

Connecting Leeds Transport Strategy 2021 Consultation Outcome Report

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Executive Summary

Leeds City Council began a transport conversation with the residents, businesses, and stakeholders of Leeds in 2016 with over 8,000 people contributing on what the next stages of Leeds transport system should be. This consultation and subsequent consultations informed the development of the Leeds Public Transport Investment Programme. The Transport Conversation also informed the Interim Transport Strategy 2016, which set out immediate priorities for transport within the city.

The Connecting Leeds Transport Strategy builds on the Transport Conversation and interim Strategy and sets out our vision of the Leeds to be a city where you don't need a car. The strategy outlines three overarching objectives of tackling climate change, delivering inclusive growth and improving health and wellbeing. The strategy also details six Big Moves which will be our focus areas going forward. A comprehensive engagement exercise was undertaken for a sixteen-week period between December 2020 and January 2021. The programme of engagement included:

- Online consultation portal
- Eight webinars
- Attendance at Community Committees
- Engagement with Community groups and with seldom heard groups.
- Distribution of copies of the strategy with freepost return envelope
- Presentation to stakeholders
- Comprehensive social media campaign
- Promotion through partner networks, advertising strategy and press coverage, including dedicated press briefings

Headline Statistics

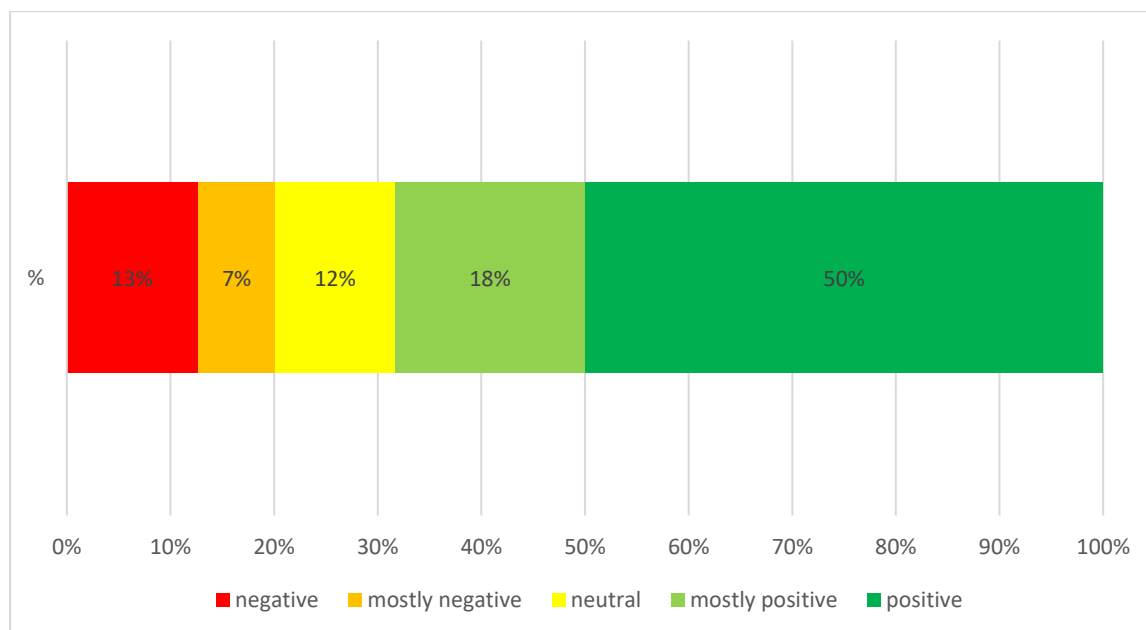
The consultation portal launched on 18/12/20 and was open until 11/04/21, over this time the site had 19,643 visitors: 4,634 contributions and 1,739 respondents. 769 respondents subscribed to be kept updated. Eight webinars were viewed over 3,000 times.

A city where you don't need a car

Respondents were asked to what extent did they agree or disagree with the proposed vision for Leeds, this was scaled 0-100 from strongly disagree to strongly agree. The mean response was 66, indicating agreement with the vision statement.

Sentiment –support for the strategy

The strategy received overall support, with 68% of respondents on the website saying they felt positive or mostly positive about the strategy. 20% of respondents felt negative or mostly negative and 12% were neutral.



Objectives

70% of respondents (n=991) either strongly agreed or agreed with the objectives with 9% neutral and 20% disagreed or strongly disagreed. When asked to rank the objectives in importance, the following ranking emerged:

- 1 – tackling climate change
- 2 – health and wellbeing
- 3 – delivering inclusive growth

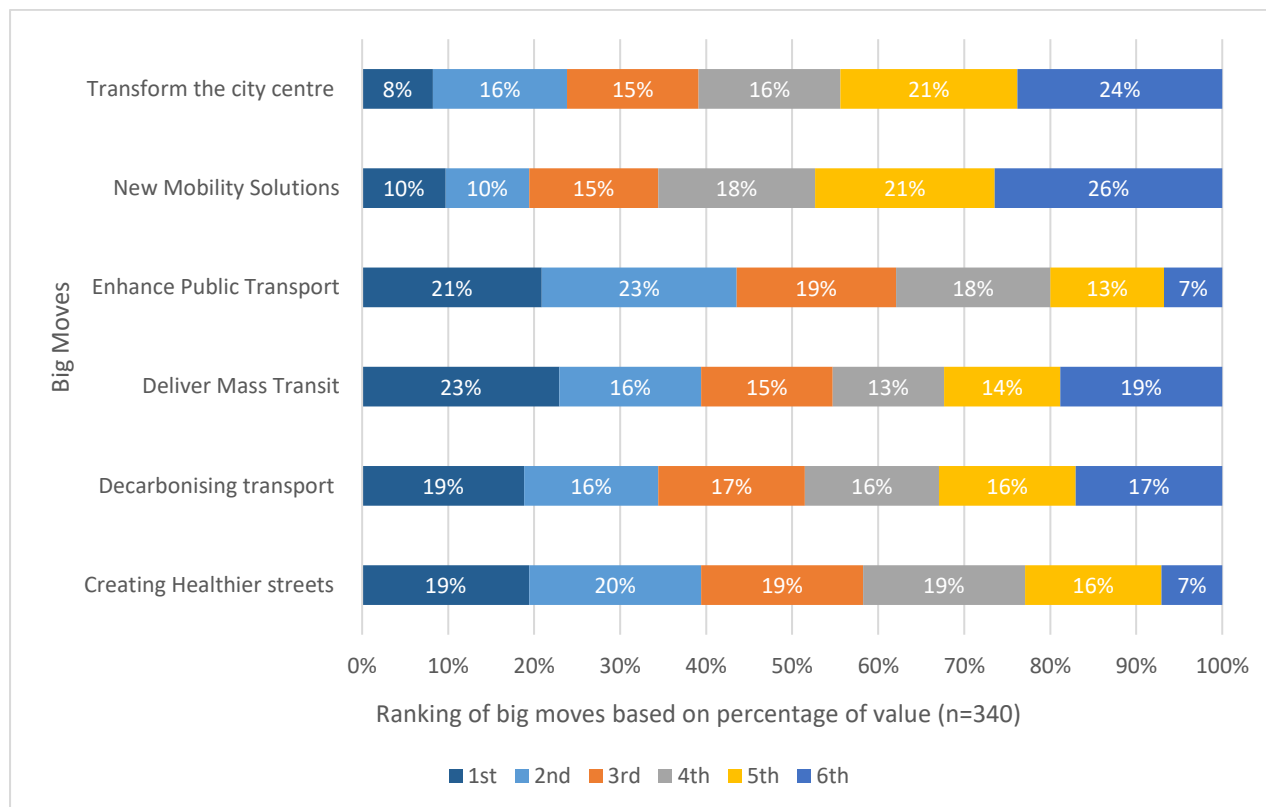
Targets

On average, 71% of respondents considered all four target areas were either very ambitious or ambitious. The breakdown of other responses included neither ambitious nor unambitious (14%), unambitious (7%), very unambitious (4%) and don't know (3%). Overall, all four targets scored similarly in respect of level of ambition (or lack of it).

Big moves – priority

Respondents were asked to rank the big moves in order of priority (1 to 6), the distribution of the results are presented in the figure over the page. As demonstrated, delivering a Mass Transit network, and enhancing public transport received the largest percentage of the first and second priority vote, closely followed by creating healthier streets, spaces and

communities. The de-carbonising transport big move was ranked the most consistently by respondents. A ranked voting analysis identified the following priority for the big moves: 1- enhance public transport, 2- creating healthier streets, 3 –deliver mass transit, 4- de-carbonising transport, 5-transform the city centre and 6 – new mobility solutions.



Big Moves - effectiveness

Respondents were asked how effective you think each of the big moves would be ranging from very effective to not effective, similarly to the targets, there was little variance between each of the big moves. An average of 59% of respondents thought each of the big moves would be either very effective or effective compare to an average of 15% of respondents who considered the big moves not to be effective. Other responses include Neutral (21%) and didn't know (5%).

Meeting the Challenge

Respondents were asked whether they agreed that more needs to be done to reduce carbon emissions from transport. This was scaled 0-100, strongly disagree to strongly agree with a mean score of 81 indicating that most respondents agree/strongly agreed that more needs to be done to reduce carbon emissions from transport. 58% of respondents were likely or very likely to change to a lower carbon transport mode, other responses include: neither likely or

unlikely (15%), quite unlikely (6%), very unlikely (11%), Don't know (1%) and not applicable (8%).

Top 5 responses:

If you decided to use a different mode of transport, what mode would you use?

1: Bus, 2: Foot, 3: Train, 4: Bicycle, 5: would continue to drive

What would encourage you to travel differently?

1: concern for the environment, 2: dedicated cycle routes, 3: safer streets,
4: quieter streets, 5: greener streets

What can we do to help you to make change to the way you travel?

1: reasonably priced public transport, 2: better integration of bus and rail, 3: deliver a
mass transit network, 4: quicker buses, 5: segregated cycle routes

What pledge are you willing to make to change how you travel?

1: visit places by public transport, 2: walk more often, 3: have a virtual meeting,
4: leave the car at home one day a week, 5: buy a bike,

Qualitative data

Commonplace response and written submissions

A total of 606 written responses were received on Commonplace, these have been thematically coded. A broad range of themes have been identified but the most common was Mass Transit (308) where a range of views was submitted both in support and against, followed by cost (88) and cycling infrastructure (74). 33 written submission have been received and were coded in line with the commonplace data.

Community Committees

The key themes which emerged from the Community Committees included spatial planning, public transport cost, network and operations, safety, and rural transport.

Focus and reading group

The dedicated reading and focus group supported the strategy in principle but felt especially strongly that there was opportunity to do more in relation to older people and disabled people. The groups stressed the importance of public health and how can transport can be both a positive and negative contribution.

1. Introduction

This report sets out the outcomes of the Connecting Leeds Transport Strategy 2021 consultation undertaken from Wednesday 16th December 2020 until Sunday 11th April 2021.

Background

Leeds City Council began a transport conversation with the residents, businesses, and stakeholders in Leeds in 2016 with over 8,000 people contributing on what the next stages of Leeds transport system should be. This consultation and subsequent consultations informed the development of the Leeds Public Transport Investment Programme, which has formed the first phase of investment in transport in the city. This consultation also informed the Interim Transport Strategy 2016, which set out immediate priorities for transport within the city.

The Connecting Leeds Transport Strategy looks to replace this interim strategy, outlining our long-term ambition as well responding to substantial changes such as the declaration of the Climate Emergency and publication of both the Inclusive Growth and Health and Wellbeing Strategies.

A further round of consultation has been undertaken to ensure the updated Connecting Leeds Transport Strategy is reflective of stakeholders across the city.

The Connecting Leeds Transport Strategy sets out a vision for Leeds to be a city where you don't need a car, where everyone has access to an affordable, accessible, zero carbon choice in how they travel. The strategy outlines three overarching objectives of tackling climate change, delivering inclusive growth and improving health and wellbeing. The strategy sets out 4 target areas as outlined below:

- Carbon net-zero city by 2030.
- Vision Zero – to have no one killed or seriously injured on the road network by 2040
- 30 % Reduction in distanced travelled by car by 2030
- Targeted mode split for 2030
 - Walk – 31%
 - Cycling – 4%
 - Bus – 19%
 - Rail – 3%
 - Car – 41%
 - Other – 2%

The strategy details six big moves which are the focus areas of the strategy and detail the steps we are going to take to work towards our vision, these are: decarbonising transport,

creating healthier streets, spaces, and communities, enhancing public transport, transforming the city centre, embracing new technologies and delivering a mass transit network.

The strategy also outlines the scale of the challenge facing Leeds especially in relation to the climate emergency and that further measures are likely to be required to meet our targets.

Overview

The purpose of this engagement was as follows:

- To continue the engagement with Leeds stakeholders on transport and the future of transport within the district.
- To obtain feedback on the strategy document, specifically:
 - The vision and objectives,
 - The Big Moves
 - Meeting the climate emergency challenge.
- To raise awareness of the Transport Strategy
- Promote Connecting Leeds and #Leedstransport branding
- Provide an accessible opportunity for stakeholders to feedback on the strategy for the city.

Report structure

The report will follow the following structure:

- Chapter 2 details the engagement activity undertaken:
- Chapter 3 outlines the methodology followed in processing the results:
- Chapter 4 details the findings:
- Chapter 5 considers the findings and outlines what the feedback means for the strategy development.

2. Engagement summary

This chapter summarises the engagement activities and channels that were undertaken during the consultation period. A comprehensive engagement exercise was undertaken for a 16-week period between December 2020 and January 2021. The programme of engagement included:

- Online consultation portal (Commonplace).
- Eight webinars.
- Attendance at all ten Community Committees.
- Outreach through attending several community groups and with seldom heard groups.
- Distribution of copies of the strategy with freepost return envelope
- Multiple presentations to stakeholders and stakeholder groups
- Hosting of dedicated focus groups and reading groups with the support of Leeds Involving People
- Comprehensive media campaign
- Promotion through partner networks, advertising strategy and press coverage, including dedicated press briefings

Covid-19 pandemic

This consultation was undertaken during lockdown restrictions in place due to the Coronavirus pandemic. This meant that no face-to-face engagement could occur during the length of the engagement activities. As such, the majority of the consultation occurred using digital formats. To ensure the consultation was accessible to everyone free copies of the strategy and questionnaire including freepost return envelopes were made available via email or dedicated voicemail service. The webinars were also free to join from a landline with individuals who couldn't write questions being able to speak during the sessions. Furthermore, through engagement with Leeds Involving People, specialised focus and reading groups were established which were specifically focused on reaching seldom heard groups to ensure their voices were heard.

Commonplace

An online consultation portal was hosted on Commonplace. The platform permits respondents to indicate whether they felt positive, neutral, or negative against the proposals. The strategy was split into three distinct pages with a final page for questions:

- 1. Vision, objectives, and targets** – detailing the vision, objectives, and targets

2. **Big Moves** – outlining the six big moves which are the focus areas of the strategy
3. **Meeting the challenges** – outlined the challenges facing the city especially in relation to the Climate Emergency and asked what respondents were willing to do
4. **Ask a question** – a list of frequently asked questions was produced, and respondents were able to ask a question too.

Each page posed a series of questions which was also available in printed form. A copy of the questionnaire is attached to Appendix 1.

Webinars

A series of eight webinars were held, these covered the six big moves with an introduction and concluding session. The webinars lasted an hour and were hosted on Zoom, recorded, and uploaded onto YouTube afterwards. The sessions were a panel-based discussion with a dedicated host followed by question-and-answer session allowing respondents to ask the panel. If questions were not answered due to time, these were updated on the Frequently Asked Questions commonplace tile. The detail of the sessions is provided Table 1 below.

