



Leeds Civic Trust

CONSULTATION RESPONSE TO WYCA CONNECTIVITY STRATEGY

Future Mobility

1. **Definition of Aspiration** (as provided by WYCA):

- future mobility looks at how innovation, technology and new ways of travelling can help to create a better, fairer, and greener transport system that meets our changing travel and transport needs
- this includes new modes of transport, such as e-scooters, new public transport services, such as on-demand buses, and new technology like autonomous cars
- it also considers new ways of accessing transport, for example through apps, and innovative ways of getting the goods we need into our town and city centres.

2. **Key Comments**

We have the following comments on the ambitions of the plan in relation to Future Mobility:

- What are the methods used to quantify and provide SMART targets for the objectives in supporting and enabling inclusive growth?
- What are the predicted/calculated impacts of the specific future mobility measures on the modal shift targets? Have these been tested to understand impact?
- How would new mobility services contribute to reduced carbon? There is a high risk that the emergence of Connected and Autonomous vehicles would still contribute to further congestion and embodied carbon. We think it is essential that the future strategy is seen to be cumulative to gain the maximum benefits of modal shift and reduction in emissions.
- How would the future mobility principle of promoting more efficient uses of limited non-carriageway space be executed via mobility innovation? There is a conflicting need for pavement space with the addition of new modes of transport to active mode users.
- How does the plan integrate all the different existing and new modes of transport to ensure seamless interchanges and the best impact on first mile and last mile needs?
- We cannot see any direct links between this strategy and its implementation in the Appendix 1. Programme A – schemes for delivery to 2025?
- Can these future mobility services, including demand responsive and shared transport be incorporated into new development planning as a minimum requirement?

3. **Future Mobility Themes:**

a. Digital Demand Responsive Transport

- Would this consider a wider range of socio-economic and demographic factors on users able to avail from this?
- How would on-demand transport integrate with those routes and areas with bus services? Has the geographic spread and frequency of these services been considered within the connectivity plan?

b. Shared Transport

- The location of these shared transport hub facilities can encourage uptake of this transport - have these hub locations been considered as part of the wider connectivity plan?



- Would there be any carriageway/pavement priority provided for these services?
 - There needs to be a drive to reconsider highway design changes, as we do not want these services to occupy the pavements and deter those walking and those with disabilities.
 - How are Shared Transport services seen to integrate with wider bus and rail services? These shared services could act as feeder first/mile solutions to those residents who are currently unable to access bus and rail services?
- c. Mobility as a Service (MaaS)
- What options and methods are available to ensure that this is accessed beyond digitally?
 - Would city-centre or town-centre electronic boards be considered as a way to encourage uptake of MaaS?
 - Would credits be provided to incentivise MaaS uptake which residents can take up in exchange for giving up their car/private vehicles?
 - Are representative groups considered when establishing external working groups in shaping this MaaS strategy?
- d. Connected and Autonomous Vehicles
- Why haven't technological integration with wider Internet of Things (IoT) been considered as part of this strategy?
 - What are the expected impacts of connected and autonomous vehicles on modal shift in the connectivity plan?
- e. First and Last Mile Freight
- Would there be any carriage way/pavement priority provided for these services?
4. **Future Mobility Action Plan summary:**
- a. Short term: (0-2 years)
- Digital Demand Responsive Transport (DDRT): We welcome the integration of supported bus services within the DDRT plans. How are they going to be spatially distributed? Are we going to target rural/suburban areas outside the city centre? Would these services tie into those circular destinations that are not traditional city/town centres? Are these going to be more local buses being shared or further interventions like Uber and Ride-sharing vehicles?
 - Shared Transport: What type of shared transport options has WYCA looked at? As mentioned earlier, are hubs been considered as these would have to tie in with the latest urban realm improvements in Leeds city centre?
 - MaaS: Is this going to be digitally developed? If yes, how would you ensure inclusive participation and update by residents those who are not tech-savvy?
 - CAV: Are existing traffic and other systems in the city technologically developed to be integrated with CAVs?
 - First/last mile freight: Are key consolidation points been considered in the periphery of Leeds city centre to help reduce HGV traffic?
- b. Medium Term: (2-5 years):
- Not enough detail as most of these are dependent on trials for the programme.