

Results of Survey of Opinions on “Alternatives to the Trolleybus”

The North West Leeds Transport Forum presented some ideas for alternatives to the trolleybus at a series of public meetings during Spring/Summer 2015. Well over 100 people attended the meetings. Views expressed at each meeting were noted and taken into account in subsequent presentations. The ideas presented at the final meeting (on 19/6/15) were therefore different in some respects from those which had been presented at first meeting (on 28/4/15). The evolving ideas were available for more detailed study in a document on the NWLTF website.

Feedback forms were distributed at each meeting seeking attendees’ opinions on the ideas which had been presented and any further comments or suggestions. Seventy-three feedback forms were returned and have now been analysed. This paper presents a summary of that analysis.

A majority (84%) of respondents live in the area and most (82%) were aged over 50. A substantial minority (30%) had read the background document.

Respondents were asked to indicate which of a series of specified problems they experience in the area. The percentage of respondents indicating each problem were (in decreasing order):

- Traffic hazards (64%)
- Pedestrian delays (62%)
- Public transport delays (58%)
- Traffic noise, emissions and intrusion (40%)
- Parking difficulties (38%) and
- Traffic delays (30%).

An overwhelming majority (89%) indicated that they agreed with NWLTF’s general approach (namely, “to encourage, wherever possible, the use of public transport and active modes rather than cars”).

The feedback forms included a brief descriptions of key ideas presented in the meeting and were asked to indicate, for each one, whether they would support it, oppose it, or support further investigation of it.

The first set of ideas were general policies for Leeds as a whole and the responses were:

	% of respondents indicating			
	support	need for further investigation	opposition	No opinion
rail based P&R	53	13	6	28
more rail of light rail	53	23	4	19
more bus priority	83	9	0	9
improved bus boarding (via improved ticketing and bus design)	85	4	0	11
more Real time information at bus stops	81	6	0	13

The remainder of the ideas were specific proposals for changes at locations within the A660 corridor. The responses are shown overleaf. Of the 35 ideas described, all but three were supported by a majority of respondents and even for those three, the number supporting or wanting more detailed investigation exceeded the number opposed.

The latest (July 2015) version of NWLTF’s “alternatives” document takes account of the feedback received and we conclude that serious consideration should urgently be given to all the ideas included therein.

	% of respondents indicating			
	support	need for further investigation	opposition	No opinion
St Marks junction: redesign with banned turns	52	12	4	32
Blackman Lane: additional priority to buses	49	18	7	26
University: s'bound buses to use Blenheim Walk rather than Woodhouse Lane	49	26	2	23
Clarendon Rd junction: redesign	62	10	7	22
Hyde park Corner: redesign with banned turns and use of Moor View	52	21	11	16
Headingley Hill: n'bnd bus lane (without widening) e.g from Elinor Lupton	58	16	5	21
Headingley Hill: n'bnd bus lane (with widening if necessary)	51	21	14	15
Near Shire Oak Rd: additional pedestrian crossing	66	19	3	13
Bennett Rd: ban entry and exit from A660	45	14	25	16
North lane/A660 junction: (banned turns)	29	25	33	14
Arndale Centre: s'bound bus lane in front of building	52	25	10	14
Shaw Lane/A660 junction: ban Right turn into St Anne's Rd	68	8	3	21
Shaw Ln/A660 junction: close St Anne's Rd	49	23	15	12
St Chads Drive/A660 junction: pedestrian crossing and signals	62	14	7	18
Weetwood Lane end: closure, use of St Chad's Rd instead	43	21	17	19
Glen Rd/ Church Wood Avenue/A660 junction: redesign of signals	64	11	4	21
Thornbury Ave/A660 junction: redesign of signals	68	13	0	19
A660 south of West Park: bus lane	68	9	4	19
A660/ Ring Road junction (Lawnswood): replace roundabout with signals	53	19	10	18
A660/Otley Old Rd junction: install signals	56	15	11	18
Bodington Fields: introduce P&R site	71	8	5	15
Pavements along A660: remove obstacles to pedestrians	77	5	1	16
Bus stops along A660: move some stops to better locations	62	13	4	21
Bus lanes on A660: allow cyclist access to new bus lanes	51	22	4	23
Woodhouse Moor: introduce cycle path alongside A660	70	6	6	17
NGT "bypass" route (from Alma Rd to Headingley Hill) use as cycle path	63	10	4	23
Woodhouse Ridge: introduce cycle paths	53	19	11	16
Various location along A660: introduce more short term parking	60	6	18	17
Headingley cycle route: improved signing	60	9	9	23
Ash Rd/north Lane junction: redesign	38	31	15	15
Cardigan Rd /North Ln junction: redesign	27	27	31	15
St Ann's Lane: designate as a one-way road	54	15	15	15
Headingley: introduce more cycle stands	85	0	4	12
Beckett Park: traffic calming to reduce rat-running	58	15	12	15
A660 and Cardigan Rd: provision of bus bays where appropriate	50	27	12	12