The webinars had attendees ranging from 48 to 220 and have subsequently re-watched over 3,000 times. The full playlist of webinars can be accessed here:

<https://www.youtube.com/playlist?list=PLggQFjpTLqplsUUkFuM7xSKYBmJXrJpcF>

Session	Title	Date	Time	Panellists
1	The need for change	01/02/21	1500-1600	Councillor Lisa Mulherin, Gary Bartlett, Nigel Foster, Paul Foster
2	New Mobility solutions	09/02/21	1600-1700	Professor Greg Marsden, Richard Dilks, Lynsey McGarvey, Paul Foster, Nigel Foster
3	Transforming the city centre	23/02/21	1600-1700	Nigel Foster, Paul Foster, Angela Barnicle, John Dales, Amanda Beresford
4	De-carbonising transport	25/02/21	1600-1700	Professor Andy Gouldson, Professor Jillian Anable, Professor Greg Marsden, Polly Cook, Paul Foster

5	Creating Healthier Streets, spaces, and communities	02/03/21	1200-1300	Councillor Peter Carlill, Rosslyn Colderley, Jagdeep Passan, Allison Brophy, Paul Foster
6	Mass Transit: the opportunity for Leeds and West Yorkshire	04/03/21	1600-1700	Councillor Kim Groves, Tom Gifford, Nigel Foster, Daniel Vaughan, Ben Still, Paul Foster,
7	Enhancing public transport	10/03/21	1600-1700	Councillor Kim Groves, Dave Pearson, Simon Pope, Martin Hirst, Paul Foster, Nigel Foster
8	What does it mean for Leeds?	18/03/21	1700-1800	Councillor Helen Hayden, Gary Bartlett, Paul Foster, Martin Hamilton.

Table 1 Summary of Webinars

Community Committees

A short presentation summarising the strategy was taken to all ten Community Committees which were held remotely due to the pandemic. A copy of the report and presentation taken to each committee can be found in Appendix 2. A summary of the committees is provided in Table 2 including a link to the recording of the session where available.

Committee	Date	Web link
Outer West	17/02/21	Here.
Inner North East	01/03/21	Here.
Inner South	03/03/21	Here.
Outer North West	08/03/21	No recording.
Outer East	09/03/21	No recording.
Inner North West	11/03/21	Here.
Outer South	15/03/21	Here.
Inner West	16/03/21	Here.
Inner East	17/03/21	Here.
Outer North East	22/03/21	Here.

Table 2 Summary of Community Committees

Engagement Sessions

In addition to the online webinars and attendance at the community committees, further sessions were held with stakeholders within the city, a summary is provided in Table 3 below.

Event	Date
Presentation to the Bus Operators and Infrastructure Meeting	20/01/21
Presentation to Walking on Together group	28/01/21
Presentation to Active travel and ageing population group.	05/02/21
Leeds Cycling Consultation Forum- Sub Group	13/01/21
Leeds Chamber of Commerce Transport Group	12/02/21
Kirkstall Valley Development Trust	17/02/21
Leeds Civic Trust	17/02/21
Presentation to Youth Council	03/03/21
West North West Youth Forum	11/03/21
Access and Usability Group	15/03/21
Roundhay Environmental Action Project	15/03/21
Social Care Community Forum for Race Equality	16/03/21
Together We Can	23/03/21

Table 3 Summary of engagement sessions

Focus and Reading Groups

Leeds Involving People (LIP) were engaged to help reach seldom-heard groups within the community and utilised their links with existing groups, partnerships, networks, members, workers, and volunteers. They built upon the nine protected characteristics under the Equality Act and were expanded to cover a fuller range of communities.

Meeting	Date
LIP Focus Group 1	31/03/21
LIP Focus Group 2	01/04/21
LIP Focus Group 3	01/04/21
LIP Reading Group	15/03/21
LIP Reading Group	16/04/21

Table 4 Summary of Leeds Involving People engagement

Communications and Media

The integrated digital consultation campaign used a range of media to raise awareness and create strong call to action to the strategy page on Commonplace. A 12-week advertising campaign between January and March took place.

The approach included:

- Generic social content posts over Twitter and Facebook, promoting online webinars
- Social media paid Facebook advertising campaign
- Production of 30secs animation on YouTube and shared across social media
- Council Gov-delivery email to Connecting Leeds 17,000 subscribers
- Radio advertisements on Heart FM and Fever FM (Asian radio Punjabi and English)
- Outdoor digital advertising across Leeds City Centre towers and Hunslet Road sites
- Leeds-List digital campaign – email newsletter and social media
- Positive/neutral media coverage across the BBC Radio Leeds, Yorkshire Evening Post (YEP), and Leeds Live.
- Third party partners email newsletter links e.g. First Bus
- Third party consultation promotion via bus operators, transport providers and the council's climate emergency action team.
- Leeds.gov.uk website home page
- Leeds Council Insite home page
- Leeds Council employee and other Facebook groups

Highlighted impacts:

- The most successful Commonplace referral sites were:
 - First Bus – e-news
 - Existing Commonplace subscribers to Connecting Leeds schemes
 - Govdelivery – Connecting Leeds subscribers
 - Facebook/Twitter organic posts
 - Facebook paid for advertising
- Animation video 30 secs – total plays 108,562 (14% 15,199 watch all video).
- Total Facebook advertising reached 180,024 accounts
- Commonplace 770 subscribers for further strategy updates

3. Methodology

This chapter outlines how the response data from different sources was treated, processed, and analysed.

Commonplace

Respondents were able to provide comments on Commonplace on four separate tiles, Our Vision objectives and targets, Our Big Moves, Meeting the challenge and Ask a question. A full dataset was downloaded with analysis undertaken in Excel. The dataset included respondent ID, level of support, and free text box questions. Some data permitted respondents to click box answer where respondents could select multiple answers. As a result, the number of respondents providing feedback varies by proposed intervention and the level of feedback per respondent is not consistent. A copy of the survey is available in Appendix 1. Coding was undertaken of the qualitative responses to identify themes and enable analysis to be undertaken.

Written Submissions

Written submissions were welcomed during the consultation and were analysed separately to the Commonplace data. Coding of the responses was undertaken to identify themes with key comments and statements pulled out of the responses where appropriate.

Stakeholder events and Community Committees

Stakeholder events were recorded where possible and stakeholders were encouraged to submit responses either as written submissions or via the Commonplace webpage. Informal notes were taken of the sessions and key themes have been summarised in this report.

4. Findings

Commonplace response

The Commonplace site launched on 18/12/20 and was open until 11/04/21, over this time the site had 19,643 visitors and 1,739 respondents. 769 respondents have subscribed to be kept updated. A breakdown of visitor type is provided below.

Visitor Type	Number
All	19,643
Engaged Visitors (commented or agreed)	1,739
Informed (a visitor who viewed but did not contribute)	7,495
Bounced (a visitor who only viewed one page and did not comment)	10,412

Table 5 Commonplace visitor data

The total number of contributions was 4,633 from which 2,821 were comments and 1,812 were agreements.

Social Media

The high levels of engagement indicate the Councils social media campaign was successful. The following links were made:

Platform	Visitors
Facebook	5,950
Instagram	347

Table 6 Summary of how the Commonplace page was accessed

Who contributed?

Demographics

Respondents were asked a series of questions to allow us to understand who contributed to the consultation. These questions were optional and not all respondents answered all the questions. The demographic information collected is summarised in the following section. The demographic information provided in this chapter reflects the answers respondents provided when giving feedback through the Commonplace website. Respondents who provided feedback via email/ written submission were not required to provide any demographic information and are not included in the demographic analysis.

		ONS 2020 Local Authority estimates ¹	Respondent profile
Age	16-29	25%	7%
	30-44	19%	17%
	45-64	22%	30%
	65-84	13%	23%
	85+	2%	0%
	Prefer not to say	n/a	23%
Gender	Female	51%	27%
	Male	49%	47%
	Prefer not to Say	n/a	26%
Ethnicity	White British	81.1%	86%
	Other	18.9%	12%
	Prefer not to say	n/a	2%
Do you consider yourself to have a disability?²	Yes	17%	30%
	No	83%	70%
	Prefer not to say	N/A	3%

Table 7 Demographic profile of respondents

As shown in Table 7, the demographic profile of respondents largely aligns with Office for National Statistics estimates for Leeds. As the strategy progresses and future consultations undertaken extra effort should be undertaken to reach the groups which are underrepresented such as young people and ethnic groups.

Geographic dispersion

Respondents from within the Leeds boundary have been mapped out to show the response across the district as shown in Figure 1. Responses were also received from Glasgow, London and other areas of West Yorkshire.

¹ Data obtained from <https://observatory.leeds.gov.uk/population/report/view/22abaa8c80154435be7517dd058eefbe/E08000035>

² Data obtained from the 2011 census

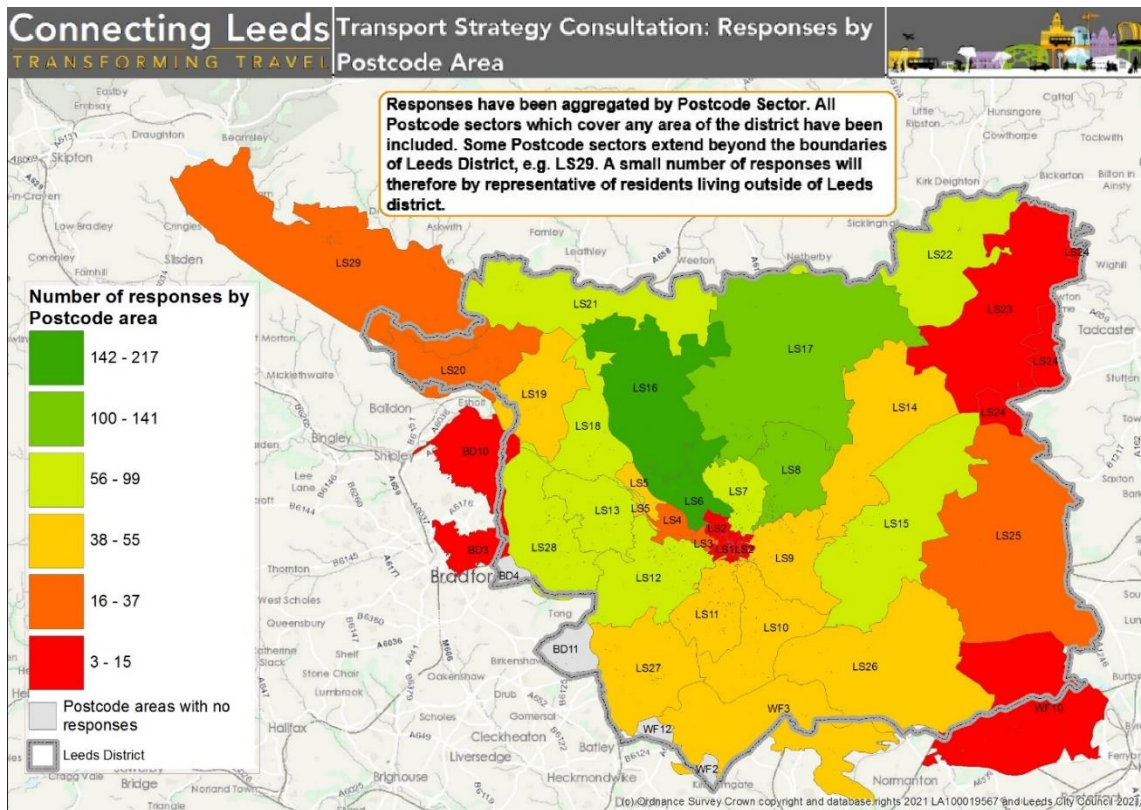


Figure 1 Geographic distribution of respondents within Leeds

Travel behaviours

28% of respondents stated that walking was their main mode of travel in Leeds, with 24% stating they travelled as a car driver, 6% by train and 15% by bus. This is illustrated in Figure 2.

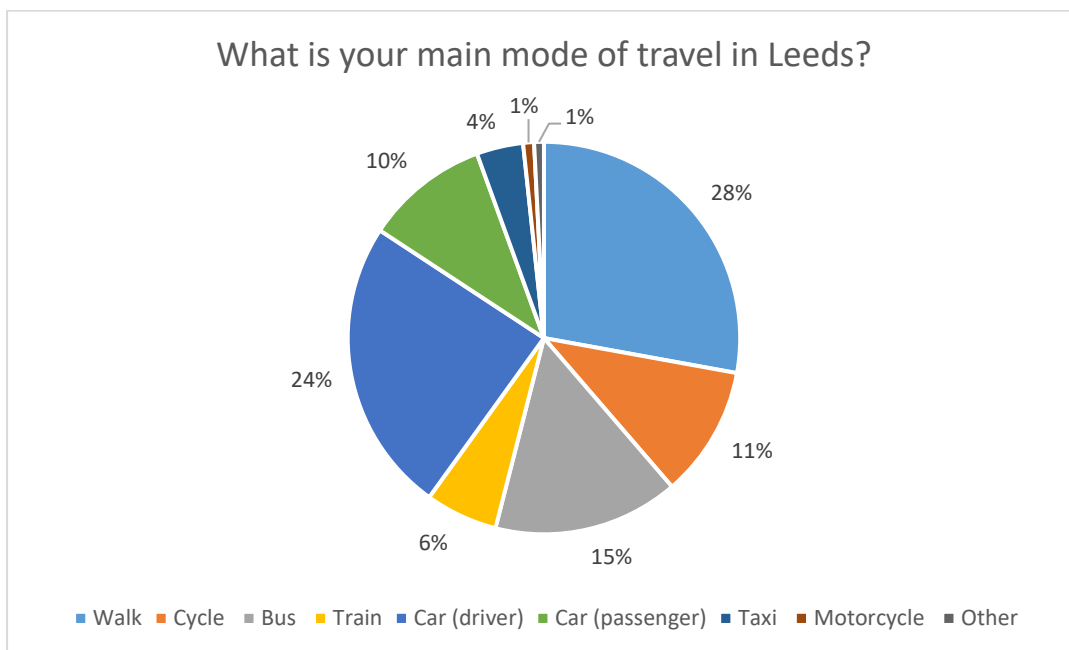


Figure 2 Travel behaviours of respondents

Questions

Sentiment –support for the strategy

The strategy received overall support, with 68% of respondents on the website saying they felt positive or mostly positive about the strategy. 20% of respondents felt negative or mostly negative and 12% were neutral.

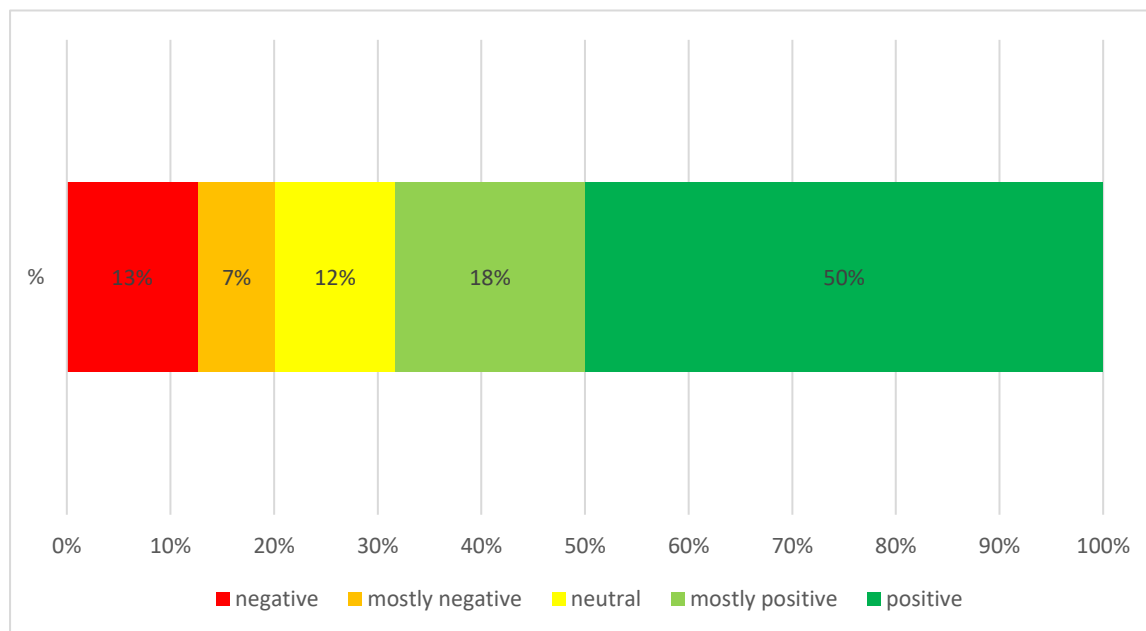


Figure 3 Overall sentiment towards the strategy

Vision statement A city where you don't need a car

Respondents were asked to what extent did they agree or disagree with the proposed vision for Leeds, this was scaled between 0-100 from strongly disagree to strongly agree. The mean response was 66, indicating agreement with the vision statement.

