**CONNECTING LEEDS TRANSPORT STRATEGY CONSULTATION**

**Guidance for on-line questionnaire**

**It goes without saying that individuals should complete this questionnaire as they see fit. However, the ideas and comments in this document match those in the completed ZCH response to this consultation and it is hoped that they may be of assistance to anyone completing an individual response.**

The **red writing** contains information relating to ZCH’s comments on the strategy. This is based on the evolution of ZCH’s transport group’s discussions, open meetings to all members and a ZCH Transport survey.

 **The black writing** references information that is already in the strategy, but not in any detail (please refer to Leeds transport strategy itself for this).

 There is some blue writing that addresses potential further underlying principles discussed at ZCH meetings.

NB : All or any of the comments in red would have to be submitted via the further comments boxes. However, as the information in red represents aspects of the transport strategy which ZCH think have not been properly developed, these red notes can also help with the multiple-choice questions.

**The following headings follow the format of the connecting Leeds on-line questionnaire.**

**1. OUR VISION OBJECTIVES AND TARGETS**

**Agreement/disagreement with the vision**

1. **ZCHs fully supports the target of Leeds becoming a city where you don’t need a car. A suggestion for a different way of expressing this idea is, ‘a city where you don’t choose to use a car’.**
* Reducing the need for travel
* Encouraging active travel and use of public transport
* Improving the efficiency of public transport and making better use of road space
* Encouraging the use of zero emissions vehicles in freight, public and private transport

Electric vehicles still have a carbon footprint and impact on the environment from production processes, energy sources and tyre and brake particulates: This means that encouraging the use of zero emission vehicles should be set in the context of a policy to reduce dependency on any private vehicles.

1. **ZCHs fully** **supports the targets of improving health and well-being:**
* Leeds becoming the most active city in England (although this should not be a competition)
* Improving air quality and reducing C02 emissions
* Make Leeds the best city to grow old in, a child friendly city and streets accessible to all
* Adopt vision zero for road safety
1. **We support one aspect of the inclusive growth target:**
* Lower the cost of mobility, ensuring transport is affordable and accessible to everyone.

However, we believe the issues of **access to employment, productivity and regeneration** must be more clearly linked to commitment to a sustainable and green model of economic policy in which the health and wellbeing of people and planet is paramount. For this to be achieved the objectives of **tackling climate change, improving health/well being, and delivering inclusive ‘growth’\*** cannot be ranked. They should be complementary aspects of an economy geared towards achieving healthy and resilient communities on a healthy and resilient planet.

\*The policy of inclusive growth is historically linked to an economic model based on the ‘trickle down’ approach to economic well-being. The Leeds Transport strategy, building on the lessons learned in the current pandemic, has an opportunity to redefine these areas of our lives through:

* Measures that boost local business rather than large corporations and therefore support the growth of a genuine local economy, changing the reasons why people need to move around.
* Improving access to transport in a way that addresses transport poverty and inequality in all our communities.
* Using the development of a green transport infrastructure as an opportunity for high value green jobs.
* Implementing the principles of the New Green Deal in which it is recognised that growth for growth’s sake is incompatible with the climate emergency.

**Other observations on the vision section:**

ZCH would like a clearer definition of the meaning of the word ‘our’ in ‘our vsion’

It is important that the citizens of Leeds have ownership of this strategy beyond submitting comments.

For example, the Leeds citizens Jury: This was an excellent idea which enabled participation and discussion from a diverse group of people on the subject of tackling climate issues.

Ultimately, however, it should be noted that Leeds City Council firmly rejected ideas that emerged from this Jury that did not fit in with LCC’s executive vision: the expansion of LBA being a prime example.

**How does LCC propose to improve the issue of democratic participation in decision making, moving towards a community led change?**

**Rating the level of ambition.**

1. **Climate emergency targets**

See page 25 of the transport strategy. The 6 big moves will contribute up to a 43% reduction in C02 emissions from transport by 2030. There is therefore a short fall of at least 57% in relation to Leeds’s net zero targets. The Leeds draft transport strategy itself acknowledges that much more needs to be done.

1. **Modal shift targets**

The targets could be more ambitious. A 30% reduction does not go far enough. There needs to be a sense of urgency here, with LCC providing strong messaging. For example: ‘You are not stuck in traffic…you are traffic!’ There should be a ban on advertising linked to transport linked to planet degradation, Eg SUVs.

1. **Distance travelled target**

ZCH acknowledges that these targets are ambitious. A re-evaluation of how our city works and moves about is required. The strategy is however noticeably short on detail as to how this would be achieved.

1. **Vison zero target**

A very desirable target but achieving it will depend on the hierarchy of road users becoming an actual reality.

The Hierarchy of road users needs to be clearly defined as a policy which sets out priority to road users based on vulnerability, safety, and mobility needs.

**OUR BIG MOVES.**

**Ranking the ‘Big Moves’ in order.**

ZCH considers that all the moves are of equal importance except for the Mass Transit scheme.

