

West Yorkshire Mass Transit Vision 2040 Survey

The West Yorkshire Combined Authority is carrying out this statutory consultation to obtain final feedback on the Mass Transit Vision 2040 prior to it being adopted.

This survey consists of two sections; one to capture your feedback on the Vision, and the second is an optional section to better understand who we are engaging with and hearing from.

Data protection

Please tick to confirm that you have read and understood our privacy notice which can be viewed at the end of this survey (link).	
Yes, I have read and understood the privacy notice	Yes <input checked="" type="checkbox"/>

Section 1: Your feedback on the Mass Transit 2040 Vision:

Are you responding as an individual or a business / organisation?	
<input type="checkbox"/> An individual	<input checked="" type="checkbox"/> <u>Business or organisation</u>

If you are responding as a statutory consultee, in addition to this survey, please provide your formal response either by email at MassTransit@westyorks-ca.co.uk or write to us on our Freepost CONSULTATION TEAM (WYCA)

Q1: Do you support the Mass Transit Vision 2040 as set out in the document? Please select one option	
Yes, in full	<input type="checkbox"/>
Yes, in part	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

If you agree partially or disagree, please explain why:
<p>Leeds Civic Trust strongly supports the development of Mass Rapid Transit in Leeds and more widely in West Yorkshire as being essential to the future development of the city and to meeting carbon reduction targets.</p> <p>We support the general thrust of the proposals and their rationale detailed in the first 17 pages of the Vision and also on p28.</p> <p>However, we note that the word "rapid" has been omitted from the vision – "mass transit" as opposed to "mass rapid transit" and we are puzzled as to why this is. We feel that</p>

“rapid” is an essential component of what is needed. Journey times need to be sufficiently attractive to provide an alternative to the private car. It is a key problem with the current transport system that journey times are often so lengthy as to be unattractive.

Development of Leeds as a city is continuing apace despite the current economic uncertainty. This confirms the need for MRT but also creates a concern that MRT is not being designed into these plans. Particularly through the city centre (where, in reality, there are a limited number of options for MRT), if work to construct MRT routes is undertaken at a later date this may result in substantially increased costs (especially if projects recently completed or now in progress have to be redone). At worst, new development could preclude the future potential for MRT. This underlines the urgent need to progress this work further to confirm routes and safeguard them from future development.

Therefore, given the importance of MRT and the way that other developments follow on from it, we feel that there is a need to accelerate development of more detailed route-specific MRT plans. We support the proposal to develop a Phase 1 which can operate on a standalone basis but which forms part of an overall plan for a future network. We also agree that the corridors selected to form Phase 1 appear reasonable.

Local rail services should be seen as an integral part component of Mass Rapid Transit and not ‘something else’. Hence, MRT should be planned alongside future developments to the rail network to provide an integrated system. There may be corridors where demand would be better served by enhanced or new rail services rather than other forms of MRT. In South Wales, rail is seen as the core of the proposed South Wales Metro.

It may be that the MRT solution for Leeds might differ from that elsewhere in the county. At a West Yorkshire level, given the greater distances and the discrete nature of the towns and communities, it may be that rail supplemented by a feeder bus-based solution would be an appropriate way forward. However, it may be that in Leeds the greater demand on key corridors would justify a tram-based solution on those routes.

Q2: Is there anything missing from the Mass Transit Vision 2040, or do you have any other comments?

Whilst we support the approach taken in looking at corridors, we feel that there are practical issues which will be crucial in determining what sort of MRT is appropriate on a corridor and indeed whether MRT is feasible. This is particularly true in central Leeds (see section below). Therefore, we feel that there is now an urgent need to get beyond the high-level corridor discussions to consideration of specific routes and modes so that these feasibility issues can be assessed.

In addition to this response, we also refer you to our detailed response to the 2021 consultation.

SPECIFIC CORRIDORS

Given that our focus is on Leeds we are only commenting on corridors which involve Leeds or impact on Leeds.