Objectives

Respondents were asked to what extent they agree or disagree with the objective of the draft strategy. 70% either strongly agreed or agreed with the objectives, 9% were neutral and 20% disagreed or strongly disagreed as illustrated in Figure 4.

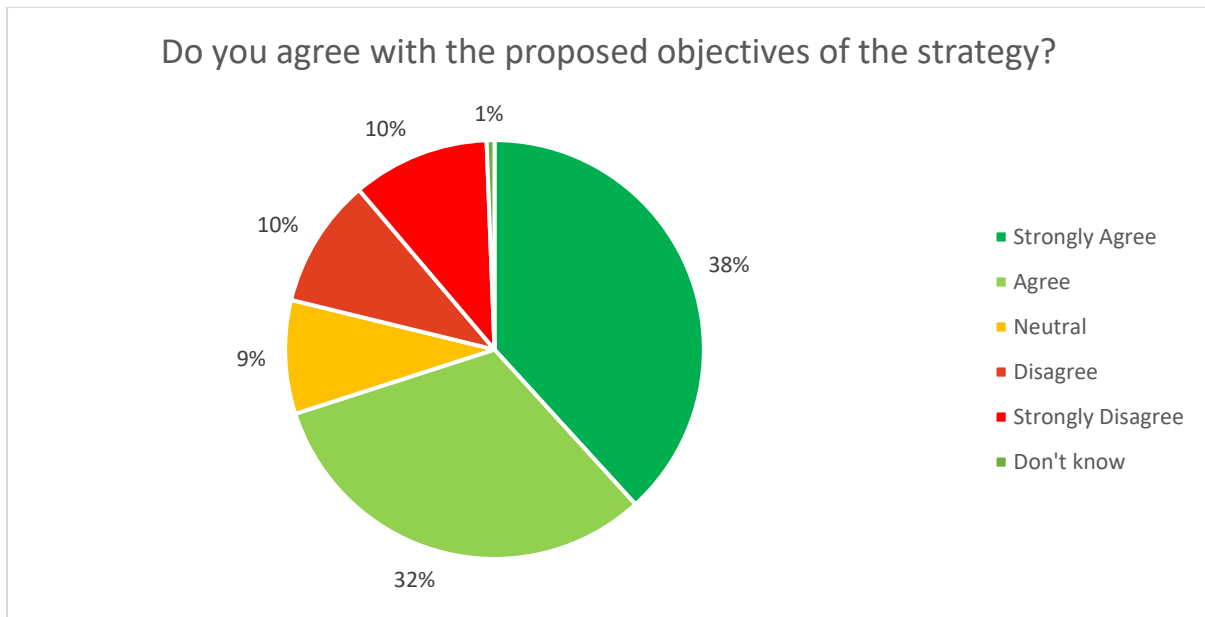


Figure 4 Sentiment towards the objectives

Respondents were asked to rank the objectives in importance from 1 – the most important to 3 – least important, the following ranking emerged which is summarised in Figure 5:

1 – tackling climate change 2 – health and wellbeing 3 – delivering inclusive growth

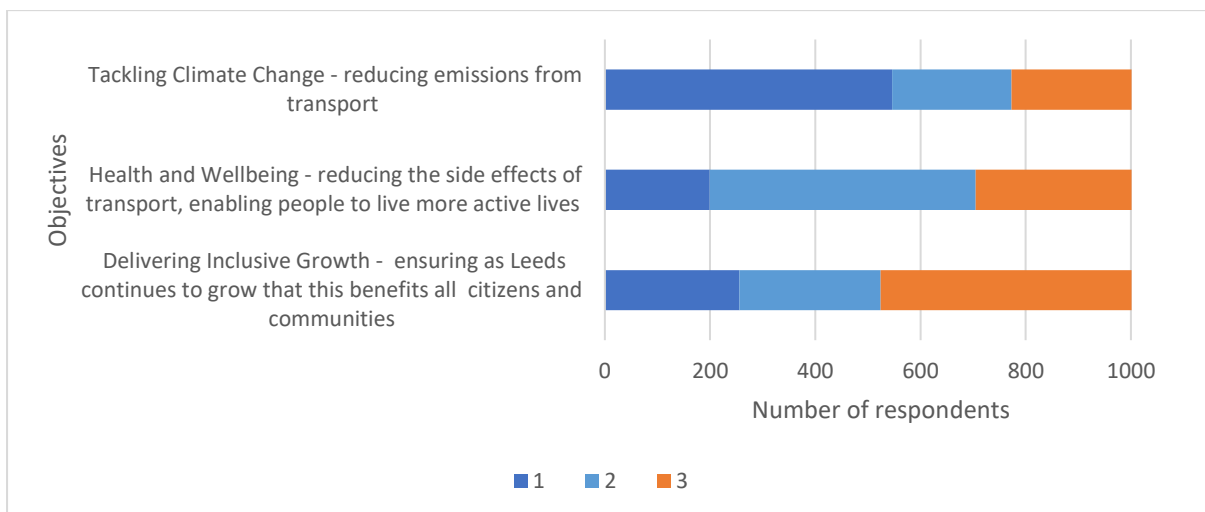


Figure 5 Ranking of objectives in order of importance

Targets

On average, 70% of respondents considered all four target areas were either very ambitious or ambitious. Overall, all four targets scored similarly in respect of level of ambition (or lack of it) as shown in Figure 6.

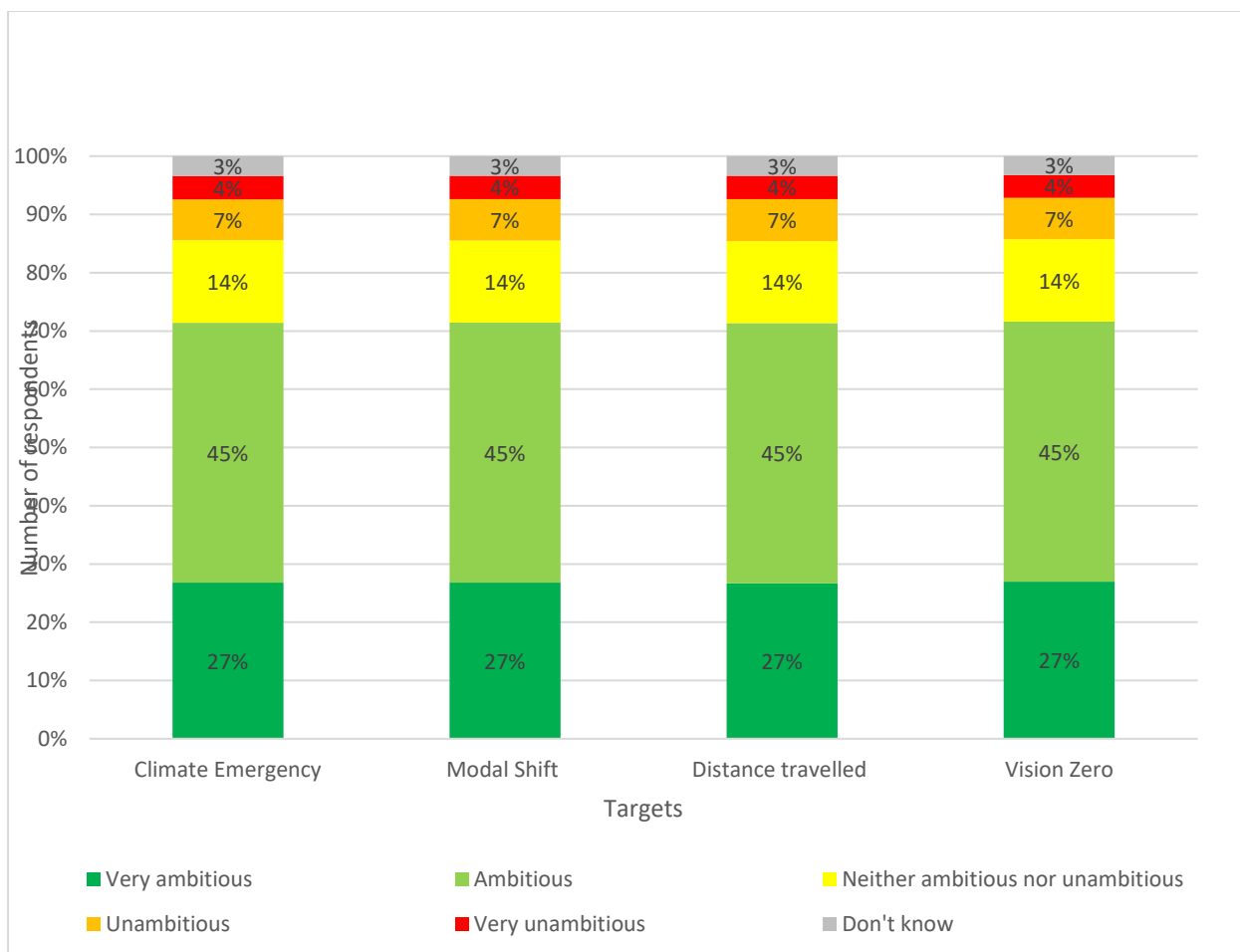


Figure 6 Level of ambition of the targets

Big moves

Priority

Respondents were asked to rank the big moves in order of priority (1 to 6), the distribution of the results are presented in Figure 7 over the page. As illustrated in Figure 7, delivering a mass transit network, and enhancing public transport received the largest percentage of the first and second priority vote, closely followed by creating healthier streets, spaces and communities. The de-carbonising transport big move was ranked the most consistently by respondents. A ranked voting analysis identified the follow priority for the big moves: 1- enhance public transport, 2- creating healthier streets, 3 –deliver mass transit, 4- de-carbonising transport, 5-transform the city centre and 6 – new mobility solutions.

Effectiveness

Respondents were asked how effective you think each of the big moves would be ranging from very effective to not effective, similarly to the targets, there was little variance between each of the big moves. An average of 59% of respondents thought each of the big moves

would be either very effective or effective compare to an average of 15% of respondents who considered the big moves not to be effective.

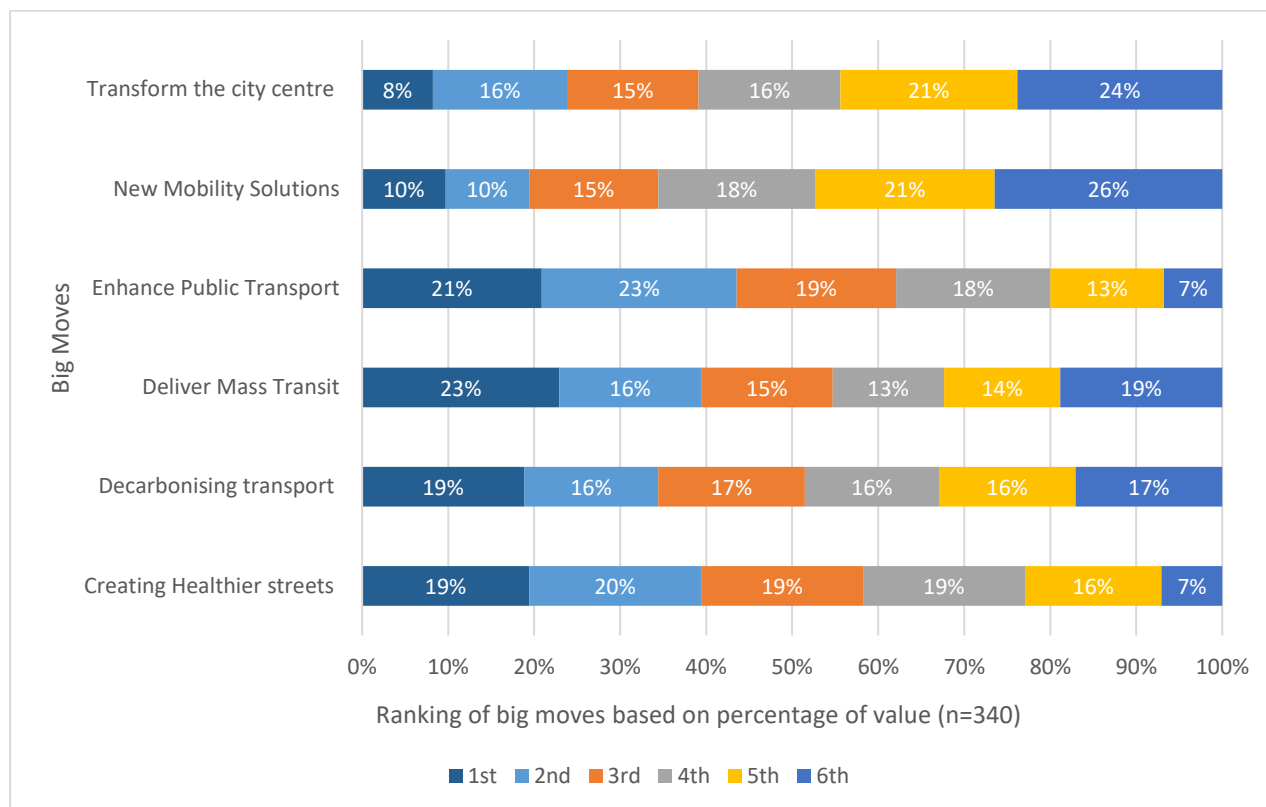


Figure 7 Distribution of ranking of the big moves

Meeting the Challenge

Respondents were asked whether they agreed that more needs to be done to reduce carbon emissions from transport. This was scaled 0-100 from strongly disagree to strongly agree with a mean score of 81 indicating that the majority of respondents agree/strongly agreed that more needs to be done to reduce carbon emissions from transport. A lower number, 58%, of respondents were however likely or very likely to change to a lower carbon transport mode. As illustrated in Figure 8, 17% of respondents were quite or very unlikely to change to a lower carbon mode.

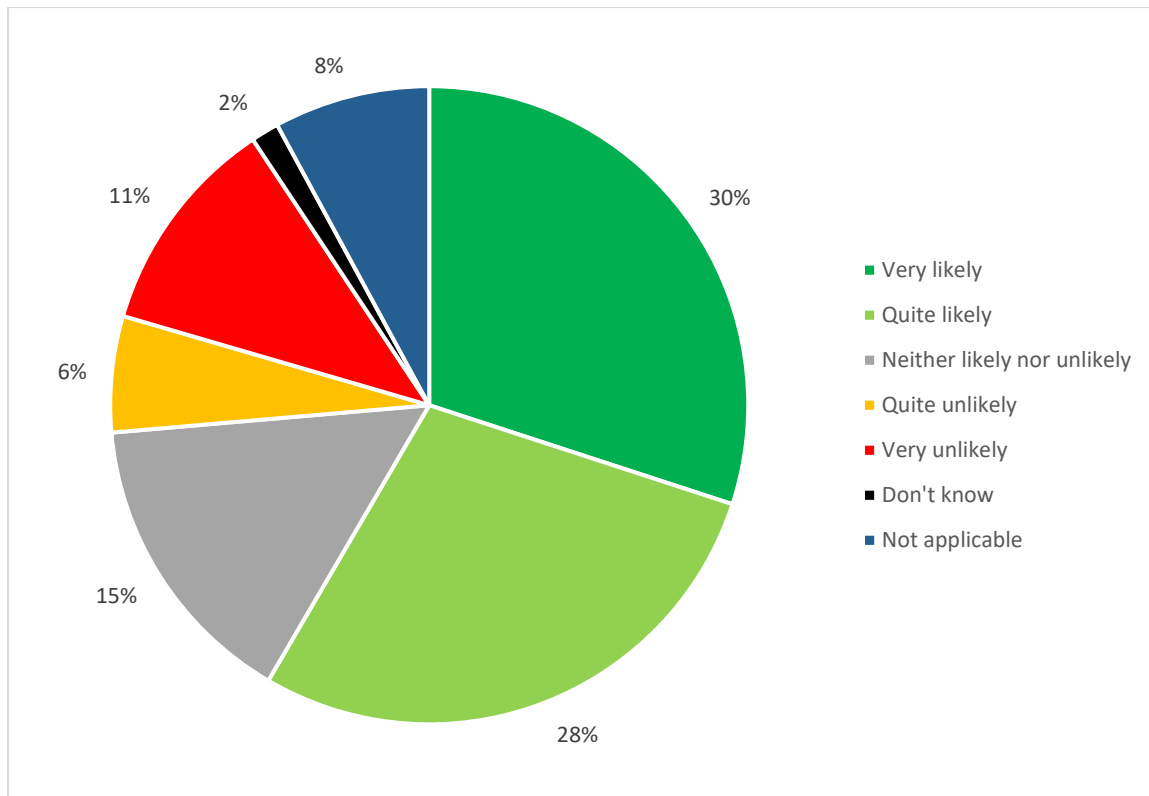


Figure 8 How likely are respondents to change to a lower carbon mode

Behaviour Change

Respondents were asked a series of questions to gain insight to how people may look to change their behaviours, what may encourage them to change how they travel and what we, LCC could do to help change behaviours.