The Mass Transit Scheme needs to be considered in the light of the other big moves and the transformative vision of how our city works. More info later.

**DECARBONISING TRANSPORT**

**There are good measures in this section but the ideas in the ‘we may need to consider’ section are essential:**

* A congestion charge based on both vehicle emissions and the amount of road space used/size of vehicle.
* A clearly defined hierarchy of road users should be fully adopted.
* **Incentivising the public to adopt low carbon options: This could include:** Event managers including the cost of public transport in ticket pricing, larger businesses providing dedicated bus services or access to low carbon transport options for their staff, banning passenger cars from city centre altogether\*, encouraging people to work from home or in local IT hubs.

**\***exceptions to this would have to be considered carefully recognising the needs of all people with special mobility needs, including the elderly.

* Electric buses and electrification of train lines.

**Further:**

* **Flying as a mode of transport cannot be conveniently left out of a transport strategy dealing with carbon emissions. There should be clear strategies to reduce frequent flying. LBA should not be permitted to incentivise flying in the middle of a climate crisis.**

**CREATING HEALTHIER STREETS, SPACES AND COMMUNITIES**

**The idea of ‘20-minute active travel Neighbourhoods’ is desirable and ambitious but there needs to be more detail in the measures needed to achieve it.**

**For example:**

* the ‘may have to be considered’ parking management measures are essential. If cars in the city centre are reduced (highly desirable) this cannot lead to surrounding suburbs being used as car parks.
* **Ambitious greening up projects** are needed to support Active Travel Neighbourhoods. For example, the new planters installed to stop rat running could be developed into little green spaces (pocket parks) where cars cannot park.
* 20 mph speed limits should be introduced ASAP in all residential areas.
* An efficient public transport system that also allows for the closure of some streets to cars in local Neighbourhoods is needed: This privilege should not be solely reserved for the city centre.
* There is no mention of how to deal with the problem of HGVs travelling through high streets that serve as the centres of community neighbourhoods. Eg: Headingley, Kirkstall. There needs to be a clear recognition of the different purposes and capabilities of roads.
* There is no mention of the local impact an expanded airport would cause: more traffic on the roads, unacceptable increases in noise (day and night) and an increase in deadly particulates.

**The development of 20-minute active travel neighbourhoods is an opportunity for proper consultation, acknowledging the opinions of local communities and working together to find desirable outcomes.**

**ENHANCE PUBLIC TRANSPORT**

**The idea of ‘a seamless network of active travel and public transport infrastructure’ is very desirable and ambitious. Currently the Leeds bus system fails its citizens.**

**Measures ZCH would consider essential include:**

* **Affordable transport. An accessible and seamless public transport system is essential to getting cars off the roads, including Electric cars which still have a carbon footprint and contribute to pollution.**
* **Focus on radial routes as well as city centre bound corridors to develop a highly connected rapid bus network. \***
* **Effective through ticketing /integrated travel tickets**
* **Timetabling to promote transfer between modes and services**
* **Feeder bus services to local stations**
* **Park and ride in appropriate locations.**
* **Cycling to train stations, bike storage at stations, more bike space on trains**
* **Assistance for car sharing clubs**
* **Micro on demand community bus options**

**\*Congestion charging should be introduced in tandem with bus corridor provision as an ‘incentive’.**

**TRANSFORMING THE CITY CENTRE**

**The traffic control measure and increase in green spaces put forward in this section of the transport strategy would undoubtedly improve our city centre.**

**However:**

* **ZCH thinks that more is needed in this section about how the Covid Pandemic has potentially changed the way a city centre functions.**
* **ZCH would like to see more detail about the balance between the city centre as a retail experience and a cultural and residential centre.**
* **ZCH has concerns about HS2 and the potential of this scheme to dominate plans and blight development. Local train connectivity across our region is far more important.**
* **A workplace parking level would be essential, with money reinvested back into active travel strategies.**

**NEW MOBILITY SOLUTIONS**

**There are good measures in this section.**

**However, it could be developed further:**

* **Innovative solutions to last mile deliveries**
* **Support for businesses setting up a diverse range of bikes with greater access, eg cargo bikes**
* **Enhancing shared ownership models**
* **Careful considerations of the needs of an elderly/aging population.**

**MASS TRANSIT.**

**In the long term a mass transit scheme may be desirable, but this should not distract from improvements to the local bus and rail network or the development of 20-minute active travel neighbourhoods.**

* **A mass transit system needs to clearly complement a rapid local transport system that serves the needs of local communities:**
* **If the reasons why people need to move around are changing and the 20-minute Active Travel Neighbourhood is a genuine commitment, it is important to envision what sort of an economy rapid transport would be serving before developing a plan.**

**MEETING THE CHALLENGE**

**N/A for ZCH input.**

**ASK A QUESTION**

**It would be extremely helpful for ZCH to also receive the questions that may be put forward by individual ZCH members in this section.**