EAST LEEDS

A MRT route extending from the city centre to St James’s Hospital and to Seacroft / East Leeds seems sensible, given it would pick up a number of key traffic generators:

- Leeds City Station is the principal gateway into Leeds from within West Yorkshire and the nation as a whole
- the LGI is being redeveloped as a major regional adult and children's hospital generating staff and patient journeys from a wide catchment area
- the Universities would be a short walk from a potential East Leeds MRT route
- the Arena is a high-profile site but, while generating large passenger flows at the beginning and end of events (which could be difficult for some MRT modes to cope with?), potentially only low numbers at other times
- St James's is one of the largest hospitals in the country and as the regional cancer centre it will generate staff and patient journeys from inside and outside Leeds
- potential extensive residential development on the former Burton's site in Harehills
- significant residential development in the East Leeds Extension which could be served by 'hopper' buses from MRT stops
- "East Leeds P&R" is presumably the proposed P&R on the A64 at Whinmoor.

As well as serving a growing development area, a route to Thorpe Park Station could provide effective links for those travelling east from Leeds but 'Heavy Rail' (particularly if run on a more frequent Metro basis) is likely to be the preferred mode of travel from Thorpe Park and Cross Gates to Leeds city centre.

There are already extensive bus priority measures extending right out of Leeds centered on the A64 corridor. A MRT route servicing East Leeds needs to complement and not duplicate this investment. By serving St James's Hospital the proposed route appears to do this.

However, there are detailed routing issues. How would the MRT get between the Station, the LGI, the Arena and St James's Hospital? We suggest that the East Leeds corridor might be better served by a MRT route direct from the city centre (via the bus station?) with a separate route to the universities and which could pass close to the LGI and Arena.

BRADFORD TO LEEDS

We agree that this is an important potential corridor for MRT. A key issue will be the relationship between any MRT route and the existing rail line. Rail will continue to be the mode of choice for travel between Leeds and Bradford city centres, particularly given the intention to undertake a major upgrade of this route confirmed in the Integrated Rail Plan. Therefore, the role of MRT will be to connect the intermediate settlements with central Leeds and central Bradford.

An early decision must be whether a MRT route will follow the existing rail line (in which case it could be heavy rail and would probably require the route to be four-tracked) or whether it will follow an alternative alignment in order to serve destinations such as Pudsey town centre. A further possibility would be a hybrid mix of the two with intermediate stations such as Bramley served by MRT rather than heavy rail. The solution adopted will have a major impact on requirement for the rail upgrade and so an early conclusion on this would seem essential.

SOUTH LEEDS TO DEWSBURY

We support the principle of a MRT route from Leeds Railway Station via the South Bank (including Leeds Dock) and Hunslet to Belle Isle, Middleton, Stourton P&R (?) and Tingley/M62 P&R. We suggest that a branch could extend beyond New Dock and cross the river northwards to serve the Aire Valley development area providing access to

employment there - this could be a suitable site for a depot. It could terminate at the Temple Green P&R.

We also support the principle of a MRT route from Leeds Railway Station to White Rose via Elland Road. This is indicated as going via Beeston which isn't on the direct route - should this have read Holbeck? We suggest that Beeston would be better served by bus. Public transport links to Holbeck Urban village are currently poor and major development is taking place or is planned there (including the British Library). Routing MRT via Holbeck itself would have a regeneration benefit for a more deprived area.

We question whether there will be demand for a tram based MRT line from White Rose to Dewsbury. It will be quicker for people travelling to Dewsbury (and Batley) to change to rail at White Rose, particularly if the rail service were improved to 4 tph. Dewsbury to White Rose could be served by a high-quality frequent bus service.

BRADFORD AND NORTH-WEST LEEDS

We note the proposal for a MRT route from Otley to Bradford via Menston and Guiseley. We presume that this is likely to use the current Wharfedale rail line into Bradford and could make use of the former rail alignment between Menston and Otley. We are puzzled that no intention is shown to operate services from Otley to Leeds as this would be likely to generate more traffic than Otley to Bradford. We suggest consideration be given to reinstating this as a rail line so that services could also operate from Otley into Leeds. Given how popular services are between Ilkley and Leeds, we would expect a rail link to Otley to be similarly well used. We also note that large housing developments are planned in Otley.