If you decided to use a different mode of transport, what mode would you use?

The most popular different mode was bus with 198 respondents indicating they would switch to this mode; this was closely followed by on foot (174) and train (174). 82 respondents indicated that they would continue to drive. All responses received are illustrated in Figure 9.

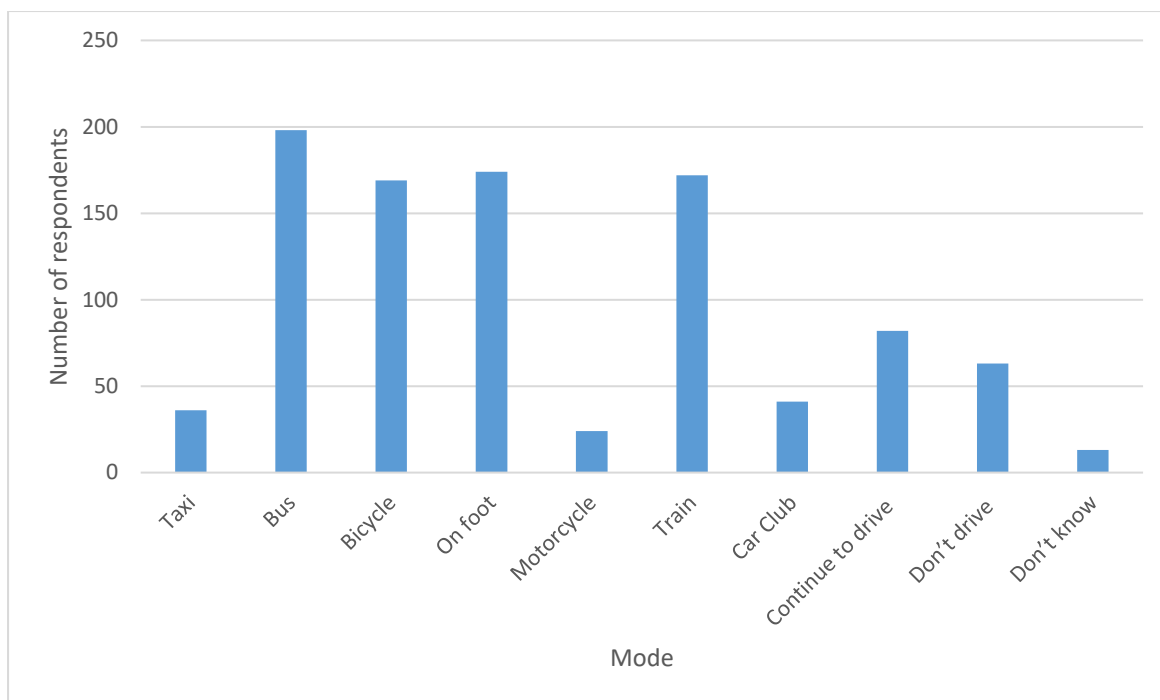


Figure 9 Different modal choices

What would encourage you to travel differently?

The top response received for this question was concern for the environment (226), followed by dedicated cycle route (197) and safer streets (181). 48 respondents stated that nothing would encourage them to travel differently. In terms of demand management, 104 respondents stated a low carbon zone would encourage them to travel different with 41 respondents citing a workplace parking levy. The full results are summarised in Figure 10 below.

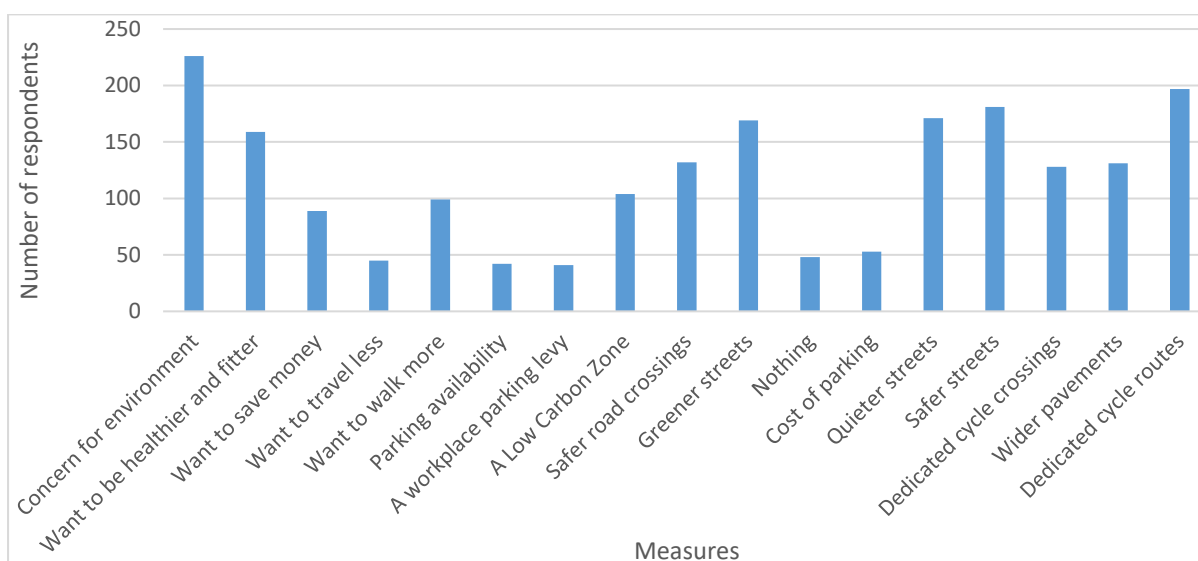


Figure 10 What would encourage respondents to travel differently?

What can we do to help you to make change to the way you travel?

The top response received for this question was reasonably priced public transport (313) followed by better integration of bus and rail and deliver a mass transit network (233) and quicker buses (207). 14 respondents stated nothing. The full result is illustrated in Figure 11.

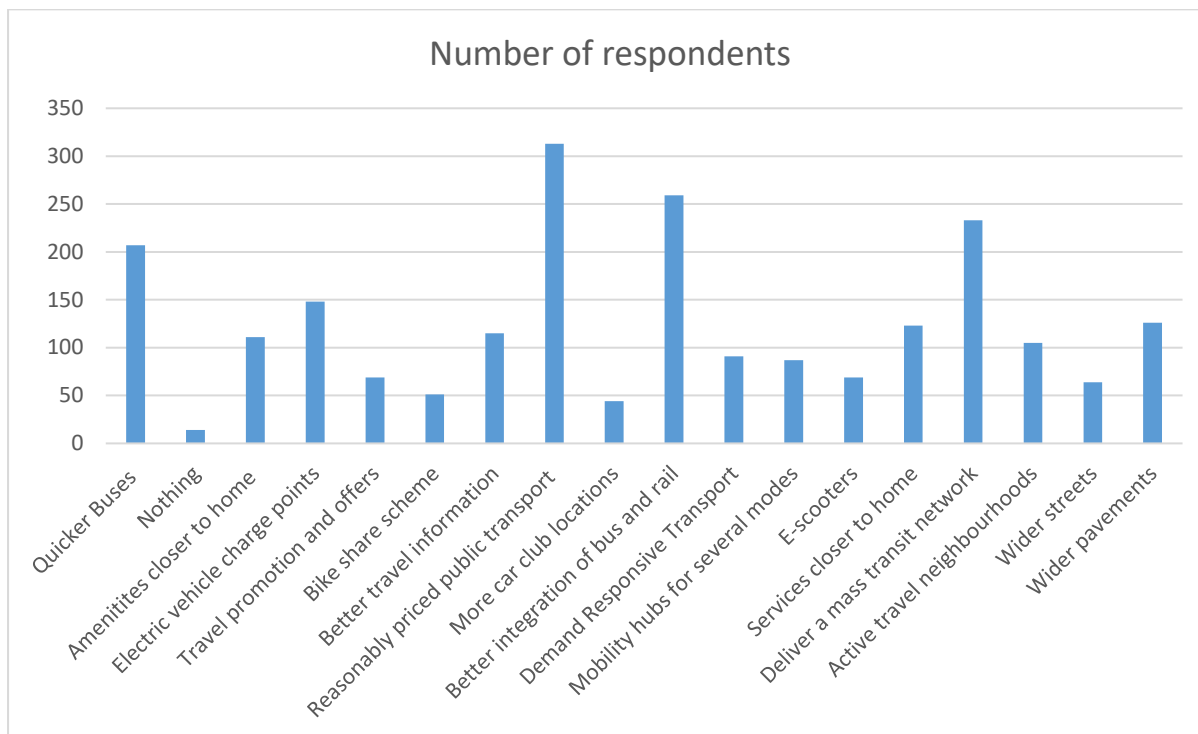


Figure 11 What can we do to help you to make change to the way you travel?

What pledge are you willing to make to change how you travel?

The top pledges received was to visit places by public transport (178), walk more often (167) and have a virtual meeting (150) which are summarised in Table 8.

Pledge	Number
Leave the car at home one day a week	56
Walk the children to school	34
Visit places by public transport	178
Have a virtual meeting instead of travelling	150
Buy a bike	36
Walk more often	167

Table 8 Summary of responses

Other pledges received include the following:

- “Start cycling again once there is cycling infrastructure and traffic control in place to make it feel less like I'm going to be killed by boy racers”
- “Propose to buy electric car”
- “Try not to buy a car”

Qualitative responses

606 further comments were received on the Commonplace website. The responses were coded to identify themes, a total of 78 themes were identified which are summarised in Table 9.

Theme	Frequency	Theme	Frequency
15/20-minute neighbourhoods	3	Green infrastructure and strategy	8
Active travel	34	HS2	12
Air Quality	5	Inclusivity	5
Ambition	22	Infrastructure design	8
Anti-Car	17	Integration/ Mobility hubs	16
Area specific A65+East Leeds	6	Ring Road	14
ATNS/LTNS	8	Lack of ambition	37
AVS	10	LBA	47
Bus (general)	37	Leeds - Outer North East	16
Bus network	67	Maintenance	13
Bus Operating/Ownership Model	40	Mass Transit	308
Bus reliability	28	Micro-mobility	6
Business Engagement	6	Motorhome parking	3
Car Dependence	7	Network Management	3
Cars	3	Opposition	7
CAZ	6	Other (weather, levelling up etc.)	6
Charging Mechanisms	7	Park and Ride	19
Personal Choice	2	Parking	19
City Centre	61	PTW (powered two-wheelers)	25
Climate Emergency	39	Public Realm	9
Communication and Engagement	8	Public transport General	32

Theme	Frequency	Theme	Frequency
Congestion	11	Public Transport Network	27
Consultation Feedback	50	Rail	57
Cost	88	Regional plans	4
Covid19 Pandemic	9	Road Safety/Vision Zero	16
Cycling	20	Road Space Allocation	17
Cycling Infrastructure	74	Rural Mobility	39
Data	2	School and Students	7
Delivery +Track Record	9	Shared Mobility	6
Demand Management	11	Spatial Planning	27
Disabled	29	Support	21
District Wide	3	Targets	31
DRT	10	Taxi	5
Education/Behaviours	27	Technology	9
Elderly	3	Ticketing	11
Electric Vehicles	32	ULEZ	23
Funding	7	Users	7
General Feedback	32	Vision	2
Get on with it	3	WPL	18

Table 9 Themes from qualitative analysis

A summary of the responses received in relation to the top 5 responses areas is provided below:

Mass Transit (308)

1. Mass transit system should be THE priority for any council administration in Leeds.
2. Mass transit is key, but it has been promised for so long and not delivered that I don't think we can rely on it to reach the aspirations of the strategy.
3. Mass transit has already been rejected for Leeds and will not include the whole of the population of Leeds, it follows therefore that is not an effective use of public funds and furthermore disenfranchised about 50% of the total population of the while of the Leeds Metropolitan conurbation

Cost of travel

1. Public transport is currently unreliable, infrequent (especially off peak) and unconnected and expensive.

2. Make the public transport options more attractive (in cost, availability, and completeness) before limiting parking or increasing parking charges
3. Consider possibility for free travel at point of use for Leeds/West Yorkshire Region residents

Cycling infrastructure

1. The proposals are not very detailed, so it is hard to comment on them. I strongly support improving the cycling infrastructure. As a regular cyclist, I find it very hard to bike to the train station, for example. I see that 'new technologies' could be helpful, but I think it is more important to invest in cycling and walking infrastructures (but always keeping the car option for those with reduced mobility or special needs). And again, decarbonising transport is a great idea and very necessary, but it is irrelevant if the airport expansion goes through.
2. Current works including segregation and works on cycle lanes in current format are barriers to cycling and increase the dangers, whilst reducing the benefit of active travel (speed). Orca lane segregation being an example. Wellington street/queen street being examples of poorly laid out designs, level changes, interaction with pedestrians, curb lines and detritus. The 'cycle superhighway' between Leeds and Bradford is inherently dangerous in its design and construction. Many cyclists now use the road specifically to avoid it! Consideration needs to be given towards designing schemes so they are fit for purpose, mitigate conflict between road/pathway use classes and the council will/can afford to effectively maintain these structures otherwise they might as well not waste the money in construction of such compromised schemes.
3. There needs to be a specific commitment around cycling and walking infrastructure, particularly on main routes rather than low traffic neighbourhoods - every main road should have a segregated cycle route

Bus network

1. An acknowledgement that the attitude that buses should run in "corridors" is part of the reason Leeds is such a car-based city - people need to travel between different parts of the city and forcing all journeys through the centre (and forcing bus users to buy more expensive tickets to do so) is designed to deliver revenue to the bus companies, not to help people give up their car
2. Simple changes like a vastly improved bus network would make a huge difference and could be a large element of the Mass Transit initiative.
3. Affordable and frequent bus and rail services are key.

Theme	Frequency	Theme	Frequency
Healthy streets	18	Modal shift	5
Zero carbon travel	13	PROW (Public rights of way)	5
Deeper engagement	11	Shared mobility	5
Parking management	10	P+R (Park and Ride)	4
Cycling	10	Freight	4
Vision zero	9	Orbital bus	3
WPL (Workplace parking Levy)	9	Monitoring and evaluation	3
Bus priority	9	School streets	3
Gap between aspirations and deliverability	9	Public control/ownership buses	3
Mass transit	7	EV charging (Electric Vehicle)	3
Inclusivity and accessibility	7	MaaS (Mobility as a Service)	3
Low carbon zone	6	Mobility hubs	3
Sustainable development	6	Remote	3
DRT (Demand Responsive Transport)	6	BRT (Bus Rapid Transit)	2
Streetscape	5	Outer Areas	2
Crossings	5	Communication	2
Integrating modes	5	Unrestricted motoring	2

Table 100 Table of themes

Summary of findings

As these responses were not received through the engagement framework it has been necessary to attempt to analyse these responses manually. This has been achieved through a coding exercise, to determine the frequency in the responses, of different themes. First offered are these findings and how they relate to the big moves, followed by findings that were not directly linked to a big move.

The 6 Big Moves

Healthy streets (18) was the big move that had the most interest. Interlinked themes were 'Streetscape' (5), 'Crossings' (5), School Streets (3) and Inclusivity and accessibility (7). Within responses around Healthy streets there was significant support for rolling out Active Travel Neighbourhoods (ATNs) across Leeds, with some groups wanting to see their area of Leeds benefit from an ATN and others advocating a Leeds wide roll out of ATNs. A lot of respondents felt future strategy should focus as much as possible, on the needs of all residents being able to comfortably move around their local area, and to enjoy spending time out and about was of importance. The theme of crossings could reflect a desire to see less focus on radial routes into the city centre and more of a focus on the inclusivity and accessibility of local centres, with enhanced streetscapes as particularly desirable.

