

Leeds Transport Conversation

Inner 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 Inner North West.

2. Inner North West

A total of 429 respondents (5%) to the Leeds Conversation were designated as Inner North West. Of those, 257 gave comments on their priorities for transport investment.

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

Priority 1: Improvements to cycling facilities: improvements to cycling facilities (40%), was the most frequently mentioned issue by Inner North West 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.

“Cycling needs to be made safer in Leeds urgently, with better labelled cycling lanes and training for bus drivers to be aware of cyclists.”

“As someone who would like to cycle in Leeds, I do not feel that I can due to the unreliable cycle network. I know personally of cyclists who have been knocked off their bikes by cars in areas where cycle paths shift and the presence of cyclists is unclear (Woodhouse Lane). Above this, I find the attitude of motor vehicle drivers towards cyclists quite intimidating. A general lack of awareness of cyclist safety (i.e. believing that cyclists must drive next to the curb) can lead to aggressive behaviour towards cyclists. I have seen wonderful examples of cycle highways that are separate to the highway itself (in Amsterdam and Lille) and this could be a solution to the problem of road rage towards cyclists.”

Priority 2: Improvements to pedestrian facilities: improvements to pedestrian facilities (17%), was the second most frequently mentioned issue by Inner North West respondents and was a significantly higher proportion than others (7%). Some of the views regarding this priority are highlighted in the quotes below.

“Active travel should be a priority, giving people the opportunity to cycle or walk to work and feel completely safe doing so.”

“Footpath quality and maintenance are important but no one seems to care. This really affects mobility and access to public transport and generally. [I am] sick of vehicles on footpaths and blocking bus stops.”

Priority 3: Invest in tram system: the third priority was for investment in a tram system with 14% commenting on this compared to 16% of others. The comments below relate to suggestions made about such an investment.

“The bus system in Leeds is chaotic and adding more would make the issue worse. There needs to be a large mass transit system, linking the railway station to key areas outside the city centre to boost their local economies and help spread the city out. A train/ tram stop at Leeds Dock would significantly boost the area as there is no cheap/ quick/ easy way of getting there. A train/ tram stop at the airport is crucial for growth of the city. There needs to be a solid and reliable mode of transport in the city that is easy for outsiders and locals to use if Leeds it to grow as a tourist/ shopping destination and remain a happy place to live. A new bus station/ bus stop location closer to the train station should be considered as the current station is quite far from the main city centre and has a very unfriendly feel and atmosphere.”

“Tram can provide a low carbon, quick, comfortable, affordable way to travel within a city.”

Greater promotion/ encouragement to use other modes, restricted access for cars and investment in new technologies, all featured in the top ten priorities raised by respondents in the Inner North West, but not overall (see main report).

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

	Inner North West	Others
1. Improvements to cycling facilities	40%	17%
2. Improvements to pedestrian facilities	17%	7%
3. Invest in tram system	14%	16%
4. Greater promotion/ encouragement to use other modes	11%	6%
5. Restrict access for cars	11%	5%
6. Tackle traffic congestion, e.g. congestion charge, car share	11%	10%
7. More reliable bus service	10%	14%
8. Cheaper/ better value for money (Bus)	8%	8%
9. Investment in new technologies, e.g. electric/ eco-friendly vehicles/ zero emissions	7%	6%
10. Expansion of Park and Ride facilities	7%	9%
Base: Respondents who provided a comment	257	4288

Green = statistically significant difference

At the end of the Leeds Conversation questionnaire respondents were given the opportunity to provide any other comments. 131 respondents from the Inner 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 Inner 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, though there were a couple of noticeable differences. The **top three priorities** for the Inner North West were:

- Longer term vision for transport solutions needed (29%)
- Improvements to cycling facilities, e.g. cycle lanes, priority at junctions (21%)
- Improvements to bus services/ network/ facilities (20%)

Such suggestions are highlighted in the comments below:

“Long term planning is a more responsible use of public money, but if only focusing on a few key routes, you need to also ensure all areas of the city are linked in well to the network.”

“The focus needs to be on cycle lanes and improving things for those in inner city Leeds. Large scale main routes should not be prioritised as they favour wealthier people who work in Leeds and reduce air quality and damage public health. There are also lots of ‘boy racers’ in my area in Woodhouse and they drive very, very fast and this needs to be tackled. Encouraging cycling will help with this.”

“Invest in the Leeds bus service as it’s the worst I have ever encountered; poor connectivity, timeliness and expensive for short journeys. [There are] no cross city or circle routes. Try going from Stanningley to Headingley at any time of day. Timeliness after 7pm is non-existent.”

Respondents from the Inner North West were significantly more likely to suggest improvements to cycling facilities compared to others (8%). Similarly, a significantly greater proportion of respondents from the Inner North West suggested measures to reduce car use in the city centre (19% compared to 11% of others) and reduce the environmental impact of the transport network (12% compared to 6%). These both featured in the top ten priorities raised by respondents in the Inner North West, but not overall (see main report).

Table 2: Top Ten Other Comments in Inner North West

	Inner North West	Others
1. Longer term vision for transport solutions needed	29%	17%
2. Improvements to cycling facilities, e.g. cycle lanes, priority at junctions	21%	8%
3. Improvements to bus services/ network/ facilities	20%	16%
4. Reduce car use in city centre/ tackle congestion, e.g. restrict access, reduce speeds, Park and Ride	19%	11%
5. Deliver several small scale joined up schemes	14%	8%
6. Reduce environmental impact of transport network	12%	6%
7. Improvements to ticketing, e.g. affordability, fare structure, VFM	11%	7%
8. Improvements to rail services/ network/ facilities	11%	15%
9. Implement tram system/rapid mass transit	10%	11%
10. Improvements to pedestrian facilities, including pedestrianisation	9%	3%
Base: Respondents who provided a comment	131	2192

Green = statistically significant difference

Summary

An improvement to cycling facilities was mentioned more frequently by Inner North West respondents than others. Respondents from the Inner North West raised the need to improve cycling facilities in both open ended questions.

Measures to tackle car use in the city centre and reduce the environmental impact of the transport network were also key issues for the Inner North West.