NORTH LEEDS

We suggest that further consideration be given to the need for MRT to the University of Leeds/Hyde Park. We would expect that the corridor north from Leeds railway station to the Innovation Quarter, the Infirmary, Arena and the Universities would be likely to generate the highest demand of any from the city centre. MRT is not shown as serving the University of Leeds which as well as students is a very large employer (8,700 staff and third largest employer in Leeds) - it is also a venue for conferences and/or meetings. There will also be journeys to and from Leeds Arts and Leeds Beckett Universities which would provide considerable patronage. A MRT route would be expected to provide stimulus to development of the envisaged Innovation Arc.

The Alwoodley branch has the problem that there are two potential routes and two potential destinations. The route via Chapeltown Road and Harrogate Road through Chapel Allerton to Moortown has the densest population. Serving Chapel Allerton Hospital and St Gemma's Hospice, it would generate most traffic but the relatively narrow roads couldn't accommodate a segregated MRT route. The alternative route via Scott Hall Road would permit segregation and is faster but mainly passes through an area of less dense semi-detached housing and so wouldn't generate the passenger numbers needed for a tram based MRT. The destination could be the proposed Alwoodley Gates P&R or Moor Allerton Centre/King Lane P&R and the more deprived area surrounding it. The (widely celebrated) 36 bus service to Harrogate also uses this corridor and making passengers change from bus to tram at a P&R would probably not be sensible. Therefore, improved express bus services of some description are likely to be the answer on this corridor.

A branch is shown as going from St James's Hospital to Red Hall and East Leeds P&R. We presume this P&R will be on the A58 at Wellington Hill and is different to the one shown on the East Leeds diagram beyond Seacroft?

A western route is shown to the airport via Kirkstall and Horsforth. This looks to follow the A65 before cutting across to Horsforth and following the railway to the airport. Segregation would be difficult along the A65 given that this is a major vehicle route and has already been reengineered to support buses and cyclists. Passengers from Kirkstall to Harrogate and the airport are able to access the rail line at Headingley station. Passengers from Kirkstall Forge and Horsforth are able to use rail services into central Leeds. Therefore this does not seem a suitable route for tram based MRT. Instead, bus services could be improved.

LEEDS CITY CENTRE

In addition to developing corridor plans for a first phase, we feel that it will be important to develop a view on how MRT could be routed through Leeds city centre as the core of the network. There are a limited number of surface routes which could accommodate MRT and the pace of development in the city means that options may be closed off or would cost much more to implement. In the absence of detailed plans, recent major work on transforming the city centre has not been able to take account of MRT.

Clearly MRT in central Leeds needs to provide good connectivity at Leeds Railway Station. There are also a number of key areas in and around the city centre which can be identified as being important to include in MRT e.g. St. James's Hospital, Infirmary, universities, the retail centre, West End office quarter, South Bank / Holbeck, Leeds Dock and the bus station. Taking a Leeds city centre oriented view will complement the corridor approach, recognising that the need for MRT in Leeds to serve two types of market:

- people from suburbs accessing centre of Leeds or needing to interchange with rail services,
- people from outside Leeds needing to access places in around the city centre (which is expanding) e.g. St James's Hospital, universities.

Earlier in the year, Leeds Civic Trust organised a webinar at which presenters from Belfast, Nottingham and South Wales set out lessons learned from their MRT schemes. A key issue highlighted was the need for MRT to have a high degree of segregation. Achieving this in the centre of Leeds is likely to be challenging. Roads such as Boar Lane and Vicar Lane are relatively narrow and trams would be in competition for space with buses, pedestrians and cyclists. City Square, Park Row, Cookridge Street and Infirmary Street have recently been remodeled for pedestrians, cyclists and buses.

A key question is whether the MRT route should run underground in places. As well as dislocation of recent works, a key disadvantage of an overground route would be the loss of public transport links during key events (e.g. the Tour de Yorkshire) in Millennium Square or in the Headrow area. These are precisely the times when large numbers of people need to be moved by public transport.