The next big move that attracted interest was de-carbonising transport reflected in the themes of 'Zero carbon travel' (13), the interlinked theme of 'Low carbon zone' (6) also attracted interest. The idea of a low carbon zone was one stakeholder felt really needed deep engagement on and several asked to be involved in any developing proposals for a ULEZ or any sort of charging zone. Some respondents focused more on the need to achieve 'Modal shift' (5) as being of greater importance than to simply focus on de-carbonising existing modes.

The big move of developing 'Mass transit' (7) was perhaps not as important to stakeholders. Although this also was a theme, which attracted comment that close engagement with communities and business would be key for successful implementation. Likewise, a thread that recurred was a sense that buses would remain even after the possible introduction of mass transit, as still being the fundamental way in which mobility needs in Leeds would be met. And that it was important to not overlook the importance of the bus network when developing mass transit.

Enhanced public transport was reflected in the themes of 'Bus priority' (9), 'DRT' (6), 'BRT' (2), 'Orbital Bus' (3) and 'Public control/ownership buses' (3). Further work in Leeds to give buses extra priority, through bus lanes or signal upgrades, was considered an important priority for the city by many respondents. Demand responsive transport was a way to provide public transport for the parts of the district and journey types that are currently underserved, similarly some respondents commented on the need for more orbital bus routes across the district. However, it was cautioned that trials of DRT elsewhere, have so far shown that levels of subsidy required, are almost always prohibitively expensive. Bus rapid transit was mooted by some as being a more practical way to deliver mass transit in Leeds, considering it would be unlikely for segregated running of trams to be possible, and BRT would also

more easily integrate into a joined-up transit network. For some public ownership of buses was deemed important, but more generally respondents seemed agnostic on questions of the ownership and control model of the bus network. Although some respondents did consider the chance to use Enhanced Partnerships to be an important opportunity for boosting the bus offering in Leeds.

The big move of 'new mobility solutions' was referenced in the themes of 'Shared mobility' (5), 'MaaS' (3), 'Mobility hubs' (3) and 'Remote' (2). This focus on new solutions also had a crossover with a desire to see better integration between forms of transport 'integrating modes' (5). For instance, opportunities to make better use of real time information to help connections between modes, become easier for journeys across Leeds. With MaaS and Mobility Hubs not seeming to resonate that strongly with stakeholders, this perhaps shows that either the concepts need explaining in a more impactful way or perhaps need to be seen on the ground in Leeds for their possible benefits to be explored further by stakeholders. One overlapping comment around mobility hubs, was for instance, that if EV charging could take place at mobility hubs, this would be advantageous over on street charging which is likely to have practical challenges for those without off street parking. There was enthusiasm for shared mobility both for instance in making e-bikes more affordable and more practical for residents without storage. Likewise, car clubs and on demand hire of cars was seen by some as potentially re-defining car use from a default choice into an on-demand solution that would be a choice amongst many viable options in the transport network.

The city centre was a big move generally not addressed in isolation. Some responses focused on the needs of the wider district 'Needs of outer areas' (3). Other themes that often linked into the city centre were 'Remote' (2) with thought that many journeys to the city centre would be replaced by working remotely, particularly if local work hubs could be established to provide high speed internet and desk space in communities.

Other findings

'Deeper engagement' (11) was a theme that interested a third of stakeholders. For some this reflected a sense some of the implications of the transport strategy were likely to be radical, and that communities (and business) were going to need to be involved as much as possible to ensure an equitable transition to a lower carbon future, with all group's accessibility needs still met. For others a theme that seemed to link into a desire for Healthy Streets, was a desire for community co-production of schemes, for instance Active Travel Neighbourhoods.

Development was an area some stakeholders felt could and needs to become much more sustainable than it currently often is, reflected in the theme of 'Sustainable development' (6). One stakeholder felt an important way they were going to be able to deliver developments, with

sustainable travel integral, was by being able to break free of the existing paradigm of 'predict and provide', which has been for a long period of time the default paradigm in assessing the transport aspects of development. Instead, being able to effectively reflect what is desired in the Transport Strategy in new development was considered crucial.

Vision zero was a theme that had strong support and like the targets around getting to net zero, some respondents felt that the goal of eliminating serious and fatal collisions was of such importance, that the 2040 target, would ideally be achieved sooner.

Cycling (10) was a theme that many respondents had a particular interest in. Support was widespread for continued and further investment in a cycle network in Leeds. Improving bicycle parking and electric bikes becoming more widespread were considered changes that would facilitate a wider take up of cycling.

Of the 33 stakeholders who submitted written responses it was notable that only two expressed a desire to see no restrictions be placed on private motoring, 'Unrestricted motoring' (2). In these cases, the reasons for this were linked to the major and habitual role the car plays in meeting mobility needs for many residents in Leeds, particularly so in the outer areas and those less well served by public transport. On the contrary a common response from many respondents was a sense that to make any real progress on meeting the city's goal of tackling the climate emergency, support was voiced for a variety of restrictions to be placed on drivers of private cars. Including support for a workplace parking levy (WPL), some form of low or zero Carbon zone or other form of road user charging, parking management through some degree of reducing the availability of parking and making it more expensive, the greater use of residential parking zones and much more robust enforcement of pavement parking prohibition. It was noted that some respondents were opposed to the introduction of a Workplace Parking Levy or Ultra Low Emission Zone. With the private car having such a strong hold over current mobility choices, it was of note that one respondent felt more could be achieved for boosting bus patronage, by placing restrictions on private car usage, than through direct investment in the bus network.

A theme that cropped up with regularity was a perception of a 'Gap between aspirations and deliverability' (9). In part this seemed to stem the scale of action required to achieve carbon neutrality by 2030, thus some stakeholders supported the aims but questioned whether the measures that might stem from the strategy would be sufficient, or felt they needed more detail to feel confident the strategy would successfully reduce carbon. As current mobility needs in Leeds are met to large degree by car, and car travel is very entrenched, the question of how feasible a shift away from car dominance was also reflected in the theme of a gap between aspiration and delivery.

Summary

The top three themes that can be seen to have resonated with stakeholders are Healthy Streets followed by zero carbon travel and deeper engagement. The need for planning transport to go beyond simply moving people from A to B, but to seek to contribute meaningfully to improving health and wellbeing and a real desire to see transport at the forefront of tackling the climate emergency were evident. There was clear support for these goals to be achieved through and by close engagement with communities and in co-production of schemes. Both with for instance residents' groups and with businesses in the city.

Support was found across the board in responses for the three objectives of 'tackling climate change', 'delivering inclusive growth' and 'improving health and wellbeing'. The 6 big moves again saw broad support but with important nuances and qualifications. Again, highlighting the need for further and maintained engagement, to work through the challenges and opportunities found in the detailed actions to be developed in the future.

Seldom Heard Groups

As part of the engagement, it was important to ensure seldom-heard groups were informed of the Connecting Leeds Strategy, which is in-line with LCC's commitment 'to promote social inclusion, social mobility, and accessibility and help create a transport system which benefits all in society'. LCC recognises that 'transport systems and policies have the potential to impact those with (but not restricted to) physical and sensory impairments, mental health issues or learning disabilities and people with impairments are more likely to 'travel more frequently by bus than other users.' We also know that open consultation does not always receive responses that are representative of the population of Leeds. Engagement with seldom-heard groups was therefore essential for Leeds City Council and Leeds Involving People (LIP) were employed to help reach seldom heard groups.

LIP organised two types of sessions a reading group and a separate focus group. The reading group worked through the strategy in depth whilst the focus groups were a series of three, one off session design to inform as many people as possible of the strategy. The groups reached a range of individuals from all seven protected characteristics.

LIP have produced two separate reports which can be found in Appendix 3 of this report.

Focus Group

A summary of the themes from the focus group were as follows:

- Most members agreed with the vision and objectives but were worried about implementation.

- Lots of people do need a car, particularly disabled people who often struggle to access public transport services. The same groups can also struggle with pedestrianised spaces.
- Bus - Most members were pleased with the new buses and their automated voice technology. Buses end too early and should operate later into the evening.
- Safety – there needs to be inclusion of road safety and that need to cover all road users' behaviours. Safety also needs to consider anti-social behaviours especially at bus stops and on buses themselves.

Reading Group

Vision and objectives

The reading group felt that the Vision is bold, and the group understand where it comes from and like the idea of it but feel it is an unrealistic vision for older people, disabled and vulnerable individuals. A key statement emerged from the reading group: *“Get transport for the disabled right and it will be right for everyone else”*. In terms of the Climate Emergency, it was felt that greater emphasis should be taken to explore and explain climate change to communities in the city and how it is likely to affect them on a day-to-day basis. They strongly felt that to achieve continued participation from all communities you need to really educate the population about the impacts of air pollution on health.

Health

The group felt that the Health and Wellbeing of Leeds residents, should be prioritised before decarbonising transport – one member stated that “without health they can be no wealth”. They strongly felt that to achieve continued participation from all communities you need to really educate the population about the impacts of air pollution on health. This should be a comprehensive approach across all areas of Leeds, so that people in the far reaches of the City for example Wetherby, Otley and Garforth understand that by driving their car into Leeds to work, they may not impact their own communities, but it does impact the inner city they commute through.

Big moves

The group were pleased that there was a multi-pronged approach to de-carbonising transport. A reduction in the need to travel brought its own problems “We have seen the death of many shops in the pandemic and the natural phenomena of the disappearance of the high streets”. They were concerned about the people that are on a low wage and that although they rely on their cars to get to work, they may struggle to upgrade their car to comply with any new regulations or restrictions imposed. “It can only work if there is better public transport connectivity across the city that operates to meet all people’s needs”.

The group thought creating healthier streets, spaces and communities was a great concept for building stronger communities and giving residents and more importantly children, opportunities to play outside in some of the most congested and deprived inner-city communities. The group felt that to get people to use the public transport system it needs to be more efficient, reliable, and cheaper for people to give up their cars. The group would like to hear more about WYCA's Demand Responsive Transport trial and if successful, would be happy to see it rolled out.

The group felt very noncommittal to the mass transit big move about this having been promised all kinds of transport solutions before in terms of the Super Tram, Underground Stations etc. They noted that already HS2 costs are spiralling out of control the group believe Leeds should concentrate on nearby connectivity and affordable & efficient transport systems.

Behaviour change

The group felt that further work could be done to educate people why Climate Change is an issue and why people need to have better air quality. It was suggested that travel could be incentivised by offering a loyalty public monthly travel card which when used, there is entry to a monthly draw to win a free month's worth of travel.

Associated issues

Feedback from the group noted that there needs to be a proper distinction between 'mobility' & 'disability'. It was felt that if you were to check the strategy about the council's commitment to disabled people that a word search would pull up mobility and it would be assumed that disabled needs are covered, it is felt by the group – they have not been covered. Hence, they would like to see a commitment statement within the policy for elderly and disabled people as they are usually the most reliant on transport out of all the protected characteristics groups. The group recommended a statement to support the disabled "*Leeds city council recognise that disabled and elderly people are the most disadvantaged by transport. They have extremely limited transport choices and are often on a low income*".

Community Committees.

In this section responses received from the Community Committees have been summarised below. Responses have been collated into themes to best represent given the wide-ranging feedback. The following themes emerged:

Spatial planning – the links between the strategy and the Local plan could be strengthened. The strategy requires greater density and planning changes to permit 20-minute neighbourhood concept.

Community participation – It was noted that greater Community Participation could help deliver better outcomes. Continued conversation and engagement with communities would be key for the targets to be met.

Equality – Feedback was that people from protected characteristics groups need to be recognised as being of importance and this needed to be conveyed within the strategy.

Rural transport – It was highlighted that differing communities may need different solution and a one size fits all approach doesn't work in both urban and rural areas. It was noted that transport has the potential to have a disproportional impact on rural communities who may access to limited services.

Safety – Both road safety and general safety was highlighted as concerns. Specific examples were given of anti-social behaviour and how that can deter people from travelling more sustainably. There was agreement that action should be taken in relation to road causality whilst working towards the vision zero target.

Road network – Efficiently managing the network including parking management was a theme that emerged at several committees. Rat-running was cited as an issue and measures should be taken to resolve this. It was felt that greater action could be taken to enable the uptake of Electric Vehicles especially in providing appropriate charging infrastructure.

Public transport network – Responses focused on all areas of the public transport network, from bus operating models, to costs, hours of operation and lack of orbital services. All of these were cited as reasons for what the public transport network was underutilised and needed to be addressed if the targets are to be achieved. It was also noted that between integration between different public transport modes and the development of mobility hubs would help encourage behaviour change.

Cost of public transport – The cost of public transport was cited as a concern and a barrier for use, one example was given of families choosing to travel by cabs rather than bus because it was cheaper.

Park and Ride – The success of park and ride in the city had been noted and there was a desire to identify more suitable sites. Caution was raised around creating a “whole ring” of park and ride on the Outer Ring Road and its potential effects of creating more car-based trips.

Rail – It was noted that rail could play a potential greater role across the district but there needed to be better integration into existing public transport and active travel networks.

Mass transit – Differing views were given on the support of Mass Transit. It was highlighted that Mass Transit shouldn't be the only solution for the district and that investing in other modes would be equally, if not more important.

5. Summary

The engagement on the Transport Strategy has utilised a wide range of media and consultation methods to engage a wide variety of stakeholders through the district. This analysis of the engagement has identified overall support for the strategy, its aims, and objectives.

The consultation was clear that the current transport system across the district still requires improvements. These should be on the bus network including routing and the provision of orbital services. There was an overarching desire for greater integration between modes both physically (i.e., joining bus and rail stations) and through a simpler and cheaper ticketing system. The need for better connections between local areas and key services such as hospitals, employment and education sites were also highlighted. The difference in geographies between urban and rural areas was highlighted and that any subsequent solutions may need to be different.

The consultation has identified that alongside engaging public transport, creating healthier streets, spaces and communities is a priority. By creating safer, greener, and wider streets people indicated that this would help encourage change travel behaviours toward lower carbon forms of transport.

Appendix 1 – Questionnaire

Draft Connecting Leeds Transport Strategy Questionnaire

Your comment will be made public, including online at <https://leedstransportstrategy.commonplace.is/>. Please don't mention any personal details. By commenting you agree to Commonplace's terms of use, which you can find at <https://www.commonplace.is/terms>.

If you supply your email address you will be notified when your comment has been added. Your personal information will not be shown and will be stored securely.

A public engagement powered by Commonplace

***Required**

Our Vision, objectives and targets

This section describes the Vision, Objectives and Targets of draft Connecting Leeds Transport Strategy followed by questions asking for your views on these proposals.

1. To what extent do you agree or disagree with the proposed vision for Leeds?
(Required)

Mark only one oval.

	1	2	3	4	5	
Strongly Disagree	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Strongly Agree

2. To what extent do you agree or disagree with the objectives of the draft strategy?

Mark only one oval.

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

3. Please rank the following objectives in order of importance to you: (Where 1 is the most important and 3 is the least). *

Mark only one oval per row.

	1	2	3
Tackling Climate Change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Delivering Inclusive Growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Health and Wellbeing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Are there any other economic, social and/or environmental objectives which you feel the Transport Strategy should aim to achieve?

5. We have identified high level targets across four areas to help us to capture our overall progress. How would you rate our level of ambition in relation to the following: *

Mark only one oval per row.

	Very Ambitious	Ambitious	Neither ambitious or unambitious	Unambitious	Very unambitious	Don't know
2030 Climate Emergency Target	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Modal Shift targets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Distance travelled	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vision Zero	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Do you have any other comments about our Vision, Objectives or Targets?

Our Big Moves

This section describes the Big Moves of draft Connecting Leeds Transport Strategy followed by questions asking for your views on these proposals. Our Big moves are de-carbonising transport, creating healthier streets, spaces and communities, transform the city centre, enhance public transport, new mobility solutions and deliver a mass transit network.

10. Thinking about the Creating Healthier Streets, Spaces and Communities Big Move, how effective do you think the measures included within it will be in meeting our objectives? *

Mark only one oval.

	1	2	3	4	5	
Very Effective	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not Effective

11. Thinking about the Transform the City Centre Big Move, how effective do you think the measures included within it will be in meeting our objectives? *

Mark only one oval.

	1	2	3	4	5	
Very Effective	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not Effective

12. Thinking about the Enhance Public Transport Big Move, how effective do you think the measures included within it will be in meeting our objectives? *

Mark only one oval.

	1	2	3	4	5	
Very Effective	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not Effective

13. Thinking about the New Mobility Solutions Big Move, how effective do you think the measures included within it will be in meeting our objectives? *

Mark only one oval.

