. Cycle routes in south Leeds are very poor. I could cycle to my place of work in under 15 minutes but choose to go by car because I feel it's safer. We have some fantastic cycle routes in and around Leeds and Yorkshire as a whole, but you have to use some very busy roads in order to access them. I feel cyclists are at greater risk when cycling through the centre of Leeds, e.g., Neville Street and around City Square. I think a map of the city dedicated to cycle routes would be a great tool and would encourage more cycling."

Priority 3: More reliable bus service: the third priority was for a more reliable bus service with 14% commenting on this. Some of the views regarding this priority are highlighted in the quotes below.

"[The] biggest current problem for me is that buses are regularly cancelled due to no replacement driver at the end of shifts."

"Bus service reliability is the single main issue for me. Some bus routes simply don't turn up at all when the board says it should. This should be deemed unacceptable service. The board should at least display correct information. If a bus is not going to turn up then it shouldn't be displayed on the board. This is very misleading and frustrating."

Investment in new technologies, a more frequent bus service and fully integrated public transport all featured in the top ten priorities raised by respondents in the Inner South, but not overall (see main report).

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

	Inner South	Others
1. Invest in tram system	21%	16%
2. Improvements to cycling facilities	17%	18%
3. More reliable bus service	14%	14%
4. Investment in new technologies, e.g. electric/ eco-friendly vehicles/ zero emissions	12%	5%
5. Tackle traffic congestion, e.g. congestion charge, car share	11%	10%
6. Expanded Metro rail service	10%	9%
7. Improvements to pedestrian facilities	9%	7%
8. More frequent bus service	8%	7%
9. Expansion of Park and Ride facilities	8%	9%
10. Fully integrated public transport	8%	6%
Base: Respondents who provided a comment	246	4299

Green = statistically significant difference

At the end of the Leeds Conversation questionnaire respondents were given the opportunity to provide any other comments. 134 respondents from the Inner South 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 South 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 South were:

- Improvements to bus services/ network/ facilities (16%)
- Reduce car use in city centre/ tackle congestion (16%)
- Longer term vision for transport solutions needed (16%)

Such suggestions are highlighted in the comments below:

“Vast improvements are needed to a lot of bus routes. Some have buses every ten minutes, yet three arrive at once then 30 minutes to wait, where as some lesser routes are terrible with buses missing and bad mannered drivers. On Sunday and bank holidays you may as well stop at home for the use of a bus on some routes are non-existent.”

“Limiting access to cars in the city centre in order to give priority to public transport would be the solution, also creating other alternative routes in the city centre. The actual road network is obsolete due to the building developments.”

“Leeds is growing and changing rapidly and any money spent on short-term improvements will have been wasted, as those improvements may not be as impactful ten years down the line. You have to focus on connecting the distant and disconnected parts of the centre to each other using fast circular bus routes,

and making it easier for commuters to leave their cars at home, so that those buses will not move at slower than walking pace.”

Respondents from the Inner South were significantly more likely to suggest improvements to reduce the environmental impact of the transport network (12% compared to 6% of others).

The need to reduce the environmental impact of the transport network and develop a multi-modal transport network, featured in the top ten priorities raised by respondents in the Inner South, but not overall (see main report).

Table 2: Top Ten Other Comments in Inner South

	Inner South	Others
1. Improvements to bus services/ network/ facilities	16%	17%
2. Reduce car use in city centre/ tackle congestion, e.g. restrict access, reduce speeds, Park and Ride	16%	11%
3. Longer term vision for transport solutions needed	16%	18%
4. Reduce environmental impact of transport network	12%	6%
5. Improvements to cycling facilities, e.g. cycle lanes, priority at junctions	12%	9%
6. Implement tram system/ rapid mass transit	11%	11%
7. Improvements to rail services/ network/ facilities	10%	15%
8. Consider needs of all users, e.g. commuters, residents, visitors, etc.	10%	9%
9. Creative/ imaginative/ innovative ideas needed – Need to think big/ bold, etc.	10%	7%
10. Develop multi-modal transport network, e.g. integration with different modes	9%	3%
Base: Respondents who provided a comment	134	2189

Green = statistically significant difference

Summary

Investment in a tram system was mentioned more frequently by Inner South respondents than others. Respondents from the Inner South raised the need to invest in a tram system/ rapid mass transit in both open ended questions.

Reducing the environmental impact of the transport network was also a particular issue for the Inner South, as was the view that a multi-modal transport network should be developed.