More than one MRT route through the city centre would be desirable so that if an incident occurred or maintenance is required trams can take the alternative route - this approach has been taken in Manchester. This also means that different parts of what is becoming quite a large city centre area can be served by a number of routes. It would also be desirable for more than one route to operate on each line to enable cross-city journeys.

Q3: Did you respond to the engagement on Mass Transit held in 2021, as part of the Connectivity Infrastructure Plan	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
I responded in a different role previously	<input type="checkbox"/>

Section 2: About you (optional)

Thank you for taking the time to provide your feedback.

These questions are optional. If you choose to answer these questions you will not be identified by the information provided. All information will be handled and dealt with in line with the Data Protection Act 2018, as detailed in our privacy notice (at the end of the survey).

2.1 Individuals – section deleted

2.2 Businesses or organisations

[Routed for business] - what is your organisation name?
LEEDS CIVIC TRUST

[Routed for business] - what is your position in the organisation?
DIRECTOR

THANK YOU FOR COMPLETING THIS SURVEY

We would like to keep you informed with updates on West Yorkshire Mass Transit as plans develop.

If you are interested in receiving more information from us in the future, please provide a preferred method of contact below.

Please select your preferred method of contact and add your details below:

<u>Email</u> <input checked="" type="checkbox"/>	Post <input type="checkbox"/>
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Email: office@leedscivictrust.org.uk

Name: **Martin Hamilton**

Address line 1: **17-19 Wharf Street**

Address line 2:

Town/City: **LEEDS** Postcode: **LS2 7EQ**

How to mail your completed survey to us:

Please return your completed survey by the closing date of 16 January 2023 to:

Freepost CONSULTATION TEAM (WYCA)

Please note you do not need to pay for or add a stamp to the envelope you use when you post your survey back to us. The Royal Mail will deliver your post for free, and the cost is covered by the West Yorkshire Combined Authority.

Privacy notice

For the purposes of the Data Protection Act (2018) and the General Data Protection Regulations (GDPR), the 'controller' of the personal data which you provide in the attached form is the West Yorkshire Combined Authority ("the Combined Authority", "we", "us") of Wellington House, 40-50 Wellington St, Leeds LS1 2DE (Tel: 0113 251 7272). The Combined Authority is registered with the Information Commissioner's Office with registration number ZA051694.

The Combined Authority is collecting this data and will process it for the purpose of understanding and identifying information that is relevant to development of the West Yorkshire Mass Transit Vision 2040 project. The survey platform will capture your IP address when you complete an online survey, however we will not use this data further.

We have asked for this information as we recognise that the needs of different groups can vary, and we are committed to developing a vision that is meaningful for all people in our region. Personal data you provide for the purposes of future marketing communications will be processed to inform you on progress made on the vision, if you have given us the consent to do so.

There may be other circumstances in which we may share or use certain information about you, which are:

- if we have a legal obligation to do so or if we are required or requested to do so by a competent authority such as the police or a court.
- if we need to use or disclose your information to obtain legal advice or in connection with legal proceedings.
- if we need to share your information to protect your vital interests if you are unable to give us consent or it is unreasonable for us to ask for your consent in the circumstances (e.g. if you are injured).

We will retain your information for the duration of the consultation phase of the project in accordance with our information retention policy and on the expiration of such period we will safely delete it.

Information provided to the Combined Authority will be processed on the basis of 'public task', which means it will help inform us in our duties to the public, in relation to transport planning, service improvement and economic regeneration of the region. We will only contact you with marketing communications where you have given consent for us to do so.

As a data subject you have a number of rights under the DPA. These include the right to withdraw your consent and access the information which we hold about you. In some cases, you may have a right to have your personal data rectified, erased or restricted, and to object to certain use of your data. For further information, please visit www.westyorks-ca.gov.uk/footer/privacy-notice-and-cookie-policy.

If you wish to contact us about this privacy statement or to make a request, please use the following details:

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Leeds
LS1 2DE
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Tel: 0113 251 7272

If you are unsatisfied with the manner in which we collect or handle your personal data you have a right to make a complaint to the Information Commissioner's Office. Information about how to make complaints can be found on the ICO's website at <https://ico.org.uk>