1 2 3 4 5

Very Effective Not Effective

14. Thinking about the Deliver a Mass Transit Network Big Move, how effective do you think the measures included within it will be in meeting our objectives? *

Mark only one oval.

1 2 3 4 5

Very Effective Not Effective

15. Is there anything further you would like to add or would like to see included in the draft Strategy?

Meeting the Challenge

This section describes how further work is required to reduce carbon emissions and what you can do to followed by questions asking for your views and how you are willing to help.

16. Do you agree that more needs to be done to reduce carbon emissions from transport?

Mark only one oval.

	1	2	3	4	5	
Strongly Disagree	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Strongly Agree

17. How likely are you to change the way you travel to a lower carbon transport mode?

Mark only one oval.

- Very likely
- Quite likely
- Neither likely or unlikely
- Unlikely
- Very unlikely
- Don't know
- Not applicable

18. If you decided to use a different mode of transport, what mode(s) would you use?
Select all that apply.

Mark only one oval.

- Bus
- Train
- Motorcycle
- Don't know
- Bicycle
- On foot
- Car Club
- Not applicable - don't drive
- Taxi
- None of these - i would continue to drive
- Other: _____

19. What would encourage you to travel differently? Select all that would apply.

Mark only one oval.

- Quieter streets
- Wider pavements
- Cost of parking
- Safer road crossings
- Dedicated cycle crossings
- Want to travel less
- Want to save money
- Want to be healthier and fitter
- A workplace parking levy
- Dedicated cycle routes
- Parking availability
- Safer streets
- A Low Carbon zone
- Nothing
- Concern for environment
- Greener streets
- Want to walk more

20. What can we do to help you to make changes to the way you travel? Select all that apply.

Mark only one oval.

- Quicker buses
- Amenities closer to home
- Segregated cycle routes
- E-scooters
- Travel promotion and offers
- Reasonably priced public transport
- Bike share scheme
- Better integration of bus and rail
- More car club locations
- Electric Vehicle charge points
- Nothing
- More walkable streets
- Wider footways
- Deliver a mass transit network
- Demand Responsive Transport
- Better Travel information
- Safer streets
- Wider pavements
- Active travel neighbourhoods
- Services closer to home
- Mobility hubs for several modes
- Other: _____

21. What pledge are you willing to make to change how you travel? Some examples are provided below, please add your own pledge too.

Mark only one oval.

- Leave the car at home one day a week
- Walk the children to school
- Visit places by public transport
- Have a virtual meeting instead of travelling
- Buy a bike
- Walk more often
- Other: _____

22. What further measures do you think we should be considering in order to reduce carbon emissions from Transport?



Please tell us about you.

Are you providing your own response or responding on behalf of an organisation/group?

Please tick one of the boxes below.

- Providing my own response
- Responding on behalf of organisation/group

If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: _____

Your name: _____

Your role: _____

Which category of organisation or group are you representing?

(Please tick all the boxes that apply)

- | | |
|--|--|
| <ul style="list-style-type: none"><input type="checkbox"/> Academic (includes universities and other academic institutions)<input type="checkbox"/> Business<input type="checkbox"/> Business representative group (includes CBI, Chambers of Commerce, LEPS)<input type="checkbox"/> Campaign group<input type="checkbox"/> Charity/voluntary sector group<input type="checkbox"/> Elected representative (includes MPs, MEPs and local councillors)<input type="checkbox"/> Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations) | <ul style="list-style-type: none"><input type="checkbox"/> Local Government (includes county councils, district councils, parish and town councils and local partnerships)<input type="checkbox"/> Professional body/representative group<input type="checkbox"/> Statutory body<input type="checkbox"/> Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)<input type="checkbox"/> Think tank<input type="checkbox"/> Transport user group<input type="checkbox"/> Other (please tick box and specify below):
..... |
|--|--|

I prefer not to say

If you are responding as an individual please provide the following information:

If you are responding as an individual are you responding as:

- Someone who lives in Leeds
- Someone who works, studies or volunteers in Leeds
- Someone who visits Leeds
- Other

Age

How old are you?

- 0-15
- 16-29
- 30-44
- 45-64
- 65-84
- 85+

- I prefer not to say

Sex and gender identity:

- Male (including Trans Male)
- Female (including Trans Female)
- Non Binary
- Other please write below

.....

- I prefer not to say

Is your gender the same as the sex you were assigned at birth?

- Yes
- No
- I prefer not to say

Ethnic origin:

Please indicate which best describes your ethnic origin

A White

- English
- Welsh
- Scottish
- Northern Irish

B Mixed/ multiple ethnic group

- White and Asian
- White and Black African
- White and Black Caribbean

C Asian or Asian British

- Bangladeshi
- Chinese
- Indian
- Kashmiri

<input type="checkbox"/> British <input type="checkbox"/> Irish <input type="checkbox"/> Any other White background - please write below 	<input type="checkbox"/> Any other mixed or multiple ethnic group – please write below 	<input type="checkbox"/> Pakistani <input type="checkbox"/> Any other Asian background – please write below
D Black or Black British <input type="checkbox"/> African <input type="checkbox"/> Caribbean <input type="checkbox"/> Any other Black background – please write below 	E Other ethnic groups <input type="checkbox"/> Arab <input type="checkbox"/> Gypsy or Traveller <input type="checkbox"/> Any other background – please write below 	
<input type="checkbox"/> I prefer not to say		

Disability
Do you consider yourself to be disabled? <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> I prefer not to say

If you have said yes, you consider yourself to be disabled, what is the nature of your impairment?
<input type="checkbox"/> Physical impairment, (such as using a wheelchair to get around or difficulty using your arms) <input type="checkbox"/> Visual impairment, (such as being blind or partially sighted) <input type="checkbox"/> Hearing impairment, (such as being deaf or hard of hearing) <input type="checkbox"/> Mental health condition, (such as depression or schizophrenia) <input type="checkbox"/> Learning disability, (such as Downs syndrome or dyslexia) or cognitive impairment (such as autism or head-injury) <input type="checkbox"/> Long-standing illness or health condition, (such as cancer, HIV, diabetes, chronic heart disease, or epilepsy)
<input type="checkbox"/> I prefer not to say

Sexual orientation

Please indicate which best describes your sexual orientation

(Please note: if you are under the age of 16 years old you do not have to complete this section)

- Heterosexual/ straight Lesbian/ Gay woman Gay man Bisexual
 Other please specify.....

I prefer not to say

Religion or belief

Please indicate which best describes your religion or belief

- Buddhist
 Christian
 Hindu
 Jewish
 Muslim

- Sikh
 No religion
 No belief
 Other - please write below

.....

I prefer not to say

Carers

The council considers that a 'carer' is someone who provides care for a relative, neighbour or friend who is dependent on them because they cannot manage without their help because of physical or mental ill-health, disability, frailty, sensory impairment, old age or substance misuse.

In the context of employment a 'working carer' is someone who balances these unpaid caring responsibilities with full or part-time employment.

Please indicate whether you consider yourself to be a carer

- Yes No

I prefer not to say

Employment

Please indicate your current employment status:

- | | |
|--|---|
| <input type="checkbox"/> Employed full time (including furlough)
<input type="checkbox"/> Employed part time (including furlough)
<input type="checkbox"/> Self-employed
<input type="checkbox"/> Out of work and looking for work
<input type="checkbox"/> Out of work but not currently looking for work | <input type="checkbox"/> A homemaker
<input type="checkbox"/> A student
<input type="checkbox"/> Retired
<input type="checkbox"/> Unable to work |
|--|---|

 I prefer not to say**Travel Habits**

Please provide your home postcode:.....

If you are employed or self-employed please provide your work postcode:.....

If you drive to work, do you park in a space provided by your employer?

-
- Yes
-
- No, I park elsewhere
-
- I don't drive

Car availability: How many cars or vans, if any, are there in your household? Please select only one item

- | | |
|---|--|
| <input type="checkbox"/> No cars or vans in household
<input type="checkbox"/> 1 car or van in household
<input type="checkbox"/> 2 cars or vans in household | <input type="checkbox"/> 3 cars or vans in household
<input type="checkbox"/> 4 or more cars or vans in household
<input type="checkbox"/> 1 or more electric or hybrid cars or vans |
|---|--|

 I prefer not to say**How did you hear about this consultation?**

- | | |
|---|--|
| <input type="checkbox"/> Poster / leaflet
<input type="checkbox"/> Council Text/Email notification
<input type="checkbox"/> Council website
<input type="checkbox"/> Friends of/campaign group
<input type="checkbox"/> Word of mouth | <input type="checkbox"/> Ward councillor
<input type="checkbox"/> Radio / TV
<input type="checkbox"/> Social media
<input type="checkbox"/> Other (please specify)
..... |
|---|--|

Appendix 2 – Community Committee report example

Report of: Martin Farrington - Director of City Development

Report to: Community Committee

Report author: Finn Campbell, Paul Foster

Date: Date of Meeting

To note

Community Committee – Draft Connecting Leeds Transport Strategy – Consultation

Purpose of report

1. To bring to members' attention details of the consultation on the draft Connecting Leeds Transport Strategy.

Overview

2. The draft Connecting Leeds Transport Strategy details how we are going to achieve our vision for Leeds, "to be a city where you don't need a car". The strategy outlines the key challenges and opportunities facing the city, our "big moves" and targets for 2030 in order to achieve the city wide vision, support the three overarching objectives to tackle Climate Change, deliver Inclusive Growth and improve Health and Wellbeing.
3. In order to realise our vision, meet our objectives and continue to deliver transformational change we need to work with individuals and businesses, regional bodies including the West Yorkshire Combined Authority and Transport for the North as well as Central Government.
4. It is clear however that these actions alone will not be enough to meet the scale of the climate emergency challenge facing us all and that further measures need to be considered as part of the Transport Strategy's development. The draft strategy therefore presents options to allow the continuation of our transport conversation with everyone in the city to agree the Connecting Leeds Transport Strategy.

About the consultation

5. This consultation is an opportunity for everyone to inform the final strategy and join the conversation to shape transport policy.
6. A copy of the executive summary for the strategy is attached to this report. Full copies of the report and online questionnaire are available here: www.leeds.gov.uk/transportconversation. As part of the consultation process a webinar series has been launched to discuss topics of the strategy in more detail. All sessions are free and can be joined via a computer, smartphone or landline number. Further details can be found on the above address.
7. In addition to the webinars, we will be attending all community committees over the next couple of months as well as dedicated sessions with seldom heard and equality groups. Printed copies of the strategy and questionnaire are available on requests and are supplied with a freepost return envelope. These can be requested via email at transport.strategy@leeds.gov.uk.
8. The consultation is live until Friday 26th March 2021.

Community Committee Area

9. The draft strategy sets out our proposed approach to transport policy for the whole city. Whilst the strategy is not spatially defined, policies and measures detailed in the document and subsequent action plans will cover the Community Committee Area.
10. The consultation on the draft strategy is an opportunity to highlight issues affecting the local area.

Connecting Leeds

TRANSFORMING TRAVEL



Connecting Leeds **Transport Strategy**

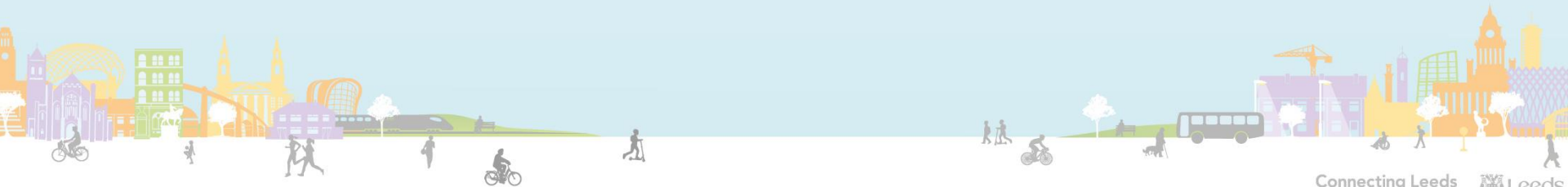
Community Committee

Date

Our Vision

Our vision for Leeds is to be a city where **you don't need a car.**

Where everyone has an affordable, accessible, zero carbon choice in how they travel.



This means a city...

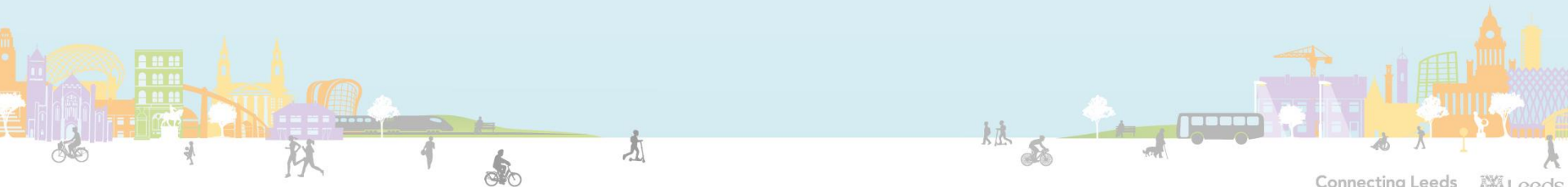
Where walking and cycling are the first and easy choice for short journeys, creating safe and healthy environments where active travel is prioritised and road danger is eliminated.

That enables everyone to have equal access to the same opportunities. Where the cost of travel is reduced and people need to travel less.

With efficient land use for a well-connected, productive city centre, moving more people, not more vehicles – prioritising mass transit, buses and active modes of travel.

With a fully integrated low carbon transport network with a network of modes – each of them accessible, viable and sustainable, which together will connect everybody with everything. By reducing transport's damaging impact on the environment, we will support Leeds' commitment to becoming a carbon neutral city by 2030.

With decreased car dependence, and with a "go anywhere" active and public transport network. Enabling people to make choices that are right for them by providing smart, reliable, real time, multi-modal travel information, or making use of technology to decide not to travel at all.



The Objectives



TACKLING CLIMATE CHANGE

Climate change is one of the greatest challenges we face globally and as a major city we have a key role to play. We declared a Climate Emergency in 2019 and pledged to make Leeds carbon neutral by 2030. In order to meet our 2030 target we must persuade people to adopt more sustainable travel choices by:

- Reducing the need for travel and the number of car journeys, especially at peak times
- Encouraging people to choose active travel and public transport
- Improving the efficiency of the transport network and making better use of our road space
- Encouraging and leading the uptake of zero emission vehicles in freight, public and private transport



DELIVERING INCLUSIVE GROWTH

Ensuring that as Leeds continues to grow, that this is inclusive and benefits all our citizens and communities. The Leeds Inclusive Growth strategy sets out 12 big ideas to encourage inclusive growth. In order to support the delivery of inclusive growth and make Leeds an attractive city for business to grow and invest in, we are going to:

- Support individuals to access more employment opportunities through a comprehensive transport network
- Develop and regenerate places through continued investment in transport infrastructure
- Improve productivity by investing in a more time and cost-efficient transport system
- Lower the cost of mobility, ensuring transport is affordable and accessible for everyone



IMPROVING HEALTH AND WELLBEING

The Health and Wellbeing strategy sets out 12 priority areas to help Leeds become the best city for health and wellbeing. "We want Leeds to be the most active city in England" and our priority is to get more people active more often. To improve health and wellbeing we are going to:

- Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health
- Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions
- Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all
- Eliminate road danger by adopting a Vision Zero approach to road accidents



Targets

Climate Emergency

The Council is committed to making Leeds carbon neutral by 2030.

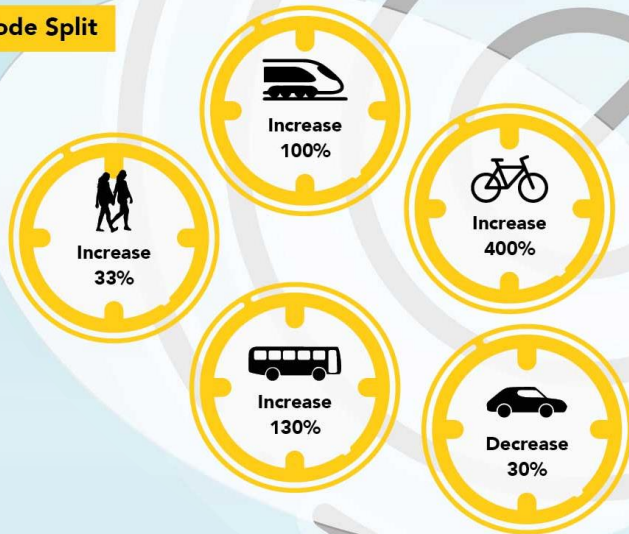
Distance Travelled

To support our mode split targets, we need to reduce the length of car trips made in the city by 30%. That is on average 900 car miles per year.

Vision Zero

Zero people killed or serious injured on Leeds roads by 2040.

Mode Split



This means by 2030, trips in Leeds need to be :



31% walking



4% cycling



22% public transport



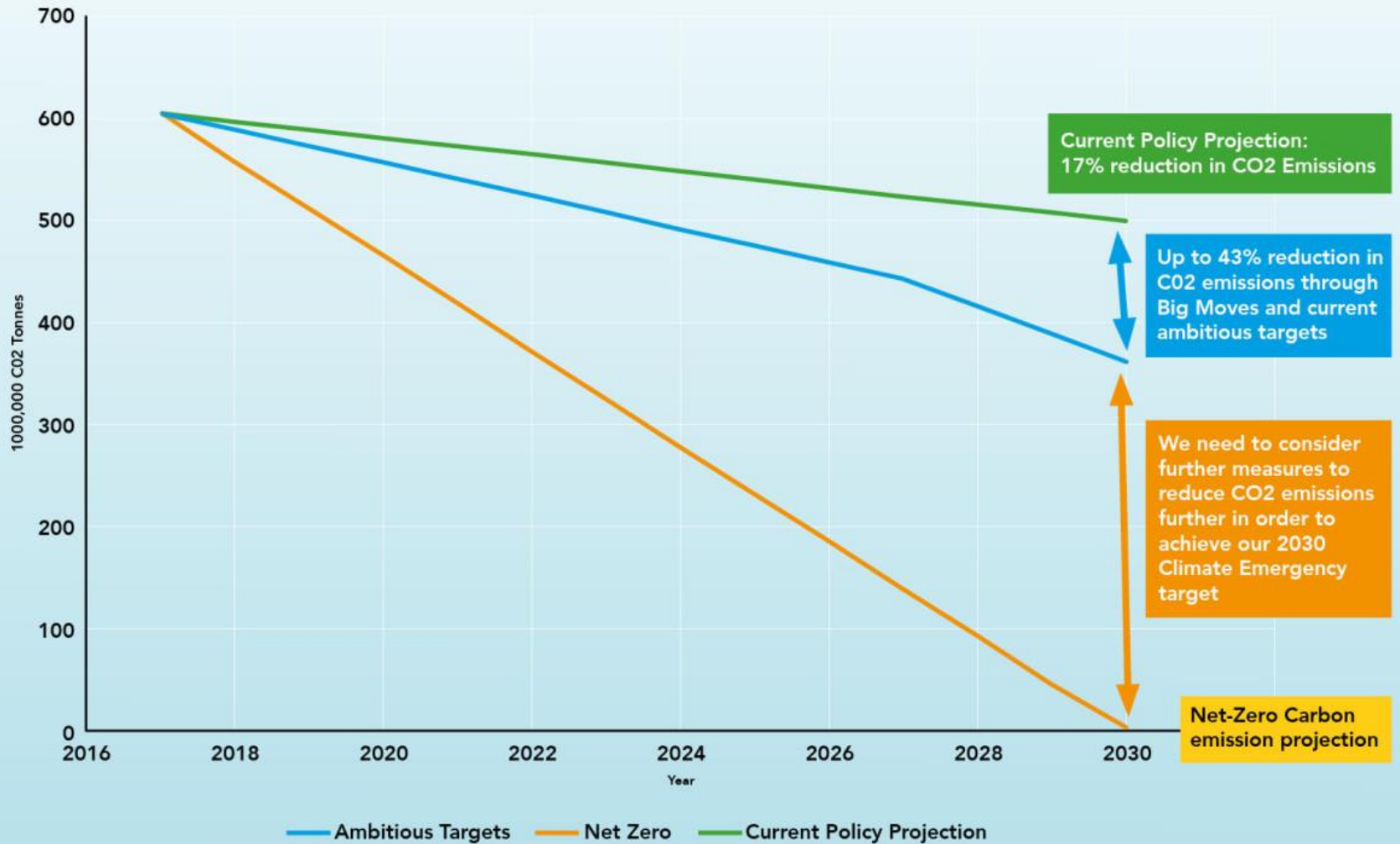
2% other



41% private car



The scale of the challenge



WE ARE GOING TO CONTINUE TO:

- This is where we outline what measures we are going to continue to do

WE ARE GOING TO:

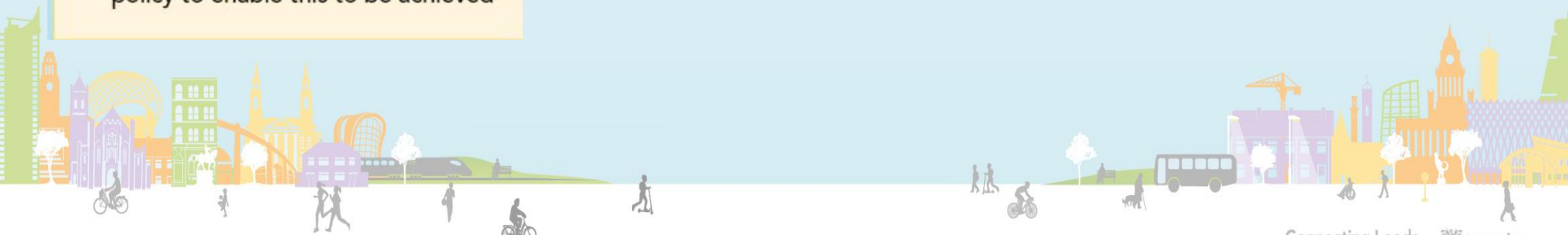
- Measures we are going to introduce as part of this strategy to work towards our targets

WE MAY NEED TO CONSIDER:

- Measures we need to consider going forward in order to achieve our targets
- We will require support from Central Government to enable us to make these steps and changes to national policy to enable this to be achieved

Addressing the gap

- We need to consider further measures in order to reduce CO2 emissions want to hear what you think.
- Measures that have been successful elsewhere to reduce Carbon Emissions include but are not limited to:
 - Workplace Parking Levy
 - Funding Public Transport differently
 - Low carbon zone
 - Enhanced shared ownership models
- We believe a combination of measures will help further reduce carbon emissions from Transport



Big Moves



De-carbonising Transport



Creating healthier streets, spaces and communities



Transform the city centre



Enhance public transport





New Mobility Solutions




Deliver a Mass Transit Network

Our six big moves are supported by 12 policy areas. It is a combination of measures from these different policy areas that will deliver and ultimately allow our big moves to become successful.



Smart ticketing and technology


Shared mobility and personal mobility


Alternative fuelled vehicles


Rail



Active travel Infrastructure



Parking management


Public transport priorities


Spatial planning and place making


Freight


Community Engagement and Behaviour Change


Park and Ride / mobility hubs


Efficiently managing the network



Questions

- Do you agree with the vision and objectives of the draft strategy?
- Are there any omissions from the draft strategy?
- Following consultation, we will be looking to finalise the strategy. As part of this work we will be developing action plans, what are the priorities for Outer West that should be included within this?



How can people join the conversation?

- Access to the draft Transport Strategy consultation documents and questions can be found at:
www.leeds.gov.uk/transportconversation
- All documents can be posted and questionnaire returned free of charge. Please email transport.strategy@leeds.gov.uk
- Community Committee attendance
- Working with Leeds Involving People to ensure we reach seldom heard groups - including dedicated sessions to present the strategy



Webinar Series

Panel based discussion followed by Question and Answer session. Session recorded and published on Youtube and consultation website for anyone who has missed it. Our series is as follows:

- The need for change: Monday 1st February at 1500
- Thinking about transport differently, shared and new mobility solutions: Tuesday 9th February at 16:00
- **Next Webinar** :Transforming the City Centre: **Tuesday 23rd February at 16:00**
- De- carbonising Transport: Thursday 25th February at 16:00
- Creating healthier streets, spaces and communities: Tuesday 2nd February at 12:00
- Mass Transit, the opportunity for Leeds and West Yorkshire: Thursday 4th March at 1600.
- Enhancing public transport : Thursday 11th March at 17:00
- What does this mean for Leeds and you?: date TBC



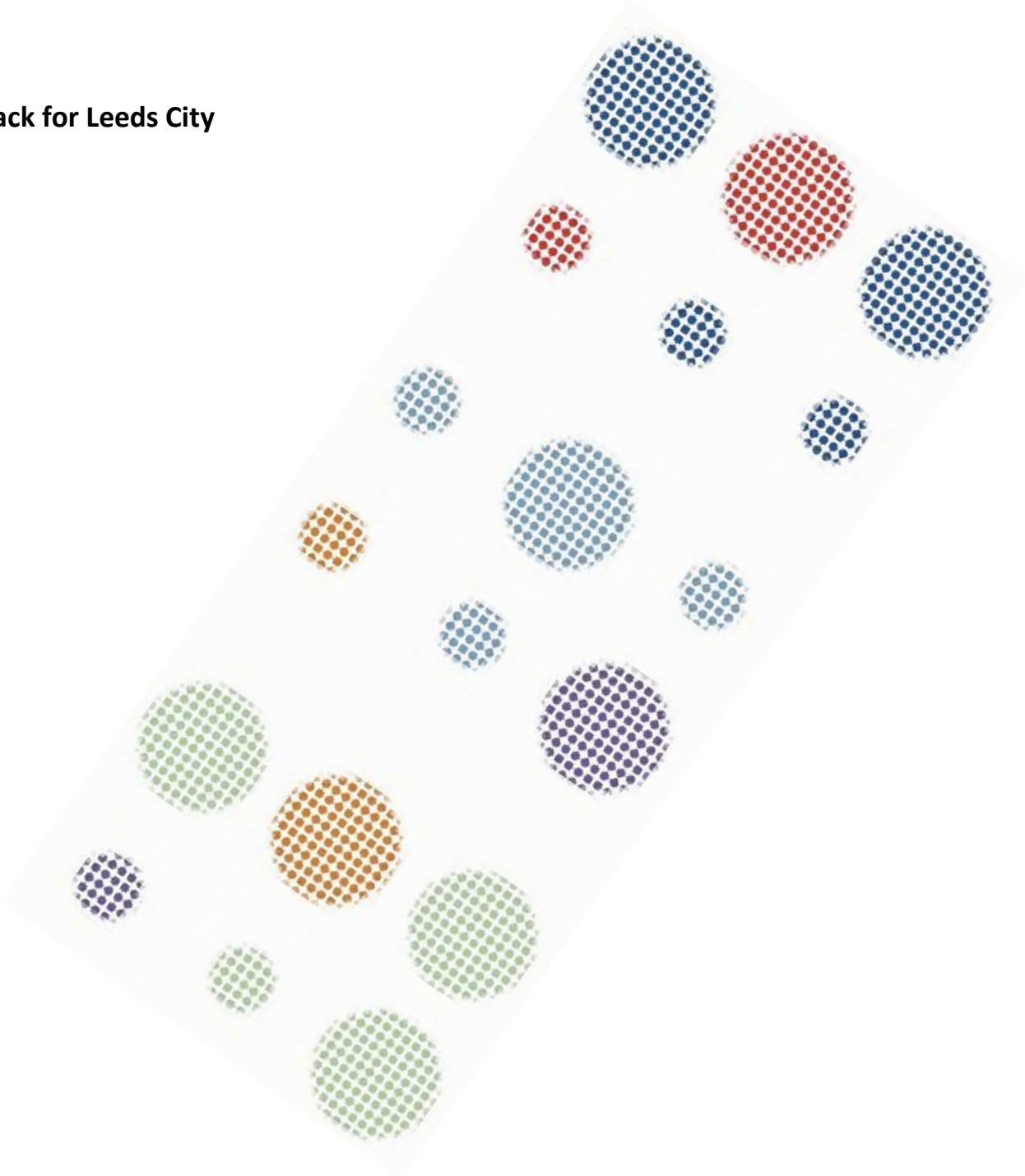
Appendix 3 – Leeds Involving People reports

Leeds Involving People Focus Groups Feedback for Leeds City Council Draft Transport Strategy

April 2021

Compiled by Alison Brophy

Leeds Involving People



Leeds Involving People Focus Groups Feedback for Leeds City Council Draft Transport Strategy

Questions Posed	Comments from the Group
The Vision – Do you agree/ Pro’s and Con’s	Most members agreed but were worried about implementation.
The Objectives – Do you agree pros and cons	<ul style="list-style-type: none"> • Lots of people do need a car, particularly those who are disabled and struggle to access public transport. • Members wondered if Shopmobility would be included in the plans. • People do not know what the second objective means.
How can we support change in travel behaviours?	<ul style="list-style-type: none"> • Most members were pleased with the new buses and their AV technology. • Blue badge parking should be a priority. • Bus stops can be confusing e.g., if 3 buses are coming at the same time with similar numbers. • Have more charging points for electric vehicles. • Straighten pavements – disabled users find them dangerous and can tip up in wheelchairs. • Work closely with police to ensure safety on buses. • Bike hire schemes.
What can we do to incentivise change?	<ul style="list-style-type: none"> • Franchise bus model. • 24-hour transport – lots of route’s end in the early evening. • Help buttons around the city if people do not know where they are going, Leeds Ambassadors could be included in this too. • Educate cyclists around people with sensory impairments and the difficulty they face with cycle lanes. • More inter area travel routes e.g., having to travel to city centre to get to an area that is close by.

	<ul style="list-style-type: none"> • Make companion bus passes easier to access. • Look at intercity travel e.g., for people who are travelling back from Manchester in the middle of the night. There needs to be reliable transit to supermarkets.
<p>What measures we may need to consider to change behaviours?</p>	<ul style="list-style-type: none"> • Look at people with anxiety and offering an alternative – lots receive free bus passes but are too anxious to use them so use a car or taxi instead. • People who volunteer struggle with city centre access – their activities need to be supported. • Make better use of the outer ring road and orbital services. • India have a women-only carriage for safety, alarm bells could be included on buses if people feel unsafe. • Reduce the cost of public transport. • Look at the Enterprise Car Club. • Increase designated safe spaces for people to park their bikes. • Have more cycling classes at schools. <ul style="list-style-type: none"> • Affordable bikes e.g., parents can't afford bikes for their children.
<p>Associated issues and concerns from the Group?</p>	<ul style="list-style-type: none"> • Disabled people need to be included in the strategy. • Road safety/speed awareness needs to be included. • People still must travel to bus stops to pick up the bus routes. • Major concerns about safety and anti-social behaviour on buses, including bus stops being placed in front of pubs and park and rides. • Staff travelling home from night shifts etc. such as hospital, especially to outer city areas – they are concerned about safety too. • Cycle lanes can affect people with sensory impairments, and often they cannot hear electric vehicles. • Development of technology such as driverless vehicles needs to be looked at. • People living in rural areas are not included in the strategy. • There should be something in place for people who access food banks. People can't always afford to get a bus so walk miles to get to the Foodbank • Some people do not use contactless – they prefer cash. • Pollution – when traffic is standing the pollution spreads into surrounding houses and streets. • Members were concerned about pedestrianisation – it is already difficult to walk around the city centre. • Availability of wheelchair taxis and where they travel to. • Sometimes older people need cars as they cannot walk far or cycle. • There can be prejudice regarding learning or trying new things. • People on benefits have restricted income so sometimes cannot take part in new schemes such as electric cars.

- | | |
|--|---|
| | <ul style="list-style-type: none">• Blue badge parking being moved without informing people.• Lack of trust makes schemes harder e.g., taxi sharing. |
|--|---|

Leeds Involving People Reading Group Feedback for Leeds City Council Draft Transport Strategy

April 2021

Compiled by Alison Brophy

Leeds Involving People



Leeds Involving People Reading Group Feedback for Leeds City Council Draft Transport Strategy

Questions Posed	Comments from the Group
<p>The Vision – Do you agree/ Pro’s and Con’s</p>	<p>The Vision is bold, and the group understand where it comes from and like the idea of it but feel it is an unrealistic vision for the elderly, disabled and vulnerable. They did not feel it was inclusive. Just walking to a bus stop can be too much for the elderly and people with disabilities. Sitting on a bus can be difficult for people with disabilities and people (often women) mentioned that safety whilst travelling alone at night is a concern.</p> <p>They also wondered how Tradesmen would fare with their tools using public transport or riding on a bike. They also felt the current public transport options were limited and there was very little connectivity across the city. Many people spoke out about how they must go regularly into Leeds City Centre to get a bus to a place that is maybe only 2 miles away without a direct bus. (e.g. Kirkstall to Headingley and Chapeltown to Harehills). They also commented that public transport access for electric wheelchairs and scooters would need to improve so that they are able to get into town. There were not enough railway carriages on busy routes and connections can be an issue. Post COVID concerns were raised about trying to get people to use public transport. The Group also felt that public transport fares would need to be reviewed and wondered about subsidies to encourage more people to switch from their own private transport. They were very pleased to hear about the bus pilot taking place in South Leeds.</p> <p>They also expressed concern about the removal and relocation of Disabled Parking bays - not everyone that has a disability needs a wheelchair and the relocation of the bays has not only caused concern but also discomfort for the group. Walking an extra 100 yards can just be too much unless there is seating close by. Most people that are the walking disabled carefully plot their route so they can manage. By the end of a visit to Leeds they are often struggling with pain and discomfort.</p> <p style="text-align: center;"><i>“Get transport for the disabled right for the disabled and it will be right for Everyone else”</i></p>

<p>The Objectives – Do you agree pros and cons</p>	<p>Climate Change: The Group felt that tackling Climate change was important and LLC’s plan to achieve zero emissions was ambitious. However, many of the group wondered how familiar the population of Leeds were about Climate Change and how it impacted them on a day-to-day basis. It was felt that the council need to undertake a lot of education around the Climate Emergency to enable everyone to make an informed decision regarding Climate Change. “The strategy feels like it is aimed at middle-class people which is not inclusive”. It was really evident from the focus groups in LIP’s other membership groups that people were not aware of what Climate Change is and how it impacts the communities of Leeds on a day-to-day basis.</p> <p>For many in Leeds, Climate change is not a priority within deprived areas. Their priorities are more about surviving day to day. So, to achieve greater participation from the citizens of Leeds it was felt that people really need to know and understand the impacts on health and wellbeing on the population. The group felt that the Health and Wellbeing of Leeds residents, should be prioritised before decarbonising transport – one member stated that “without health they can be no wealth.” They strongly felt that to achieve continued participation from all communities you need to really educate the population about the impacts of air pollution on health. This should be a comprehensive approach across all areas of Leeds, so that people in the far reaches of the City for example Wetherby, Otley and Garforth understand that by driving their car into Leeds to work, they may not impact their own communities but it does impact the inner city they commute through. “If you personalise it people will understand it better” The group would like to see Climate Change feature second on the objectives.</p> <p>Health and Wellbeing should be first objective and the group have suggested that Public Health could help in terms of a cleaner Air Campaign and involvement events to share knowledge and understanding on the impacts of poor air quality. There could be also links to Active Leeds to ensure there are more opportunities for people walking and cycling in groups until they get more confident. The group would like to see other measures in place to combat Climate Change e.g. more mature trees, shrubs, and hedges planted. Young trees take time to establish and semi-mature trees are more efficient in the combat against Climate Change.</p> <p>Inclusive Growth - for the group, people were not sure what those words meant. With the explanation underneath - it becomes clearer. Making Economic Opportunities for all in Leeds could be used or something similar. They agreed with the explanations in the yellow boxes.</p>
<p>The 6 Moves are they correct? And what should they cover?</p>	<p>The group felt that Ensuring the Health & Wellbeing of Leeds residents should be prioritized before de-carbonising transport. They wanted to see Education included as a Big Move, by focussing on informing the public of the sustainable benefits that everyone can have by combating Climate Change and by using public transport and having</p>

cleaner transport modes. ***“Informed citizens negate the need to incentivise people and the use of restricted local authority funds.”***

De-carbonising Transport

The group were pleased that there was a multi-pronged approach to de-carbonising transport. Leading with how the environment can be improved and that trees and plants take in CO2 & give out oxygen. But they are also aware that semi-mature trees work the best and have a better chance of establish coupled with smaller plants and shrubs. The Group agreed that making it easier to walk, cycle & use public transport were key. They were concerned that the elderly and disabled would struggle with the cycling and walking.

A reduction in the need to travel brought its own problems ***“We have seen the death of many shops in the pandemic and the natural phenomena of the disappearance of the high streets”***. The group feared that Leeds City Centre will become a ghost town and we will just all click away online. For this not to happen there needs to be good and reliable public transport so that Leeds City Centre is thriving as a place to shop, relax and seek entertainment. However public transport rarely runs later than 11pm so people are very reliant on taxis personal transport still. Public transport timetables also have an impact on night workers as there are no buses and trains running through the night. There are also issues of safety as many bus stops are located near Pubs and women within the group feel very nervous about this especially younger women.

The Group felt very strongly about purchasing new Public transport modes and introducing new schemes. Research would need to be done to see if it would be used. Considering the pandemic, there are fewer people accessing public transport. They want to know that any new scheme would be used and wondered if there were cost effective remedies that could be implemented beforehand. For example: lower fares on public transport, effective car share schemes (***one person joined up to Leeds City Council car share years ago and did not get one single response***).

They were concerned about the people that are on a low wage and that although they rely on their cars to get to work they may struggle to upgrade their car to comply with any new regulations or restrictions imposed. ***“It can only work if there is better public transport connectivity across the city that operates to meet all people’s needs”***. It was felt with better connectivity and reliability you may not need to reduce fares. It was felt that research needs to happen in all job sectors and there needs to be employer engagement to ensure that the changes needed to de carbonise are understood. They felt very proud about Leeds City Council’s electric transport, and that the council were leading by example.

It was felt that Leeds City Council needs to look at what other cities have done, as there are some very successful public transport schemes in Cambridge, Dublin and further afield. A charge Zone could be an answer, but it might create rat runs and penalises the people on a lower income that have older cars.

Creating healthier streets, spaces, and communities

The group thought this was a great concept for building stronger communities and giving residents and more importantly children, opportunities to play outside in some of the most congested and deprived inner-city communities.

The group felt that walking and cycling are unrealistic choices for some elderly & disabled and they worried about shared spaces where cycles, scooters, walkers have access. For people that have visual, audio and mobility disabilities they might not be able see or hear or move quickly enough to get out of people's way if there are cyclists and scooters. They wondered if there could be signage to announce when they are entering shared space areas and to be mindful and considerate to pedestrians.

Maintaining the Outer Ring Road as the primary route was seen as an important step forward, however some of the bus routes have been cancelled that run along the ring road. It will be great to see how the East Leeds minibus pilot works and whether this could be rolled out to include community and cross-community transport network to be time-tabled and have set fares for minibuses.

Providing opportunities for people to have access to bikes and secure places to store and park them is key to get people to change their usual habits. There will need to be some subsidised schemes and active cycling groups initially to support people that do want to commute on a bike. It was felt that this Move would require lots of engagement with the public participation and take up.

Transforming the City Centre

Strategy states: 'Our vision of Leeds is to have a strong economy within a compassionate city'

The strategy needs to consider what kind of City Leeds wants to be...to work, to study, to shop/ have leisure/ encourage tourism etc. Requirements of all these are not mutually the same.

The City Centre will be different post-pandemic with many high street shops gone. Many decades ago, Westgate was the more affluent shopping area, Eastgate was the more run-down area. Pre-pandemic this had been reversed. To ensure the survival and aesthetics, a mixture of high-end shops and cheaper shops should be put together like council housing in affluent suburbs, it could be planned to ensure continuous commerce and avoid large areas of Leeds City Centre being boarded up shops/building. The International Pool at Westgate was pulled down many years ago and has not been replaced by anything but a car park. If Leeds is going to flourish and make the Transport Strategy successful then surely some of the car parks need to go and make way for other leisure amenities etc... Leeds Market was always packed with people looking for bargains and now it is sad to see so many stalls closed. ***“It is as if the market is dying with all the changes being made coupled with the increase in prices of stalls”.***

For some people that are disabled that could go into Leeds using their wheelchairs they have to use the roads as there are issues in terms of no dropped curbs so cannot get on and off pavements and some of the pavements are really damaged so become a hazard.

Enhance Public Transport

The group felt that to get people to use the public transport system it needs to be more efficient, reliable, and cheaper for people to give up their cars. Until this happens people just will not use it and will stick to using their vehicles. Once again education needs to be a key driver in Climate Change.

It was mentioned that bus stops need to have bus shelters with seats in, they need to have audio and visual displays informing people about the next bus due. The group felt strongly about this as there is nothing worse than getting soaking wet waiting for a bus. As mentioned before new transport stops should be away from pubs, as this can be intimidating.

There are a lot of changes of routes and times of buses and fare changes with very little consultation. People felt if buses were owned nationally, by the council or WYCA at least people would have a say and there would be more accountability and joined up work between all transport options. There was concern about after the pandemic if people are reluctant to use the buses again, will they use this as an excuse to withdraw certain routes?

More Park and Ride sites could really support the plans, but they need to be accessible for all, there seems to be no plans for this option in the West and the North West. The Park and Ride buses need to be prioritised on the roads, so it does make a difference to the people that use them, but congestion and bottle necks will need to be resolved otherwise there is no reason to switch. An affordable & efficient transport network does not require incentives for people to use.

	<p>New Mobility Solutions</p> <p>Distinguish between mobility & disability...mobility has a definite connotation for disabled people...be careful not to mix up the use of both terminologies.</p> <p>Educate people about the true costs of a car and how cost effective using public transport is. As previously mentioned, providing opportunities for people to have access to bikes and secure places to store and park is key to get people to change their usual habits, there will need to be some subsidised schemes and active cycling groups initially to support people that do want to commute on a bike. It was felt that this Move would require a lot of engagement with the public to ensure buy in and take up.</p> <p>The group would like to hear more about WYCA’s Demand Responsive Transport trial and if successful, would be happy to see it rolled out.</p> <p>Consideration should be given to existing successful transport modes, being altered for use in future service at a minimal cost compared to the purchase of brand-new technologies to be economical with public money.</p> <p>Deliver a Mass Transit Network</p> <p>This Big Move is about connecting to HS2 & Northern Powerhouse – the group felt very noncommittal about this having been promised all kinds of transport solutions before in terms of the Super Tram, Underground Stations etc. Already HS2 costs are spiralling out of control the group believe Leeds should concentrate on nearby connectivity and affordable & efficient transport systems. This will support local people to have good opportunities open to them without having to worry about the unreliability of public transport.</p>
<p>How can we support change in travel behaviours?</p>	<ul style="list-style-type: none"> • Educate people why Climate Change is an issue and why people need to have better air quality. • Have a public health campaign, so that people are knowledgeable and have the information to make informed decisions. • Have a travel card that can be used on all buses and trains in the area like the Oyster Card.

<p>What can we do to incentivise change?</p>	<ul style="list-style-type: none"> • Talk with larger businesses in Leeds to commit, to aid employees to have opportunities to work from home and flexible start times and have conversations to understand Carbon Zero Commitments. Look at rate reductions when a commitment has been made. • Loyalty a public monthly travel card which when used, there is entry too a monthly draw to win a free month's worth of travel. • From this a publicity scheme illustrating why people are using the card and what difference it is making.
<p>What measures we may need to consider to change behaviours?</p>	<ul style="list-style-type: none"> • Information on buses and trains about their journey what difference they have made and information about the monthly prizes.
<p>Associated issues and concerns from the Group?</p>	<ul style="list-style-type: none"> • There needs to be a proper distinction between 'mobility' & 'disability. They feel that if you were to check the strategy about the council's commitment to disabled people that a word search would pull up mobility and it would be assumed that disabled needs are covered, it is felt by the group – they have not been covered. Hence, they would like to see a commitment statement within the policy for elderly and disabled people as they are usually the most reliant on transport out of all the protected characteristics groups. • More Park and Ride needs to be available in all areas of the city • Will there be a transport system like the trolley bus or super tram? • When people are commuting, trains are full, and people cannot move. Why don't they add an extra carriage? • We need to ensure that crossings in Leeds support everyone. Some people are uncomfortable with tactile paving however these are essential for people with sight issues. • All group members expressed frustration with the lack of connectivity across the city e.g., having to take 2/3 different buses for small journeys in towns that are next to each other including having to travel into the city centre and back out. • The strategy mentions more electric vehicles however silence is dangerous. It is illegal to operate an electric vehicle without a noise generator. • Separate lanes for people with 2+ passengers worked well; if you get caught you get fined however this is very hard to enforce. • There is audio description on the new buses which gives all people information and confidence to know where they are going. • Disabled people are not taken into mind when it comes to moving the taxi ranks. Due to the roadworks in the Headrow, the taxi ranks have been moved. <i>"I now must walk twice as far to get a bus, and I have no idea where the other taxi ranks are"</i>. People need to be trained to ensure that they can direct people to the closest

	<p>place to get a taxi. This is also a huge issue with moving the taxi rank at Leeds Train Station. If a person is not in a wheelchair a longer walk around the city could be impossible and they will not be able to walk that far.</p> <ul style="list-style-type: none"> • Shopping outlets that are out of the city centre encourage people to use their cars as there are no transport links. • People are worried about storage of bikes and how they often get stolen. • “Disabled” is not included in this strategy. It is hard to find information regarding taxi ranks and disabled parking spaces. If you start with disabled people’s access needs, it will be accessible to everyone. I tried to get advice from Connecting Leeds, but it was not useful, and I went through my MP. The Equality Act is not considered in this strategy. Please see a draft of a statement of commitment to disabled people in Leeds • Members talked about other places that are completely accessible such as Cambridge and Holland. Ideas could be taken from these areas to bring into Leeds. Do the planners investigate this? • Train fares keep increasing at a huge rate which is making it harder for people to access them. • Without good city planning, a transport strategy is pointless. • There is insufficient recognition of the problems faced by the walking disabled. • Even a leaflet to provide more information would be a lot better for people. Even if you do not have a disability the city is hard to navigate. • They are cutting the Shopmobility scheme – this will impact a lot of people. • Some bus drivers do not wear masks but will not let passengers on who are not wearing masks. • There were audio devices to be introduced to express when the next bus was coming, however this has not worked out. Some of them were outside of the shelter – we were told they were put near the edge of the shelter because it was the cheapest option. • It will be positive if businesses can agree that their staff can continue to work at home after the pandemic. • Cheaper public transport would help people. £5 a day when you still must walk to where you are going encourages people to get into their cars. • You can make the city centre accessible, but you still need to be able to get there. The pavements in the centre are atrocious and difficult to navigate when in a wheelchair • People feel a lot safer now that buses have CCTV on them.
<p>Recommendations Example of Disability statement</p>	<p>The group were disappointed with the Transport Strategy as disabled provision was not mentioned until page 33 and then it is only a very small mention. It does not say disabled it says ‘Accessible’ <i>It states ‘The city centre’s environmental quality is vital to its economic and making it a better place to live in, work in and visit. Every opportunity needs to be taken to enhance streets and spaces in the city centre. Changing our</i></p>

highway infrastructure to create a more people friendly city centre will enable more people to access and benefit though improved accessibility.

Creating a more people friendly, productive, and accessible city centre will also require transformational change in the way we travel into and around the city centre’.

A short statement within the document could start with a commitment: Leeds city council recognise that disabled and elderly people are the most disadvantaged by transport. They have extremely limited transport choices and are often on a low income. In order to recognise this Leeds City Council will Support the disabled community by..... (this is an example)

- Ensuring there is provision for the disabled and walking disabled to have right to accessible transport options.
- Educating the populace about using shared space
- Making sure there is a bus link to the train station from the bus station and vice versa
- Reviewing drop curbs at taxi ranks and disabled parking spaces and ensure there is seating available.
- Training bus drivers to not turn off the audio/ visual aids on buses
- Ensuring the audio timetable at bus stops is placed not outside the bus shelter
- Reviewing that Public transport operators train staff to understand the needs of disabled and the hidden disabled
- Assessing the flooring in Victoria gate as it is really disorienting to people that have Dementia and can be slippery to people that use walking aids
- Reviewing bus connectivity across the whole of Leeds
- Challenging the train station development, parts of it are not accessible.
- Collaborating with the Access Bus to run more effectively for the needs of the community.
- Improving communication. (when blue Badge parking spaces are moved inform the Blue badge holders)